

ORDER OF BUSINESS

REGULAR MEETING OF CITY COUNCIL

MONDAY, JUNE 27, 2011 AT 6:00 P.M.

1. **Approval of Minutes** of the regular meeting held on June 13, 2011 and special meeting held on Jun 20, 2011.

2. **Public Acknowledgements**

3. **Unfinished Business**

4. **Reports of Administration and Committees:**
 - a) Report No. 4-2011 of the Municipal Planning Commission;
 - b) Administrative Report No. 13-2011;
 - c) Legislative Report No. 8-2011;
 - d) Report No. 9-2011 of the Planning and Operations Committee;
 - e) Report No. 7-2011 of the Land Bank Committee;
 - f) Report No. 3-2011 of the Naming Advisory Committee; and
 - g) Report No. 11-2011 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. 8951 - A bylaw to amend Bylaw No. 6770, “A bylaw of The City of Saskatoon to deny a permit for the demolition of certain property”.

Bylaw No. 8952 - The Campaign Disclosure and Spending Limits Amendment Bylaw, 2011.

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

REPORT
of the
MUNICIPAL PLANNING COMMISSION

Composition of Commission

Mr. Kurt Soucy, Chair
Mr. Leanne DeLong, Vice Chair
Councillor Bev Dubois
Ms. Carole Beitel
Ms. Joy Crawford
Mr. Laurier Langlois
Mr. Aditya Garg
Mr. Al Douma
Mr. Stan Laba
Ms. Debbie Marcoux
Mr. Bruce Waldron
Ms. Kathy Weber
Mr. James Yachyshen

1. Westmount Local Area Plan
(File No. CK. 4110-1)

- RECOMMENDATION:**
- 1) that City Council adopt the Westmount Local Area Plan as outlined in Attachment 1 to the April 26, 2011 report of the General Manager, Community Services Department; and
 - 2) that the Administration initiate implementation of the recommendations outlined in the Westmount Local Area Plan.

Attached is a report of the General Manager, Community Services Department dated April 26, 2011, forwarding the Final Report of the Westmount Local Area Plan.

Report No. 4-2011
Municipal Planning Commission
June 27, 2011
Page 2

Your Commission has reviewed the report with the Commission and has received a presentation from a representative of the Westmount Community Association in support of the report.

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

City Council members have already been provided with copies of the Final Report. The report is also available in the City Clerk's Office for viewing and on the City's website under "L" and "Local Area Planning" in the Service Directory.

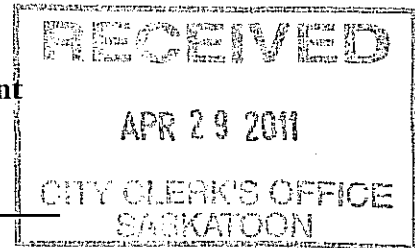
The Administration will be providing a PowerPoint presentation on the above matter.

Respectfully submitted,

Mr. Kurt Soucy, Chair

4110-1

TO: Secretary, Municipal Planning Commission
FROM: General Manager, Community Services Department
DATE: April 26, 2011
SUBJECT: Westmount Local Area Plan
FILE NO: PL 4110-29



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

- 1) that City Council adopt the Westmount Local Area Plan (see Attachment 1); and
- 2) that the Administration initiate implementation of the recommendations outlined in the Westmount Local Area Plan.

BACKGROUND

Local Area Planning is a community-based approach to developing comprehensive neighbourhood plans. It enables residents, business owners, property owners, community groups, and other stakeholders direct input into determining the future of their community. It is a highly adaptable process that allows the stakeholders to discuss issues important to the neighbourhood. The Local Area Plan (LAP) program is administered by the Neighbourhood Planning Section, Planning and Development Branch. Once completed, an LAP establishes the vision and sets goals to guide the growth and development of a neighbourhood. It also identifies specific recommendations for improvements in a neighbourhood. LAPs are long-term plans that may take several years to be fully implemented.

Westmount is the eleventh of 12 neighbourhoods approved to undergo a LAP by City Council in 1997. The Westmount LAP process began with a neighbourhood survey and general Public Meeting in November 2008 to identify issues in the neighbourhood. Neighbourhood stakeholders were asked to participate on a LAP Committee, and a series of meetings were held. A draft report was created and circulated to appropriate City of Saskatoon (City) Administration for comment. Comments on the draft report were requested from the LAP Committee in March 2011, and the group approved the plan at a final review meeting in April 2011.

The Westmount LAP Final Report is the result of input from approximately 40 neighbourhood residents who attended the LAP Committee Meetings, more than a dozen local business owners/employees, numerous non-profit/institutional/faith-based organizations, an entire grade of Westmount Community School students, and 35 members of City Administration.

REPORT

The most significant feature of the Westmount neighbourhood is the Hudson Bay Area Park system, comprised of Leif Erickson Park, Scott Park, Pierre Radisson Park, and Henry Kelsey Park (located to the north of Westmount in Hudson Bay Park). Aside from the abundant park space that makes up approximately 20 percent of the land use within the neighbourhood, another notable feature is the

significant amount of low-density residential housing present in Westmount.

The Westmount LAP addresses the following topics of: Land Use, Housing, Parks and Recreation, Health, Traffic and Circulation, Municipal Services, Heritage and Culture, Growing Up In Westmount: The Youth Perspective, and Neighbourhood Safety. It should be noted that the Youth Perspective section is unique to the Westmount LAP and has not been included in any previous LAP reports. The Westmount LAP Committee and City Administration recognize that youth will play a key role in the future of this neighbourhood and identified opportunities to engage local young people in the LAP process.

There are a total of 47 proposed recommendations contained in the Westmount LAP.

Summary of Key Westmount LAP Goals

- Support Full Utilization of Park Space – Develop a comprehensive master plan to help the Hudson Bay Area Park system become a destination for residents from across Saskatoon.
- Address Neighbourhood Safety Concerns – Implement specific strategies and projects that will improve safety and encourage community cohesion.
- Encourage Infill Development and Reinvestment in Neighbourhood – Encourage family-oriented housing options in the south part of the neighbourhood to provide a modest increase to the population density, while maintaining a commitment to families, helping encourage park use, maintaining enrolment at Westmount Community School, and supporting businesses located on 22nd Street West.
- Improve Pedestrian Connectivity – Increase connectivity between major destinations in the area, increase pedestrian safety, and encourage healthy lifestyles.
- Promote Cycling – There is a tremendous opportunity to expand the bike network and provide a major amenity to several neighbourhoods, while supporting a healthy and environmentally friendly activity.
- Increase Access To Healthy Food – It is vital that everyone has access to good food.

LAP Implementation

The approval of the Westmount LAP will require a commitment to implement 47 recommendations. As of April 15, 2011, a total of 428 recommendations have resulted from the approval of LAPs for the following areas: Airport Business Area, Caswell Hill, City Park, King George, Nutana, Pleasant Hill, Riversdale, Sutherland, Warehouse District, and West Industrial. The Planning and Development Branch, Neighbourhood Planning Section, is responsible for coordinating the implementation of LAP and Safety Audit Report Recommendations.

Of the 428 recommendations, 246 recommendations have been completed. A methodology has been developed to prioritize the recommendations that have not been completed. Each recommendation is evaluated using a number of criteria including: input from the community, time frame for completion, current administrative programs and related projects, and the level of

resources required for completion.

OPTIONS

There are no options.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

LAPs are created within the Planning and Development Branch, Neighbourhood Planning Section, operating budget. Implementation of LAP recommendations are undertaken through the Capital Budget Project No. 2034. In 2010, \$190,000 was approved by City Council for LAP Implementation. This project funds two full-time staff members within the Planning and Development Branch to implement LAP recommendations. From time to time, capital budgets from other departments are drawn on to support certain capital investments needed to implement LAPs.

If approved, the Westmount LAP recommendations will be added to the implementation schedule and prioritized for completion over several years. There is no additional financial impact resulting from the adoption of the Westmount LAP.

STAKEHOLDER INVOLVEMENT

The LAP for Westmount is a result of input from approximately 40 neighbourhood residents who attended the LAP Committee Meetings, more than a dozen local business owners/employees, numerous non-profit/institutional/faith-based organizations, an entire grade of Westmount Community School students, and 35 members of City Administration. The stakeholder involvement is described in detail in the report.

PUBLIC COMMUNICATION PLAN

The Westmount Community Association and Westmount LAP Committee will receive an invitation to the Municipal Planning Commission and City Council meeting to consider adoption of the LAP. Once the LAP is adopted, future correspondence and progress reports (newsletter) and social media tools will be provided to the LAP Committee to keep them informed of implementation. Although the LAP Committee will not meet regularly, a contact list will be maintained. The LAP Program provides an annual report on the status of recommendations within each LAP neighbourhood. Additional meetings will be conducted to gather input on implementation of recommendations (i.e. proposed land-use changes) when appropriate and to keep the community informed of the implementation activities.

PUBLIC NOTICE

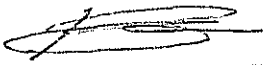
Public Notice, pursuant to Section 3 of the Public Notice Policy C01-021, is not required.

ATTACHMENT

1. Westmount LAP Final Report


Written by: Mark Emmons, MCIP, Senior Planner

Reviewed by:



Randy Grauer MCIP, Manager
Planning and Development Branch

Approved by:



Paul Gauthier, General Manager
Community Services Department
Dated: April 28, 2011

cc: Murray Totland, City Manager

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 June 2, 2011 to June 15, 2011
(For Information Only)
(Files: CK. 4000-5, PL. 4355-D, PL. 4350, and PL. 4300)**

RECOMMENDATION: that the information be received.

The following applications have been received and are being processed:

Discretionary Use

- Application No. D4/11: 403 Hampton Circle
Applicant: Norm Loehndorf
Legal Description: Lot 17, Block 985, Plan 102000777
Current Zoning: R1B
Proposed Use: Care Home
Neighbourhood: Hampton Village
Date Received: June 6, 2011

- Application No. D5/11: 620 Spadina Crescent East
Applicant: Cavalier Enterprises Ltd.
Legal Description: Parcel C, Plan 64S22815
Current Zoning: M4
Proposed Use: Tavern
Neighbourhood: Central Business District
Date Received: June 14, 2011

Rezoning

- Application No. Z4/11: North of Rosewood Boulevard West and
East of Boychuk Drive
Applicant: Rosewood Land Inc.
Legal Description: Block J, Plan 94S17318
Current Zoning: R1A
Proposed Zoning: RM3 by Agreement
Neighbourhood: Rosewood
Date Received: May 25, 2011

Rezoning

- Application No. Z5/11: 3718 8th Street East
Applicant: J.A.R. & Sons Enterprises Ltd.
Legal Description: Block AA, Plan 101317485
Current Zoning: RM4
Proposed Zoning: RM3
Neighbourhood: Wildwood
Date Received: June 8, 2011

Subdivision

- Application No. 31/11: 820 11th Street East
Applicant: Webster Surveys for City of Saskatoon Utilities
Legal Description: Lots 1 to 17, Block 1, and Lots 1 to 4, Block 43,
Plan H1017
Current Zoning: R2
Neighbourhood: King George
Date Received: May 31, 2011
- Application No. 32/11: 103 Gladstone Crescent
Applicant: Webb Surveys for Top West Developments Ltd.
Legal Description: Part Lot 1, Block 459, Plan 102031186
Current Zoning: IL2
Neighbourhood: Marquis Industrial
Date Received: May 31, 2011
- Application No. 33/11: 71 Bence Crescent
Applicant: Webb Surveys for Gerald and Cindy Hubick
Legal Description: Lot 46, Block 273 and Part of Lane 29,
Plan 61S17572
Current Zoning: R2
Neighbourhood: Westview
Date Received: May 31, 2011
- Application No. 34/11: 112 Willis Crescent
Applicant: Webb Surveys for 101098047 Saskatchewan Ltd.
Legal Description: Part of S.E. ¼ Section 15-36-5-W3M
Current Zoning: M2
Neighbourhood: Stonebridge
Date Received: June 2, 2011

Subdivision

- Application No. 35/11: Proposed Right of Way for Blairmore Forced Main
Applicant: Digital Mapping Systems for Various Owners
Legal Description: Various
Current Zoning: Various
Neighbourhood: Various
Date Received: June 8, 2011

- Application No. 36/11: Wellman Lane/Crescent
Applicant: Webster Surveys for Dundee Realty Corp.
Legal Description: Parcel A, Plan 101390655 and
Parcel B, Plan 91S02594
Current Zoning: IB
Neighbourhood: Stonebridge
Date Received: June 9, 2011

- Application No. 37/11: 803 Melville Street
Applicant: Digital Planimetrics for City of Saskatoon
Legal Description: Parcel Y, Plan 101915210
Current Zoning: IL1
Neighbourhood: CN Industrial
Date Received: June 9, 2011

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. Plan of Proposed Discretionary Use No. D4/11
2. Plan of Proposed Discretionary Use No. D5/11
3. Plan of Proposed Rezoning No. Z4/11
4. Plan of Proposed Rezoning No. Z5/11
5. Plan of Proposed Subdivision No. 31/11
6. Plan of Proposed Subdivision No. 32/11
7. Plan of Proposed Subdivision No. 33/11

8. Plan of Proposed Subdivision No. 34/11
9. Plan of Proposed Subdivision No. 35/11
10. Plan of Proposed Subdivision No. 36/11
11. Plan of Proposed Subdivision No. 37/11

A2) Use of Places of Worship for Funeral Services
(Files: CK. 4350-1 and PL. 4350-1)

RECOMMENDATION: that the information be received.

BACKGROUND

During its February 7, 2011 meeting, City Council received a presentation from David Edwards requesting clarification of land-use policy regarding the use of land in Low-Density Residential Zoning Districts for funeral and memorial services. At this meeting City Council resolved that the matter be referred to the Administration for a report back to City Council.

A copy of material provided to City Council by Mr. Edwards is attached to this report.

REPORT

Zoning Bylaw No. 8770 defines a place of worship as “a place used for worship and related religious, philanthropic, or social activities and includes accessory rectories, manses, meeting rooms and other buildings. Typical uses include churches, chapels, mosques, temples, synagogues and parish halls.” Your Administration has interpreted the current definition of a place of worship to include a building used to conduct services for weddings and funerals that may or may not have a religious reference.

Places of worship are considered a permitted use in all residential zoning districts except the RMHC – Mobile Home Court District, RMHL – Mobile Home Lot District, RMTN – Townhouse Residential District, and the RMTN1 – Medium Density Townhouse Residential District 1. Places of worship are considered a complementary use in a residential neighbourhood and are generally compatible with and accessory to the residential environment. Within Saskatoon, there are 136 places of worship identified, of which 84 are located in low-density residential zoning districts (R1, R1A, R2 and R2A Districts).

The use of a place of worship for funeral services would include ceremonies, memorial services, and life celebrations, with or without the deceased person present. A place of worship cannot be used for the keeping of the deceased person overnight or longer, making of funeral arrangements,

sale of books and materials related to funerals, merchandise display and sales for funerals, offices for funeral services, or for the storage of funeral merchandise or equipment. Furthermore, a place of worship cannot be used for general rentals for activities such as meetings, reunions, anniversaries, or gatherings that would typically occur in a public hall.

Any building used for the display, storage, or sale of products or services for funerals, or for the preparation of the human body for interment or cremation would be considered a funeral home. Funeral homes are defined in Zoning Bylaw No. 8770 as “a building designed for the purpose of furnishing funeral services to the public and includes facilities intended for the preparation of the human body for interment or cremation but shall not include facilities for cremation” and are not permitted in any residential zoning district.

Any additions to an existing place of worship, or the development of a new place of worship, must comply with the regulations contained in Zoning Bylaw No. 8770 (such as parking and loading spaces, landscaping, and setbacks from property lines).

Your Administration is aware of one place of worship in the City of Saskatoon, located at 704 Windsor Street that is being used to conduct wedding and funeral services. The owner has been advised that this property cannot be used as a public hall.

OPTIONS

City Council may direct the Administration to amend the definition of a place of worship to clarify whether the definition should include a building used primarily for the purpose of providing wedding or funeral services.

POLICY IMPLICATIONS

There are no policy implications.

STAKEHOLDER INVOLVEMENT

A copy of this report will be provided to David Edwards of Edwards Edwards McEwen Architects.

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. Material provided to City Council by Mr. David Edwards

A3) East Sector Summer Vegetation and Wildlife Natural Area Screening Study
(Files: CK. 4110-46 and PL. 4110-12-5)

- RECOMMENDATION:**
- 1) that a post budget project for natural area screening work in the East Sector totalling \$40,000 be approved; and
 - 2) the post budget approval of \$40,000 be funded from the Planning Levy Reserve.

BACKGROUND

This project is part two of a two-part study. In October 2010, your Administration hired Stantec Consulting Ltd. for \$5,504, funded from the Planning Levy Reserve, to complete a Fall Vegetation and Wildlife Natural Area Screening Review. This study was a baseline study in which the consultant reviewed all parcels of land within the East Sector and identified parcels of land that would require further field surveys when the vegetation was in bloom. The consultant recommended that 31 quarter sections be revisited due to having the potential to support rare plant and wildlife species.

REPORT

This project will consist of a team of scientists completing the field survey component for the Natural Area Screening for the East Sector. Natural Area Screening Studies are required by the Official Community Plan Bylaw No. 8769.

The team will visit parcels of land within the East Sector with potential rare plant and wildlife species. They will record their findings and prepare a report identifying areas of protection and preservation from urban development. This information will be used in drafting the East Sector Plan. The East Sector Plan is being drafted and reviewed with stakeholders and the public in 2011; it is expected to be tabled with City Council in the first quarter of 2012.

OPTIONS

City Council has the following options:

1. Approve the funding for the East Sector Natural Area Screening.
2. Do not approve the funding for the East Sector Natural Area Screening, which would reduce the ability to identify areas of protection and preservation prior to urban development.

The Administration is recommending Option 1.

POLICY IMPLICATIONS

The approval of the East Sector Natural Area Screening does not have policy implications.

FINANCIAL IMPLICATIONS

This project will be tendered by Request for Proposal with an upset amount of \$40,000 and a completion date of September 2, 2011. The project will be funded by the Planning Levy Reserve.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PUBLIC NOTICE

Public Notices will be issued to the land owners of the 31 quarter sections that were identified for further study. The notice will ask for permission to enter onto their lands to complete the study.

**A4) Naming Report – “Rosewood, Stonebridge and Arbor Creek Street Names”
(File No. CK. 6310-1)**

RECOMMENDATION: that the information be received.

REPORT

The street name plans for the Rosewood, Stonebridge, and Arbor Creek neighbourhoods were provided to the Naming Advisory Committee Administrator from Arbutus Meadows Partnership and Dundee Developments (see Attachments 1, 2, and 3).

The Arbutus Meadows Partnership has made a request that the names “Rosewood” and “Eaton” be applied to streets in Rosewood. His Worship Mayor Donald Atchison has selected the names Rosewood and Eaton, as requested by Arbutus Meadows Partnership.

- 1) Rosewood Drive East – Named after the neighbourhood in keeping with the recent trend in Saskatoon neighbourhoods such as Evergreen, Hampton Village and Stonebridge.
- 2) Eaton – James Eaton and his family were pioneers of Saskatoon.

Dundee Developments has made a request that the names “Sutter” and “Warder” be applied to streets in Stonebridge. His Worship Mayor Donald Atchison has selected the names Sutter and Warder, as requested by Dundee Developments.

- 1) Sutter – Fred Sutter served as the Administrator for the Rural Municipality of Corman Park and served on the following committees: District Planning Commission, 1981 to 1985; Municipal Planning Commission, 1983 to 1991, 2007 to present; Board of Revision, 1992 to 1995; and the Development Appeals Board, 2004 to 2006.
- 2) Warder – S. J. Warder was the Superintendent of Facilities for the Board of Education. Mr. Warder served on the Technical Planning Commission and the Municipal Planning Commission.

Dundee Developments has made a request that the names “Wright” and “Horlick” be applied to streets in Arbor Creek. His Worship Mayor Donald Atchison has selected the names Wright and Horlick, as requested by Dundee Developments.

According to the Naming of Civic Property and Development Areas Policy No. C09-008, all requests for street names from the Names Master List will be selected by the His Worship the Mayor. All of the names on the Names Master List have been previously screened by the Naming Advisory Committee and meet City Council’s guidelines for name selection.

His Worship Mayor Donald Atchison notified the Naming Advisory Committee Administrator of the names selected. The selections of His Worship Mayor Donald Atchison were forwarded to Arbutus Meadows Partnership and Dundee Developments, and the families have been notified.

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. Map of Rosewood Street Names
2. Map of Stonebridge Street Names
3. Map of Arbor Creek Street Names

A5) Communications to Council

**From: David Walden, Secretary General
Canadian Commission for UNESCO**
Date: April 13, 2011
Subject: Freedom of Expression in Broad Strokes Exhibition
(Files: CK 205-1 and LS. 205-1)

RECOMMENDATION: that the information be received.

BACKGROUND

City Council, at its meeting held on May 9, 2011, considered the above-noted letter with respect to the above-noted exhibition. See Attachment 1 for a copy of the letter. Council subsequently passed a motion that the letter be referred to the Administration for a report.

In 1993, the United Nations General Assembly declared May 3 as World Press Freedom Day to raise awareness of the importance of freedom of the press and to remind governments of their duty to respect and uphold the right to freedom of expression under Article 19 of the Universal Declaration of Human Rights. Since 2001, the Canadian Commission for UNESCO and the Canadian Committee for World Press Freedom have organized an annual international competition for editorial cartoonists to promote freedom of expression and freedom of the press. The exhibit

Freedom of Expression in Broad Strokes, presents the best 48 editorial cartoons received since the beginning of the competition in 2001.

REPORT

Since the City of Saskatoon is a member of the Canadian Coalition for Municipalities Against Racism and Discrimination (CCMARD), David Walden, Secretary-General for the Canadian Commission for UNESCO felt that the City of Saskatoon would be interested in welcoming this exhibition. In follow up to the referral, your Administration considered the letter of request and reviewed the content of the exhibit *Freedom of Expression in Broad Strokes*, which presents the 48 best editorial cartoons. In reviewing the content of the exhibition, staff determined that there are organizations within Saskatoon that we have collaborated with in the past, and whose mandate is to explore such topics as Freedom of Speech and to present and curate such displays.

The Administration then contacted the staff at the Diefenbaker Canada Centre to see if there would be an opportunity to work with UNESCO in bringing the exhibit to Saskatoon. The staff at the Diefenbaker Canada Centre has expressed a strong interest in this exhibit and will be following up with Community Development Branch and UNESCO to discuss specific details. Your Administration will also connect with the staff at the Diefenbaker Canada Centre in finding ways to promote this exhibit to the broader community. As more information about the exhibit and the specific dates and times for the exhibit are available, your Administration will send this information directly to City Council. Of note, the Diefenbaker Canada Centre is currently closed for renovations and will reopen in late fall 2011, so the exhibit will be hosted sometime during the winter of 2011/12.

OPTIONS

The only options would be to ask the Administration to find a different organization to consider displaying the exhibit or to deny the request to facilitate this exhibit coming to Saskatoon.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There are no financial implications.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications associated with this undertaking.

Administrative Report No. 13-2011
Section A – COMMUNITY SERVICES
Monday, June 27, 2011
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PUBLIC NOTICE

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

ATTACHMENT

1. Letter dated April 13, 2011 from David Walden to Mayor Donald Atchison

Section B – CORPORATE SERVICES

B1) Corporate Inventory Status (Files: CK. 1290-1 and CS. 1290-1)

RECOMMENDATION: that the information be received.

REPORT

The Inventory and Disposal Services Section of the Finance Branch, Corporate Services Department, is responsible for monitoring and reporting on the City of Saskatoon's inventory. The Inventory and Disposal Services Section has authority to prescribe corporate standards, criteria, and guidelines for inventory management in a decentralized stores environment. This decentralized approach allows departments to keep the materials they require while ensuring industry guidelines and generally accepted good inventory management practices, standards, and controls are followed. Attachment 1 shows the locations and inventory levels throughout the City. As shown in the chart, the majority of inventory value (79%) is held at Saskatoon Light and Power.

To analyze inventory held, the material is classified into groups that identify what will be used, what is kept for stock out insurance and what is slow moving and inactive. Attachment 2 shows the inventory breakdown by store. During 2010, corporate inventory and the percentage of slow moving/inactive inventory increased. These increases were primarily due to material being purchased for capital projects at Saskatoon Light and Power. The following are the major factors that affected the inventory level at Saskatoon Light and Power:

1. Capital inventory held at Saskatoon Light and Power was increased.
2. Wet weather in the fall of 2010 delayed some capital projects.
3. Material such as cable must be purchased to coincide with mill runs to ensure its availability when required.
4. Slow-moving and inactive stock was reviewed and used or written off.

During 2010, the significant changes in overall corporate inventories were:

- Inventory held at year-end increased 15% to \$8,796,186.
- Material issues increased 0.7% to \$7,872,326.
- Inventory turnover decreased from .95 to .89.
- Slow-moving/inactive inventory increased 30% to \$4,421,644.

It is expected the slow-moving/inactive material will be reduced as the capital projects are completed during 2011, although it is recognized that there will always be some amount of this material due to changes/delays of projects, and variances in breakdown and maintenance requirements. Your Administration will continue to identify and write-off material that is surplus to operations.

To manage the inventory kept at the decentralized department stores, the Inventory and Disposal Services Section annually reviews the Corporate Guidelines for Management of Inventory with each store. Each department's stores inventory practices are checked and documented. The Inventory and Disposal Services Section confirms that the Corporate Guidelines for Management of Inventory are being followed and any deviations, because of operational requirements, are covered by approved compensating procedures.

The team approach of working with all departmental stores to implement the inventory management improvements and ensuring that corporate guidelines are followed continues to improve inventory controls and improve efficiencies.

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.

ATTACHMENTS

1. Corporate Inventory Levels.
2. Corporate Inventory Indicators.

**B2) Business Development Incentives Policy No. C09-014
and
Communications to Council
From: Mark Pickard
 InfraReady Products (1998) Ltd.
Date: September 8, 2009
Subject: Request for Business Development Incentive
(Files: CK. 3500-1 and CS. 3500-1)**

- RECOMMENDATION:**
- 1) that City Council approve the proposed changes to the Business Development Incentives Policy as outlined in this report; and,
 - 2) that Council Policy No. C09-014 – Business Development Incentives, be amended accordingly.

BACKGROUND

In 2007, the Saskatoon Regional Economic Development Authority (SREDA) Incentives Review Sub-Committee received a report from the SREDA staff proposing a number of revisions to Policy C09-014, Business Development Incentives. This has resulted in a complete review of the policy by the sub-committee to ensure the policy is consistent with SREDA's strategic plan. In addition, there are two significant outstanding policy updates:

1. On April 9, 2008, City Council adopted the following recommendation: "that City Council approve the recommendation from Saskatoon Regional Economic Development Authority (SREDA) Board of Directors that call centres be removed from the City of Saskatoon's Business Development Incentives Policy C09-014 as a sector eligible for incentives."
2. Based on a policy audit by Robert Prosser & Associates in 2009, a recommendation was made by the Audit Committee that the City should add to incentive agreements that if during the term of an incentive granted the applicant fails to comply with the policy, or any conditions associated with the incentive granted, any taxes abated will become due and payable to the City.

In addition to the above, City Council referred a letter from InfraReady Products (1998) Ltd. to City Administration and SREDA (Attachment No. 1).

REPORT

Attached is a memo from the SREDA Board of Directors outlining proposed changes to the Business Development Incentives Policy C09-014 (Attachment No. 2). A black-line copy of the policy is also attached (Attachment No. 3).

It should be noted that the proposed revisions to the policy have not resulted in a resolution to InfraReady's concerns. They have been advised accordingly.

OPTIONS

City Council will have the option to accept or revise any or all of the proposed changes.

POLICY IMPLICATIONS

Policy C09-014 will be updated based on the changes outlined within this report.

FINANCIAL IMPLICATIONS

There are no financial implications.

PUBLIC COMMUNICATION PLAN

SREDA will ensure the revised policy is distributed appropriately.

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. Letter dated September 8, 2009, from Mark Pickard, InfraReady Products (1998) Ltd.
2. Memo dated May 20, 2011 from the SREDA Board of Directors.
3. Black Line Copy of Policy C09-014.

Section E – INFRASTRUCTURE SERVICES

E1) Enquiry – Councillor D. Hill (July 14, 2008) Use of Longboards in City Centre No Skateboard Zone (File No. CK. 5200-4)

- RECOMMENDATION:**
- 1) that skateboarding be permitted on exclusive bike lanes and multi-use trails within the Central Business District;
 - 2) that anyone damaging City property, or stunting while using any alternative mode of transportation, such as bicycles, skateboards or rollerblades, be subject to an appropriate fine, as identified by the City Solicitor; and
 - 3) that the City Solicitor be instructed to prepare the necessary amendments to Bylaw 7200 - The Traffic Bylaw, for approval by City Council.

BACKGROUND

The following enquiry was made by Councillor D. Hill at the meeting of City Council held on July 14, 2008:

“Would the Administration please report on the possibility of allowing longboards as an alternate means of transportation in the City Centre No Skateboard Zone.”

REPORT

Bylaw 7200, The Traffic Bylaw, currently prohibits the use of skateboards on streets, sidewalks and other public spaces within the Central Business District and the Broadway and Riversdale Business Improvement Districts, including parks and the Meewasin Valley Authority (MVA) trail. The use of skateboards in the rest of the city is not restricted. The prohibition was enacted in response to considerable and ongoing damage to public property and infrastructure by some individuals. Unfortunately, it prohibits people from using skateboards and longboards legitimately, as transportation devices.

Skateboarding has often been associated with the destruction of public property due to stunts being performed, however, the sport has evolved and skateboards, referred to as longboards, are being designed to be used as a means of transportation.

Skateboards, longboards, and in-line skates all have similar characteristics. Although they are somewhat like a pedestrian, they can travel at similar speeds as a cyclist, however, there is no braking mechanism or reflectors. Because both skateboards and longboards pose the same potential safety issues, they should be considered the same type of device and the same

regulations should apply to both. At this time, there appears to be no municipality that distinguishes between a skateboard and a longboard.

Most Canadian municipalities have restrictions or policies in place to regulate the use of skateboards. Prohibitions typically occur in areas that have a high volume of pedestrians and/or vehicles, such as commercial areas. The City of Vancouver, for example, considers longboards in the same manner as skateboards, in-line skates, push-scooters and other non-motorized forms of transport, and they are only permitted on roadways that do not have painted lane lines or directional dividing lines, and are not permitted on sidewalks. However, they can be used on multi-use pathways.

Skateboards/longboards can travel at high speeds but do not have the means to stop suddenly. Due to the volume of pedestrians in the Central Business District and the Broadway and Riversdale Business Improvement Districts this is a safety concern. Allowing skateboards/longboards on roadways in these areas also raises significant concerns due to their inability to brake suddenly, as well as their lack of reflectors, which could mean that motorists may not be able to see them. Therefore, the Administration does not recommend they be permitted on sidewalks or roadways in these areas.

Bylaw 7200, The Traffic Bylaw, Schedule 5, outlines the streets in which skateboarding is currently prohibited (Attachment 1).

The Administration recognizes the need to provide opportunities for alternative modes of transportation within the Central Business District. Therefore, it is recommended that skateboards and longboards be permitted on exclusive bike lanes and multi-use trails, including the Meewasin Valley Authority trails and River Landing, in the Central Business District, as shown in Attachment 2.

In addition, the Administration is recommending that anyone damaging City property, or stunting while using any alternative mode of transportation, such as bicycles, skateboards or rollerblades, be subject to an appropriate fine, as identified by the City Solicitor.

STAKEHOLDER CONSULTATION

The Downtown Business Improvement District (BID), the Broadway BID, the Riversdale BID and River Landing have all expressed the opinion that skateboards should not be permitted on sidewalks, as pedestrian safety is the number one priority in these commercial areas. They have also expressed concerns regarding permitting them on the roadways in commercial areas.

The Meewasin Valley Authority has indicated that the trails are designed to be ‘multi-use’ and are intended to serve a number of functions; from strolling along the riverbank to using them as commuter routes. They recognize that there are issues concerning different and sometimes conflicting users sharing the trails, and they attempt to address these conflicts through design and signage.

Discussions were also held with one of the longboard user groups in the city, who clarified that they would like longboards to be removed from the skateboard restrictions entirely, or at a minimum, that longboards be allowed on certain routes to the downtown and through the Central Business District.

PUBLIC NOTICE

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

ATTACHMENTS

1. Schedule 5, Bylaw 7200, The Traffic Bylaw
2. Proposed Routes Through the Central Business District

E2) Water Distribution Asset Management Implementation Residential and Business Service Level Study (Files: CK. 7900-1 and IS. 6000-1)

RECOMMENDATION: that the information be received.

EXECUTIVE SUMMARY

The City of Saskatoon invests approximately \$10 million annually to operate, maintain and rehabilitate the water distribution system, which includes over 61,000 service connections to customers. The challenge is to balance funding and programming to meet approved service levels while considering the overall sustainability of the water distribution network.

In order to explore opportunities to make strategic changes that reflect the expectations of the community, the following information was required:

- Customer support for a proposed water service classification;
- Customer satisfaction and expectations about water service including:

- tolerance to the number and frequency of water outages experienced before pipe rehabilitation is triggered; and
- issues that impact customers during a water interruption.

A telephone survey was conducted in May and June 2009 by Fast Consulting, who contacted 405 residents and 132 businesses:

1. To validate the proposed service classifications;
2. To gather information about service level expectations and satisfaction; and
3. To evaluate acceptance of overall rate increases, as well as rate increases intended to improve service.

The survey was designed to determine whether satisfaction levels and service expectations varied based on water main condition. Three water main conditions were defined as follows:

Good – a service outage has not occurred during the life of the water main.

Fair – there has been less than four outages per 100 metres of main.

Poor – there has been at least four outages per 100 metres of main.

A service outage is defined as an event where the customer is unable to get water from the tap due to a water main break.

The following report outlines the results of the survey.

REPORT

Implementing a water service classification would provide a structured approach in setting service levels, programming and budgets. The classification criteria consider the impact of a water interruption to the type of customer being serviced, as well as the impact on traffic due to a water main break. Implementing a water service classification would also assist the Administration to be more strategic in planning improvements to the infrastructure, while minimizing the risk of water outages for all citizens.

The concept of a service classification does not mean that residents would have to wait longer to get their water main repaired, nor does it mean they would be without water for a longer period of time. It does consider dependence on water, not only at a person's residence, but also at places where they depend on services, such as health and safety facilities, educational facilities, places of employment and retail businesses. The impact of water main failures on a person's ability to access these types of services is also considered.

Three water service level priorities were defined as follows:

- **Service Class 1 (High Priority):** Water mains of great importance to the community, such as primary water mains and reservoir fill mains. (No survey questions were asked regarding this group.)
- **Service Class 2 (Moderate Priority):** Water mains serving high density commercial, wet industrial, business improvement districts, major public facilities (i.e. schools; hospitals; court facilities; access to protective services facilities and ambulance stations; special care homes; and community centres), dangerous goods routes, Priority 1 road maintenance routes and unstable river bank zones.
- **Service Class 3 (Standard Priority):** Water mains serving residential, low density commercial, dry industrial, parks, local streets, collector streets and low volume arterial streets.

Survey Results – Water Service Classification

The purpose of these questions was to validate the service classification criteria and the groups within each service class.

Water Service to Institutions and Businesses

Using their residence as the base service level standard, respondents were asked if they agree that water mains servicing public service groups (Service Class 2) should experience fewer water outages before a water main is replaced.

Results show that all customers strongly agree that the public service groups within Service Class 2 should experience fewer water outages before a water main is replaced, with the exception of large public recreational and entertainment facilities.

Interruption to Road Corridors Due to a Water Main Break

Water main breaks often result in the closure of roads to undertake repairs. Questions were asked determine whether the community agrees that water mains on major roads or on roads that provide access to and from fire stations, hospitals and ambulance stations should be included in Service Class 2.

Using residential roads as the base service level standard, respondents were asked if they agree that water mains under the above-noted roads should experience fewer water outages before a water main is replaced, and whether there should be a faster response time, in order to reduce the duration of traffic detours.

The results show that all customers strongly agree.

Survey Results – Customer Expectations and Satisfaction

Undertaking emergency repairs is the single largest expenditure in the water distribution system, therefore, most questions were dedicated to service outages. The sample of those surveyed included equal representation from those serviced by good, fair and poor water mains, even though fair and poor mains service a much smaller percentage of customers in Saskatoon.

For reference purposes, the current service standard of 12 breaks before replacement reflects an average time between breaks of approximately 1.75 years, or three breaks in five years.

Water Service Outage Events

The purpose of this group of questions was to identify when the number of service outages is no longer acceptable including:

- How much time between outages could they reasonably be expected to tolerate;
- On average, what is the number of water outages they would tolerate in a five-year period:
 - without notice of the service interruption;
 - with the provision of a water trailer;
 - with advance notice of the service interruption.

Highlights of results are as follows:

- 50% of residents on good and fair mains, and 50% of businesses on good mains would tolerate 4 to 6 months between water outages. However, 50% of the remaining groups (residents on poor mains and businesses on fair and poor mains) would tolerate only 1 to 2 years between breaks.
- Overall, 62% of residents and 61% of businesses will tolerate 3 breaks in a 5-year period.
- Supplying an emergency water trailer and providing advance notice have little impact on the tolerance for the number of outages in a 5-year period.
- 92% of households were either completely satisfied or satisfied with the number of water outages experienced during the time they have lived in their home. The rate was much lower for residents serviced by poor mains, with 68% satisfied.
- 92% of businesses were completely satisfied or satisfied with the number of outages experienced during the time they have been at their current location. There was little difference for those serviced by poor mains.

Responsiveness to Restore Water Service

The purpose of these questions was to identify operational services that would significantly reduce the negative impact of a water service interruption. Tolerance for the duration of outages at two different times of the day (9:00 a.m. and 5:00 p.m.), and with two different operational services being provided (advance notice that the water will be turned off; and a temporary water source in close proximity) was evaluated.

The results are as follows:

- Without a water trailer or advance notice, customers expect that the water service will be returned within two to six hours.
- Residential customers indicate a slight intolerance to an outage occurring at 5:00 p.m.; however, businesses have less tolerance for an outage occurring at 9:00 a.m.
- In most cases, there are only minor differences in expected response times between those on good, fair or poor water mains.
- Providing a water trailer significantly increases the amount of time that customers will tolerate an outage. However, Public Health will not permit some businesses, such as restaurants, to remain open during an outage, even with a water trailer.
- Advance notice significantly improves customer tolerance to the duration of an outage.
- 87% percent of residents and 82% of businesses were either completely satisfied or satisfied with traffic detours resulting from water main breaks.

The results show that by reducing the amount of time that the water is off, and by providing water trailers and advance notice, the negative impact of the service interruption is reduced. However, depending on the situation, advance notice may not be possible.

Water Quality

Water quality is highly regulated, with minimum standards set by the Province and guidelines for various water quality parameters set by Health Canada. Knowing this, the survey focused on general satisfaction and the willingness to pay for things such as in-home water filters and bottled water.

- 85% of all customers rated the quality of the water from their tap for drinking and cooking as excellent or very good.
- 30% of all customers use a water filter or some other treatment device before consuming it.
- 19% of residents and 29% of businesses purchase bottled water for drinking.

- The use of treatment devices and bottled water increased for both residents and businesses as the condition of the servicing main moved from good to poor.

Capacity – Pressure and Volume

The purpose of this group of questions was to obtain customer perception of water system capacity in terms of pressure and flow available at the tap at different times of the year, and their overall satisfaction with this aspect of their water supply over the past five years.

Results of the survey showed that satisfaction levels are very high, with almost all customers satisfied with the pressure and volume of water at their tap, however:

- 39% of residents and 22% of businesses have experienced occurrences of low water pressure, many of which indicated were only during summer months; and
- 5% of residents and 1% of businesses reported they have experienced frequent low water pressure/volume problems.

Low water pressure can originate in internal plumbing or in the water connection. Therefore, it is not possible to determine if the water capacity concerns are a distribution problem without further investigation of the individual locations.

Acceptance of Rate Increases to Improve Water Service

A total of five questions were asked regarding customer willingness to increase monthly utility rates for service improvements to:

- Reduce the frequency of service interruptions;
- Reduce traffic interruptions on major roads;
- Improve water pressure and volume;
- Improve water quality; and
- Identify an overall rate increase cap for service improvements.

The results indicate that there is very little support for water rate increases to specifically improve water quality and water capacity, although:

- to reduce water service outages, 65% of residential and 52% of business customers are willing to support some rate increase; and
- to reduce traffic detours due to a water main break, 57% of residential and 49% of business customers are willing to accept an increase in utility rates.

Respondents were also asked about an overall rate increase for water service improvements. The results indicated that 31% of residents and 51% of businesses were not willing to accept an overall rate increase.

The survey indicates that there is support to proceed with assessing the impact of implementing the service classification system. In addition, it has provided information which will be used in the development of a 10-year funding strategy for the rehabilitation of the water distribution system.

The surveys are available for viewing in the Infrastructure Services Department.

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. Executive Summary, City of Saskatoon Water Distribution Service Level Study – Residents June 2009
2. Executive Summary - City of Saskatoon Water Distribution Service Level Study – Business June 2009

E3) Traffic Bridge Replacement Final Report (File No. CK. 6050-8)

- RECOMMENDATION:**
- 1) that the direction of Council issue with respect to which power receptacle option to include in the design-build process;
 - 2) that the direction of Council issue with respect to which architectural lighting option to include in the design-build process;
 - 3) that the following items be added to those previously approved by Council to be included in the design-build documents for the new Traffic Bridge:

- a) that the prescription of the heritage and architectural elements, as outlined in this report, be included in the design-build agreement; and
- b) that the existing Traffic Bridge be replaced with a similar five-span arrangement;
- 4) that the award of the design-build contract be based on the best value for a fixed price approach; and
- 5) that Council consider Bylaw 8951 (Attachment 3).

BACKGROUND

At its meeting held December 6, 2010, City Council considered a report of the General Manager, Infrastructure Services Department, dated November 17, 2010, regarding the Traffic Bridge Needs Assessment and Functional Planning Study Final Report and resolved:

- “1) that the existing Traffic Bridge be replaced with a modern steel truss bridge as outlined in the report of the General Manager, Infrastructure Services Department dated November 17, 2010;
- 2) that the replacement structure be completed through a design-build process;
- 3) that as part of the design-build process, efforts will be made to incorporate elements that are sympathetic to the heritage and architecture of the existing bridge.
- 4) that the trusses be engineered to accommodate a safe minimum vertical clearance for emergency vehicles and transit;
- 5) that the Administration report further regarding a source of funding; and
- 6) that as part of the design-build process, efforts be made to incorporate elements of the heritage and architecture of the existing bridge.”

At its meeting held on December 20, 2011, City Council considered a further report of the General Manager, Infrastructure Services Department and resolved:

- “1) that the new Traffic Bridge be constructed with 3.7 metre wide driving lanes;
- 2) that the new bridge include two 3.0 metre wide shared-use pathways to accommodate both pedestrians and cyclists; and
- 3) that the centre of each driving lane on the new bridge be painted with sharrows to encourage cyclists to use the bridge deck rather than the shared-use pathway and to advise motorists that bicycles are allowed.”

On December 22, 2010, Infrastructure Services issued a request for proposals for an Owner's Engineer to assist the City with developing the framework for the design-build process, in order to prepare the Request for Qualifications (RFQ) and Request for Proposals (RFP) for the design-build agreement. Stantec Consulting Ltd. was awarded the contract in February, 2011.

On March 1, 2011, the City of Saskatoon met with Stantec to begin developing the requirements that will help build the framework for the RFP stage of the design-build agreement. At the onset of the design-build (DB) process, the Administration identified a number of items that would play an important role in forming the parameters for the DB agreement that needed Council's direction. These decision items were presented to the Executive Committee in a series of separate reports as follows:

- Adaptive Reuse;
- Creation of Community Space;
- Architectural Lighting;
- Public Art;
- Heritage and Architectural Elements; and
- Span Arrangement.

REPORT

Adaptive Reuse

Direction was sought regarding adaptive reuse of portions of the steel trusses from the Traffic Bridge. The Executive Committee reviewed this item on May 2, 2011, and due to the high costs involved (estimated to be \$200,000 to \$250,000 in planned demolition/handling costs, and an additional \$200,000 to \$250,000 to be set aside for an adaptive reuse project) did not support it.

A report of the Executive Committee was subsequently submitted to Council at its meeting of May 9, 2011, where it was resolved:

“that there be no adaptive reuse by the City of Saskatoon of any portions of the steel trusses from the existing Traffic Bridge.”

Creation of Community Space

Direction was sought regarding whether any requirements for the creation of a community space on the new bridge should be included in the framework for the design-build process. The Executive Committee reviewed this item on May 2, 2011.

A report of the Executive Committee was subsequently submitted to Council at its meeting of May 9, 2011, where it was resolved:

- “1) that a community space be created by constructing viewing bays on each walkway at each pier, and gates/portals (one per side per span) to connect the sidewalk to the bridge deck, but that there be no dedicated electrical circuit or water connections; and
- 2) that once the bridge design has been completed, it be referred to Tourism Saskatoon for review as to its efficacy as a space for community events.”

Although it was resolved that there be no dedicated electrical circuit, Council has allowed for power receptacles on the new bridge as part of the functional lighting, therefore, any power receptacles required during community events would need to share the same circuit as the functional lighting circuit.

Some issues have been addressed regarding community events using the same circuit as the functional lighting. With this shared circuit option, the power would need to be turned on for daytime events, as the lighting circuit would normally only turn on when it gets dark. While a manual switch would be located in a locked panel box, the possibility of unauthorized tampering exists, creating potential safety concerns. In addition, events, such as the annual Fireworks Festival, which occur after dark, require power for their equipment. In situations such as fireworks displays, the functional lighting (i.e. street lighting and sidewalk lighting) is turned off for the performance, to prevent them from spoiling the effect. As it is a shared circuit, turning off the lights would also turn off the power to their equipment. The Administration, therefore, does not recommend providing power receptacles on the same circuit as the functional lighting.

Saskatoon Light & Power was consulted in order to develop cost-effective options for providing power receptacles on the new bridge. The following options remain:

Option 1 – Prescribe a separate dedicated electrical circuit similar to what is currently provided on the existing bridge. The number and location of receptacles would match the

number and location of existing receptacles. They would share the same conduit (to reduce cost) as the functional lighting circuit but would use a separate conductor (i.e. separate circuit). A similar option, with an estimated cost of \$150,000 to \$200,000, was presented and rejected by Council at its meeting held on May 9, 2011. With new information received, and a reduced scope of work, the estimated cost has been reduced to \$70,000 to \$90,000.

Option 2 – Prescribe a separate dedicated electrical circuit that would provide a single 220V power receptacle where event organizers could plug in a portable power distribution panel that could provide multiple power outlets (110V and 220V). This option provides more flexibility than Option 1, as the portable power distribution panel could be positioned anywhere on the bridge. Multiple extension cords could be run from the power distribution panel to various locations. Portable power distribution panels are available from equipment rental agencies as they are commonly used on construction sites. The single 220V receptacle could be located near Pier 4 (land pier in Rotary Park), which is where the power supply line for the bridge is currently located. This would reduce the costs as only minor modifications would be required, however, accessibility would be also reduced. A more expensive option would be to locate the 220V receptacle at the center of bridge, which would make it more accessible. The cost of locating the receptacle at Pier 4 would be approximately \$25,000, while the cost of locating it near the centre of the bridge would be approximately \$40,000. .

Option 3 - No provision of an electrical circuit for power receptacles.

The Administration is requesting that the direction of Council issue with respect to which power receptacle option to include in the design-build process.

Architectural Lighting

Direction was sought regarding architectural lighting for the new Traffic Bridge. The Executive Committee reviewed this item on May 2, 2011, and with an estimated cost of \$375,000 to \$500,000 for the replacement/reuse of existing programmable LED string lights, or \$400,000 to \$550,000 for new programmable LED floodlighting, did not support either option, due to the high costs.

A report of the Executive Committee was subsequently submitted to Council at its meeting of May 9, 2011, where it was resolved:

that the functional lighting circuit for the Traffic Bridge replacement provide for as much architectural lighting as possible, and that the Administration report further on the costs for fixed lighting and for programmable coloured lighting.”

The Administration has determined that architectural lighting could be provided in combination with the functional lighting circuit. The estimates for the functional lighting circuits are as follows:

- \$65,000 for standard roadway lighting;
- \$135,000 for standard pedestrian lighting; and
- \$250,000 for accent/architectural floodlighting.

The estimate for the accent/architectural lighting consists of floodlights placed at the top of each vertical member of each truss, to illuminate and accent the truss members themselves, and to be directed in such a way that they provide pedestrian lighting (i.e. they would replace standard functional pedestrian lighting completely). In this scenario, the premium to provide architectural lighting within the functional lighting circuit would be \$115,000.

For the estimates described above, the standard pedestrian lighting fixtures would be mounted 50 feet apart (i.e. every second vertical member), while spacing of the floodlights in the combination option would be 25 feet apart (i.e. every vertical member). The floodlights would not be coloured and would not be programmable. As they would be directed downwards, and not upwards, they would be night sky compliant. The type of lamp used in developing the above estimate for the floodlights were high pressure sodium (yellowish light). A metal halide lamp (whitish light), similar to the lighting used in River Landing, could be used to help blend the new bridge's sidewalks into the river promenade. The cost of using a metal halide fixture compared to high pressure sodium is negligible.

With construction of the new bridge, the following options are available:

Option 1 - Prescribe that architectural lighting be provided in combination with the functional lighting circuit. The architectural lighting would be in the form of floodlights spaced 25 feet apart, mounted to the top of each vertical member of the truss. A metal halide lamp (whitish light) would be used to provide continuity to the lighting used in River Landing. The floodlights would provide accent lighting by illuminating the physical structure of the trusses while providing functional pedestrian lighting for the multi-use sidewalks on each side of the bridge. The premium to provide architectural lighting within the functional lighting circuit over standard pedestrian lighting is estimated to be \$115,000, and is based on illuminating five spans. This estimate is in line (adjusted for inflation) with the estimated \$70,000 to \$90,000 that was expended on installing architectural/accent lighting for the University and Broadway Bridges.

Option 2 – Prescribe programmable coloured lighting by installing LED floodlights at the top of the vertical members of the trusses, which could be controlled by the salvaged

computerized programmable controller from the existing architectural lighting circuit. This programmable lighting system would still require a separate Ethernet system (i.e. computer cables and computerized switches) to control the LEDs, and a dedicated electrical circuit, separate from the functional lighting circuit, as the coloured floodlights would not run all night and, at some point, the functional lighting circuit would need to take over. The estimated cost to provide programmable coloured architectural lighting would be \$400,000 to \$550,000.

Option 3 – Prescribe only the standard functional lighting circuit (i.e. no architectural lighting would be provided).

The Administration is requesting that the direction of Council issue with respect to which architectural lighting option to include in the design-build process.

Public Art

Direction was sought regarding inclusion of public art in the Traffic Bridge Replacement project. The Executive Committee reviewed this item on May 16, 2011, and with an estimated cost of \$300,000 for the provision of public art, either separate from or within the design-build agreement, did not support the funding of public art.

A report of the Executive Committee was subsequently submitted to Council at its meeting of May 9, 2011, where it was resolved:

“that public art be integrated into the design of the new Traffic Bridge in a separate contract from the design-build agreement, and that the Administration explore and report on alternate ways of funding the art, such as corporate sponsorship.”

Heritage and Architectural Elements

Direction was sought regarding the heritage and architectural elements for the new Traffic Bridge. Council had previously resolved that efforts be made to incorporate elements that are sympathetic to the heritage and architecture of the existing bridge. The Executive Committee reviewed this item at its meeting held on June 20, 2011 (Attachment 1). The Administration provided three options for the elements that would form the trusses: conventional members; flame cut members with a similar look to the existing trusses; and built-up members to reproduce the look of the existing trusses. While all three options are technically feasible and have received nearly equal support from the public, due to concerns with corrosion the Administration does not recommend using built-up members, and recommended that only the other two options be included in the Request for Proposals for inclusion in the design-build documents.

Additionally, a prioritized list of items of significant architectural and heritage value was developed:

- Retain proportions of the truss height to span length;
- Retain the look of the sidewalk handrail;
- Retain the look of the wooden sidewalk;
- Retain the portal (or entrance truss) lattice;
- The look of the lattice (built up members); and
- Limit the use of welding in visible connections (bolts instead of welds).

The Administration recommended that this “shopping list” of items also be included in the Request for Proposals for inclusion in the design-build documents.

The Executive Committee resolved:

“that a report be submitted to City Council recommending that the prescription of the heritage and architectural elements, as outlined in the report, be included in the Request for Proposals for inclusion in the design-build documents for the new Traffic Bridge.”

Span Arrangement

Direction was sought regarding the span arrangement for the new Traffic Bridge. The Executive Committee reviewed this item on June 20, 2011 (Attachment 2), with a Four-Span Option having a higher capital cost (estimated between \$1,000,000 and 2,500,000) than a similar five-span arrangement, but with lower long-term operating costs. The Administration recommended that the existing bridge be replaced with a similar five-span arrangement.

The Executive Committee resolved:

“that a report be submitted to City Council recommending that the existing Traffic Bridge be replaced with a similar five-span arrangement.”

Amendment to Bylaw 6770

Bylaw 6770, “A bylaw of The City of Saskatoon to deny a permit for the demolition of certain property”, requires an amendment in order to remove the reference to the 19th Street (Traffic/Victoria) Bridge from Schedule A. Attached is a copy of Bylaw 8951, for Council’s consideration (Attachment 3).

Summary

The design-build (DB) project delivery method assigns responsibility for both design and construction to one contractor who assumes all risks and responsibilities for the entire project. This process establishes costs in advance, improves scheduling, promotes innovation and shortens construction time. The DB process requires that the exact solution not be specified but that the design criteria be concisely expressed and measurable, so that it is possible to assess the merits of one DB proposal over the other.

In order to provide a means of weighing one DB proposal against another, the Administration will develop an evaluation matrix to rank the proposals which will incorporate all of the features described in this report. The award of the DB contract will be based on the best value for a fixed price. Regardless of the award method chosen, the “shopping list” of items in the evaluation matrix will be weighted (i.e. more points assigned to more important items), and their importance will be based on the comments received at the open houses and the online forums, and balanced with functionality, durability and capital/operating costs.

Further details regarding the method of award and development of the evaluation matrix/point system will be reported to Council after the Request for Proposal documents are issued.

FINANCIAL IMPACT

Replacement of the Traffic Bridge is anticipated to cost between approximately \$27,000,000 and \$34,000,000. This estimate does not include the provision for the inclusion of additional items as outlined in this report.

The City has not finalized a source of funding for this project. The Administration is exploring potential funding sources, including senior levels of government.

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. Report of the General Manager, Infrastructure Services Department, dated June 8, 2011 – Heritage and Architectural Lighting Elements;
2. Report of the General Manager, Infrastructure Services Department, dated June 8, 2011 – Span Arrangement (Five-Span versus Four-Span); and
3. Copy of Bylaw 8951.

**E4) Request for Sole Source
Capital Project 1919 - Fire – Radio Replacement
(File No. CK. 1000-1)**

- RECOMMENDATION:**
- 1) that the sole source purchase of 118 portable radios and 41 mobile radios, from Motorola Solutions Canada Inc., at a total cost of \$1,113,136.03 (including G.S.T. and P.S.T.) be approved; and
 - 2) that Purchasing Services be instructed to issue the appropriate Purchase Order.

REPORT

During 2011 Capital Budget deliberations, the replacement of Fire and Protective Services analog radios, at an estimated cost of \$1,260,000, was approved subject to a source of funding. The funding was established and approved by City Council at its meeting of May 9, 2011 as follows:

Sinking Fund Surplus	\$800,000
Reserve for Capital Expenditures	40,000
Plan Review and Inspection Services Stabilization Reserve	<u>420,000</u>
Funding Total	\$1,260,000

The corporate trunked radio system is a Motorola 800 Mhz mixed mode system, and all of the infrastructure and rolling stock components are engineered, manufactured and sold by Motorola. In order to facilitate compatibility with the current corporate radio system, the Administration is recommending that the purchase of the digital radio fleet for Fire and Protective Services be sole sourced to Motorola Solutions Canada Inc.

On June 17, 2011, Motorola Solutions Canada Inc. provided a quote to supply 118 portable radios and 41 mobile radios to replace the Fire and Protective Services analog fleet in the amount of

\$1,043,741.85 (excluding G.S.T. and P.S.T.). Motorola has offered a \$200 rebate per radio if they are purchased at this time, resulting in a savings of \$31,800, for a total of \$1,011,941.85 (excluding G.S.T. and P.S.T.)

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The net cost to the City for the sole source purchase of a digital radio fleet from Motorola Solutions Canada Inc. is as follows:

Digital Radios	\$1,043,741.85
Less Rebate (\$200 per radio)	<u>\$ 31,800.00</u>
Subtotal	\$1,011,941.85
G.S.T.	\$ 50,597.09
P.S.T.	<u>\$ 50,597.09</u>
Subtotal	\$1,113,136.03
Less G.S.T. Rebate	<u>\$ 50,597.09</u>
TOTAL	<u>\$1,062,539.94</u>

There are sufficient funds allocated to this project within the Sinking Fund Surplus; the Reserve for Capital Expenditures; and the Plan Review and Inspection Services Stabilization Reserve.

ENVIRONMENTAL IMPLICATIONS

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

PUBLIC NOTICE

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

E5) Post Budget Increase
Capital Project 2326 – Access Transit Facility
Two-Hour Fire Separation Requirements – Access Transit Facility
(Files: CK. 665-1, CK. 1702-1 and IS. 954-08)

- RECOMMENDATION:**
- 1) that a post budget increase to Capital Project 2326 – Access Transit Facility, in the amount of \$135,000, to correct the fire separation deficiency between the body shop and administration offices in the Access Transit facility, be approved; and
 - 2) that the \$135,000 post budget increase be funded from the Reserve for Capital Expenditures.

BACKGROUND

Capital Project 2326 – Access Transit Facility originally included approved funding in the amount of \$5,275,000 for renovations to the Access Transit building, which is used as a repair garage and body shop. At its meeting held on May 11, 2009, Council approved an increase to the project in the amount of \$750,000, to be funded through the reallocation of federal/provincial grant funds. The increase was required due to the tender exceeding the approved budget, and to allow for an increase to the building's size for the storage of an additional 30 traditional buses to protect them from severe weather and attenuate noise affecting residents in the Caswell area. This increase brought the total funding for Capital Project 2326 to \$6,025,000.

Article 3.3.5.5 of The National Building Code stipulates that a body shop function must be separated from the rest of the building by a two-hour fire separation. Given that this is an existing wall, the building permit review, which was completed in 2009 for the renovations, assumed that this two-hour separation existed, and that work planned for this area would comply with this requirement. During a site inspection, the Building Standards Inspector discovered that the wall does not provide a two-hour fire separation.

REPORT

The deficiency of a two-hour fire separation wall between the body shop and the rest of the Access Transit building poses a life safety liability, therefore, corrective design and construction work must proceed as soon as possible. The extent of work required includes the application of two additional layers of fire taped gypsum wallboard; the removal and reapplication of the protective metal wall sheeting; the application of new fire shutters applied to all window openings; the replacement of all doors and frames with proper fire labeled units; and the

application of mechanical fire dampers at all duct locations penetrating the wall, as well as smoke sealing and fire caulking.

Although reconstruction documentation to correct the deficiency has not been completed, it is estimated that the total cost, including design and construction, will be approximately \$135,000.

OPTIONS

There are no other options.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

It is estimated that the total cost to correct the fire separation deficiency will be approximately \$135,000 (\$20,000 for design; and \$115,000 for construction). It is recommended that the increase to Capital Project 2326 – Access Transit Facility, be funded from the Reserve for Capital Expenditures. The Corporate Services Department has confirmed that there are sufficient funds within the Reserve.

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.

E6) Post Budget Approval
Capital Project 1400 - Land Development – Hampton Village
Sidewalk and Road Construction
(Files: CK. 6000-1, CK. 1702-1 and IS. 1700-01)

RECOMMENDATION: 1) that a post budget increase of \$3,065,000 to Capital Project 1400 – Land Development – Hampton Village, for the design, engineering and construction of services, including utilities, sidewalks and roadways, be approved; and

- 2) that the \$3,065,000 post budget increase be funded from the Prepaid Service Reserve and the Property Realized Reserve, as outlined in the following report.

REPORT

Capital Project 1400 – Land Development – Hampton Village includes approved funding in 2011 for the construction of sidewalks and roadways for 88 residential lots in the Geary Crescent area of Hampton Village. Hargreaves Crescent, adjacent to this area, previously had 153 lots serviced with water and sewer only. The uptake of lots within Hampton Village indicates that additional road construction is necessary during 2011/2012 to meet the current demands forecasted for early 2012. As a result, it was determined that construction begin on an additional 153 lots in 2011.

Construction of services includes all utilities, sidewalks and roadways. The cost of these services, including design, construction engineering and construction, has been estimated at \$3,065,000.

FINANCIAL IMPACT

The Administration is recommending a post-budget increase of \$3,065,000 to Capital Project 1400 – Land Development – Hampton Village, to be funded from the Prepaid Service Reserves and the Property Realized Reserve.

A breakdown of the costs and source of funding for these projects are as follows:

Description:	Project No.	Amount
<u>Gross Cost Details:</u>		
Land Development – Hampton Village	1400-12	<u>\$3,065,000</u>
Total		<u>\$3,065,000</u>
General Prepaid Services – Engineering	1400-12	\$2,575,000
General Prepaid Services – SLAP	1400-12	182,000
Property Realized Reserve –	1400-12	99,000
General Prepaid Services - SPC	1400-12	<u>209,000</u>
Total		<u>\$3,065,000</u>

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.

E7) Request for Change Order – Contract 11-0022 2011 Roadway Patching (File CK. 292-011-18)

RECOMMENDATION: that a Change Order, in the amount of \$191,779.53, for Contract 11-0022, Roadway Patching, be approved.

REPORT

The tender for Contract 11-0022 – 2011 Roadway Patching was awarded to ASL Paving on April 15, 2011, for a total net cost of \$218,691.85 (including G.S.T. and P.S.T.). Funding for the projects included in this contract were from Capital Projects 0835 - Collector Road Preservation; 0836 - Arterial Road Preservation; and 1890 - Expressway Road Preservation, and include the following locations:

- Resurfacing of the intersection of College Drive and Clarence Avenue;
- Patching at the bottom of the Attridge Drive ramp to southbound Circle Drive;
- Patching along southbound Circle Drive near the Attridge Drive ramp;
- Patching on the Circle Drive and 22nd Street Ramp;
- Resurfacing of the intersection on Primrose Drive at the Lawson Civic Center;
- Patching along the northbound curb lane of Warman Road approaching Assiniboine Drive;
- Patching along 29th Street between Avenue E and Avenue G; and
- Patching on Arlington Avenue between 7th Street and 8th Street.

The patching locations required significantly more work than anticipated in some locations in order to restore the roadways to an acceptable service level. Some shallow patching locations required construction limits to be extended to include more failed asphalt surfaces, and some of the deep patching locations required additional excavation to remove extremely poor subgrade in order to rebuild the roadway structure.

The cost of the additional work totalled \$191,779.53, which is greater than 25% of the tendered contract price.

FINANCIAL IMPACT

There are sufficient funds within approved Capital Project 2249 – Street Reconstruction.

OPTIONS

There are no options.

POLICY IMPLICATIONS

The requested approval of the Change Order is in accordance with Policy A02-027 – Corporate Purchasing Procedures.

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.

Section F – UTILITY SERVICES

F1) Capital Development Planning Study Saskatoon Light & Power Capital Project #1352: Electric System – Life Cycle Management (Files: CK. 2000-1 and WT. 2050-23-3)

- RECOMMENDATION:**
- 1) that the proposal submitted by Navigant Consulting Ltd. for the supply of engineering and related professional services to conduct a Capital Development Planning Study at a total cost of \$268,300.00 including taxes, be accepted; and,
 - 2) that the City Solicitor be instructed to prepare the necessary Engineering Services Agreement for execution by His Worship the Mayor and the City Clerk under the Corporate Seal

BACKGROUND

The mandate of Saskatoon Light & Power (SL&P) is to provide safe, reliable, and cost-effective electricity in an environmentally responsible way to the customers within the City's franchise area.

In order to ensure that SL&P will continue to meet its mandate of providing safe and reliable services in the future, and to ensure that the Utility's assets are being maintained in the most cost-effective way possible, a project was approved in the 2011 Capital Budget to undertake a Capital Development Planning Study. A Request for Proposals (RFP) was recently issued for this study. The purpose of this report is to award an engineering services agreement to the recommended company with the best proposal.

SL&P's Capital Investment Plan includes both maintaining the Utility's current assets, as well as expanding the infrastructure to meet our customer's changing needs. SL&P measures its performance against other urban utilities annually and invests in the maintenance of the electrical system to meet or exceed industry standards. Infrastructure investment is also required to meet the needs of a growing city, which in recent years has included densification of the city's core located within the Utility's franchise area. Capacity upgrades are, therefore, also considered in the preparation of annual capital budgets.

Through the capital and operating budgets, funds are allocated from the total revenue received by SL&P and transferred into reserves. One reserve is in place to fund the extension of services (Electrical Distribution Extension Reserve) and another is in place to fund the replacement of existing assets (Electrical Distribution Replacement Reserve). In 2011, these two reserves will receive \$9.84 million in funding, which is approximately 7.4% of the total revenue received by the Utility (\$132.95 million).

In order to manage these reserves properly to meet the Utility's mandate, SL&P is currently in the process of determining priorities for strategic investments to meet infrastructure renewal and growth demands. This study is intended to provide a capital plan that can be used for an extended period of time into the future.

This study will also focus on maximizing the long-term Return on Investment to the City of Saskatoon. Maintaining reliable and functional infrastructure is critical to achieving this objective. To do this, the Utility must ensure that a pattern of disciplined, cost-conscious investments are made. Once completed, the proposed Capital Development Planning Study will be an important guide aiding the Utility in making sound financial decisions.

REPORT

On April 26, 2011, SL&P issued an RFP to five qualified submitters. The RFP outlined the terms of reference and specifications for a Capital Development Planning Study at an estimated cost of \$300,000.00 (including taxes). It was budgeted in SL&P's Capital Project #1352: Electric System – Life Cycle Management.

On May 25, 2011, SL&P received five proposals for the supply of engineering and related professional services. Evaluation of the proposals was completed on June 1, 2011. The recommended proposal, submitted by Navigant Consulting Ltd., meets all the requirements of the RFP. It received the highest number of points in our assessment value matrix as the most suited to our proposal requirements, and is therefore recommended.

The following five proposals were received:

- Navigant Consulting Ltd. – Toronto, Ontario
- Kinectrics Inc. – Toronto, Ontario
- Midgard Consulting Inc. – Burnaby, British Columbia
- S&C Electric Canada LTD. – Toronto, Ontario
- CIMA+ – Edmonton, Alberta

The net cost to the City for the proposal by Navigant Consulting is as follows:

Total Proposal	\$257,198.00
G.S.T. @ 5%	<u>11,182.00</u>
Total Cost to the City	\$268,380.00
Input GST Rebate	<u>(11,182.00)</u>
Net Cost to the City	<u>\$257,198.00</u>

It is anticipated that this study will be completed by the end of 2011. A future report to City Council will outline the findings from the study.

OPTIONS

No other options were considered.

POLICY IMPLICATIONS

There are no known policy implications.

FINANCIAL IMPLICATIONS

The cost of consulting services is within budget estimates, and adequate funding is available in SL&P's Capital Project #1352: Electric System – Life Cycle Management.

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.

F2) Water and Wastewater Treatment Branch Request for Sewer Charge Exemption – Acey Paving Ltd. (Files: CK. 1905-2 and WT. 1905-1)

- RECOMMENDATION:**
- 1) that City Council approve the request for sanitary sewer charge exemption for Acey Paving Ltd., 3627 Kochar Avenue, Saskatoon, Saskatchewan; and,
 - 2) that the Office of the City Treasurer be instructed to remove the sanitary sewer charge from the above applicant's utility bill of water meter #20091939 retroactive to the date of the new 3/4" building premise water meter #21000352 installation.

REPORT

Administration has received a request from Acey Paving Ltd. for an exemption from the sanitary sewer charge on their utility bill. An investigation by the Water Meter and Cross Connection staff has confirmed that the water meter is metering water that is not collected by the sanitary sewage collection system; therefore, the Administration recommends that Acey Paving Ltd. is to receive an exemption for water meter #20091939 from the sanitary sewer charge retroactive to the date of the added water meter #21000352 installed at the new location.

The request for a sewer charge exemption from Acey Paving Ltd. complies with Sewage Works Bylaw 5115, which states:

“Adjustments for Water Not Returned to Sewer

23. Where a substantial portion of the water purchased by a customer is not returned to the sewerage system of the City, the customer may apply to City Council for an appropriate adjustment in the sewer service charge which Council may by resolution vary and reduce accordingly. Council may from time to time review the rate of adjustment, if any, and no adjustment shall be construed as a right to have the sewer service charge reduced.”

OPTIONS

The recommended exemption is consistent with the bylaw.

POLICY IMPLICATIONS

There are no policy implications as this request complies with Sewage Works Bylaw 5115.

FINANCIAL IMPLICATIONS

There will be a minimal impact on Wastewater Revenue; however, the request for exemption complies with Sewage Works Bylaw 5115.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

Administrative Report No. 13-2011
Section F – UTILITY SERVICES
Monday, June 27, 2011
Page 5

PUBLIC NOTICE

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

Respectfully submitted,

Paul Gauthier, General Manager
Community Services Department

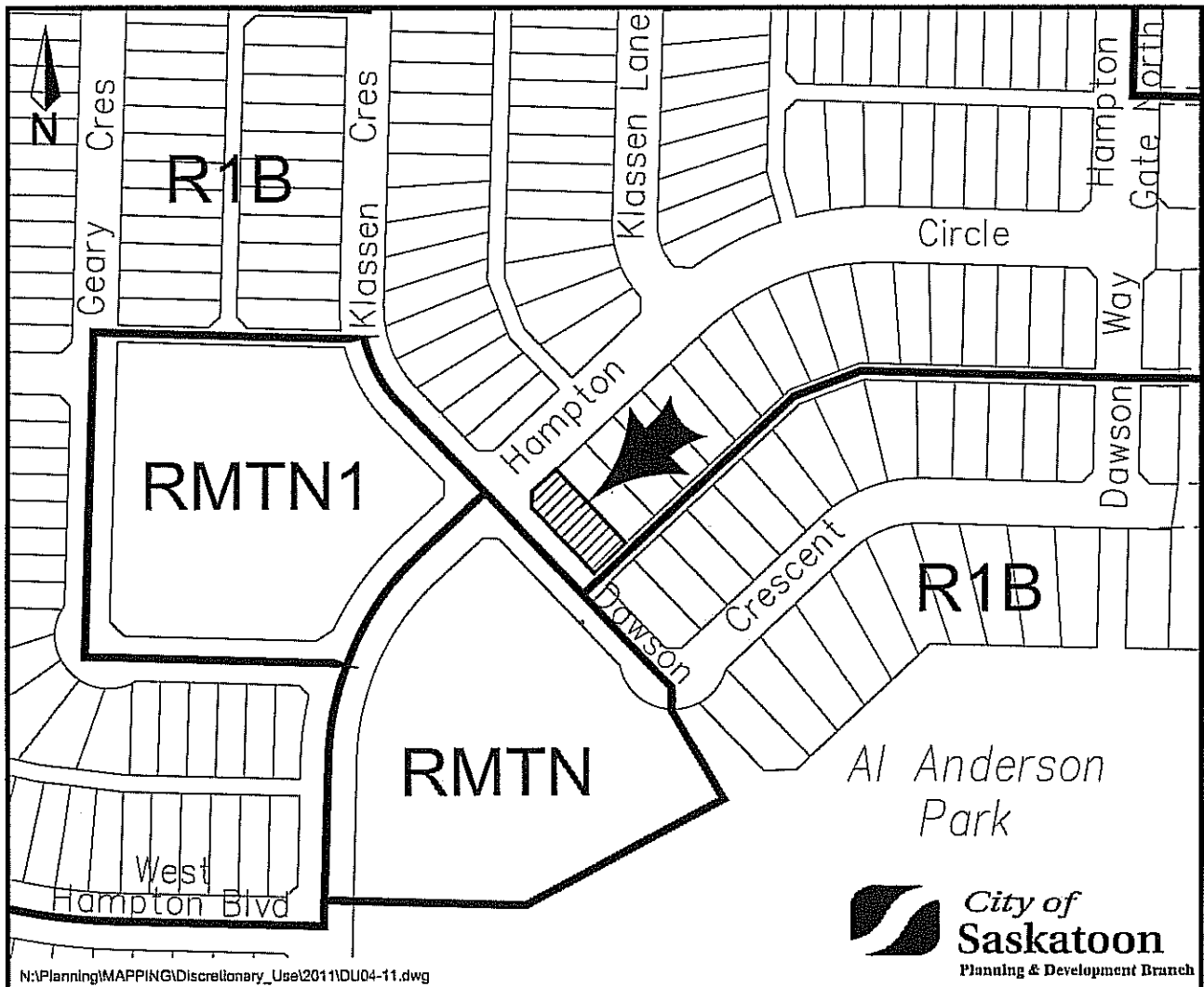
Marlys Bilanski, General Manager
Corporate Services Department

Mike Gutek, General Manager
Infrastructure Services Department

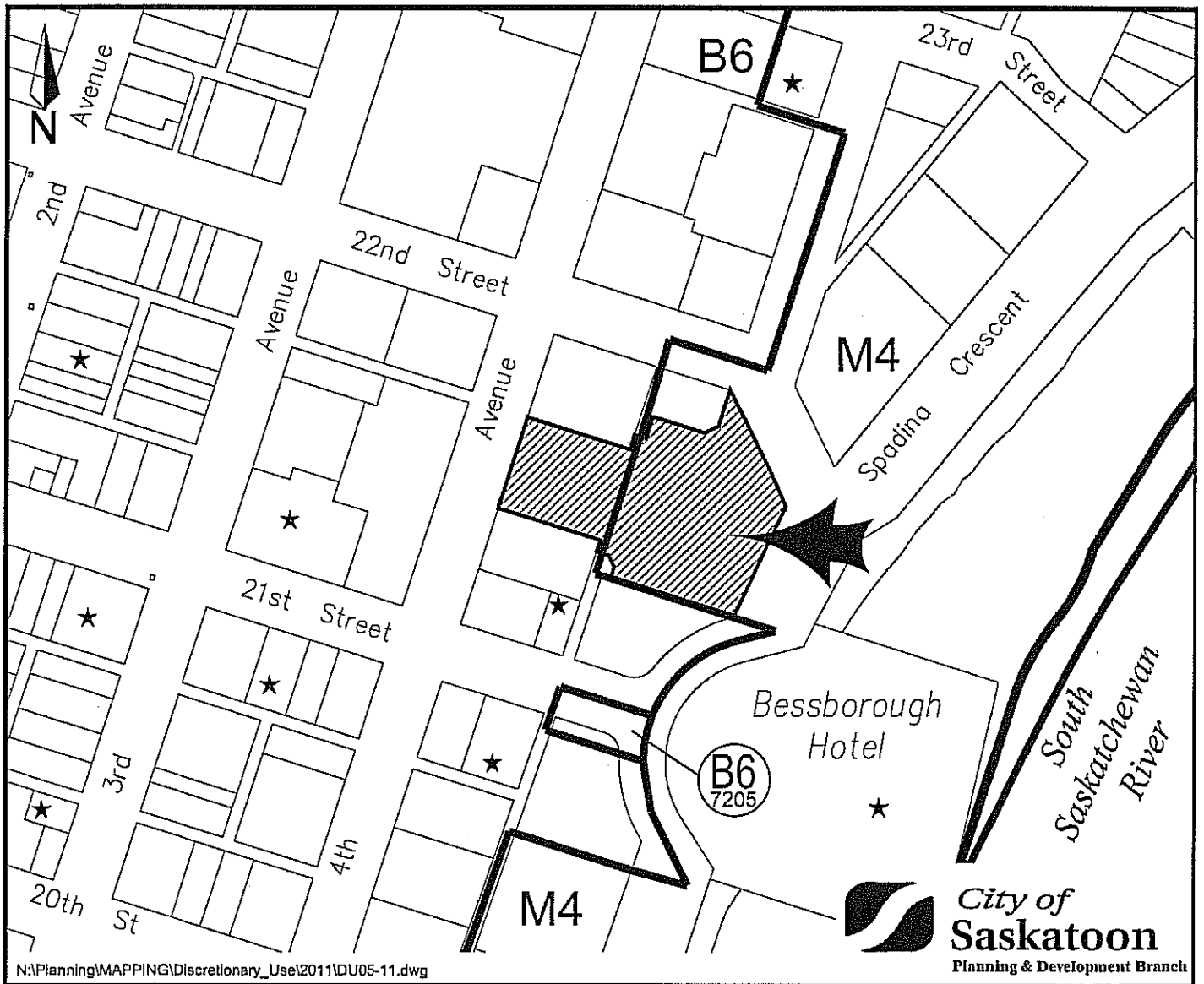
Jeff Jorgenson, General Manager
Utility Services Department

A1

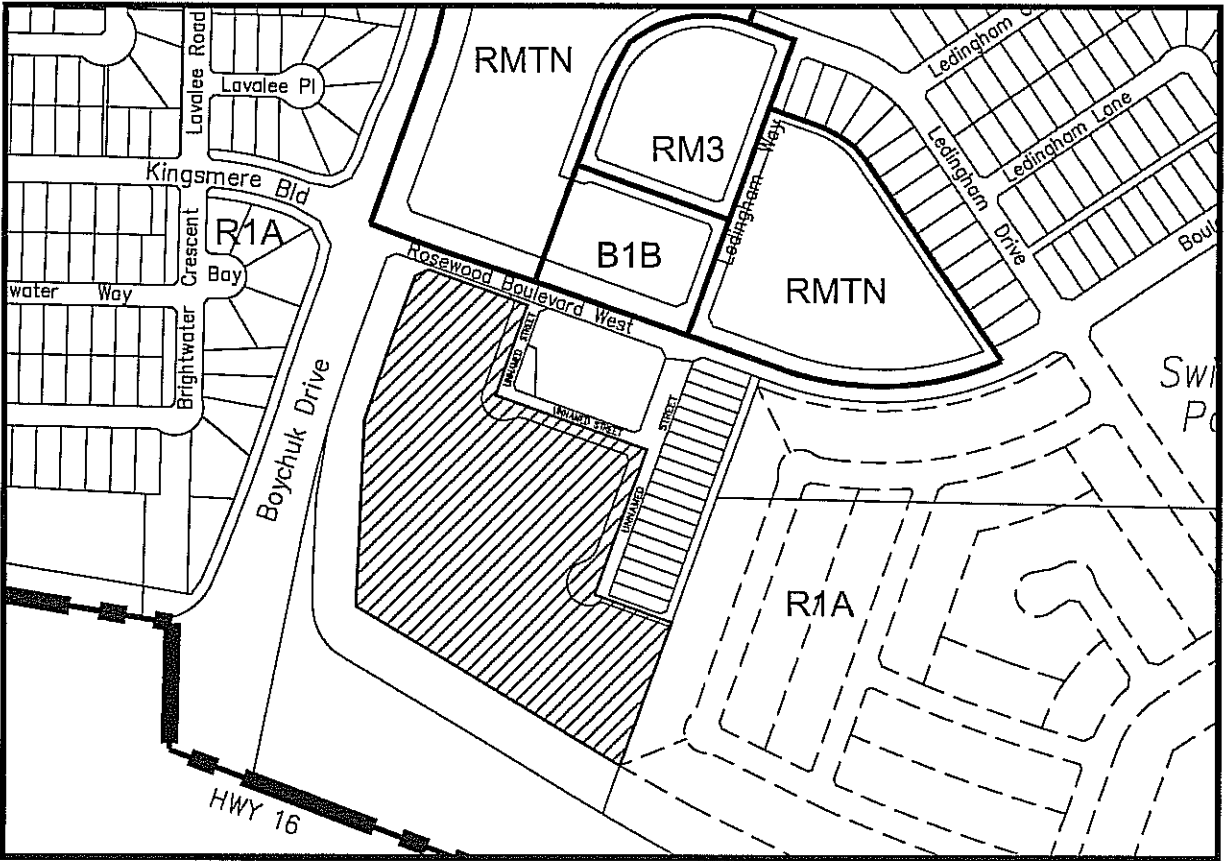
Proposed Discretionary Use D4/11



Proposed Discretionary Use No. D5/11

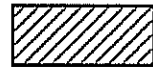


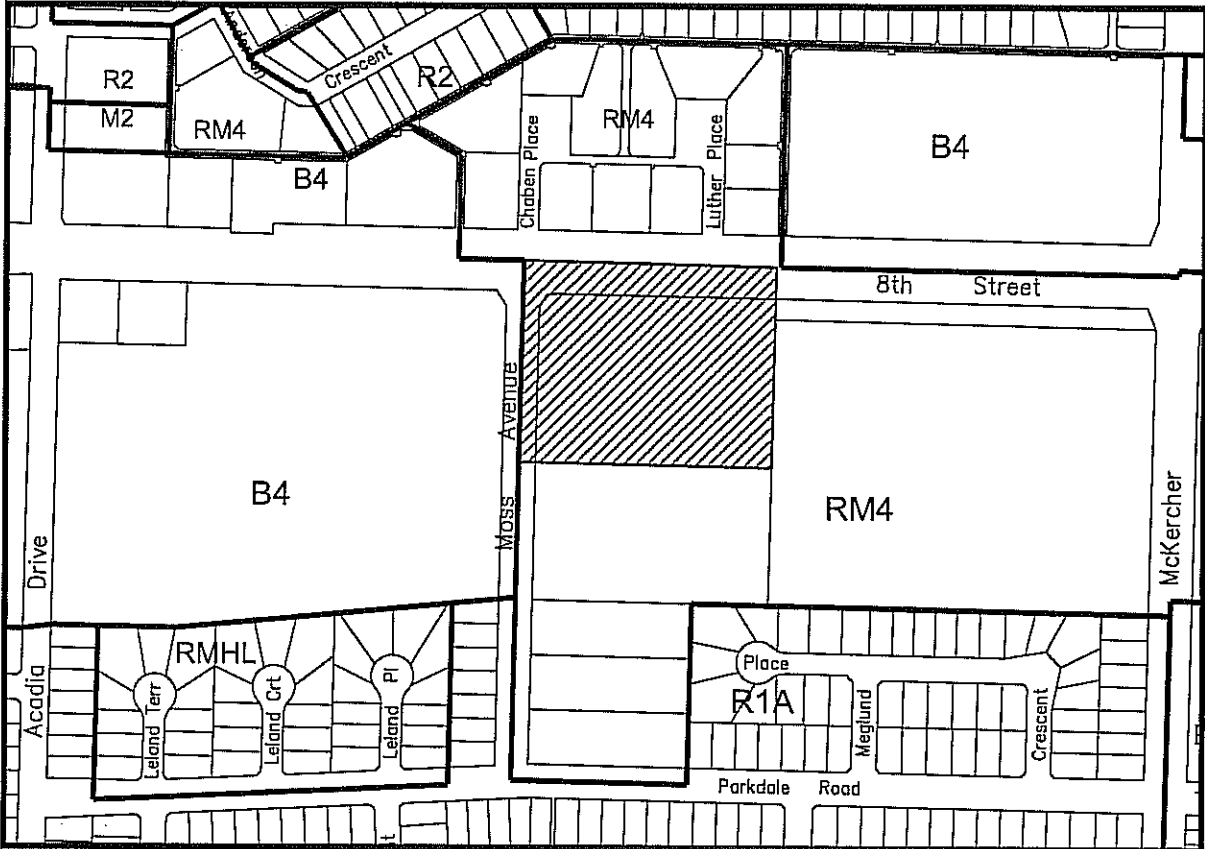
Proposed Rezoning Z4/11



PROPOSED REZONING

From R1A to RM3 by Agreement

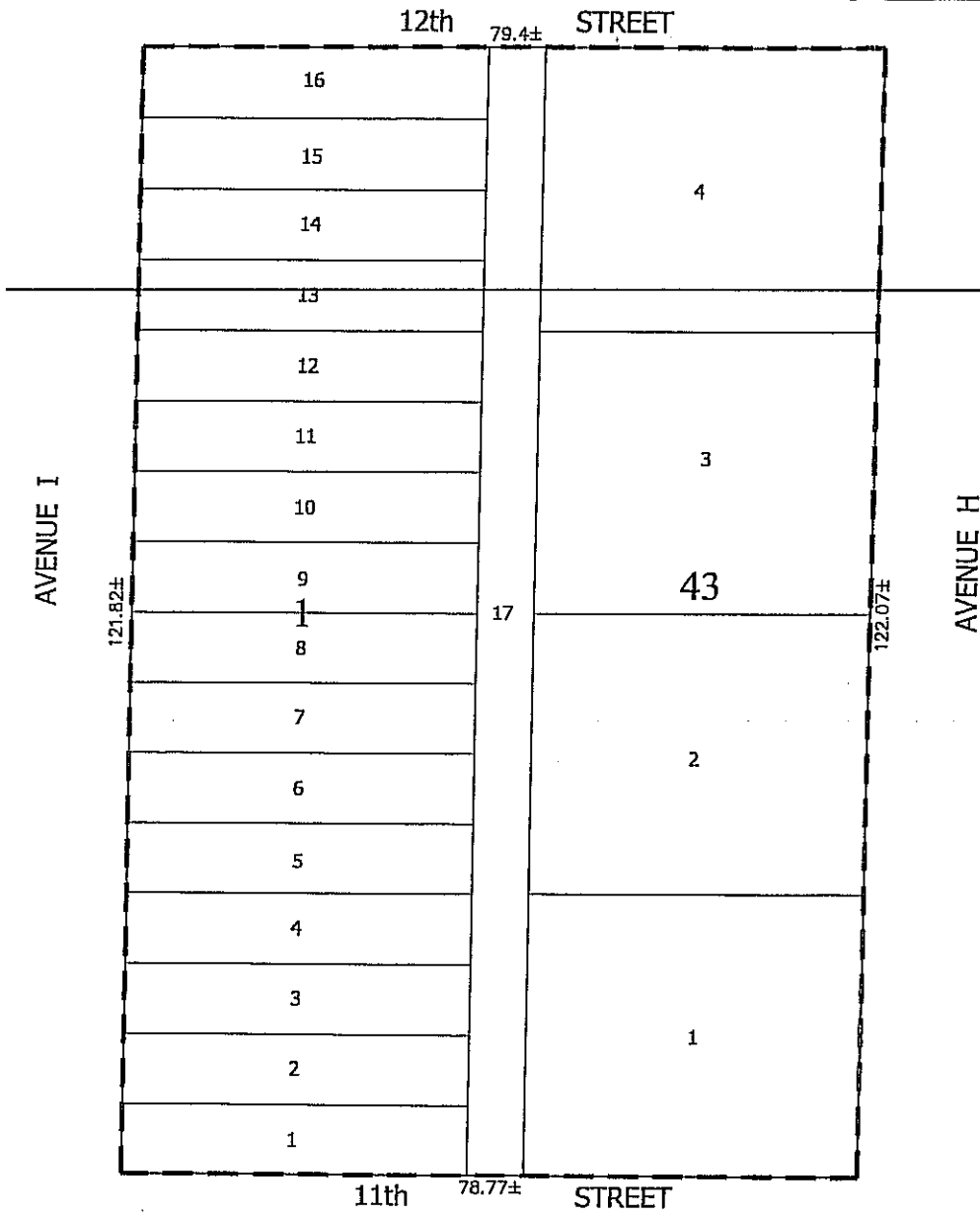




PROPOSED REZONING

From RM4 to RM3





PLAN

SHOWING SURFACE SUBDIVISION OF PART OF
 LOTS 1-17
 BLOCK 1, REG'D PLAN NO. H-1017
 LOTS 1-4
 BLOCK 43, REG'D PLAN NO. H-1017 IN
 S.W. 1/4 SEC.29-
 TWP.36-RGE.5-W.3rd MER.
 SASKATOON, SASKATCHEWAN
 BY: R.A. WEBSTER, S.L.S.
 SCALE 1 : 500
2011

[Signature]
 Saskatchewan Land Surveyor

May 11th, A.D. 2011

LEGEND :

- Distance dimensions shown are in metres and decimals thereof.
- Portion of this plan proposed for subdivision is outlined with a heavy broken line, and contains 0.96± hectares (2.38± acres).
- Distance are approximate and may vary by 1.0m±.

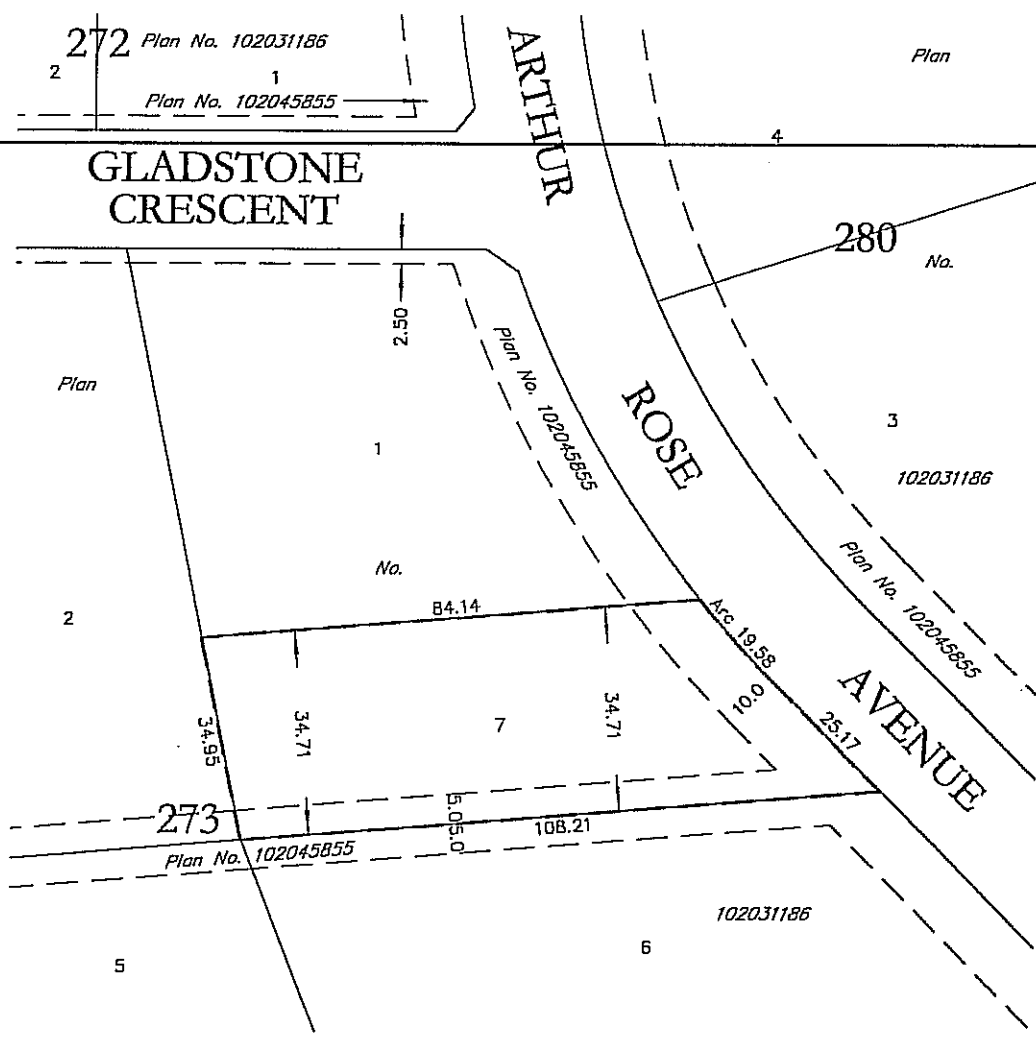
EXAMINED : OWNER

[Signature]

MANAGER ENGINEERING SERVICES - US - W&JST
 CITY OF SASKATOON
 MAY 12, 2011



WEBSTER SURVEYS LTD.
 211 - 8th Street East
 Saskatoon, Sask. S7N 0E4
 Phone (306) 453-1433
 Fax (306) 453-1024

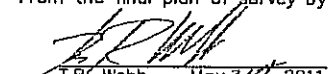


**PLAN OF PROPOSED
 SUBDIVISION OF PART OF
 LOT 1, BLOCK 273
 PLAN NO. 102031186
 N.E. 1/4 SEC. 22
 TWP. 37, RGE. 5, W. 3RD M.
 103 GLADSTONE CRESCENT
 SASKATOON, SASKATCHEWAN
 BY T.R. WEBB, S.L.S.
 SCALE 1:1000**

Dimensions shown are in metres and decimals thereof.

Portion of this plan to be approved is outlined in red with a bold, dashed line and contains 0.33± ha (0.82± ac.).


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


 T.R. Webb May 31st, 2011
 Saskatchewan Land Surveyor

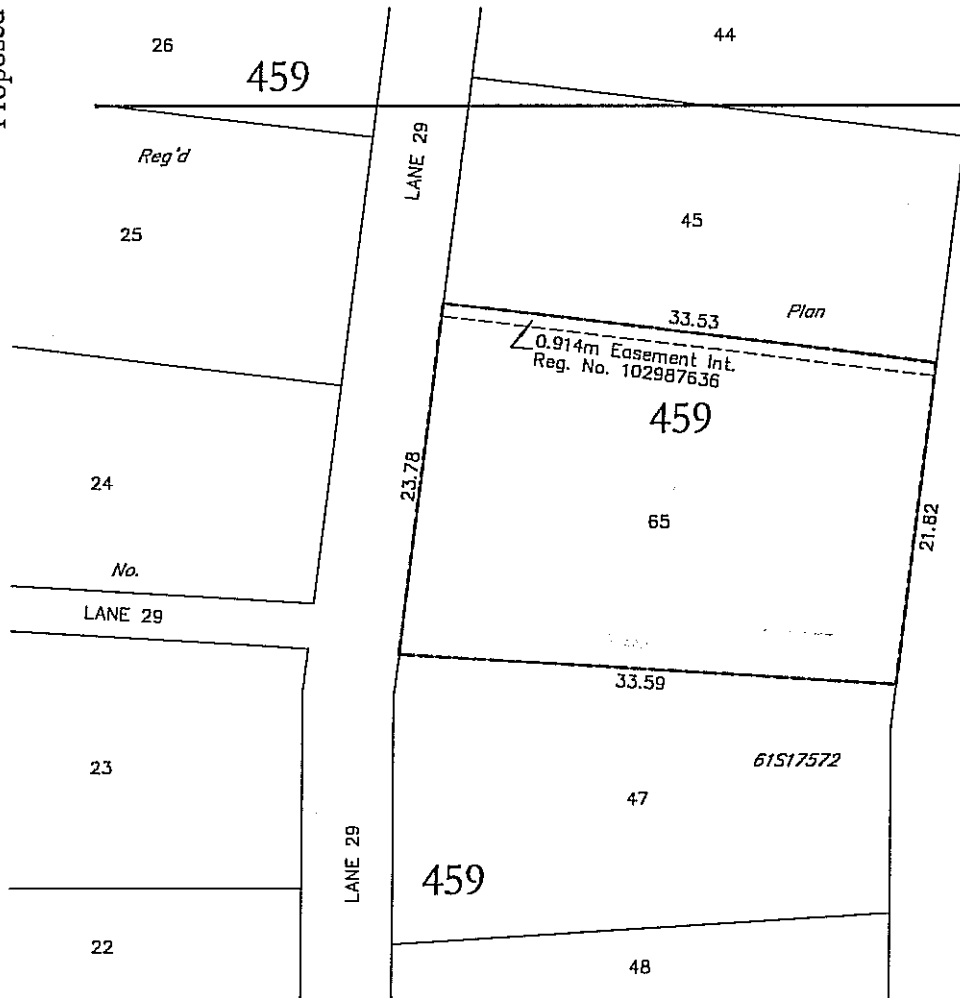
Seal

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

 Date
 Community Services Department

Prepared :

 © 2011
 11-2205st

Proposed Subdivision No. 32/11



CRESCENT

BENCE

PLAN OF PROPOSED
 SURFACE SUBDIVISION OF
 LOT 46, BLOCK 459
 REG'D PLAN NO. 61S17572 &
 PART OF LANE 29
 REG'D PLAN NO. 61S17572
 71 BENCE CRESCENT
 SASKATOON, SASKATCHEWAN
 BY T.R. WEBB, S.L.S.
 SCALE 1:400

Dimensions shown are in metres and decimals thereof.

Portion of this plan to be approved is outlined in red with a bold, dashed line and contains 0.08± ha (0.19± ac.).

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

T.R. Webb
 T.R. Webb May 31st, 2011
 Saskatchewan Land Surveyor

Seal

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

 Date
 Community Services Department

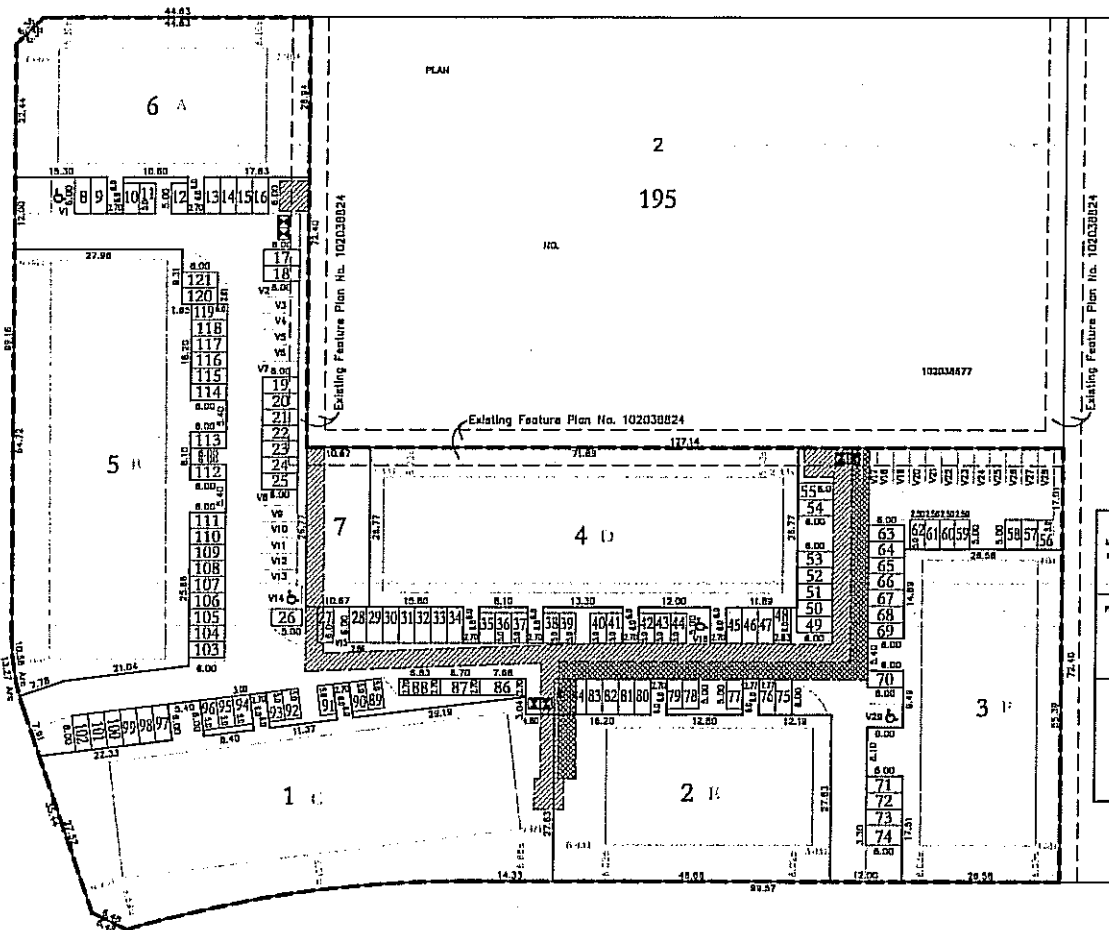
Prepared by

 Webb Surveys
 © 2011
 11-2209sc MLH

WILLIS CRESCENT

WILLIS CRESCENT

CORNISH ROAD



used
 lay for Blaimore Forced Main

Land Surveyor
M. M. M. M.
 Saskatchewan Land Surveyor

City of Saskatoon

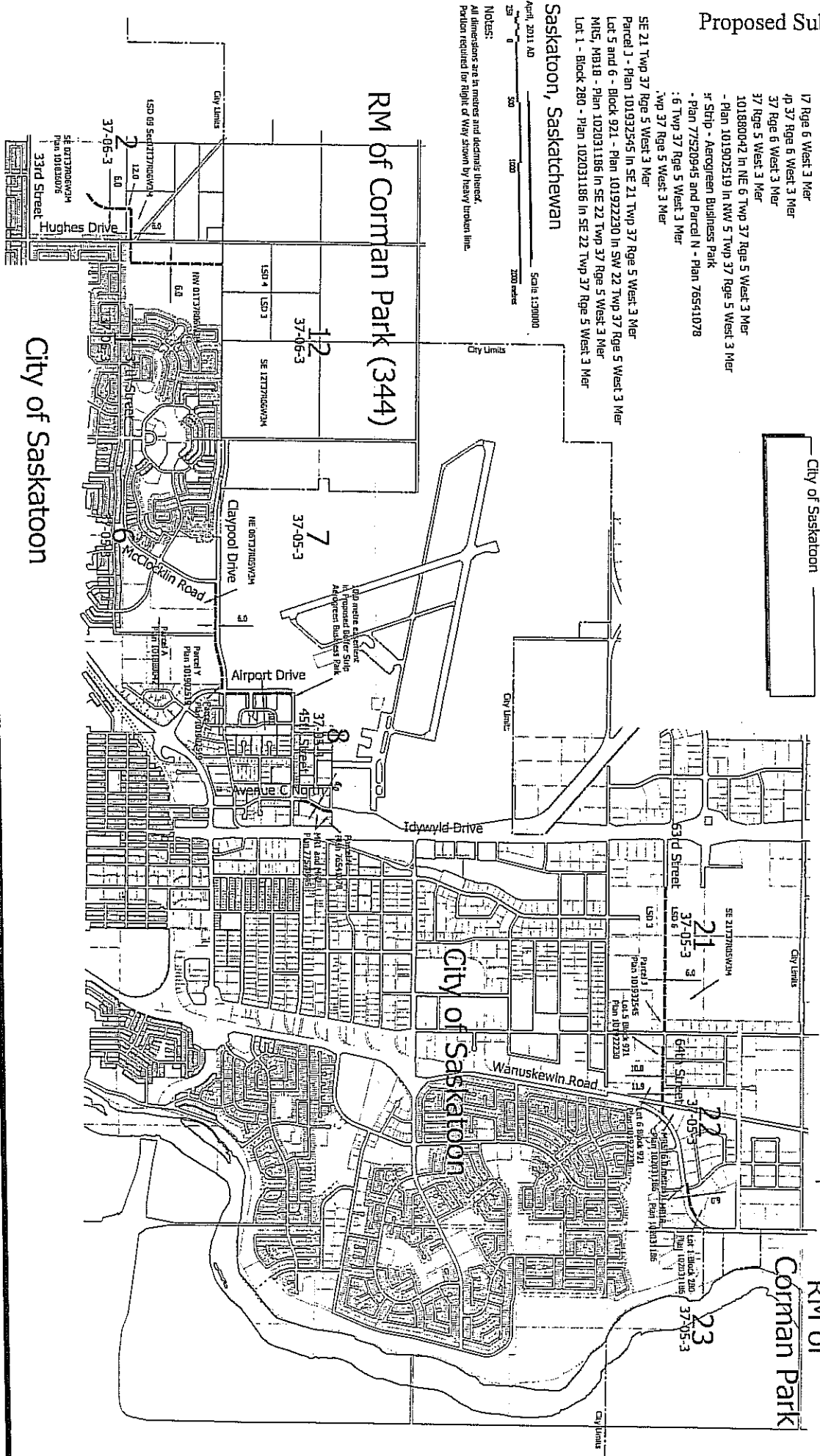
- 17 Rge 6 West 3 Mer
- 4p 37 Rge 6 West 3 Mer
- 37 Rge 6 West 3 Mer
- 37 Rge 5 West 3 Mer
- 101880042 in NE 6 Twp 37 Rge 5 West 3 Mer
- Plan 101902519 in NW 5 Twp 37 Rge 5 West 3 Mer
- 1st Strip - Aerogreen Business Park
- Plan 77520945 and Parcel N - Plan 76541078
- : 6 Twp 37 Rge 5 West 3 Mer
- : 6 Twp 37 Rge 5 West 3 Mer
- : 6 Twp 37 Rge 5 West 3 Mer

Saskatoon, Saskatchewan

April, 2011 AD

Scale 1:20000

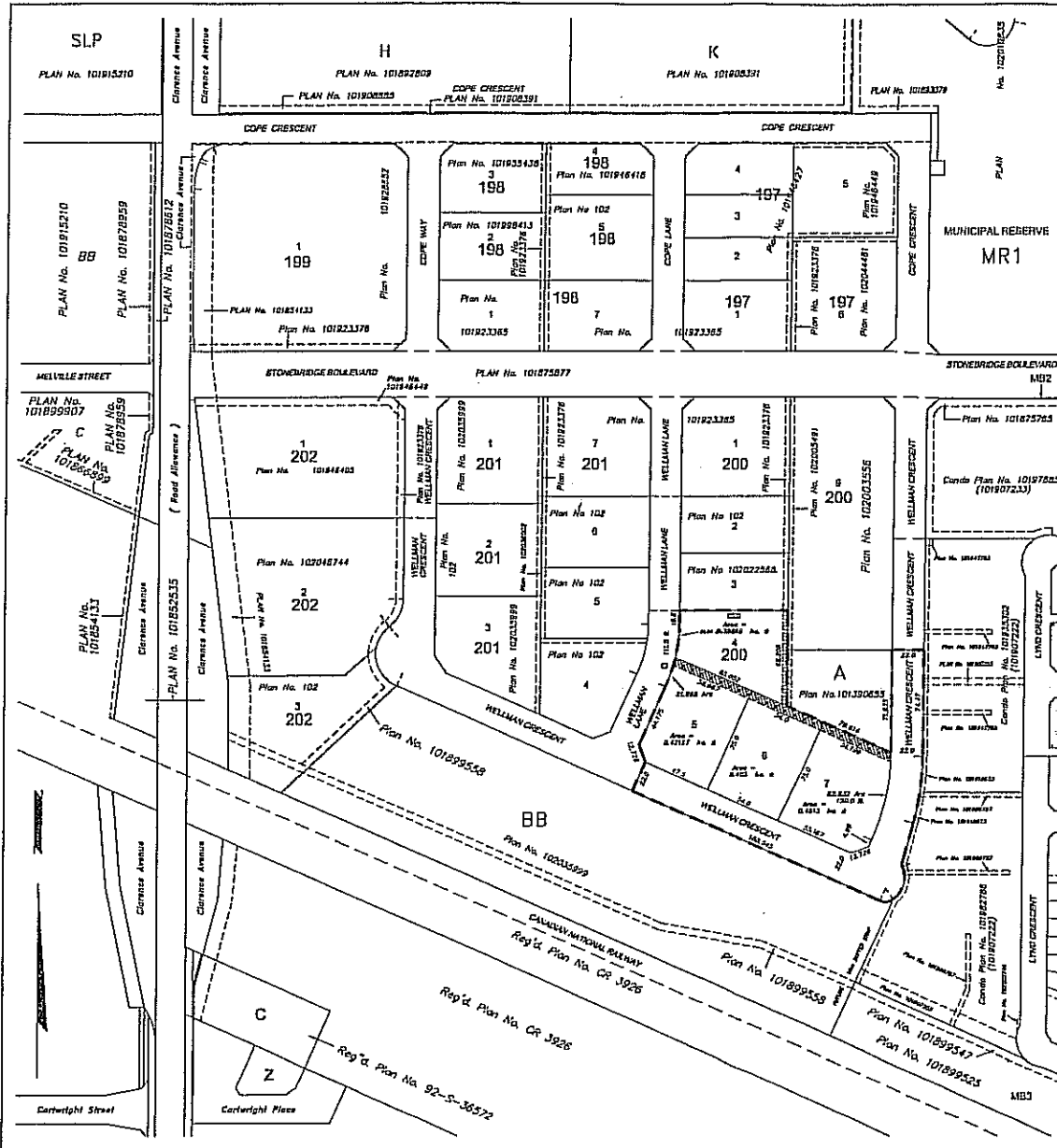
Notes:
 All dimensions are in metres and decimal fractions.
 Parcel numbers are shown by heavy broken line.



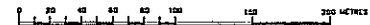
City of Saskatoon

RM of
 Corman Park

FILE: Lcd107_BIR2000.dwg



STONEBRIDGE
 PLAN SHOWING PROPOSED
 SURFACE SUBDIVISION OF PART OF
 PARCEL "A"
 PLAN No. 101390655
 AND ALL OF
 PARCEL "B"
 REG'D. PLAN No. 91-S-02594
 IN N.W.1/4 SEC. 10
 TWP. 36 - RGE. 5 - W.3rdMER.
 SASKATOON, SASKATCHEWAN.
 BY : R.A. WEBSTER, S.L.S.
 SCALE 1 : 2000
 MAY, 2011



LEGEND
 : Distance dimensions shown are in metres and decimals thereof.
 : Portions of this plan to be subdivided are outlined with a heavy dashed line and contain 2.45608 ha. ±.
 : Proposed MoB locations are shown thus O
 : This proposed subdivision may be subdivided in phases.

R.A. Webster
 Saskatchewan Land Surveyor May 3rd, 2011

EXAMINED : CITY OF SASKATOON : Approved under the provisions of Bylaw No. 6537 of the City of Saskatoon.

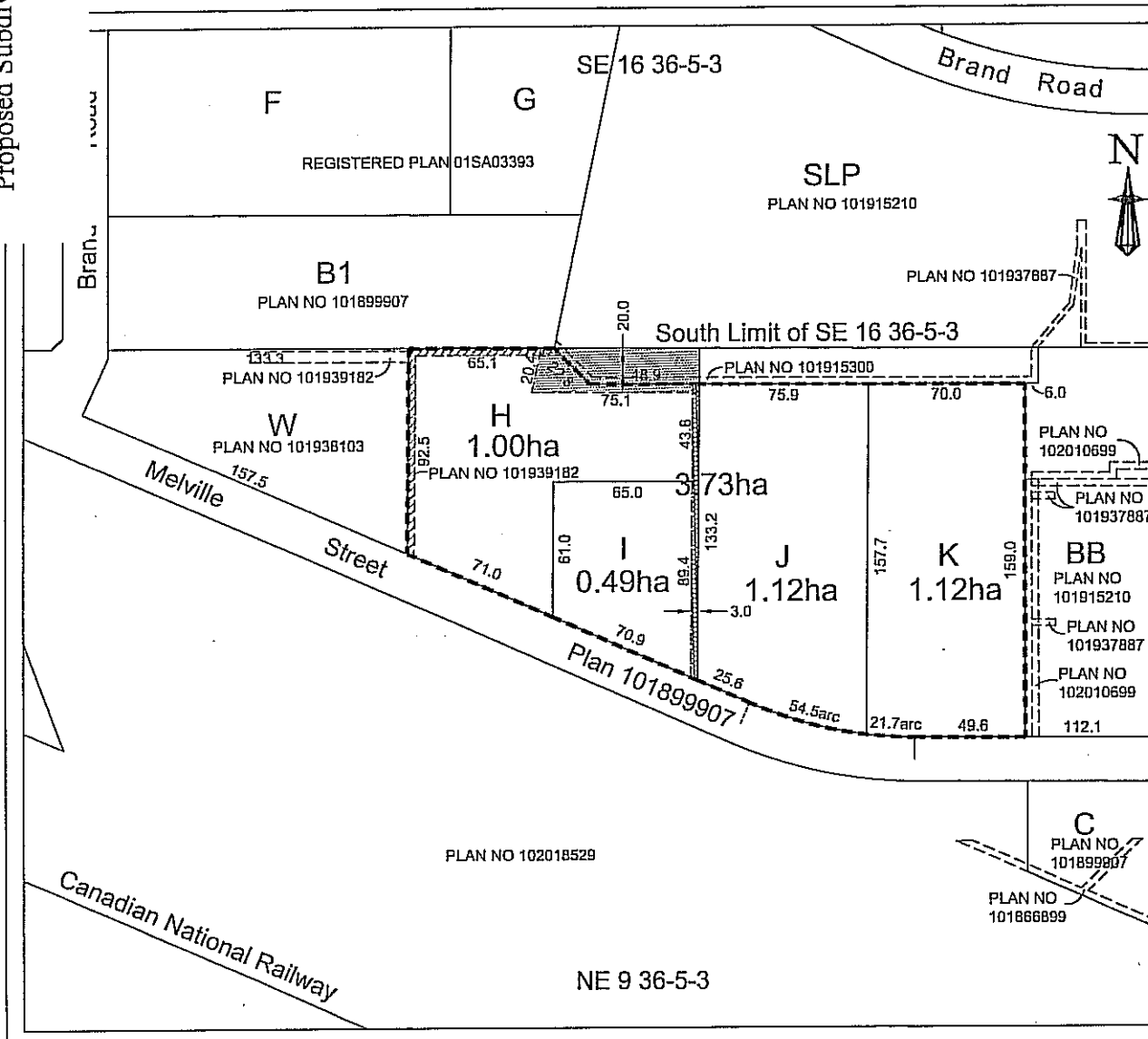
: General Manager of the Community Services Department
 Date : _____, A.D. 2011

EXAMINED DEVELOPER : DUNDEE REALTY CORPORATION
Stung
Webster

EASEMENTS
 : Easements shown at 3.0 metres in width for use of Sask Power, SaskTel, and Shaw Cable
 : Easements shown at 3.0 metres in width for use of Sask Energy



WEBSTER SURVEYS LTD.



Plan Showing Proposed Surface Subdivision of

Parcel Y, Plan No. 101915210
 in NE 1/4 Sec. 9, Twp. 36, Rge. 5, W3M
 City of Saskatoon
 2011

Scale 1:2000

Preliminary Plan Completed April 12, 2011.
 Revised June 02, 2011

By: Peter F. Unger S.L.S.
 Digital Planimetrics Inc. 105-111 Research Dr. Saskatoon Sk.

Proposed Subdivision outlined thus -----
 Standard Road Allowances are 20.117m
 Existing Joint Use Easement Sask Power, Sasktel, and Shaw Cablesystems Ltd.

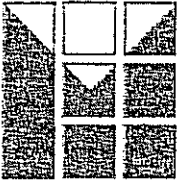
Easement
 Proposed Saskpower Easement 3.00m
 Proposed Storm Sewer Easement 20.00m
 Area to be Subdivided contains 3.73ha
 Measurements are in metres and decimals thereof
 Distances are approximate and may vary by +/- 1 metre

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

Digital Planimetrics Inc.
 105 - 111 Research Dr.
 Saskatoon, SK, Canada
 S7N 3R2
 (306) 933-2159

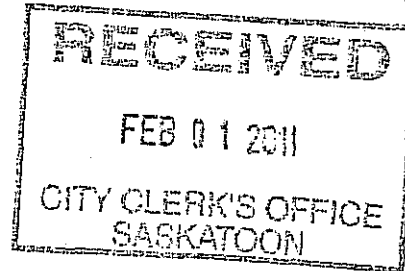


202 Avenue B North
Saskatoon, SK. Canada S7L 1E2
Tel: (306) 343-6000 Fax: (306) 374-1661
Email: eema@sasktel.net

EDWARDS EDWARDS McEWEN

A2

February 1, 2011



His Worship the Mayor and City Council
City of Saskatoon
222 Third Avenue North
Saskatoon, Saskatchewan S7K 0J5

**RE: R1 and R2 Zoning Use Clarification and
Council Policy Statement Regarding Same**

**Request to address and place the question to Council
At the February 7th 2011 Council Meeting**

We place this question before Council to receive Use Clarification and a Council Policy Statement.

We have been retained by a client in the funeral industry to proceed with the development of several projects in areas of Saskatoon currently Zoned R1 and R2.

Our client envisions in one case, acquiring and renovating an existing structure, and in another case, demolition of existing houses and construction of a new facility. The renovated and/or new buildings would not include an embalming or preparation room. In both cases the structure would be used for the purposes of conducting public funeral and memorial services and related activities including receptions and luncheons for patrons of our client's business. The building would be made available on a limited basis to a religious or community group that might want to use or rent the facility.

Past analysis and assumptions were that this would be non-compliant but some recent developments indicate that the proposed use may well be permitted on property Zoned R1 or R2.

As the land acquisition and capital development cost represent a substantial investment we have advised our client that it is important to have a clear Policy Statement from the City of Saskatoon prior to proceeding.

We appreciate your timely attention to this question and remain available to answer any questions you may have.

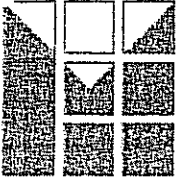
Yours truly

Edwards Edwards McEwen Architects

per: 

David C. Edwards, SAA, MRAIC, AIA

DCE/gb



202 Avenue B North
 Saskatoon, SK. Canada S7L 1E2
 Tel: (306) 343-6000 Fax: (306) 374-1661
 Email: eema@sasktel.net

February 7, 2011

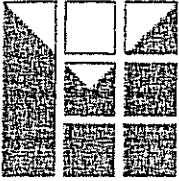
His Worship the Mayor and City Council
 City of Saskatoon
 222 Third Avenue North
 Saskatoon, Saskatchewan
 S7K 0J5

**RE: R1 and R2 Zoning Use Clarification and
 Council Policy Statement Regarding Same**

Subsequent to our inquiry letter of February 1, 2011 we provide the following Addendum of anticipated activity for Council's consideration and direction.

Use/Activity	Permitted	
	Yes	No
.1 Funeral ceremony with casket and deceased person present		
.2 Memorial Service with urn present		
.3 Assembly gathering with no casket or urn		
.4 Evening Wakes		
.5 Evening Vigils		
.6 Secular Life Celebration with no clergy person present		
.7 Casual memorial gathering with no clergy person present		
.8 Holding and shelter of deceased persons overnight or on weekends		
.9 Visitations and viewings the day prior or evening prior to funeral		
.10 Visitations and viewings for a funeral to be held at a different location		
.11 Storage of cremated human remains		
.12 The making of Funeral Arrangements with the public		

.../2



His Worship the Mayor and City Council
City of Saskatoon
February 7, 2011
Page 2

Use/Activity	Permitted		
	Yes	No	
.13 The making of Funeral Pre-arrangements and pre-planning with the public			
.14 Establishment of Bereavement Library and sale of books and materials			
.15 Conducting Grief Seminars and Workshops			
.16 Merchandise display and sale: Memorial Cards, Caskets, Urns, Books, etc. (actual items, catalogue, and computer based display)			
.17 Kitchen catering facilities			
.18 The provision of food, and banquet reception services to the public			
.19 Office space for personnel and funeral service staff			
.20 Office or Lounge for Funeral Director to meet and consult with public			
.21 Storage space for funeral merchandise, caskets, vaults, urns, books			
.22 Storage space for funeral equipment			
.23 Garage for storage of funeral vehicles and grave equipment			
.24 Naming, advertising and marketing the facility as a Funeral Memorial Centre			

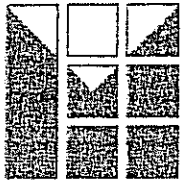
Yours truly

Edwards Edwards McEwen Architects

per:

David C. Edwards, SAA, MRAIC, AIA

DCE/gb



202 Avenue B North
Saskatoon, SK. Canada S7L 1E2
Tel: (306) 343-6000 Fax: (306) 374-1661
Email: eema@sasktel.net

**Westwood Funeral Chapel
Satellite Funeral Home
Zoning Analysis**

.1 "Funeral Home" definition under the Zoning Bylaw:

Means a building designed for the purposes of furnishing funeral services to the public and includes facilities intended for the preparation of the human body for interment or cremation, but shall not include facilities for cremation.

Note: Currently Westwood Funeral Chapel does not have "facilities intended for the preparation of the human body", as this is done at another facility, however the facility would still be classified as a funeral home.

The proposed satellite facility would be defined as a funeral home whether there was a preparation room in the facility or not.

.2 Allowable Use in Zoning Districts

.1 Funeral Homes are a permitted use in the following Zoning Districts:

M1, M2, M3, M4, B3, B4, B4A, B5, B6, IL1, IH.

.2 Funeral Homes are not a permitted use in any R District, B1A, B1, B2, 1L2, 1L3, 1B, 1H2, AG.

.3 Parking Requirements

.1 Located in an M District:

1 space per 10 m² of gross floor area devoted to public assembly.

.2 Located in Districts B3, B4

1 space per 10 m² of gross floor area devoted to public assembly.

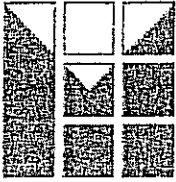
.3 Located in Districts B4 and B6

No parking requirements.

.4 Located in IL1 District

1 space per 93 m² of gross floor area.

.../2



.3 Parking Requirements - continued

- .5 Located in IH District
1 space per 93 m² of gross floor area.
- .6 Typically 1 loading stall is required per building.
- .7 Handicap accessible parking will be required.
- .8 Location of required parking may vary between the Zoning District chosen.
- .9 Required parking must be paved with asphalt and curbed. Typically parking lot drainage on new facilities must be collected in catch basins and directed to the City storm sewer system.

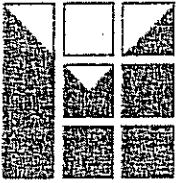
.4 Landscaping and Setbacks

- .1 Setback requirements from property lines vary between the Zoning Districts, but must be considered during a site selection analysis.
- .2 Landscape requirements are applicable to all permitted Zoning Districts except for B5 and B6 where they are only applied to specific uses. The depth of the required landscaping strip varies between approved zones.

.5 Renovation/Conversion of an Existing Building

- .1 If the renovation/conversion is a change of use/classification from the existing use to an "A2" Assembly Classification under the National Building Code it would trigger the following:
 - .1 Code Analysis for current compliance undertaken by a Registered Architect.
 - .2 Code Upgrades to be undertaken for compliance which could potentially involve:
 - .1 Separation of exits.
 - .2 Fire separations.
 - .3 Potential building fire sprinklers
 - .4 Potential building fire alarm system
 - .5 Exit lighting
 - .6 Emergency lighting(Note: this list should not be considered all inclusive as each building may have unique characteristics.)
- .2 Site Work
 - .1 The site area would have to be considered to be able to provide the required parking on site, as outlined in the Zoning Bylaw. This is based on the area of public assembly, which could limit the size of the chapel design.

.../3



With a change of use, current parking and landscape requirements are applied to the site based on the new use and current Zoning Bylaws.

I.E.: An existing convenience store site in a B District may be large enough for a funeral home building, but may very well not be able to accommodate the required parking and introduction of the required landscaping.

.6 Recommendation

We would recommend that the potential size of the facility be defined including the area of the chapel. This will assist in defining the required parking, and ultimately the required total site area.

This will assist in a review of properties and elimination of properties of inadequate site area.

Westwood Funeral Chapel Historic R2 Zoning Analysis

Westwood Funeral Chapel

Acquisition of church building in R2 Zone for use as Funeral Chapel.

Zoning Analysis and Options

Purchase of a property in an R2 Zone will require a change in the Civic Zoning Bylaw to introduce a Funeral Home as a Permitted Use or a Discretionary Use in a R2 Zone. However as such a change would affect every property in an R2 Zone in the city resulting in a potential business conversion at any time in the future. It is predictable that the City would not entertain this change.

The Alternative is to apply for a Zoning Change to change the R2 property designation to a Zone that would permit a Funeral Chapel as a permitted use. (There are currently 10 Zones where a Funeral Home is a permitted use (M1, M2, M3, M4, B3, B4, B4A, B5, B5C, & B6) A successful Zoning change would carry with it the requirement to meet the set-back, site coverage, parking and like regulations as well as current building code compliance. Care in selecting one of the Zones is critical as analysis by Civic Administration and ultimately Council will look at the fit of all the permitted uses in that Zone not just the Funeral Home. The Zoning change will essentially be a simple argument of the fit of the proposed zone over the existing zone because once the change is made, at a future point in time ANY of the permitted uses could be built.

One could attempt to argue that the use of the facility will, in essence, not change from a Church to a Funeral Chapel as Churches accommodate assembly for funeral ceremonies. However this argument would be no different than that of a restaurateur on 8th street acquiring a church hall a block off 8th Street, and setting up a restaurant food operation, non-compliant with the Zoning, under the argument that as a church hall there was always pancake breakfasts, fall suppers, wedding receptions, funeral receptions, and anniversary teas therefore the use is essentially the same – even to the point of saying the food is going to be prepared off-site - or in the case of the funeral operation the embalming will be done elsewhere. One might try to hang on to the 'place of worship' status by finding a religious group to rent or lease the space. Unless this was a full use lease some periodic use of the space by a religious group would not successfully convince Civic Administration that the primary use of the facility was for worship or that the facility still met the Bylaw definition of 'place of worship'. In any event it is predicable that the City Assessor would not continue the current tax exempt status thus negating the argument that the facility was a church or 'place of worship' placing us back in a position of applying for a Zoning Change or trying to find a use in the R2 Permitted uses that would fit and a review of the Permitted and Discretionary R2 uses leaves little option but to pursue a Zoning change. Any offer on a church property should be conditional on a successfully Zoning change. As well the building and site analysis should use the requirements of the sought after Zone.

Certainly many new church developments undertaken in recent years have been built with a large amount of parking and reasonable land separation from adjacent uses. One of these locations might work well. However the large majority of older church properties in R2 Zones were built with little to no parking and residential equivalent set-backs as well as being sited in the centre of neighbourhoods. As many or all the supporting parishioners would be from that neighbourhood, the weekly church services and activity of the congregation would have minimal impact on the neighbours or surrounding access routes. In any property review it would likely be essential that adjacent land be brought into the evaluation and proposed development to meet off street parking requirements. This may necessarily complicate the land assembly and purchase process somewhat.

The advantage of acquiring an existing church is obvious. The sanctuary would meet the needs of a non religious chapel to hold funeral services with perhaps minor renovations, and would avoid a lengthy construction period to build from the ground up.

Review of Bylaw Use Definitions

"Funeral Home"

Means a building designed for the purposes of furnishing funeral services to the public and includes facilities intended for the preparation of the human body for interment or cremation, but shall not include facilities for cremation.

Features

- A** A facility renovated for the purpose of providing funeral services to the public would qualify the building use as a 'funeral home' under the Bylaw
- B.** A facility intended for the preparation of the human body for interment or cremation would also be classified as a funeral home.

In other words 'embalming facilities' would fall under or be included in the 'definition' of funeral home. However it is not necessary that a facility **MUST** have an embalming room to be called a funeral home. It is entirely predicable that the embalming would be centralized at one of the other facilities in Saskatoon and the acquired church would be used for funeral services, ceremonies, visitations, and other funeral services.

The definition does not mean that both A and B must co-exist together to meet the definition of 'funeral home'. For example an embalming facility without a chapel for funeral service ceremonies would still be a funeral home, (by being included in the definition), Just as a facility that's owned by a funeral home, and sold to the public as a funeral chapel for the primary use of providing funeral service ceremonies would be a funeral home even without an embalming room.

The question will be one of primary use. To rent or loan the facility to a group to use for meetings, a wedding, or periodic worship service would not qualify the use as a church or 'place of worship'. Many buildings throughout the city from Hotels, to Halls to Community Centers are rented out on such periodic and often a regular basis but the use classification is not 'place of worship'

A Funeral Service, Service of Remembrance, or Memorial Service is NOT a worship service..

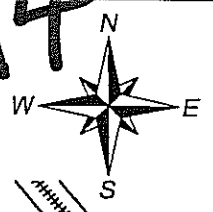
"Place of Worship"

Means a place used for worship and related religious, philanthropic or social activities and includes rectories, manses, meeting rooms and other buildings.

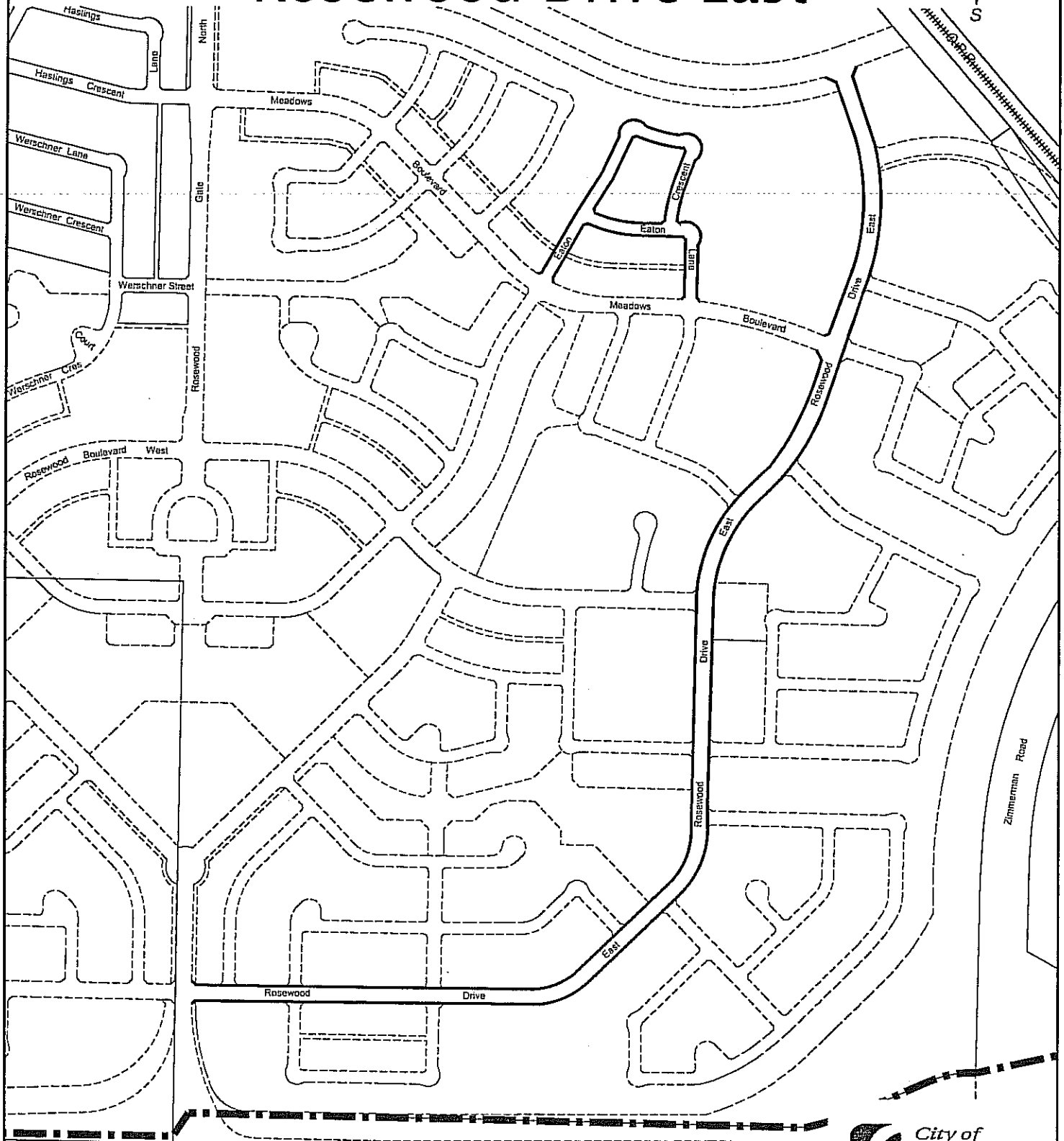
Typical uses include; churches, chapels, mosques, temples, synagogues and parish halls.

Again it is a question of primary use. The facility must be a place for worship and other activities related to that worship that are religious, philanthropic or social. Note in the typical uses Funeral Chapel has NOT been included. It seems quite predictable that once Westwood or even one of its related companies acquires ownership Civic Administration will deem the use changed particularly given the fact that our intent is to provide funeral services to the public.

A4



Eaton Lane & Crescent Rosewood Drive East



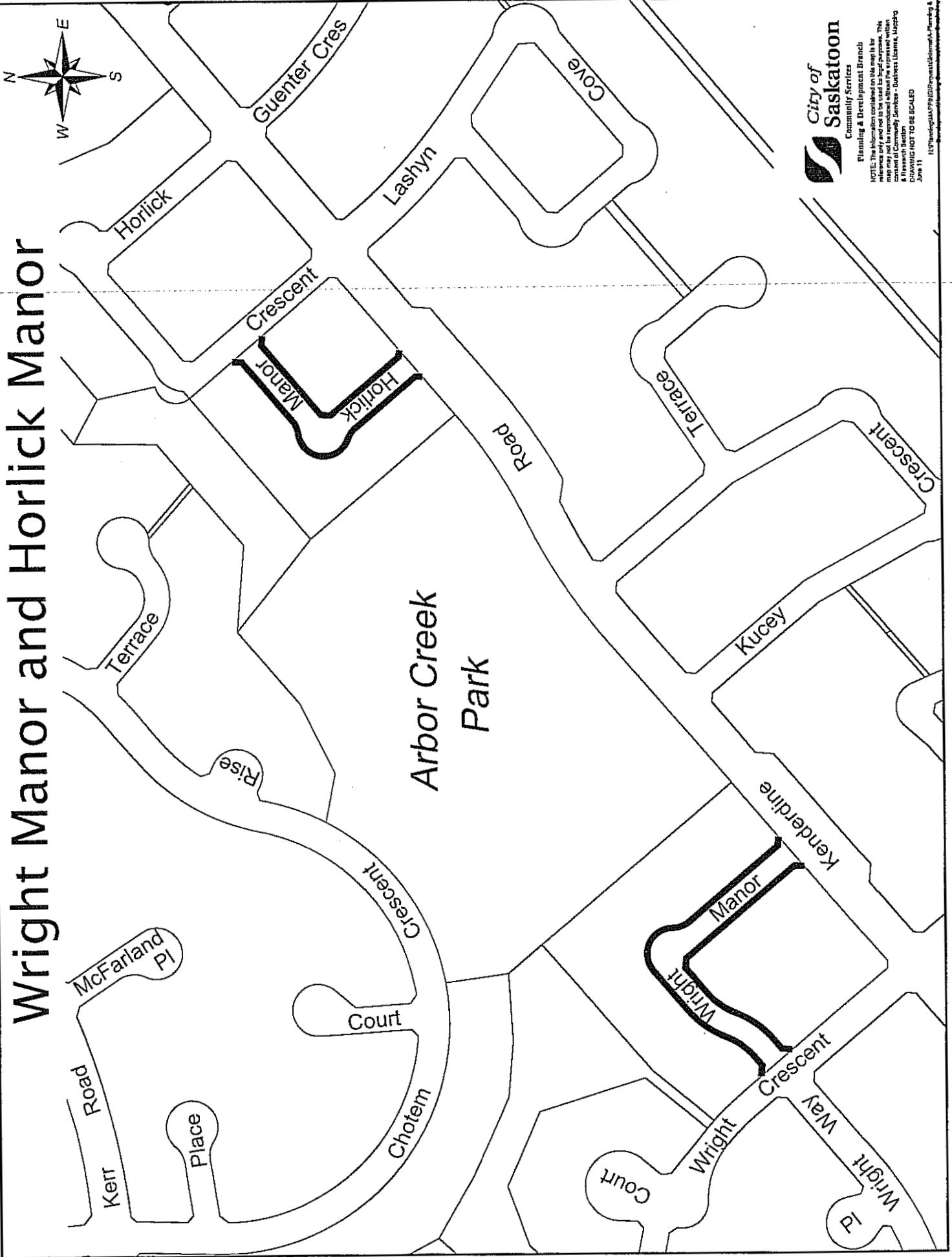
Highway 16

Yellowhead Highway



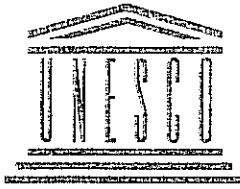
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DRAWING NOT TO BE SCALED
December 2009

Wright Manor and Horlick Manor



City of Saskatoon
 Community Services
 Planning & Development Branch

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 Date: June 11
 11/17/2014 10:00 AM

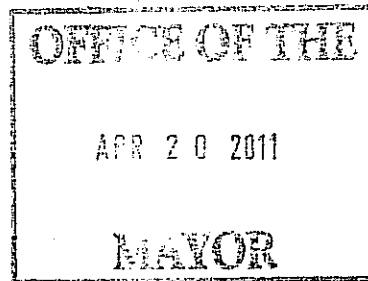


CANADIAN COMMISSION FOR UNESCO
 COMMISSION CANADIENNE POUR L'UNESCO

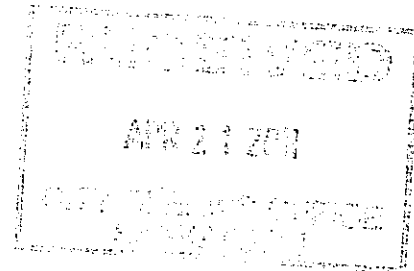
unesco.ca

A5

April 13, 2011



Mayor Donald Atchison
 City of Saskatoon
 Office of the Mayor
 222 Third Avenue
 Saskatoon SK S7K 0J5



Your Worship,

On behalf of the Canadian Commission for UNESCO, I am pleased to enclose a copy of the exhibition pamphlet *Freedom of Expression in Broad Strokes*. This exhibition, which includes 48 editorial cartoons, has been proposed by the Canadian Commission for UNESCO in collaboration with the Canadian Committee for World Press Freedom (www.ccwfp-cclpm.ca). As a member of the Canadian Coalition of Municipalities Against Racism and Discrimination, we believe that the City of Saskatoon will be interested in welcoming this exhibition.

Since 2001, the Canadian Commission for UNESCO and the Canadian Committee for World Press Freedom have organized an annual international competition for editorial cartoonists to promote freedom of expression and freedom of the press. Over 700 cartoons are received each year, and the winners are honoured in Ottawa on World Press Freedom Day, May 3. The exhibit *Freedom of Expression in Broad Strokes* presents the best editorial cartoons received since the beginning of the competition.

We would therefore like to invite the City of Saskatoon to host the exhibition in 2011-12, on dates convenient to you and for a minimum of two weeks, and to designate a curator for its planning, organization and promotion.

You will find attached to this letter a floor plan to help the curator in the planning process. The Canadian Commission will also provide posters and a news release for the promotion of the exhibition.

.../2

Page 2- Mayor Donald Atchison

I invite your staff to communicate with Pauline Dugré, Program Officer, Communication and Information, at 1-800-263-5588, extension 4558, to discuss the details of holding this exhibition.

Thank you again for your contribution in the Coalition of Municipalities Against Racism and Discrimination, and for your work to end racism and discrimination in Canada.

Yours sincerely,

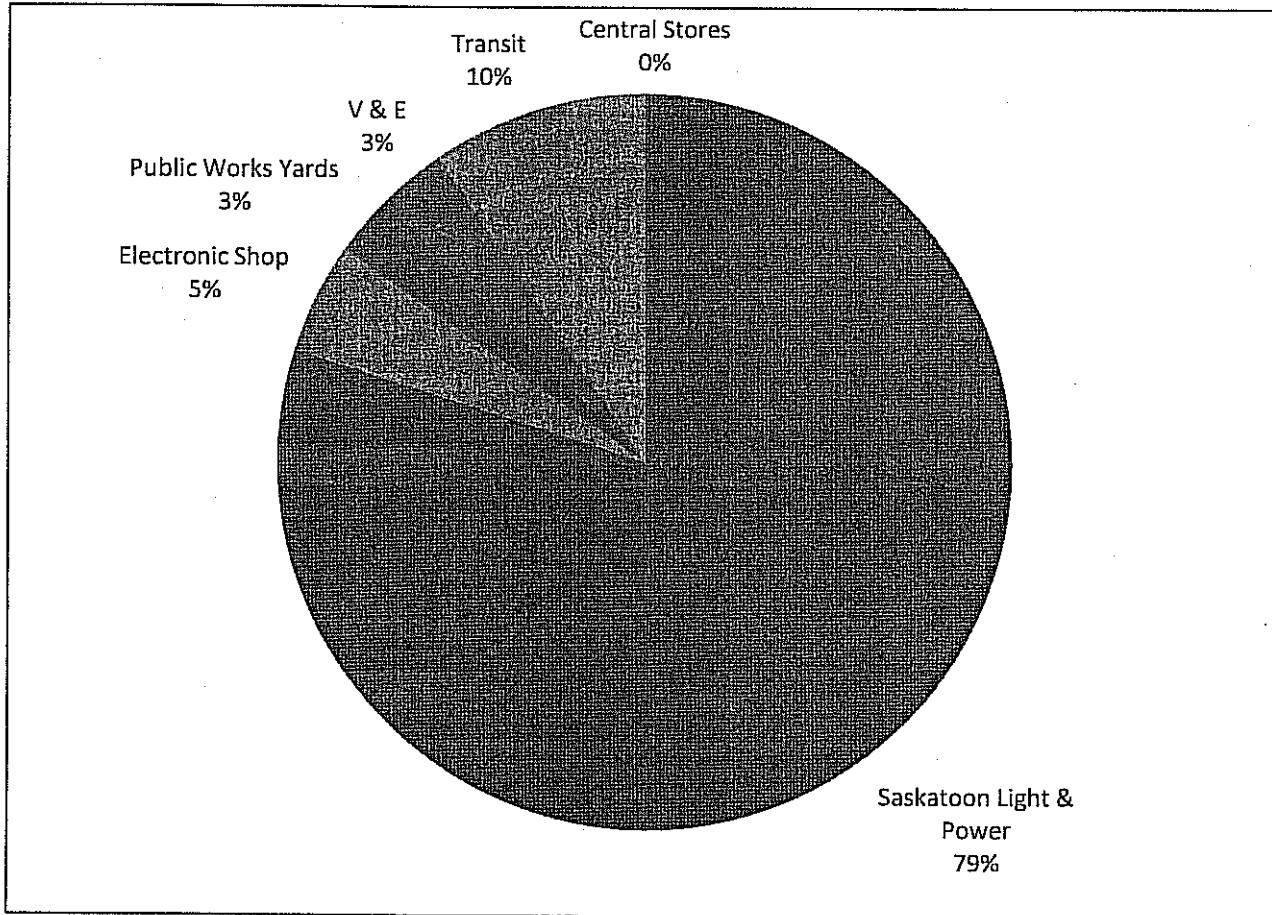
A handwritten signature in black ink, appearing to read "David A. Walden". The signature is written in a cursive style with a large, circular flourish at the beginning.

David A. Walden
Secretary-General

Encl: Pamphlet and Floor Plan of the Exhibition *Freedom of Expression in Broad Strokes*

Inventory Management and Disposal Services

B1

**December 31, 2010**

Central Stores	\$38,508
Saskatoon Light & Power	\$6,986,893
Electronic Shop	\$429,060
Public Works Yards	\$229,623
V & E	\$268,434
Transit	\$843,668
Total	<u>\$8,796,186</u>

Corporate Services
Inventory and Disposal Services

Corporate Inventory Indicators

Store Location	Inventory value 2008	Inventory value 2009	Inventory value 2010	Yearly Issues 2008	Yearly Issues 2009	Yearly Issues 2010	Slowmoving/ inactive 2008	Slowmoving/ inactive 2009	Slowmoving/ inactive 2010
Central Stores	39,597	41,348	38,508	90,586	91,381	94,967	15,875	18,895	15,390
Saskatoon Light & Power	6,574,861	5,764,804	6,986,893	4,610,958	4,609,874	4,441,500	4,259,087	3,100,326	4,227,062
Electronic Stores	371,297	368,492	429,060	531,500	496,953	605,502	172,376	215,725	134,397
Infrastructure P W Stores	236,277	248,853	229,623	1,117,676	1,309,107	1,120,564	90,900	66,710	44,795
Transit	550,871	761,985	843,668	713,132	773,438	943,997	n/a	n/a	n/a
Vehicle & Equipment Stores	228,978	246,744	268,434	480,515	538,101	665,796	n/a	n/a	n/a
Total	\$8,001,881	\$7,432,226	\$8,796,186	\$7,544,367	\$7,818,854	\$7,872,326	\$4,538,238	\$3,401,656	\$4,421,644

Summary of changes from 2009 to 2010

- Total inventory value increased \$1,363,960 (15%)
- Inventory issues increased \$53,472 (.7%)
- Slowmoving/inactive material increased \$1,019,988 (30%)
- Overall turnover decreased from .95 to .89

Notes:

- Turnover ratio is calculated by dividing the value of material issues into the year-end inventory value. The turnover rate indicates the amount of the overall value of inventory used during the year.
- Slowmoving/inactive includes material that has turned less than once in the year (the amount in stock is greater than the amount used during the year) and stock on hand that has no issues during the year.
- Water Treatment inventory is not shown - inventory limited to safety only new and used parts. Chemical inventory controlled by mechanical process.

corporate inventory indicators 2008 vs 2010 attachment #2.xls

O'Brien, Lori (Clerks)

From: CityCouncilWebForm
Sent: Tuesday, September 08, 2009 2:56 PM
To: City Council
Subject: Write a Letter to City Council

B2

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Mark Pickard
InfraReady Products (1998) Ltd.
850 C 56th St. E.

Saskatoon
Saskatchewan
S7K 5Y8

EMAIL ADDRESS:

m.pickard@infrareadyproducts.com

COMMENTS:

Your Worship, Members of City Council

As furtherance to my presentation to City Council on August 17th, in this letter I would like to articulate why InfraReady Products should receive a Business Development Incentive from the City of Saskatoon and what possible form that incentive might be considered.

Tangible support to manufacturing, through business development incentives, has a high return to the City of Saskatoon. The organic growth of existing companies within the jurisdiction can not be overlooked in favor of new 'green field' construction. InfraReady Products intends to continue its growth and contribute to the tax base through increased employment. The investments made in terms of land, building and equipment will, in the future, increase the property tax assessment at the new location -1438 Fletcher Road, the former Mercury building.

InfraReady's relocation and expansion has a large incremental impact on the property taxes the company will be paying. This incremental change should be the target of an abatement for a relocating/expanding business, as opposed to the short term incremental increase in the assessment for a particular property. Equivalent investment in 'green field' manufacturing facilities yields an abatement that has benefit to a company, therefore logic suggests, so should the use of existing buildings for manufacturing purposes. Therefore consideration should be given to providing property tax abatement on the incremental increase in the property tax InfraReady will experience in its expansion. This would be the difference in taxes between its current location in the north industrial area (850 56th St. E.) and the new location in the south west industrial park (1438 Fletcher Road).

Another business incentive tool available to Council is the waiving of the Utility Deposit requirements. The deposit is based on two months of the previous occupant's requirements and suggests that the new occupant, InfraReady, is not creditworthy, despite being in existence since 1994. InfraReady's electrical utility requirements are a fraction of the previous occupant's and the amount of deposit excessive. Rather than take our cash into the City Treasury for the lifetime of the company, InfraReady is investigating the provision of a

surety bond so that the City has no risk of our default on utility payments. InfraReady believes this accomplishes the same purpose at a fraction of the cash outlay.

InfraReady competes with businesses in locations with favorable tax treatment. In 2004, InfraReady commissioned a Location Study for an expansion. A comparison between Saskatoon and sites in Alberta and Oregon was made. With all level of taxes (Federal, Provincial, and Municipal) removed from the location equation, Saskatoon was determined to be the best location for our business. With taxes included in the equation, the conclusions are different. Tax based incentives for manufacturing are used to encourage investment and in higher tax locations these should be available to all, not just those contemplating new construction.

In this letter I trust that I have adequately outlined alternatives for consideration by City Council. InfraReady is not a multinational, but rather a home grown success story. We, unlike other large food processing operations, do not build new to demolish the old. We are part of the community and will be a tax base that will grow in the future. Your help in that growth is greatly appreciated.

Respectfully submitted,
Mark D. Pickard
President
InfraReady Products (1998) Ltd.

MEMO

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

FROM: Bryan Leverick, Chairperson
SREDA Board of Directors

RE: Proposed Changes to Business Development Incentives Policy C09-014

The current City of Saskatoon Business Development Incentives Policy C09-014 provides the opportunity for eligible companies in the manufacturing, processing, technology, telecommunications and data processing sectors to receive tax abatements on the incremental portion of property taxes for new or expansion projects.

The SREDA Board of Directors has considered and incorporated numerous appropriate changes to the City's Business Development Incentives Policy C09-014. Subsequent to that approval the City Solicitor undertook a review and asked for additional consideration on various items and such have been incorporated into the final summary attached.

The following resolution was approved by our Board of Directors on May 19, 2011 and is to be forwarded to City Council for further review and consideration:

THAT the SREDA Board of Directors proposed changes to the City of Saskatoon's Business Development Incentives Policy C09-014 be approved and forwarded to City Council for final review and approval.

Thank you for forwarding this recommendation from our Board of Directors to City Council. Please note the Chair of SREDA's Incentives Sub-Review Committee, Dwaine Friesen, plans to attend the City Council meeting. If you could please advise the SREDA office of the approximate time this item will be reviewed, that would be much appreciated by telephone 664-0728.

Bryan Leverick, Chair
SREDA Board of Directors

POLICY DEFINITIONS CLAUSE 2

Add definition of Incremental Taxes:

Incremental Taxes - the difference between the taxes payable based on the original assessed value and the taxes payable due to the increased assessed value resulting from the improvements.

Rationale: incremental taxes were not defined previously therefore it was important to define this term.

Existing Policy Definition Clause 2.4:

Manufacturing Activity - refers to making by machinery and, on a large scale, fabricating.

Revise wording of Manufacturing Activity to:

Manufacturing Activity - refers to making by machinery and fabricating.

Rationale: the target is on growth and does not necessarily have to include a large scale operation.

Existing Policy Definition Clause 2.7:

Telecommunications and Data Processing - telecommunications refers to the operating and maintaining of network facilities for the transmission of voice, data, text, sound and full motion picture videos between network termination points. Data processing refers to electronic data supplied by the customer and specialized services such as automated data entry.

Revise wording of Telecommunications and Data Processing to:

Telecommunications and Data Processing - telecommunications refers to the operating and maintaining of network facilities for the transmission of voice, data, text, sound and full motion picture videos between network termination points, not including call centres. Data processing refers to electronic data supplied by the customer and specialized services such as automated data entry.

Rationale: The City of Saskatoon approved SREDA'S Board recommendation that a moratorium be imposed on application from new call centers.

Add definition of FTE's:

FTE's - refers to the number of jobs the company has created and expressed as though all jobs were full-time with at least 30 hours per week of work. For example, 2 part-time workers of 15 hours per week each would be considered 1 FTE. One worker working 37.5 hours per week would be considered 1 FTE.

Rationale: FTE was not defined previously therefore it was important to define this term.

Add definition of Transportation/Distribution Activity:

Transportation/Distribution Activity - refers to companies that are principally involved in providing full truck movement of freight from origin to destination or managing the flow of materials, including inventory management, warehousing and distribution, tracking of shipments, simple assembling, repackaging, slight modification, labeling, inspection, merchandising, distribution management, trucking and consolidation, customs brokerage.

Rationale: By including the Transportation/Distribution sector aligns with SREDA's mandate on a focused approach to proactively building key sectors in Saskatoon's economy.

POLICY CLAUSE 3

Existing Policy Clause 3.1d:

The amount of an incentive may be prorated as decided by City Council if an approved applicant fails to meet all conditions associated with the provision of an incentive.

Delete Policy Clause 3.1d and renumber remaining 3.1 elements accordingly.

Rationale: To avoid redundancy see new Policy Clause 3.5 Default.

Existing Policy Clause 3.1g:

The amount of any incentive may be phased in or phased out over a number of years.

Delete Policy Clause 3.1g.

Rationale: Replaced by new Policy Clause 3.5 Default.

Existing Policy Clause 3.3a:

The applicant must be a legally incorporated corporation in the Province of Saskatchewan.

Revise Policy Clause 3.3a to:

The applicant must be a legally incorporated entity.

Rationale: This change simplifies the process for out of province investment.

Existing Policy Clause 3.3b:

The applicant must be involved in manufacturing, processing, technology, telecommunications, or data processing.

Revise Policy Clause 3.3b to:

The applicant must be involved in energy, oil and gas, mining, manufacturing, processing, technology, transportation and logistics, telecommunications, or data processing. Head office relocations will be reviewed on a case by case basis if by the nature of their business they do not fit the categories enumerated herein.

Rationale: SREDA uses a focused approach to maximize its overall effectiveness in growing Saskatoon's economy by proactively building key sectors that were not part of the existing policy sectors. Therefore it was important to include these additional sectors to align with SREDA's mandate.

Existing Policy Clause 3.3c:

The applicant of an existing business must demonstrate that a minimum of 5 new full-time or 5 new full-time equivalent positions will be created within one year from the date the incentive is approved by City Council; and the applicant of a new business must demonstrate that a minimum of 15 new full-time jobs or 15 full-time equivalent positions will be created within 3 years from the date the incentive is approved by City Council.

Revise Policy Clause 3.3c to:

The applicant of an existing business must demonstrate that a minimum of 5 new full-time or 5 new full-time equivalent positions will be created within one year from the date the incentive is approved by City Council; and the applicant of a new business must demonstrate that a minimum of 15 new full-time jobs or 15 full-time equivalent positions will be created within 3 years from the date the incentive is approved by City Council.

Rationale: The underline of the word *existing* was to stress the importance of it.

Existing Policy Clause 3.3d:

A new or existing business applying for a business incentive must make a minimum investment of \$100,000 in plant, land, and/or leasehold improvements.

Revise Policy Clause 3.3d to:

A new or existing business applying for a business incentive must make a minimum investment of \$500,000 in plant, land, and/or leasehold improvements.

Rationale: it is important for investment to be substantial in order to make the incentive cost-effective.

Existing Policy Clause 3.3f:

The applicant must derive a minimum of 40 percent of its revenue from sales outside of the City of Saskatoon.

Delete Policy Clause 3.3f and renumber remaining 3.3 elements accordingly.

Rationale: The target is on growth and not solely export driven industries or to limit regional competition.

Existing Policy Clause 3.3g:

The applicant must demonstrate viable and effective management.

Delete Policy Clause 3.3g and renumber remaining 3.3 elements accordingly.

Rationale: This clause is not necessary and is difficult to measure as it is based on assumption.

Existing Policy Clause 3.3h:

The applicant must be the legal owner of the property or in the case of a lease, provide a copy of the lease agreement.

Revise policy to:

The applicant must be the legal owner of the property or in the case of a lease, provide a copy of the lease agreement upon application.

Rationale: The existing policy did not include when a copy of the lease agreement was to be provided.

Existing Policy Clause 3.3i:

The applicant must possess a realistic and acceptable business plan and/or executive summary which includes at a minimum, a clear and concise description of the new or expansion project, the number of jobs to be created, the size of the investment to be made for land, buildings and equipment, the products to be manufactured or produced, identified market analysis, financial forecasts for a minimum of three years and an evaluation of the applicant's competitive position, and an indication of construction start and completion dates.

Revise policy to:

The applicant must possess a realistic and acceptable business plan and/or executive summary which includes at a minimum, a clear and concise description of the new or expansion project, the number of jobs to be created, the size of the investment to be made for land, buildings and equipment, the products to be manufactured or produced, identified market analysis, financial

forecasts for three years, and included clearly defined schedule for construction start and expected completion dates.

Rationale: In the existing policy an applicant's competitive position was difficult to determine because this is subjective information.

Existing Policy Clause 3.3j:

The applicant must apply for an incentive prior to commencing with an expansion or new building project and prior to applying for a building permit through the City of Saskatoon.

Revise policy to:

The applicant must apply for an incentive prior to commencing with an expansion or new building project and prior to applying for a building permit through the City of Saskatoon. An application for abatement under this policy shall remain open for one year from date of receipt of application. Incomplete applications will be deemed abandoned and closed if no action has been taken within the one year period. SREDA will provide written notification to the applicant 60 days prior to any application deemed abandoned.

Rationale: The purpose of this revision was to expand it to include a timeline for incomplete applications because as it stands applicants can sit in the application phase indefinitely.

Add Policy Clause 3.5 Default to:

If, during the term of an incentive granted under this Policy, the applicant fails or neglects to comply with this Policy, or any condition associated with the incentive granted, any taxes previously abated shall become a debt due by the applicant to the City and shall be payable by the applicant upon demand by the City. If moneys are not repaid, the debt due is collectable by civil action.

Rationale: There was no claw back mechanism on the existing policy.

Add Policy Clause 3.6 Workforce Reduction to:

- a) *A reduction of workforce by an applicant does not constitute a default under this policy, unless the reductions are permanent.*
- b) *Where the workforce reductions are temporary, if remedied within 9 months of the date of termination, no penalties would be payable under the default provision. The Applicant is required to provide notice and documentation to SREDA of workforce reductions and/or rehiring.*

Rationale: This clause is needed to accommodate companies experiencing adverse market conditions.

4. RESPONSIBILITIES

Existing Policy Clause 4.3d:

With a recommendation against the provision of an incentive, shall provide to City Council a report which includes, at a minimum, the details of the proposal, the rationale for the committee's non-support, and an overview of its analysis.

Revise policy to:

When a recommendation is made against the provision of an incentive, the committee may provide to City Council a report which includes, at a minimum, the details of the proposal, the rationale for the committee's non-support, and an overview of its analysis.

Rationale: This clause needed to be rewritten to be more concise.

Existing Policy Clause 4.4 Executive Committee:

Add the following: 4.4 Executive Committee of City Council

Rationale: This clause needed to be more specific.

CITY OF SASKATOON COUNCIL POLICY

 NUMBER

 C09-014

POLICY TITLE <i>Business Development Incentives</i>	ADOPTED BY: <i>City Council</i>	EFFECTIVE DATE <i>October 15, 1991</i>
		UPDATED TO <i>April 20, 2009</i>
ORIGIN/AUTHORITY <i>City Commissioner Report No. 29-1991; City Council Resolution of June 21, 1993, Committee of the Whole Report No. 7-1995; Administration and Finance Committee Report No. 4-2002; Executive Committee Reports No. 7-1996, 13-2000, 7-2005 and 17-2005; and Administrative Reports 6-2008 and 7-2009</i>	CITY FILE NO. <i>CK. 3500-0, 3500-1 and 1860-1</i>	PAGE NUMBER <i>1 of 7</i>

1. PURPOSE

To make incentives available to businesses meeting the eligibility requirements listed within this Policy, to:

- Encourage them to locate or expand their operations in Saskatoon in order to create long term, skilled or semi-skilled jobs;
- Provide tax relief that will flow to companies creating new jobs;
- Place Saskatoon in a competitive position in attracting businesses that it would not otherwise occupy;
- Increase the long term viability of a project; or
- Demonstrate the City's commitment to a business or industry.

2. DEFINITIONS

- 2.1 Incentives - includes, but not necessarily limited to, the following: exemptions or reductions of any civic tax or fee; waiving of statutory rights (e.g. utility deposits, down-payments on land); and exemptions or reductions of prepaid-servicing levies.
- 2.2 Eligible Businesses - refers to those businesses which meet all of the eligibility requirements outlined within this Policy.
- 2.3 Long Term Jobs - refers to jobs that are expected to remain in existence for at least five years.
- 2.4 Manufacturing Activity - refers to making by machinery and, ~~on a large scale,~~ fabricating.

CITY OF SASKATOON COUNCIL POLICY

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- 2.5 Processing Activity - refers to subjecting to a series of actions or continuous operation or treatment.
- 2.6 Technology Activity - refers to the manufacturing of products that utilize technology, depend upon scientific knowledge, or rely on advanced biology, biotechnology and chemistry.
- 2.7 Telecommunications and Data Processing – Telecommunications refers to the operating and maintaining of network facilities for the transmission of voice, data, text, sound and full motion picture videos between network termination points, **not including call centres**. Data processing refers to electronic data processing services including processing and preparation of reports from data supplied by the customer and specialized services such as automated data entry.
- 2.8 S.R.E.D.A. - Saskatoon Regional Economic Development Authority Inc.
- 2.9 Incentives Review Sub-Committee - a committee struck by the Chair of the SREDA to review each incentive application, consisting of five members of SREDA's Board of Directors, one of which is a representative of City Council and the General Manager of Corporate Services or designated appointee.
- 2.10 Incremental Taxes – The difference between the taxes payable based on the original assessed value resulting from the improvements.
- 2.11 FTE's – refers to the number of jobs the company has created and expressed as though all jobs were full-time with at least 30 hours per week of work. For example, 2 part-time workers of 15 hours per week each would be considered 1 FTE. One worker working 37.5 hours per week would be considered 1 FTE.
- 2.12 Transportation/Distribution Activity – refers to companies that are principally involved in providing full truck movement of freight from origin to destination or managing the flow of materials, including inventory management, warehousing and distribution, tracking of shipments, simple assembling, repackaging, slight modification, labelling, inspection, merchandising, distribution management, trucking and consolidation, customs brokerage.

CITY OF SASKATOON COUNCIL POLICY

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3. POLICY

Businesses may, subject to the criteria and conditions set out in this Policy, be eligible to receive incentives from the City to locate or expand operations in Saskatoon.

3.1 Amount of Incentives

- a) City Council will consider the perceived value of the application in determining the amount of the incentive. Perceived value is to be measured by the number and quality (i.e. secure, safe and degree of compensation) of jobs to be created, the long-term impact the eligible business will have on tax revenues and any other factors City Council deems as contributing value to an application.
- b) If the applicant is leasing property from another corporation with which it is affiliated, City Council may, in its discretion, deem that the applicant is the owner of the property for the purpose of determining the value of the incentive to be provided. For the purposes of this policy, "affiliated corporation" shall mean an affiliated corporation as defined in subsections 2(2), (3) and (4) of *The Business Corporations Act*.
- c) City Council will consider the applicant's ownership of the property or leasing arrangements in determining the value of the incentive.
- d) ~~The amount of an incentive may be prorated as decided by City Council if an approved applicant fails to meet all conditions associated with the provision of an incentive.~~
- e)d) All corporations meeting the eligibility requirements for a property tax incentive may qualify for a tax abatement of up to 100% of new or incremental taxes in year one, 80% in year two, 70% in year three, 60% in year four, and 50% in year five.
- f)e) The value of incentives for new or local expansions in the manufacturing or processing sectors that will create 100 or more new, full-time or full-time equivalent employees may be eligible for tax abatements of up to 100% of new or incremental property taxes for a period of five years.

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- g) ~~The amount of any incentive may be phased in or phased out over a number of years.~~

3.2 Timing of Incentives

Incentives will be provided on a "perform or forfeit" basis (i.e. an eligible business is not to receive incentives until it has met all of the conditions associated with an incentive).

3.3 Eligibility Requirements

To be eligible for an incentive, all of the following criteria must be met:

- a) ~~The applicant must be a legally incorporated corporation in the Province of Saskatchewan.~~ **entity.**
- b) ~~The applicant must be involved in manufacturing, processing, technology, telecommunications, or data processing.~~ **in energy, oil and gas, mining, manufacturing, processing, technology, transportation and logistics, telecommunications, or data processing. Head office relocations will be reviewed on a case by case basis if by the nature of their business they do not fit the categories enumerated herein.**
- c) The applicant of an existing business must demonstrate that a minimum of 5 new full-time or 5 new full-time equivalent positions will be created within one year from the date the incentive is approved by City Council; and the applicant of a new business must demonstrate that a minimum of 15 new full-time jobs or 15 full-time equivalent positions will be created within 3 years from the date the incentive is approved by City Council.
- d) A new or existing business applying for a business incentive must make a minimum investment of ~~\$100,000~~ **\$500,000** in plant, land, and/or leasehold improvements.
- e) The applicant must demonstrate to the City Manager and/or the General Manager of Corporate Services that the applicant possesses the required financial resources to show that the applicant is an ongoing company and has the financial backing to complete the project in question.

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- ~~f)~~ The applicant must derive a minimum of 40 percent of its revenue from sales outside of the City of Saskatoon.
- ~~g)~~ The applicant must demonstrate viable and effective management.
- ~~h)~~f) The applicant must be the legal owner of the property or in the case of a lease, provide a copy of the lease agreement **upon application**.
- ~~i)~~g) The applicant must possess a realistic and acceptable business plan and/or executive summary which includes at a minimum, a clear and concise description of the new or expansion project, the number of jobs to be created, the size of the investment to be made for land, buildings and equipment, the product to be manufactured or produced, identified market analysis, financial forecasts for a ~~minimum~~ of three years, and an ~~evaluation of the applicant's competitive position, and an indication of construction start and completion dates.~~ included clearly defined schedule for construction start and expected completion dates.
- ~~j)~~h) The applicant must apply for an incentive prior to commencing with an expansion or new building project and prior to applying for a building permit through the City of Saskatoon. **An application for abatement under this policy shall remain open for one year from date of receipt of application. Incomplete applications will be deemed abandoned and closed if no action has been taken within the one year period. SREDA will provide written notification to the applicant 60 days prior to any application deemed abandoned.**
- ~~k)~~i) Where the unique incentive request is submitted for consideration by the Saskatoon Regional Economic Development Authority, upon the advice of the Authority and with the approval of City Council, the above criteria may be waived or modified to recognize the uniqueness of such request.
- ~~h)~~j) The applicant's property tax account must be in good standing.

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3.4 Funding

This Policy will not supersede any accounting or financing requirements pertaining to the City of Saskatoon's operations, funds and assets. Therefore, as part of the approval of any incentives under this Policy, City Council will identify a source of financing to ensure that these requirements are met.

3.5 Default

If, during the term on an incentive granted under this Policy, the applicant fails or neglects to comply with this Policy, or any condition associated with the incentive granted, any taxes previously abated shall become a debt due by the applications to the City and shall be payable by the applicant upon demand by the City. If moneys are not repaid, the debt due is collectable by civil action.

3.6 Workforce Reduction

- a) **A reduction of workforce by an applicant does not constitute a default under this policy, unless the reductions are permanent.**
- b) **Where the workforce reductions are temporary, if remedies within 9 months of the date of termination, no penalties would be payable under the default provision. The Applicant is required to provide notice and documentation to SREDA of workforce reductions and/or rehiring.**

4. RESPONSIBILITIES

4.1 Saskatoon Regional Economic Development Authority

- a) Receives applications for incentives and forwards them to the Chair and members of the Incentives Review Sub-Committee.
- b) Publicizes this Policy and responds to questions regarding this Policy and its operation.
- c) Requests additional information from the applicant at the direction of an Incentives Review Sub-Committee.

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- d) Monitors all businesses which receive incentives under this Policy to ensure compliance with conditions under which the incentives have been provided.
- e) Provides reports annually, and as requested, to City Council outlining the compliance of businesses with conditions.

4.2 Saskatoon Regional Economic Development Authority Inc. Board

- a) SREDA Inc. will review each incentive application, recommending acceptance or denial of the request.

4.3 Incentives Review Sub-Committee

- a) Evaluates an application.
- b) Adds to its membership, including hiring advisors or consultants at the City's expense, as it deems necessary to adequately review an application.
- c) With a recommendation in favour of an incentive, shall provide to City Council a report which includes at a minimum, the details of the proposal, the rationale for the committee's support, an overview of its analysis, the timing, nature and amount of the incentive and recommended conditions that should be attached with the provision of an incentive.
- d) ~~With~~**When** a recommendation is **made** against the provision of an incentive, ~~shall the Committee may~~ provide to City Council a report which includes, at a minimum, the details of the proposal, the rationale for the committee's non-support, and an overview of its analysis.
- e) Reports on routine incentive applications shall be forwarded directly to City Council. Reports on sensitive applications shall be forwarded to the Executive Committee (In Camera) for review prior to submission to City Council for approval.
- f) Advises applicant of its recommendation to Council.

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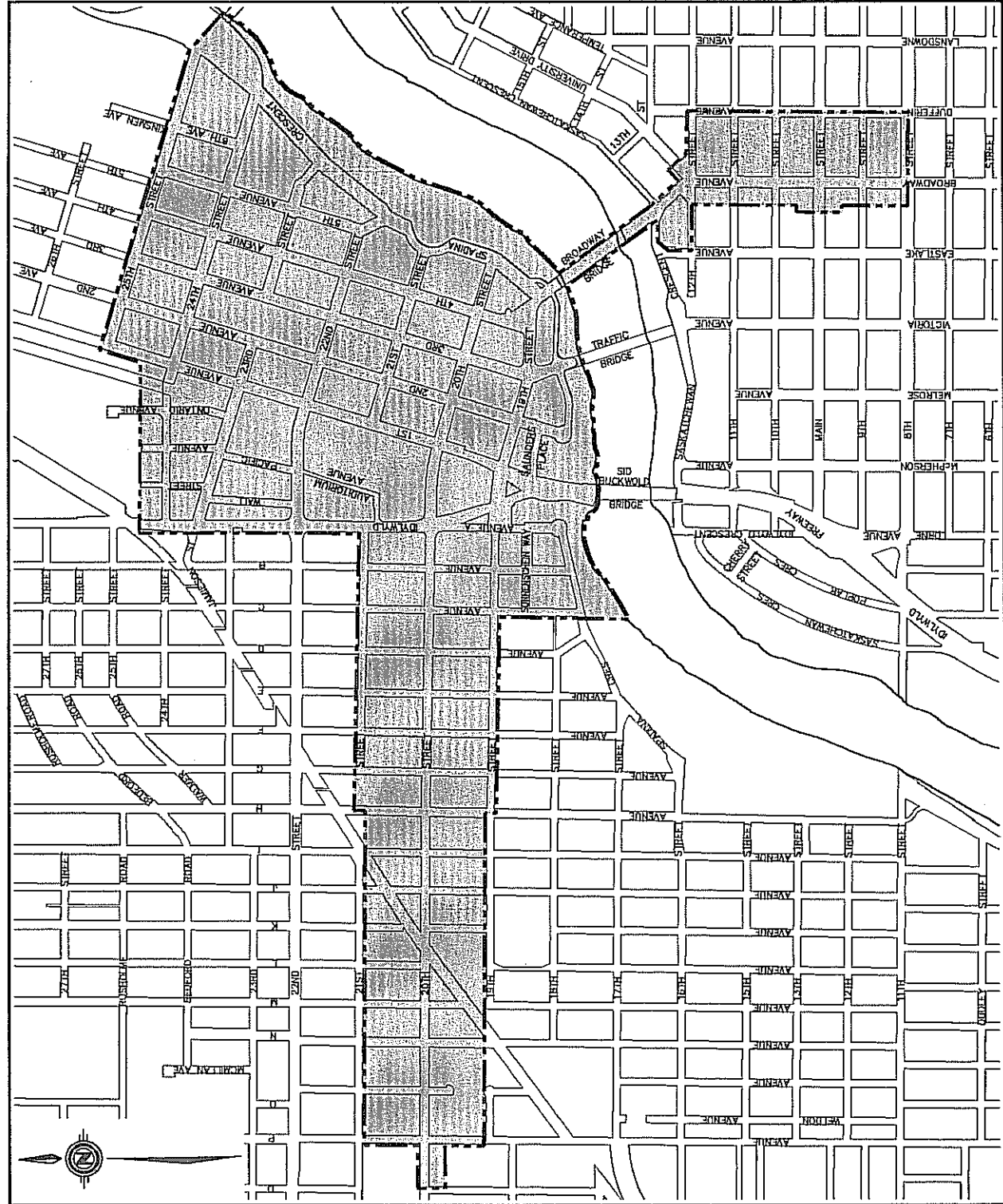
4.4 Executive Committee of City Council

- a) Reviews applications of a sensitive nature, at an In Camera meeting, and forwards recommendations to City Council on acceptance or denial of the request.

4.5 City Council

- a) Decides whether an incentive will be provided, its nature, timing and amount and any attached conditions.
- b) Approves source of financing for all incentives provided under this Policy.
- c) Decides on the prorating of an incentive when conditions are not fully met, as reported by the Saskatoon Regional Economic Development Authority Inc.
- d) Considers and, where appropriate, approves amendments to this Policy.

Schedule No. 5 Skateboarding Prohibited in Restricted Areas



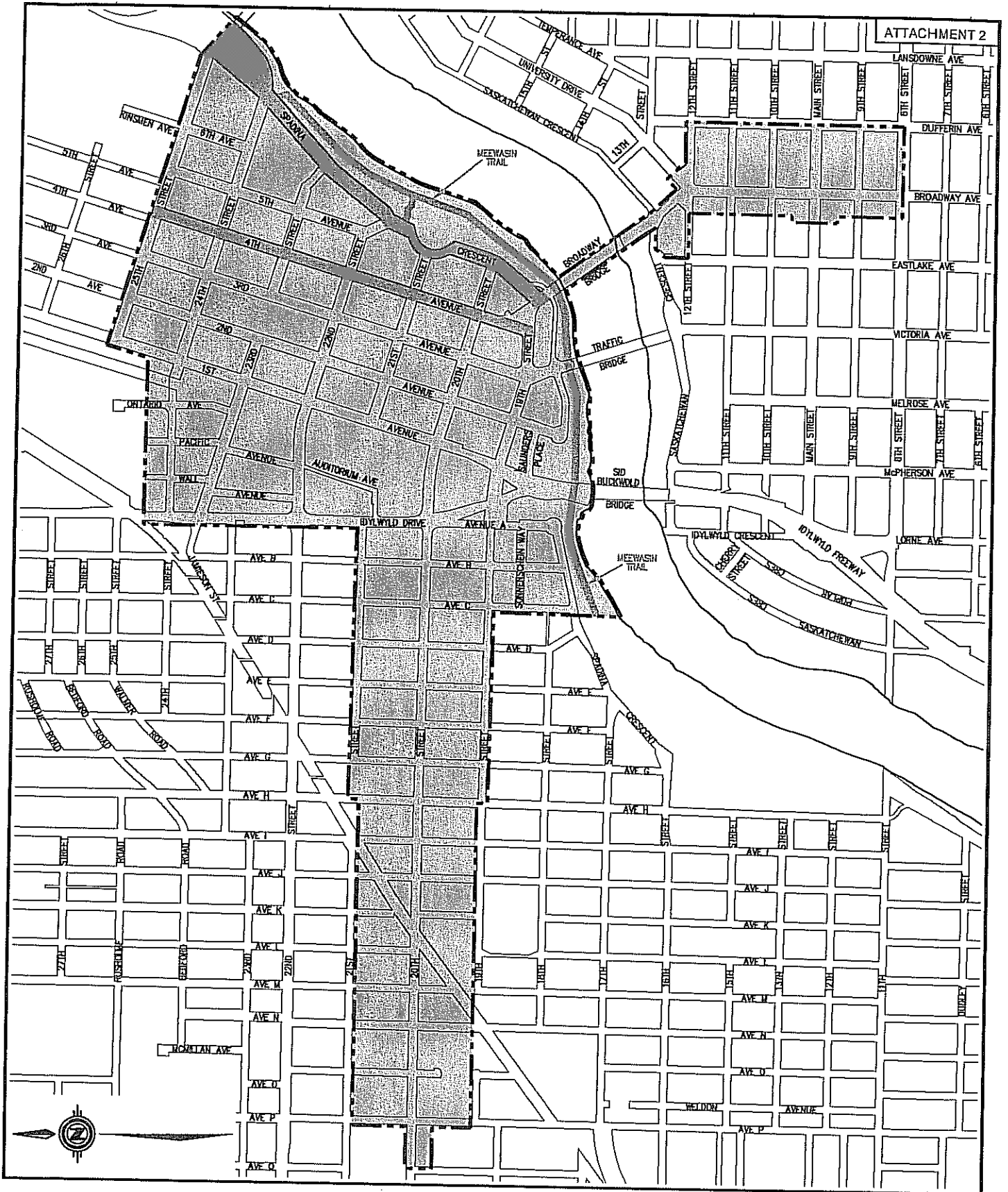
Skateboard Prohibited in Restricted Areas



290-0062-001r001
Revised 2015-03-01

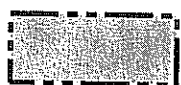
Schedule 5 - Bylaw # 7200





Skateboard Prohibited in Restricted Areas

290-0062-001r001
Revised: 2010-AUG-03

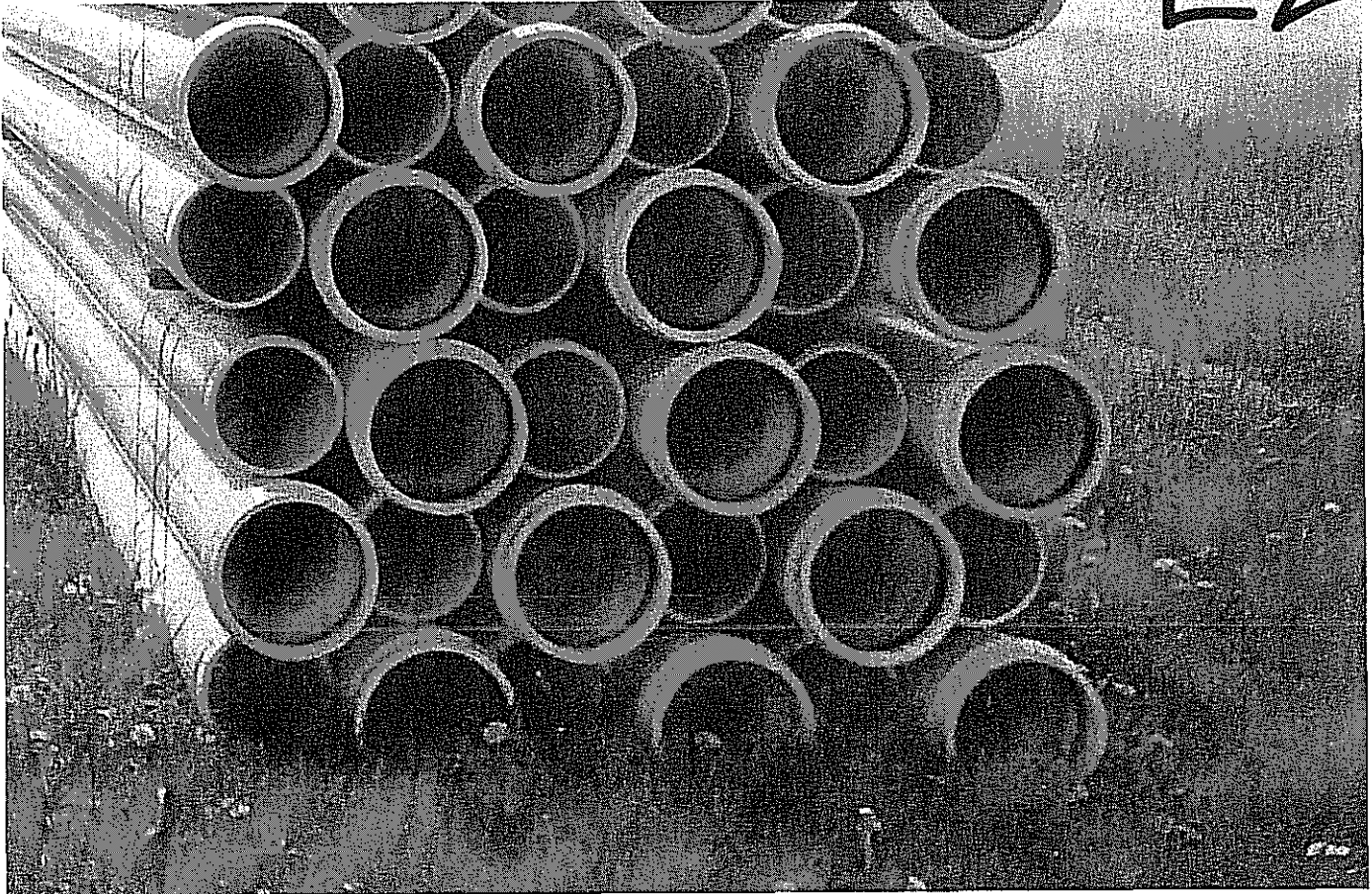


Unrestricted Skateboard Areas

Schedule 5 - Bylaw # 7200



E2



City of Saskatoon
Water Distribution Service
Service Level Study - Residents
June 2009

Executive Summary

In May/June 2009, Fast Consulting conducted a Service Level Study for the City of Saskatoon regarding water main breakages and water service levels. The purpose of this study is to establish service levels for water distribution based on realistic service targets representative of public expectations.

The Service Level Study is based on the concept designed by the City of Saskatoon. The survey sampled 405 customers in each of three customer segments, which are defined by the current condition of the servicing water main – poor, fair or good. This includes 151 customers with good water main lines, 172 with fair lines, and 82 with poor lines. The City of Saskatoon's current network includes approximately 4,600 water main management segments.

The Service Level Study explores customer expectations and satisfaction levels with water service and restoration of service following a service interruption. It also looks at customer openness to rate increases.

HIGHLIGHTS

Overall Customer Satisfaction with Water Service

- ▶ Overall customer satisfaction with water service is high, whether the service level provided by the current water main is poor (91% satisfaction level), fair (86% satisfaction level) or good (96% satisfaction level).
- ▶ Those with good water distribution lines are most likely to be completely satisfied, at 76% compared to 62% of those with fair lines and 52% of those with poor lines.

Customer Experience of Water Outages

- ▶ Not surprisingly, customers with poor water distribution lines are more likely to have experienced a water outage – 71% of these customers have had a water outage compared to 56% of those with fair lines and 36% of those with good lines.
- ▶ The majority (62%) of customers with good water distribution lines have not experienced an outage in the past 5 years. A large percentage (42%) of those with fair water distribution lines also say they have not had an outage.

- › Customers with poor water distribution lines are most likely to say they have occasionally or frequently had an outage, at 40% compared to 21% of those with fair lines and 9% of those with good lines.

Tolerance of Water Outages without Advance Notice

- › Customers with good water distribution lines are willing to tolerate a water outage, with no advance notice, for the least amount of time before they take action (e.g. calling the City): 13 hours compared to 14 hours for customers with poor lines and 15 hours for customers with fair lines.
- › Customer tolerance drops if the outage occurs at 5pm on a weekday, to 10 hours for those with poor lines, 11 for those with fair lines and 11 for those with good lines. Tolerance drops again if the outage happens at 9:00 in the morning. Customers with good lines are the least tolerant; they will wait 11 hours before taking action, compared to 12 hours for those with fair lines and 11 hours for those with poor lines.
- › Overall, customer tolerance for a water outage without advance notice is less than one day.

Timing & Number of Outages

- › Knowing that water outages can occur more than once, a significant portion of residential customers will tolerate outages less than 6 months apart. Approximately 30% of residential customers on poor lines, 48% on fair lines and 50% on good lines will tolerate outages less than one year apart. Only about 7% of residential customers on poor lines, 4% on fair lines and 5% on good lines would tolerate zero outages over time.
- › Readers should note that while a number of customers will tolerate water main breaks on their block less than a year apart, this does not necessarily mean they would tolerate multiple outages over the same period.
- › Overall, customers are generally satisfied with the number of water outages they've experienced while in their current home. Customers with good water distribution lines demonstrate the greatest level of satisfaction: 95% – including 63% completely satisfied. Nine out of 10 customers with fair lines are satisfied with the number of outages they've experienced, but considerably fewer (69%) customers with poor water lines are satisfied.

Tolerance for Water Bill Increase

- › Overall, those with good water distribution lines would be most tolerant of an increase to their water bill to enable the City to reduce the number of water interruptions. Based on a monthly bill of \$51, 42% of those with good lines would tolerate an increase of at least 10% or higher, compared to 34% of those with fair lines and 30% of those with poor lines. The majority of customers, however, have less tolerance for increases and more than a third would not tolerate any monthly increase to their water bill.

Tolerance of Water Outages with a Trailer

- ▶ When a water trailer is provided on their block, customers will tolerate a water outage for significantly longer before taking action (e.g. calling the City) than if no water trailer is provided – roughly one to two days compared to less than one day with no trailer and no advance notice.
- ▶ Customers with good or fair water distribution lines would tolerate an outage, with a water trailer, for 46 hours versus 43 hours for those with poor lines.

Tolerance of Water Outages with Advance Notice

- ▶ Advance notice also increases the time customers will tolerate a water outage before acting – from less than a day with no notice to more than one day with advance notice.
- ▶ Customers with good water distribution lines would tolerate an outage, given advance notice, for slightly longer than those with fair or poor lines, at 42 hours versus 38 and 39 hours, respectively.
- ▶ Overall, most customers would tolerate 5 or fewer outages in a 5-year period, with or without advance notice and with or without a water trailer on their block. The addition of the water trailer and/or advance notice somewhat increases tolerance for the number of outages, though not greatly. Advance notice and the water trailer do, however, significantly change customers' tolerance for the time it takes to repair the outage.

Tolerance of Water Outages – Other Customer Segments

- ▶ **Public Health & Safety Facilities:** Virtually all customers agree that water mains servicing public health & safety facilities (e.g. hospitals) should experience fewer outages before the water main is replaced – including more than 80% who strongly agree.
- ▶ **Larger Public Facilities & Community Health Services:** More than three quarters of all customers agree that water mains servicing larger public facilities & community health services (e.g. schools, leisure centres, medical offices) should experience fewer outages before being replaced – including roughly half who strongly agree.
- ▶ **Businesses:** Customers also agree (65%) that water mains servicing Saskatoon's business sector should experience fewer outages before being replaced.

Importance of Minimizing Service Interruptions

- ▶ Virtually all customers agree it is more important to minimize water service interruptions at large public health facilities (e.g. hospitals, long-term care facilities, blood services).

- A large majority also agree it is more important to minimize water service interruptions at large public safety facilities (e.g. correctional facilities, police station) and large educational facilities, health service providers as well as any businesses dependent on water.
- A smaller majority, but still a majority, of customers agree it is more important to minimize water service interruptions at large public entertainment and recreational facilities.

Tolerance for Traffic Detours

- The large majority of customers strongly agree that a water main on a road that offers access to a hospital or fire/ambulance services should experience fewer outages before it is replaced. They also agree that water outages on such roads should have faster response time for repairs.
- The large majority of customers agree that a water main break on a main road which they regularly use and which causes them a 20-minute delay should experience fewer water outages before the main is replaced. Again, the large majority of customers strongly agree that water outages on such roads should have faster response time for repairs.
- Most customers are satisfied that water main breaks have not interfered with their normal travels. Satisfaction is highest among customers with good water distribution lines, at 90%, and lowest among customers with poor lines, at 71%.

Tolerance for Water Bill Increase

- Customers are divided on their tolerance for an increase to their monthly water bill to enable the City to reduce traffic interruptions on major roads. Based on a monthly bill of \$51, roughly four out of 10 customers have zero tolerance for an increase for this purpose. About 28% of those with good lines would tolerate an increase of at least 10% for this purpose, compared to 29% of those with fair lines and 30% of those with poor lines. The majority of customers, however, have less tolerance for increases.

Satisfaction with Water Pressure / Capacity

- Most customers have never experienced problems with low water pressure/volume. In the last 5 years, about one half have experienced some problem, but for the majority of them, it has not been a frequent occurrence. Summer is clearly the time when low water pressure/volume is most likely to occur.
- The large majority of customers are satisfied with the water pressure/volume in their home. Satisfaction is highest among customers with good water distribution lines, at 94%, but it is also high among customers with fair lines (88%) and poor lines (84%).

Tolerance for Water Bill Increase

- ▶ Not surprisingly, since customer satisfaction with water pressure/volume is strong, the majority of customers (54% to 65%) would have zero tolerance for an increase to their monthly bill to enable the City to improve water pressure. Based on a monthly bill of \$51, about 11% of those with good lines would tolerate an increase of at least 10% for this purpose, compared to 16% of those with fair lines and 19% of those with poor lines. The majority of customers, however, have less tolerance for increases.

Water Quality

- ▶ Customers are very satisfied with the quality of City of Saskatoon drinking water. More than three quarters rate the quality of their drinking water as very good or excellent. Customers with good water distribution lines are the most satisfied, with 89% rating their water quality very good or excellent, compared to 78% and 77% of customers with fair and good lines, respectively, who give the same rating.
- ▶ Satisfaction with water quality is evident in the fact that most customers do not use a water filter or other treatment device at home, nor do they buy bottled water for drinking at home. At 28%, customers with poor water distribution lines are somewhat more likely to buy bottled water for home consumption than customers with good (20%) or fair (16%) lines. Interestingly, customers with good water distribution lines are slightly more likely to use a filter/treatment device (32%) compared to those with poor lines (26%).
- ▶ Over the time they have lived in their current home, virtually all customers say they have been satisfied with the quality of water from their tap. Satisfaction is highest and strongest among customers with good water distribution lines, at 94%, which includes 61% completely satisfied.

Tolerance for Water Bill Increase to Improve Water Quality

- ▶ Customer satisfaction with the quality of water from their tap translates into low tolerance for a price increase to improve quality. Based on a monthly bill of \$51, between 50% and 62% of customers have zero tolerance for an increase.

Overall Tolerance to a Water Bill Increase

- ▶ Based on a typical monthly residential water bill of \$51, between 26% and 35% of customers have zero tolerance for an increase to enable the City to improve overall water service. However, approximately 27% of those with poor lines would tolerate an increase of at least 10%, compared to 33% of those with fair lines and 37% of those on good lines.



Methodology

PROJECT BACKGROUND

In May/June 2009, Fast Consulting conducted a Service Level Study for the City of Saskatoon regarding water main breakages and water service levels. The purpose of this study is to establish service levels for water distribution based on realistic service targets representative of public expectations.

The Service Level Study is based on the concept designed by the City of Saskatoon. The survey sampled 405 customers in each of three customer segments, which are defined by the current condition of the servicing water main – poor, fair or good. This includes 151 customers with good water main lines, 172 with fair lines, and 82 with poor lines. The City of Saskatoon's current network includes approximately 4,600 water main management segments.

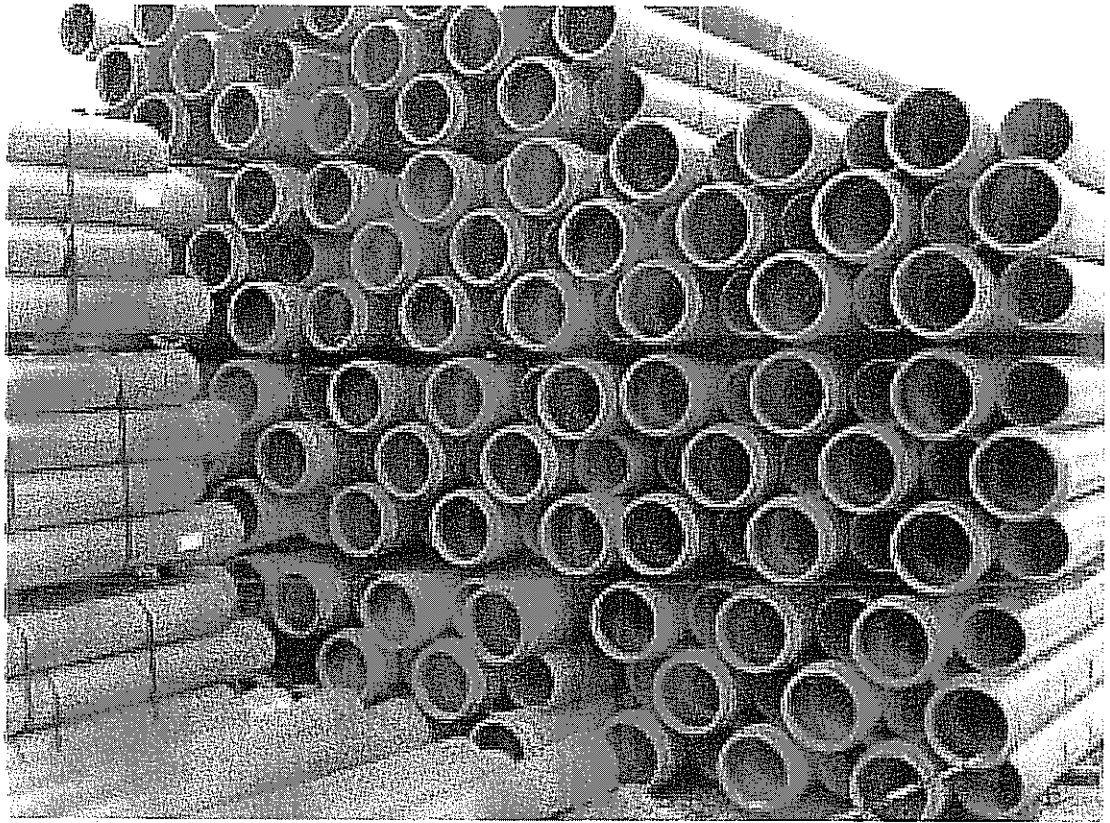
The Service Level Study explores customer expectations and satisfaction levels with water service and restoration of service following a service interruption. It also looks at customer openness to rate increases.

The draft questionnaire developed by the City of Saskatoon included questions on water outages, traffic detours, water pressure/capacity and water quality. Fast Consulting worked with the City to pre-test and finalize the survey instrument, including re-design of some questions to improve clarity and understanding as well as to reflect the proposed customer segments.

Surveying took place in late May through early June 2009. Interviews were conducted by telephone at times that were appropriate and convenient for respondents – Monday to Friday between 9:00 a.m. and 5:00 p.m. and evenings between 5:00 p.m. and 9:00 p.m. Interviews were conducted by experienced public opinion interviewers using Fast Consulting's in-house Computer Aided Interviewing (CATI) system.

Data checking procedures were used at all times to ensure the accuracy of the data. The statistical team at Fast Consulting designed and implemented programs to facilitate the statistical analysis of the survey data using the industry standard SPSS software program (Statistical Package for Social Sciences).

The overall survey sample size of 405 customers provides a statistical level of confidence of 95% within an overall margin of error of plus or minus 4.9 percentage points. The margin of error is larger for the smaller customer segments.



City of Saskatoon
Water Distribution Service
Service Level Study - Business
June 2009

City of Saskatoon
Water Distribution Service
Service Level Study - Business

Prepared for

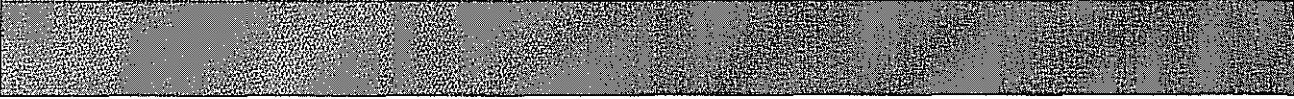
City of Saskatoon
Department of Infrastructure Services
Strategic Services Branch
Water & Wastewater Section

Submitted by



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June 2009



Executive Summary

In May/June 2009, Fast Consulting conducted a Service Level Study for the City of Saskatoon regarding water main breakages and water service levels. The purpose of this study is to establish service levels for water distribution based on realistic service targets representative of public expectations.

The survey sampled 132 business customers in each of three customer segments, which are defined by the current service level provided by the water main – poor, fair or good. This included 47 customers with good water main lines, 54 with fair lines and 31 with poor lines.

The Service Level Study explores business customer expectations and satisfaction levels with water service and restoration of service following a service interruption. It also looks at business customer openness to rate increases.

HIGHLIGHTS

Overall Business Customer Satisfaction with Water Service

- ▶ Condition of the water distribution lines – good, fair or poor – does not appear to impact overall satisfaction level. Overall, business customers are very satisfied with their water service: 96% of those with good lines, 91% of those with poor lines and 89% of those with fair lines are satisfied – and more than two-thirds are completely satisfied.

Business Customer Experience of Water Outages

- ▶ Business customers with poor water distribution lines are more likely to have experienced a water outage: over half (55%) have had a water outage compared to 33% of those with fair lines and 34% of those with good lines.
- ▶ This trend is consistent when looking over the last 5 years. Roughly a third (32%) of businesses with poor water lines say they have not had an outage in this time, compared to half of customers with fair (50%) and good (51%) lines.

Tolerance of Water Outages without Advance Notice

- ▶ Business customers with good water distribution lines are significantly less tolerant of a water outage. On average, they would only wait 6 hours before taking action (e.g. calling the City), while business customers with fair and poor lines would wait 10 and 11 hours, respectively.

- ▶ Timing of the outage makes a difference in how long business customers will tolerate an outage. If it happens at 5pm on a weekday, they will wait longer; if it happens at 9am on a business day, they will wait less time before taking action.
 - Customers with good lines have the least tolerance: they will wait 11 hours if an outage happens at 5pm and 6 hours if it happens at 9am.
 - Customers with fair lines will wait for 14 hours for a 5pm outage and 8 hours for a 9am outage.
 - Customers with poor lines will wait for 19 hours for a 5pm outage and 8 hours for a 9am outage.

Timing & Number of Outages

- ▶ Knowing that water outages can occur more than once, approximately one third of business customers will tolerate outages less than 6 months apart. About 7% of business customers on poor lines, 11% on fair lines and 13% on good lines would tolerate zero outages over time.
- ▶ Readers should note, however, that while customers may tolerate a water main break on their block a few months apart, this does not mean they will tolerate a number of outages in the same period.
- ▶ Overall, business customers are very satisfied with the number of water outages they've had in the time they've been in their current building. Business customers with good water lines demonstrate the greatest level of satisfaction, at 94% (including 66% completely satisfied), compared to 89% of those with fair lines and 84% of those with poor lines.

Tolerance of Water Outage with a Trailer

- ▶ Most businesses have never used a water trailer: at 23%, those with good water distribution lines are most likely to have used a water trailer during an outage followed by those with poor lines (16%) and those with fair lines (13%).
- ▶ Provision of a water trailer significantly increases the time business customers would tolerate a water outage before taking action. Customers with good water distribution lines are least tolerant. They would tolerate an outage, with a water trailer, for 23 hours, or roughly one day. Customers with fair lines would wait 25 hours and those with poor lines would wait 38 hours before taking action.
- ▶ With the addition of a water trailer on their block, the majority of business customers (85%) would tolerate at least one water outage in a 5-year period; approximately 15% would tolerate zero outages. Although many would tolerate less, approximately 32% on poor lines, 26% on fair lines and 30% on good lines would tolerate 5 breaks over a 5 year period.

Tolerance of Water Outages with Advance Notice

- Advance notice also has a significant impact on business customers' tolerance of a water outage. Customers with poor water distribution lines would tolerate an outage, given advance notice, for the longest period before taking action: 29 hours, or just over one day.
- Customers with good and fair lines would tolerate an outage with advance notice for less time, both at 24 hours – but this is still considerably longer than the 6 hours and 10 hours, respectively, they would tolerate an outage with no advance notice.
- With advance notice, the majority of business customers (more than 85%) would tolerate at least one water outage in a 5-year period; approximately 14% would tolerate zero outages. Although many would tolerate less, approximately 29% on poor lines, 24% on fair lines and 32% on good lines would tolerate 5 breaks over a 5 year period with advance notice.
- Overall, advance notice and/or the addition of a water trailer appears to have a minor impact on the number of water outages business customers will tolerate – the large majority say they would tolerate 5 or fewer outages in a 5-year period. However, advance notice and addition of a water trail significantly improve tolerance for the time it takes to repair the outage.

Overall Tolerance Times for a Water Outage

Mean scores for average time business customer will tolerate a water outage before taking action	Poor (hours)	Fair (hours)	Good (hours)
Water outage with no advance notice	11	10	6
Water outage with no advance notice at 5pm	19	14	11
Water outage with no advance notice at 9am	8	8	6
Water outage with advance notice	29	24	24
Water outage with water trailer on their block	38	25	23

Tolerance of Water Outages – Other Customer Segments

- Public Health & Safety Facilities: Virtually all business customers agree that water mains servicing public health & safety facilities should experience fewer outages before the water main is replaced – and the large majority (81% overall) strongly agree.
- Larger Public Facilities & Community Health Services: Most business customers agree (82%) that water mains servicing larger public facilities & community health services should experience fewer outages before being replaced.
- Businesses: Business customers generally agree (70%) that water mains servicing Saskatoon's business sector should experience fewer outages before being replaced.

Importance of Minimizing Service Interruptions

- Overall, 91% of business customers strongly agree it is more important to minimize water service interruptions at large public health facilities.

- The large majority (80%) of business customers agree it is more important to minimize water service interruptions at large public safety facilities.
- The large majority (77%) of customers agree it is more important to minimize water service interruptions at large educational facilities.
- Most business customers (67%) agree it is more important to minimize water service interruptions at large public entertainment and recreational facilities.
- The large majority of business customers (89%) strongly agree it is more important to minimize water service interruptions at health service providers such as health centres, doctors' offices and dentists' offices.
- Business customers understand the importance of minimizing water service interruptions at businesses that depend on water at 79%.

Tolerance for Traffic Detours

- The large majority (87%) of business customers strongly agree that a water main on a road that offers access to a hospital or fire/ambulance services should experience fewer outages before it is replaced. And 90% strongly agree that water outages on such roads should have faster response time for repairs.
- The majority (81%) of business customers also agree that a water main break on a main road which they regularly use and which causes them a 20-minute delay should experience fewer water outages before the main is replaced, although strength of agreement (i.e. percentage who strongly agree) is less at 62% overall. Here again, the large majority (76%) agree that water outages on such roads should have faster response time for repairs.
- Most business customers are satisfied with the number of traffic detours resulting from water main breaks they've experienced in the time they have been in their current building. Satisfaction is highest among customers with fair water distribution lines, at 87% compared to 75% of customers with poor lines and 81% of those with good lines.

Satisfaction with Water Pressure / Capacity

- Most business customers (76%) have not experienced problems with low water pressure/volume. Businesses with fair water distribution lines are most likely to have had some problems, at 28% compared to 19% of those with poor or good lines.
- Looking back at the past 5 years, 62% of business customers have not experienced any problems with low water pressure/volume. Those who have had a problem seem to experience it at different times. Roughly two-thirds (67%) of businesses with poor lines say they have experienced problems throughout the year. The large majority (88%) of those with fair lines have experienced problems during the summer. Among customers with good lines, 44% have had problems during the summer and 31% have had problems throughout the year.

- ▶ Virtually all business customers (94%) are satisfied with the water pressure/volume in their current building – including well over half who are completely satisfied.

Satisfaction with Water Quality

- ▶ The large majority (81%) of business customers rate the quality of their tap water as very good or excellent. Of the small minority who rate their tap water as fair, inferior or very poor, the key reason among those with good water lines is quality/health concerns and among those with fair or poor lines is taste.
- ▶ Most (69%) business customers do not use a water filter or other treatment device before consuming their tap water.
- ▶ Most (62%) business customers do not purchase bottled water for drinking at their business. However, customers with poor water distribution lines are significantly more likely to do so, at 52%, than customers with fair lines (33%) and those with good lines (26%). Those who do purchase bottled water generally do so a daily or weekly basis.
- ▶ Virtually all business customers (89%) are satisfied with the quality of their tap water during the time they have been in their current building – including roughly half who are completely satisfied. Satisfaction is highest among customers with good water distribution lines, at 96%, followed by those with fair lines at 87% and those with poor lines at 84%.

Tolerance for a Water Bill Increase

To Enable to Reduce Water Interruptions before Main Replacement

- ▶ Roughly 4 out of 10 business customers report zero tolerance for a monthly increase to their water bill to enable the City to reduce the number of water interruptions before the main is replaced. Customers with fair or poor lines are most tolerant of a larger increase: 27% of those with fair lines and 22% of those with poor lines would tolerate an increase of at least ten percent or higher, compared to 15% of those with good lines.

To Enable to Reduce Traffic Detours on Major Roads

- ▶ Roughly 4 out of 10 business customers have zero tolerance for an increase to their monthly water bill to reduce traffic detours on major roads. Businesses with poor water lines are most tolerant of a larger increase: 26% would tolerate an increase of at least 10 percent or higher compared to 19% of customers with fair lines and 13% of customers with good lines.

To Enable the City to Improve Water Pressure

- ▶ More than half (58%) of business customers have zero tolerance for an increase on their monthly water bill to enable the City to improve water pressure. Those with poor lines are more tolerant of an increase of at least 10 percent or higher, at 19% compared to 13% of businesses with fair lines and 11% of those with good lines.

To Enable the City to Improve Water Quality

- › With satisfaction levels high, it is not surprising that most (56%) business customers have zero tolerance for an increase on their monthly water bill to enable the City to improve water quality. Businesses with fair water distribution lines have the most tolerance for a price increase of at least 10 percent or higher, at 19% compared to 16% of those with poor lines and 13% of those with good lines.

To Enable the City to Improve Overall Water Services

- › Overall, 4 out of 10 business customers have zero tolerance for a monthly increase to their water bill to improve overall water services.
 - Those with poor water lines are most likely to tolerate an increase of at least 10 percent or higher, at 29% versus 21% of those with fair lines and 12% of those with good lines.

Methodology

PROJECT BACKGROUND

In May/June 2009, Fast Consulting conducted a Service Level Study for the City of Saskatoon regarding water main breakages and water service levels. The purpose of this study is to establish service levels for water distribution based on realistic service targets representative of public expectations.

The survey sampled 132 business customers in each of three customer segments, which are defined by the current service level provided by the water main – poor, fair or good. This included 47 customers with good water main lines, 54 with fair lines and 31 with poor lines.

The Service Level Study explores business customer expectations and satisfaction levels with water service and restoration of service following a service interruption. It also looks at business customer openness to rate increases.

The draft questionnaire developed by the City of Saskatoon included questions on water outages, traffic detours, water pressure/capacity and water quality. Fast Consulting worked with the City to pre-test and finalize the survey instrument, including re-design of some questions to improve clarity and understanding as well as to reflect the proposed customer segments.

Surveying took place in late May through early June 2009. Interviews were conducted by telephone at times that were appropriate and convenient for respondents – Monday to Friday between 9:00 a.m. and 5:00 p.m. Interviews were conducted by experienced public opinion interviewers using Fast Consulting's in-house Computer Aided Interviewing (CATI) system.

Data checking procedures were used at all times to ensure the accuracy of the data. The statistical team at Fast Consulting designed and implemented programs to facilitate the statistical analysis of the survey data using the industry standard SPSS software program (Statistical Package for Social Sciences).

The overall survey sample size of 132 customers provides a statistical level of confidence of 95% within an overall margin of error of plus or minus 8.5 percentage points. The margin of error is larger for the smaller customer segments.

FILE COPY

TO: Secretary, Executive Committee
FROM: General Manager, Infrastructure Services Department
DATE: June 8, 2011
SUBJECT: Traffic Bridge Replacement
Heritage and Architectural Elements
FILE: IS6005-104-02

RECOMMENDATION: that the following report be submitted to City Council recommending that the prescription of the heritage and architectural elements, as outlined in this report, be included in the Request for Proposals for inclusion in the design-build documents for the new Traffic Bridge.

BACKGROUND

At its meeting held December 6, 2010, City Council considered a report of the General Manager, Infrastructure Services Department, dated November 17, 2010, regarding the Traffic Bridge Needs Assessment and Functional Planning Study Final Report and resolved, in part:

- “1) ~~that~~ the existing Traffic Bridge be replaced with a modern steel truss bridge as outlined in the report of the General Manager, Infrastructure Services Department dated November 17, 2010;
- 2) ~~that~~ the replacement structure be completed through a design-build process; and
- 3) ~~that~~ as part of the design-build process, efforts will be made to incorporate elements that are sympathetic to the heritage and architecture of the existing bridge.”

The design-build (DB) process assigns responsibility for both design and construction, based on specified and measurable parameters, to one contractor who assumes all risks and responsibilities for an entire project. This process establishes costs in advance, improves scheduling, promotes innovation, and shortens construction time.

On December 22, 2010, Infrastructure Services issued a request for proposals for an Owner's Engineer to assist the City with developing the framework for the design-build process in order to prepare the Request for Qualifications (RFQ) and Request for Proposals (RFP) for the design-build agreement. Stantec Consulting Ltd. was awarded the contract in February, 2011.

On March 1, 2011, the City of Saskatoon met with Stantec to begin developing the requirements that will help build the framework for the RFP stage of the design-build agreement.

REPORT

Public open houses were held on May 18, and June 9, 2011, where the items discussed in this report were presented and comments were gathered. In addition to the public open houses, an

online forum was available on the City's website from May 19 to June 17, 2011, to gather additional comments.

Structural Member Options

Although Council approved the recommendation that the Traffic Bridge be replaced with a modern steel truss bridge, no details regarding the composition of the structural members of the truss sections was provided. Estimates previously developed were based on conventional design elements (Option 1 below) and did not include any effort to reproduce the look of any individual components of the existing trusses.

The following options are available for the structural members that make up the truss sections:

Option 1 - Replace the existing trusses with modern steel trusses consisting of conventional design steel members, as illustrated in Attachment 1. The trusses would likely be comprised of individual square steel members consisting of a hollow tubular cross section, commonly known as a hollow structural section (HSS). These steel HSS members would be of varying sizes, as determined by the structural design, and could be either bolted or welded at connection points. From a maintenance standpoint, the steel HSS members are preferable, as their shape is not as prone to trapping debris and salt laden water, which could promote corrosion.

Option 2 - Replace the existing trusses with modern steel trusses consisting of select members comprised of structural steel members with cut out sections to look similar to the lattice work on the existing bridge members, as illustrated in Attachment 2. Only the vertical and diagonal elements would be modified, and it is anticipated that the members would be a steel I-beam with cut out sections. The individual members of the truss could either be bolted or welded at the connections. From a maintenance standpoint, the steel I-beam members with cut out sections would not be any more prone to trapping debris and salt laden water than the HSS members, however, the estimated incremental cost of this option is approximately \$200,000 to \$700,000 more than Option 1.

Option 3 - Replace the existing trusses with modern steel trusses consisting of built up structural steel members and plates to recreate the existing lattice work on the bridge members, as illustrated in Attachment 3. Only elements of the trusses above the deck level would be comprised of the built up sections. The individual members of the truss could either be bolted or welded at the connections. From a maintenance standpoint, the built up steel sections are not be preferable as they are prone to trapping debris and salt laden water. The estimated incremental cost of this option is approximately \$1,500,000 to \$3,500,000 more than Option 1.

As of June 8, 2011, a combined total of 102 responses were received from the online and open-house surveys, with 22% choosing Option 1; 31% choosing Option 2, 28% choosing Option 3, and 22% having no preference. (Multiple responses caused the total to be slightly greater than 100%). There is no clear preference for any one option; however, many of the comments

gathered did mention cost as an issue and concern. The final breakdown of all responses will be reported at the Committee meeting.

Due to its higher incremental cost, and the importance of building a bridge that is less prone to corrosion, the Administration is recommending that only Options 1 and 2 be included in the Request for Proposals for inclusion in the design-build documents.

Heritage and Architectural Elements

Estimates previously developed for the replacement of the new bridge did not include any efforts to incorporate heritage and architectural elements.

At its meeting held on May 4, 2011, the Municipal Heritage Advisory Committee was presented with a list of proposed items of significant architectural and heritage value, and were asked to rank them in order of importance (very important, important, somewhat important, not important). Based on the results of their ranking, the Administration presented the following six items, as illustrated in Attachment 4, to the public at the open houses and on the online forum and asked that they be ranked in order of importance, using the same ranking categories:

- Retain proportions of the truss height to span length;
- Retain the look of the sidewalk handrail;
- Retain the look of the wooden sidewalk;
- Retain the portal (or entrance truss) lattice;
- The look of the lattice (built up members); and
- Limit the use of welding in visible connections (bolts instead of welds).

As of June 8, 2011, a combined total of 102 responses were received from the online and open-house surveys. Results show that the most emphasis appears to be on retaining the proportion of truss height to span length; followed closely by retaining the look of the sidewalk handrail and the wooden sidewalk. The final breakdown analysis of all responses and rankings will be reported at the Committee meeting.

Summary

The design-build project delivery method works best when subjectivity is removed from the selection process. In order to provide a means of weighing one proposal against another, the Administration will develop an evaluation matrix to rank the proposals which will include the list of features described in this report.

The award of the design build contract could be based on the best value for a fixed price, however, regardless of the award method chosen, the "shopping list" of items in the evaluation matrix would be weighted (i.e. points assigned to them) based on their importance, which will be determined from the comments received at the open houses and the online forums, balanced with functionality, durability and capital/operating costs.

Details regarding the method of award and development of the evaluation matrix/point system will be reported after the Request for Proposal documents are issued.

FINANCIAL IMPACT

Replacement of the Traffic Bridge is anticipated to cost between approximately \$27,000,000 and \$34,000,000. This estimate does not include the provision for elements in the new bridge that are sympathetic to the heritage and architecture of the existing bridge, as outlined in this report.

The City has not finalized a source of funding for this project. The Administration is exploring potential funding sources, including senior levels of government.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

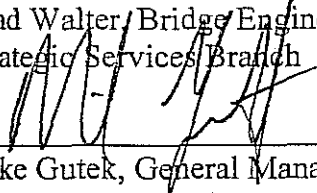
PUBLIC NOTICE

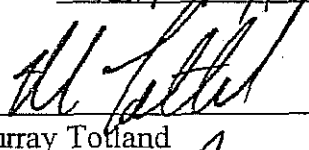
Public Notice pursuant to Section 3 of Policy C01-021, Public Notice Policy, is not required.

ATTACHMENTS

1. Option 1 Illustration;
2. Option 2 Illustration;
3. Option 3 Illustration; and
4. Heritage and Architectural Elements.

Written by: Brad Walter / Bridge Engineer
Strategic Services Branch

Approved by: 
Mike Gutek, General Manager
Infrastructure Services
Dated: JUN 10, 11

Approved by: 
Murray Totland
City Manager
Dated: June 13/11

TO: Secretary, Executive Committee
FROM: General Manager, Infrastructure Services Department
DATE: June 8, 2011
SUBJECT: Traffic Bridge Replacement
Span Arrangement (Five-Span versus Four-Span)
FILE: IS 6005-104-02

RECOMMENDATION: that a report be submitted to City Council recommending that the existing Traffic Bridge be replaced with a similar five-span arrangement.

BACKGROUND

At its meeting held December 6, 2010, City Council considered a report of the General Manager, Infrastructure Services Department, dated November 17, 2010, regarding the Traffic Bridge Needs Assessment and Functional Planning Study Final Report and resolved, in part:

- “1) that the existing Traffic Bridge be replaced with a modern steel truss bridge as outlined in the report of the General Manager, Infrastructure Services Department dated November 17, 2010;
- 2) that the replacement structure be completed through a design-build process; and
- 3) that as part of the design-build process, efforts will be made to incorporate elements that are sympathetic to the heritage and architecture of the existing bridge.”

The design-build (DB) process assigns responsibility for both design and construction, based on specified and measureable parameters, to one contractor who assumes all risks and responsibilities for an entire project. This process establishes costs in advance, improves scheduling, promotes innovation, and shortens construction time.

On December 22, 2010, Infrastructure Services issued a request for proposals for an Owner's Engineer to assist the City with developing the framework for the design-build process in order to prepare the Request for Qualifications (RFQ) and Request for Proposals (RFP) for the design-build agreement. Stantec Consulting Ltd. was awarded the contract in February, 2011.

On March 1, 2011, the City of Saskatoon met with Stantec to begin developing the requirements that will help build the framework for the RFP stage of the design-build agreement.

REPORT

With the replacement of the bridge, the Administration identified the potential opportunity to improve how the new bridge connects to surrounding traffic and pedestrian networks, specifically on the Nutana side of the river, where Saskatchewan Crescent connects to Victoria Avenue. The Administration initially indicated that, if the new bridge was composed of four

spans instead of five, there would be substantial savings in capital as well as future operating costs (because the bridge would be shorter); and that the steel trusses of the existing bridge's southernmost span, located completely over land on the Nutana side of the river, would be replaced with a roadway built upon an earthen embankment or an earth filled retaining wall system. In this scenario, Saskatchewan Crescent would be brought up to the same level as Victoria Avenue to create a controlled intersection with either signalized lights or a traffic circle to allow turning movements in all directions and improving the functionality of the roadway connections.

After further examination it has been determined that this proposed intersection will not meet approach visibility standards for traffic, due to the hill on Victoria Avenue. In order to improve the approaches, and meet required standards, the steepness of the hill would need to be reduced and the slope on the bridge itself would need to be increased. This would mean that the entire bridge, starting at the downtown side of the river, would have to be raised, resulting in a similar grade as the Broadway and University Bridges.

Not only would this change the appearance of the new bridge dramatically; it would require significant earthen embankments in Rotary Park to build the new roadway which would replace the first span, losing the adjacent tennis courts and a significant amount of park space in the process. The only other choice would be to build an earth filled retaining wall system to support the new roadway which would replace the first span. However, with the elevations involved, these retaining walls would need to be approximately 20 to 30 feet high; or as tall as a two to three storey building.

With the possibility of creating a controlled at-grade intersection on the Nutana side of the new bridge being eliminated, the current roadway connections and alignment will remain the same, with no opportunities to eliminate or reduce the existing limited turning movements between the bridge, Saskatchewan Crescent and Victoria Avenue. Saskatchewan Crescent will either pass under the first span of the new bridge (five-span option) or under a new overpass on Victoria Avenue (four-span option). Attachment 1 provides an illustration of each option.

In both options, only minor grade line improvements on the new bridge and Victoria Avenue would need to occur to help reduce the slope of the Nutana hill. A comparison of both options is summarized in Attachment 2.

Combined with either of these options would be modifications to pedestrian access points to facilitate interaction with the adjacent pathway systems.

The four-span option is estimated to cost \$1 million to \$2.5 million more than the five-span option, as not only would there be a considerable amount of earthwork required, but an overpass would need to be constructed over Saskatchewan Crescent. While the four-span option would have lower annual operating costs, it would not be as significant as originally anticipated, and it would take more than the lifetime of the new bridge to recover the incremental additional capital costs.

Public Open Houses were held on May 18, and June 9, 2011, where the span arrangement options were presented. An online forum was also available on the City's website from May 19 to June 17, 2011, to gather additional comments.

As of June 8, 2011, a combined total of 102 responses were received from the online and open-house surveys, with 60% of respondents choosing the five-span option; 22% choosing the four-span option, and 18% having no preference. The final breakdown of all responses will be reported at the Committee meeting.

OPTIONS

With construction of the new bridge, the following options are available:

Option 1 – Prescribe a five-span arrangement. The arrangement of the spans would be similar to the existing Traffic Bridge, with only minor grade line improvements with Victoria Avenue.

Option 2 - Prescribe a four-span arrangement. The first span of the existing bridge would be replaced with a roadway supported by an earthen filled retaining wall system. There would be minor grade line improvements and slightly improved alignment with Victoria Avenue.

The Administration is recommending Option 1, for the reasons outlined in this report.

FINANCIAL IMPACT

Replacement of the Traffic Bridge is anticipated to cost between approximately \$27,000,000 and \$34,000,000. This estimate does not include any incremental costs associated with the proposed options.

The City has not finalized a source of funding for this project. The Administration is exploring potential funding sources, including senior levels of government.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

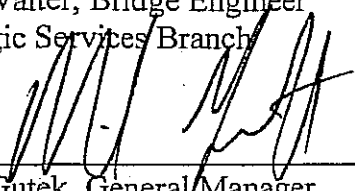
PUBLIC NOTICE

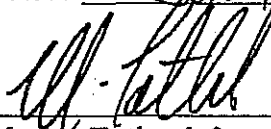
Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

ATTACHMENTS

1. 5 Span Option Illustration;
2. 4 Span Option Illustration; and
3. 5 Span VS. 4 Span Comparisons.

Written by: Brad Walter, Bridge Engineer
Strategic Services Branch

Approved by: 
Mike Gutek, General Manager
Infrastructure Services
Dated: Jan 10, 11

Approved by: 
Murray Totland
City Manager
Dated: June 13/11

His Worship the Mayor and City Council
The City of Saskatoon

LEGISLATIVE REPORTS

Section A – OFFICE OF THE CITY CLERK

A1) City of Saskatoon Municipal Manual – 2011
(File No. CK. 369-1)

RECOMMENDATION: that the information be received.

I am pleased to present the 2011 City of Saskatoon Municipal Manual for the information of Council.

Copies of the municipal manual are available in the City Clerk's Office for a cost of \$5.25, including G.S.T.

PUBLIC NOTICE

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

ATTACHMENT

1. 2011 Municipal Manual (Please see attachment on website under www.saskatoon.ca and click on "r" for Reports and Publications.)

Section B – OFFICE OF THE CITY SOLICITOR

B1) Bylaw No. 8491 - The Campaign Disclosure and Spending Limits Bylaw, 2006 (File No. CK. 255-5-1)

RECOMMENDATION: that City Council consider Bylaw No. 8952.

City Council, at its meeting on May 9, 2011, received a report from the Executive Committee (Clause 4, Report No. 6-2011) recommending several changes to The Campaign Disclosure and Spending Limits Bylaw, 2006. Council adopted the Executive Committee's recommendations and instructed the City Solicitor to prepare the appropriate bylaw amendment.

We are pleased to submit for Council's consideration Bylaw No. 8952, The Campaign Disclosure and Spending Limits Amendment Bylaw, 2011. This Bylaw implements the various changes adopted by Council at its meeting on May 9, 2011.

In summary, the amending bylaw:

- (a) increases the limit of a candidate's election campaign expenses;
- (b) shortens the filing deadline for a candidate's Statement of Election Expenses and Contributions;
- (c) increases the amount a mayoralty candidate is reimbursed for the cost of an audit of the candidate's campaign revenue and expenses;
- (d) specifies the professional qualifications a person must have to perform an audit of a candidate's campaign revenue and expenses; and
- (e) authorizes the public disclosure of a candidate's campaign revenues and expenses on the City's website.

PUBLIC NOTICE

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

ATTACHMENT

1. Proposed Bylaw No. 8952, The Campaign Disclosure and Spending Limits Amendment Bylaw, 2011.

Legislative Report No. 8-2011
Section B – Office of the City Solicitor
Monday, June 27, 2011
Page 2

Respectfully submitted,

Janice Mann, City Clerk

Theresa Dust, City Solicitor

BI

BYLAW NO. 8952

**The Campaign Disclosure and Spending
Limits Amendment Bylaw, 2011**

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as The Campaign Disclosure and Spending Limits Amendment Bylaw, 2011.

Purpose

2. The purpose of this Bylaw is to amend The Campaign Disclosure and Spending Limits Bylaw, 2006 by:
 - (a) increasing the limit of a candidate's election campaign expenses;
 - (b) shortening the filing deadline for a candidate's Statement of Election Expenses and Contributions;
 - (c) increasing the amount a mayoralty candidate is reimbursed for the cost of an audit of the candidate's campaign revenues and expenses;
 - (d) specifying the professional qualifications a person must have to perform an audit of a candidate's campaign revenues and expenses; and
 - (e) authorizing the public disclosure of a candidate's campaign revenues and expenses on the City's website.

Bylaw No. 8491 Amended

3. The Campaign Disclosure and Spending Limits Bylaw, 2006 is amended in the manner set forth in this Bylaw.

Section 2 Amended

4. The following definition is added after the definition of "candidate" in Section 2:
 - "(c.1) "Chartered Accountant" means a member in good standing of the Institute of Chartered Accountants of Saskatchewan;"

Section 3 Amended

5. Section 3 is repealed and following substituted:

"Limitation on Campaign Expenses

3. (1) The maximum allowable campaign expenses of a candidate for Mayor or Councillor for any election campaign shall not exceed the limits determined in accordance with this section.

(2) The maximum allowable campaign expenses of a candidate for Mayor shall be determined by application of the following formula:

$$MCE = \$0.75 \times P$$

where: MCE = mayoralty candidate's expenses

\$0.75 = allowable campaign expense per capita

P = total population of the City as established by the most recent municipal wards commission

(3) The maximum allowable campaign expenses of a candidate for Councillor shall be ten percent (10%) of the maximum allowable expenses of a mayoralty candidate as established pursuant to subsection (2)."

Section 5 Amended

6. Subsection 5(2) is repealed and the following substituted:

"(2) A candidate shall file a Statement of Election Expenses/Contributions with the Returning Officer:

(a) in the case of a candidate for mayor, within four months following the date of a general election or by-election; and

(b) in the case of a candidate for councillor, within two months following the date of a general election or by-election."

Section 6 Amended

7. Section 6 is amended:

(a) in subsection (1), by striking out "a professional accountant authorized to perform audits in Saskatchewan" and substituting "a Chartered Accountant in accordance

with generally accepted auditing standards, and in compliance with the applicable rules of the Institute of Chartered Accountants of Saskatchewan.”; and

(b) by repealing subsection (3) and substituting the following:

“(3) If a mayoralty candidate files a properly audited Statement of Campaign Revenues and Campaign Expenses (Schedule “C”), the City shall reimburse the candidate for the cost of the audit as follows:

- (a) where the campaign expenses are less than \$5,000.00, the candidate shall receive the lesser of \$750.00 or the actual cost of the audit, plus GST;
- (b) where the campaign expenses are more than \$5,000.00, the candidate shall receive the lesser of \$2,000.00 or the actual cost of the audit, plus GST.” and,

(c) by adding the following after subsection (3):

“(4) The maximum allowable limits for reimbursement of auditing costs for the 2012 general election shall be as prescribed in paragraphs 3(a) and (b). For all subsequent elections, the maximum allowable limits shall be adjusted to reflect the cumulative rate of inflation in Saskatoon since the immediately preceding election.”

Section 10 Amended

8. Section 10 is amended by adding the following after subsection (4):

“(5) In addition to the requirements of subsections (3) and (4), the Clerk shall post on the City’s website the Statement of Campaign Contributions and Expenses for all candidates seeking election in the immediately preceding election, whether the candidate was elected or not.”

Coming into Force.

9. This Bylaw shall come 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. 2010/2011 Snow and Ice Program Update and Communication to Council**
From: Len Boser
Subject: Accessibility on Saskatoon Streets
(Files CK. 6290-1, x CK. 6220-1 and IS. 6290-1)

- RECOMMENDATION:**
- 1) that the report of the General Manager, Infrastructure Services Department dated June 6, 2011, be submitted to the Budget Committee for consideration; and
 - 2) that a copy of this report be submitted to the Accessibility Advisory Committee for its information.

Attached is a report of the General Manager, Infrastructure Services Department dated June 6, 2011, providing an update on the 2011 Snow and Ice Program and responding to communications from Mr. Boser regarding accessibility on city streets and sidewalks with respect to snow removal.

Your Committee has reviewed the report with the Administration, including recommendations for consideration by the Budget Committee for increased funding for the program to provide for shoveling of snow from curb cuts and around traffic poles in the central business district and to increase the clearing of windrows around schools to allow for sufficient parking for vehicles dropping off children. The Administration provided the attached chart showing the process and timeline for dealing with complaints if property owners do not clear the sidewalks in front of their properties following a snowfall.

Your Committee also received a presentation from Mr. Boser expressing support for the City's efforts to date in improving accessibility on sidewalks and for the recommendation for increased funding to improve accessibility further with respect to snow accumulation on sidewalks and curb cuts.

Following review of this matter, your Committee is recommending that the June 6, 2011 report be forwarded to the Budget Committee for consideration and to the Accessibility Advisory Committee for its information.

2. Communication to Council

From: Chief Darcy Bear, Whitecap Dakota First Nation
Subject: CN Crossing on Lorne Avenue
(Files CK. 6171-1, x CK. 6050-9)

RECOMMENDATION: that the information be received.

Your Committee has considered the attached report of the General Manager, Infrastructure Services Department dated June 6, 2011, responding to a request for consideration of the possibility of constructing an overpass at the CN Crossing on Lorne Avenue.

Your Committee has reviewed the report with the Administration, including preliminary discussions with CN, and the need for further discussion of the matter with CN and other stakeholders, in terms of looking at solutions for this location, including funding issues.

Your Committee also received presentations from representatives of Whitecap Dakota First Nation, Lake Diefenbaker Tourism Destination Area Plan, and Waterwolf Advisory Planning Commission, with respect to economic, residential, and tourism initiatives in their areas, which have resulted in increased traffic accessing the city at this location. They provided information about the impact of this crossing in terms of access, reviewed the need for improvements, and indicated their interest in being involved in the further discussions and review with respect to options for this location.

Following consideration of this matter, your Committee is forwarding the report to City Council for information.

**3. Application for Funding under the Heritage Conservation Program
609 King Street
(Files CK. 710-48 and PL. 907)**

- RECOMMENDATION:**
- 1) that the owners of 609 King Street receive a tax abatement through the Heritage Conservation Program to a maximum of \$2,500 commencing in the year following the satisfactory completion of the rehabilitation project, with the source of funding for the abatement being the Heritage Reserve Fund, and with the satisfactory completion determined by the Manager, Planning and Development Branch, Community Services Department; and
 - 2) that the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreements under the Corporate seal.

Attached is a report of the General Manager, Community Services Department dated May 16, 2011, with respect to the above application for funding.

Your Committee has been advised that the Municipal Heritage Advisory Committee has reviewed this report with the Administration and supports the recommendations put forward by the Administration. Your Committee is also supporting the above recommendations.

**4. Mendel Site Safety Audit Report
(Files CK. 4000-14 and PL. 4110-24-12)**

RECOMMENDATION: that the information be received.

Attached is a report of the General Manager, Community Services Department dated June 1, 2011, forwarding the Mendel Site Safety Audit Report.

Copies of the Mendel Site Safety Audit Report have already been provided for City Council members. A copy is available for viewing in the City Clerk's Office and on the website as part of this report.

**5. Sale of Predesignated Land – 125 Willis Crescent
Classic Communities Ltd., Mortgage Flexibilities Support Program,
Innovative Housing Incentives
(Files CK. 750-4, x CK. 4215-1, PL. 951-89 and LA. 4131-17)**

- RECOMMENDATION:**
- 1) that the City of Saskatoon enter into a six month Option to Purchase Agreement with Classic Communities Ltd. to sell Parcel A, Plan 102036057 (125 Willis Crescent), for the purpose of constructing 12 affordable housing units and 48 entry-level housing units according to the terms set out in the report of the General Manager, Infrastructure Services Department dated June 1, 2011;
 - 2) that funding of \$177,600 for the construction of 12 affordable housing units by Classic Communities Ltd. be approved under the Innovative Housing Incentives Policy No. C09-002;
 - 3) that these 12 housing units be designated under the City of Saskatoon's Mortgage Flexibilities Support program, as defined in Section 3.8 of the Innovative Housing Incentives Policy No. C09-002, subject to approval by Canada Mortgage and Housing Corporation or Genworth Financial Canada to provide mortgage loan insurance flexibilities; and
 - 4) that the City Solicitor be requested to prepare the necessary documents to execute this Option to Purchase Agreement, and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

Your Committee has considered the attached report of the General Manager, Community Services Department dated June 1, 2011, with respect to the above matter, and is supporting the above recommendations.

6. Immigration Project – Update Report
(Files CK. 100-21, RR. 115-2 and LS. 220-48)

RECOMMENDATION: that the June 6, 2011 report of the General Manager, Community Services Department be received as information and forwarded to the Cultural Diversity and Race Relations Committee as information.

Attached is a report of the General Manager, Community Services Department dated June 6, 2011, providing an update on the Immigration Project.

Your Committee has reviewed the report with the Administration and is forwarding the report to City Council as information. A copy of the report will also be forwarded to the Cultural Diversity and Race Relations Committee for information.

7. Cultural Diversity and Race Relations Office, 2010 Annual Report
(Files CK. 430-29, RR. 430-3 and LS. 430-8)

RECOMMENDATION that the June 8, 2011 report of the General Manager, Community Services Department be received as information and forwarded to the Cultural Diversity and Race Relations Committee for information.

Attached is a report of the General Manager, Community Services Department dated June 8, 2011, providing the 2010 Annual Report from the Cultural Diversity and Race Relations Office.

Your Committee has reviewed the report with the Committee and is forwarding the report to City Council for information, as well as to the Cultural Diversity and Race Relations Committee.

8. Lead Connection Replacement Policies and Funding
(Files CK. 7780-1, x CK. 1702-1 and IS. 7500-1)

RECOMMENDATION

- 1) that funding in the amount of \$432,300 in 2011 Capital Project 1617 – Primary Water Mains be reallocated to Capital Project 1615 – Water Distribution; and
- 2) that the Administration include funds for lead connection replacements in future Capital Budget submissions, commencing in 2012.

Attached is a report of the General Manager, Infrastructure Services Department dated June 6, 2011, with respect to the above matter.

Your Committee has reviewed the report with the Administration and supports the above recommendations.

9. Surface Infrastructure Funding Allocation
(Files CK. 6315-1, x CK. 1815-1, x CK. 1702-1 and IS. 600-4-2)

- RECOMMENDATION:**
- 1) that \$200,000 be transferred from Capital Project 959 – Boundary Road Preservation to the Infrastructure Reserve Surface Discretionary Reserve;
 - 2) that \$436,000 be transferred from Capital Project 837 - Lane Rehabilitation and Drainage Improvement to the Infrastructure Reserve Surface Discretionary Reserve;
 - 3) that the \$636,000 that has been transferred to the Infrastructure Reserve Surface Discretionary Reserve be allocated as follows:
 - a) \$130,000 to Capital Project 1890 - Expressway Preservation; and
 - b) \$506,000 to Capital Project 2249 - Street Reconstruction.

Attached is a report of the General Manager, Infrastructure Services Department dated June 6, 2011 with respect to the above matter.

Your Committee has reviewed the report with the Administration and supports the above recommendations.

10. Proposed 33rd Street Multi-Use Corridor Master Plan
(Files CK. 6000-5, IS. 6150-1 and CK. 5200-1)

RECOMMENDATION

- 1) that the proposed 33rd Street Multi-Use Corridor Master Plan be approved in principle;
- 2) that the Administration report to the Budget Committee with a detailed cost estimate for future phases of the 33rd Street Multi-Use Corridor Project; and
- 3) that the Administration proceed to Public Notice, for consideration at the July 13, 2011 City Council meeting, for the removal of the eastbound traffic lane on 33rd Street, from Warman Road to 7th Avenue

Attached is a report of the General Manager, Infrastructure Services Department dated June 8, 2011, with respect to the above matter.

Copies of the 33rd Street Multi-Use Corridor Master Plan maps have been provided to City Council members. A copy is also available for review in the City Clerk's Office and on the website as an attachment to this report.

Respectfully submitted,

Councillor P. Lorje, Chair

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Infrastructure Services Department
DATE: June 6, 2011
SUBJECT: 2010/2011 Snow and Ice Program Update
AND
Communications to Council
From: Len Boser
Date: March 6, 2011
Subject: Accessibility of Saskatoon Streets
FILE: IS. 6290-1 and CK. 6220-1

- RECOMMENDATION:**
- 1) that the following report be submitted to the Budget Committee for consideration; and
 - 2) that a copy of this report be submitted to the Accessibility Advisory Committee for its information.

BACKGROUND

The 2010 Snow and Ice Program budget received funding in the amount of \$7,181,000, an increase of approximately \$1,000,000, in order to increase resources required to respond to winter storms, including staffing and equipment and the contracting of services to the private industry when required.

City Council, at its meeting held on March 21, 2011, considered the attached communication from Len Boser regarding accessibility of Saskatoon sidewalks, and resolved that the Administration provide a report on how they are addressing the issues raised in Mr. Boser's letter, and to also provide a copy of the report to the Accessibility Advisory Committee.

REPORT

The increase of \$1,000,000 to the Snow and Ice Program budget in 2010 allowed for the establishment of criteria for the clearing of ruts from residential streets; the purchase of additional snow fencing; and the contracting out of services, when required, to assist in snow clearing following major snow events.

The winter of 2010/2011 had some challenges, mainly due to varying weather conditions. Some of these challenges included:

- A winter snow storm in November which began with rain, resulting in a sheet of ice on the roads that remained for months;
- Two periods of warm weather, in January and February, resulting in icy streets when temperatures returned to normal;
- Periods of light snow that produced just enough accumulation to require sanding, but not enough for clearing with a grader; and

- Some incorrect weather forecasts which resulted in City crews and contractors being called in to clear snow at the onset of a storm that didn't materialize.

A new criteria was established to address the clearing of ruts in residential areas, which stipulates that they will be removed, after priority streets are cleared, if they are four inches or more in depth and exist throughout an entire block. A rut removal blitz occurred in April, 2011, at a total cost of \$85,000.

Additional snow fence was purchased and installed in the Willowgrove, Stonebridge, Hampton Village and Blairmore Suburban Centre neighbourhoods to protect open areas from the blowing snow. There were a few locations where the snow fence could not be installed prior to the first winter storm, due to weather and wet soil conditions.

Two local companies were contracted to ensure additional resources were available for clearing roads during and after a winter storm forecasted to have an accumulation of greater than four inches of snow and strong blowing winds, to meet the following levels of service:

- Priority 1 Streets – cleared within 12 hours from the end of the storm;
- Priority 2 Streets – cleared within 36 hours from the end of the storm; and
- Priority 3 Streets – cleared within 72 hours from the end of the storm.

In addition, contracts were established to clear residential streets in newly developing neighbourhoods when required, which, because of being in the open, are prone to heavier snow coverage.

Two companies were also contracted to clear ridges of snow from transit stops, if required, to ensure that passengers could safely board and exit buses.

The winter of 2010/2011 had five storm events which required the services of contractors to assist with clearing priority streets (November 18, January 1 to 8; January 14, January 17 and February 16). All priority streets were cleared of snow within the specified timelines. Contract services for snow removal from transit stops were not required in 2010/2011, and contract services to clear residential streets in newly developing neighbourhoods were required once.

A total of 584 complaints regarding snow covered sidewalks were received during the winter of 2010/2011, resulting in 329 notices being issued and 21 sidewalks being cleared by City of Saskatoon staff, with the costs charged to the property owners' taxes.

Ridges of snow on sidewalks in the central business district, which were left by graders, resulted in obstructed access to pedestrian crossings and walk light buttons on signal poles. This problem could be addressed by assigning additional staff, or contracting for services, to manually shovel snow from curb cuts and around traffic poles following road snow removal. Currently, there is no budget for this increased level of service and the following provisions would be required to clear snow and ice from around poles and on curb cuts and paths:

- Eight man hours per intersection per snow event for approximately 60 intersections;
- Five events per year;
- Allow for a seven-day window to complete;
- Estimated contracted cost, including labour, vehicle and tools - \$65 per hour; and
- Contract administration and supervision – 10% of gross costs.

It is estimated that a reasonable budget allowance for this increase to the level of service in the downtown area would be \$175,000.

Windrows of snow left by graders adjacent to schools has become an ongoing issue, as there is a safety concern with respect to vehicles dropping off children. Requests from both residents and Councillors to expand and increase the frequency of snow clearing around schools are constant. It is estimated that \$150,000 will allow for additional removal of these windrows each season, and for a moderate expansion in school zones that experience high traffic volumes relative to the current approved limits of clearing.

The Administration is recommending that this report be submitted to the Budget Committee recommending an increase to the annual Snow and Ice Program Operating Budget of \$325,000. This will provide the funding required to contract the shovelling of snow from curb cuts and around traffic signal poles in the central business district; and to increase the clearing of windrows around schools to allow for sufficient parking for vehicles dropping off children.

OPTIONS

No other options were considered.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

FINANCIAL IMPACT

To date, a total of \$4,700,000 has been spent in the Snow and Ice Program in 2011 as follows:

- \$3,300,000 on snow removal operations; and
- \$1,400,000 on street sanding operations.

Barring any extreme weather conditions, the remaining \$2,500,000 in the Operating Budget will be sufficient to respond to winter weather situations that may develop in November and December, 2011.

The addition of \$325,000 to the Operating Budget in 2012 would allow for the additions to the Snow and Ice Program as outlined in this report.

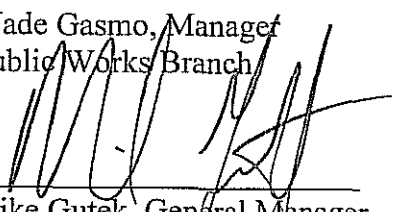
PUBLIC NOTICE

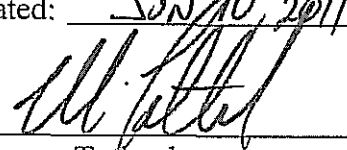
Public Notice, pursuant to Section 3 of the City of Saskatoon Policy C01-021 (Public Notice Policy) is not required.

ATTACHMENTS

1. Communication from Len Boser dated March 6, 2011.

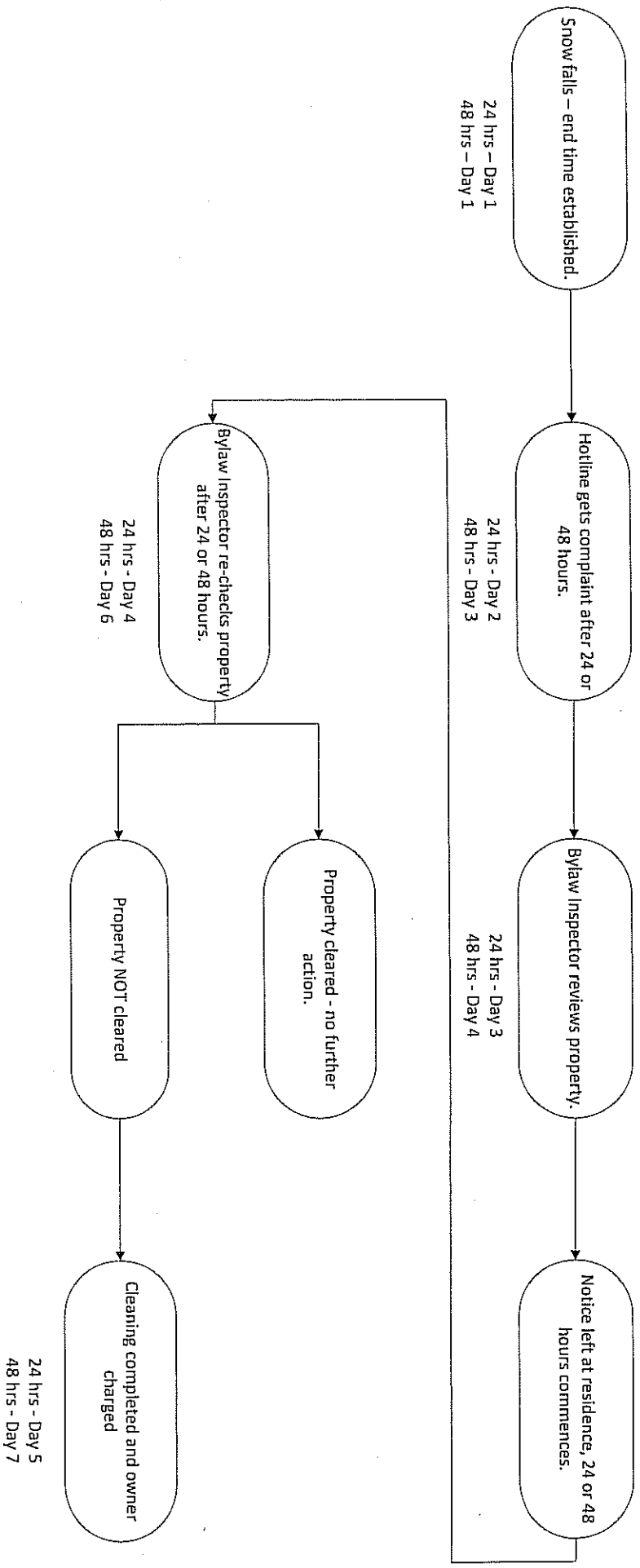
Written by: Wade Gasmol, Manager
Public Works Branch

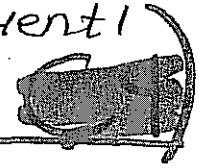
Approved by: 
Mike Gutek, General Manager
Infrastructure Services Department
Dated: Jun 10, 2011

Approved by: 
Murray Totland
City Manager
Dated: June 12/11

The Sidewalk Clearing Bylaw, 2005 (No. 8463)

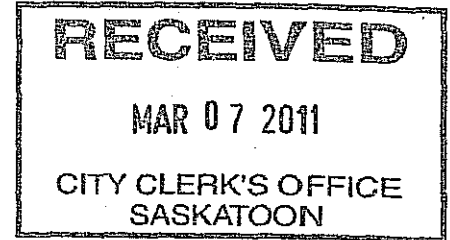
*Circulated by
Infrastructure Services
June 21, 2011*





From: len boser [len_boser@hotmail.com]
 Sent: March 06, 2011 1:09 PM
 To: Mitchener, Shellie (Clerks); carla; CINDY, ACC COMMITTEE; Clark, Charlie (CK - Council); shaerlindria@hotmail.com; Howe, Bob (US - Transit); Johnson, Ross (IS - Facilities); Lacroix, Lynne (CY - Community Development); Neault, Maurice (CK - Council); robin
 Cc: Arnold, Heather (Clerks); Rioux, Rhonda (Clerks)
 Subject: I WOULD LOVE TO DISCUSS THE ATTACHED
 Attachments: LETTER OF CONCERN RE.docx

Shellie Mitchener



I HAVE RECEIVED NO RESPONSE TO THIS LETTER.

PERHAPS IT WAS NOT RECEIVED!

LETTER OF CONCERN RE: STREETS AND SIDEWALKS
CITY OF SASKATOON, WINTER OF 2010/2011

JAN 30TH, 2011

TO CITY HALL COUNCIL, ADMINISTRATION, APPROPRIATE DEPTS
CITY OF SASKATOON

DEAR SIRs:

A Dangerous situation exists!

People in WHEELCHAIRS (powered and unpowered), ... with strollers or people with walkers

ARE ALL AT RISK

STREET AND STREET INTERSECTIONS, . SIDEWALKS, ALLEY WAYS , POLES equipped for a pedestrian signal become packed with snow and ice and are left for MOTHER NATURE TO reduce to water and dry up!

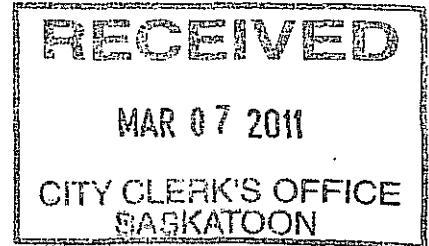
YOU CAN SEE BY THE PHOTOS TAKEN that I'm not making this up.

On most Saturday's, I make a trip from home to the Farmers market.

6220-1

From: len boser [len_boser@hotmail.com]
Sent: March 06, 2011 1:14 PM
To: Mitchener, Shellie (Clerks); carla; CINDY, ACC COMMITTEE; Clark, Charlie (CK - Council); shaerlindria@hotmail.com; Howe, Bob (US - Transit); Johnson, Ross (IS - Facilities); Lacroix, Lynne (CY - Community Development); Neault, Maurice (CK - Council); robin
Cc: Arnold, Heather (Clerks); Rioux, Rhonda (Clerks)
Subject: CITY STREETS CONCERN

NO RESPONCE FROM THE CITY WAS EVER RECEIVED!!!!!!!!!!!!!!!



Len Boser

306 405 5th Avenue North, Saskatoon, Sk
len_boser@hotmail.com 1 306 955 5051

January 28th, 2011

City of Saskatoon
City Hall
Saskatoon, Sk.

TO WHOM IT MAY CONCERN,

Re: 8th street and Circle Drive North

I am a steady user of the streets and sidewalks in Saskatoon. These days, I am primarily in a power scooter, however, I am fortunate to also have a power chair and manual chair.

The condition of curb ramps to provide safe travel on 8th Street, primarily between Clarence Avenue and Preston Avenue is bad. In some areas, I am forced into a traffic lane to continue my travels east or west.

Someone will get hurt unless this is remedied.

~~Circle Drive North is no different.~~

These are main arteries yet the City of Saskatoon has ignored users of the sidewalks. People, young(babies in strollers), older people with walkers, those in wheeled conveyances are all at risk!!!!!!!!!!!!!!!

THIS IS MY WRITTEN COMPLAINT. TAKE NOTICE.

This beautiful city wants safe streets.

Regards,

Len Boser

A signed copy will be hand delivered on January 28th,2011 & WAS!!!!!!!!!!!!!!

DISABILITY AWARENESS is my main focus.

In 2010 I spoke to many individuals and groups on DISABILITY AWARENESS.
(Many are documented for referral purposes!)

Education through speaking is my simple tool.

MAY I SPEAK TO YOU?

NO MORE B.S. ON DISABILITY!

I INTEND ON BEING THE VOICE ON DISABILITY!

The message that I received loud and clear from your presentation was awareness, awareness, and awareness. We need to take the time to understand the challenges that our disabled community is facing, and at the same time, we need to better understand how to treat them as everyday people. **Rob J., B.Comm, B.A., ACUIC**
Business Development Manager Affinity Credit Union SASKATOON

From: Shellie.Mitchener@Saskatoon.ca
To: csheridan@sasktel.net; xavier_cindy@ymail.com; Charlie.Clark@Saskatoon.ca; shaerlindria@hotmail.com;
Bob.Howe@Saskatoon.ca; Ross.Johnson@Saskatoon.ca; Lynne.Lacroix@Saskatoon.ca; len_boser@hotmail.com;
Maurice.Neault@Saskatoon.ca; robin.east@shaw.ca
CC: Heather.Arnold@Saskatoon.ca; Rhonda.Rioux@Saskatoon.ca
Date: Wed, 16 Feb 2011 08:46:48 -0600
Subject: Meeting Cancellation

Please note that due a lack of agenda items, the February 25th meeting of the Accessibility Advisory Committee is being cancelled. The next meeting is scheduled for March 25th at 12:00 noon.

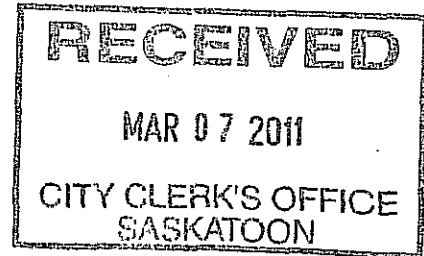
Shellie Mitchener
Council/Committee Assistant
Office of the City Clerk, City Hall
222 - 3rd Avenue North
Saskatoon, SK S7K 0J5
Ph: 306.975.2783 Fx: 306.975.2784
shellie.mitchener@saskatoon.ca
www.saskatoon.ca

LETTER OF CONCERN RE: STREETS AND SIDEWALKS
CITY OF SASKATOON, WINTER OF 2010/2011

JAN 30TH, 2011

TO CITY HALL COUNCIL, ADMINISTRATION, APPROPRIATE DEPTS
CITY OF SASKATOON

DEAR SIRs:



A Dangerous situation exists!

People in WHEELCHAIRS (powered and unpowered), ... with strollers or people with walkers

ARE ALL AT RISK

STREET AND STREET INTERSECTIONS, . SIDEWALKS, ALLEY WAYS , POLES equipped for a pedestrian signal become packed with snow and ice and are left for MOTHER NATURE TO reduce to water and dry up!

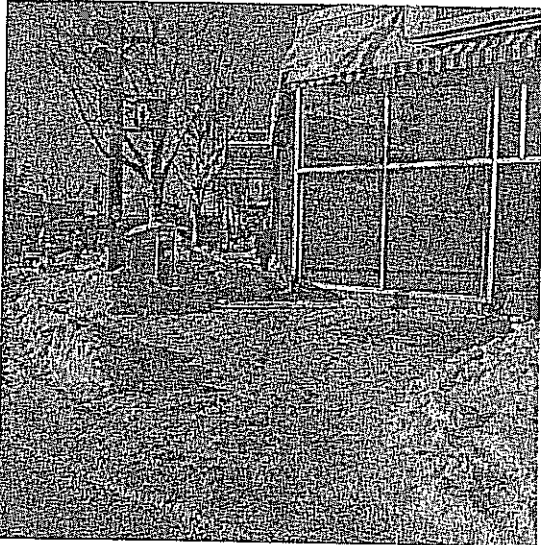
YOU CAN SEE BY THE PHOTOS TAKEN that I'm not making this up.

On most Saturday's, I make a trip from home to the Farmers market.

Today, my camera recorded images taken after a prolonged patch of nice weather. Yet there are many property owners along with the City that have ignored the sidewalk clearing bylaw. Intersections and sidewalks have become impassible to anyone operating by oneself in say a manual wheelchair.

(I know!.... I am a one handed stroke survivor who knows better than to attempt navigation of our streets in very Cold WEATHER!)

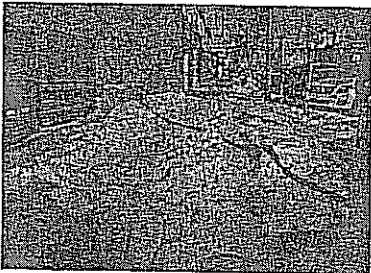
I would have placed myself a personal risk and in some areas would have been unable to safely navigate to get out of traffics way.



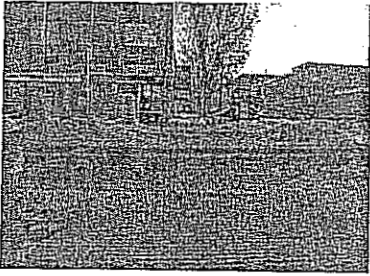
IDYLWILD and 20th, taken in DEC 2010



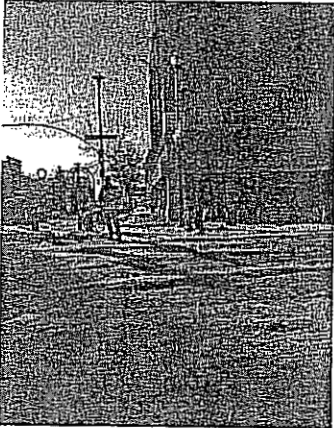
A city police officer and a "helpful citizen", helping a friend in a power chair DEC 2010



2nd AVE in front of SK POWER PKG LOT 2010



21st and 2nd AVE 2010

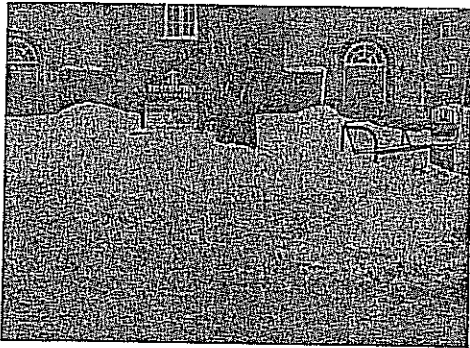


21ST AND 2ND AVE 2010

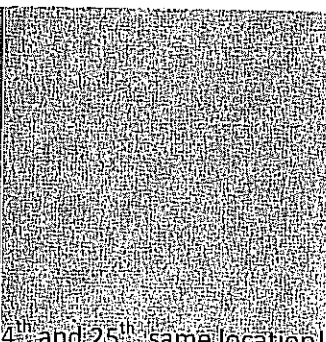
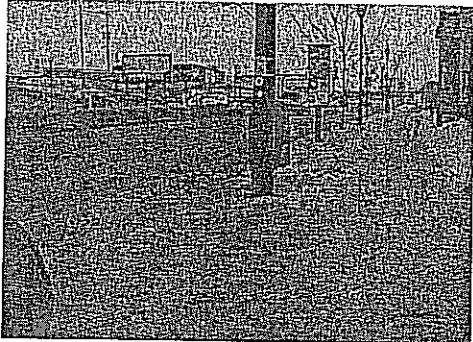
PHOTOS FROM TODAY JAN 29TH, 2011



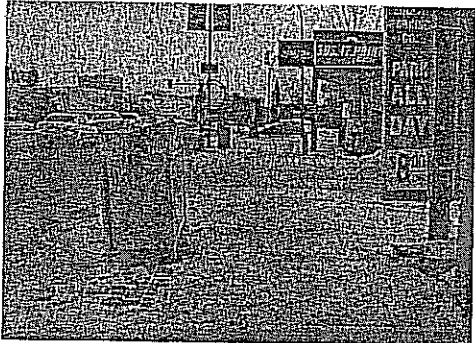
try to push this button!



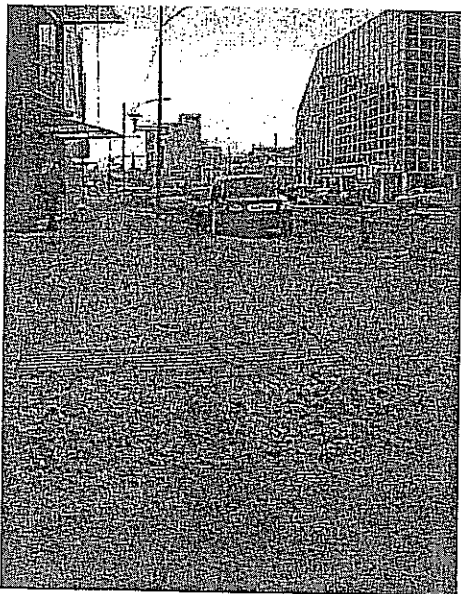
4th and 25th no snow clearing



4th and 25th same location!



20th st & IDYLWILD



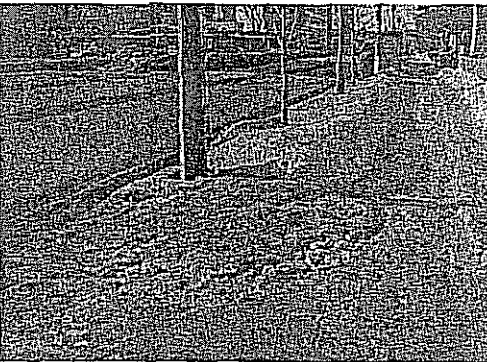
1ST AVE AND 22ND ST



ALLEY AND STORE 1ST AVE & 23ST



A HIGH RIDGE EXISTS NEAR BOTTOM OF PHOTO,NOTICE SNOW RIDGE AT CENTRE OF STREET(MERIDIAN) 25TH ST & 5TH AVE N



25TH & 5TH AVE N

- UNACCESSIBLE PEDESTRIAN BUTTON
- RAMP FILLED WITH SNOW AND ICE
- SIDEWALK UN SHOVELED (did you notice where a power chair became stuck?)
- This in front of parking lot used by police personnel

I am showing only a few examples of the frustration felt by this disabled person.

On January 28th, city employees were given the opportunity to, (wheel a mile in my shoes!).
We never even went a mile and it was a nicer day! Imagine, a colder, windier day in a snow storm!

NOW I'M NOT ASKING FOR A MIRACLE HERE!

The CITY is doing its best to keep up with MOTHER NATURE.

HOWEVER

4 people following after mechanical removal of the snow, cleaning out curb cuts
Ensuring a clean cross walk allowing access to "walk" buttons

Would help!

That's ~ 4 months ...say 32,000 dollars plus a few shovels and scrapers!

Len Boser 955 5051 len_boser@hotmail.com

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Infrastructure Services Department
DATE: June 6, 2011
SUBJECT: Communication to Council

From: Chief Darcy Bear
Whitecap Dakota First Nation
Date: May 3, 2010
Subject: CN Crossing on Lorne Avenue

FILES: CK. 6050-9 and 6171-1)

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

BACKGROUND

City Council, at its meeting held on May 26, 2010, considered a letter from Chief Darcy Bear, Whitecap Dakota First Nation, requesting that the City engage in discussions with Canadian National Railway (CN) to develop an over or underpass at the crossing on Lorne Avenue, and indicating that the Whitecap Dakota First Nation is willing to work in partnership with the City in negotiation efforts by coordinating the rural municipalities, business groups and those affected outside of the city. The matter was referred to the Administration for a report.

The at-grade rail crossing on Lorne Avenue is currently controlled with a flashing signal light and gates.

REPORT

In 2003, the functional plan for the Circle Drive South project was presented to stakeholders and the general public for feedback. At that time, no concerns were identified regarding the CN crossing at Lorne Avenue. The functional plan for the project was subsequently completed and approved by Council in 2007. Therefore, any major upgrades at this crossing would be outside of the scope of the Circle Drive South project.

In 2009, a traffic count was completed on the section of Lorne Avenue where the CN crossing is located. Results of the count indicated that the average volume was 7,739 vehicles per day, an increase from 2005 when 5,993 vehicles were recorded, and from 2000 when 5,025 vehicles were recorded. It is anticipated that, upon completion of the Circle Drive South project, based on a projected city population of 250,000, the average annual daily traffic volume on this section of Lorne Avenue will increase to approximately 10,000 vehicles per day.

In 2009, the crossing was upgraded to a hardwood planking surface which is better suited for higher volume roadways, and makes crossing of the railway tracks much smoother for motorists. In addition, the railway signals were upgraded to LED for better visibility and longevity.

CN identified a need to stop trains on the section of track located close to the railway crossing on Clarence Avenue which, due to the length of the trains, required an uninterrupted track length of more than two miles. As a result, the City of Saskatoon and CN partnered to fund the overpass located at this location.

The Administration has held preliminary discussions with CN who have indicated that they have no immediate or future plans to fully or partially fund a grade separation at the Lorne Avenue crossing, as their needs have been addressed with the Clarence Avenue grade separation.

The Administration has been in contact with Chief Darcy Bear, who expressed concerns regarding the increase in traffic delays that may occur at the crossing after the completion of the Circle Drive South project, and requested information regarding the cost of constructing a grade separation. It is estimated that a study to determine the need, benefit, design and operation of a grade separation at this crossing would cost approximately \$30,000, and that construction would cost approximately \$14,000,000.

There is currently no available funding source within the City of Saskatoon's Capital Budget for the construction of an overpass at this location; however, the Administration will conduct future discussions with CN and the Whitecap Dakota First Nation, as well as other stakeholders, if necessary, at the appropriate time.

ENVIRONMENTAL IMPLICATIONS

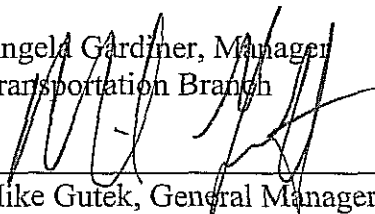
There are no environmental implications.

PUBLIC NOTICE

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

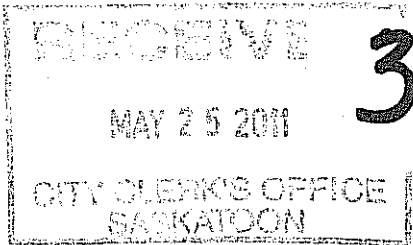
Written by: Lanre Akindipe, EIT
Transportation Branch

Approved by: Angela Gardner, Manager
Transportation Branch

Approved by: 
Mike Gutek, General Manager
Infrastructure Services Department

Dated: JUNE 8, 2011

Copy to: Murray Totland
City Manager



TO: Secretary, Municipal Heritage Advisory Committee
FROM: General Manager, Community Services Department
DATE: May 16, 2011
SUBJECT: Application for Funding Under the Heritage Conservation Program
609 King Street
FILE NO: PL 907

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

- 1) that the owners of 609 King Street receive a tax abatement through the Heritage Conservation Program to a maximum of \$2,500 commencing in the year following the satisfactory completion of the rehabilitation project, with the source of funding for the abatement being the Heritage Reserve Fund, and with the satisfactory completion determined by the Manager, Planning and Development Branch, Community Services Department; and
- 2) that the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreements under the Corporate seal.

BACKGROUND

In 2003, City Council placed 609 King Street on the Community Heritage Register. This property is a multiple-unit dwelling containing 11 strata-title condominium units.

This is the first request for funding under the Heritage Conservation Program for this property, and it is the first request for funding for a property on the Community Heritage Register.

REPORT

The property owners are seeking funding under the Heritage Conservation Program for repairs and maintenance to the exterior of the building.

The Proposed Alterations – Eligible Component(s) are for exterior repairs, which include mortar repairs and brick pointing and preparing and painting window frames.

Heritage Conservation Program - Financial assistance under the Heritage Conservation Program includes a property tax abatement of up to 20 percent of costs related to the restoration of architectural elements and renovation to meet the building code requirements where it affects heritage elements of the building. The maximum abatement is \$30,000, which can be amortized for over a maximum of ten years. The property owners (King's Park Condominiums) may apply for other funding over the next ten years provided that the amount of funding does not exceed \$30,000.

The Estimated Costs associated in the Proposed Rehabilitation Project is \$12,232.40 for brick pointing, mortar repair, and window frame painting.

OPTIONS

The project qualifies to receive funding under the Civic Heritage Conservation Program; City Council has the option of not providing funding.

POLICY IMPLICATIONS

This report complies with the Civic Heritage Policy (1996) and the Heritage Conservation Program (November 2, 1996).

FINANCIAL IMPLICATIONS

The rehabilitation work at 609 King Street will not increase the property tax amount and, therefore, will be funded from the Heritage Reserve Fund. The tax abatement to a maximum of \$2,500 will be processed once the project is completed.

The estimated balance in the Heritage Reserve Fund for April 2011 is \$280,902.97.

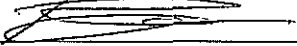
ENVIRONMENTAL IMPLICATIONS


There are no environmental implications and or greenhouse gas implications.

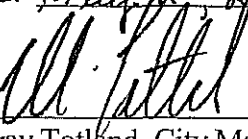
PUBLIC NOTICE

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

Written by: Paula Kotasek, MCIP Heritage and Design Coordinator

Reviewed by: 
Randy Grauer, Manager
Planning and Development Branch

Approved by: 
Paul Gauthier, General Manager
Community Services Department
Dated: May 20, 2011

Approved by: 
Murray Totland, City Manager
Dated: May 24/11

TO: Secretary, Municipal Planning Commission
 Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: June 1, 2011
SUBJECT: Mendel Site Safety Audit Report
FILE NO: PL 4110-24-12

RECOMMENDATION: that the information be received.

BACKGROUND

The City Park Local Area Plan (LAP) was approved by City Council on April 26, 2010. The LAP involved a number of community stakeholders in a comprehensive consultation process that helped to create a vision, identify issues, develop goals, and outline strategies to improve the future of City Park.

Among the topics addressed in the LAP process was the issue of Neighbourhood Safety. The City Park LAP Committee took part in a number of safety related exercises in order to identify some of the more predominant safety concerns in City Park. These include the following:

- graffiti vandalism and property crimes;
- late night activity at the Weir and in the parks;
- poor lighting and maintenance of areas around some apartment buildings including back lanes; and
- poor lighting and maintenance of the pedestrian underpass at the CPR tracks in the north end of Wilson Park.

The Mendel Site was another area of concern noted by community members and produced the following LAP recommendation:

8.6 Mendel Site Park – Parking Lots Safety Audit: That the Community Services Department, Planning and Development Branch, perform a Safety Audit of the parking lots in the Mendel Site Park.

The Mendel Site is one of four parks in the City Park neighbourhood and is located at 950 Spadina Crescent East (between 25th Street and Queen Street) on the South Saskatchewan River. This site is home to the Mendel Art Gallery and Civic Conservatory, the Shakespeare on the Saskatchewan Festival, and the Shearwater Boat Tours.

The Neighbourhood Planning Section, Planning and Development Branch, conducted two separate Safety Audits in conjunction with an Intercept Survey. The resulting information and analysis is the basis for the recommendations in the Mendel Site Safety Audit Report.

REPORT

The purpose of the Mendel Site Safety Audit Report is to document the safety issues that were

identified through the Safety Audits and Intercept Survey. The report provides a number of recommendations to improve the 'perception' of safety at the Mendel Site using the principles of Crime Prevention Through Environmental Design (CPTED). Consideration was given to the views and suggestions of community stakeholders in the formulation of these recommendations.

The Safety Audit process included a walkabout of the site to identify safety concerns and opportunities for crime to occur. During this audit process, site users were randomly approached by civic staff to complete a short survey that identified their safety concerns with the site, as well as any suggestions they may have to improve safety and use of the area. The same survey was distributed to volunteers at the Shakespeare on the Saskatchewan and staff at the Mendel Art Gallery.

The results of the Safety Audits and the Intercept Survey indicated that the perception of the Mendel Site as being unsafe was much greater than the actual risk of being a victim of criminal activity in the area. The recommendations are, therefore, centred on how to improve the perception of safety by providing consistent lighting of the parking lots and pathways, increasing natural surveillance through improved maintenance of trees and shrubbery, and including signage on site that assists in wayfinding strategies.

A total of eight recommendations (summarized in Section 2.0 of Attachment 1) are included in the Mendel Site Safety Audit Report. These recommendations will be considered as part of the larger Kinsmen Park and Area Master Planning Process as outlined in Recommendation 6.6.1 of the report. Implementation times for these recommendations vary in length and involve the coordination between civic departments and other organizations in order to achieve completion.

OPTIONS

There are no options being presented in relation to this report.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

Safety Audit Reports are created within the Operating Budget of the Planning and Development Branch, Neighbourhood Planning Section. Currently the implementation of neighbourhood safety recommendations are completed within the LAP and Neighbourhood Safety Capital Budget.

Once LAP recommendations are approved by City Council, they are added to the list of recommendations to be implemented. Since the Safety Audit recommendations are a direct result of an approved LAP recommendation, the Mendel Site Safety Audit recommendations will automatically be added to and prioritized within the implementation list.

ENVIRONMENTAL IMPLICATIONS

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

SAFETY [Crime Prevention Through Environmental Design (CPTED)]

The report outlines the principles, strategies, and processes of Safe Growth and CPTED that were used to address neighbourhood safety issues at the Mendel Site, and is consistent with the requirements of the City of Saskatoon's Official Community Plan.

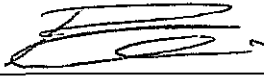
PUBLIC NOTICE

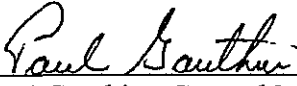
Public Notice, pursuant to Section 3 of the Public Notice Policy No. C01-021, is not required.

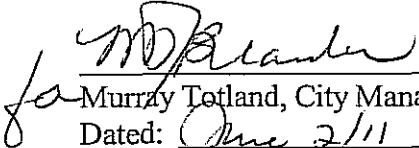
ATTACHMENT

1. Mendel Site Safety Audit Report

Written by: Catherine Kambeitz, Planner, Neighbourhood Planning Section

Reviewed by: 
 Randy Grauer, Manager
 Planning and Development Branch

Approved by: 
 Paul Gauthier, General Manager
 Community Services Department
 Dated: May 31, 2011

Approved by: 
 Murray Totland, City Manager
 Dated: June 2/11

SAFETY AUDIT DRAFT REPORT

crime prevention

Mendel Site Safety Audit Draft Report



May 5, 2011 | Community Services Department, Planning & Development Branch

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Acknowledgements

A special thanks to all of the community members, community stakeholders and civic employees who participated in the Safety Audit and Intercept Survey process, volunteering their time to ensure City Park remains a safe place to live, work and play.

1.0 Executive Summary

The City Park Local Area Plan (LAP) was adopted by City Council on April 26, 2010. The LAP aims to guide the growth and development of the community by defining its visions and goals. In order to achieve these visions and goals, the City Park LAP addresses a number of issues that pertain to various aspects of the neighbourhood through a total of 38 recommendations.

During the review process for the City Park LAP, the parking lots at the Mendel Site were identified as a safety concern due to the number and density of trees on the periphery of and in between the parking lots. The Neighbourhood Planning Section, Planning and Development Branch conducted two separate Safety Audits of the Mendel Site to obtain an accurate depiction of safety concerns in both the on and off peak seasons. The audits were conducted on Wednesday August 17, 2010 (peak season) and Wednesday September 29, 2010 (off-peak season). In addition to the Audit, an Intercept Survey was conducted on August 17th, 2010. The same survey was distributed to a number of staff at the Mendel Art Gallery and Civic Conservatory.

The recommendations in this report address the real and perceived safety concerns identified during the Mendel Site Safety Audits. These recommendations follow, adhere to and reflect the CPTED principles adopted by the City of Saskatoon (see Appendix 8.1). Many of the recommendations focus on improving user friendliness by:

- Enhancing maintenance, lighting and way-finding strategies;
- Strengthening community culture and sense of place through site based activities and community programming;
- Improving coordination between the multiple owners/operators of the site; and
- Connecting to and including these recommendations within the Kinsmen Park and Area Master Planning Process.

What is significant about this Safety Audit Report is the difference between actual incidents of crime in the area and peoples' perceptions of safety in the area. Although actual incident numbers were low and relatively minor, people perceive the area as unsafe. The actual risk of being a victim of crime in this area is quite low and as such, many of the recommendations focus on improving perceptions in and of the Mendel Site.

2.0 Summary of Recommendations

6.1 NATURAL SURVEILLANCE

- 6.1.1 Mendel Site Foliage:** That the Planning and Development Branch, Community Services Department, the Parks Branch, Infrastructure Services Department and the Meewasin Valley Authority identify an appropriate maintenance strategy of the trees and shrubs at the Mendel Site to allow increased natural surveillance whilst retaining an acceptable level of screening for the area.
- 6.1.2 Parking Lot Lighting:** That the Planning and Development Branch, Community Services Department coordinate a meeting with Saskatoon Light & Power, Facilities Branch, Infrastructure Services Department, Parks Branch, Infrastructure Services Department and the Meewasin Valley Authority to review existing lighting in all of the parking lots, the pathway through the site, and the roadway lighting in the south half of the site, to ensure a consistent and uniform lighting level that allows users to recognize and respond to threats to their safety.
- 6.1.3 Eliminate Hiding Places:** That the Planning and Development Branch, Community Services Department meet with the Facilities Branch, Infrastructure Services Department, Parks Branch, Infrastructure Services Department and the Meewasin Valley Authority to develop options to eliminate or mitigate the number of potential hiding places around the vicinity of the Mendel Art Gallery and Civic Conservatory building and the Mendel Site.

6.2 ACCESS CONTROL

- 6.2.1 Spadina Crescent East Sidewalk:** That the Planning and Development Branch, Community Services Department confirm with the Infrastructure Services Department, Transportation Branch that a sidewalk along the east side of Spadina Crescent East (25th Street to Queen Street) is included in its priority list, proceed with its installation, as defined in the City Park LAP, and report back to the City Park Community Association and Local Area Planning Committee following completion.

6.3 IMAGE

- 6.3.1 Parking Lot and Pathway Maintenance:** That the Parks Branch, Infrastructure Services Department and the Facilities Branch, Infrastructure Services Department review current practices for maintenance of surface pavement on pathways and parking lots at the Mendel Site. This review would include an examination into the feasibility and expected timeframe for resolving current deficiencies presently on site, determining the responsibilities of each Branch, and maintaining the parking lots to an acceptable level.

6.4 TERRITORIALITY

- 6.4.1 Mendel Site Signage:** That the Planning and Development Branch, Community Services Department and the Meewasin Valley Authority, Shakespeare on the Saskatchewan, Shearwater Boat Tours and Parks Branch, Infrastructure Services Department develop signage that identifies park attractions, directions, hours of operation, and emergency and maintenance contact information.

6.5 CULTURE AND CONNECTIVITY

- 6.5.1 Site-Based Activities:** That the Leisure Services Branch, Community Services Department review the feasibility of increasing opportunities to expand temporary and/or permanent community or private programming and activities within the Mendel Site.

6.6 GENERAL

- 6.6.1. Kinsmen Park and Area Master Planning Process:** That the Planning and Development Branch, Community Services Department, forward a copy of this report to the Land Branch, Community Services Department for incorporation into the Kinsmen Park and Area Master Planning Process.

3.0 Background

3.1 HISTORY OF MENDEL SITE

Frederick Mendel, a successful businessman and art collector, founded the Mendel Art Gallery in the early 1960s. The official gallery opened on October 16, 1964 along the South Saskatchewan River. An addition to the original building in 1975 enabled the Mendel Art Gallery to begin hosting and producing tour exhibitions. Within the same year the gallery received recognition as an Associate Museum of the National Museums of Canada.

The Mendel Site is located at 950 Spadina Crescent East, between 25th Street East and Queen Street East on the west bank of the South Saskatchewan River, next to the Meewasin Trail. It is one of four parks in the City Park neighbourhood. The Mendel Site is located adjacent to Kinsmen Park, and is within close proximity to Saskatoon City Hospital and the University of Saskatchewan.

Today the Mendel Art Gallery and Civic Conservatory is an important community and heritage landmark. People most notably come to the park to visit the Mendel Art Gallery and Civic Conservatory. The park is however also used for the following purposes:

- Shakespeare on the Saskatchewan Festival (operates on the site from the first week in July until mid-August);
- Shearwater Boat Tours; and
- Meewasin Valley Authority Trails.

In April 2009, it was announced that the Mendel Art Gallery will relocate to the River Landing site at the end of 2014.

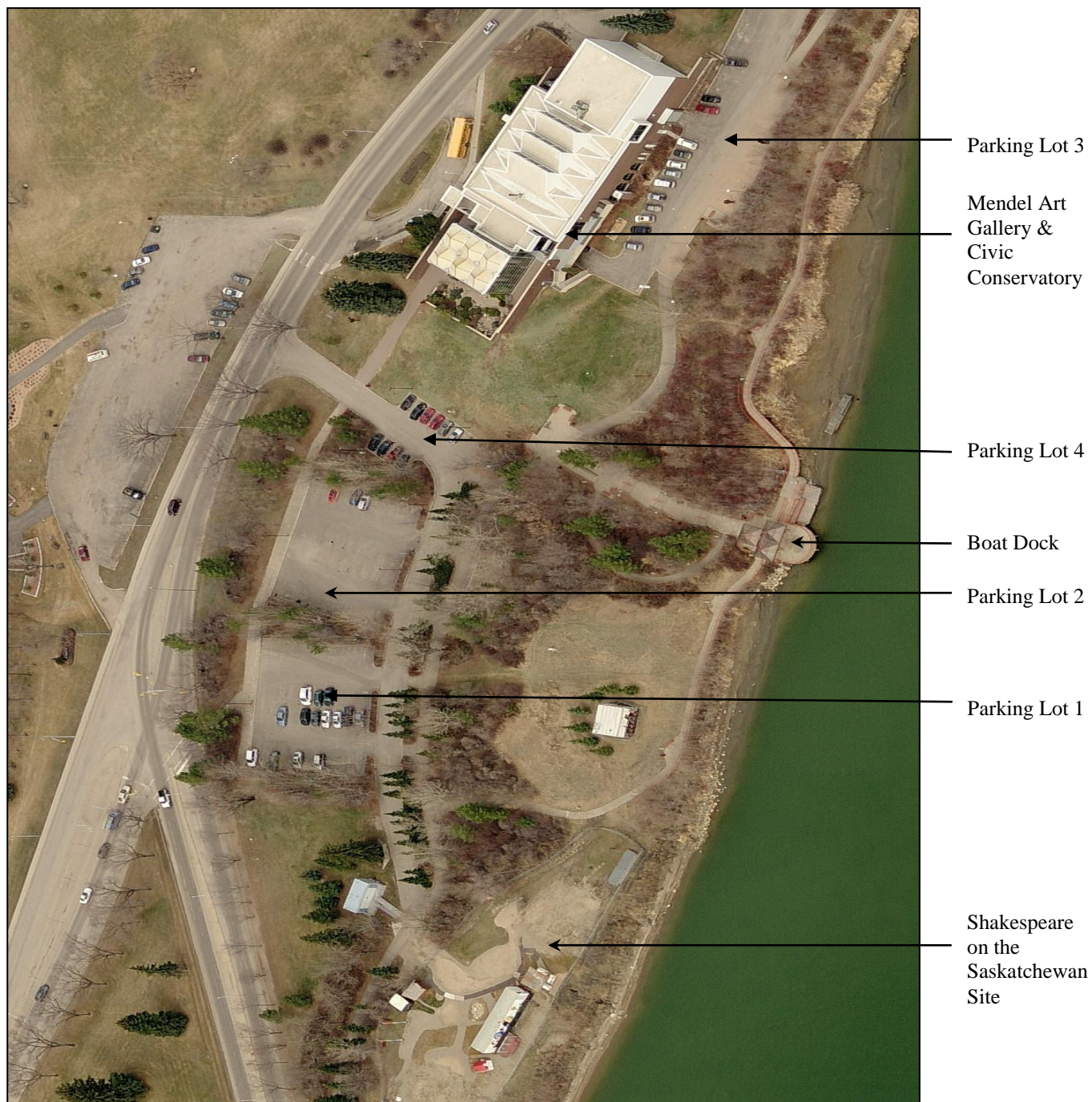


Left: Mendel Art Gallery Entrance – 1964. Source: Mendel Art Gallery - www.mendel.ca



Right: View of south side of Mendel Art Gallery and Civic Conservatory building.

Figure 1 Aerial View of the Mendel Site



3.2 City Park Local Area Plan

Local Area Planning is a public participation-oriented planning approach to developing comprehensive neighbourhood plans that give residents, business owners and other stakeholders an active role in determining the future of their neighbourhood. Participants work with each other to identify issues, develop goals, and outline strategies to ensure the long-term success of the neighbourhood. Their input is used to create a Local Area Plan (LAP), which sets out objectives and policies to guide growth and development at the neighbourhood level.

The City Park Local Area Plan was adopted by City Council on April 26, 2010. Among the directives of the City Park LAP, were recommendations to assist in improving safety for local residents, property and business owners, as well as other City Park stakeholders. The City Park LAP Committee identified four neighbourhood safety goals:

1. Ensure that City Park remains a safe place to live, work, play and visit;
2. Encourage residents to participate in neighbourhood activities that improve community connectivity and safety;
3. Continue to work with the Saskatoon Police Service to address the after-hours use and safety of the Weir parking lot; and
4. Improve the safety of the pedestrian underpass that runs under the CPR right-of-way adjacent to Wilson Park.

One of the neighbourhood safety recommendations contained in the LAP that helps to satisfy the first two neighbourhood safety goals mentioned above is Recommendation 8.6:

8.6 Mendel Site Park – Parking Lots Safety Audit: That the Community Services Department, Planning and Development Branch, perform a Safety Audit of the parking lots in the Mendel Site Park.

The City Park LAP identified the parking lots at the Mendel Site as a safety issue due to the number and density of trees and shrubs on periphery of and in between the lots. These parking lots serve the Mendel Art Gallery and Civic Conservatory, the Shakespeare on the Saskatchewan festival (summer season), and the boat dock, as well as other site activities.

Although the Mendel Art Gallery will be relocating from its current site at 950 Spadina Crescent East to River Landing, the parking lots will be utilized regardless of who the building tenant is in the future. The need to manage the existing safety concerns of the site will need to be addressed regardless of the use of the area.

The City Park LAP identified the parking lots at the Mendel Site as a safety concern due to the number and density of trees and shrubs on periphery of and in between the lots

4.0 Crime Activity Profile

4.1 Crime Statistics and Perceptions of Safety

Perception of safety affects where, when and how people interact with and behave in their environment. This becomes a concern when an individual's perception of safety causes them to change his or her behaviour, even though an actual threat may not be present.

Through a Perceptions of Safety Exercise, the City Park LAPC identified perceived safe and unsafe sites in the neighbourhood. Generally "safe" areas were larger and "unsafe" areas were smaller, site specific and related to a specific problem or concern. The Mendel Site was identified as one of the areas that was considered an "unsafe" area through the Perceptions of Safety Exercise (Map 1).

Based on the actual reported crime incidents at the Mendel Site there were a total of six crime incidents in 2008. Only one of these crimes was violence related. In 2009, four incidents were reported. Reported criminal activity in the area, as shown in Table 1 and Map 2, appears to be mainly related to property crime and mischief.

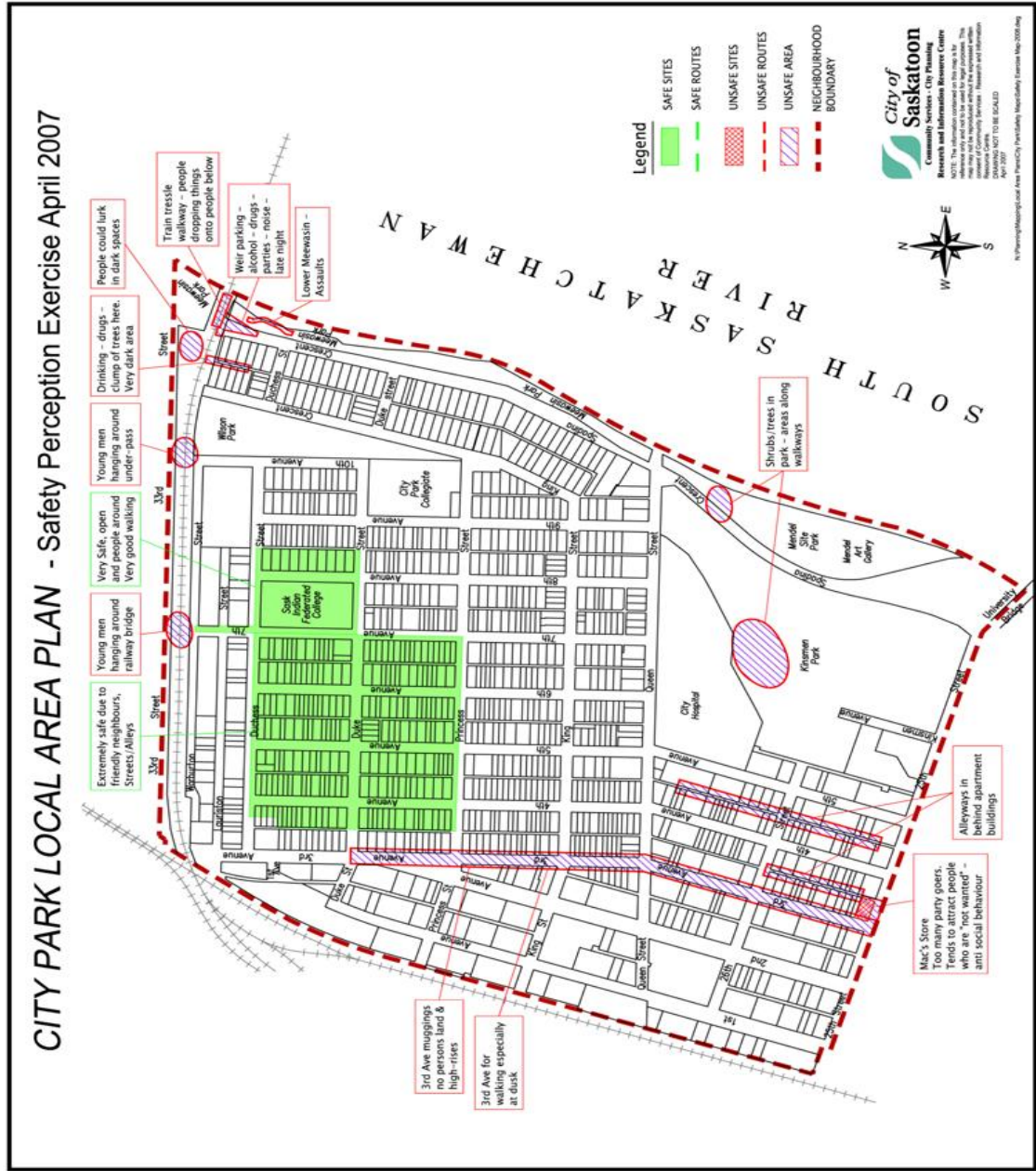
There were over 400 reported crime incidents in City Park in 2008 (City of Saskatoon Mapping and Research, November 2010). Crime incidents at the Mendel Site accounted for as little as 1.5% of this total. Based on this information, it may be concluded that the perception of the Mendel Site as being unsafe is higher than the actual risk of being a victim of crime in the area. As a result, the majority of safety recommendations within this report focus on how to improve peoples' perception of the area.

Table 1 Mendel Site Crime Report Incidents, By Type, 2009

Description	Number of Incidents
Mischief (Unrelated to Property)	1
Property (Theft under \$5,000, of and from Vehicle)	3

Based on reported crime incidents, perceptions of the Mendel Site as being unsafe is higher than the actual risk of being a victim of crime in the area. As a result, the majority of safety recommendations within this report focus on how to improve peoples' perception of the area

Map 1 Safety Perception Exercise, 2007



Map 2 Mendel Site Crime Stats, 2009

Mendel Art Gallery Area 2009 Crime Stats



LEGEND

- Mischief (unrelated to property)
- Property (Theft under \$5000)

2008 Aerial Photography

Note: To ensure privacy, location points are mapped to a calculated distance of the crime occurrence and therefore may not reflect the precise crime location.



N:\Planning\ESRI\Crime\Requests\Kinsmen park\Kinsmen park_close up

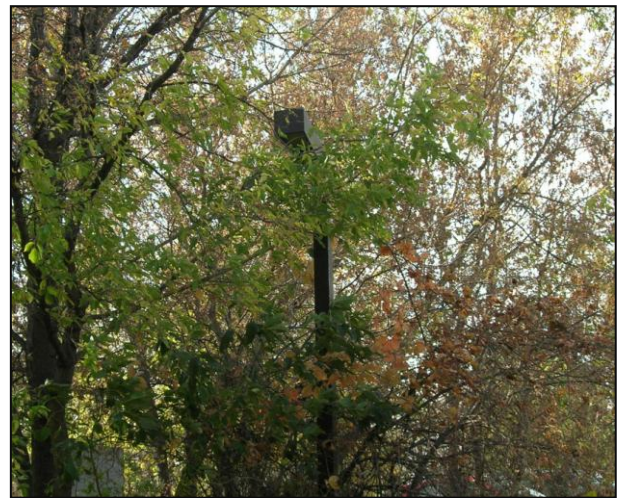
5.0 Mendel Site Safety Audit

5.1 SAFETY AUDIT

The Mendel Site Safety Audit was held on Wednesday, August 17th, 2010 from 8:00 to 10:00 pm as a play was being performed on the Shakespeare on the Saskatchewan site. The audit was conducted by four representatives from the City of Saskatoon, Planning and Development Branch, Neighbourhood Planning Section. Representatives observed the surrounding site before documenting safety concerns and perceptions in the Safety Audit Handbook (see Appendix 8.2). A similar audit was held on Wednesday, September 29th, 2010 from 1:30 to 2:30 pm. Again, two members from the Neighbourhood Planning Section, as well as the Executive Director and CEO of the Mendel Art Gallery, documented safety related information in the Safety Audit Handbooks – this time during the site’s off peak season. Participants in both safety audits outlined a number of safety concerns, including: sightlines, lighting, pathway maintenance, signage, hiding places, access control, and site based activities.

A. Lighting

At the time of the Safety Audit, lighting conditions at the Mendel Site were observed to be inadequate as result of a number of lights being obscured by tree foliage. In addition, one or two lights in the parking lot and around the Mendel building were not working. A lack of consistent lighting throughout the site results in dark spots between lights and inconsistent path illumination. Creating a well lit area by increasing the number of lights, making necessary repairs, and trimming foliage around lighting will increase users’ perceptions of safety.



Foliage is obstructing lighting along a pathway near the parking lot.

Creating a well lit area by increasing the number of lights, making necessary repairs, and trimming foliage around lighting will increase users’ perceptions of safety

B. Sightlines

Although used for aesthetic and screening purposes, the number and density of trees, shrubs and bushes at the Mendel Site makes it difficult to clearly see into neighbouring parking lots or pathways. Heavy foliage along Spadina Crescent East further hampers visibility to and from nearby roadways. A higher standard of maintenance for mature shrubbery and bushes around the site will provide users with improved sightlines into and out of the area, and enhance personal perceptions of safety.



Boundary of trees, bushes and shrubs, separate the parking lots and reduce sightlines.

C. Parking Lot and Pathway Maintenance

Surface pavement within the parking lots and along the pathways is cracked, indented and/or uneven in certain locations. Loose gravel and stones can also be found. These inconsistencies create physical safety issues for pedestrians and cyclists, and can cause vehicular damage. Through maintenance and repair of surface pavement imperfections, the potential hazards they cause can be minimized if not prevented.



Surface pavement cracks and depressions.

A higher standard of maintenance for mature shrubbery and bushes around the site will provide users with improved sightlines into and out of the area and enhance personal perceptions of safety

D. Hiding Places

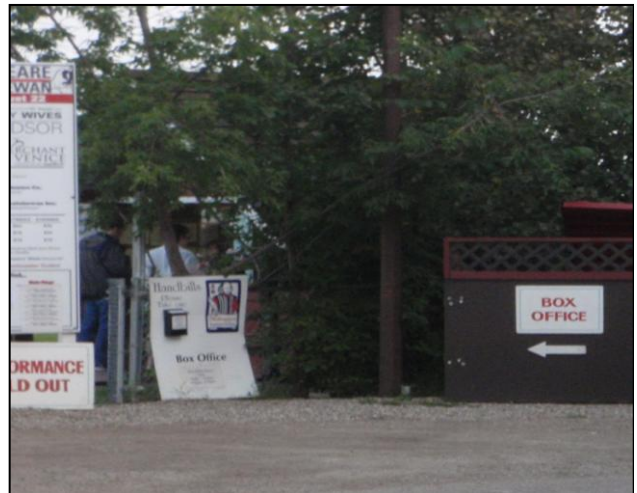
Potential hiding places exist throughout the Mendel Site. Examples include the east side area of the Mendel building (by the stairs) and in pockets of trees and brush along the pathways. These areas represent possible entrapment zones. Other areas of concern include the recessed doorway at the back of the Mendel Art Gallery and the Shearwater Boat Tours site.



Possible entrapment zone adjacent to one of the park pathways.

E. Signage

Signage present at the Mendel Site is limited. There is no permanent signage that establishes what the site is and what it is used for. There are also no maps or directions to the riverbank pathways, Shakespeare site or boat dock. There is also no emergency or maintenance contact information displayed on site. Increased signage in the area would help to define the space and provide valuable information to users.



One of the few signage examples at the Park, located outside of the Shakespeare Site.

Increased signage in the area would help to define the space and provide valuable information to users

F. Access Control

There is no continuous path or sidewalk that runs directly alongside Spadina Crescent East (across from Kinsmen Park). Pedestrians have no choice but to use the pathway through the Mendel Site. Developing an alternate route where pedestrians are able to continue along the road would give people a choice of paths. This would be of particular benefit during night time hours.



No path exists along Spadina Crescent adjacent to the Mendel Site. Users are directed into the Mendel Site.

G. Site-Based Activities

There are few activities at the Mendel Site during the late evening hours and in the fall/winter months. The site, as a result, is largely vacant during certain times of the day. Introducing new activities into the area would help to engage Saskatoon citizens and visitors and attract them to the area. These festivals or venues could be city operated or leased to the private sector.



Much of the Mendel Site is underutilized due to a lack of programming and site activities.

H. General Concerns

A number of City departments, as well as public and private organizations, are responsible for the maintenance of the Mendel Site. With the upcoming relocation of the Mendel Art Gallery, coordination between all those involved will become increasingly important. To ensure consistency in site features and maintenance, the safety recommendations within this report should be incorporated into the Kinsmen Park and Area Master Planning Process.

To ensure consistency in site features and maintenance, the safety recommendations within this report need to be incorporated into the Kinsmen Park and Area Master Planning Process.

5.2 Intercept Survey

During the August 17th Safety Audit, an Intercept Survey was conducted (see Appendix 9.3). The survey was also distributed to volunteers at Shakespeare on the Saskatchewan and staff at the Mendel Art Gallery and Civic Conservatory. The Survey included the following questions:

- The reason for their visit to the site;
- How often they use the site;
- If they feel safe or unsafe during different times of the day;
- If they have been a witness to or a victim of illegal activity; and
- Suggestions to improve safety and use of the area.

During night-time hours (after 10 p.m.) more than half of the Intercept Survey participants did not feel safe in the area.



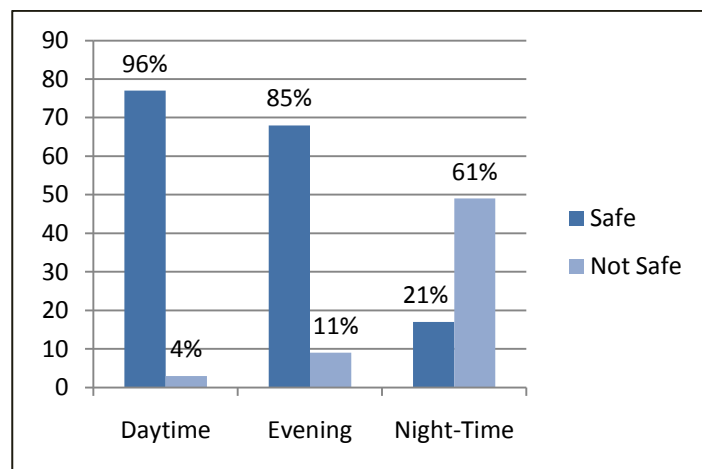
A total of 80 participants completed the Intercept Survey.

Concerns about the Mendel Site that were raised by participants in the Intercept Survey mirrored those that were identified in the Safety Audits. Sightlines, lighting, hiding places and pathway maintenance were consistent areas of concern among those surveyed. Strategies proposed by survey participants to improve safety included better maintenance of pathways and foliage, increased/improve lighting, emergency tools (such as phones) and an increase in the number of events and permanent activities and facilities to attract people into the area.

Most participants surveyed were at the Mendel Site to see Shakespeare on the Saskatchewan or to visit/work at the Mendel Art Gallery. The majority of individuals indicated that they felt safe at the site during the daytime and early evening hours. However, during night-time hours (after 10 p.m.) more than half of the participants did not feel safe in the area (see Figure 3).

Poor lighting conditions, the number of potential hiding places, and the visible lack of people in the area were the reasons most commonly cited for feeling “unsafe” at the Mendel Site at night.

Figure 3 Intercept Survey Perception of Safety



Note: Three participants were unsure or did not respond to the Early Evening Category, while 14 participants were unsure or did not respond to the Night-Time Category. These participants are not included in Figure 3.

6.0 Significant Findings and Recommendations

6.1 NATURAL SURVEILLANCE

Natural surveillance refers to what can naturally or easily be seen within a line of sight. It also refers to the ability of people to see and be seen. Any element of design that increases the chance that a potential offender will be seen, or at the very least think that they may be seen, is a form of natural surveillance. Common strategies to improve natural surveillance include window placement, lighting improvements, and removal of obstructions. It is important to note that additional lighting, while often requested, does not always deter unwanted behaviour. Additional lighting may, in some cases, attract more unwanted behaviour. Consideration should be given as to whether the facility or area being lit should be used, or encouraged to be used, at night time.

6.1.1 Mendel Site Foliage:

Finding:	The number and density of the trees, shrubs and bushes that are on the periphery of and in between each parking lot makes it difficult to maintain clear sightlines and limits natural surveillance. Heavy foliage along adjacent pathways and Spadina Crescent East further reduces visibility from neighbouring sites. Other areas with significant tree and shrub overgrowth include pathways behind the Mendel Art Gallery, around the boat dock area and the Shakespeare on the Saskatchewan site. The Parks Branch completed a pruning “clean up” in 2010; however, the site requires further maintenance of foliage to improve natural surveillance in the area.
Recommendation:	That the Planning and Development Branch, Community Services Department, the Parks Branch, Infrastructure Services Department and the Meewasin Valley Authority identify an appropriate maintenance strategy of the trees and shrubs at the Mendel Site to allow increased natural surveillance whilst retaining an acceptable level of screening for the area.
Justification:	The ability to be seen greatly enhances personal perceptions of safety. In addition, if illegitimate users cannot find hiding places or feel that they are being watched, they may choose to go elsewhere which may reduce undesirable behaviour in the park.

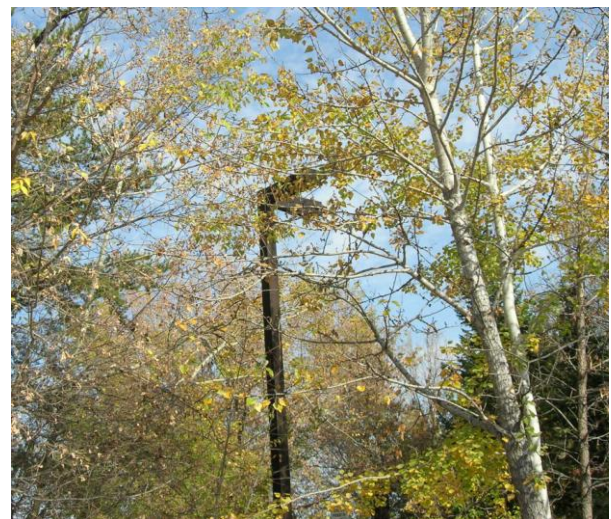
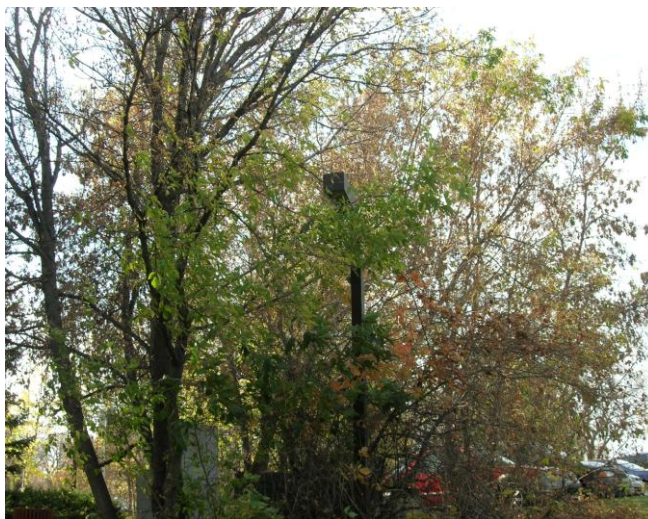


Left: South east of the Mendel Art Gallery and Civic Conservatory building: trees along the pathway are encroaching on pathways and obstructing views.

Right: Mendel Site Road looking north towards the Mendel Art Gallery: overgrown trees and bushes on the periphery of the parking lots reduce sightlines and natural surveillance

6.1.2 Parking Lot Lighting:

Finding:	Lighting conditions within Mendel Park are inadequate due to the obstruction of light fixtures by tree foliage, lights that are not working properly, and a lack of consistent lighting throughout the site. Roadway lighting in the south half of the Mendel Site is equally important, as it is often used as a pedestrian walkway.
Recommendation:	That the Planning and Development Branch, Community Services Department coordinate a meeting with Saskatoon Light & Power, Facilities Branch, Infrastructure Services Department, Parks Branch, Infrastructure Services Department and the Meewasin Valley Authority to review existing lighting in all of the parking lots, the pathway through the site, and the roadway lighting in the south half of the site, to ensure a consistent and uniform lighting level that allows users to recognize and respond to threats to their safety.
Justification:	<p>Creating a well lit area by increasing the number of lights, making necessary repairs, and trimming the foliage around the lights could act as a deterrent for illegal activity. An alternative option is to not light the Mendel Site after a certain time at night. This could deter people from entering into the site in the first place and in turn keep them on a safer pathway adjacent to the road. Currently there is no alternate route. All users are forced to use the pathway through the Mendel Site.</p> <p>Saskatoon Light and Power has recommended that only general security lighting be on from dusk until dawn, with consideration to scheduled higher level lighting depending on the activity in the area. Any new lighting should be designed to illuminate the intended task area and limit lighting spillage into adjacent areas. An increase in lighting levels on site would potentially require an expansion in electrical servicing.</p>



Some of the existing lighting is covered by overgrown foliage which reduces the amount of visibility on the parking lots and pathways.

6.1.3 Eliminate Hiding Places:

Finding:	Areas within the park were identified as potential hiding places that could be used for an illegitimate use. The recessed doorway at the back of the Mendel Art Gallery was one of the major sites of concern. Pockets of trees and brush along certain sections of the pathways at the Mendel Site create perfect hiding places, and represent possible entrapment zones. Encroachment of trees and shrubs onto Shearwater Boat Tours site and the Shakespeare on the Saskatchewan site were also sites of concern.
Recommendation:	That the Planning and Development Branch, Community Services Department meet with the Facilities Branch, Infrastructure Services Department, the Parks Branch, Infrastructure Services Department and the Meewasin Valley Authority to develop options to eliminate or mitigate the number of potential hiding places around the vicinity of the Mendel Art Gallery and Civic Conservatory building and the Mendel Site.
Justification:	Reducing hiding places in the area will enhance the perception of safety, while also reducing the opportunity to engage in illegal activity.



Left: Recessed doorway at back entrance of Mendel Art Gallery creates a haven for individuals to hide in the area and engage in illegal behaviour.



Right: Potential hiding place on one of the site's pathways near the boat dock.

6.2 ACCESS CONTROL

Access control is an element of territoriality. It includes the creation of access points, exits, and gateways to a particular area in such a way as to encourage legitimate users of the area to take ownership of it. Access control may help discourage illegitimate users from inappropriate behaviour in the area.

6.2.1: Spadina Crescent East Sidewalk

Finding:	There is no continuous path or sidewalk on the east side of Spadina Crescent East (across from Kinsmen Park). Pedestrians have no choice but to go through the Mendel Site. Appendix 4 of the City Park LAP identified the east side of Spadina Crescent East (25 th Street to 33 rd Street) in its City Park Missing Sidewalk Inventory.
Recommendation:	That the Planning and Development Branch, Community Services Department confirm with the Infrastructure Services Department, Transportation Branch that a sidewalk along the east side of Spadina Crescent East (25th Street to Queen Street) is included in its priority list, proceed with its installation, as defined in the City Park LAP, and report back to the City Park Community Association and Local Area Planning Committee following completion.
Justification:	Developing an alternative route where pedestrians are able to continue alongside the roadway would give people a safer option as opposed to entering The Mendel Site. A sidewalk in this area would be of particular benefit during night time hours.



No sidewalk exists along the east side of Spadina Crescent East adjacent to the Mendel Site. Pedestrians are directed into the site.

6.3 IMAGE

The image of an area is either enhanced or detracted from by the maintenance of the area. If a property is well-maintained, it indicates that the owner will protect and/or defend the property against crime. Lack of maintenance may signal that the owner will overlook crime or nuisance activities on the property.

6.3.1: Parking Lot and Pathway Maintenance

Finding:	Surface pavement within the parking lots and along the pathways is cracked, depressed and/or uneven in certain areas. Loose gravel and stones can be found along certain portions of the pathways.
Recommendation:	That the Parks Branch, Infrastructure Services Department and the Facilities Branch, Infrastructure Services Department review current practices for maintenance of surface pavement on pathways and parking lots at the Mendel Site. This review should identify the feasibility and expected timeframe for resolving the current deficiencies presently on site, determining the responsibilities of each Branch, and maintaining the parking lots to an acceptable level.
Justification:	Inconsistencies in surface pavement can lead to physical injuries for pedestrians and cyclists, as well as vehicular damage. General upkeep of the area also improves its appearance and image. It enhances the safety of users of the space and helps them feel that the area will be protected and maintained. Through maintenance and repair of surface pavement imperfections, the potential hazards they cause can be minimized if not prevented.



Left: A divot in the pavement and loose gravel located on the pathway near entrance to Shakespeare on the Saskatchewan.



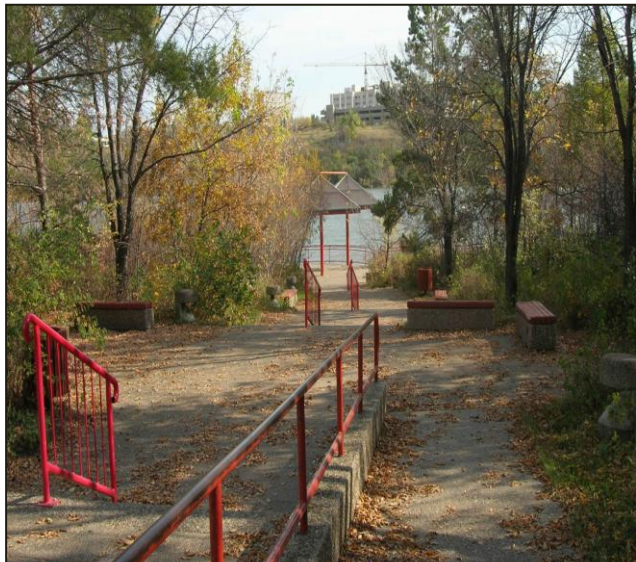
Right: Pavement cracks and depressions in the parking lot of the Mendel Site.

6.4 TERRITORIALITY

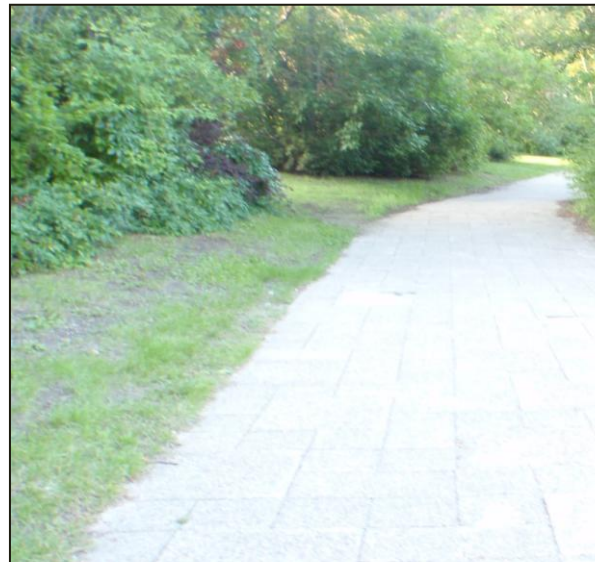
The concept of territoriality refers to clearly defining public, semi-public and private spaces. It includes the idea of redefining the physical space so that local residents and legitimate users can be responsible for part of the public environment.

6.4.1: Mendel Site Signage

Finding:	The signage present at the Mendel Site is quite limited. There is no signage that establishes what the site is and what it is used for. There are also no maps or directions to the riverbank pathways, Shakespeare site, boat dock or neighbouring sites and attractions. There is also no emergency or maintenance contact information displayed on site.
Recommendation:	That the Planning and Development Branch, Community Services Department and the Meewasin Valley Authority, Shakespeare on the Saskatchewan, Shearwater Boat Tours and Parks Branch, Infrastructure Services Department develop signage that identifies park attractions, directions, hours of operation, and emergency and maintenance contact information.
Justification:	Signs are communication devices used to give public information and define the space. For visitors who are not familiar with the park, the proper signage can serve as an outreach tool to better inform them about the park.



Left: East side of the Mendel Site looking towards the river and boat dock area. There are no signs to help identify where the path goes, what the space is and what it is used for.



Right: Looking south towards Shakespeare on the Saskatchewan Site, on a pathway east of the parking lots. There are no signs that establish where the user is and what direction he or she should go in.

6.5 CULTURE & CONNECTIVITY

Community culture is created through a shared sense of place and history among residents. This can be established and strengthened through festivals, sporting events, public art, and music events. A strong sense of community culture enhances pride and territoriality, thereby helping to reduce crime rates.

The principle of connectivity refers to maintaining connections both within the community and with other groups and organizations external to the community. These connections help the community to access information and services that support the goals of the community and its residents.

6.5.1: Site-Based Activities

Finding:	There are a limited number of activities at the Mendel Site during the late evening hours and fall/winter months.
Recommendation:	That the Leisure Services Branch, Community Services Department review the feasibility of increasing opportunities to expand temporary and/or permanent community or private programming and activities within the Mendel Site.
Justification:	Encouraging activities on site supports a strong neighbourhood and community culture. Introducing new activities or venues into the area may encourage people to use the park at different times of the day, increasing connectivity as well as natural surveillance.



Left: Shakespeare on the Saskatchewan runs from early July until mid August (source: Tourism Saskatchewan; www.sasktourism.com).



Right: The “Meewasin Queen” – one of Shearwater’s riverboats operates between May Long Weekend and Labour Day Weekend (source: Shearwater Tours; www.shearwatertours.com).

6.6 GENERAL

In August of 2010, City Council approved a report entitled “Mendel Art Gallery and Civic Conservatory”, which stated that the City will maintain ownership of the Mendel Art Gallery and Civic Conservatory building following the relocation of the Art Gallery to the River Landing site. The report recommended that the adaptive re-use of the Mendel Art Gallery building and grounds (including the Shakespeare on the Saskatchewan site and the Shearwater Boat Tour docks) be incorporated into an integrated Master Plan that is being developed for Kinsmen Park and its surrounding area.

6.6.1. Kinsmen Park and Area Master Planning Process

Finding:	Incorporating the safety recommendations within this report into the Kinsmen Park and Area Master Planning Process is critical to improving perceptions of safety at the Mendel Site.
Recommendation:	That the Planning and Development Branch, Community Services Department, forward a copy of this report to the Land Branch, Community Services Department for incorporation into the Kinsmen Park and Area Master Planning Process.
Justification:	Forwarding the safety recommendations contained within this report will assist in achieving a number of the objectives identified under the Master Planning Process, including creating a high quality, fully connected and safe site for citizens.

7.0 Summary of Implementation Activities

SUMMARY OF IMPLEMENTATION ACTIVITIES

The recommendations and findings presented in this report offer a number of options to reduce the opportunity for crime to occur, and increase perception of safety at the Mendel Site.

This report will be submitted to the City Park Community Association and various civic departments for information. In addition, the report will be submitted, for information, to the Municipal Planning Commission (MPC) and the City's Planning and Operations Committee to ensure updated information related to the Local Area Planning and Neighbourhood Safety processes is presented to these Committees. Since the recommendations in this report are a direct result of a City Council approved recommendation from the City Park Local Area Plan, the recommendations in this report will be added directly to the Local Area Plan and Neighbourhood Safety Implementation List.

This report will also be submitted for inclusion in the Kinsmen Park and Area Master Planning Process. The Planning and Development Branch, in conjunction with the Steering Committee, will work to identify which recommendations will be incorporated within the Master Plan, and how these recommendations should be prioritized. This process will help to ensure that maintenance and lighting concerns are consistently addressed.

The Planning and Development Branch will use this report in the continued implementation of the recommendations of the City Park Local Area Plan.

8.0 Appendices

8.1 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN: SUMMARY OF PRINCIPLES

Definition

Crime Prevention Through Environmental Design (CPTED) focuses on the relationship of the built environment and the social behaviour that occurs in that built environment. It is an inclusive, collaborative, and interdisciplinary approach to reducing opportunities for crime, improving perceptions of safety, and strengthening community bonds. CPTED principles, which are now widely applied in the United States, Canada, and other Commonwealth countries, stem from the observed phenomenon that certain “cues” in the physical environment can prompt undesirable or crime-related behaviours as well as perceptions of being safe or unsafe in users of that same environment.

CPTED practitioners utilize design, activity, and community involvement to reduced opportunities for crime and reduce users’ fear of crime. CPTED strategies are usually developed jointly by an interdisciplinary team that ensures a balanced approach to problem solving that includes the community in all aspects of the process.

CPTED Principles

The principles of Crime Prevention Through Environmental Design are divided into categories commonly known as “First Generation”, “First Generation Advanced”, and “Second Generation”. First Generation and First Generation Advanced principles focus mainly on addressing the physical environment, while Second Generation principles focus on how people interact with each other in that physical environment and have a distinctive social change theme. A brief explanation of each CPTED principle follows.

- **Natural Surveillance:** the concept of putting “eyes on the street”, making a place unattractive for potential illegitimate behaviour. Street design, landscaping, lighting and site design (i.e. neighbourhood layout) all influence the potential for natural surveillance.
- **Access Control:** controlling who goes in and out of a neighbourhood, park, building, etc. Access control includes creating a sense of “turf”, for legitimate users, while focusing on formal and informal entry and exit points.
- **Image:** the appearance of a place and how this is instrumental in creating a sense of place or territory for legitimate users of the space. A place that does not appear to be maintained or cared for may indicate to criminals that the place will not be defended and criminal activity in the area will be tolerated.
- **Territoriality:** the concept of creating and fostering places that are adopted by the legitimate users of the space (i.e. take ownership); making it less likely for people who do not belong to engage in criminal or nuisance behaviour at that location.
- **Activity Support:** the concept of filling an area with legitimate users (by facilitating or directly scheduling activities or events) so potential offenders cannot offend with

impunity. Places and facilities that are underused can become locations with the potential for criminal activity.

- **Crime Generators:** activity nodes that may generate crime. For example, a 24 hour convenience or liquor stores may not be a problem in itself but where it is located in the community may cause conflict or unforeseen secondary activity. The location of some land uses is critical to ensuring an activity does not increase the opportunities for crime to occur or reduce users' and resident's perceptions of their safety in the area.
- **Land Use Mix:** the concept that diversity in land uses can be a contributor or detractor for crime opportunities. Separating land uses (i.e. residential) from each other can create places that are unused during certain times of the day.
- **Movement Predictors:** force people, especially pedestrians and cyclists, along a particular route or path, without providing obvious alternative escape routes or strategies for safety. Potential attackers can predict where persons will end up once they are on a certain path (e.g. a pedestrian tunnel or walkway).
- **Displacement:** can be positive or negative so it is critical to understand how crime may move in time or space and what the impact may be. In general, the displacement that must be considered is:
 - Negative displacement – crime movement makes things worse;
 - Diffusion of benefits – displacement can reduce the overall number of crimes more widely than expected;
 - Positive displacement – opportunities for crime are intentionally displaced which minimizes the impact of the crime.
- **Cohesion:** the supportive relationships and interactions between all users of a place to support and maintain a sense of safety. Though not a specific urban design function, design can enhance the opportunity for positive social cohesion by providing physical places where this can occur, such as activity rooms, park gazebos, or multi-purpose rooms in schools and community centers. In some cases property owners or building managers can provide opportunities for social programming. This will increase the ability of local residents or users of a space to positively address issues as they arise.
- **Connectivity:** refers to the social and physical interactions and relationships external to the site itself. It recognizes that any given place should not operate in isolation from surrounding neighbourhoods and/or areas. Features such as walkways and roadways connecting a particular land use to the surrounding neighbourhoods and/or areas can accomplish this. Features such as centrally located community centers or program offices can also encourage activities to enhance this.
- **Capacity:** the ability for any given space or neighbourhood to support its intended use. For example, excessive quantities of similar land uses in too small an area, such as abandoned buildings or bars, can create opportunities for crime. When a place is functioning either over or under capacity, it can be detrimental to neighbourhood safety.

- **Culture:** the overall makeup and expression of the users of a place. Also known as “placemaking”, it involves artistic, musical, sports, or other local cultural events to bring people together in time and purpose. Physical designs that can encourage this include public multi-purpose facilities, sports facilities, and areas that local artists and musicians might use. Community memorials, public murals, and other cultural features also enhance this. These features create a unique context of the environment and help determine the design principles and policies that best support the well being of all user groups and contribute to their cohesiveness.

CPTED principles are generally considered and utilized in combination with one another. However, for any CPTED strategy to be successful, the nature of the crime or safety-related issue must be carefully and accurately defined. It is important to understand the context within which crime occurs in an area to be able to implement appropriate solutions.

Risk Assessment

Risk Assessments combine scientific field research and analytical methods with the practical experience of crime prevention practitioners and the perception of community members; a combination of quantitative (statistical) and qualitative (perception) approaches. In a Risk Assessment, a wide variety of quantitative and qualitative data is collected and considered to allow for an accurate portrayal of issues. This in turn allows for a much more effective solution or action plan to be developed. A Risk Assessment is critical to the success of a CPTED strategy because, in addition to “obvious” problems, there are often less obvious or underlying problems that need to be identified and addressed.

Data collection such as crime statistics, resident surveys, user surveys, and population demographics are all part of the quantitative picture. This information aids in understanding the context around the issue and the opportunities for crime. The other part of the picture, the qualitative, deals with the perceptions that people have about their safety. Safety Audits, perception and intercept surveys (of actual users), and site inspections all add to the understanding of what environmental cues the area is presenting and how these affect people’s “feelings” of safety.

Without this larger picture, the appropriate solutions to a problem may not all be identified. Solutions will be generated by virtue of the discussion around the issue, in this case identifying a new use for an existing underutilized area, but the best solution may not be generated or solutions chosen may, on the surface, look effective but may create another problem entirely.

The Safety Audit and CPTED Review

A Safety Audit is a process that allows the regular users of an area to identify places that make them feel unsafe. Area residents are considered the “local experts” because they are the most familiar with the area and what happens on a day-to-day basis. Change then becomes the responsibility of a group of people who care about the community and will include audit participants, the community as a whole and local government. Residents become directly involved in making their community safer through this process.

The goal of a Safety Audit is to identify and to improve an environment. Reduced opportunities for crime and improved perceptions of crime in the area improve everyone's personal safety. Depending on the circumstances, residents, local business, and local government should work together to find solutions to safety problems in the community using the audit results as one tool, or input, in the overall Risk Assessment of the area. A Safety Audit is a highly flexible process and can be easily adapted to meet the needs of the community. In Saskatoon, Safety Audits based on CPTED principles have now been applied in a number of settings including parks, streets, and buildings.

A Crime Prevention Through Environmental Design (CPTED) Review is similar to a Safety Audit in that it reviews an area of concern using the principles of CPTED, but has less public participation. It can be used when the area is small, timelines are short, or public participation is not possible or very difficult. It is also effective if there is specialized knowledge needed to assess the site or the potential solutions.

8.2 SAFETY AUDIT FORM

Safety Audit

Neighbourhood: _____

Specific Location: _____

Date: _____ Day: _____ Time: _____

Weather Conditions (e.g. sunny, rainy, cloudy, full moon, etc.): _____
 _____ Temperature: _____

Age: (Please circle the age range that applies to you)

10-14	40-44	70-74
15-19	45-49	75-79
20-24	50-54	80-84
25-29	55-59	85-89
30-34	60-64	90-94
35-39	65-69	95+

Sex: _____

Affiliation (Community Association, Merchant, Resident, etc.):

GENERAL IMPRESSIONS

1. Your gut reactions: _____

2. What five words best describe the place? _____

LIGHTING

3. Impression of lighting:

Very poor Poor Satisfactory

Good Very good

Too dark Too bright

4. Is the lighting even? yes no why? _____

5. How many lights are out? _____

6. What proportion of lights are out? (e.g. Maybe only two bulbs on the block you are on are burned out, but if there are only three bulbs to start with, then a more powerful way to say this is that two-thirds of the lights are out) _____

7. Can you identify a face 25 paces away? (walk 25 paces from the group to check)

yes no

8. Do you know where/whom to call if lights are out, broken, not yet turned on, etc.?

yes no

9. Is the lighting obscured by trees or bushes?

yes no where? _____

10. How well does the lighting illuminate the following:

	Very poor					Very well	location
Sidewalks	1	2	3	4	5		
Bus stops	1	2	3	4	5		
Seating	1	2	3	4	5		
Signs	1	2	3	4	5		
Entrances	1	2	3	4	5		
Exits	1	2	3	4	5		
Alleys	1	2	3	4	5		
Walkways	1	2	3	4	5		
Phone booths	1	2	3	4	5		
(other)	1	2	3	4	5		
	1	2	3	4	5		

If poor or very poor, please describe why: _____

Additional comments: _____

SIGNAGE

11. Are there location or street signs nearby that can help identify where you are?

yes no

12. Are there signs that show you where to get emergency assistance if needed?

yes no

13. Are there signs that direct you to wheelchair access?

yes no

14. Do exit doors identify where they exit to?

yes no

15. Is there information posted describing the hours the building or site is legitimately open?

yes no

16. Impression of overall signage:

Very poor Poor Satisfactory

Good Very good

17. What signs should be added and where? (if necessary) _____

SIGHTLINES

18. Can you clearly see what's up ahead? yes no

19. If no, why not?

Bushes Fences hill

Other _____

20. Are there places someone could be hiding? yes no

21. If yes, where? _____

22. What would make it easier to see?

E.g.:

- | | |
|---|---|
| <input type="checkbox"/> Angled corners | <input type="checkbox"/> Security mirrors |
| <input type="checkbox"/> Trimmed bushes | <input type="checkbox"/> Vehicles moved |
| <input type="checkbox"/> Snow cleared | <input type="checkbox"/> Transparent building materials |

Other comments:

ISOLATION – EYE DISTANCE

23. At the time of your audit, does the area feel isolated? yes no

24. How many people are likely to be around?

- In the early morning:

None A few Several many

- During the day:

None A few Several many

- In the evening:

None A few Several many

- Late at night (after 10pm):

None A few Several many

25. Is it easy to predict when people will be around?

yes no

26. Is there a monitor or surveillance system? yes no not sure

Other comments: _____

ISOLATION – EAR DISTANCE

27. Are there any areas where a call for help could not be heard?

yes no don't know

28. How far away is the nearest emergency service such as an alarm, security personnel, crisis telephone? _____ don't know

29. Can you see a telephone or a sign directing you to emergency assistance?

yes no

30. Is the area patrolled? yes no don't know

31. If yes, how frequently?

every hour once per afternoon/evening don't know

Other Comments: _____

MOVEMENT PREDICTORS (a predictable or unchangeable route or path)

32. How easy is it to predict a person's movements (e.g., their route)?

very easy somewhat obvious no way of knowing

33. Is there always an alternative well-lit and frequently travelled route or path available?

yes no don't know

34. Can you tell what is at the other end of paths, tunnels, or walkways in this area?

yes no

35. Are there corners, alcoves, or bushes where someone could hide and wait for you?

yes no where? _____

36. Other comments: _____

POSSIBLE ENTRAPMENT SITES

37. Are there small, confined areas where you would be hidden from view?

between garbage bins unlocked equipment or utility shed

alley or laneway recessed doorway construction site

Other: _____

ESCAPE ROUTES

38. How easy would it be for an offender to disappear?

very easy quite easy not very easy

39. Is there more than one exit from the lane/stree/walkway?

yes no don't know

40. If yes, please describe. _____

NEARBY LAND USES

41. What is the surrounding or nearby land used for (list all that apply)?

stores offices restaurants
 residential houses or streets factories
 busy traffic heavily treed/wooded areas
 riverbank parking lots campus buildings
 don't know Other: _____

42. Can you identify who owns or maintains nearby land? yes no

43. Impressions of nearby land uses:

Very poor Poor Satisfactory
 Good Very good

MAINTENANCE

44. Impressions of maintenance:

Very poor Poor Satisfactory
 Good Very good

45. Is there a lot of litter lying around?

- Good
- Very good

56. If you weren't familiar with this area, would it be easy to find your way around?

- yes
- no

57. Does the place "make sense"? yes no

58. Is the place too spread out? yes no

59. Are there a confusing number of levels? yes no

60. Other comments:

IMPROVEMENTS

61. What improvements would you like to see?

62. Do you have any specific recommendations?

8.3 INTERCEPT SURVEY FORM

Mendel Art Gallery Site Intercept Survey

Date: _____ **Surveyor:** _____

Postal Code: _____ **Gender:** Female Male (Circle one)

1. Which of the following age categories do you fall in to? (Circle one)

19 and under 20-29 years 30-39 years 40-49 years 50-59 years 60-69 years 70 +

2. How did you get here?

Car Bicycle On Foot Public Transit

3. Why have you come to this area today? (Circle one)

Attend Shakespeare Mendel Art Gallery Use the MVA Trail Other

4. How often do you or your family visit the Mendel Art Gallery Site? (Circle one)

On a regular basis Only for Special Events

5. Do you feel safe using the parking lots and walking in this area:

a. During the day? YES NO
Why?

b. During the early evening? YES NO
Why?

c. At night (after 10 pm)? YES NO
Why?

6. Have you ever noticed any illegal activity in or near parking lots? YES NO
Where?

What was going on?

7. Have you, or anyone you love, ever experienced an incident in or near parking that made you feel afraid or unsafe? YES NO
If YES, please explain

8. Do you have any other safety-related comments you'd like to make about this area?

9. What changes in this area would entice you to come down to this area more often?

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: June 1, 2011
SUBJECT: Sale of Predesignated Land – 125 Willis Crescent – Classic Communities Ltd., Mortgage Flexibilities Support Program, Innovative Housing Incentives
FILE NOS.: PL 951-89 and LA 4131-17

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

- 1) that the City of Saskatoon enter into a six month Option to Purchase Agreement with Classic Communities Ltd. to sell Parcel A, Plan 102036057 (125 Willis Crescent), for the purpose of constructing 12 affordable housing units and 48 entry-level housing units according to the terms set out in this report;
- 2) that funding of \$177,600 for the construction of 12 affordable housing units by Classic Communities Ltd. be approved under the Innovative Housing Incentives Policy No. C09-002;
- 3) that these 12 housing units be designated under the City of Saskatoon’s Mortgage Flexibilities Support program, as defined in Section 3.8 of the Innovative Housing Incentives Policy No. C09-002, subject to approval by Canada Mortgage and Housing Corporation or Genworth Financial Canada to provide mortgage loan insurance flexibilities; and
- 4) that the City Solicitor be requested to prepare the necessary documents to execute this Option to Purchase Agreement, and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

BACKGROUND

This 2.36 acre parcel located at 125 Willis Crescent in the Stonebridge neighbourhood was predesignated for an entry-level ownership housing project by City Council on March 7, 2011. This site was suitable for an entry-level ownership housing project that could include a smaller proportion (up to 20 percent) of affordable ownership housing. City Council authorized the Land Branch Manager to sell this parcel at a fixed price of \$1,641,000, plus applicable taxes, through a Request for Proposal (RFP) process to the proponent that received the highest score from the Administration, based on the evaluation criteria set by City Council.

On June 22, 2009, City Council created the new Mortgage Flexibilities Support Program which 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 as defined in Innovative Housing Incentives Policy No. C09-002.

Eligible housing projects must be pre-designated for the Mortgage Flexibilities Support Program by the City of Saskatoon (City) and approved by the Canada Mortgage and Housing Corporation (CMHC) or Genworth Financial Canada (Genworth). Once approved, the mortgage insurers offer homebuyers flexibilities in their mortgage financing, such as reduced premiums and increased debt servicing ratios.

Developers of approved projects qualify for a grant of up to 10 percent of the total capital cost under the Innovative Housing Incentives Policy No. C09-002 to make the homes more affordable for low- and moderate-income households.

REPORT

Request for Proposal Process

In March 2011, this parcel was offered for sale through an RFP process with the purpose of creating entry level and affordable ownership housing. The RFP documents were emailed to land developers, builders, and affordable housing providers. Additionally, the RFP process was advertised in The StarPhoenix and on the City's website. Interested parties were given seven weeks to submit a proposal.

The City received seven proposals for this site, all from local builders with experience in constructing multi-unit housing. The proposals were evaluated by the Community Services Department according to the criteria set by City Council which included the number and proportion of entry level and affordable units, site density, developer-sponsored incentives, architectural merit, energy conservation, amenity space, and accessibility. All proposals were good; however, two proposals for the site were particularly strong, with one proposal standing clear.

Classic Communities Ltd.'s Proposal

The proposal submitted by Classic Communities Ltd. (CCL) received the highest aggregate score on the criteria set by City Council, and the Administration is recommending the acceptance of CCL's proposal. CCL's proposal (Attachment 1) makes very efficient use of the site and provides 12 affordable and 48 entry-level homes in a stacked townhouse format. All units have direct access to the outside, two or three bedrooms, and range in size from 1,008 square feet to 1,088 square feet. The homes will be sold for \$1,000 below the appraised value with estimated prices ranging from \$244,000 to \$264,000 (before incentives).

Each home will include five appliances and will be built equivalent to Energy Star standards to reduce operating costs and long-term environmental impacts. The exterior walls will be

constructed from Structurally Insulated Panels (SIPs) which outperform conventional six inch walls in terms of heat retention.

CCL is an Alberta-based company that is a leader in the entry level and affordable housing markets due to its practice of using some of its profits to assist homebuyers through their Mortgage Assistance Plan. To date, they have assisted close to a thousand families under this program. Recently, CCL has expanded into Saskatchewan and are currently constructing entry-level projects in Saskatoon's Hampton Village neighbourhood and in the city of Regina.

Option to Purchase Agreement

CCL will be required to enter into a six-month Option to Purchase Agreement with the City no later than 30 days after this proposal is accepted by City Council. CCL will be required to pay a non-refundable deposit of \$32,820 (2 percent of the purchase price) plus G.S.T. when the Option to Purchase Agreement is signed. The option fee will go towards the purchase price if the Option to Purchase Agreement is exercised within the six-month period.

The Option to Purchase Agreement will grant CCL a period of six months to have their detailed architectural drawings accepted by the City, obtain approval for Mortgage Flexibilities from CMHC or Genworth, pay the full purchase price, and take possession of the site. Should CCL fail to meet this deadline, their deposit will be forfeited, and the City will be free to sell the property to other buyers.

The price for this site has been set by City Council at \$1,641,000. The Administration is recommending that the payment schedule be as follows:

A non-refundable deposit upon signing the Option to Purchase Agreement:	\$ 32,820
Final payment upon taking possession:	<u>\$1,608,180</u>
Total purchase price:	\$1,641,000

The Option to Purchase Agreement will contain a construction clause requiring that the foundations, as proposed, be finished within a time frame agreed to between the City and CCL. This clause will state that the City has the right to repurchase the property at the original price should CCL fail to meet their obligation by completing the foundations as proposed.

Financial Incentives: Affordable Units

The 12 affordable units will qualify for the City's 5 percent down payment grant under the Mortgage Flexibilities Support Program. Additionally, CCL has requested an 8 percent capital grant under the City's Innovative Housing Incentives Program estimated at \$14,800 per unit or \$177,600 for the 12 affordable units. CCL will commit the City's capital grant along with \$56,060 per unit from their profits to their Mortgage Assistance Plan, which will assist homebuyers with their monthly mortgage payments for a period of 15 years.

CCL's Mortgage Assistance Plan will provide a monthly mortgage subsidy directly to the lender starting at \$705 per month for the first year. This monthly subsidy will decline by \$45 each year for a period of 15 years after which time the homebuyer will be responsible for the full mortgage payment. The mortgage subsidy funds will be held in trust by the Canadian Society for Housing Trusts, which is overseen by a board of directors who are at arm's length from CCL.

Combined, the incentives offered by the City and CCL will enable households with incomes as low as \$36,500 to purchase one of these 12 affordable homes. These incentives will be available to households with incomes below \$52,000 (with dependents) or \$44,500 (without dependents).

Developer-Sponsored Incentives: Entry-Level Units

The City does not provide assistance to buyers of entry-level homes; however, CCL's Mortgage Assistance Program will apply to entry-level buyers with household incomes up to \$70,000. For entry-level buyers, the monthly mortgage subsidy will begin at \$560 per month and decline by \$65 per month for a period of ten years. The 48 entry-level homes will be attainable to households with incomes as low as \$42,600.

Preliminary Zoning Review

The Planning and Development Branch conducted a preliminary zoning review of the proposed development. The proposal should comply with Zoning Bylaw No. 8770; however, more detailed drawings will be required at the time of Permit Application.

Architectural Review

The plans show attractive three-storey buildings with a variety of finishes including stone and vinyl siding. More detailed drawings will be required to complete a full architectural review to ensure compliance with the City's architectural controls for multi-unit projects.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

This report recommends a total funding commitment of \$177,600. The funding source for this project is the Affordable Housing Reserve. In December 2010, City Council allocated an additional \$1.5 million dollars to the Affordable Housing Reserve. To date, City Council has approved expenditures totaling \$1,171,390 from this allocation. If this project is approved, there will be approximately \$151,010 remaining for additional affordable housing projects from the 2011 allocation.

An additional \$146,400 (12 x \$12,200) will be allocated towards the down payment grants under the Mortgage Flexibilities Support Program. However, the City is eligible for a grant from the

Province of Saskatchewan of up to \$5,000 per unit towards the down payment grant. The remainder of the funds advanced through the down payment grant will be returned to the Affordable Housing Reserve over a period of approximately five years as the incremental property tax revenue is redirected back into the reserve.

ENVIRONMENTAL IMPLICATIONS

The homes proposed in this report will be built equivalent to Energy Star standards to reduce operating costs and long-term environmental impacts.

OPTIONS

1. Accept the recommendations of this report and enter into an Option to Purchase Agreement for this site with Classic Communities Ltd. and provide financial incentives as outlined in this report.
2. Reject the proposal and reissue the RFP for this site. If this option is chosen, the Administration will require more direction from City Council concerning the criteria to use for this site.

The Administration is recommending Option 1.


PUBLIC NOTICE

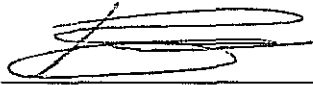
Public Notice, pursuant to Section 3 of the Public Notice Policy No. C01-021, is not required.

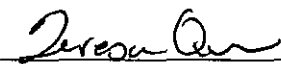
ATTACHMENT


1. Site Plan and Rendering

Written by: Daryl Sexsmith, Housing Analyst
Neighbourhood Planning Branch

Reviewed by: 
Rick Howse, MCIP, Manager
Land Branch

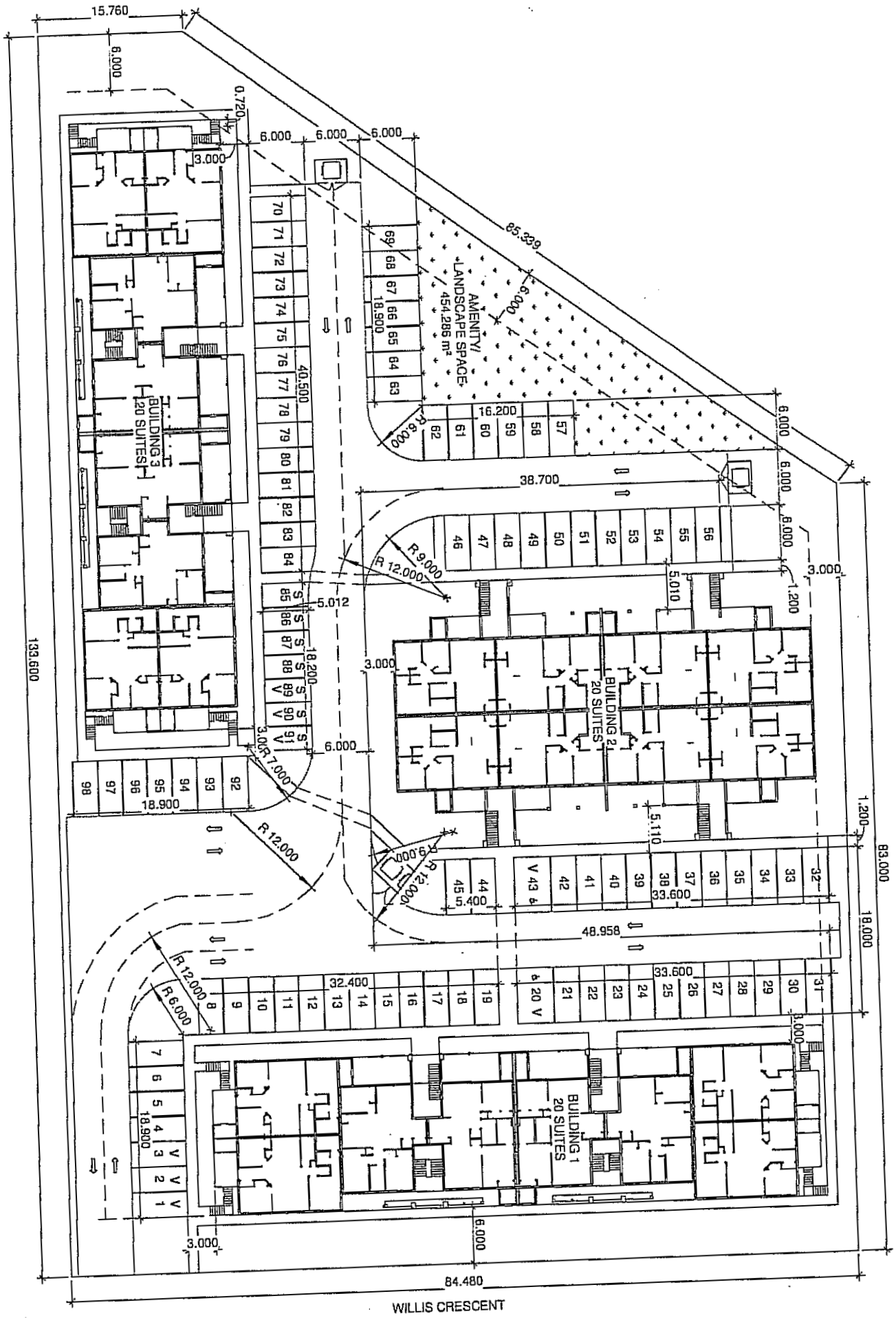
Reviewed by: 
Randy Grauer, MCIP, Manager
Planning and Development Branch

Approved by: 
for Paul Gauthier, General Manager
Community Services Department
Dated: June 7, 2011

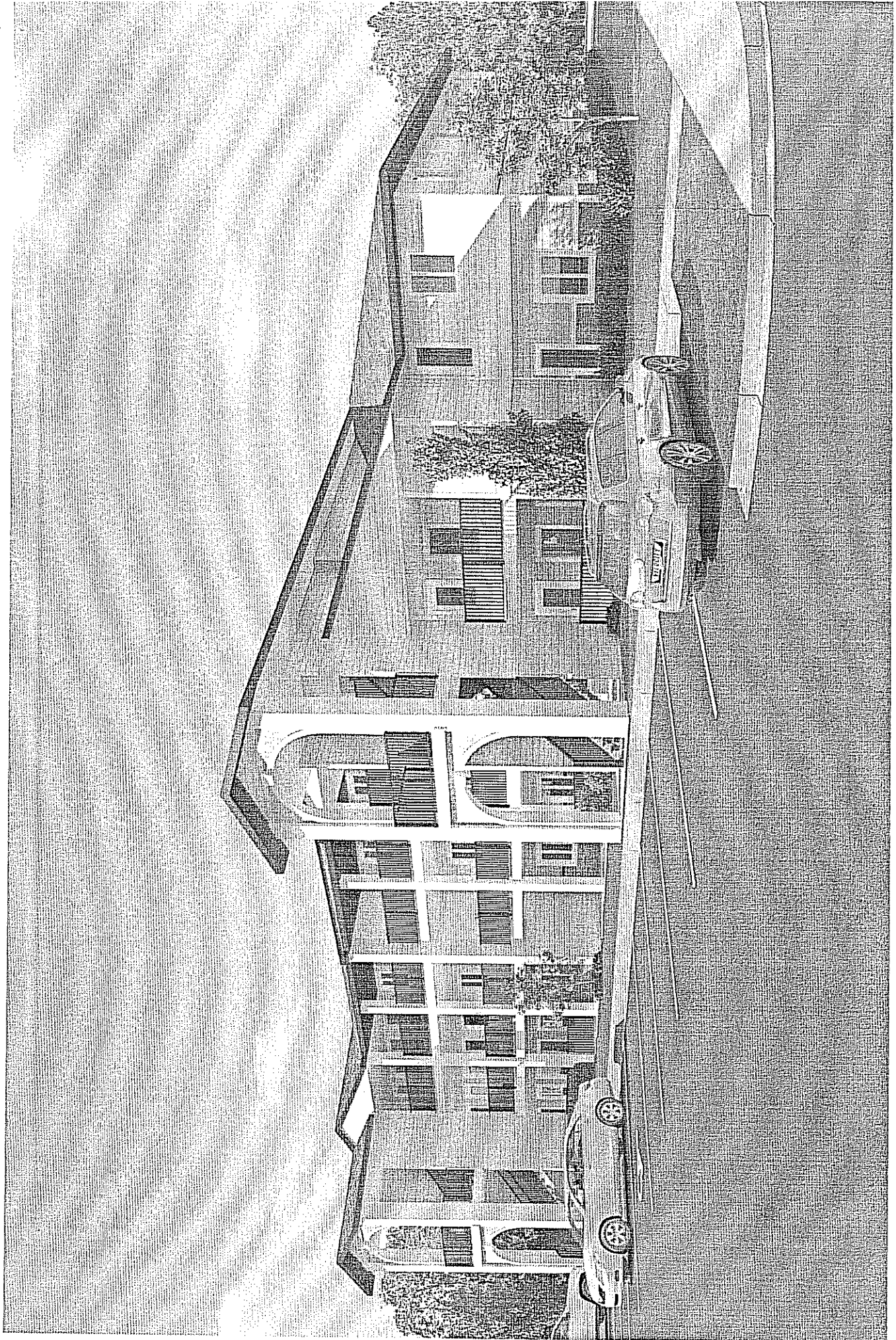
Approved by: 
for Murray Totland, City Manager
Dated: June 9/11

cc: City Solicitor's Office

1 Site
1:500



WILLIS CRESCENT



TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: June 6, 2011
SUBJECT: Immigration Project – Update Report
FILE NO: RR 115-2 and LS 220-48

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

BACKGROUND

For the last 3 years, with funding received from the Federal and Provincial Governments, your Administration has been engaged in activities that contribute not only to the welcoming nature of our city, but also to the design and delivery of programs that enhance civic engagement and involvement of newcomers to Saskatoon (for this report, newcomers refers to both, immigrants and refugees). Progress reports on activities completed until May 2010 have previously been presented to City Council.

REPORT

This report will provide City Council with an update on activities undertaken from May 2010 to April 2011. The focus of activities for this timeframe can be categorized into four primary areas:

- i) Community Connections and Capacity Building,
- ii) Information & Awareness,
- iii) Community Information, and
- iv) Networking & Collaboration.

The specific activities and areas that they have had an impact on are summarized as follows:

i) Community Connections and Capacity Building

1. Programming Templates: Newcomers to Saskatoon 'immigrate' to Canada but they 'inhabit' neighbourhoods. If that is true, then Community Associations become natural stakeholders in the two-way process of integration. Newcomer involvement in a Community Association can take many forms such as: being participants/registrants of programs, volunteers for single or multiple events, Board Members, and program facilitators or instructors. In order to make their programming more reflective of our changing demographics, as well as infusing new programming ideas, we have created program templates for multicultural and intercultural programming in culture, recreation, and sports. Over the next few months they will be test piloted with the Community Associations and modifications made accordingly.
2. Volunteer mentoring: Over the last year, two immigrants were each matched with the Silverwood Community Association and the Confederation Park Community Association, where they both had the opportunity of learning about the functioning of the Community Association. They have both taken on the roles of Secretary, not just in a volunteer shadowing/mentoring capacity, but they are now the officially-appointed Secretaries. A point of convergence was found with the

Saskatoon Open Door Society and their Volunteer Placement program. We are looking forward to partnering with them to make further connections with Community Associations. At the same time, our Community Associations have been targeting some of their volunteer recruitment to newcomers in the community and anecdotally, there are a couple of Community Associations seeing an increase in newcomers informally volunteering for activities in their neighbourhood.

3. Fun for All Playground Program: The concept of a multicultural summer playground program, that two years ago was piloted at Meadowgreen Park, was expanded to two additional parks – Greystone and North Park. The long-term vision of this program is that multicultural activities act as the catalysts to attract newcomer children to the parks, as well as increase awareness of other cultures from a games and crafts perspective – two-way integration. The International Women of Saskatoon (IWS) and the Saskatchewan Intercultural Association (SIA) summer youth programs both took their youth participants to job-shadow as well as provide some form of multicultural activity at the site/s. The coordinators of the program report that “...the participants were able to teach other children about their cultures which helped the girls feel more comfortable and accepted in Saskatoon.” Please see Attachment 1 as a true testimonial to the impact of these types of partnerships. We continue to work with our Neighbourhood Program Consultant and Community Recreation Programmers and this year the concept of a multicultural playground will be reflected in the programming at all the playgrounds.

ii) **Information & Awareness**

1. Pilot bus tour of Civic facilities: On Saturday January 15 and February 26, 2011, in partnership with the University of Saskatchewan and the Newcomer Information Centre, we hosted two bus tours of our Civic Centres. With the two tours, there were a total of 87 people who partook in this successful pilot. Both tours were a lot of fun and feedback was positive. Participants were appreciative of the interactive sessions, the sights, as well as the opportunity to learn more about Saskatoon. It made them feel more connected with the city. For the International Students, it was an opportunity to connect with recreation facilities, activities and opportunities beyond the U of S campus. See Attachment 2 for a copy of an appreciation note from the U of S for the tours. During the bus tours, all participants were given relevant city publications such as the Leisure Guide, applications for Leisure Access Cards, as well as a complimentary pass to use at any of the leisure facilities. Besides the comments on the feedback sheets, a few days after the tour, your Administration received an email from a student and her spouse stating: *“Thanks a lot for yesterday's tour. It was really very nice. We woke up this morning very energetic and my husband went to the Terry fox track to play soccer.”*

2. Educational Workshops: Partnering with our Cultural Diversity and Race Relations Office (CD&RR), we participated in 'Conversation Circles' on anti-Racism. A detailed report with an action plan will be provided by the CD&RR office. We are also working on the development of an anti-racism toolkit that can be tailored to the audience, e.g.: school or business. Furthermore, we hosted the Mathieu Da Costa Travelling Exhibit from January 27 – February 10, 2011 at the Shaw Centre. City of Saskatoon was one of seven municipalities from across Canada to host this.

3. In collaboration with our Human Resources Department, and through the expertise of NorQuest College, we were able to offer Intercultural Competency Training to approximately 200 staff members. In January and March several educational sessions were held as follows:
 - i. Leaders Intercultural Development Inventory (IDI) Targeted Development: approximately 60 leaders (people in managerial and supervisory roles) attended a 60-90 minute group profile session that provided an in-depth analysis with advice on how to best use the IDI data as individuals and leaders.
 - ii. IDI Individual feedback: one-on-one coaching and debrief sessions were scheduled to help leaders more deeply understand and investigate how they can leverage the knowledge of their own IDI profiles in relation to the organizational needs and goals.
 - iii. City Council and Senior Management IDI Group Profile Debrief.
 - iv. Intercultural Training: Two one-day training sessions for staff to increase their capacity to identify and respond to hidden cultural dynamics they encounter on a daily basis in their interactions with co-workers and clients at work.

This training has been well received by a majority of the participants. We are already hearing of anecdotal incidents of better interactions between supervisors, staff and clients. Moving forwards we are working with Human Resources to include this type of diversity training in our Annual Corporate Training Schedule.

iii) Community Information:

Information sessions to newcomers on City services and correspondingly, sharing facts and trends with the public on immigration continues to be an on-going request that your Administration fulfils. At a local level, the following activities have been undertaken over the past year:

- the introduction of 'Takraw' (Indonesian Volleyball) as a registered program at some Community Associations;
- a presentation and a community dialogue on 'Multiculturalism in the context of Saskatoon';
- a presentation about the tips on engaging diverse volunteers at a 'Recruiting Volunteers Workshop' for Community Associations;

- at the Youth Leadership Summit, focused on the engagement and empowerment of diverse youth on shared civic commitments;
- hosted 'train the trainer' sessions on the Leisure Access Program for Agencies working primarily with low-income individuals and families (these have led to an increase in applications and approval of Leisure Access Cards, many of them from newcomers).
- at a provincial level, your Administration participated on a panel entitled 'Taking Action for a More Inclusive Society' at the SaskCulture Annual General Meeting
- At a national level, your Administration participated as a discussant for the Prairie Metropolis Node Conference and took the opportunity to share our municipal initiatives on immigrant integration and Aboriginal-Immigrant relations at the Annual Metropolis in Vancouver.

All these presentations and information sessions are true testimonials to the potential reach and impact on not just the number of presentations, but also the range of audiences. To further community connections, we also had the privilege of being invited to and presenting the City of Saskatoon's role in Immigration to the Saskatoon Regional Intersectoral Committee (SRIC). The focus of the presentation was to highlight what immigration is about, and a suggestion to making it a part of their discussions and adding an immigration 'lens' to their agenda.

2. Interview with The StarPhoenix on The New Diversity (see Attachment 3).
3. Civic Engagement and Participation: On December 6, 2010 your Administration hosted a 'Saskatoon Speaks' session just for high school English as an Additional Language learners, teachers, and immigrants and refugees from the settlement sector. Seventy five people were in attendance and were actively engaged in discussions around themes such as strengths, challenges, opportunities; social well-being from the perspective of neighbourhoods being socially and culturally inclusive; creating a 'sense of belonging'; crime prevention; and ensuring that our senior population can enjoy a high quality of life. The session went very well and the responses have been compiled into the bigger city-wide report for the Saskatoon Speaks initiative.
4. Also on the topic of sharing community information, which can help augment integration and social cohesion, we continue to contribute to not only the compilation and circulation of the Cultural Diversity and Race Relations Calendar of Events and the Community News (see Attachment 4), but also distribute information on assorted activities happening in Saskatoon; the outcome of which has been a greater community awareness and understanding of the different cultures that make up Saskatoon. The StarPhoenix ran an article that demonstrates the impact of our Corporation's community collaborative efforts (see Attachment 5).

iv) **Networking & Collaboration**

Collaborative initiatives with organizations in other sectors remain an important aspect of our commitment to the concept that Immigration is a community issue. Examples of some initiatives have been:

- a) the collaboration with the Chamber of Commerce and the Saskatchewan Young Professionals and Entrepreneurs (SYPE) to host two 'Speed Networking' sessions for international professionals and local business people;
- b) representation on the Saskatoon Industry Education Council for the organization of its CONTACT Conference the theme of which was "Engaging Diverse Communities in Workforce Connections";
- c) being on the Review Committee with the Saskatchewan Ministry of Advanced Education Employment and Immigration and the Office of the Treaty Commissioner to develop training modules for newcomers on First Nations people, Treaties, etc.;
- d) consultations with the Saskatoon Police Services to discuss interpreter training and how we could help each other in this endeavour; and,
- e) attending the Saskatoon Public School's Community Dialogue Session, which afforded us an opportunity to provide a municipal perspective on immigration, integration, and retention of students and their families into the Saskatoon Public Schools Strategic Priorities.

It is by participating in these community collaborative initiatives that we are then able to create the necessary conditions of a welcoming community.

Concluding Remarks & Next Steps

Detailed reports have been submitted to our federal and provincial partners, and we have been approved for further funding from April 2011 to March 2012, with the Federal government's commitment to March 2013. The deliverables for this time frame will include projects such as the completion of multicultural program templates, assessment of the municipal immigration initiatives, the creation of a travelling exhibit of the CD&RR Committee's Living In Harmony exhibits, as well as the translation of some documents that would better able some civic departments to provide their services.

Your Administration will continue to seek action areas that contribute to the building up of 'civic engagement' such that the concept of citizenship is not only defined by what it means to be Canadian, but also what it means to be a 'Saskatonian'.

OPTIONS

There are no options.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There are no financial implications of this report. The majority of the funding for the immigration initiatives comes from the Provincial and Federal Governments.

PUBLIC NOTICE

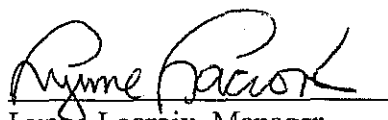
Public Notice, pursuant to Section 3 of the City of Saskatoon Policy C01-021 (Public Notice Policy), is not required.

ATTACHMENTS

1. Impact of partnering with Saskatchewan Intercultural Association
2. Note of appreciation from U of S
3. The New Diversity article in The StarPhoenix
4. Community News and Meadowgreen Fall 2010 Programs
5. Article in The StarPhoenix on Meadowgreen

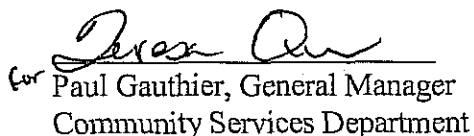
Written by: Smita Garg, Immigration Community Resource Coordinator

Reviewed by:



Lynne Lacroix, Manager
Community Development

Approved by:



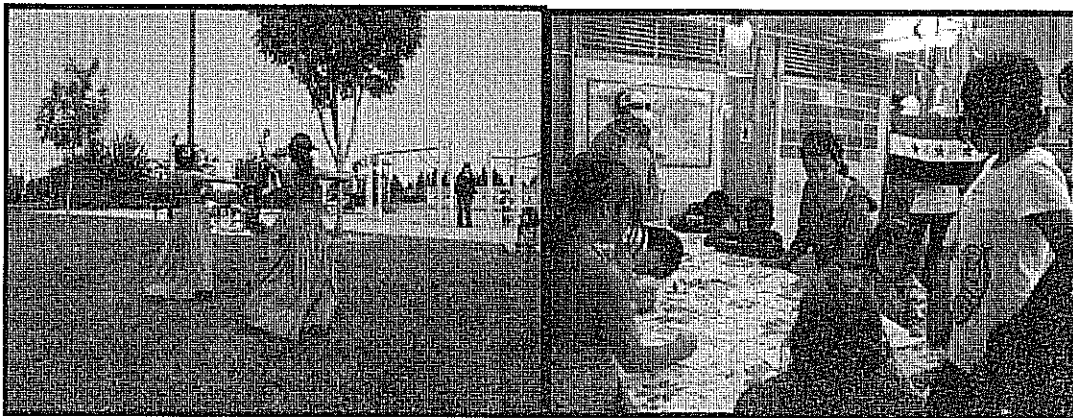
Paul Gauthier, General Manager
Community Services Department

Dated: June 8/11

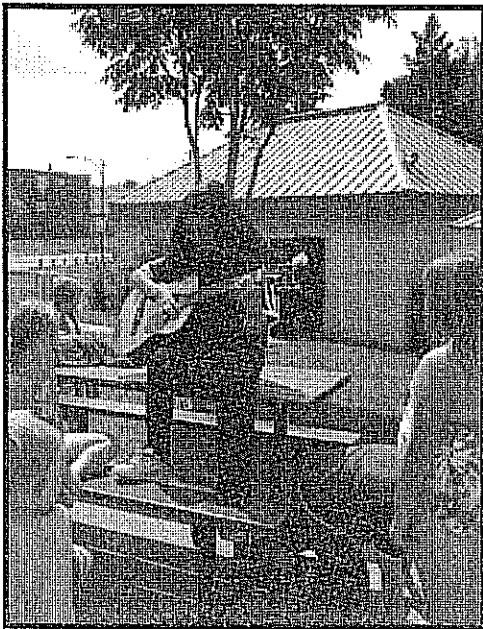
cc: Murray Totland, City Manager

City of Saskatoon Children's Summer Recreation Program

This year we once again worked with the City of Saskatoon's Children's Playground Program. This children's summer program included many Saskatoon youth from diverse cultural backgrounds. The ConnectED participants were able to teach other children about their cultures which helped the girls feel more comfortable and accepted in Saskatoon.



Children's Programs at Greystone Park



During the first week of July the ConnectED participants were able to spend some time job shadowing one of the Youth Leaders at a park in Saskatoon. They observed while the Youth Leader set up the paddling children (2 to 12 year olds). Over the next few weeks the ConnectED participants were given the opportunity to create their own children's program based around their own culture. The participants were divided into 3 groups, each of which was able to spend an afternoon running the programs they had created with a group of children at Greystone Park. These programs included: cultural dances, music, teaching the children to count in other languages, coloring projects, stories, and games from their culture.

The children in the playground were so excited to get to know some thing about other cultures and they asked their parents to join them. Some children in the playground were so glad to see some body from their culture who can talk to them with the same language and has the same cultural background.

Global Commons
A World of Opportunity... Get Involved



100% recycled paper



Dear Anita;

Thank you for bringing
such a warm welcome to
the City at the International
Welcome Program in January.

We appreciate your support
of our programming and
hope you will consider another
appearance in the fall!

"NEVER DOUBT THAT A SMALL GROUP OF THOUGHTFUL, COMMITTED
CITIZENS CAN CHANGE THE WORLD. INDEED, IT IS THE ONLY THING
THAT EVER HAS."

- Margaret Mead

DM

Thank you for the invaluable
difference you continue
to make in the lives of
international students at the
University of Saskatchewan.
We could not do it without you.

Sincerely,
The Global Commons staff

Jacqueline Lunnaine
Jacqueline Lunnaine

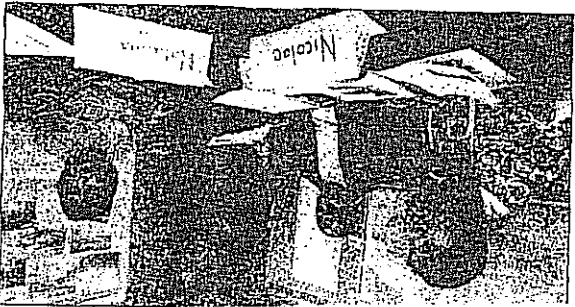
Future: Economic need drives migration

Director of the Saskatoon Open Door Society. The reason many people are beginning to stay is more of them have established communities, says Gana. Having family already living in the city or other people of the same culture makes the transition much easier, but it also runs the risk of fostering insular communities. Ethnic enclaves can act as a barrier to inclusion, Gana says. "It's good to have that community, to maintain work, and that's great, but they do that for only three months, and then what? People are left to support... but not to the extent where they are locally separated from the mainstream." The small size and low vacancy rate in Saskatoon could slightly mitigate the development of ethnic enclaves, she says. Smila Garg, immigration resource co-ordinator for the City of Saskatoon, says ethnic enclaves miss the point of multiculturalism by hindering two-way integration. "I think in Saskatoon we've been very fortunate for different reasons. Her son went to university in Saskatoon and now lives here with his wife and children. Nguyen and her husband moved because the kids need their grandparents." "These are stories often told, perhaps the quintessential Canadian stories. Economic immigrants build the country. It's no surprise, then, that immigration to Saskatchewan, one of the few places cushioned from the hangover of the global recession, is driven by economic need. Low birth rates and an aging population will contribute to an anticipated labour shortage of about 14,000 people by next year, and immigration is one of the government's main strategies of coping. By 2020, it is estimated 100 per cent of net labour growth will be through immigration. Fed by the Saskatchewan Immigrant Nominee program, a means of fast-tracking the applications of skilled workers and their families, the province is expanding an expansion in immigration. From an average of 1,600 immigrants a year prior to 2005, the province is set to welcome more than 12,000 immigrants in 2011. Most of them will end up in Saskatoon. The face of the city will change dramatically in the coming decades, as Saskatoon is poised to join other major cities in the unique Canadian experiment of multiculturalism.

Continued from A1

ing Place, International Women of Saskatoon and the Saskatoon International Association — act as a first contact point for international immigrants, the services only take them so far. In the long-run, informal groups such as the community of Golden Oaks and ethnic-cultural organizations do the heavy lifting of integration. "The four settlement agencies do all the initial work, and that's great, but they do that for only three months, and then what? People are left to support... but not to the extent where they are locally separated from the mainstream." The small size and low vacancy rate in Saskatoon could slightly mitigate the development of ethnic enclaves, she says. Smila Garg, immigration resource co-ordinator for the City of Saskatoon, says ethnic enclaves miss the point of multiculturalism by hindering two-way integration. "I think in Saskatoon we've been very fortunate for different reasons. Her son went to university in Saskatoon and now lives here with his wife and children. Nguyen and her husband moved because the kids need their grandparents." "These are stories often told, perhaps the quintessential Canadian stories. Economic immigrants build the country. It's no surprise, then, that immigration to Saskatchewan, one of the few places cushioned from the hangover of the global recession, is driven by economic need. Low birth rates and an aging population will contribute to an anticipated labour shortage of about 14,000 people by next year, and immigration is one of the government's main strategies of coping. By 2020, it is estimated 100 per cent of net labour growth will be through immigration. Fed by the Saskatchewan Immigrant Nominee program, a means of fast-tracking the applications of skilled workers and their families, the province is expanding an expansion in immigration. From an average of 1,600 immigrants a year prior to 2005, the province is set to welcome more than 12,000 immigrants in 2011. Most of them will end up in Saskatoon. The face of the city will change dramatically in the coming decades, as Saskatoon is poised to join other major cities in the unique Canadian experiment of multiculturalism.

While the four main settlement agencies in Saskatoon — the Open Door Society, Global Gather- ing Place, International Women of Saskatoon and the Saskatoon International Association — act as a first contact point for international immigrants, the services only take them so far. In the long-run, informal groups such as the community of Golden Oaks and ethnic-cultural organizations do the heavy lifting of integration. "The four settlement agencies do all the initial work, and that's great, but they do that for only three months, and then what? People are left to support... but not to the extent where they are locally separated from the mainstream." The small size and low vacancy rate in Saskatoon could slightly mitigate the development of ethnic enclaves, she says. Smila Garg, immigration resource co-ordinator for the City of Saskatoon, says ethnic enclaves miss the point of multiculturalism by hindering two-way integration. "I think in Saskatoon we've been very fortunate for different reasons. Her son went to university in Saskatoon and now lives here with his wife and children. Nguyen and her husband moved because the kids need their grandparents." "These are stories often told, perhaps the quintessential Canadian stories. Economic immigrants build the country. It's no surprise, then, that immigration to Saskatchewan, one of the few places cushioned from the hangover of the global recession, is driven by economic need. Low birth rates and an aging population will contribute to an anticipated labour shortage of about 14,000 people by next year, and immigration is one of the government's main strategies of coping. By 2020, it is estimated 100 per cent of net labour growth will be through immigration. Fed by the Saskatchewan Immigrant Nominee program, a means of fast-tracking the applications of skilled workers and their families, the province is expanding an expansion in immigration. From an average of 1,600 immigrants a year prior to 2005, the province is set to welcome more than 12,000 immigrants in 2011. Most of them will end up in Saskatoon. The face of the city will change dramatically in the coming decades, as Saskatoon is poised to join other major cities in the unique Canadian experiment of multiculturalism.



English as a second language instructor Caitlin Mooney (standing), in class helping (from left) Galina, Nicolae and Nataliya at the Open Door Society.

The new diversity

□ Saskatoon seeing unprecedented growth of new immigrants

Face the future is a series that steps back to examine issues challenging Saskatoon in the decades to come. This is the second instalment.

By Rory MacLean of The StarPhoenix

Unlike most of the others in the class, she had no training in English before coming to Canada, yet she speaks it surprisingly well — a testament to her determination. She keenly takes notes as the teacher talks and when she has an issue, she calls on her fellow students, who hail from Vietnam, Hong Kong, Romania and Ukraine. "What is this word, minding?" asks Galina Rotaru, a student in one of the Saskatoon Open Door Society's weekly English classes.

Rotaru came to Saskatoon from Moldova with her husband and becoming a destination all its own. "When I started here we used to be just a transient place. They wanted to go on to Toronto, but now they stay," said Beulah Gana, executive di- rector of the Saskatoon Open Door Society. The reason many people are beginning to stay is more of them have established communities, says Gana. Having family already living in the city or other people of the same culture makes the transition much easier, but it also runs the risk of fostering insular communities. Ethnic enclaves can act as a barrier to inclusion, Gana says. "It's good to have that community, to maintain work, and that's great, but they do that for only three months, and then what? People are left to support... but not to the extent where they are locally separated from the mainstream." The small size and low vacancy rate in Saskatoon could slightly mitigate the development of ethnic enclaves, she says. Smila Garg, immigration resource co-ordinator for the City of Saskatoon, says ethnic enclaves miss the point of multiculturalism by hindering two-way integration. "I think in Saskatoon we've been very fortunate for different reasons. Her son went to university in Saskatoon and now lives here with his wife and children. Nguyen and her husband moved because the kids need their grandparents." "These are stories often told, perhaps the quintessential Canadian stories. Economic immigrants build the country. It's no surprise, then, that immigration to Saskatchewan, one of the few places cushioned from the hangover of the global recession, is driven by economic need. Low birth rates and an aging population will contribute to an anticipated labour shortage of about 14,000 people by next year, and immigration is one of the government's main strategies of coping. By 2020, it is estimated 100 per cent of net labour growth will be through immigration. Fed by the Saskatchewan Immigrant Nominee program, a means of fast-tracking the applications of skilled workers and their families, the province is expanding an expansion in immigration. From an average of 1,600 immigrants a year prior to 2005, the province is set to welcome more than 12,000 immigrants in 2011. Most of them will end up in Saskatoon. The face of the city will change dramatically in the coming decades, as Saskatoon is poised to join other major cities in the unique Canadian experiment of multiculturalism.

Landings point

Saskatoon was once just a landing point for immigrants on their way to Canada's great metropol- itans. Now, as communities begin to develop, it's becoming a destination all its own.



THE STAR PHOENIX Sat. Oct. 16, 2010

the person behind the City job

Attachment 4

Many decades ago our City Manager, Murray Totland, considered starting his engineering career far from Saskatoon. However, he like so many others, found that there was something about our city that drew him back and made him want to stay.

One key reason Murray felt at home here was his family's tie to the Erindale neighbourhood, where they have lived all his adult life. Murray speaks fondly of the role the Erindale Arbor Creek CA had on his family. "My two girls took part in all sorts of indoor programs and enjoyed playing softball. It was great fun."



Murray Totland, City Manager

Murray also feels grateful to have a chance to contribute to the City of Saskatoon as it has been good to him over his 29 year career. And, what a varied career it has been! As a student he worked in the summers on a garbage truck, laying asphalt, cutting grass and other maintenance jobs at the City-owned Gordie Howe Campground. Murray went on to lead Utility Services and Infrastructure Services. He didn't expect to someday head the corporation, but he's always been open to trying new jobs!

As an engineer, Murray likes to build things, including some finishing work on his brother's cabin this past spring. This penchant for building serves us well as our "firing-on-all-cylinders-city" expands from a sleepy prairie town to a dynamic and vibrant city attracting people from around the world. His vision for Saskatoon's future is one where we continue to grow in ways that benefit all residents.

Lucky for us, Saskatoon is a tough place for Murray to leave.

calling Saskatoon 'home'

According to Statistics Canada, Saskatoon's population grew last year by over 7,000 people. Some of the new residents were babies, some came from other parts of Saskatchewan or other provinces, but the majority- 56.5%- immigrated here from other countries. What an exciting trend for our city and one to celebrate and support!

Community associations, with their affordable and varied programs and community events, can help newcomers connect with neighbours. They can also encourage immigrants & refugees to experience the benefits (and challenges!) of volunteer life in Canada.



If you'd like some tips on how to connect in a mutually beneficial way with your new neighbours from abroad, please don't hesitate to contact:

Smita Garg, the City of Saskatoon Immigration Community Resource Coordinator at 975-8459.

Neighbourhood shows changing face of city

It's one thing to read statistical stories that show Saskatoon is changing rapidly, as thousands of people from around the world flock here, drawn by opportunities in a booming economy.

But it's only at places such as W.P. Bate School on 18th Street West and the Golden Oaks Apartments — a 240-unit, 10-building complex on nearby Appleby Crescent — that one can get a true picture of the demographic shift that's led to an array of fascinating small specialty stores along 22nd Street.

The apartment complex in Meadowgreen is where Filipinos, Russians, Kazaks, Thais, Karens, Nepalese, Sudanese, Ethiopians, Yemenis, Congolese, Ugandans, Pakistanis, Bangladeshis and those from another dozen countries who've come here as immigrants or refugees are building a new life.

This week I simply want to extend kudos to members of the Circle Drive Alliance Church and Saskatoon's west-side faith community for some of the great work they've been doing to make these newcomers feel welcome and to the many other community agencies and individuals who've been supporting these efforts.

Recently, Pastor Eldon Boldt of the Alliance Church presented the city with a cheque for \$62,500 to build a playground for the 450 or so children under age 16 who live at the Appleby complex. Half the money was raised by church members, with the rest coming from a matching donation under a provincial community initiatives program.

However, the playground donation is just a

part of a much longer partnership the Circle Drive church has had with the Mennonite Central Committee, which since 2004 has operated a weekly drop-in centre called the Appleby Kids Club, in a three-bedroom unit donated for that purpose by the apartment owner, RDL Management.

"When we first went in it was quite rough," explains Pastor Boldt, whose members do volunteer work at the club.

As Dana Krushel, community engagement co-ordinator for the MCC, put it, "It wasn't uncommon at first to have to pull kids off each other."

But with efforts of the volunteers, positive role models and input from such groups as the city police cultural division, the children learned to focus on what they had in common instead of their differences, Krushel and Boldt explain, and friendships soon replaced fighting among the various groups.

Along with help from the Ebenezer Baptist Church's House for All Nations, tremendous work by people such as Karen Farmer of the city's community development branch and local agencies such as Global Gathering Place and visits by the mobile health bus operated by the Saskatoon Health Region, a proud community is building up around the complex.

And the large, community-wide joint effort is paying off.

Crime and vandalism in the Meadowgreen area has dropped by nearly 30 per cent over the past seven years and the newcomers are contributing to the cultural as well as the economic life of Saskatoon.

STAR PHOENIX, FEB. 4, 2011

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: June 8, 2011
SUBJECT: Cultural Diversity and Race Relations Office, 2010 Annual Report
FILE NO: RR 430-3, LS 430-8

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

EXECUTIVE SUMMARY

The City of Saskatoon is an important player and champion of racial harmony in the community. To fulfil its strategic goals and objectives and work towards achieving the community outcome statements noted in the Cultural Diversity and Race Relations Policy C10-023, the City of Saskatoon requires not only information from both internal and external organizations but also must clearly define its role and vision. Therefore, the City of Saskatoon is committed to being a leader in the community by:

- Communicating the City’s vision and role in regards to the issues;
- Achieving the outcomes within its own organization;
- Bringing other agencies together to work jointly towards achieving the outcomes;
- Being a coordinator or clearing house for information sharing; and,
- Being a granting agency through existing grant programs.

This annual report of the Cultural Diversity and Race Relations (CDRR) Office provides a high level update on those initiatives carried out by the various branches and departments within the Corporation, demonstrating that the City of Saskatoon continues to be both a leader and a role model in addressing racism and discrimination in Saskatoon. This report also highlights activities and initiatives carried out through the CDRR Office in 2010.

Collaboration with various corporate departments and/or branches within the City of Saskatoon structure is vital for the CDRR Office to implement and report on the activities associated with the CDRR Policy. Some of the civic departments and/or branches the CDRR Office collaborates with to report information include the following: Human Resources Department, Marketing and Publications – Community Services Department, Corporate Communications Branch, Office of the City Clerk, Saskatoon Police Services, and the Research and Mapping Section of the Planning and Development Branch, Community Services Department. In addition, collaboration with external organizational entities such as Saskatchewan Human Rights Commission, Citizenship and Immigration Canada and Advanced Education and Employment – Immigration Branch, Business and Community Associations are important components of working on implementation of and reporting on the CDRR Policy.

This report is organized by the indicators and monitoring tools associated within the four community outcome statements outlined in the CDRR Policy C10-023 and noted below.

BACKGROUND

The Cultural Diversity and Race Relations Policy C10-023, adopted by City Council on February 9, 2004, is the strategic focus, for the Cultural Diversity and Race Relations Office, and helps direct activities and initiatives carried out by the Office. The vision statement of the CDRR Policy reads as follows:

“The City of Saskatoon will work with community organizations, business and labour, all orders of government, and other stakeholders to create an inclusive community where ethno-cultural diversity is welcomed and valued, and where everyone can live with dignity and to their full potential, without facing racism or discrimination.”

The CDRR Policy identifies four community outcomes, as well as indicators of success for these outcomes, and ways to monitor whether the outcome statements are being achieved.

REPORT

This report provides an update of the monitoring methods established within the four community outcome statements of the CDRR Policy and initiatives carried out by the various branches and departments within the Corporation, demonstrating that the City of Saskatoon continues to be both a leader and a role model in addressing racism and discrimination in Saskatoon. This report will also highlight activities and initiatives carried out through the CDRR Office in 2010.

The following Community Outcomes, taken from the CDRR Policy, serve as a guide for the duties of the Office of the CDRR Coordinator. For the past number of years, the major focus of the CDRR Committee and Office has been to develop partnerships with community organizations in the development and delivery of meaningful programs that address the issues of discrimination and inequity.

Strategic planning sessions continue to provide the opportunity for detailed examination of issues and possible approaches for solutions to addressing racism and discrimination in Saskatoon. These discussions have, undoubtedly, led to greater understanding and appreciation of the role of the CDRR Office. While education and awareness continue to be the broader area of interest, the CDRR Coordinator, in partnership with the Immigration Community Resource Coordinator and the Urban Aboriginal Leadership Coordinator, also focus on programs that offer greater linkages between aboriginal and non-aboriginal communities. Furthermore, the CDRR Office is striving to encourage youth to become more involved in education and awareness programs related to cultural diversity and race relations as well as civic participation, in general.

CDRR Policy C10-023 – Four Community Outcome Statements and Indicators of Success

1. The Workforce Will Be Representative of the Population of Saskatoon

The City of Saskatoon has had a role in employment equity and anti-racism in the past and will continue to play a strong role in the community in the future. It is also crucial

that other stakeholders and employers be involved in defining their roles as well so that the vision and outcomes of having a workforce representative of the population can be achieved.

The City of Saskatoon's goal is to have its workforce reflect the representation of designated groups in the community. The primary indicator of success is a demonstration that the ethno-cultural groups represented in the workforce in Saskatoon and within the corporation of the City of Saskatoon will reach levels that represent the demographics of the city. Overall representative workforce statistics are determined by the most recent data of Statistics Canada. Saskatoon's employment equity targets are established by the Saskatchewan Human Rights Commission (SHRC) and are goals for employers to achieve in order to succeed in reaching full representation. The City of Saskatoon's Employment Equity statistics are also compared to the numerical goals of the Saskatchewan Human Rights Commission (SHRC). The 2010 Employment Equity Report was recently presented to City Council for information and showed an improvement in our employment equity targets from the 2009 report. However, the report also indicated that there is still much more work to do in striving towards the equity targets established by SHRC.

Current Strategies/Activities underway and working to achieve this outcome

- The Employment Equity Program focuses its efforts in allowing fair and equal opportunity for employment and commits itself to the development and promotion of policies and practices designed to eliminate discriminatory barriers in the workplace consistent with the Employment Equity Plan approved by the Saskatchewan Human Rights Commission.
- The Employment Equity Consultant and the Urban Aboriginal Leadership Coordinator attend a number of career fairs within the province in order to actively recruit and promote employment with the City of Saskatoon.
- The Employment Equity Consultant has also networked with various educational institutions and staff, targeted advertising and promotional materials, met with individuals interested in employment with the City of Saskatoon, met with current employees to discuss career paths towards full time, permanent employment, support and accommodations made for those who may benefit from language training and/or mentorship opportunities.
- The Saskatoon Police Department is also an employment equity partner whose recruitment strategies and/or campaigns are proving to be highly successful. Year over year they continue to show favourable results in working towards achieving their employment equity goals.

In the process of promoting the City of Saskatoon as a perspective employer, the Administration also host presentations for community agencies working with newcomers such as: Saskatchewan Intercultural Association; and International Women of Saskatchewan.

Future Strategies/Initiatives/Activities Planned for 2011

- Continue to increase awareness in the community about employment opportunities for Aboriginal and Immigrant people.
- Develop information sessions and liaise/connect with various business associations to advance awareness and promote representative workforce best practices as well as positive economic and social effects of cultural diversity and anti-racism in growing urban environments.
- Youth engagement and capacity development - The CDRR Office is currently working in conjunction with school boards and existing youth organizations to form a network of community partners to empower and engage young people in preparation for future employment.

Monitoring progress towards achieving a representative workforce includes data collection and analysis from both internal and external departments and organizations. The City of Saskatoon's Human Resources Department is the primary group responsible for implementing initiatives to improve workforce statistics within the corporation. Each year the Employment Equity Consultant undertakes many initiatives which help our Corporation work towards achieving a representative workforce. This is an area that will continue to require targeted efforts in order to achieve the equity targets established by the SHRC.

2. There Will Be Zero Tolerance for Racism or Discrimination in Saskatoon

The most significant indicator of success is a decrease in reported incidents of racial discrimination along with a positive public perception about the state of racism and discrimination in Saskatoon.

Initiatives to help monitor the outcome of zero tolerance for racism or discrimination and provide measures of success include reporting on the number of complaints received and continuing strategies that gauge how Saskatoon community members perceive issues of race relations within the Saskatoon along with various forms of cross cultural awareness training. Initiatives in 2010 include the following:

Current Strategies/Activities underway and working to achieve this outcome

- The Human Resources Department receives and investigates any discrimination complaints from within the Corporation, as well as those complaints from external sources that are against a City employee/department. All complaints are promptly investigated and appropriate follow-up action is consistently carried out. Year over year the number of complaints received are few and the number has not increased.

- The CDRR Office also occasionally receives complaints of discrimination from members of the general public or from employees within the Corporation. The Office makes referrals to the Corporation's Human Resource Department or the Saskatchewan Human Rights Commission depending on who the complaint is from and who the complaint is directed at. In 2010, there was one complaint of discrimination received by the CDRR Office and directed to the SHRC. This number is consistent with previous years.
- City policies emphasize the Corporation's dedication to ensuring that racism and discrimination are not tolerated in the workplace and will be dealt with accordingly. The two main policies that enforce these practices include the Workplace Harassment and Respectful Workplace Policies. All employees are provided with these policies at their employee orientation, and all Supervisors are required to ensure their work unit is complying with the policies.
- The main monitoring methods used by the CDRR Office to gauge the degree of racism in the community include independent and contracted research via either formal surveys or focus group discussions. Each year the CDRR Office undertakes either a formal perception survey on the perceived state of racism in Saskatoon or focus group discussions on addressing racism.
- The Saskatoon Police Services is also dedicated to working towards a "zero tolerance for racism and discrimination." All police officers receive awareness and understanding of racism and discrimination education while still in the police training academy, as well as once they are employed with the Saskatoon Police Services (SPS). All police officers receive training on what constitutes a "hate crime", and learn what steps need to be taken when a crime, motivated by hate and/or directed at someone's identity, is committed.
- SPS regularly makes presentations to the general community and to target groups and works to elevate the community's awareness of what a hate crime is and the importance of reporting all hate crimes. The SPS will continue to monitor the trend on the number of hate crimes being reported, to establish patterns and set priorities for future initiatives and/or enforcements.

Future Strategies/Initiatives/Activities for 2011

- In follow-up to the adult focus group discussions conducted in 2009 and 2010, and related to the topic of addressing racism and discrimination in Saskatoon, it was decided these initial discussions needed to be continued. From this, a "Conversation Circle" Series was undertaken in 2010 with community members from diverse sectors of the community. The primary objective of the conversation circle discussions is to hear first hand from various groups and individuals about what the City of Saskatoon, in collaboration with community partners, can do to strategically address discrimination and inequity in Saskatoon in relation to the four community outcome statements. The intention of these community discussions is to use the information to help develop strategies for action to mitigate incidents of racial discrimination and promote positive public perceptions of the state of racism in Saskatoon. Strategic planning sessions in

2011 will continue to provide the opportunity for detailed examination of issues and possible approaches for solutions.

- The CDRR Office is committed to forming a collaborative working partnership to address issues of racism and discrimination with the Saskatoon Police Service's "Cultural Unit" and The Saskatoon Police Advisory Committee on Diversity (SPACOD) with the primary goal of providing advice and direction on all forms of diversity, including cultural diversity to the Saskatoon Police.

The CDRR Office continues to undertake a variety of initiatives to gauge the degree of racism in the community. In 2010, information was considered from: the Urban Aboriginal Peoples Study conducted nationally by the Environics Institute; by a series of conversation circle sessions consisting of individuals representing a multi-sectoral community base; as well as from the Saskatchewan Human Rights Commission. The community discussions have, undoubtedly, lead to greater understanding and appreciation of the role of the CDRR Committee and Office in creating an awareness and understanding of anti-racism. In reviewing the 2009-2010 province-wide statistics of discrimination based on the two categories of Aboriginal ancestry and Other Ancestry, details showed: Aboriginal Ancestry accounted for 4.6 % of total complaints filed; and Other Ancestry made up for 33.5 % of the total complaints filed. These numbers indicate a slight downward trend from the previous year but considering the complex nature of racism and discrimination, this does not negate the need for anti-racism/anti-oppressive initiatives.

3. Community Decision Making Bodies Will Be Representative of the Whole Community of Saskatoon

The indicator of success will be the number of people from a variety of ethno-cultural backgrounds who are participating in local government, such as City Council, Advisory Committees to City Council, Community Associations, School Boards, etc. will be representative of the demographics of Saskatoon. Initiatives to help achieve representative community decision-making bodies and to help provide measures of success include:

Current Strategies/Activities underway and working to achieve this outcome

- The Community Development Branch continues to target volunteer recruitment initiatives to ensure Community Association Executives are reflective of the diversity in their communities. Previously, a voluntary survey of equity representation was conducted on all community associations which showed favourable results in terms of representation. This same survey will be conducted in 2011 to measure change and/or progress. In 2010, the Branch hosted a workshop for the Community Associations on "Recruiting Volunteers" which also included information on tips for engaging diverse volunteers.
- Through the City Clerk's Office, the Corporation annually conducts a voluntary equity survey to assess representation of the designated groups on the Committees of Council. Attachment 1 shows the survey results for the last 3 years (2008, 2009, and 2010). Year over year, in the designated groups of women in non-

traditional roles and visible minority, there has been a steady increase in representation and in both groups; the current representation is near or above the target equity goals. In the designated groups of Aboriginal and Persons with Disability, there has been fluctuation up and down with the current levels of representation below the current equity goals.

Future Strategies/Initiatives/Activities for 2011

- In follow-up to the youth focus group discussions and in particular the recommendation to establish a youth advisory group for CDRR initiatives, a partnership has been established to launch and coordinate the ongoing activities of a youth led action network. This initiative has the potential for true representation from culturally diverse youth on a decision-making body that will have some influence in decisions that directly affect Saskatoon's young adult population while strengthening future partnership opportunities in support of the community's young people.
- Conduct a voluntary survey of equity representation on Community Associations to measure change and/or progress since the 2005 survey. The results will then help guide the direction of future initiatives to be developed by the Community Development Branch in order to address the equitable representation on our Neighbourhood Community Associations.
- Follow up on the recommendations made within the FCM Report titled Increasing Women's Participation in Municipal Consultations which was submitted to City Council in February of 2005 and received as information. This follow up will include investigating the implementation of the recommendations, determining what key findings are still critical and establishing a plan to continue the work on increasing women's participation in Municipal consultations and in roles on decisions making bodies.
- Continue to encourage involvement of minority groups in decision-making bodies and promote the concept of diversity on governing and decision-making bodies in the development of the Youth Advisory Council.

With the Committees of Council and the Community Associations we continue to monitor representation on these "boards", and target initiatives either delivered directly by the CDRR office or initiatives led by other community based organizations which work towards ensuring representative decision making bodies. As noted above the representation for the targeted groups tends to fluctuate from year to year, indicating the need to continue to create awareness about diverse representation on boards is essential to achieving this outcome.

4. There Will Be Awareness and Understanding in the Community Regarding the Issues and Acceptance of the Various Cultures That Make Up Saskatoon

The CDRR Office spends the majority of its effort and time on various activities that promote an awareness and understanding of the issues, and acceptance of Saskatoon's cultural diversity within the community and within the Corporation.

Current Strategies/Activities underway and working to achieve this outcome

- Enhance relationship with the education sector and broader community through the coordination of annual Race Relations Month and the Living in Harmony Contest and Awards Ceremony.
- Updating of Living in Harmony Anthology and website to ensure current information and initiatives are always available on the website.
- The Human Resources Department is primarily responsible for the education and training of civic employees and offers specific cultural training when it is requested and/or needed. The CDRR Office also communicates regularly with the Human Resources Department on efforts to integrate cultural diversity into all corporate training courses. The goal of this training is to eliminate systemic barriers and create a welcoming and supportive environment for employees and customers of all cultural backgrounds. In 2010, there were a number of specific workshops that helped promote awareness, understanding and elimination of racial discrimination, including: Diversity and Inclusion, Harassment Awareness and Prevention, Respectful Workplace and Resolving Conflicts Constructively, and Intercultural Competence training. The intercultural competency training for 200 people, including representation from Senior Administration, City Council, Managers, supervisors and front line employees.
- Events – Attended and planned a number of events throughout the year, to network, share information, increase awareness and understanding, as well as promote and give information on the activities during Cultural Diversity and Race Relations month and ongoing strategies to promote intercultural relations.
- Presentations - Made various presentations on the City's initiatives with cultural diversity, the City's CDRR policy and the importance of anti-racism initiatives.
- Information Sharing - Continued to be a coordinator and/or clearing house for information sharing on activities, initiatives, events related to creating and broader community awareness of the diverse cultures in Saskatoon. This is done through an email distribution list and the co-creation of a monthly calendar of events, in collaboration with the Immigration Community Resource Coordinator.
- Partnerships – In 2010, the CDRR Office partnered with a number of community organizations to celebrate the cultural diversity of our city as well as to continue to educate the community in order to increase awareness and understanding. A priority focus of 2010 was youth engagement. Partnerships were formed with Youth Launch, Core Neighbourhood Youth Co-op (CNYC), Connections & Resources for U (CRU) youth wellness centre, and Nutana Collegiate to support the ongoing activities of the Youth Action Network who are self titled- UNIFIED MINDS. More information is available on the City Webpage under "U" for Unified Minds.
- Conversation Circles - In follow-up to the adult focus groups conducted in 2009, a "Conversation Circles" Series was undertaken to continue the conversation. The CDRR Office conducted several conversation circles with groups that are already established at various organizations and sectors within the city. Further details are noted earlier in this report under community outcome statement 2.

- Committees – in addition to collaborating with the CDRR Committee, the CDRR coordinator also actively participates on a number of committees whose initiatives are also focused on addressing racism and discrimination; specifically: the Saskatoon Police Advisory Committee on Diversity (SPACOD), Canadian Coalition of Municipalities against Racism and Discrimination (CCMARD), and the Saskatoon Urban Aboriginal Strategy and Sasipenita. Sasipenita is now its own incorporated non-profit organization, developing a travelling exhibit that will engage, motivate, and educate people about the contributions of First Nations and Métis peoples in Saskatchewan.
- Initiated partnership with University of Saskatchewan Community Service Learning Centre to develop anti-racism material. This material once formalized will be made available for distribution to the broader community.

Future Strategies/Initiatives/Activities for 2011

- The City of Saskatoon will provide Intercultural training throughout the Corporation, so that both management and other employees can work towards eliminating systemic barriers and creating a welcoming and supportive environment for employees of all cultural backgrounds.
- The CDRR Coordinator to develop educational/promotional items for all initiatives associated with the CDRR Office, such as: Banner bug, temp tattoos, screen cleaners etc. These awareness campaign items to be distributed at community events and initiatives co-sponsored by the CDRR Office and Committee.
- Conversation Circles - In a preliminary review of the recordings from the comments from these conversation circles, it is clear that Saskatoon does offer a number of services and supports to help immigrants and refugees feel at home and be successful in Saskatoon. It was also evident that there are still some improvements to be made in order to increase access to service and work towards eliminating systemic discrimination in the community. A summary report, from these conversations, will be completed in July 2011 complete with recommended strategies and actions. The other main area for improvement involves strengthening the relationships between our newcomer and Aboriginal communities. Potential actions may include: a Public Education Awareness Campaign focusing on anti-racism with stakeholders (COS, IANE, SIMFC, CUMFI, OTC) to implement community awareness campaign; and conducting research into the overall effectiveness of Urban Aboriginal Accord by consulting with and reviewing successes and challenges of cities like Edmonton, Winnipeg and Thompson.
- Implementation of a strategy and action plan for the City of Saskatoon to ensure successful integration and retention of immigrants to the City of Saskatoon. Ongoing collaboration and integration with Immigration Community Resource Coordinator and Social Diversity Working group.
- Focus on the City of Saskatoon's Youth Action Network to increase positive race relations among our young adult community and build collaborative relationships and forge community partnership in support of youth led initiatives. Potential

actions may include: Development of City of Saskatoon Youth Engagement Strategy and potential to connect the Youth Advisory Council with our Mayor and City Council.

- Assess information from the Urban Aboriginal Peoples Study conducted by Environics Institute in 2010 regarding Canada's First Nations' standard of living, quality of life, and future in this country and compare with local statistics and community engagement/conversation circle perspectives in considering strategies recommended by community consultations.
- Ongoing collaboration with the Coalition of Municipalities against Racism & Discrimination on a Toolkit for Municipalities on Diversity and Inclusion. The toolkit will be a very useful, concrete and easy-to-use resource for municipalities.
- Opportunities for staff and community members to attend anti-racism and cultural diversity awareness sessions and presentations.
- Continue partnership on Public Education Agreement with the Saskatchewan Human Rights Commission, and look for more opportunities to collaborate on education sessions for the broader community on the topic of addressing racism and discrimination. Your Administration is planning to host an event in the Fall of 2011.

The City of Saskatoon recognizes that Saskatoon has always been a society composed of people from many different backgrounds and this diversity will continue. The participation and contribution of all citizens in the development of our community is vital to meeting the challenges of the future.

In summary, monitoring the CDRR Policy and the community outcome statements requires information from both internal and external organizations. Collaboration with various corporate departments and/or branches within the City of Saskatoon structure is vital for the CDRR Office to implement and report on the activities associated with the CDRR Policy. As is evidenced by the many initiatives noted in this report, the City of Saskatoon continues to be an important player and champion of racial harmony in the community.

All areas of the CDRR Policy will continue to be monitored by the CDRR Office. The intent is to further develop monitoring benchmarks for the Policy that can be used for comparisons each year. The CDRR Office continues to play a role in the community as a facilitator, educator, catalyst and community developer related to ensuring we have an inclusive and integrated city. The impact in the community of the initiatives undertaken by the CDRR office is the continued progress towards achieving the community outcomes statements and thereby contributing to the overall social well-being and quality of life in Saskatoon.

POLICY IMPLICATIONS

There are no policy implications of this report. The Cultural Diversity and Race Relations Policy C10-023 continue to help direct activities and initiatives carried out by the Cultural Diversity and Race Relations Office.

FINANCIAL IMPLICATIONS

There are no financial implications.


PUBLIC NOTICE


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

ATTACHMENT

1. Voluntary Declaration Survey of Committees of Council for 2008, 2009 and 2010.

Written by: Becky Sasakamoose Kuffner, Cultural Diversity and Race Relations Coordinator

Reviewed by: 
 Lynne Lacroix, Branch Manager
 Community Development Branch

Approved by: 
 for Paul Gauthier, General Manager
 Community Services Department
 Dated: June 09, 2011

cc Murray Totland, City Manager

2010 Composition of Council's Committees – Voluntary Survey

Committee Name	Women	Aboriginal	Person with Disability	Visible Minority
Cultural Diversity and Race Relations Committee [9/13 (69%) responded]	3	2	1	3
Traffic Safety Committee [7/11 (64%) responded]	1	0	0	1
Municipal Planning Commission [6/12 (50%) responded]	3	0	0	0
Saskatoon Environmental Advisory Committee [7/10 (70%) responded]	4	0	0	1
Municipal Heritage Advisory Committee [12/14 (86%) responded]	5	1	1	0
Advisory Committee on Animal Control [6/9 (67%) responded]	3	1	0	0
Visual Arts Placement Jury [4/7 (57%) responded]	2	0	0	0
Board of Revision [4/8 (50%) responded]	0	0	1	0
Property Maintenance Appeals Board [3/5 (60%) responded]	0	0	1	0
Development Appeals Board [5/5 (100%) responded]	2	0	0	1
Access Transit Appeals Board [2/3 (67%) responded]	2	0	1	0
City Mortgage Appeals Board [2/3 (67%) responded]	2	0	1	0
Totals	27	4	6	6
Total Number of Members who Responded – 67				
Percentages Based on those who Responded	40.3%	5.97%	8.96%	8.96%
Equity goals for designated groups	47%	13.9%	9.70%	5.80%

2009 Composition of Council's Committees – Voluntary Survey

Committee Name	Women	Aboriginal	Person with Disability	Visible Minority
Cultural Diversity and Race Relations Committee [11/15 (73%) responded]	5	5	1	2
Traffic Safety Committee [7/11 (64%) responded]	1	0	0	1
Municipal Planning Commission [9/12 (75%) responded]	3	0	0	0
Saskatoon Environmental Advisory Committee [7/10 (70%) responded]	4	0	0	0
Municipal Heritage Advisory Committee [12/13 (92%) responded]	6	1	1	0
Advisory Committee on Animal Control [7/9 (78%) responded]	4	1	0	0
Visual Arts Placement Jury [5/7 (71%) responded]	3	0	0	0
Board of Revision [2/8 (25%) responded]	0	0	0	0
Property Maintenance Appeals Board [3/5 (60%) responded]	0	0	1	0
Development Appeals Board [5/5 (100%) responded]	1	0	0	1
Totals	27	7	3	4
Total Number of Members who Responded – 68				
Percentages Based on those who Responded	39.7%	10.3%	4.4%	5.9%
Equity goals for designated groups	47%	13.9%	9.70%	5.80%

2008 Composition of Council's Committees – Voluntary Survey
Survey conducted between October and November 2008

Committee Name	Women	Aboriginal	Person with Disability	Visible Minority
Cultural Diversity and Race Relations Committee [9/14 (64%) responded]	3	4	1	1
Traffic Safety Committee [8/11 (73%) responded]	1	0	0	1
Municipal Planning Commission [8/12 (67%) responded]	3	0	0	0
Saskatoon Environmental Advisory Committee [6/10 (60%) responded]	4	0	0	0
Access Transit Advisory Committee 5/6 (83% responded)	4	0	3	0
Municipal Heritage Advisory Committee [12/13 (92%) responded]	6	1	1	0
Advisory Committee on Animal Control [6/9 (67%) responded]	3	1	0	0
Visual Arts Placement Jury [3/7 (43%) responded]	1	0	0	0
Board of Revision [2/8 (25%) responded]	0	0	0	0
Property Maintenance Appeals Board [3/5 (60%) responded]	0	0	1	0
Development Appeals Board [4/5 (80%) responded]	1	0	0	1
Totals	26	6	6	3
Total Number of Members that Responded – 66				
Percentages Based on those that Responded	39.4%	9.1%	9.1%	4.5%
Equity goals for designated groups	47%	13.9%	9.70%	5.80%

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Infrastructure Services Department
DATE: June 6, 2011
SUBJECT: Lead Connection Replacement Policies and Funding
FILE: IS. 7500-1

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

- 1) that funding in the amount of \$432,300 in 2011 Capital Project 1617 – Primary Water Mains be reallocated to Capital Project 1615 – Water Distribution; and
- 2) that the Administration include funds for lead connection replacements in future Capital Budget submissions, commencing in 2012.

BACKGROUND

City Council, at its meeting held on April 12, 2010, received a report of the General Manager, Infrastructure Services Department explaining that due to health and safety concerns, homeowners will no longer be given the option of replacing their portion of a lead connection.

REPORT

Currently, lead connection replacements are initiated under the following circumstances:

- **Emergency** – when a leak is located on a connection and the replacement is handled during annual connection replacement contract work.
- **Partial Replacement Backlog** – generally occur in the winter when a connection is leaking and, due to cold weather, a temporary water supply cannot be provided to a home. The leak is repaired rather than the connection being fully replaced, and the homeowner is supplied with a water filter. This connection is then put into a backlog for future replacement during annual connection replacement contract work.
- **In conjunction with watermain replacement** – any locations with lead connections are replaced during annual water main replacement contract work.
- **In conjunction with roadway reconstruction** – any locations with lead connections are replaced with annual road reconstruction or resurfacing contract work.
- **Homeowner requested** – since 2009, homeowners have been able to request to have their lead line replaced. These requests are entered into a “first come, first served” list, and are replaced as time and funding permit.

The following is a breakdown of the number of lead connection replacements in each of the above-noted categories since 2004:

	2004	2005	2006	2007	2008	2009	2010*	2011 Projected
Emergency					77	72	73	75
Partial Replacement Backlog								65**
Watermain Program	14	67	58	78	17	29	71	0
Roadway Program							83	11
Homeowner Requested***						26	5	72

* Infrastructure Stimulus Funding (ISF) resulted in increased capital project work being completed.

** Consists of 35 connections currently in the backlog and a projection of 30 connections in 2011.

*** The numbers recorded in 2009 and 2010 are actual replacements. The 2011 projection is the number of homeowners who are currently on the waiting list. It is not feasible at this time for all 72 to actually be replaced in 2011.

In order to address the growing backlog, and to ensure that funding is included in the annual contracts for water main replacement and roadway reconstruction, the Administration will be including lead connection replacements in future capital budget submissions, commencing in 2012, as follows:

Emergency Replacements

Prior to 2010, emergency lead connection replacements were funded partially from the operating budget and partially from Capital Project 1615 – Water Distribution – Preservation, but it was not itemized in the budgeting process. In 2010, funding for emergency lead connection replacements was provided for in the operating budget in the amount of \$55,800. The actual expenditure in 2010 was \$311,453. The Administration will be requesting an increase in funding to replace approximately 75 emergency failures per year. At today's contract prices, this would be approximately \$250,000 annually.

Partial Replacement Backlog

The partial replacement backlog has developed due to the change in policy in 2010, whereby partial replacements are no longer permitted. There is currently no budgeting allocated to pay for this backlog. Commencing in 2012, Capital Project 1615 will reflect approximately 30 connection replacements per year. At today's contract prices, this would be approximately \$100,000 annually.

In Conjunction with Water Main Replacement

Currently, lead connection replacements are funded from Capital Project 1615 - Water Distribution – Preservation, but are not separated from the overall water main replacement costs. Commencing in 2012, the Capital Budget will accurately account for the amount of lead connections expected to be replaced during annual water main rehabilitation.

In Conjunction with Roadway Reconstruction

This is a new category arising indirectly from the decision in 2009 to allow homeowners to request lead connection replacements. Prior to 2009, lead connections were not replaced during roadway reconstruction. In 2010, these replacements were paid for by the roadways projects, as provisions were made for their replacement in the Infrastructure Stimulus Funding application. In 2011, 11 connections will be replaced in connection with roadway reconstruction, which will be funded from Capital Project 1615, at an estimated cost of \$40,000; however, the lead connection replacement was not identified when this budget was developed. Commencing in 2012, Capital Budget 1615 will accurately account for the amount of lead connections expected to be replaced during roadway reconstruction annually.

Homeowner Requested

Homeowner requested lead connection replacements have been funded in the same manner as emergency replacements, and are scheduled as time permits. Due to funding, only five were completed in 2010. Currently, the backlog list is growing faster than they can be removed, and with the increasing knowledge that the pipes will be replaced upon request, this backlog is expected to grow even faster. Commencing in 2012, a new Capital Budget item will be developed to address these requests. At today's contract prices, removal of the current backlog (72 requests) would cost approximately \$230,000. It is estimated that this number could grow to 100 in 2011, at an approximate cost of \$332,000. After 2012, the annual amount requested will be based on the estimated number of homeowner requests per year.

2011 Funding Changes

The cost for lead connection replacement in 2011 is expected to be approximately \$490,000. This includes 75 emergency replacements as well as 65 (35 currently in the backlog, plus 30 projected in 2011) from the partial replacement backlog list. In order to avoid an over expenditure in the 2011 operating budget, the Administration is recommending that \$432,300 be transferred from Capital Project 1617 – Primary Water Mains to Capital Project 1615 - Water Distribution.

The transfer of funds from Capital Project 1617 will result in a one-year delay in rehabilitating primary water main valves. This delay is acceptable because the most critical valves to be

rehabilitated require the completion of the Faithful Primary Water Main before work can commence. This primary water main is not scheduled to be completed until the end of the 2011 construction season.

OPTIONS

The Administration has considered using a portion of existing funding within Capital Project 1615 to fund the lead connection replacements in 2011, as the water main rehabilitation contract closed below estimated costs. However, the Administration is recommending that that this money be used to fund water main rehabilitation work required on 21st Street West, which has experienced numerous breaks this spring.

POLICY IMPLICATIONS

There are no policy implications.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

FINANCIAL IMPACT

The cost for lead connection replacements in 2011 is estimated to be \$490,000. There is \$57,700 allocated within the operating budget. The Administration is recommending that the budget shortfall be funded from the transfer of \$432,300 from Capital Project 1617 – Primary Water mains – Preservation to Capital Project 1615 – Water Distribution.

PUBLIC NOTICE

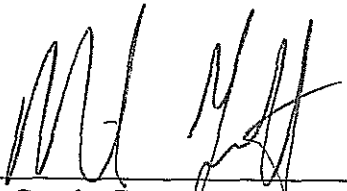
Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

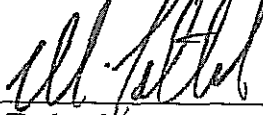
Written by: Stephen Wood, Water & Sewer Preservation Manager
Strategic Services Branch

Approved by: Cal Sexsmith, Manager
Strategic Services Branch

Approved by: Shelley Korte, Manager
Administration Branch

Reviewed by: Trent Schmidt, Water & Sewer Manager
Public Works Branch

Approved by: 
Mike Gutek, General Manager
Infrastructure Services Department
Dated: JUNE 9, 2011

Approved by: 
Murray Totland
City Manager
Dated: JUNE 12/11

Lead Connection Policies and Funding

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Infrastructure Services Department
DATE: June 6, 2011
SUBJECT: Surface Infrastructure Funding Allocation
FILE: IS 6000-4-2

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

- 1) that \$200,000 be transferred from Capital Project 959 – Boundary Road Preservation to the Infrastructure Reserve Surface Discretionary Reserve;
- 2) that \$436,000 be transferred from Capital Project 837 - Lane Rehabilitation and Drainage Improvement to the Infrastructure Reserve Surface Discretionary Reserve;
- 3) that the \$636,000 that has been transferred to the Infrastructure Reserve Surface Discretionary Reserve be allocated as follows:
 - a) \$130,000 to Capital Project 1890 - Expressway Preservation; and
 - b) \$506,000 to Capital Project 2249 - Street Reconstruction.

REPORT

The Infrastructure Reserve Surface Discretionary Reserve funds the preservation of paved streets, sidewalks, lanes, boundary roads, curbs, medians, traffic signals, guardrails and pavement markings. The Infrastructure Stimulus Fund (ISF) provided a third of the funding for many of the road projects that occurred in 2009 and 2010. Taking advantage of the amount of this ISF funding that could be received in order to complete as many projects as possible resulted in the Infrastructure Surface Discretionary Reserve being in a deficit position at the end of 2010 by \$3,480,000. The 2011 contribution to the Reserve was, therefore, reduced from \$7,750,000 to \$4,270,000. Several roadways are in poor condition and current funding is not sufficient, therefore, the Administration is recommending the transfer of funds, as described in the following report, in order to make the necessary repairs.

Capital Project 2249 - Street Reconstruction is for the treatment of paved streets that have failed. Due to the increasing average age of the city’s road network and the above normal rainfall which was experienced last year, several streets failed in the spring of 2011. Funding within this capital project is sufficient to restore three locations; however, there are a minimum of ten locations that require repair. Treating all required locations will likely exceed the funding available, even with the transfer of \$506,000 being recommended, however, as many locations as possible will be treated with the funding available. The current priority locations are: Attridge Drive from Lowe Road to Nelson Crescent; Duchess Street from 6th Avenue to 7th Avenue; 37th Street from Avenue W to Byers Crescent; Thatcher Avenue approaching 71st Street; Fairlight Drive between McCormack Road and 11th Street; 47th Street between Faithful

Avenue and 1st Avenue; and Haida Avenue between Caen Street and Ortona Street. Pictures of these locations are shown in (Attachment 1).

Capital Project 1890 - Expressway Preservation treats major streets, such as Circle Drive and Idylwyld Drive. Circle Drive, from 14th Street to Taylor Street, is scheduled for preservation treatment in 2011; and Circle Drive from Taylor Street to Highway 16 is scheduled for restoration treatment in 2012. The condition of Circle Drive from Taylor Street to approximately 300 metres south has deteriorated more than expected this spring, and requires treatment in 2011, at an estimated cost of \$130,000.

Capital Project 959 - Upgrade Boundary Roads involves the upgrading of gravel roads on the outskirts of the city. The Administration is recommending that \$200,000 be returned to the Infrastructure Reserve Surface Discretionary Reserve in order to help fund the required street reconstruction and expressway preservation work. This would mean that only minor maintenance work would be carried out on these gravel roads in 2011, resulting in possible speed reductions and potential closures. These gravel roads have also suffered from the above normal wet weather, and funding will need to be allocated to this project in 2012.

Capital Project 837 - Lane Rehabilitation and Drainage involves the upgrading of back lanes throughout the city, and is divided into three sections: gravel lanes, paved lanes and drainage. The Administration is recommending that \$298,000 from the paved lanes section and \$138,000 from the drainage improvement section, for a total of \$436,000, be transferred to the Infrastructure Reserve Surface Discretionary Reserve in order to fund the treatment of the higher priority paved roadways. This would mean that no work would be completed on paved lanes in 2011, and only a minimum amount of work would be completed on lane drainage. The gravel lane allocation of \$900,000 would not be affected and the gravel lane rehabilitation program would proceed as planned.

FINANCIAL IMPACT

The transfer of \$636,000 from Capital Projects 959 and 836 to the Infrastructure Reserve Surface Discretionary Reserve will allow for sufficient funding to be transferred to Capital Projects 1890 and 2249 to complete required street preservation and reconstruction in 2011.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

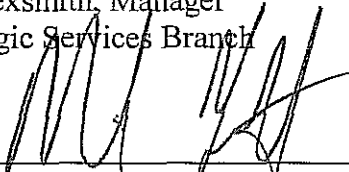
Public Notice pursuant to Section 3 of Policy C01-021, Public Notice Policy, is not required.

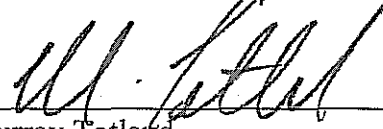
ATTACHMENTS

1. Street Reconstruction Priorities - Figures 1 to 7.

Written by: Colin Prang P.Eng., Surface Infrastructure Preservation Manager
Strategic Services

Approved by: Cal Sexsmith, Manager
Strategic Services Branch

Approved by: 
Mike Gutek, General Manager
Infrastructure Services
Dated: Jun 10, 2011

Approved by: 
Murray Totland
City Manager
Dated: June 12/11

Surface Infrastructure Funding Allocation



Figure 1: Attridge Drive from Lowe Road to Nelson Crescent (Estimated Repair Cost \$568,000)



Figure 2: Duchess Street – 6th Avenue to 7th Avenue (Estimated Repair Cost \$108,000)



Figure 3: 37th Street – Avenue W to Byers Crescent (Estimated Repair Cost \$70,000)



Figure 4: Thatcher Avenue approaching 71st Street (Estimated Repair Cost \$320,000)



Figure 5: Fairlight Drive – McCormack Road to 11th Street West (Estimated Repair Cost \$91,000)



Figure 6: 47th Street – Faithfull Avenue to 1st Avenue (Estimated Repair Cost \$180,000)

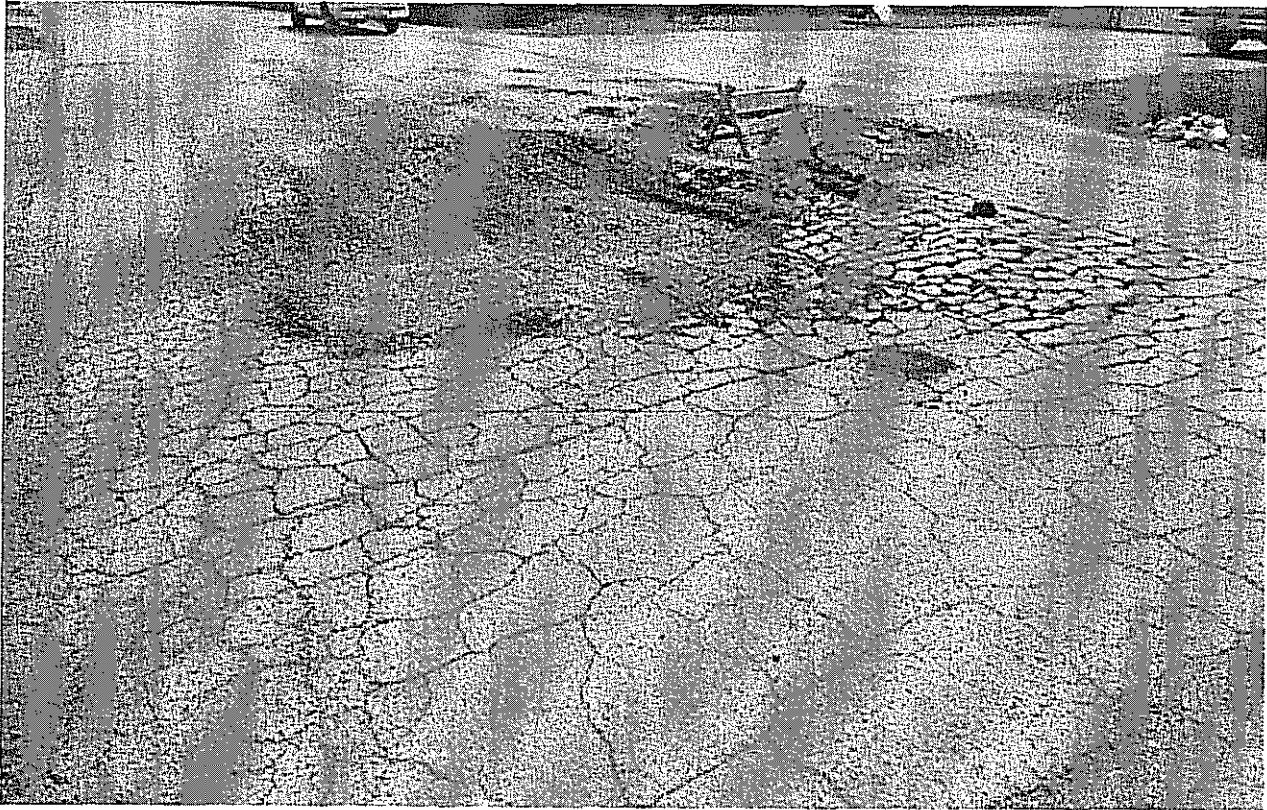


Figure 7: Haida Avenue – Caen Street to Ortona Street (Estimated Repair Cost \$37,000)

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Infrastructure Services Department
DATE: June 8, 2011
SUBJECT: Proposed 33rd Street Multi-Use Corridor Master Plan
FILES: IS 6150-1 and CK 5200-1

- RECOMMENDATION:**
- 1) that the following report be submitted to the June 27, 2011 City Council meeting, recommending that the proposed 33rd Street Multi-Use Corridor Master Plan be approved in principle;
 - 2) that the Administration report to the Budget Committee with a detailed cost estimate for future phases of the 33rd Street Multi-Use Corridor Project; and
 - 3) that the Administration proceed to Public Notice, for consideration at the July 13, 2011 City Council meeting, for the removal of the eastbound traffic lane on 33rd Street, from Warman Road to 7th Avenue.

BACKGROUND

Canadian Pacific Railway (CP) has expressed concerns with respect to the number of pedestrians and cyclists trespassing on their right-of-way. Thirty-Third Street, from SIAST Kelsey Campus to the University of Saskatchewan, is a major link that many pedestrians and cyclists use year round. Currently, there are no developed pedestrian or cycling facilities along the south side of 33rd Street from 3rd Avenue to Spadina Crescent. There is a sidewalk adjacent to 33rd Street, between Idylwyld Drive and 3rd Avenue; however, it does not accommodate cycling and the industrial nature of the adjacent land generates the considerable use of large trucks; therefore, cycling on this portion of 33rd Street is undesirable for even the most experienced rider. In addition, the intersection of Spadina Crescent and 33rd Street has no facilities linking the residential neighbourhood to the Meewasin Valley Authority (MVA) Trail.

In order to address these issues, the Administration has developed a Master Plan for the development of a major off-road corridor from the University of Saskatchewan to SIAST Kelsey Campus, on which pedestrians and cyclists will feel safe and comfortable. The overall Master Plan includes a landscaped environment and other amenities to enhance the look and feel of the area, in addition to the construction of a multi-use path on the south side of 33rd Street, between Spadina Crescent and Idylwyld Drive. This plan also includes a roundabout at the intersection of 33rd Street and Spadina Crescent and a promenade connecting the MVA trails to the pathway. The construction of the plan will occur in various phases as funding becomes available.

REPORT

Walking and cycling improve physical fitness. Investing in, and promoting the use of transportation infrastructure such as sidewalks, crosswalks, bike paths and lanes are the first steps to creating a more sustainable and healthy city.

The proposed 33rd Street Multi-Use Corridor Master Plan project consists of developing a multi-use trail along the south side of 33rd Street; improvements to crosswalks and intersections at key points; and a three metre wide pathway to allow for non-motorized users. The establishment of a direct connection to the Meewasin Valley Authority (MVA) Trail is a key element in the design.

Level of Service (LOS) defines the operating conditions on a transportation facility, such as an intersection, based on speed, travel time, delay, traffic interruptions and convenience. Each LOS is given a letter, A through F, to describe a range of operating conditions on the facility. LOS A, which represents ideal free-flow traffic conditions where drivers experience no delay and are unaffected by the manoeuvres of surrounding motorists, is ranked the highest. LOS F represents a situation where the traffic demand exceeds the capacity and where drivers experience long periods of delay. It is typically acceptable for the LOS to be as low as D in urban situations, where higher traffic volumes and higher levels of congestion are expected.

Some of the key components in the 33rd Street Multi-Use Corridor Master Plan include:

- A roundabout at the intersection of 33rd Street and Spadina Crescent (See Attachment 6) – The intersection of Spadina Crescent and 33rd Street currently operates as a three-way stop, with a right turn bay for vehicles on 33rd Street travelling eastbound and turning southbound. A traffic analysis indicated that the intersection currently operates at an LOS F during the afternoon peak period (from 4:00 p.m. to 6:00 p.m.) In evaluating the geometrics of this location for improvements to traffic flow and pedestrian and cycling movements, a roundabout was determined to be the best option for this location. The construction of the roundabout would improve the operation at this intersection to an LOS C for this same peak period. Roundabouts have benefits over standard intersections with stop signs or traffic lights because traffic is able to continue to move slowly through the intersection; and left turns in front of oncoming vehicles are not required.
- Removal of the traffic lane along 33rd Street, from Warman Road to 7th Avenue (See Attachment 3) – There are currently two lanes of traffic in both directions along 33rd Street, from Warman Road to 7th Avenue. Only one lane is used as a travel lane between 7th Avenue and Spadina Crescent. The other lane is intended for parking. In order to accommodate the multi-use pathway along 33rd Street, and to meet the minimum clearance guidelines from CP Rail, it is recommended that a traffic lane be removed from 33rd Street between Warman Road and 7th Avenue. A traffic analysis showed that the removal of the curb lane would have no impact on the LOS, which is currently at C for eastbound traffic.
- Limiting access to the west side of the CP railway bridge (See Attachment 6) – Studies show that there is significant pedestrian and cycling usage along the CP rail line. Pedestrians currently have access to the CP railway bridge on the west side of Spadina Crescent. CP Rail has expressed concerns with this trespassing, and have documented several incidents along this route where pedestrians were

nearly hit by trains. The removal of the old wooden staircase and part of the bridge access will force users to use the new staircase by the weir, which was designed to accommodate both pedestrians and cyclists. From there, they will be able to use the new linkages to cross Spadina Crescent and access the multi-use pathways.

Attachments 1 through 7 show the overall concept for the Master Plan. Construction will occur in phases as funding becomes available. The first phase consists of the construction of the multi-use pathway from 3rd Avenue to Spadina Crescent. The cost of this phase is estimated to be \$1,650,000. Amenities such as lighting and landscaping will be added in future phases of the project. Adequate funding is available within Capital Project 1137 - Bicycle Facilities for the construction of the multi-use pathway. This project is also partially funded through the Canada-Saskatchewan Provincial-Territorial Base Fund in the amount of \$1,000,000, which qualified as it will contribute to long-term economic growth, a clean environment and a strong community. Additional funding will be required to complete future phases of this project.

PUBLIC CONSULTATION

An Open House was held on June 2, 2011 at North Park Wilson School to provide the public with the opportunity to view and comment on the proposed 33rd Street Multi-Use Corridor Master Plan.. Approximately 6,000 flyers were distributed to the surrounding neighbourhoods. Approximately 50 people signed the attendance sheet; however, many others attended who did not sign in. In addition, the material was made available on the City of Saskatoon website on Thursday, June 2, 2011, for the public to submit their comments on the project.

The table below outlines the feedback received from the Public Open House and the website between June 2 and June 7, 2011, which is based on 42 written responses.

Development Component	Support / Strongly Support	Oppose / Strongly Oppose
Overall design approach	97 %	3 %
Ontario Avenue improvements	97 %	3 %
Kelsey Service Road improvements	86 %	14 %
3rd Avenue intersection improvements	93 %	7 %
Single traffic lane eastbound from 3rd Avenue to 5th Avenue	85 %	15 %
Pedestrian bulbs between 3rd Avenue and Spadina Crescent	94 %	6 %
Improvements at pedestrian tunnel	100 %	0 %
Traffic roundabout at Spadina Crescent	75 %	25 %
Promenade east of Spadina Crescent	100 %	0 %
Removal of wooden staircase and access from west side of CP Rail bridge	65 %	35 %
East bank improvements	93 %	7 %

Key stakeholders, including CP Railway, SIAST Kelsey Campus, the University of Saskatchewan and the Cycling Advisory Committee were involved in the development of the Master Plan.

The project is scheduled for review by the Crime Prevention through Environmental Design (CPTED) Committee on July 7, 2011.

ENVIRONMENTAL IMPLICATIONS

The continued expansion of the cycling and pedestrian networks throughout the city contributes to a cleaner environment.

FINANCIAL IMPACT

Development of the Master Plan and construction of the first phase of the project is estimated to cost \$1,650,000. Funding is available through the Canada-Saskatchewan Provincial-Territorial Base Fund in the amount of \$1,000,000. The remaining funds have been allocated from the Transportation Infrastructure Expansion Reserve.

Based on the Master Plan, it is estimated that future phases of the project will total \$5,100,000. The Administration will report to the Budget Committee with a funding strategy once a more detailed cost estimate is available.

PUBLIC NOTICE

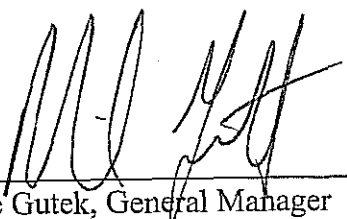
Public Notice, pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

ATTACHMENTS

1. 33rd Street Multi-use Corridor Master Plan – MP.1;
2. 33rd Street Multi-use Corridor Master Plan – MP.2;
3. 33rd Street Multi-use Corridor Master Plan – MP.3;
4. 33rd Street Multi-use Corridor Master Plan – MP.4;
5. 33rd Street Multi-use Corridor Master Plan – MP.5;
6. 33rd Street Multi-use Corridor Master Plan – MP.6; and
7. 33rd Street Multi-use Corridor Master Plan – MP.7.

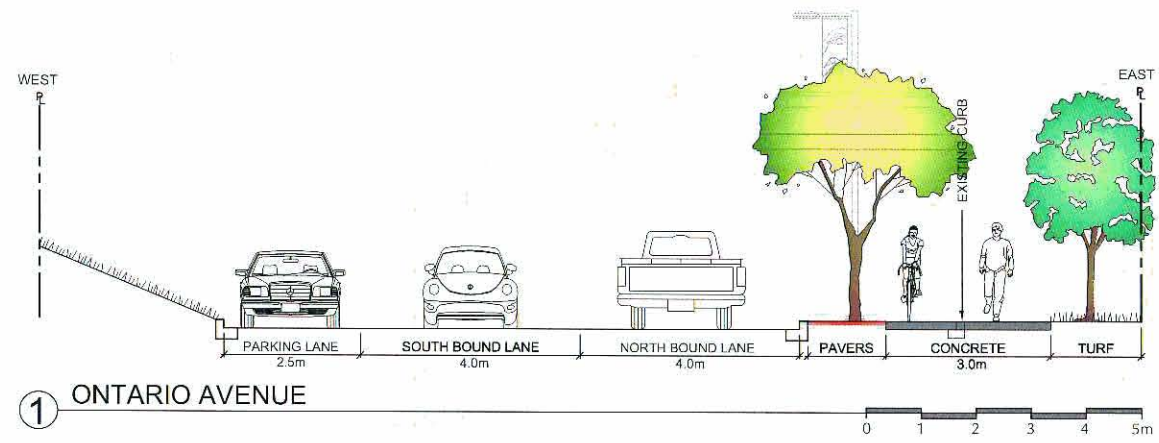
Written by: Jamison Gillert
Transportation Branch

Approved by: Angela Gardiner, Manager
Transportation Branch

Approved by: 
Mike Gutek, General Manager
Infrastructure Services
Dated: JUN 13, 2011

Copy to: Murray Totland
City Manager

PO JG 33rd St Master Plan

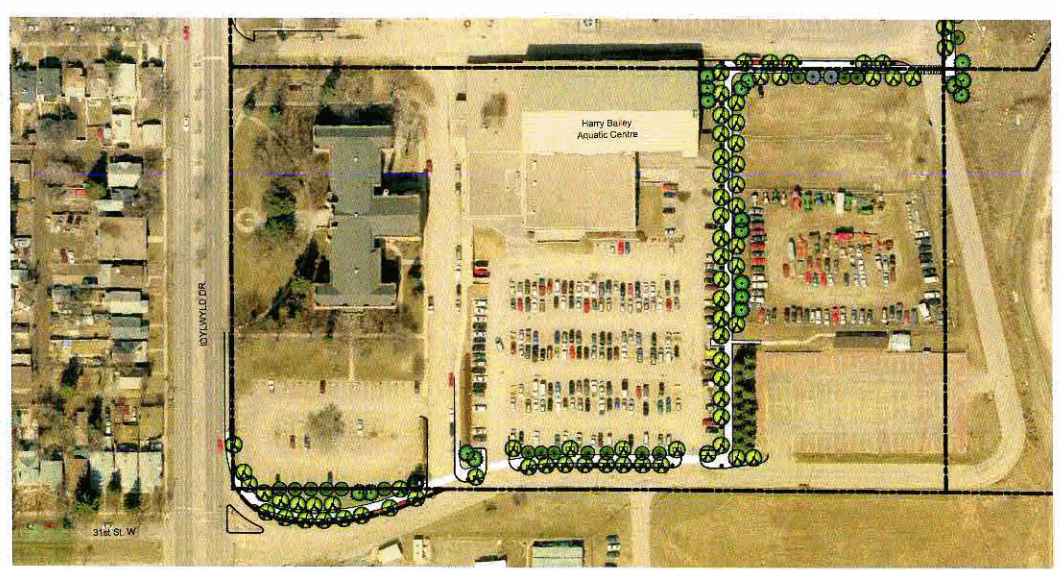


The corridor, extending 1 block north to SIAST at 34th Street, includes:

- elimination of northbound parking lane
- widened boulevard with amenity strip and 3m pathway
- planting strip to separate the pathway from adjacent private parking

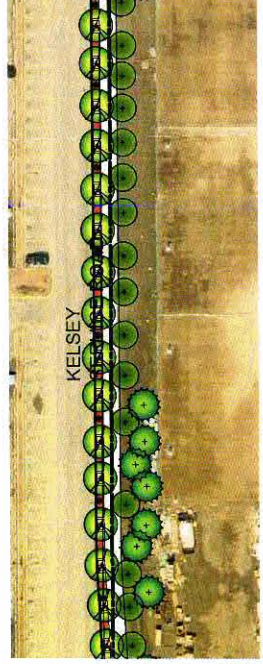
The south side of 33rd Street was selected for the corridor because it provides:

- the most direct route between SIAST and the river
- the safest route minimizing 33rd Street crossings



The corridor is proposed to extend south and west from 33rd Street to:

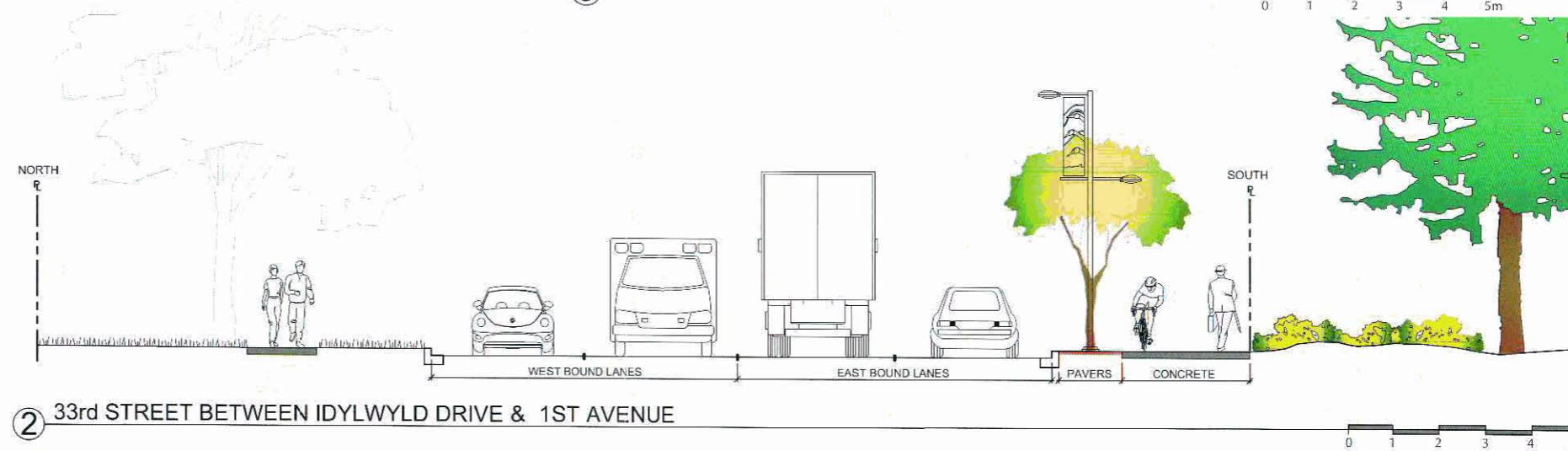
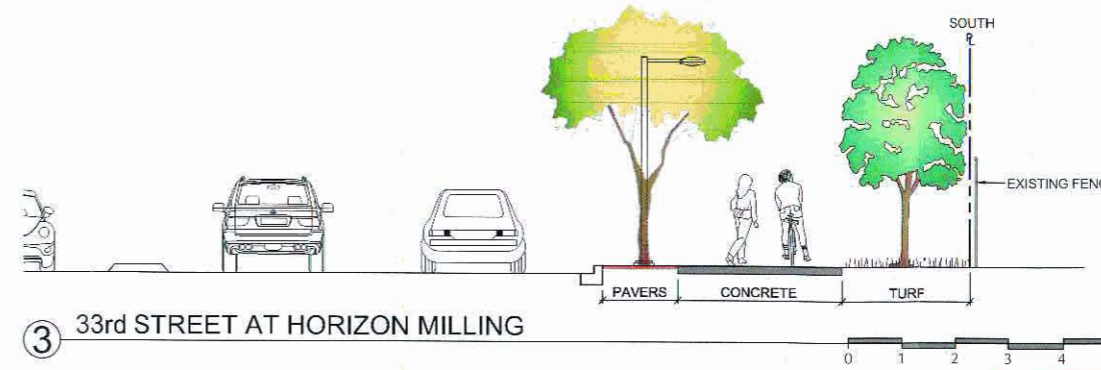
- connect to 31st Street
- improve pedestrian and cyclist access to Harry Bailey Aquatic Centre
- provide continuity, of components and quality, with the main corridor along 33rd Street

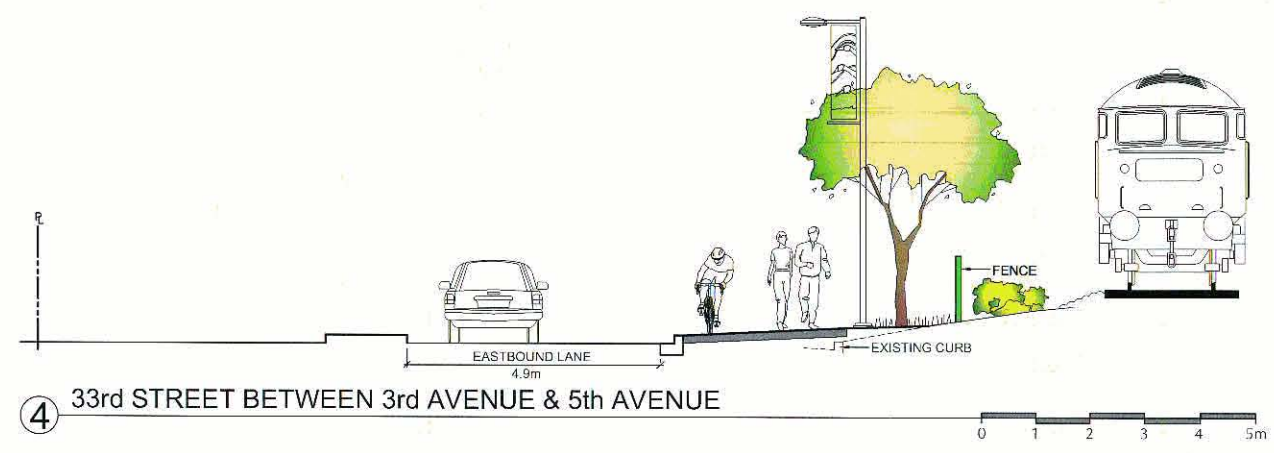




Basic components of the corridor design between Idylwyld and 3rd Avenue include:

- paver amenity strip, with street trees and lighting adjacent to the existing road, to provide a continuous sense of separation between pedestrians and traffic
- 3 m wide multipurpose concrete walkway
- buffer planting and furniture placement between the walkway and adjacent land uses where space permits or as negotiated with landowners





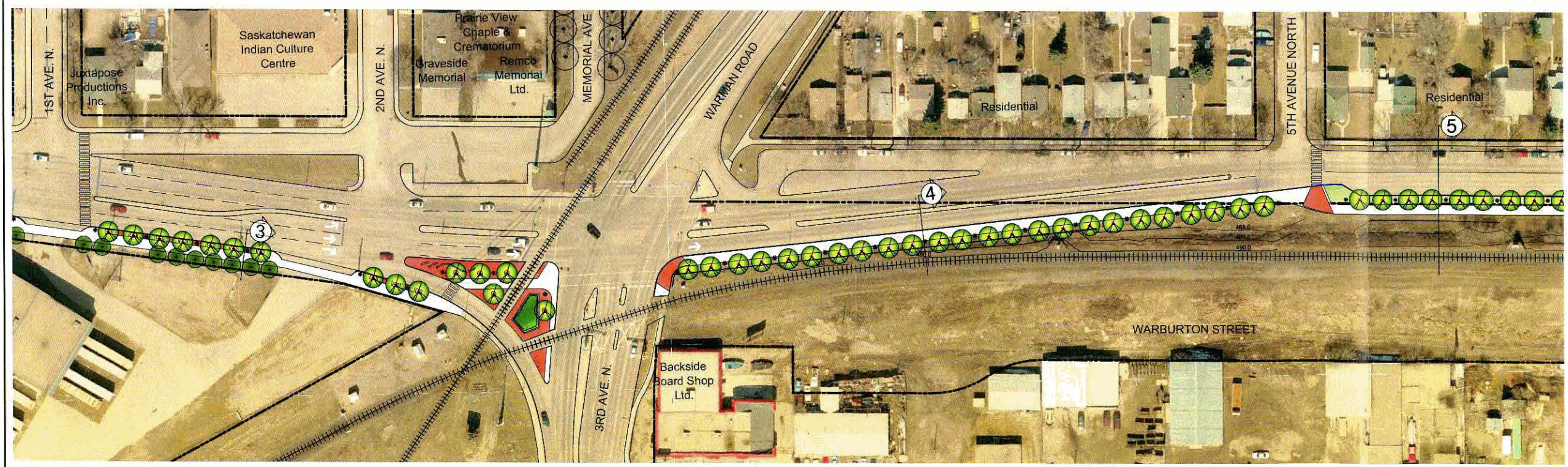
Sample fencing east of 3rd Avenue



Existing Condition at 3rd Avenue

To facilitate pedestrians and cyclists crossing at this complex intersection, the following improvements are proposed:

- enlarged traffic island made possible by elimination of one eastbound through-traffic lane
- concrete walkway defines pedestrian route across the traffic island lighting, street trees, raised planter, infill pavers and a contemporary sculpture enhance the pedestrian environment





⑤ 33rd STREET ALONG CP RAIL

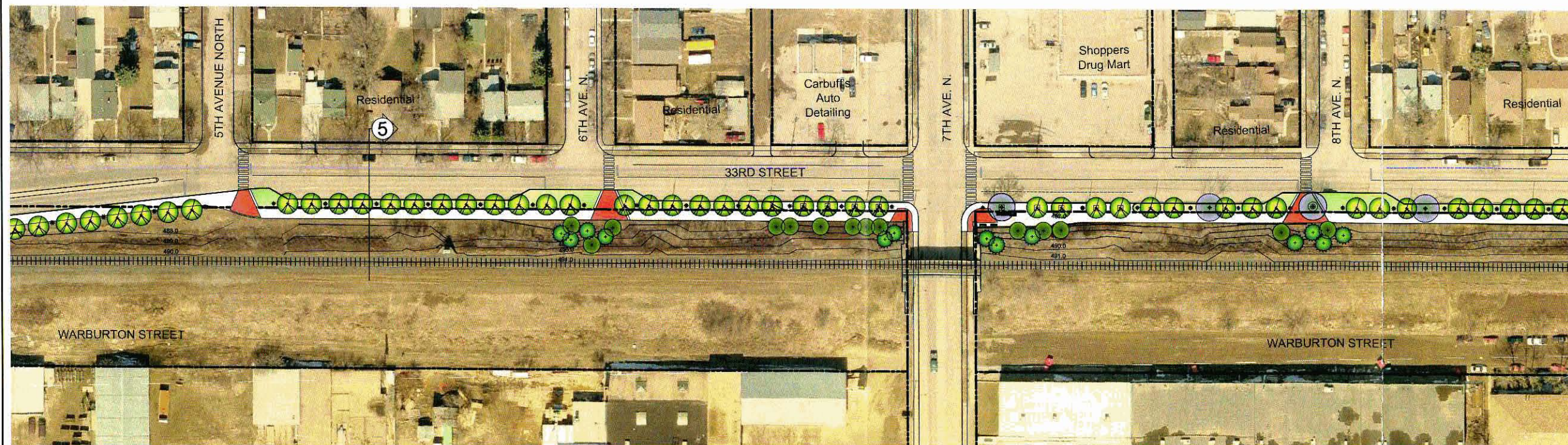


Features of the corridor east of 3rd Avenue include:

- elimination of the parking/transition lane eastbound from 3rd Avenue to 5th Avenue to provide spatial separation from the railway tracks
- east of 5th Avenue the basic components of the corridor design include:
 - o grass amenity strip with street trees and lighting adjacent to the existing road
 - o 3m wide multipurpose concrete walkway
- pedestrian bulbs with paver accents are provided at intersections and adjacent to the pedestrian tunnel to City Park

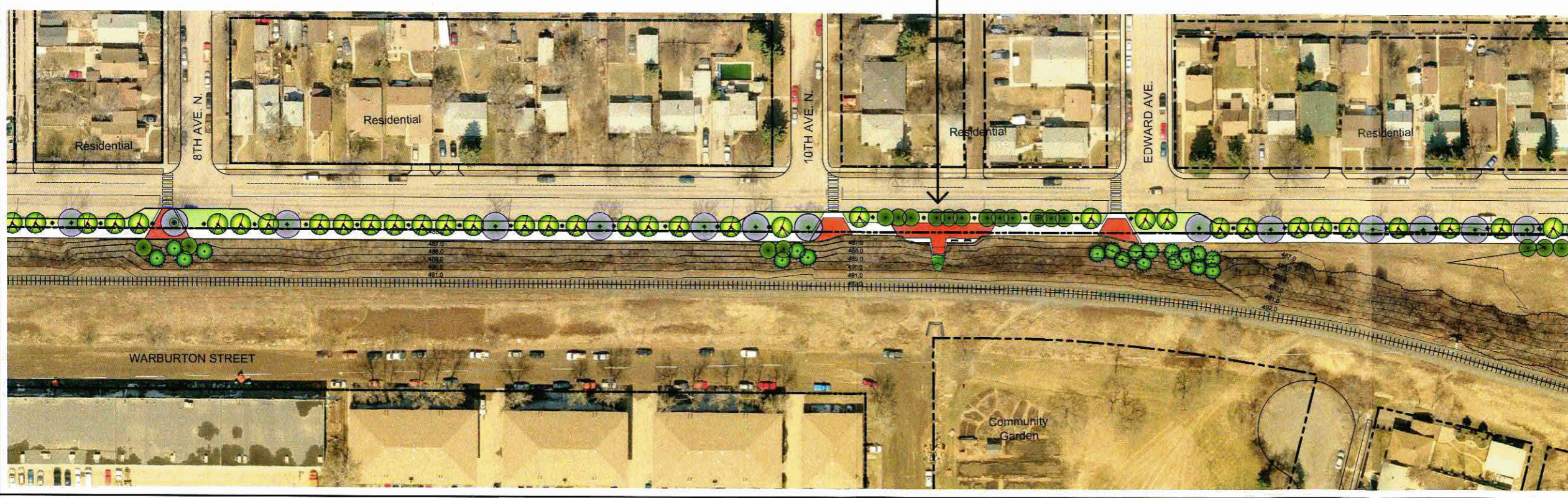
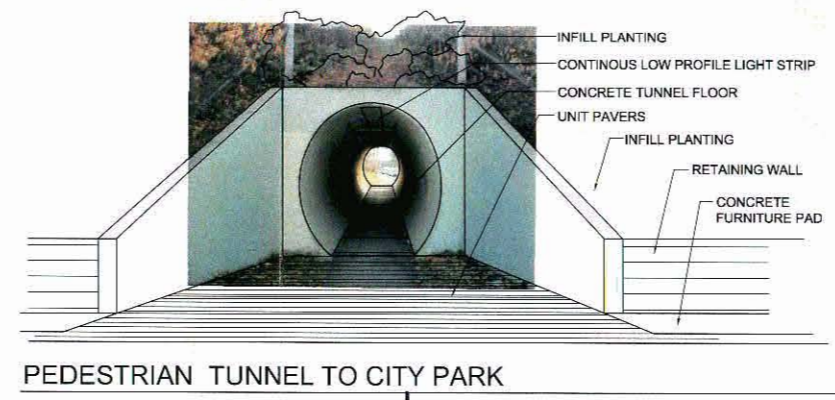
Implementation of the 33rd Street Corridor Master Plan will occur in phases over time.

- Phase 1 (2012) will include critical infrastructure and basic walkway construction from 3rd Avenue to Spadina Crescent. Discussions are on-going with CP Rail for approval to construct within the railway right-of-way.
 - o planting, furniture and other amenities will follow as funding becomes available
- Phase 2 will extend from Idylwyld to 3rd Avenue.
 - o Phase 2 may include additional sub-phases to suit funding priorities over time
- Phase 3 includes the Spadina Crescent roundabout and related improvements to the Promenade and adjacent riverbank
- Phase 4 would include east bank improvements





- A suite of site furniture is proposed (possible examples of which are illustrated) including elements for pedestrians, cyclists and transit users:
- high quality amenities which are comfortable and attractive
 - unifying set of elements throughout the entire corridor
 - combination street and pedestrian lighting to improve visibility and sense of security.
 - o LED lighting for energy efficiency
 - o night sky compliant to minimize light pollution
 - o warm white light to improve colour and depth perception
 - o seasonal banner program to add colour and animation to the streetscape



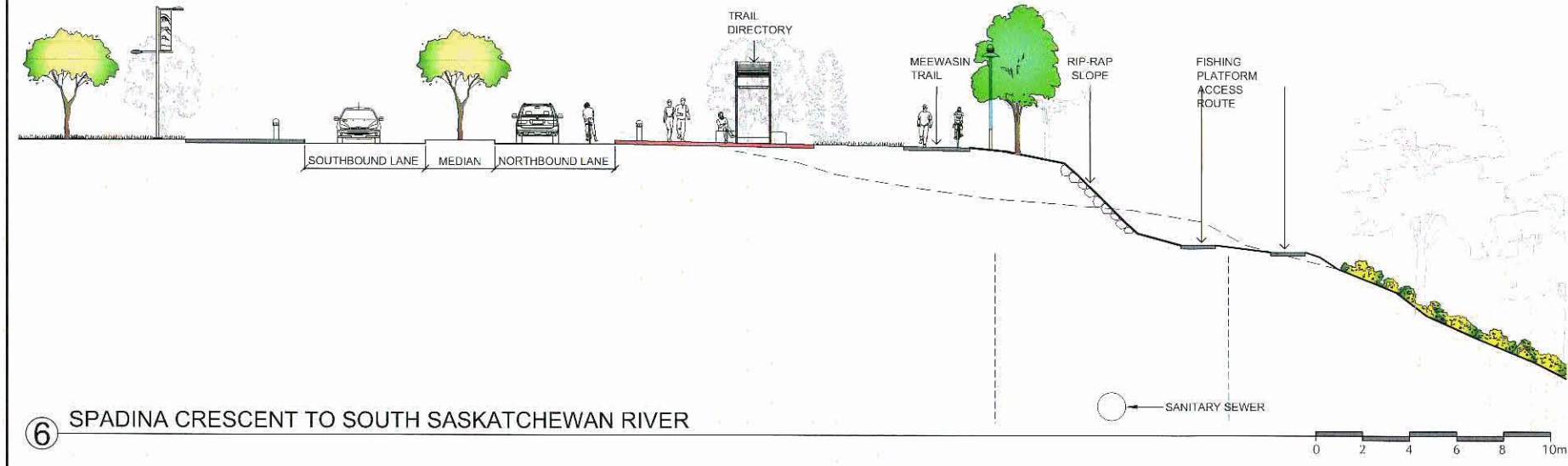
City of Saskatoon
33rd STREET MULTI-USE CORRIDOR

0 5 10 15 20 25 30m

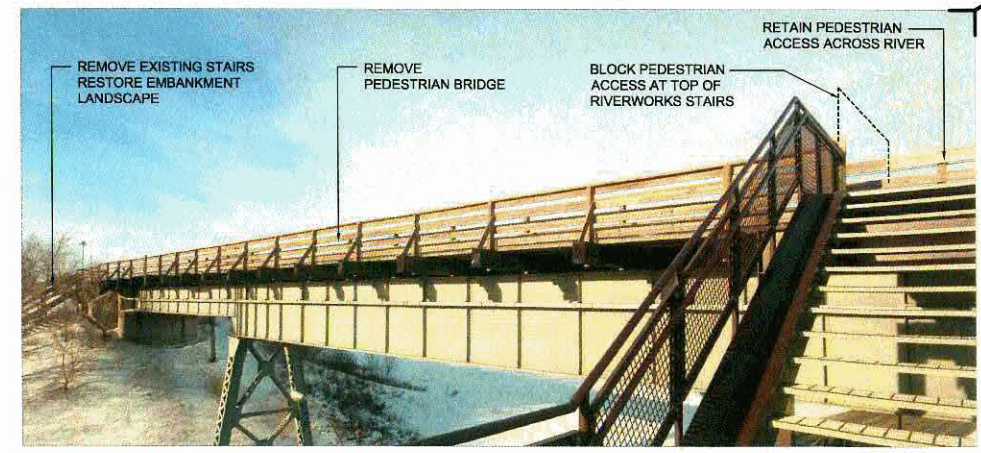
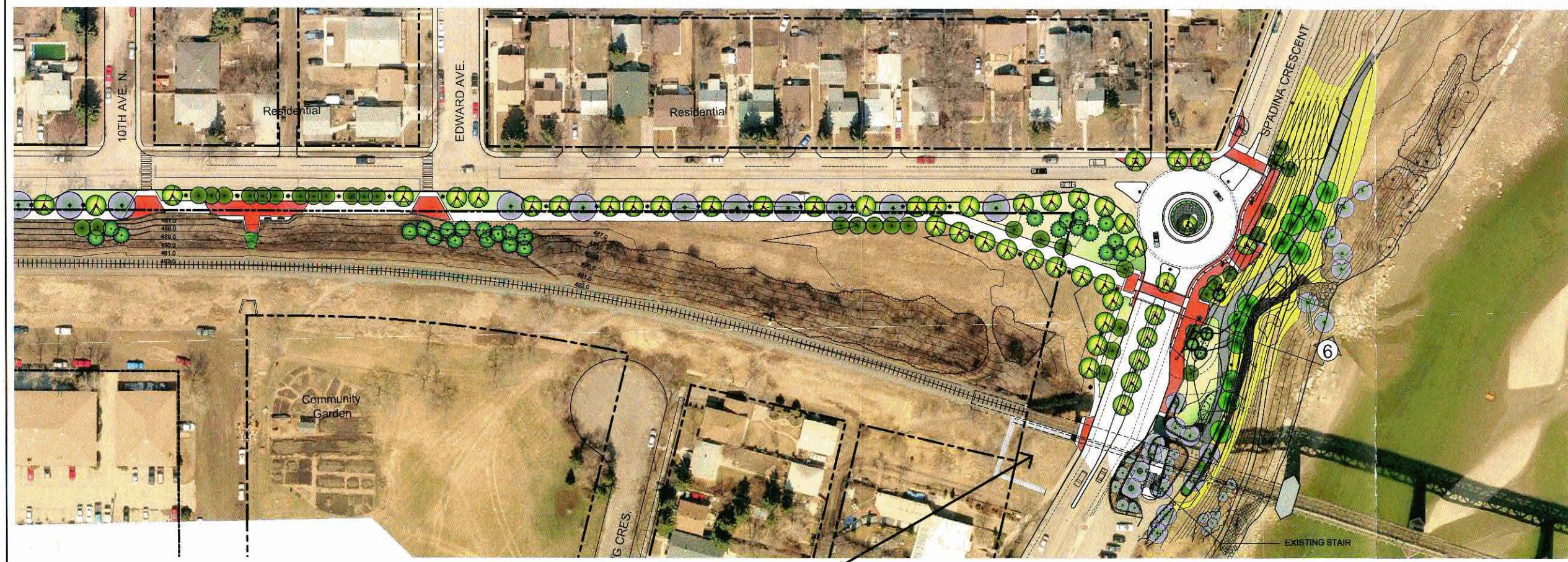
DATE: 2011/06/08 SHEET: MP.5



Existing condition at Spadina Crescent



6 SPADINA CRESCENT TO SOUTH SASKATCHEWAN RIVER



- Replace the existing intersection at Spadina Crescent with a roundabout to accommodate projected traffic volumes. Features include:
- designated and shared cycle lanes
 - safe pedestrian crosswalks
 - median extension southward for traffic control at Riverworks parking lot
- Promenade improvements include:
- formalized pedestrian access along the east side of Spadina
 - development of a major viewpoint
 - realignment of the trail to the accessible fishing platform
 - to improve safety, pedestrian access to the CP Rail bridge limited to the Riverworks staircase
 - removal of the pedestrian overpass above Spadina Crescent removal of the stair access on the south embankment, west of Spadina



CATTERALL & WRIGHT LIMITED
CONSULTING ENGINEERS



ROBB ■ KULLMAN
ENGINEERING LLP
STRUCTURAL CONSULTANTS



- EAST ABUTMENT
- replace stair access
 - replace stone guard below bridge
 - upgrade planting
 - add seating
 - upgrade retaining wall on north side

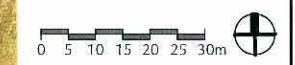
RETAIN PEDESTRIAN ACCESS ON CP RAIL BRIDGE

Meewasin Trail

Meewasin Trail



33rd STREET
MULTI-USE CORRIDOR



MASTER PLAN

DATE: 2011/06/08 SHEET: MP.7

His Worship the Mayor and City Council
The City of Saskatoon

REPORT
of the
LAND BANK COMMITTEE

Composition of Committee

Councillor M. Heidt, Chair
Councillor D. Hill
Councillor P. Lorje
Councillor G. Penner
Councillor M. Neault

1. Lot Supply – Builder and Developer
(File No. CK. 4110-1)

RECOMMENDATION: that the information be received.

Attached is a report of the General Manager, Community Services Department dated May 26, 2011 providing an update on the Builder and Developer Inventory of Lots.

Your Committee has reviewed this report with the Administration, and notes that there has been a 17% increase over last year's construction permits for multiple unit dwellings for the period January 1 to May 31, 2011.

2. Request to Sell City-Owned Property
Lots 23 to 35, Block 960, Plan 101877228
37th Street West, Hampton Village Neighbourhood
(File No. CK. 4214-1)

RECOMMENDATION: 1) that the Land Branch Manager be authorized to sell Lots 23 to 35, Block 960, Plan 101877228, split into groups of six lots (Lots 23 to 28) and seven lots (Lots 29 to 35) in the Hampton Village neighbourhood to the highest bidders through an Invitational Tender to all eligible contractors, with reserve bid prices as outlined in the attached report;

- 2) that if either group of lots is not sold through the Invitational Tender process, they be placed for sale in the two lot groupings over-the-counter to eligible contractors on a first-come, first-served basis;
- 3) that His Worship the Mayor and the City Clerk be authorized to execute the necessary documentation to complete the sales; and
- 4) that the Land Branch Manager be authorized to administer development controls as a condition of sale in accordance with the criteria outlined in the attached report.

Attached is a report of the General Manager, Community Services Department dated May 30, 2011 regarding the sale of residential lots in the Hampton Village Neighbourhood by Invitational Tender to all eligible contractors. These lots are being made available to eligible contractors in good standing rather than individuals, in that the lots have been backfilled, due to excavation that was required for the Circle Drive and 22nd Street West overpass project, and may require piles to stabilize the foundations. The Building Standards Branch will require Building Permit applicants to provide foundation drawings signed and sealed by an Engineer licensed to practice in Saskatchewan before permits are issued.

Your Committee has reviewed this report with the Administration, and supports the sale of these lots, as proposed.

3. Request to Sell City-Owned Property
Parcel R, Plan 101908964 (126 Shillington Crescent)
Parcel V, Plan 101954077 (118 Shillington Crescent)
Parcel W, Plan 101954077 (110 Shillington Crescent)
Parcel X, Plan 101954077 (102 Shillington Crescent)
Blairmore Suburban Centre
(File No. CK. 4214-1)

- RECOMMENDATION:**
- 1) that the Land Branch Manager be authorized to sell Parcel R, Plan 101908964 (126 Shillington Crescent; Parcel V, Plan 101954077 (118 Shillington Crescent; Parcel W, Plan 101954077 (110 Shillington Crescent); and Parcel X, Plan 101954077 (102 Shillington Crescent) in the Blairmore Suburban Centre to the highest bidders through a public tender process, with reserve bid prices as outlined in the attached report;

- 2) that if the parcels are not sold through the tender process, they be placed for sale over-the-counter on a first-come, first-served basis; and
- 3) that His Worship the Mayor and the City Clerk be authorized to execute the necessary documentation to complete the sales.

Attached is a report of the General Manager, Community Services Department dated May 18, 2011 forwarding information regarding the proposed sale of four parcels of land, zoned M.3, in the Blairmore Suburban Centre. The M.3 zoning accommodates a variety of housing developments, including apartment buildings.

Your Committee has reviewed this report with the Administration, and supports the sale of these parcels of land, as outlined in the report.

4. Request to Sell City-Owned Property
Parcel A, Plan 102038150 (2012 Pohorecky Crescent)
Parcel B, Plan 102038150 (address to be assigned)
Evergreen Neighbourhood
(File No. CK. 4215-1)

- RECOMMENDATION:**
- 1) that the Land Branch Manager be authorized to sell two parcels of land in the Evergreen neighbourhood to the highest bidders through a public tender process, with reserve bid prices as outlined in the attached report;
 - 2) that if the parcels are not sold through the tender process, they be placed for sale over-the-counter on a first-come, first-served basis; and
 - 3) that His Worship the Mayor and the City Clerk be authorized to execute the necessary documentation to complete the sales.

Attached is a report of the General Manager, Community Services Department dated May 18, 2011 regarding the sale of two parcels of land zoned RMTN – Townhouse Residential District, in the Evergreen Neighbourhood.

Your Committee has reviewed this proposal with the Administration, and supports the sale of sale of these parcels of land as outlined in the report.

5. Industrial Land Sales Policy
(File No. CK. 4214-1)

- RECOMMENDATION:**
- 1) that the Real Estate Commissions – Sale of City-owned Land Policy (C09-015) be amended to allow real estate commissions to be paid on land sold either through a Public Tender or from current inventory;
 - 2) that the Industrial Land Incentives Program Policy (C09-009) be amended to require that Lessee’s of City-owned land cannot exercise their Option to Purchase until the completion of a building foundation consistent with the nature of the tenants operations;
 - 3) that the Real Estate Commissions – Sale of City-owned Land Policy (C09-015) be amended to set the real estate commissions for all industrial lands to five percent for the first \$1 million in a land sale and at three percent for any amounts above \$1 million to a maximum payment of \$150,000; and
 - 4) that this change be on a trial basis for the first year, and the Administration report back in one year’s time including information on sales statistics during that period of time and the impact the change has had on the bids received during the public tender process.

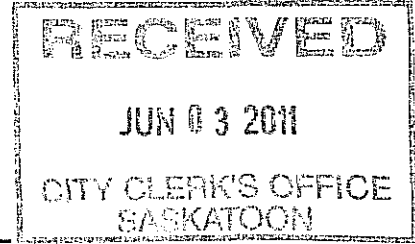
Attached is a report of the General Manager, Community Services Department dated May 31, 2011 forwarding information on issues related to the sale of industrial lots. The Administration has proposed a change to the Sales Policy to allow real estate commissions in order to address the issues.

Your Committee has reviewed this report with the Administration, and supports the proposal, however, the Committee would like to determine if this change is successful, and has added an additional recommendation for Administration to report back in one year’s time.

Respectfully submitted,

Councillor M. Heidt, Chair

TO: Secretary, Land Bank Committee
FROM: General Manager, Community Services Department
DATE: May 26, 2011
SUBJECT: Lot Supply – Builder and Developer
FILE NO: 4138-4



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

BACKGROUND

The Land Bank Committee at its In Camera meeting held on March 18, 2011, resolved, in part:

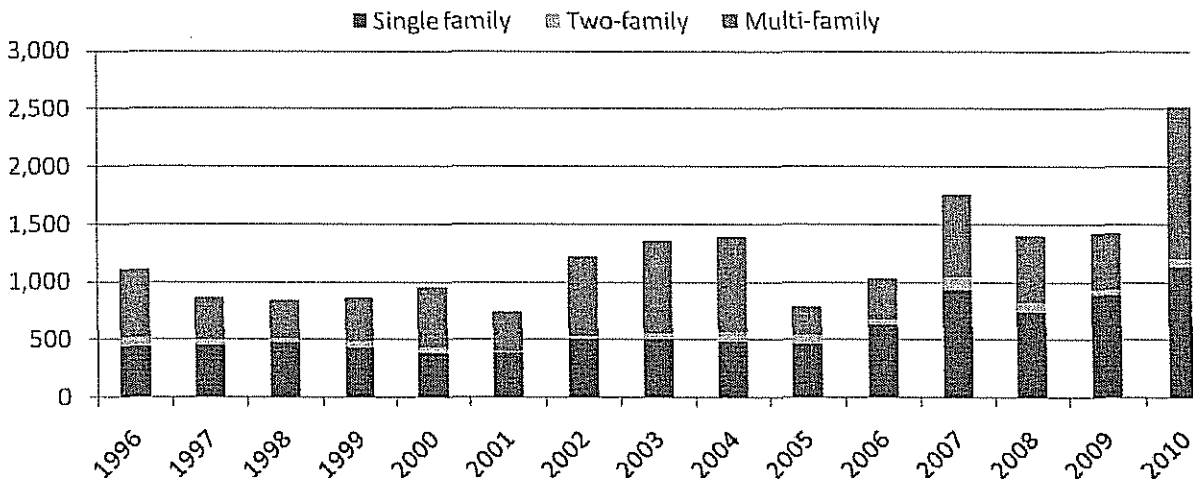
“that the Administration be requested to provide a quarterly update on the Builder and Developer Inventory report.”

REPORT

This report identifies the single family and multi-family inventory held by homebuilders and land developers, as well as the projected single family lot availability by neighbourhood for 2011 from major land developers.

Figure 1 identifies historic new single family, two-family and multi-family dwellings units per year from 1996 to 2010.

Figure 1: New Dwelling Units by Building Classification in Saskatoon, 1996-2013



Source: City of Saskatoon, Building Standards Branch, Monthly Building Permit Report

Single Family

Table 1 identifies the single family lot inventory held by homebuilders and land developers as of

May 31, 2011. All lots held by developers are ready for home construction and are available for purchase immediately.

Table 1: Single Family Inventory, May 31, 2011

<i>Neighbourhood</i>	<i>Builder inventory</i>	<i>Developer inventory</i>		<i>Totals</i>
		<i>City</i>	<i>Private</i>	
Stonebridge	273	0	0	273
Hampton Village	178	2	0	180
Rosewood	84	0	24	108
Evergreen	64	0	0	64
Willowgrove	64	0	0	64
Willows	45	0	5	50
Parkridge	2	0	15	17
Briarwood	7	0	10	17
Totals	717	2	54	773

Note: Survey of vacant lots Dundee Development, March 31, 2011. Total number of vacant lots in all suburban development areas observed was 973.

Table 2 identifies the new single family lot availability projected for 2011.

Table 2: Residential Lot Availability, 2011

<i>Neighbourhood</i>	<i>City</i>		<i>Dundee</i>		<i>Boychuk</i>		<i>Totals</i>	
	<i>April- June</i>	<i>July- December</i>	<i>April- June</i>	<i>July- December</i>	<i>April- June</i>	<i>July- December</i>	<i>April- June</i>	<i>July- December</i>
Stonebridge	0	0	350	0	0	0	350	0
Hampton Village	88	0	160	0	0	0	248	0
Rosewood	0	170	0	0	35	156	35	326
Evergreen	220	519	0	0	0	0	220	519
Arbor Creek	0	0	43	0	0	0	43	0
Totals	308	689	553	0	35	156	896	845
							1,741	

The Monthly Building Permit Report indicates that from January 1 to May 31, 2011, there have been building permits taken out for 560 single family dwelling units and 20 two-family dwelling units. By comparison, for the same time period in 2010, building permits for 551 single family dwelling units and 22 two-family dwelling units had been issued. This is an increase of 1.2 percent over last year's year to date number of new single family and two-family units in the city.

Multi-family

Table 3 identifies the multi-family inventory held by homebuilders and land developers as of January 1, 2011, as projected in the September 2010 Three Year Land Development Program report. The information provided in this table is currently being updated for this year's report expected to be complete by late August.

Table 3: Multi-family Inventory, January 1, 2011

<i>Neighbourhood</i>	<i>Builder inventory</i>		<i>Developer inventory</i>				<i>Totals</i>	
	<i>Acres</i>	<i>Possible dwelling units</i>	<i>City</i>		<i>Private</i>		<i>Acres</i>	<i>Possible dwelling units</i>
			<i>Acres</i>	<i>Possible dwelling units</i>	<i>Acres</i>	<i>Possible dwelling units</i>		
Willowgrove	40.8	505	3.0	59	0.0	0	43.8	564
Hampton Village	12.7	233	7.9	118	6.1	91	26.7	442
Evergreen	0.0	0	14.3	214	0.0	0	14.3	214
Rosewood	0.0	0	0.0	0	12.7	249	12.7	249
Stonebridge	11.1	278	6.0	240	31.0	1,550	48.1	2,068
Lakewood Suburban Centre	9.8	479	0.6	36	0.0	0	10.2	515
Blairmore Suburban Centre	2.8	166	13.3	652	0.0	0	16.1	818
Totals	77.2	1,661	45.1	1,319	49.8	1,890	171.9	4,870

Note: The average density of development indicated in the above table is approximately 28 units per acre. This ranges from 15 units per acre for most group townhouse sites to 25 units per acre for 3 storey buildings to 60 units per acre for M3 lands in the Blairmore Suburban Centre and Stonebridge.

According to the Monthly Building Permit Report, from January 1 to May 31, 2011, there have been building permits taken out for a total of 474 residential units on multi-family sites. By comparison, for the same time period in 2010, building permits for 405 residential units on multi-family sites had been issued. This is an increase of 17 percent over last year's year to date number of new multi-family units in the city.

OPTIONS

There are no options.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There is no financial impact.

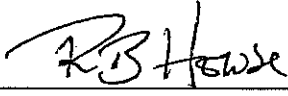
ENVIRONMENTAL IMPLICATIONS

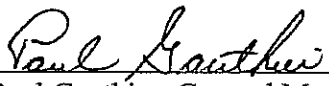
There are no environmental implications and/or greenhouse gas implications.

PUBLIC NOTICE

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

Written by: Jennifer Taylor, Planner 16

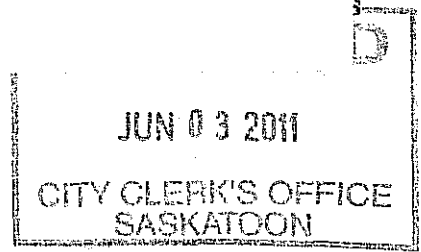
Reviewed by: 
Rick Howse, Land Branch Manager
Dated: June 1, 2011

Approved by: 
Paul Gauthier, General Manager
Community Services Department
Dated: June 2, 2011

cc. Murray Totland, City Manager

4214-1 2.

TO: Secretary, Land Bank Committee
FROM: General Manager, Community Services Department
DATE: May 30, 2011
SUBJECT: Request to Sell City-Owned Property
Lots 23 to 35, Block 960, Plan 101877228
37th Street West, Hampton Village Neighbourhood
FILE NO: LA 4131-23-5, LA 4217-011-3



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

- 1) that the Land Branch Manager be authorized to sell Lots 23 to 35, Block 960, Plan 101877228, split into groups of six lots (Lots 23 to 28) and seven lots (Lots 29 to 35) in the Hampton Village neighbourhood to the highest bidders through an Invitational Tender to all Eligible Contractors, with reserve bid prices as outlined in this report;
- 2) that if either group of lots are not sold through the Invitational Tender process, they be placed for sale in the two lot groupings over-the-counter to Eligible Contractors on a first-come, first-served basis;
- 3) that His Worship the Mayor and the City Clerk be authorized to execute the necessary documentation to complete the sales; and
- 4) that the Land Branch Manager be authorized to administer development controls as a condition of sale in accordance with the criteria outlined in this report.

BACKGROUND

Between 2001 and 2003, the rear portion of these 13 lots in Hampton Village and the adjacent area to the north had been excavated for the Circle Drive and 22nd Street West overpass project. The deepest area of the borrow pit was 6.25 metres. As part of the normal land development process the borrow area was backfilled in 2004 and compacted to 98 percent standard proctor density on McClocklin Road including Lots 23 to 35 in Block 960. Attachment 1 identifies the location and amounts of fill material. Servicing of these lots was completed in 2007.

In 1989, the Dundonald sewage lift station was constructed on Lots 34 and 35, Block 960, Plan 101877228, which straddled the common property line. This lift station was decommissioned in the spring of 2010. The building was removed and concrete from the main floor down to two metres below grade was demolished. The wet and dry well structures below ground were filled to the top of

the remaining concrete and the remaining area of excavation was backfilled, compacted and levelled to grade with the surrounding site. The removal of the existing facility was carried out with the objective of causing as little disturbance as possible to the site. The lots are no longer required for any sewage handling facilities and are available for further development. An easement is required for the foot print of the former lift station.

REPORT

The purpose of this report is to obtain approval to sell 13 single-family lots, split into groups of six and seven lots, through an Invitational Tender process and obtain approval to administer development controls for each of the 13 lots identified in Attachment 2. The Administration is recommending these lots be offered as two groups to builders that are registered as Eligible Contractors only. By offering the parcels to Eligible Contractors only, there will be more likelihood that the foundation requirements associated with construction of dwellings on these lots will be handled more efficiently. Dealing with only two potential builders, rather than up to 13 builders and individuals under the normal lot draw process, is preferred under these special circumstances.

If the two lot groups are not sold through the Invitational Tender process, they will be made available for purchase over-the-counter, to Eligible Contractors only on a first-come, first-served basis.

Foundation Requirements

In 2007, the Land Branch hired AMEC Earth and Environmental to conduct a geotechnical investigation for Lots 23 to 35, Block 960 to assess subsurface conditions and to provide recommendations for the selection, design and construction of suitable foundations and concrete floors.

With respect to foundation selection on these sites, AMEC indicated that footings are not recommended unless the footings would be based in the underlying native soils. Drilled case-in-place concrete friction piles are expected to perform reasonably well for support of the relatively light loads expected and the best foundation option for the proposed development. The AMEC report emphasized the importance of investigating each lot prior to development to verify stratigraphy, as it is possible that the subsurface soils across the lots may vary from the test holes used in the study, especially with respect to possible existing fill depths.

The National Building Code, Part 9, prescribes footing requirements that require the footings to be placed on stable soils with an allowable bearing pressure of 75 kPa. Due to the significant layer of backfill in this area of Hampton Village, the Building Standards Branch will require that the foundations for the buildings on these lots be designed, signed and sealed by an engineer licensed to practice in Saskatchewan.

Lot Pricing

The reserve bid price for each group of lots has been determined based on an examination of current

and expected lot prices for comparable single family properties in the Saskatoon market. A base unit price of \$7,200 per front metre was used to calculate the prices. Adjustments were then made to the base prices, based on lot location, characteristics, and extent of side yard easements. Further downward adjustments of approximately five percent on average, were made to account for the additional engineering and foundation work that will be required by the successful proponent(s).

The suggested reserve bid prices for these two groups of lots are as follows:

Lots 23-28, Block 960, Plan 101877228 - \$ 681,200

Lots 29-35, Block 960, Plan 101877228 - \$ 785,800

Final tender documents for these two groups of lots will identify that additional engineering requirements will be required by the Building Standards Branch at the building permit stage.

Terms of Sale

Your Administration recommends the two lot groupings be sold under the following terms of sale:

- 10 percent non-refundable deposit shall be required by the successful proponent;
- 180 days will be provided to pay the balance remaining on the sites. The deposit will be forfeited if the balance is not received. Titles will be transferred upon receipt of the balance owing on the lots;
- The purchaser must be a registered Eligible Contractor in good standing with the City of Saskatoon;
- Construction on all lots must be finished and the home must pass the final building inspection within three years from the date of the Agreement for Sale.

Development Controls

Development controls are being proposed in this phase of development in order to maintain character within the neighbourhood and to fulfill the original vision of the neighbourhood design.

37th Street West – Zoned R1A

Lots 23 to 35, Block 960; Plan 101877228

1. No dwelling shall be constructed on any of the lots which have an above-grade floor area (excluding attached decks, patios and garages) less than:
 - a) 1,200 square feet in the case of a bungalow, bi-level or split-level dwelling;
 - b) 1,500 square feet in the case of a two-storey dwelling; and
2. All dwellings must be constructed with a minimum double-wide attached garage. The garage must be constructed at the same time as the dwelling is built.

Minimum inside dimensions shall be 5.4 metres wide and 6.0 metres long.

In addition to these development controls, a separate interest will be registered against the title of each single-family lot with a front-attached garage indicating which side of the lot the garage must be placed against. As outlined in the report adopted by City Council on February 27, 2006, the intent of this control is to pair garages together against a common property line in order to provide a better streetscape appearance.

OPTIONS

The only other option is to sell the lots through a normal lot draw process.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

The proceeds from the sale of this land will be deposited into the Hampton Village Neighbourhood Land Development Fund.

PUBLIC COMMUNICATION PLAN

Notice of the Invitational Tender will be sent to each Eligible Contractor and will be advertised in The StarPhoenix a minimum of two Saturdays prior to the close of tenders, pursuant to City Council Policy No. C09-006, Residential Lot Sales – General Policy, and will be posted on the City of Saskatoon Land Branch website.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

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

ATTACHMENTS

1. Cut/Fill Contours showing the location of the Hampton Borrow Pit.
2. Plan showing the lot and block numbers (37th Street West area).
3. Plan of Hampton Village.

Written by: Jennifer Taylor, Planner 16

Reviewed by:

R. B. Howse
Rick Howse, Land Branch Manager
Dated: June 1, 2011

Approved by:

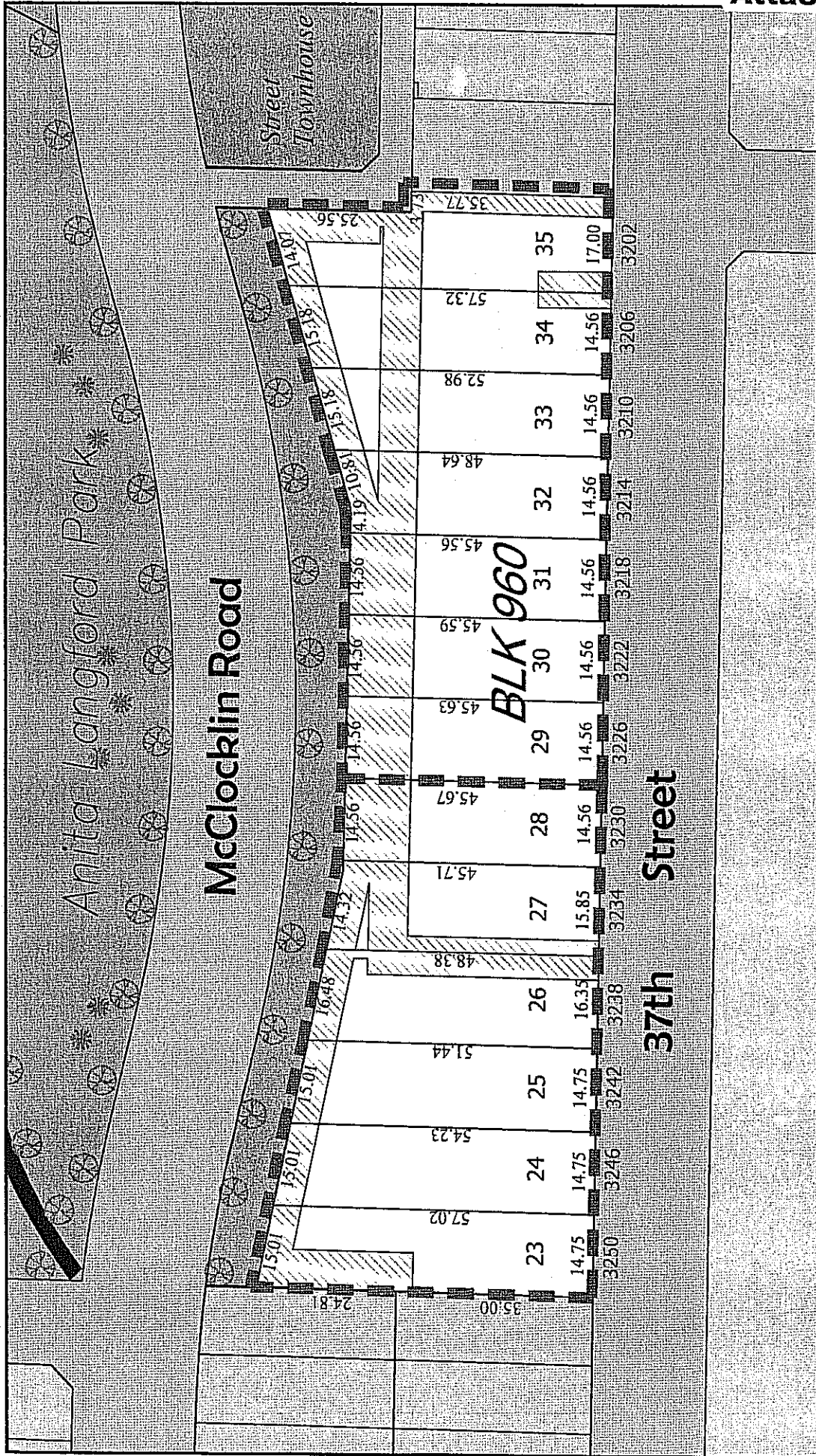
Paul Gauthier
Paul Gauthier, General Manager
Community Services Department
Dated: June 2, 2011

Approved by:

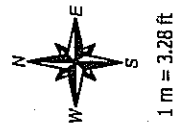
M. Tottand
for Murray Tottand, City Manager
Dated: June 3/11

Block 960, Lots 23 - 35, Plan 101877228

3202 - 3250 37th Street West



Note: The Land Branch does not guarantee the accuracy of this plan. Lot dimensions and the location of other features are compiled from available information and are subject to change without notice. To ensure the accuracy of features such as utility pedestals, mailboxes, bus stops, easements, and garage locations check with the appropriate authority. To ensure accuracy, please refer to the Registered Plan of Survey. Distances are in metres unless shown otherwise. Do not scale.

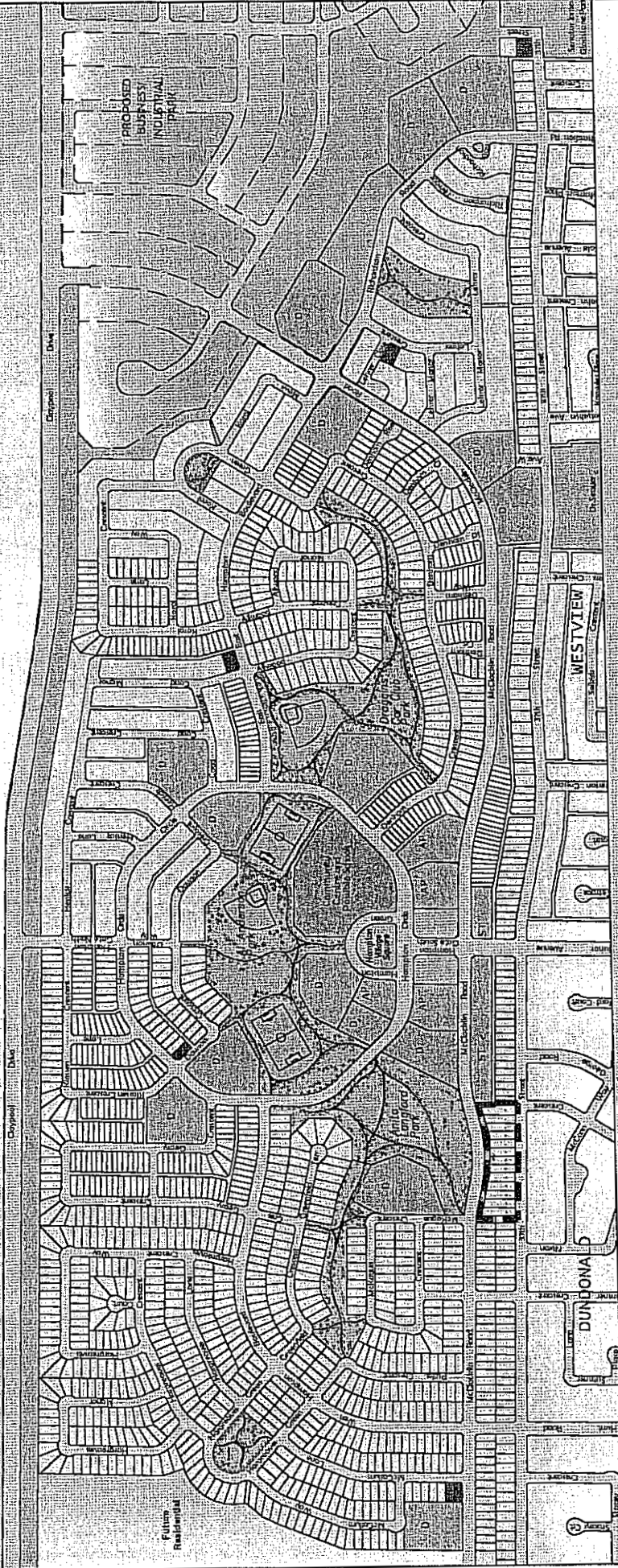
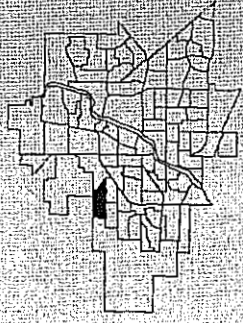


- Easements
- Parks/Buffers
- Previous phasing

Civic Address	1234
Lot	12
Block	BLK 123
Parcel Groups	



HAMPTON VILLAGE



2011 May Pricing Report

13 lots (0 ac/multi-family)

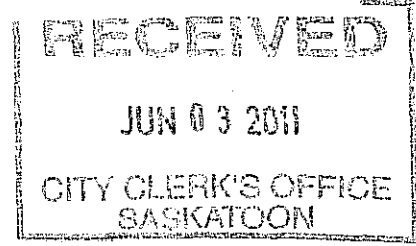
- SINGLE FAMILY
 - MULTI-FAMILY
 - COMMERCIAL
 - PARKS/BUFFERS
 - INDUSTRIAL PARK
 - COMMUNITY CENTRE & POSSIBLE SCHOOL
 - RESIDENTIAL TYPE II
 - CARE HOME
- AP = Apartment Style
 D = Duplex Group Terranours
 ST = Street Terranours



City of Saskatoon
 Community Services - Land Branch - May 2011
 Note: The Land Branch does not guarantee the accuracy of this plan. To ensure accuracy, please refer to the Registered Plan of Survey. This plan is not to scale.

4214-1 3.

TO: Secretary, Land Bank Committee
FROM: General Manager, Community Services
DATE: May 18, 2011
SUBJECT: Request to Sell City-Owned Property
Parcel R, Plan 101908964, (126 Shillington Crescent)
Parcel V, Plan 101954077 (118 Shillington Crescent)
Parcel W, Plan 101954077 (110 Shillington Crescent)
Parcel X, Plan 101954077 (102 Shillington Crescent)
Blairmore Suburban Centre
FILE NO: LA 4217-011-4



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

- 1) that the Land Branch Manager be authorized to sell Parcel R, Plan 101908964 (126 Shillington Crescent); Parcel V, Plan 101954077 (118 Shillington Crescent); Parcel W, Plan 101954077 (110 Shillington Crescent); and Parcel X, Plan 101954077 (102 Shillington Crescent) in the Blairmore Suburban Centre to the highest bidders through a public tender process, with reserve bid prices as outlined in this report;
- 2) that if the parcels are not sold through the tender process, they be placed for sale over-the-counter on a first-come, first-served basis; and
- 3) that His Worship the Mayor and the City Clerk be authorized to execute the necessary documentation to complete the sales.

BACKGROUND

The purpose of this report is to obtain approval to sell four parcels of land in the Blairmore Suburban Centre as shown on Attachment 1. These sites are fully serviced and are zoned M3. The M3 zoning district allows for a wide range of institutional and community activities, as well as medium and high density residential uses. Servicing for these sites was fully completed in 2008.

It is proposed that these sites be sold through a public tender process with reserve bid prices. Any parcel that is not sold through this process will be made available for purchase over-the-counter on a first-come, first-served basis.

REPORT

All of the parcels are located on Shillington Crescent and back on to Morris T. Cherneskey Park and are in close proximity to the Shaw Centre, Tommy Douglas High School, Bethlehem High School, and the regional retail sites.

Reserve bid prices have been based on an estimate of the anticipated 2011 prepaid servicing rates and take into account the size, configuration, zoning, amenities in the area, and a comparative analysis of pricing for similar properties in the Saskatoon market. A base unit price of \$740,000 per acre was used to calculate the reserve bid price for Parcels V, and W; while \$775,000 per acre was used for Parcel X. The higher reserve bid for Parcel X results from being a corner lot with roadway exposure on both Shillington Crescent and Hart Road. The base price for Parcel R is being reduced to \$730,000 per acre due to its larger size. Recommended prices for the sites are as follows:

Parcel R (126 Shillington Crescent)	4.06 acres	Reserve Bid: \$2,962,400
Parcel V (118 Shillington Crescent)	1.70 acres	Reserve Bid: \$1,258,000
Parcel W (110 Shillington Crescent)	1.70 acres	Reserve Bid \$1,258,000
Parcel X (102 Shillington Crescent)	1.70 acres	Reserve Bid: \$1,317,500

Architectural Controls

As with previous residential sites within the Blairmore Suburban Centre, these sites will be subject to an architectural review process based on the document Architectural Controls for Multifamily Dwelling Districts.

OPTIONS

The only option would be to not proceed with the sale of the land at this time.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

The proceeds from the sale of this land will be deposited into the Property Realized Reserve.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

COMMUNICATIONS PLAN

Notice of the public tender will be advertised in The StarPhoenix a minimum of two Saturdays prior to the close of tenders, pursuant to City Council Policy No. C09-006, Residential Lot Sales –

General Policy, and will be posted on the City of Saskatoon Land Branch website.

PUBLIC NOTICE

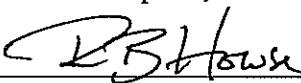
Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

ATTACHMENT


1. Plan showing the sites within the Blairmore Suburban Centre.

Written by: Derek Thompson, Land Development Project Manager

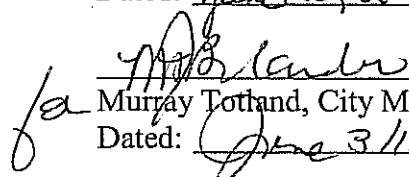
Reviewed by:


Rick Howse, Manager Land Branch
Dated: June 1, 2011

Approved by:

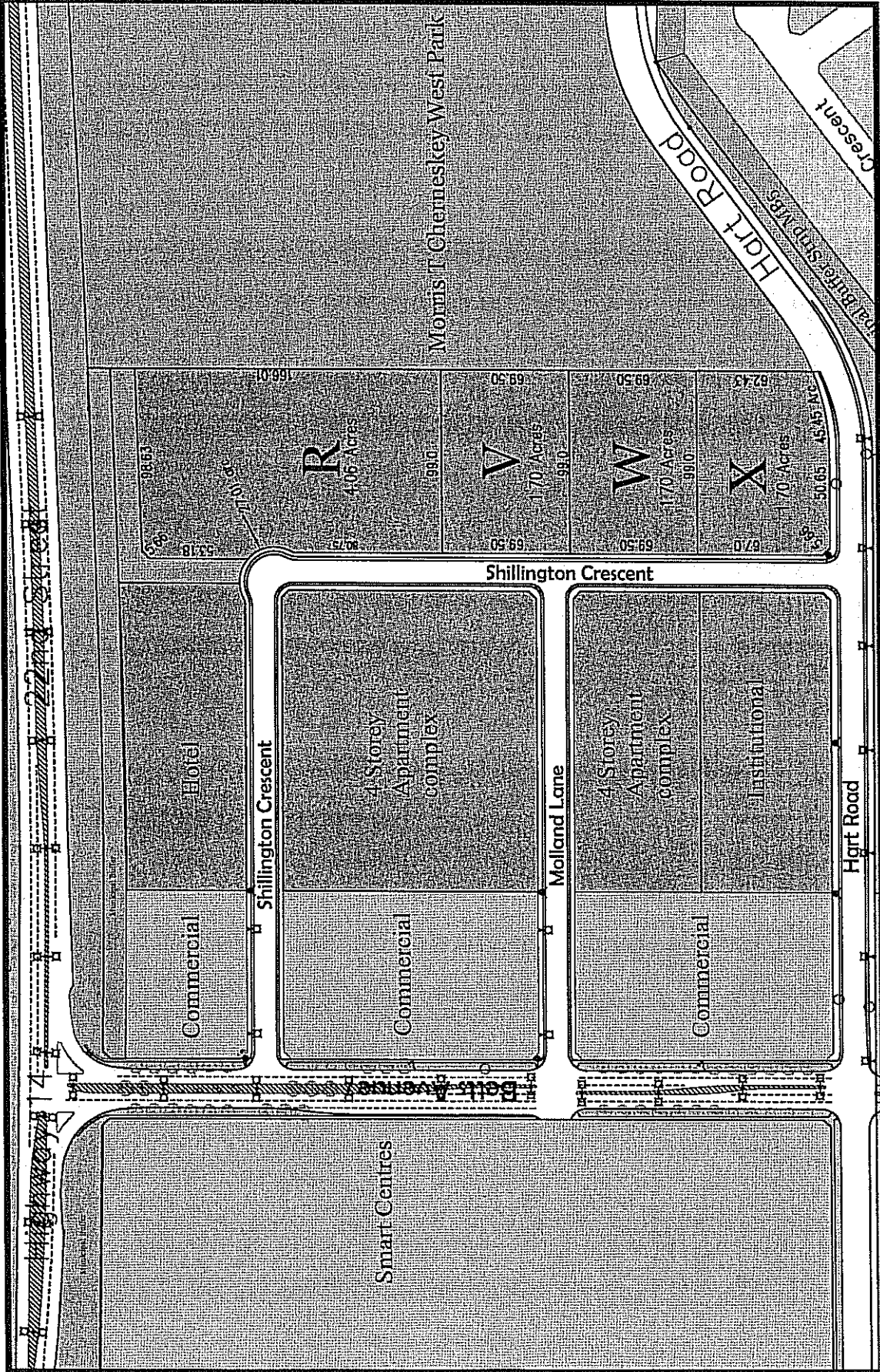

Paul Gauthier, General Manager,
Community Services Department
Dated: June 2, 2011

Approved by:

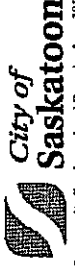

Murray Tottand, City Manager
Dated: June 3/11

Request to Sell - Blairmore SC - 4 M3 Institutional Sites Blocks RVWX (1).doc

Blairmore Centre Institutional Properties Lot Information Map - Parcels R, V, W, X Shillington Crescent



Drawing is not to Scale



Community Services - Land Branch - June 2011
 Note: The Land Branch does not guarantee the accuracy of the plan. To ensure accuracy, please refer to the original survey plan. The plan is for information only and is not a legal document. The plan is subject to change without notice. For verification please consult with the appropriate experts. Do not build.



1 m = 3.28 ft

- Institutional
- Boulevard or Open Space
- Single Family
- Commercial
- Centre Median
- Fire Hydrant
- Light Standard
- Proposed Bus Stop

4215-4.

TO: Secretary, Land Bank Committee
FROM: General Manager, Community Services
DATE: May 18, 2011
SUBJECT: Request to Sell City-Owned Property
Parcel A, Plan 102038150, (2012 Pohorecky Crescent)
Parcel B, Plan 102038150 (address to be assigned)
Evergreen Neighbourhood
FILE NO: LA 4217-011-5

JUN 03 2011
CITY CLERK'S OFFICE
SASKATOON

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

- 1) that the Land Branch Manager be authorized to sell two parcels of land in the Evergreen neighbourhood to the highest bidders through a public tender process, with reserve bid prices as outlined in this report;
- 2) that if the parcels are not sold through the tender process, they be placed for sale over-the-counter on a first-come, first-served basis; and
- 3) that His Worship the Mayor and the City Clerk be authorized to execute the necessary documentation to complete the sales.

BACKGROUND

The purpose of this report is to obtain approval to sell two parcels of land in the Evergreen neighbourhood as shown on Attachment 1. These sites are fully serviced and are zoned RMTN – Townhouse Residential District. The RMTN zoning district in this parcel configuration allows for a dwelling group townhouse development with an approximate density of 15 units per acre. Servicing for these sites was fully completed in 2010.

These sites will be sold through a public tender process with reserve bid prices. Any parcel that is not sold through this process will be made available for purchase over-the-counter on a first-come, first-served basis.

REPORT

Pricing

Reserve bid prices for these sites have been determined using a comparable analysis of pricing for similar multi-family sites in the Saskatoon market. A base unit price of \$680,000 per acre was used to determine the reserve bid price for Parcel A. A slightly higher reserve bid price of \$740,000 per

acre for Parcel B is due to the parcel being a corner site with better roadway access and being adjacent to Elaine Hnatyshyn linear park. The recommended prices for the sites are as follows:

Parcel A (2012 Pohorecky Crescent)	1.954 acres	Reserve Bid: \$1,329,000
Parcel B (address to be assigned)	2.24 acres	Reserve Bid: \$1,657,600

Architectural Controls

As with all RMTN sites within the Willowgrove neighbourhood, these sites will be subject to an architectural review process based on the document Architectural Controls for Multifamily Dwelling Districts.

Development Controls

Grouped Townhouse Parcels

- 1) The development shall consist of ground-oriented housing units only. No dwelling units shall be located above or below another;
- 2) All buildings shall have a maximum of two storeys in elevation;
- 3) No dwelling units shall be constructed with an above-grade floor area (excluding attached decks, patios and garages) less than 1,000 square feet;
- 4) The rear yard setback shall be a minimum of 7.5 metres where the site is directly adjacent to single-family development without a lane in-between (Note: this control applies to the south property line of both sites); and
- 5) All dwelling units must be constructed with a minimum single-wide garage. The garage must be constructed at the same time as the dwelling is built.

OPTIONS

The only option would be to not proceed with the sale of the land at this time.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

The proceeds from the sale of this land will be deposited into the Land Development Fund.

ENVIRONMENTAL IMPLICATIONS

As with the single-family lots within Evergreen, in the interest of promoting more energy efficient homes within the Land Branch's developments, the Land Branch will extend the following incentives to these townhouse developments:

- a. Builders who are successful in receiving certification within the Energy Star Qualified Program would receive a rebate of the registration cost to a maximum of \$500 per unit. This amount is currently the Energy Star Qualified registration cost. The Energy Star Qualified program requires training and certification for builders.
- b. Builders who are successful in receiving certification within the EnerGuide for New Homes 80 (EGNH80) program will also receive a rebate of the registration cost to a maximum of \$500 per unit. The current cost of registration for this program is \$800 per unit. This program is offered through the same agency as, and achieves the same result as, the Energy Star Qualified program. The difference is that the builders or individuals do not require training and certification.
- c. If a builder decides to choose LEED Canada, the same rebate amount of \$500 per unit will apply.

COMMUNICATIONS PLAN

Notice of the public tender will be advertised in The StarPhoenix a minimum of two Saturdays prior to the close of tenders, pursuant to City Council Policy No. C09-006, Residential Lot Sales – General Policy, and will be posted on the City of Saskatoon Land Branch website.


PUBLIC NOTICE

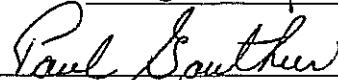
Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

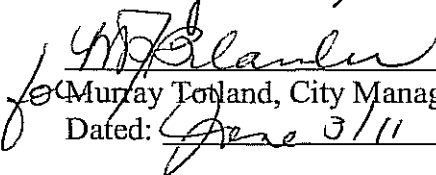
ATTACHMENT

1. Plan showing the sites within the Evergreen Neighbourhood.

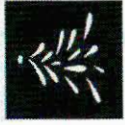
Written by: Derek Thompson, Land Development Project Manager

Reviewed by: 
Rick Howse, Manager Land Branch
Dated: June 1, 2011

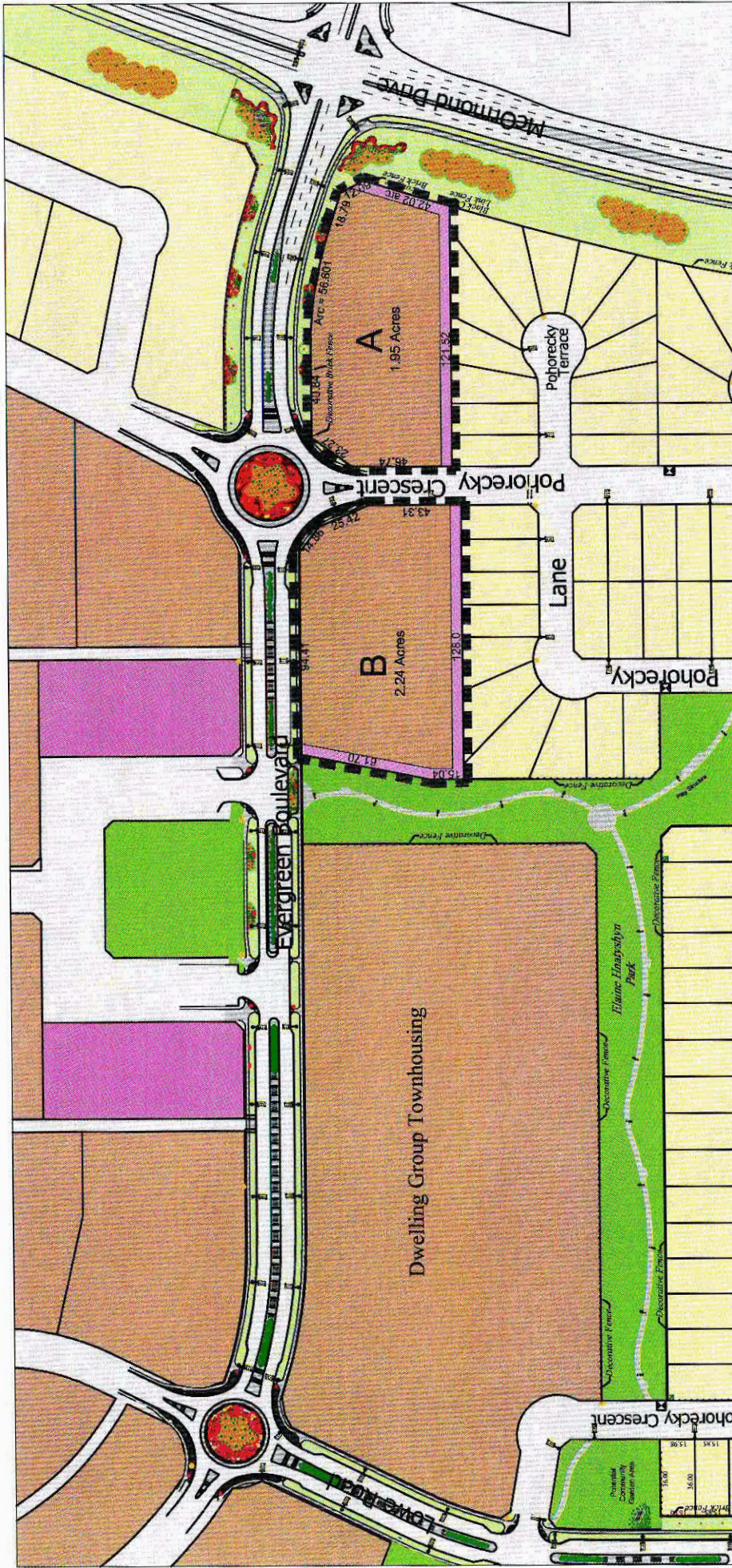
Approved by: 
Paul Gauthier, General Manager,
Community Services Department
Dated: June 2, 2011

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

Evergreen Multi-family Sites



EVERGREEN



Legend

- Multi- Family
- Single Family
- Commercial
- Easement 5m
- Parks/ Buffers
- Fire Hydrant
- LED Light Standard
- Transformer
- Decorative Fence
- Lots for Tender



1 m = 3.28 ft



The Land Branch does not guarantee the accuracy of this plan. To ensure accuracy, please refer to the Registered Plan of Survey. This plan is not to scale. Distances are in metres unless shown otherwise. This is not a legal plan. Lot dimensions and the location of other features are compiled from available information and are subject to change without notice. For verification please check with the appropriate authority. Park design and municipal buffer landscaping is not finalized and subject to change.

4214-15

TO: Secretary, Land Bank Committee
FROM: General Manager, Community Services Department
DATE: May 31, 2011
SUBJECT: Industrial Land Sales Policy
FILE NO: 4221-0

JUN 03 2011
CITY CLERK'S OFFICE
SASKATOON

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

- 1) that the Real Estate Commissions – Sale of City-owned Land Policy (C09-015) be amended to allow real estate commissions be paid on land sold either through a Public Tender or from current inventory;
- 2) that the Industrial Land Incentives Program Policy (C09-009) be amended to require that Lessee's of City-owned land cannot exercise their Option to Purchase until the completion of a building foundation consistent with the nature of the tenants operations; and
- 3) that the Real Estate Commissions – Sale of City-owned Land Policy (C09-015) be amended to set the real estate commissions for all industrial lands to five percent for the first \$1 million in a land sale and at three percent for any amounts above \$1 million to a maximum payment of \$150,000.

BACKGROUND

The economic climate in Saskatoon continues to be strong, including both single family residential lots and other land sales. Industrial sales are poised to have one of its strongest years in recent history with expected sales exceeding 83 acres, which includes 46 acres of completed sales or Long Term Leases and another 37 acres currently under an Option to Purchase Agreement. Many of these sales were initiated shortly after the recent releases of Marquis Industrial Phase 5A and Southwest Industrial Phase 1. Another 32 acres are expected to be released later this year as part of the next phase of development in Marquis Industrial.

REPORT

As the outlook for Saskatoon continues to look bright, the interest in industrial property in Saskatoon continues to grow for both sales and Long Term Leases. For the two recent Industrial Tenders, only one of 28 total parcels was sold during the tender process. It was after the release of the parcels for purchase over-the-counter that the demand was evident, as line-ups were experienced on the first day. All those in line were commercial real estate agents, many with

customers ready and willing to purchase.

Due to this demand by agents surfacing after the completion of the Public Tender process, it has become clear to the Administration and confirmed in discussions with the agents, that this is a result of the final customer willingness to not submit a bid during the Public Tender process to ensure the agent working on their behalf receives a commission. Currently the City of Saskatoon does not pay real estate commissions on industrial lots sold during the Public Tender process, but does pay them on parcels sold over-the-counter. As a result, agents are convincing their clients not to bid on Public Tenders, to enable agents to receive commissions and purchasing the property at reserve price. This also removes the benefit to the City of allowing the market to determine the price during the Public Tender process.

In response to this situation, the Administration is recommending a change to Policy C09-015 authorizing the payment of commission on all industrial properties sold through the Public Tender process. This would not be applicable to parcels sold through a Request for Proposal (RFP) process.

As demand grows for industrial land, the Administration has seen instances where purchasers have relisted these properties at higher prices. This includes properties that are purchased outright or those that have entered into a Long Term Lease Agreement under the Industrial Land Incentives Program. The objective of the Industrial Land Incentive is to attract new industry to the Saskatoon marketplace and to provide additional opportunities for existing industries to expand their operations. The program is a successful program especially with favourable interest rates in today's economy.

As part of the terms, the tenant has the ability to purchase the land at any time during the Lease Agreement. To ensure the tenant is meeting the intent of the Policy, the Administration is recommending a change to the Policy that prevents their ability to exercise their Option to Purchase until significant construction has begun on the parcel such as the completion of the foundation consistent with the tenants operations. By ensuring this stage of construction is complete prior to transferring Title, this will ensure those entering into a Lease Agreement are meeting the intent of the Industrial Land Incentive Program and not using the program to relist and subsequently sell the land at a higher price.

With the increase in demand, land values have also grown in the market. Since January 1, 2007, there have been 12 sales by the Land Branch with prices that have exceeded \$1 million. The current Policy for Real Estate Commissions requires payment for commission of five percent on sales of up to \$1 million in value and at a negotiated rate below five percent on sales exceeding \$1 million.

As land values continue to grow and larger sites continue to be developed, it is expected that the number of sites valued above \$1 million is expected to increase. The uncertainty of commission fees can be a concern for real estate agents as they continue to try to assist selling the land, often to interested clients from outside our marketplace. Adopting the current industry standard of five percent on sales for the first \$1 million and three percent for all amounts above that

threshold to a maximum payment of \$150,000 will provide certainty for those Agents working on our behalf and benefit the City by ensuring Agents continue to work with the best interests of the City in mind.

OPTIONS

Other options would be to reject any or all of the recommendations.

POLICY IMPLICATIONS

Adoption of any or all the recommendations will require amendments to the current Land Sales Policy.

FINANCIAL IMPLICATIONS

All real estate commissions are paid from Property Realized Reserve.

STAKEHOLDER INVOLVEMENT

Your Administration has met with representatives of the Commercial Real Estate Industry to discuss issues and concerns they have respecting real estate commissions. They have indicated support for the initiatives contained within the report.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PUBLIC NOTICE

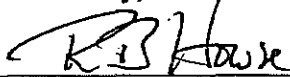
Public Notice, pursuant to Section 3 of the Public Notice Policy No. C01-021, is not required.

ATTACHMENTS

1. Industrial Land Incentive Program Policy(C09-009)
2. Real Estate Commissions – Sale of City-owned Land Policy (C09-015)

Written by: Brian Casey, Finance and Sales Manager

Reviewed by:


Rick Howse, Land Branch Manager
Dated: June 2, 2011

Approved by: Paul Gauthier
Paul Gauthier, General Manager
Community Services Department
Dated: June 2, 2011

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

CITY OF SASKATOON COUNCIL POLICY

NUMBER
C09-009

POLICY TITLE <i>Industrial Land Incentives Program</i>	ADOPTED BY: <i>City Council</i>	EFFECTIVE DATE <i>December 17, 2001</i>
ORIGIN/AUTHORITY <i>Planning and Development Committee Report No. 6-1988 and Administration and Finance Committee Report No. 17-2001</i>	CITY FILE NO. <i>CK. 4225-1 & 4000-1</i>	PAGE NUMBER <i>1 of 3</i>

1. PURPOSE

The objectives of this Policy are:

- a) To attract new industry and to encourage the expansion of existing industries, thereby creating new employment opportunities for local residents; and
- b) To generate a financial return to the City (and hence, to offset holding costs) on the City's current inventory of industrial land (as defined in 2.1 below).

2. DEFINITIONS

- 2.1 City-owned Industrial Land - shall be all City-owned industrial land located in the Hudson Bay, Marquis and Silverwood Industrial areas and any other industrial land that City Council may designate from time-to-time.

3. POLICY

The City will lease, with the option to purchase, City-owned industrial land as defined above.

3.1 Term of Lease

The term of the lease will be 15 years, with an option to renew for a further 5 years.

3.2 Lease Rate

The lease rate will be such that it maintains the incentive to purchase City-owned industrial land.

CITY OF SASKATOON COUNCIL POLICY

NUMBER

C09-009

POLICY TITLE	EFFECTIVE DATE:	PAGE NUMBER
<i>Industrial Land Incentives Program</i>	<i>December 17, 2001</i>	<i>2 of 3</i>

- a) The lease rate will be determined on the basis of the City's cost of borrowing applied to the selling price of the serviced land. The interest rate used will be equivalent to the market rate at which the City is able to issue debentures for a ten-year period or the remaining length of the lease, whichever is shorter.
- b) The lease rate will be adjusted only to reflect changes in the interest rate components of the formula and only:
 - i) After the initial 10 years of the lease agreement; and
 - ii) Every 5 years thereafter.

3.3 Occupancy Costs

The tenant will be responsible for all occupancy costs including all local government taxes (property and business).

3.4 Transferability

Lease agreements may be transferred by assignment provided the transfer supports the objectives of this Policy.

3.5 Improvement Commitments

The tenant must commit to improvements and such improvements must be consistent with the nature of the tenant's operations.

3.6 Real Estate Fees

Real Estate Fees, where applicable, will be paid for out of the Property Realized Reserve.

3.7 Option-to-Purchase

The tenant will have the option to purchase the property at any time during the term of the lease at a price equivalent to the selling price in effect at the time the lease agreement was entered into.

CITY OF SASKATOON COUNCIL POLICY

NUMBER

C09-009

POLICY TITLE	EFFECTIVE DATE:	PAGE NUMBER
<i>Industrial Land Incentives Program</i>	<i>December 17, 2001</i>	<i>3 of 3</i>

3.8 Administrative Authority

The Administration shall have authority to:

- a) Approve all lease agreements that satisfy the requirements of this Policy.
- b) Authorize the improvements required to be undertaken by the tenant as a condition of the lease agreement.
- c) Charge real estate fees, where applicable, to the Property Realized Reserve.
- d) Approve the transfer of lease agreements.

4. RESPONSIBILITIES

4.1 Land Bank Committee - shall be responsible for advising City Council on the extent, if any, that the lease rate formula (and any changes in the formula) affects the incentive to purchase City-owned industrial land.

4.2 Administration and Finance Committee - shall be responsible for:

- a) Reviewing and, where appropriate, recommending any and all revisions to this Policy.
- b) Consulting with the Land Bank Committee before recommending any amendments to the lease rate formula.

NUMBER
C09-015

POLICY TITLE <i>Real Estate Commissions - Sale of City-owned Land</i>	ADOPTED BY: <i>City Council</i>	EFFECTIVE DATE <i>December 16, 1991</i>
ORIGIN/AUTHORITY <i>City Commissioner Report No. 33-1991</i>	CITY FILE NO. <i>CK 1600-4 and 4214-0</i>	PAGE NUMBER <i>1 of 2</i>

1. PURPOSE

To allow the City to be competitive in marketing City-owned land by paying appropriate real estate commissions.

2. DEFINITIONS

2.1 Real Estate Commission - fee paid to a real estate agent for selling City-owned land. The commission is paid only upon satisfactory completion of the sale.

3. POLICY

The City may, subject to Section 3.2 below, pay a real estate commission on the sale of City-owned Industrial, Commercial, and Institutional land. Real estate fees will not be paid on City-owned Residential land.

3.1 Commission Rates

The amount of the real estate commission shall be based on the zoning of the land and shall be the following percentages of the selling price:

- a) Industrial Zoned Land - 5% of the selling price
- b) Other land parcels - 3% of the land portion only of the selling price
- c) Single family lots - No real-estate commission paid

POLICY TITLE	EFFECTIVE DATE	PAGE NUMBER
<i>Real Estate Commissions - Sale of City-owned Land</i>	<i>December 16, 1991</i>	<i>2 of 2</i>

3.2 Sales Over \$1 Million

Commissions for sales over \$1 Million will be negotiated at rates less than 5% of the selling price.

3.3 Financing

The real estate commission shall be financed from the Property Realized Reserve.

4. RESPONSIBILITIES

4.1 City Council

- a) Receive and consider recommendations from the Land Bank Committee for amendments to this policy.
- b) Approve amendments to this policy when and as required.

4.2 Land Bank Committee

- a) Receive and consider recommendations from the Land Department for amendments to this policy.
- b) Recommend changes to this policy, when required, to City Council.

4.3 Land Department

- a) Administer the payment of sales commissions to real estate agents in accordance with the terms and conditions set out in this policy.
- b) Recommend changes to this policy, when required, to City Council through the Land Bank Committee.

His Worship the Mayor and City Council
The City of Saskatoon

REPORT
of the
NAMING ADVISORY COMMITTEE

Composition of Committee

His Worship Mayor D. Atchison, Chair
Councillor Glen Penner
Councillor Tiffany Paulsen
Ms. Nancy Johnson
Ms. Laura Hartney
Ms. Paula Kotasek

1. Addition of Names to the Names Master List
File No.: PL 4001-5; CK 6310-1

RECOMMENDATIONS: that the name “Thakur” be added to the Names Master List;

that the name “Teal” be added to the Names Master List and that it be applied to three roadways in the Stonebridge neighbourhood, “Teal Crescent”, “Teal Terrace”, and “Teal Lane”; and

that the name “Meadows” be added to the Names Master List and that it be applied to a collector roadway in the Rosewood neighbourhood, “Meadows Boulevard”.

According to Naming of Civic Property and Development Areas Policy No. C09-008, all requests for adding names to the Names Master List must be screened by the Naming Advisory Committee (Committee) and approved by City Council.

The Committee has reviewed and screened the following names in accordance with City Council’s naming guidelines and recommends to City Council that they be added to the Names Master List:

a) General Naming Request:

- i. “Thakur”** – Dr. Annu Thakur – Dr. Annu Thakur, a native of India, completed an internship and four years of residency training in psychiatry at the University of Saskatchewan, Royal University Hospital in 1975. Dr. Thakur became a clinical professor in the University of Saskatchewan’s Department of Psychiatry in 1994.

Dr. Thakur was on the board and the chair person for Larson House Detox Centre for ten years. Dr. Thakur is working with the Department of Psychiatry, University of Saskatchewan, and the Royal University Hospital Foundation to donate her clinical practice and office, where she has worked for 27 years in order to continue the treatment program on the west side of Saskatoon.

Dr. Thakur served on the Board of the United Way Saskatchewan for six years, then on the Board of Directors of United Way Canada. During this time, she actively participated in establishing an inner-city program for children in Saskatoon. With her husband, Dr. Kripa Thakur, they established the Thakur Educational Trust Fund that supports Balgram SOS and the children’s village in Ahmedabad, India. This residential school can accommodate up to 100 children from ages 2 to 18.

Dr. Thakur received the Woman of the Year Award, Business Professional and Labour Category, from the YWCA of Saskatoon in 1984. In 2005, Dr. Thakur received the Saskatchewan Order of Merit for serving disadvantaged people in Saskatchewan.

b) Specific Naming Request:

- i. “Teal Crescent”, “Teal Terrace”, and “Teal Lane”** – Joel Teal – Dundee Developments has requested that the name “Teal” be applied to three roadways in the Stonebridge neighbourhood.

Joel Teal began his career in the housing industry joining Canada Mortgage and Housing Corporation (CMHC) after receiving a Bachelor of Commerce from the University of Saskatchewan in 1969. Mr. Teal left CMHC in 1975 to become the General Manager of Cairns Homes in Saskatoon. During his 13 years with Cairns, the company pioneered condominium living in Saskatoon with such projects as the Wildwood Village, Aspen Chase, and

The Terrace on 5th Avenue. Mr. Teal oversaw the development of several major developments, including Wildwood, Lakeview, Lakeridge, Dundonald Green, and Erindale. In Lakeview, Cairns was the first developer in Saskatoon to use a man-made lake in residential neighbourhoods to serve as part of a storm water management system. In 1988, Mr. Teal had a lead role in the boundary alteration to include the lands now known as Stonebridge.

In 1996, Mr. Teal became the President of Dundee Developments and Homes by Dundee. In Saskatoon, Dundee has built hundreds of homes and participated in the delivery of many lottery homes. Dundee has been the lead developer in Arbor Creek, Hampton Village, Stonebridge, and The Willows.

Mr. Teal has served eight years as a Director of CMHC, as well as holding positions on various associations such as the Saskatoon and Region Home Builders Association, Saskatchewan Chamber of Commerce, and Saskatoon Regional Economic Development Authority. He also was the Vice President for Corporate Sponsorship for the Labatt Brier in 2000.

Mr. Teal has been awarded the Saskatchewan Centennial Medal for Volunteerism and the Canada Medal of Bravery.

Specific naming requests are circulated to a number of civic departments for review and comments. Saskatoon Fire and Protective Services, on behalf of emergency response providers, have expressed concern about the potential for confusion since “Teal” sounds very similar to “Heal”; Heal Avenue is a street in the University Heights Suburban Centre.

The proposed roadway suffixes have been reviewed by the Infrastructure Services Department. Department staff have requested that “Teal Crescent” be named “Teal Bend” because the roadway doesn't meet the definition of a “crescent” (that is, it is not a U shape, or accessible at either end from the same street) in the Street Name Suffix Guidelines (Guidelines).

Dundee Developments has advised that the suggested suffixes are consistent with the practice in Stonebridge to date: U-shaped roadways have been "Coves" and L-shaped roadways have been "Crescents". They do not wish to change this practice and would like the established use of suffixes in Stonebridge to be continued.

- ii. **“Meadows Boulevard”** – Arbutus Meadows Partnership, one of the developers of the Rosewood neighbourhood, has requested that the name “Meadows” be applied to a street in Rosewood.

The developers have indicated that Rosewood is designed to harmonize nature with the convenience of modern day life. The name “Meadows” is requested as it relates to the natural aspect of the neighbourhood’s marketing strategy. A map of the Rosewood neighbourhood showing the proposed location of “Meadows Boulevard” was provided to the Naming Advisory Committee (NAC).

The proposed roadway suffix has been reviewed by the Infrastructure Services Department. Department staff have noted that other collector roadways in Rosewood have had “Rosewood” in the name and that this roadway had “Rosewood” in its name on the Neighbourhood Concept Plan (Plan) that was approved by City Council. Arbutus Meadows Partnership is proposing a different name in response to a concern raised by the Crime Prevention Through Environmental Design (CPTED) Review Committee that the name “Rosewood” was overused in the neighbourhood and could create confusion. The approval by City Council of the Plan did not constitute approval of any roadway names shown on the Plan.

The Names Master List is kept in the City of Saskatoon Mayor’s Office and contains all screened and approved name suggestions for naming municipally owned or controlled facilities, streets, suburban development areas, neighbourhoods, and parks. There are currently approximately 160 entries on the Names Master List. The Planning and Development Branch will notify the applicants of the outcome of City Council’s decision.

Respectfully submitted,

“Mayor Donald Atchison”

His Worship Mayor D. Atchison, Chair

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 M. Neault
Councillor T. Paulsen
Councillor G. Penner

**1. Circle Drive South Project – Land Acquisition and Long-Term Lease
Portion of 3404 – 11th Street West
(File No. CK. 4020-12)**

- RECOMMENDATION:**
- 1) that the City purchase from Viterra Inc., a 28-meter strip of land across the front of its site situated at 3404 – 11th Street West, encompassing an area of approximately 4,118 square meters, at a purchase price of \$40,700;
 - 2) that the City lease to Viterra Inc. two parcels of land adjacent to 11th Street encompassing an area of 14,104 square meters, for a nominal rent of \$1.00 per year for an initial term of 25 years, and an option to renew, so long as Viterra Inc. continues to operate a grain handling facility at this site, and subject to the other terms set forth in this report;

- 3) that the cost of acquisition and related expenses be charged to the Property Realized Reserve, as an interim source of financing; and,
- 4) that the City Solicitor be requested to prepare the necessary agreements for execution by His Worship the Mayor and the City Clerk under the corporate seal.

Your Committee has reviewed and supports the following report of the City Manager dated June 15, 2011:

“BACKGROUND

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

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

REPORT

The property at 3404 – 11th Street West is currently owned by Viterra Inc. As part of the Circle Drive South (CDS) Project, the portion of 11th Street that lies west of Dundonald Avenue is to be shifted to the north to run adjacent to Canadian National Railway’s rail line before it is realigned southward again to reconnect with the existing 11th Street roadway, west of Viterra’s east property line (Attachment 1). Accordingly, a portion of Viterra’s site is required to accommodate the new roadway alignment. The 28-meter strip, by 147 meters wide, encompasses an area of 4,118 square meters or 1.02 acres (Attachment 2). Levies on the Viterra site have never been paid; therefore, the site is considered to be unserviced.

The reason for the realignment of 11th Street is in consideration of the expected increase in traffic volumes upon completion of the CDS Project and the resulting impact that would have on the Montgomery Neighbourhood.

Also impacted by the increased traffic levels is Viterra’s previous ability to utilize the parking lane along 11th Street and along Fairlight Drive, for temporary parking of trailer units while waiting to access its plant site. For many years, a long queue of trailer units

would wind itself around the corner of Fairlight Drive and 11th Street stretching westward as far as Crescent Boulevard. This undesirable practice will no longer be permitted, as the increased traffic levels will present a significant safety concern.

To remedy this situation, your Administration is recommending the City lease to Viterra a 14,104 square meter area of unserviced, City-owned, land situated immediately west of Viterra's property (Attachment 2). This will allow Viterra to construct a long, double-wide, paved roadway that will accommodate all queue lines to be situated onsite. The entrance to Viterra's site will be moved from Fairlight Drive to 11th Street, west of Crescent Boulevard.

A second area of 323 square meters, situated east of its plant site, is being recommended to be leased to Viterra to accommodate an egress for the trailer units onto 11th Street. This egress point would allow both eastward and westward traffic movements (Attachment 2).

Viterra will be constructing the onsite roadway totally at their expense. To help facilitate a remedy to the current undesirable and unsafe parking situation along Fairlight Drive and 11th Street, your Administration is recommending a nominal rent of \$1.00 per year for this land as Viterra Inc. is assuming all the responsibilities associated with the roadway construction and maintenance, and for an initial term of 25 years and further renewal term of 25 years, subject to Viterra Inc. continuing to operate a grain handling facility at this site.

The City's Real Estate Manager has negotiated a Sale Agreement with Viterra, subject to City Council approval, to acquire the lands required to accommodate the roadway realignment.

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

1. Purchase Price
\$40,700
2. Conditions Precedent
Approval by Saskatoon City Council by June 29, 2011.
3. Possession Date
Upon approval by Saskatoon City Council.

4. Closing Date
Earliest date acceptable to both parties, subsequent to the subdivision approval and registration of the subject lands.
5. Legal Costs and Disbursements
Each party shall be responsible for its own legal costs.
6. Other Terms
The City shall be responsible for all survey and subdivision costs and Land Registry fees in respect of this land acquisition.

OPTIONS

There are no options.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

It is recommended that the cost of acquisition and related expenses be charged to the Property Realized Reserve as an interim source of funding.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

Public Notice, pursuant to Section 3 of the City of Saskatoon Policy C01-021 (Public Notice Policy) is required.

ATTACHMENTS

1. CDS Project – Proposed Realignment of 11th Street West
2. CDS Project – Viterra Inc. Land Area Requirements”

**2. Circle Drive South Project – Land Acquisition
2900 Block Lorne Avenue
(File No. CK. 4020-12)**

- RECOMMENDATION:**
- 1) the City purchase from 101109059 Saskatchewan Ltd. a 8,493 square foot strip of land in the northeast corner along the front of their site situated in the 2900 block of Lorne Avenue at a purchase price of \$33,972;
 - 2) the cost of acquisition and related expenses be charged to the Property Realized Reserve, as an interim source of financing; and,
 - 3) the City Solicitor be requested to prepare the necessary agreements for execution by His Worship the Mayor and the City Clerk under the corporate seal.

Your Committee has considered and supports the following report of the City Manager dated June 15, 2011:

“BACKGROUND

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

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

REPORT

The property situated on the southwest corner of Lorne Avenue and the future off ramp from Circle Drive eastbound is owned by 101109059 Saskatchewan Ltd. As part of the Circle Drive South Project, approximately 8,493 square feet (789.059 square meters) is required from the northeast corner of the site to accommodate back-sloping along Lorne Avenue (Attachment 1).

The City's Real Estate Manager has negotiated a Sale Agreement with the property owner, subject to City Council approval, to acquire the lands required. Significant terms and conditions of the Offer to Purchase agreement are as follows:

1. Conditions Precedent
Approval by Saskatoon City Council by July 15, 2011.
2. Possession Date
Immediately upon approval by Saskatoon City Council.
3. Closing Date
Earliest date acceptable to both parties subsequent to the subdivision approval and registration of the subject lands.
4. Legal Costs and Disbursements
Each party shall be responsible for its own legal costs.
5. Other Terms
The City shall be responsible for all survey and subdivision costs and Land Registry fees in respect of this land exchange.

OPTIONS

There are no options.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

It is recommended that the cost of acquisition and related expenses be charged to the Property Realized Reserve as an interim source of funding.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

Public Notice, pursuant to Section 3 of the City of Saskatoon Policy C01-021 (Public Notice Policy) is not required.

ATTACHMENT

1. Portion of Lorne Avenue Required.”

**3. Traffic Bridge Replacement
Heritage and Architectural Elements
(File No. CK. 6050-8)**

RECOMMENDATION: that the prescription of the heritage and architectural elements as outlined in the following report be included in the request for Proposals for inclusion in the design-build documents for the new Traffic Bridge.

Your Committee has considered and supports the following report of the General Manager, Infrastructure Services Department dated June 8, 2011:

“BACKGROUND

At its meeting held December 6, 2010, City Council considered a report of the General Manager, Infrastructure Services Department, dated November 17, 2010, regarding the Traffic Bridge Needs Assessment and Functional Planning Study Final Report and resolved, in part:

- “1) that the existing Traffic Bridge be replaced with a modern steel truss bridge as outlined in the report of the General Manager, Infrastructure Services Department dated November 17, 2010;
- 2) that the replacement structure be completed through a design-build process; and
- 3) that as part of the design-build process, efforts will be made to incorporate elements that are sympathetic to the heritage and architecture of the existing bridge.”

The design-build (DB) process assigns responsibility for both design and construction, based on specified and measurable parameters, to one contractor who assumes all risks and responsibilities for an entire project. This process establishes costs in advance, improves scheduling, promotes innovation, and shortens construction time.

On December 22, 2010, Infrastructure Services issued a request for proposals for an Owner's Engineer to assist the City with developing the framework for the design-build process in order to prepare the Request for Qualifications (RFQ) and Request for Proposals (RFP) for the design-build agreement. Stantec Consulting Ltd. was awarded the contract in February, 2011.

On March 1, 2011, the City of Saskatoon met with Stantec to begin developing the requirements that will help build the framework for the RFP stage of the design-build agreement.

REPORT

Public open houses were held on May 18, and June 9, 2011, where the items discussed in this report were presented and comments were gathered. In addition to the public open houses, an online forum was available on the City's website from May 19 to June 17, 2011, to gather additional comments.

Structural Member Options

Although Council approved the recommendation that the Traffic Bridge be replaced with a modern steel truss bridge, no details regarding the composition of the structural members of the truss sections was provided. Estimates previously developed were based on conventional design elements (Option 1 below) and did not include any effort to reproduce the look of any individual components of the existing trusses.

The following options are available for the structural members that make up the truss sections:

Option 1 - Replace the existing trusses with modern steel trusses consisting of conventional design steel members, as illustrated in Attachment 1. The trusses would likely be comprised of individual square steel members consisting of a hollow tubular cross section, commonly known as a hollow structural section (HSS). These steel HSS members would be of varying sizes, as determined by the structural design, and could be either bolted or welded at connection points. From a maintenance standpoint, the steel HSS members are preferable, as their shape is not as prone to trapping debris and salt laden water, which could promote corrosion.

Option 2 – Replace the existing trusses with modern steel trusses consisting of select members comprised of structural steel members with cut out sections to look similar to the lattice work on the existing bridge members, as illustrated in Attachment 2. Only the vertical and diagonal elements would be modified, and it is anticipated that the members would be a steel I-beam with cut out sections. The individual members of the truss could either be bolted or welded at the connections. From a maintenance standpoint, the steel I-beam members with cut out sections would not be any more prone to trapping debris and salt laden water than the HSS members, however, the estimated incremental cost of this option is approximately \$200,000 to \$700,000 more than Option 1.

Option 3 – Replace the existing trusses with modern steel trusses consisting of built up structural steel members and plates to recreate the existing lattice work on the bridge members, as illustrated in Attachment 3. Only elements of the trusses above the deck level would be comprised of the built up sections. The individual members of the truss could either be bolted or welded at the connections. From a maintenance standpoint, the built up steel sections are not be preferable as they are prone to trapping debris and salt laden water. The estimated incremental cost of this option is approximately \$1,500,000 to \$3,500,000 more than Option 1.

As of June 8, 2011, a combined total of 102 responses were received from the online and open-house surveys, with 22% choosing Option 1; 31% choosing Option 2, 28% choosing Option 3, and 22% having no preference. (Multiple responses caused the total to be slightly greater than 100%). There is no clear preference for any one option; however, many of the comments gathered did mention cost as an issue and concern. The final breakdown of all responses will be reported at the Committee meeting.

Due to its higher incremental cost, and the importance of building a bridge that is less prone to corrosion, the Administration is recommending that only Options 1 and 2 be included in the Request for Proposals for inclusion in the design-build documents.

Heritage and Architectural Elements

Estimates previously developed for the replacement of the new bridge did not include any efforts to incorporate heritage and architectural elements.

At its meeting held on May 4, 2011, the Municipal Heritage Advisory Committee was presented with a list of proposed items of significant architectural and heritage value, and were asked to rank them in order of importance (very important, important, somewhat important, not important). Based on the results of their ranking, the Administration

presented the following six items, as illustrated in Attachment 4, to the public at the open houses and on the online forum and asked that they be ranked in order of importance, using the same ranking categories:

- Retain proportions of the truss height to span length;
- Retain the look of the sidewalk handrail;
- Retain the look of the wooden sidewalk;
- Retain the portal (or entrance truss) lattice;
- The look of the lattice (built up members); and
- Limit the use of welding in visible connections (bolts instead of welds).

As of June 8, 2011, a combined total of 102 responses were received from the online and open-house surveys. Results show that the most emphasis appears to be on retaining the proportion of truss height to span length; followed closely by retaining the look of the sidewalk handrail and the wooden sidewalk. The final breakdown analysis of all responses and rankings will be reported at the Committee meeting.

Summary

The design-build project delivery method works best when subjectivity is removed from the selection process. In order to provide a means of weighing one proposal against another, the Administration will develop an evaluation matrix to rank the proposals which will include the list of features described in this report.

The award of the design build contract could be based on the best value for a fixed price, however, regardless of the award method chosen, the “shopping list” of items in the evaluation matrix would be weighted (i.e. points assigned to them) based on their importance, which will be determined from the comments received at the open houses and the online forums, balanced with functionality, durability and capital/operating costs.

Details regarding the method of award and development of the evaluation matrix/point system will be reported after the Request for Proposal documents are issued.

FINANCIAL IMPACT

Replacement of the Traffic Bridge is anticipated to cost between approximately \$27,000,000 and \$34,000,000. This estimate does not include the provision for elements in the new bridge that are sympathetic to the heritage and architecture of the existing bridge, as outlined in this report.

The City has not finalized a source of funding for this project. The Administration is exploring potential funding sources, including senior levels of government.

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. Option 1 Illustration;
2. Option 2 Illustration;
3. Option 3 Illustration; and
4. Heritage and Architectural Elements.”

4. Traffic Bridge Replacement Span Arrangement (Five-Span Versus Four-Span) (File No. CK. 6050-8)

RECOMMENDATION: that the existing Traffic Bridge be repealed with a similar five-span arrangement.

Your Committee has considered and supports the following report of the General Manager, Infrastructure Services dated June 8, 2011:

“BACKGROUND

At its meeting held December 6, 2010, City Council considered a report of the General Manager, Infrastructure Services Department, dated November 17, 2010, regarding the Traffic Bridge Needs Assessment and Functional Planning Study Final Report and resolved, in part:

- “1) that the existing Traffic Bridge be replaced with a modern steel truss bridge as outlined in the report of the General Manager, Infrastructure Services Department dated November 17, 2010;

- 2) that the replacement structure be completed through a design-build process; and
- 3) that as part of the design-build process, efforts will be made to incorporate elements that are sympathetic to the heritage and architecture of the existing bridge.”

The design-build (DB) process assigns responsibility for both design and construction, based on specified and measureable parameters, to one contractor who assumes all risks and responsibilities for an entire project. This process establishes costs in advance, improves scheduling, promotes innovation, and shortens construction time.

On December 22, 2010, Infrastructure Services issued a request for proposals for an Owner's Engineer to assist the City with developing the framework for the design-build process in order to prepare the Request for Qualifications (RFQ) and Request for Proposals (RFP) for the design-build agreement. Stantec Consulting Ltd. was awarded the contract in February, 2011.

On March 1, 2011, the City of Saskatoon met with Stantec to begin developing the requirements that will help build the framework for the RFP stage of the design-build agreement.

REPORT

With the replacement of the bridge, the Administration identified the potential opportunity to improve how the new bridge connects to surrounding traffic and pedestrian networks, specifically on the Nutana side of the river, where Saskatchewan Crescent connects to Victoria Avenue. The Administration initially indicated that, if the new bridge was composed of four spans instead of five, there would be substantial savings in capital as well as future operating costs (because the bridge would be shorter); and that the steel trusses of the existing bridge's southernmost span, located completely over land on the Nutana side of the river, would be replaced with a roadway built upon an earthen embankment or an earth filled retaining wall system. In this scenario, Saskatchewan Crescent would be brought up to the same level as Victoria Avenue to create a controlled intersection with either signalized lights or a traffic circle to allow turning movements in all directions and improving the functionality of the roadway connections.

After further examination it has been determined that this proposed intersection will not meet approach visibility standards for traffic, due to the hill on Victoria Avenue. In order

to improve the approaches, and meet required standards, the steepness of the hill would need to be reduced and the slope on the bridge itself would need to be increased. This would mean that the entire bridge, starting at the downtown side of the river, would have to be raised, resulting in a similar grade as the Broadway and University Bridges.

Not only would this change the appearance of the new bridge dramatically; it would require significant earthen embankments in Rotary Park to build the new roadway which would replace the first span, losing the adjacent tennis courts and a significant amount of park space in the process. The only other choice would be to build an earth filled retaining wall system to support the new roadway which would replace the first span. However, with the elevations involved, these retaining walls would need to be approximately 20 to 30 feet high; or as tall as a two to three storey building.

With the possibility of creating a controlled at-grade intersection on the Nutana side of the new bridge being eliminated, the current roadway connections and alignment will remain the same, with no opportunities to eliminate or reduce the existing limited turning movements between the bridge, Saskatchewan Crescent and Victoria Avenue. Saskatchewan Crescent will either pass under the first span of the new bridge (five-span option) (See Attachment 1) or under a new overpass on Victoria Avenue (four-span option) (See Attachment 2).

In both options, only minor grade line improvements on the new bridge and Victoria Avenue would need to occur to help reduce the slope of the Nutana hill. A comparison of both options is summarized in Attachment 2.

Combined with either of these options would be modifications to pedestrian access points to facilitate interaction with the adjacent pathway systems.

The four-span option is estimated to cost \$1 million to \$2.5 million more than the five-span option, as not only would there be a considerable amount of earthwork required, but an overpass would need to be constructed over Saskatchewan Crescent. While the four-span option would have lower annual operating costs, it would not be as significant as originally anticipated, and it would take more than the lifetime of the new bridge to recover the incremental additional capital costs.

Public Open Houses were held on May 18, and June 9, 2011, where the span arrangement options were presented. An online forum was also available on the City's website from May 19 to June 17, 2011, to gather additional comments.

As of June 8, 2011, a combined total of 102 responses were received from the online and open-house surveys, with 60% of respondents choosing the five-span option; 22% choosing the four-span option, and 18% having no preference. The final breakdown of all responses will be reported at the Committee meeting.

OPTIONS

With construction of the new bridge, the following options are available:

Option 1 – Prescribe a five-span arrangement. The arrangement of the spans would be similar to the existing Traffic Bridge, with only minor grade line improvements with Victoria Avenue.

Option 2 - Prescribe a four-span arrangement. The first span of the existing bridge would be replaced with a roadway supported by an earthen filled retaining wall system. There would be minor grade line improvements and slightly improved alignment with Victoria Avenue.

The Administration is recommending Option 1, for the reasons outlined in this report.

FINANCIAL IMPACT

Replacement of the Traffic Bridge is anticipated to cost between approximately \$27,000,000 and \$34,000,000. This estimate does not include any incremental costs associated with the proposed options.

The City has not finalized a source of funding for this project. The Administration is exploring potential funding sources, including senior levels of government.

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.

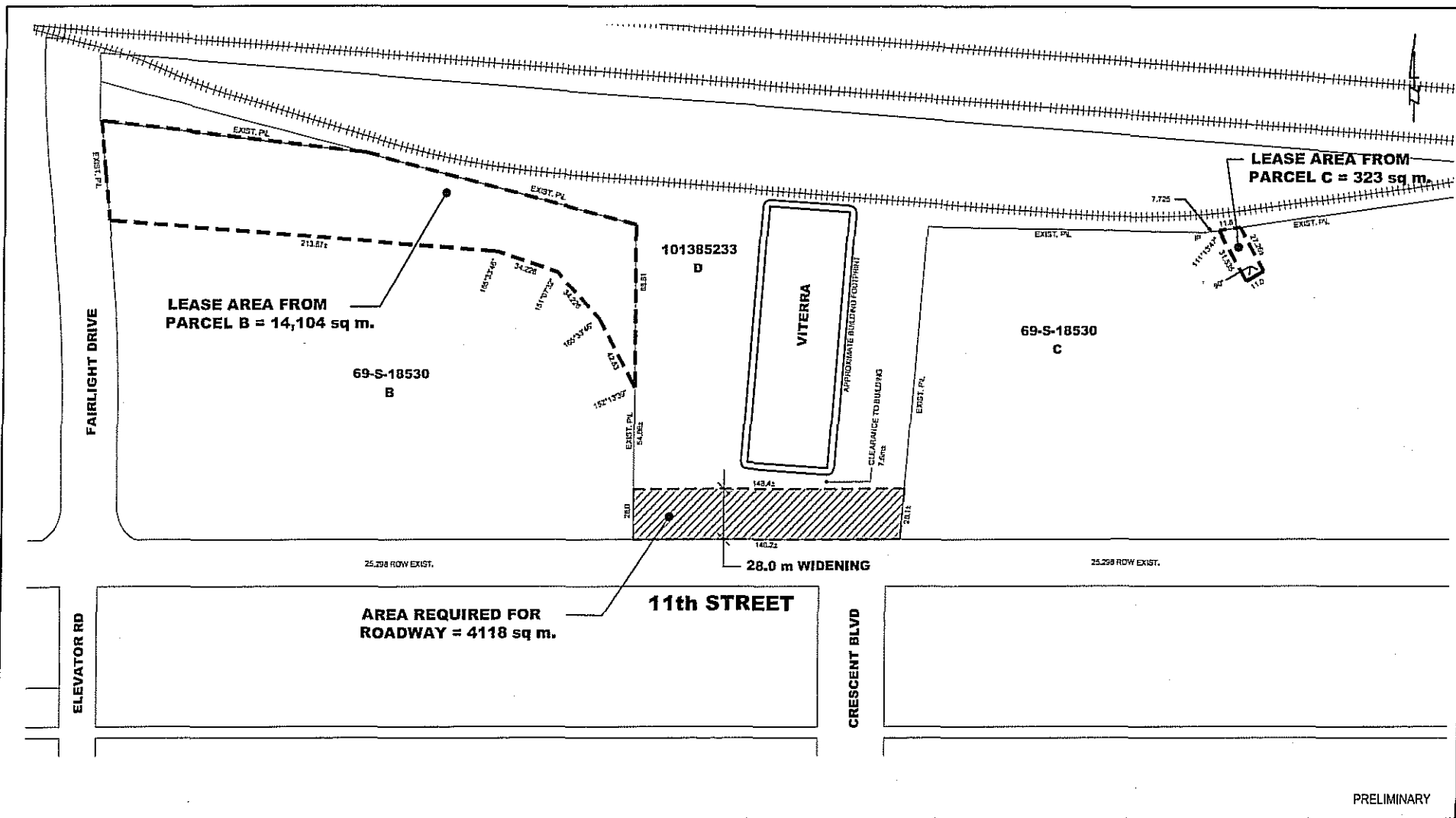
ATTACHMENTS

1. 5 Span Option Illustration;
2. 4 Span Option Illustration; and
3. 5 Span VS. 4 Span Comparisons.”

Respectfully submitted,

His Worship Mayor D. Atchison, Chair

V:\113\ACT\11315432\PRELIM\11TH_STREET_VEST\VITERRA_VIT_PROP\ACCD\LDWG\PLAN\11TH_STREET_20110427_10.12.DWG BY CATHY HOPSON



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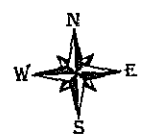
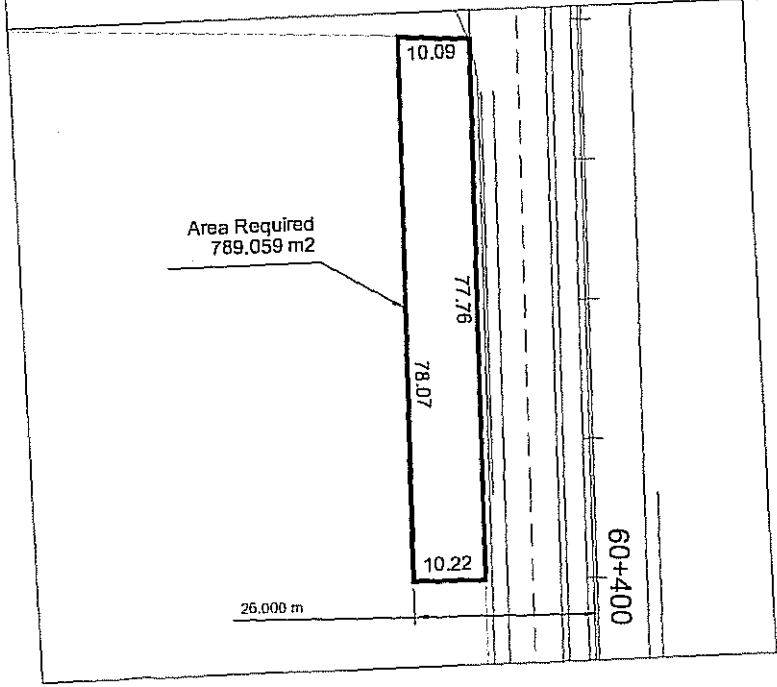
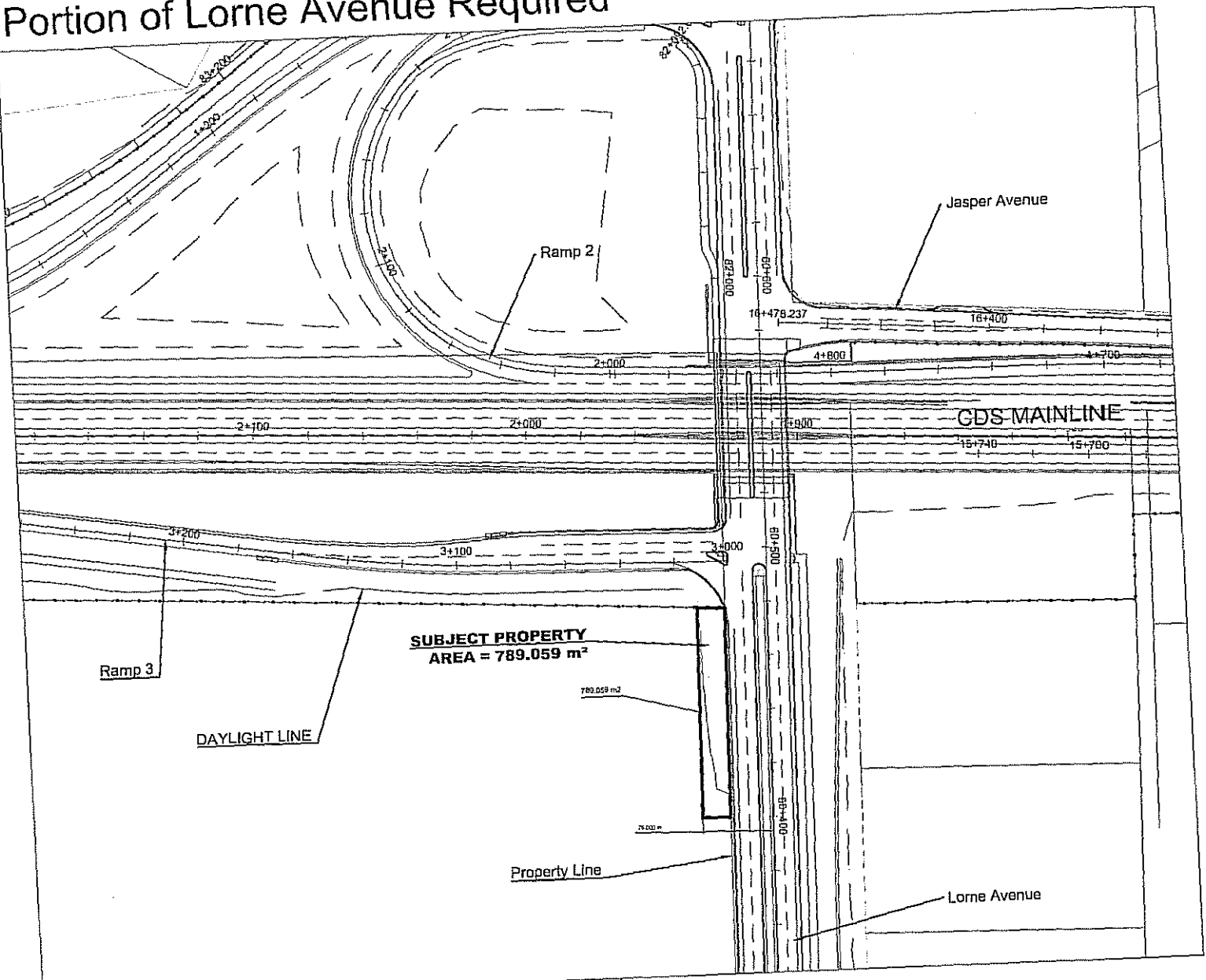
LEGEND
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CIRCLE DRIVE SOUTH
PROPERTY REQUIREMENTS
3404 11TH STEET WEST
PARCEL D
PLAN 101385233

Project No.	113154382
Scales:	1:2000
Sheet No.	
Plan No.	FIGURE 2

PRELIMINARY

Portion of Lorne Avenue Required



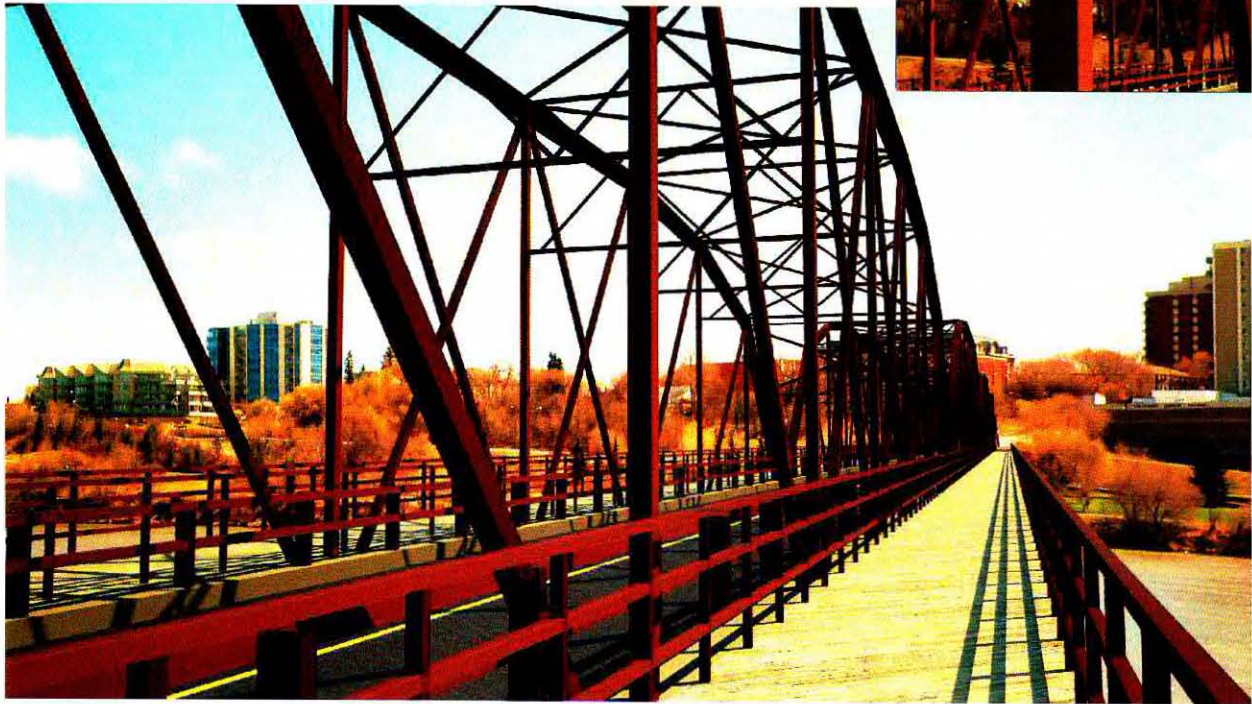
1 m = 3.28 ft



The Land Branch does not guarantee the accuracy of this plan. To ensure accuracy, please refer to the Registered Plan of Survey. This plan is not to scale. Distances are in metres unless shown otherwise. This is not a legal plan. Lot dimensions and the location of other features are compiled from available information and are subject to change without notice. For verification please check with the appropriate authority. So not Scale.

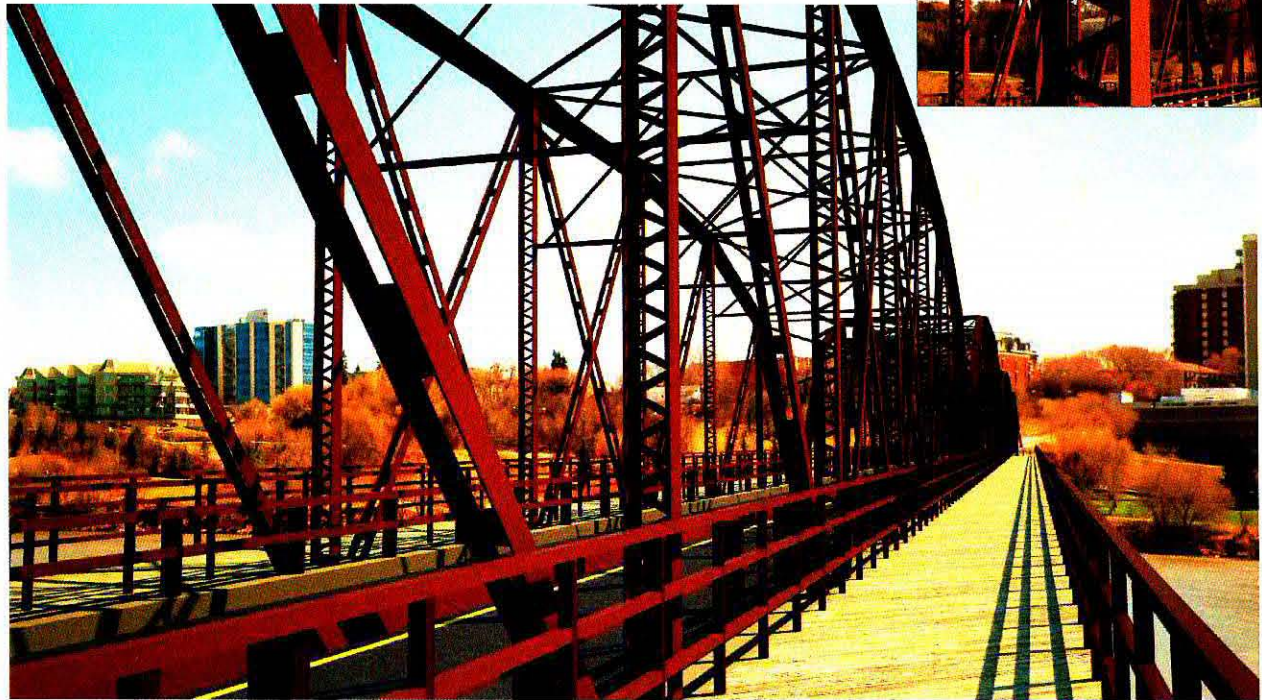
Option 1

3.



Description

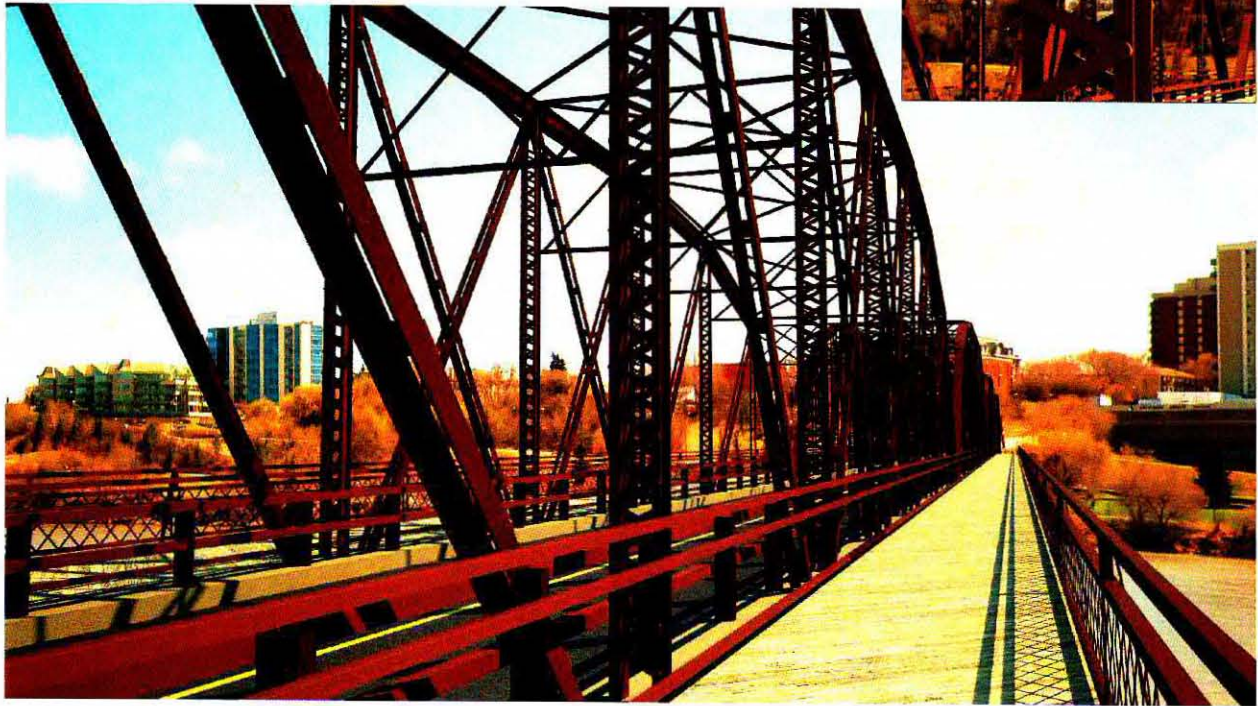
- Replacing the existing structure with a modern steel truss consisting of conventional structural steel members.
- Bridge width
 - 2 - 3.7 m traffic lanes (one in each direction)
 - 2 - 3.0 m walkways (one on each side)



Description

- Replacing the existing structure with a modern steel truss **consisting of cut out sections within structural steel members to look similar to the existing lattice work on bridge members.**
- Bridge width
 - 2 - 3.7 m traffic lanes (one in each direction)
 - 2 - 3.0 m walkways (one on each side)
- **\$200,000 - \$700,000** more than Option 1

Option 3

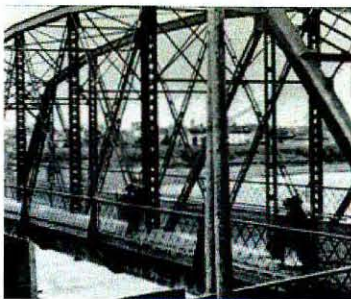
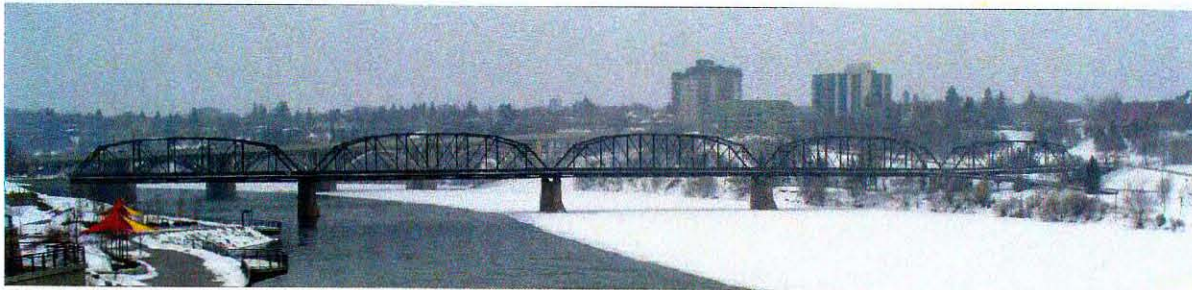


Description

- Replacing the existing structure with a modern steel truss **consisting of built up structural steel members and plates to re-create the existing lattice work on bridge members.**
- Bridge width
 - 2 -3.7 m traffic lanes (one in each direction)
 - 2 - 3.0 m walkways (one on each side)
- **\$1M - \$3.5M** more than Option 1

Which heritage and architectural elements of the existing bridge are most important?

Please place your dot(s) in the box corresponding to those elements you feel are important.



Proportions of truss height to span length



Look of sidewalk handrail

Wooden sidewalk

Which heritage and architectural elements of the existing bridge are most important?

Please place your dot(s) in the box corresponding to those elements you feel are important.



Portal or entrance
truss lattice



Look of lattice
(built-up members)

Limit use of welding in
visible connections

(bolts in place of
welds)

5 Span Option

4.

Description

- Replace the existing structure with a modern steel truss consisting of five spans.
- Maintain existing connections with Saskatchewan Crescent.
- Maintain existing Tennis Courts.
- Re-use of existing piers.
- Replacement of the North and South abutment.
- Bridge width
 - 2 - 3.7 m traffic lanes (one in each direction)
 - 2 - 3.0 m multi-use pathways (one on each side)



CONCEPTUAL PLAN AT SUFANA EMBANKMENT

4 Span Option

Description

- Replacing the existing structure with a modern steel truss consisting of four spans. The southern most span, which is currently completely over land, would be replaced with an earthen embankment. A separate conventional overpass structure would be constructed where Saskatchewan Crescent passes beneath Victoria Avenue.
- Maintain existing connections with Saskatchewan Crescent.
- Maintain existing Tennis Courts.
- Re-use of existing piers, with the exception of the last pier which would be replaced by a new bridge abutment.
- Replacement of North and South abutment
- **\$1M - \$2.5M** more than 5 Span Option
- Bridge width
 - 2 - 3.7 m traffic lanes (one in each direction)
 - 2 - 3.0 m multi-use pathways (one on each side)



CONCEPTUAL PLAN AT NUTANA EMBANKMENT

5 SPAN VS. 4 SPAN

Item	Option		Comments
	5 Span	4 Span	
Location of Sask. Crescent	Passes beneath southern most bridge span	Passes beneath new overpass structure	No change to Sask. Crescent
Roadway Connections	Existing ramps maintained	Existing ramps maintained	No change to existing ramps
Roadway Geometry	No Change	Improved roadway geometry on Victoria Avenue	Opportunity with 4 span option to align Victoria Avenue with the bridge, remove sharp vertical deflection, reduce the grade on the hill, and improve sightlines
Impact on Tennis Courts	None	None	The existing Tennis Courts will be maintained in both options
Initial Capital Cost	-	Higher than 5 span	\$ 1M to \$ 2.5M more depending on the structural elements that make up the truss section
Future Maintenance Cost	Higher than 4 span	-	Conventional overpass structure cheaper and easier to maintain than an extra bridge span
Bridge Grade Over River	Steeper grade (1.5%- 2%)	Similar to existing (< 1%)	Consistent grade across the bridge in both options
Pedestrian / Cyclist Connections	Connections to both Sask. Crescent and Rotary Park	Connections to both Sask. Crescent and Rotary Park	More flexibility with the 4 span option for providing rest areas, wider landings, benching, etc.
Impact to Rotary Park	No impact	Minor loss of park area beneath the bridge	The berm in the 4 span option will still be usable space with a gentle slope, meandering pathway, and provides an opportunity for unique landscaping features
Continuity of Park Space Beneath the Bridge	No change	Slightly reduced, however still provided along Sask. Crescent and the MVA Trail	The pedestrian ramp structures with the 5 span option will still create a visual and physical barrier from one side of the park to the other

COMMUNICATIONS TO COUNCIL

MEETING OF CITY COUNCIL – MONDAY, JUNE 27, 2011

A. REQUESTS TO SPEAK TO COUNCIL

1) Cliff Price, Dover Heights Condominium Association, dated June 15

Requesting permission to address City Council regarding the lack of access to Armistice Way for residents of Dover Heights Condominiums. (File No. CK. 6320-5)

RECOMMENDATION: that Cliff Price be heard.

2) Ken Gryschuk, dated June 21

Requesting permission to address City Council with respect to a task force to look into opportunities for adults with special needs in the city. (File No. CK. 100-17)

RECOMMENDATION: that Ken Gryschuk be heard.

B. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL

1) Antonette McPeak, dated May 14

Submitting petition with approximately 23 signatures against proposed expansion of Bethany Manor into Umea Park. (File No. CK. 750-4)

RECOMMENDATION: that the direction of Council issue.

2) Sharla Guinan, PostashCorp, dated June 10

Requesting permission for an extension of the time amplified noise can be heard under the Noise Bylaw on July 8, 2011, at Delta Bessborough Gardens, to 11:00 p.m. (File No. CK. 185-9)

RECOMMENDATION: that the request for permission for an extension of the time amplified noise can be heard under the Noise Bylaw on July 8, 2011, at Delta Bessborough Gardens, to 11:00 p.m. be granted.

3) Kirby Penner, Crazy Kileys, dated June 13

Requesting permission for an extension of the time amplified noise can be heard under the Noise Bylaw on Sunday, July 24, 2011, at 108 Avenue D South, from 10 a.m. to 6:00 p.m. (File No. CK. 185-9)

RECOMMENDATION: that the request for permission for an extension of the time amplified noise can be heard under the Noise Bylaw on Sunday, July 24, 2011, at 108 Avenue D South, from 10 a.m. to 6:00 p.m. be granted.

4) Nowshad Ali, Project Director, Toon Town Smoke Down – 2011, dated June 14

Requesting permission for an extension of the time amplified noise can be heard under the Noise Bylaw on Saturday, July 9, 2011, to 11:30 p.m. at Market Square (or in the case of inclement weather, Monday, July 11, 2011, to 10:00 p.m.) for various entertainment. (File No. CK. 185-9)

RECOMMENDATION: that the request for permission for an extension of the time amplified noise can be heard under the Noise Bylaw on Saturday, July 9, 2011, to 11:30 p.m. at Market Square (or in the case of inclement weather, Monday, July 11, 2011, to 10:00 p.m.) for various entertainment be granted.

Items Which Require the Direction of City Council
Monday, June 27, 2011
Page 2

5) Yvonne Fehr, dated June 14

Commenting on mandatory recycling. (File No. CK. 7830-5)

RECOMMENDATION: that the information be received.

6) Ruby Lacourse, dated June 14

Commenting on mandatory recycling. (File No. CK. 7830-5)

RECOMMENDATION: that the information be received.

7) Edward Danneberg, dated June 14

Commenting on mandatory recycling. (File No. CK. 7830-5)

RECOMMENDATION: that the information be received.

8) Iris Spilchuk, dated June 16

Commenting on mandatory recycling. (File No. CK. 7830-5)

RECOMMENDATION: that the information be received.

9) Grant Williamson, dated June 19

Commenting on mandatory recycling. (File No. CK. 7830-5)

RECOMMENDATION: that the information be received.

Items Which Require the Direction of City Council

Monday, June 27, 2011

Page 3

10) Rick Boire, dated June 14

Commenting on the need for road repairs. (File No. CK. 6000-1)

RECOMMENDATION: that the information be received.

11) Emily Boehr, dated June 14

Commenting on residential parking permits in the Kelsey area. (File No. CK. 6120-4)

RECOMMENDATION: that the direction of Council issue.

12) Elmer Boehr, dated June 20

Commenting on residential parking permits in the Kelsey area. (File No. CK. 6120-4)

RECOMMENDATION: that the direction of Council issue.

13) Victoria Lennox, Startup Canada Campaign, dated June 16

Providing information on Startup Canada Campaign. (File No. CK. 277-1)

RECOMMENDATION: that the direction of Council issue.

14) Nick Hartle, Odeon, dated June 16

Requesting a temporary street closure in front of the Odeon, 241 Second Avenue North on July 15, 2011; and an extension of the time amplified noise can be heard under the Noise Bylaw to 1:00 a.m. on Saturday, July 16, 2011, to accommodate an outdoor street dance. (File No. CK. 205-1)

RECOMMENDATION: that the request for the street in front of 241 Second Avenue North on July 15, 2011; and an extension of the time amplified noise can be heard under the Noise Bylaw to 1:00 a.m. on Saturday, July 16, 2011, to accommodate an outdoor street dance be granted, subject to any administrative conditions.

Items Which Require the Direction of City Council
Monday, June 27, 2011
Page 4

15) Ian Shaw, Open Door Society, dated June 13

Requesting the City of Saskatoon provide bus passes for a summer youth program. (File No. CK. 7300-1)

RECOMMENDATION: that the direction of Council issue.

16) Michelle Banman, dated June 19

Commenting on noise from special events held in the downtown. (File No. CK. 205-1)

RECOMMENDATION: that the direction of Council issue.

17) Pamela Hill, dated June 20

Commenting on recent water restrictions. (File No. CK. 150-1)

RECOMMENDATION: that the information be received.

18) Attah Enefolo, dated May 16

Proposing that a federal secretariat be established in Saskatoon. (File No. CK. 277-1)

RECOMMENDATION: that the information be received.

19) Joanne Sproule, Deputy City Clerk, dated June 21

Providing Notice of Hearing of the Development Appeals Board with respect to 243 Wheeler Street. (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

Items Which Require the Direction of City Council
Monday, June 27, 2011
Page 5

20) Joanne Sproule, Deputy City Clerk, dated June 21

Providing Notice of Hearing of the Development Appeals Board with respect to 383/385 Costigan Crescent. (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

C. ITEMS WHICH HAVE BEEN REFERRED FOR APPROPRIATE ACTION

1) Iain and Nolene Rowan, dated June 4

Commenting on the safety of city roadways. (File No. CK. 6000-1) **(Referred to Administration to respond to the writer.)**

2) John Thomson, dated June 7

Commenting on traffic issues. (File No. CK. 6320-1) **(Referred to Administration to respond to the writer.)**

3) Evan Drisner, dated June 8

Commenting on this year's marathon route. (File No. CK. 205-1) **(Referred to Administration to respond to the writer.)**

4) Theresa Froese, dated June 13

Commenting on the watering of parks during mandatory water restriction time. (File No. CK. 7900-1) **(Referred to Administration to respond to the writer.)**

5) Barbara Rackel, dated June 15

Commenting on need for sound attenuation wall and on walkway maintenance. (File Nos. CK. 375-2 and 4139-) **(Referred to Administration to respond to the writer.)**

6) Lorrie Ann Vansteelandt, dated June 10

Commenting on the maintenance of neighbouring yards. (File No. CK. 4400-1) **(Referred to Administration to respond to the writer.)**

7) Paul Olson, dated June 10

Putting forth a park or street name of Percy Wright. (File No. CK. 4205-1) **(Referred to Naming Advisory Committee for further handling.)**

Items Which Have Been Referred for Appropriate Action
Monday, June 27, 2011
Page 2

8) Kavi Kukha-Bryson, dated June 14

Commenting on the need for programs for teens. (File No. CK. 5500-1) **(Referred to Administration to respond to the writer.)**

9) Chris Fazekas, dated June 14

Commenting on roadway repairs needed on Duchess Street. (File No. CK. 6315-1) **(Referred to Administration to respond to the writer.)**

10) Kyle Toffan, Director of Grants Administration, Ministry of Municipal Affairs dated June 15

Advising of 2011-2012 Grants in Lieu of Taxes totals. (File No. CK. 1860-1) **(Referred to Administration for appropriate action.)**

11) Sheldon Sommerfeldt, dated June 16

Requesting an update on his request for train whistle cessation. (File No. CK. 375-2) **(Referred to Administration to respond to the writer.)**

12) Nityananda Knauel, dated June 16

Commenting on post-construction yard issues. (File No. CK. 4110-1) **(Referred to Administration to respond to the writer.)**

13) Curtis Forstey, dated June 17

Commenting on flooding on Dufferin Avenue. (File No. CK. 7820-1) **(Referred to Administration to respond to the writer.)**

Items Which Have Been Referred for Appropriate Action

Monday, June 27, 2011

Page 3

14) Pat Tymchatyn, President, Meadowgreen Community Association, dated June 15

Commenting on Operating Grant, Program and Cost Barrier Grant and Rink Grant. (File No. CK. 5500-1) **(Referred to Administration to respond to the writer.)** Also attached is the response from the Administration on the matter.

15) Robin Kimpton, dated June 18

Enquiring about the lights on the Traffic Bridge. (File No. CK. 6050-8) **(Referred to Administration to respond to the writer.)**

16) Karen Martin, dated June 21

Commenting on flooding. (File No. CK. 7820-2) **(Referred to Administration to respond to the writer.)**

17) Cory Fehr, dated June 20

Commenting on trees in a park causing allergies. (File No. CK. 4139-4) **(Referred to Administration to respond to the writer.)**

18) Carol Smith, dated June 21

Commenting on trees in a park causing allergies. (File No. CK. 4139-4) **(Referred to Administration to respond to the writer.)**

19) Carl Siebeneich, dated June 21

Commenting on traffic on Avenue C North. (File No. CK. 6320-1) **(Referred to Administration to respond to the writer.)**

Items Which Have Been Referred for Appropriate Action
Monday, June 27, 2011
Page 4

20) Nathan Aelan, dated June 21

Commenting on traffic on Centennial Drive. (File No. CK. 6320-1) **(Referred to Administration to respond to the writer.)**

21) Robert Andrew, dated June 21
(Referred to Administration to respond to the writer.)

Commenting on the intersection of Wanuskewin Road and Highway 11. (File No. CK. 6320-1)

RECOMMENDATION: that the information be received.

D. PROCLAMATIONS

1) Melanie Weiss, Saskatchewan Association of Veterinary Technologists, dated June 8

Requesting City Council proclaim October 9 to 15, 2011 as National Veterinary Technician Week.
(File No. CK. 205-5)

2) Simone Kerby, Canadian Association of Family Enterprise, dated June 13

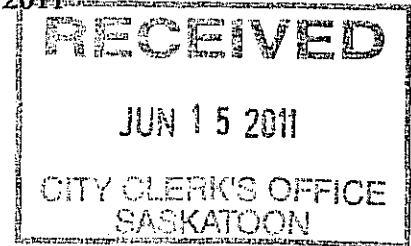
Requesting City Council proclaim October 19, 2011 as Family Business Day.
(File No. CK. 205-5)

- RECOMMENDATION:**
- 1) that City Council approve all proclamations as set out in Section D; and
 - 2) that the City Clerk be authorized to sign the proclamations, in the standard form, on behalf of City Council.

6350-5
A1

Cliff Price
409 -102 Armistice Way
Saskatoon Sk. S7J 2Z6

15 Jun 2011



City Clerk
222 - 3rd Ave North
Saskatoon, Sk.
S7K 0J5

- Re: 1. Councillor Pringle's enquiry at City Council meeting 28 Jun 2010.
2. Administrative Report No. 21-2010 regarding above enquiry.

On behalf of Dover Heights Condominium Association the following observations regarding the above references are submitted.

Clause E3 Administrative Report No. 21-2010 at Council Meeting Dec 20, 2010 states, Armistice way is a cul-de-sac with three condominium complexes and a senior care facility, with plans for another senior care facility, and that cul-de-sacs are typically built with one point of access which is designed to accommodate projected traffic volumes in the area.

It is not noted in this Administrative Report that plans were approved with Dover Heights, one of the condominiums, having no access to Armistice Way for any of its underground parkade or 37 surface parking stalls and only a walk in door on Armistice Way. Another condominium, Versailles Place, has 14 parking stalls with no access to Armistice Way.

City Administration in the investigation seemed to focus entirely on a few solutions that were suggested to them. In conversation with Councillor Pringle at the time it was our understanding that the investigation by Administration would find the best solution to remedy a problem. This problem was created when the plans, for the Condominiums on Armistice Way, didn't ensure all vehicle parking areas had access to Armistice Way, as this is the only Public road available to us.

In the report it is stated that an agreement between Legion Manor and North Ridge Developments allows residents of Dover Heights the use of Parkinson Lane. It is our understanding that North Ridge no longer own Condominium Complexes or property in this area. If this is true then it would seem that their interest in first right of refusal would be for the purchase of Legion Manor, if the occasion arises, and not Parkinson Lane. Parkinson Lane would only be sold as part of Legion Manor. An agreement such as this does not give us secure guaranteed use of Parkinson Lane for the projected life of our Condominium.

At a meeting of City Council held on Jun 28, 2010 the report from General Manager Infrastructure Services stated, there is currently access to the condominiums via Parkinson Lane, however this lane is privately owned by Legion Manor and the Administration has no control over its usage or development.

If City Administration knew they had no control of Parkinson Lane, and that cul-de-sacs are designed to accommodate projected traffic volumes in the area, why would the plans for this total complex be approved without ensuring there was access to the cul-de-sac for all residents..

The main problem facing our residents is having no south bound exit and therefore must travel 1.6 km. around a Collegiate and High School to go south on Preston Ave or get to Market Mall. If we had access to Armistice Way there would be no problem, after the median opening is completed.

It is felt that Administration could have explored more options, to remedy this poor planning, such as an exit lane only from Parkinson Lane, could be included to merge into the south bound entry to the median opening.

We realize that we are not Traffic Engineers, but think those that are available to the City can find a suitable solution to a problem that was caused mostly by bad planing. Please remember that we are not interested in why any suggestions cannot be done, but what CAN BE DONE. As stated in the report that the trees removed are "living" assets we agree and hope that the Seniors of 109 units of Dover Heights and Legion Manor are thought of with the same respect when finding the solution.

I request to speak at the City Council Meeting when this matter is discussed.

Yours Truly,



Cliff Price

242-0184

caprice@sasktel.net

The following is a copy of **Clause E3, Administrative Report No. 21-2010** which was **ADOPTED** by City Council at its meeting held on **December 20, 2010**:

Section E – INFRASTRUCTURE SERVICES

E3) Enquiry – Councillor B. Pringle (June 28, 2010)
Access and Egress
Armistice Village/Dover Heights Condominium
(File No. CK. 6320-5)

RECOMMENDATION: that the information be received.

BACKGROUND

The following enquiry was made by Councillor B. Pringle at the meeting of City Council held on June 28, 2010:

“Would the Administration, with some urgency, please find an additional permanent and satisfactory access route to and from Armistice Village and Dover Heights for reasons of more effective traffic flow and vehicle and pedestrian safety.”

Council, at its meeting held on June 28, 2010, during Matters Requiring Public Notice, resolved that a median opening be constructed at the intersection of Preston Avenue South and Armistice Way to allow left-turn movements for southbound traffic from Preston Avenue to eastbound Armistice Way; and for westbound traffic from Armistice Way to southbound Preston Avenue. Although the median opening does not fully comply with Policy C07-012 - Median Openings in that the current volume of traffic does not exceed 150 left turns into the site, it was the Administration’s opinion that, due to development in the area, this requirement would be met in the future.

REPORT

Armistice Way and Preston Avenue Intersection/Median Opening

Armistice Way is a cul-de-sac with three condominium complexes and a senior care facility, with plans underway for the development of another senior care facility. The street intersects with Preston Avenue South, where the median opening, which was approved by Council in June, 2010, will be constructed.

Cul-de-sacs are typically built with one point of access, which is designed to accommodate projected traffic volumes in the area. Cul-de-sacs, such as Luther Place and Chaben Place (off of 8th Street East) exhibit similar geometric and population density characteristics as Armistice Way. Neither location has any known history of safety concerns.

Further trip generation results indicated that Dover Heights Condominiums, whose 58 dwelling units would be the primary user of an additional median opening at Parkinson Lane, would only generate two left-turns during the peak hour (Attachment 1). Although, it may be inconvenient for those wishing to make the southbound left turn into and/or westbound left-turn out of Parkinson Lane, projected volumes are not high enough to warrant a median opening at the intersection of Parkinson Lane and Preston Avenue. In addition, the median opening at Armistice Way is located approximately 90 metres south of Parkinson Lane. Policy C07-012 states that the occurrence of median openings must be minimized and that median openings cannot be located within 150 metres, in either direction, from an existing signalized intersection or another median opening. Constructing multiple accesses in close proximity often results in increased collision rates at at-grade intersections.

An option could be to construct an access (paved lane) from Taylor Street or McEown Avenue at an estimated cost of \$150,000, plus land costs. Neither of these options is recommended as they would require the use of existing park space, zoned M3 (General Institutional Service District), as there is currently no public right-of-way available and no funding is currently available.

Given that the existing access points have been determined to adequately serve the development in Armistice Way, the Administration does not recommend any additional access routes to and from Armistice Village and Dover Heights.

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. Peak hour traffic projections.

The following is an excerpt from the minutes of meeting of City Council held on June 28, 2010:

MATTERS REQUIRING PUBLIC NOTICE

- 8c) **Proposed Median Opening
Armistice Way and Preston Avenue South
(File No. CK. 6320-5 and IS. 6320-1)**

REPORT OF THE CITY CLERK:

“The following is a report of the General Manager, Infrastructure Services Department dated June 17, 2010:

RECOMMENDATION: that a median opening be constructed at the intersection of Preston Avenue South and Armistice Way to allow left-turn movements for southbound traffic from Preston Avenue to eastbound Armistice Way, and for westbound traffic from Armistice Way to southbound Preston Avenue.

BACKGROUND

Armistice way is a cul-de-sac with three condominium complexes and a senior care facility, with plans underway for the development of another senior care facility. The street intersects with Preston Avenue south, which has a centre median that does not allow for left turns.

Liberty Court Condominium Corporation and Versailles Place Condominium Corporation have raised a safety concern with respect to access into Armistice Way. An incident which occurred in October, 2008, involving Saskatoon Police Services, resulted in the closure of Preston Avenue, leaving no access in or out of the cul-de-sac. The residents living in the condominium complexes felt that there was lack of an escape route in the case of an emergency.

Correspondence has also been received from Chief Brian Bentley, Saskatoon Fire and Protective Services (SFPS), supporting a median opening at Preston Avenue South and Armistice Way. The letter indicated that the current roadway configuration restricts and slows response times into Armistice Way, which often requires SFPS travelling southbound on Preston Avenue to negotiate a U-turn at Preston Avenue and Adelaide Street, which is a tedious procedure, especially for multi-unit responses, and difficult in winter conditions.

At a Ward Meeting held on January 20, 2009, residents expressed concerns regarding the inadequate number of accesses into and out of Armistice Way, and proposed that an additional access point be created by extending the lane behind Extencicare on Adelaide Street to Armistice Way, to be opened to both vehicle and pedestrian traffic. The Administration reviewed the feasibility of this proposal and contacted North Ridge Developments, the property owners, to confirm that a temporary lane could be constructed, until a more permanent solution could be reviewed. North Ridge Developments agreed to this proposal, with the stipulation that the temporary lane be removed when the property was sold. The temporary lane was constructed in 2009. North Ridge Developments has recently advised that the lane must be removed by June 30, 2010, as they are in the final stages of selling the property. The cost of construction and removal of this lane, funded by Public Works, Roadways Section, is \$20,000.

REPORT

Currently, access into Armistice Way is limited to northbound right-turn movements off of Preston Avenue South. Motorists travelling southbound on Preston Avenue wishing to access Armistice Way need to make a U-Turn at the intersection of Preston Avenue and Adelaide Street. There is currently access to the condominiums via Parkinson Lane, located north of Armistice Way, which runs west to east to Legion Manor. However, this lane is privately owned by Legion Manor, and the Administration has no control over its usage or development.

The Administration has reviewed opening the centre median on Preston Avenue to allow for left-turn movements, as per the criteria set out in Policy C07-012 - Median Openings, which states that the adjacent land use must have significant traffic generation characteristics or other special circumstances, such as restricted access/egress; and that actual or projected traffic volumes must exceed 150 left turns during the peak traffic hour into the site.

Based on traffic studies which were conducted in January 2009, approximately 17 left turns into the site were projected, well below the requirement of 150. It is important to note that current and future left-turn projections are difficult to predict, and although the requirement has not been met, it is likely it will be met in the future based on the following:

- Presumably, not all units of the condominium complexes have been sold or are being occupied;
- The new senior care facility in the southwest corner of Armistice Way has not yet been constructed;

- Presumably, the completed senior care facility in the southeast corner of Armistice Way is not at full capacity; and
- Both senior care facilities will generate traffic volumes non-typical of other local streets, due to special vehicle requirements such as employee vehicles, ambulances, hearses, visitors, etc.

All other conditions of Policy C07-012 were met.

In order to improve safety and provide direct access to Armistice Way, the Administration is recommending that a median opening be created at the intersection of Preston Avenue South and Armistice Way, allowing southbound traffic on Preston Avenue to turn left into Armistice Way and westbound traffic on Armistice Way to turn left onto Preston Avenue. If approved, the median opening would be constructed in 2010.

OPTIONS

The Administration considered purchasing the land from North Ridge Developments in order to make the temporary gravel lane behind Extendicare on Adelaide Street, which is currently being used, permanent. However, this option is not recommended as it is undesirable for a lane to provide permanent access for the following reasons:

- It would not be classified as a priority street for snow removal purposes. Therefore, during the winter months, it would not be maintained, making driving conditions difficult and causing possible delays in emergency vehicle response times;
- Residential lanes are not designed to carry large traffic volumes. Creating a permanent access lane would increase traffic volumes significantly;
- It is undesirable to encourage vehicular and pedestrian traffic in the same area. As a lane, there would be no sidewalks, which is a safety hazard.

POLICY IMPLICATIONS

Although the proposed median opening at Preston Avenue South and Armistice Way does not fully comply with Policy C07-012 - Median Openings in that the current projected volume of traffic does not exceed 150 left turns into the site, it is the Administration's opinion that this requirement will be met in the future, as a result of future development.

The proposed median opening requires that two trees, which are located on the median, be removed. Policy C09-011 – Trees on City Property was created in order to affirm that trees on City property are “living” assets, owned by the City of Saskatoon; and to protect them from unnecessary destruction, loss and damage. It is the Administration’s opinion that removal of these trees is necessary in order to improve safety of the residents on Armistice Way. In order to offset the environmental impact of removing these trees, two replacement trees will be planted elsewhere within the community.

FINANCIAL IMPACT

Material and construction costs for the proposed median opening are estimated to be \$90,000. In addition, the value of the two trees which will need to be removed has been assessed at \$42,000, and the cost for replacement trees is \$3,500.

Funding is available within approved Capital Project 1512 – Neighbourhood Traffic Management. In addition, the owner of All Seniors Care Home, located on Armistice Way, has committed to a contribution of \$10,000 towards the median opening.

ENVIRONMENTAL IMPACT

Trees benefit the environment by contributing to clean water, clean air, flood prevention, and soil stabilization. When this green infrastructure is removed it must be replaced with expensive investments in “grey infrastructure”, such as storm sewers, water treatment plants, bigger power plants, etc. The two trees, which will need to be removed from the median, if the opening is approved, will be replaced in the community; therefore, there will be no environmental impact.

PUBLIC NOTICE

Public Notice is required for consideration of this matter, pursuant to Section 3d) of Policy No. C01-021, Public Notice Policy. The following notice was given:

- Advertised in The StarPhoenix on the weekends of June 19 and 26, 2010;
- Posted on the City Hall Notice Board on Friday, June 18, 2010;
- Posted on the City of Saskatoon website on Friday, June 18, 2010; and
- Flyers distributed to affected parties on Thursday, June 17, 2010.

ATTACHMENTS

1. Plan of Proposed Median Opening; and
2. Copy of Public Notice.”

The City Clerk distributed copies of the following letters:

- *C.A. Price, undated, submitting comments; and*
- *Mildred Kluey, dated June 28, 2010, submitting comments.*

General Manager, Infrastructure Services Gutek presented his report.

Ms. Mildred Kluey, on behalf of the Liberty Court Condo Board and residents living in Armitage Village, spoke regarding the density of the condos in the area and the need for better traffic movement.

Mr. Bob Fehr, resident of Liberty Court, spoke regarding the density of condos in the area and expressed concerns for the safety of seniors due to in adequate traffic flow.

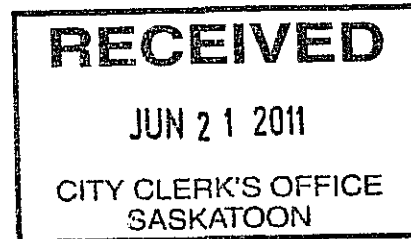
Moved by Councillor Pringle, Seconded by Councillor Heidt,

THAT a median opening be constructed at the intersection of Preston Avenue South and Armistice Way to allow left-turn movements for southbound traffic from Preston Avenue to eastbound Armistice Way, and for westbound traffic from Armistice Way to southbound Preston Avenue.

CARRIED.

100-17A2)

From: CityCouncilWebForm
Sent: June 21, 2011 1:00 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Ken Gryschuk
103 Holland Road
Saskatoon
Saskatchewan
S7H 4Z5

EMAIL ADDRESS:

gryschukk@sasktel.net

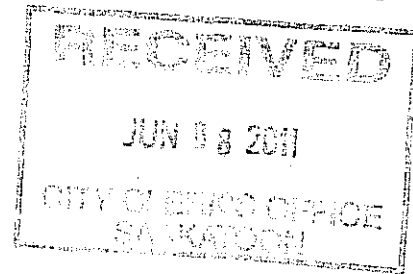
COMMENTS:

I wish to speak to City Council at the next council meeting to address Councillor Clark's suggestion of creating a task force to look into opportunities for adults with disabilities in the City.

750-4
B1

Saturday, 14 May 2011

His Worship the Mayor and Members of City Council
City of Saskatoon
Saskatoon S7K OJ5



Dear Mr. Atchison and Members of City Council,

Re: Proposal to Extend Bethany Manor into Umea Park

Please be advised that we, the undersigned persons who reside in the River Heights community of Saskatoon, would like to inform Council of our steadfast opposition to the proposed sale of any portion of Umea Park to "accommodate a major expansion of the existing Bethany Manor."

Please note that many of these signatories to this letter are very close in age to the residents of Bethany Manor and very well appreciate the value of such seniors' housing. But we pray that you will note that our neighborhood is once again becoming home to many young people and they need all the open space that Umea Park provides for the youth of Saskatoon.

If Bethany Manor indeed requires space for an "expansion", we would like Council to note that there is open, undeveloped land eastward down the hill on Pinehouse Drive at the corner of Saguenay Drive. And more underutilized commercial land is readily available westward on Pinehouse Drive that could most likely be procured for the correct purchase price.

We trust that you will thoughtfully consider our concerns and not sell a single centimeter of this beautiful, well-used public park for any type of development.

Respectfully and sincerely,

We are,

Signature
Name
Address
Telephone Number

[Signature]
Maurineau - 410 SK 0 CNA Cst

416 Skeena Court S7K 4H2

Antonelle McPeck
1458 Skeena Ct
Saskatoon SK S7K 2S56

[Signature]
GURSON STREET
454 SKEENA CT.

Brian Anster
462 SKEENA Cst
Saskatoon S7K 4H2
242-9191

[Signature]
451 Skeena Ct.
[Signature]
442 Skeena

Re: Proposal to Extend Bethany Manor into Umea Park

~~Jayne Hudson~~
Jayne Hudson
402 Skeena Crt.
Saskatoon S7K4H2

Colin Martinka
950 Patrick way
Saskatoon/SK.

~~Doug McPeck~~
Doug McPeck
458 Skeena Court
Saskatoon, SK S7K4H2

Frederic Guen
422 Skeena CRT
Saskatoon

Judy Archer
Judy Archer
462 Skeena Ct.
Saskatoon, Sask
S7K4H2

Laurence Roy, barrister.
422, SKEENA COURT.
Saskatoon,

~~David Brown~~
DAVID BROWN
406 SKEENA CRT
SASKATOON
S7K4H2

May Sander
319 Stena br, Saskatoon
S7K4H9

Linda Brown
Linda Brown
406 Skeena CRT.
Saskatoon S7K4H2

Jana Wislaw
466 Skeena Court
Saskatoon S7K4H2

Stacey McPeck
STACEY MCPPECK
458 SKEENA CRT
SASKATOON SK
S7K4H2

Richard Gabrocht
RICH GABROCHT
154 Skeena Crescent.
S7K4G7

Dr. J. Rowchuk
434 Skeena Crt.
Saskatoon SK
S7K4H2.

Brent Penner
110 Sandy Place
S7K4M4

Brenda McEain
103 Skeena Cres
Saskatoon, SK S7K4G6

Re: Proposal to Extend Bethany Manor into Umea Park

Joanna Connad
421 Capilano Dr.
Saskatoon SK
S7K 4J6

J Connad

Edward B. Hudson
Edward B. Hudson
402 Skene Court
Saskatoon S7K 4H2
242-2379

Public Information Meeting

A meeting will be held:
Thursday, May 19th, 2011
7:00 p.m.

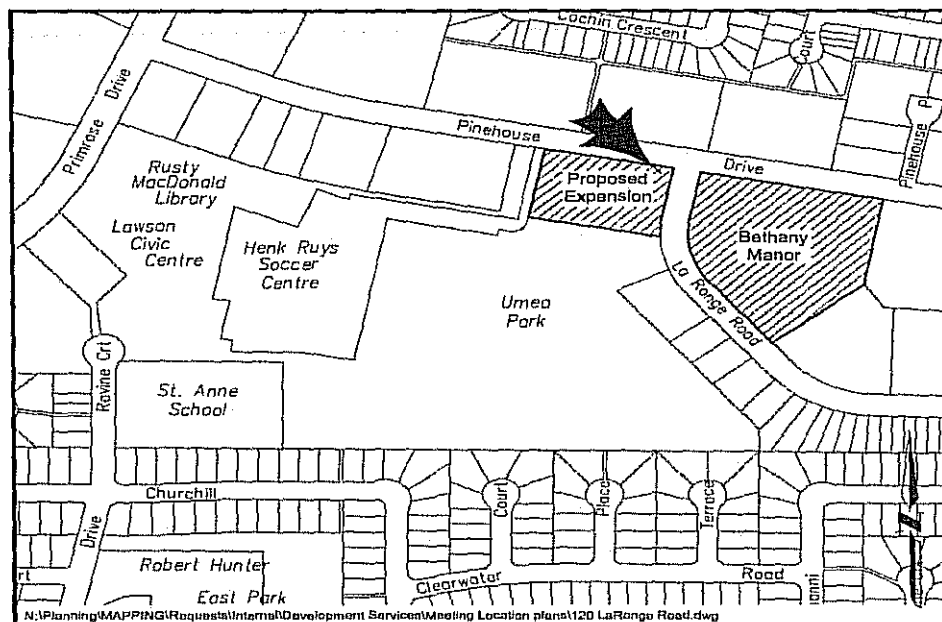
Rusty MacDonald Branch Library - Auditorium
(225 Primrose Drive)

Residents are invited to attend a public information meeting for the proposed Bethany Manor expansion. This meeting is a follow up to the public information meeting held in June 2010.

The proposal involves the purchase of a three acre portion of Umea Park to accommodate a major expansion to the existing Bethany Manor seniors' facility. The proposed expansion includes the construction of 268 affordable housing suites and 150 health care suites. The proposal also calls for the relocation of the existing tennis courts and the skateboard park.

Presentations will begin at 7:00 pm followed by a question and answer period.

The intent of this meeting is to provide area residents with further details on the proposal and an opportunity to ask questions and provide comments. The City of Saskatoon will also be in attendance to answer questions about the potential relocation of the tennis courts and skateboard park.

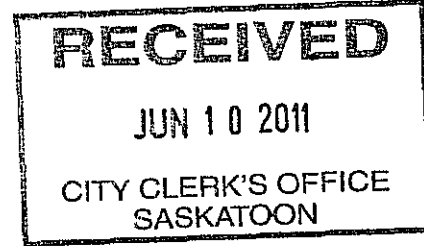


For more information, please contact:
Matt Grazier, Planning and Development Branch
City of Saskatoon, Community Services Department,
Phone: 975-7889 or email: matt.grazier@saskatoon.ca

B2)

185-9

From: CityCouncilWebForm
Sent: June 10, 2011 10:56 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Sharla Guinan
PotashCorp
Suite 500
122 1st Ave S

Saskatoon
Saskatchewan
S7K 7G3

EMAIL ADDRESS:

sharla.guinan@potashcorp.com

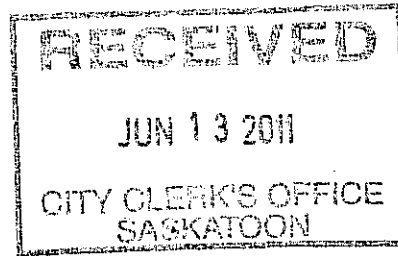
COMMENTS:

PotashCorp's annual summer Barbeque is taking place on July 8, 2011 in the Delta Bessborough Gardens. This letter is to request an extension of hours on the noise bylaw. We would request to have the hours extended to allow a live band to play until 11:00 pm.

Thank you.

185-9
B3

From: CityCouncilWebForm
Sent: June 13, 2011 10:05 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Kirby Penner
CO: Krazy Kileys
108 Avenue D South
Saskatoon
Saskatchewan
s7m1p7

EMAIL ADDRESS:

kirby_krazy@hotmail.com

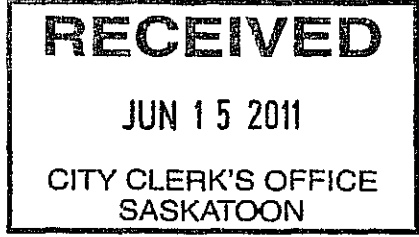
COMMENTS:

Hello,
Krazy Kileys is looking to host a Car Stereo competition in the parking lot on Sunday July 24. This event would be held from 10:00 AM to approximately 6:00 PM. We would ask to be exempt during this time from bylaw 8244 regarding excessive noise.

Sincerely,
Kirby Penner

B5

From: CityCouncilWebForm
Sent: June 14, 2011 4:49 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Yvonne Fehr
567 Appleby Drive
Saskatoon
Saskatchewan
s7m 4b7

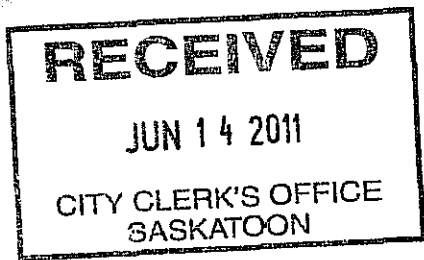
EMAIL ADDRESS:

eirene_pax@hotmail.com

COMMENTS:

I just heard you people in city hall decided to bring in curbside recycling. I think this is a horrible idea, and most people i have talked to and read about do NOT want this!!! Why would you decide to do something the minority wants? Really? \$55 dollars a year (ya right) might not be any big deal to you, but it is to me. Also the fact that you cut out Cosmo, angers me, as i have a mentally challenged uncle who works there. What will happen to him now? I hope its not too late to reverse this decision. Sincerely, Yvonne Fehr.

From: CityCouncilWebForm
Sent: June 14, 2011 10:48 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Ruby Lacourse
1131 Steeves Ave
Saskatoon
Saskatchewan
S7L 7N3

EMAIL ADDRESS:

rlacourse@shaw.ca

COMMENTS:

I would hope that city council would consider going with an established company (such as Loraas for recycling). I have signed up with Loraas and find that this has cut down considerably on my waste to the landfill.

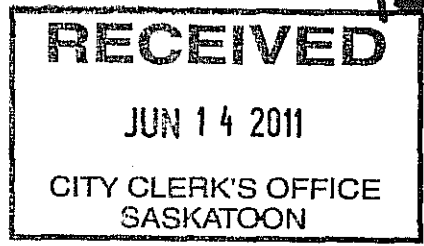
I would think that if every two households were to share one recycling bin, that the city could go to a two week pickup for garbage and Loraas could pick up recycling on the opposite weeks. Would this not cut down on the landfill and also cut down on the gas consumption by garbage trucks, etc.

think about it.

Ruby Lacourse

37

From: CityCouncilWebForm
Sent: June 14, 2011 11:02 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Edward Danneberg
1418 Ave N South
Saskatoon
Saskatchewan
S7M2R3

EMAIL ADDRESS:

edanneberg@gmail.com

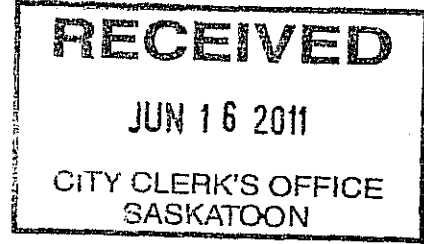
COMMENTS:

PLEASE be sure that - whatever choices on recycling are made - that COSMOS is included to the best of it's ability. If that means a dual stream process, then that's what you NEED to do. There is NO WAY this beautiful city would be what it is without this service and they not only DESERVE a place in the future, but as a society we should be SURE to include all citizens in any way we can. This is a a perfect situation where good can be done on several fronts - so we wonder: what other choices could there be??

783055) (B8)

From: CityCouncilWebForm
Sent: June 16, 2011 1:08 PM
To: City Council
Subject: Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL



FROM:

Iris Spilchuk
1321 Conn Ave.
Saskatoon
Saskatchewan
S7H 3K9

EMAIL ADDRESS:

thespilchuks@gmail.com

COMMENTS:

I am writing to express my deep disappointment with the decision you have made in regard to recycling.

I have been recycling for the last 40 years, doing what I can to help the environment -- but there is more to helping the environment than recycling and shipping the stuff out to wherever. How big a carbon footprint are we making by -- picking up, shipping, and then having all kinds of ugly chemicals used to actually produce a product? It might be feasible in other cities -- but we are a land locked province!! Is this really sensible -- especially with all the extra CO2 going into the atmosphere from big trucks moving this stuff in our winters? It may result in more jobs, but at what cost to the air?

The biggest reason I heard in favour of mandatory recycling was "every other city is doing it. This is the only one that isn't." This is a reason??? The more important issue should be -- "does it make sense for OUR city?" When we are still going to have tons of glass going to the landfill, the answer is "No, it DOESN'T!!

As councilors, you have surely studied other cities that have taken a totally different tack. Spokane, for one, a land locked location not unlike ours, has put into place a highly efficient incinerator which burns up EVERYTHING and changes it into enough electricity to take care of their city, their county, and the capacity to sell the excess to Seattle. Why was this not taken into consideration? Why was this not even on the Map of Choices??? Most recycling depots are no longer even trying to grind their glass for road surfacing. No matter how finely it's ground, and how much pollution the process produces, the end product STILL won't mix properly with road material and comes back to the surface to cause damage.

I have generally been very happy with the choices this council has made -- but this is one for you to give your heads a shake and REALLY think about the consequences. Your stand may give you a few more votes in the next election -- but that shouldn't be the reason for your decision. Make it a proper decision for our specific city. If you go with the high end incinerator idea, we will NOT have to worry about making future room for landfill -- all the glass will burn, and those who wish, will be able to continue doing exactly what they're doing now under the good umbrellas of Sarcan and Cosmo industries.

I would GLADLY pay the \$4+ fee to purchase the incinerator, knowing that future councils will not need to undo a decision that proved to be of absolutely no value.

If we have the recycling pick-up, 60%+ of the people have already indicated that this will not get them to recycle. We will have gotten a status symbol, and little else of value.

Think about it, Councilors Clark, Lorje, and all the rest of you who obviously are more moved by rhetoric than good reason!!

7830-5
B9

From: CityCouncilWebForm
Sent: June 19, 2011 1:00 PM
To: City Council
Subject: Write a Letter to City Council

RECEIVED
JUN 20 2011
CITY CLERK'S OFFICE
SASKATOON

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:
Grant Williamson
519 Padget Cres
Saskatoon
Saskatchewan
S7W0H3

EMAIL ADDRESS:
willnbh@sasktel.net

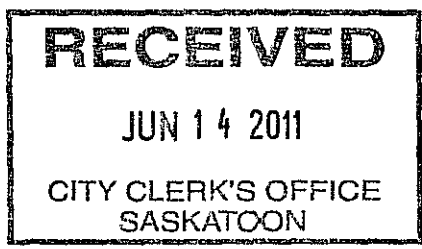
COMMENTS:

I have been following the recycle debate and waiting for sensible action to be taken. Just moved here 1.5 years ago and was astonished that a city this size was so far behind in recycling. I am currently using the Loraas blue recycle bin which is a fantastic system. I would be completely against any inferior system that would entail the use of multiple receptacles requiring presorting and/or excluding items such as glass. This isn't rocket science!

6000-1

B10

From: CityCouncilWebForm
Sent: June 14, 2011 8:20 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:
Rick Boire
2237 York Avenue
Saskatoon
Saskatchewan
S7J1H9

EMAIL ADDRESS:

COMMENTS:

Simple...FIX THE ROADS!

Emily Boehr
#6 - 1111 Avenue D North
Saskatoon, Sask.
S7L 1N7

City Council
City of Saskatoon

June 14, 2011

Dear Councillors: *Mayor or members of city council*

I am writing in regard to the resident parking permits in the Caswell community in the SIAST area that take effect in June and we are asking that the conditions be reviewed for visitor permits.

I live in a 16 suite apartment building and the brochure that was delivered stated that a resident of this type of building cannot apply for an annual visitor permit or a daily visitor permit.

I have a two bedroom apartment and my brother comes to Saskatoon every couple of months for 3 to 4 days and my sister once or twice a year for a few days and they stay at my place. The apartment building is over 40 years old and has a small parking lot with no spots for visitors and no room to create any. Back then, there probably were no rules for visitor parking.

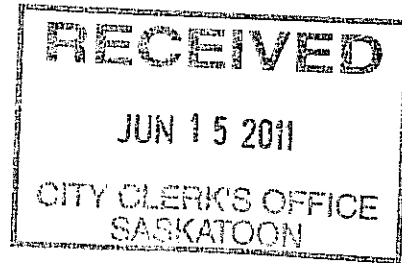
To say residents of houses can have visitors but apartment residents are not allowed visitors is definitely not fair. There are three possible options and we ask that one or more of these be approved to avoid discrimination against the type of dwelling a resident resides in.

1. Allow an apartment resident to purchase an annual visitor permit if the apartment building does not have visitor parking.
2. Allow the resident to purchase the daily visitor permit under the same conditions.
3. The apartment manager is allowed to purchase three permits but these can only be used by maintenance personnel. Allow the residents of that building to share the three permits for visitor parking.

Yours sincerely

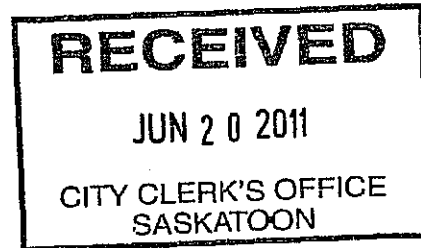
Emily Boehr

Emily Boehr



B12)
6120-4

From: CityCouncilWebForm
Sent: June 20, 2011 10:26 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Elmer Boehr
P.O. Box 756
St. Walburg
Saskatchewan
S0M 2T0

EMAIL ADDRESS:

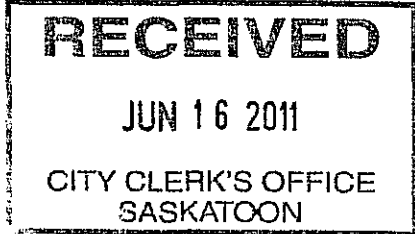
boehel@sasktel.net

COMMENTS:

I want to know why City Council is discriminating against and violating the rights of Caswell Hill residents, especially apartment renters. These people have the same right to free, totally unrestricted parking as anyone living outside this parking area. Every homeowner and apartment renter should be given 3 all inclusive passes to be used on their own or visitors vehicles. I come to the city regularly and stay with someone in an apartment. I have no place to park except on the public street and will continue to do so. The problem is with Kelsey students, not residents, and City Council has absolutely NO right to place any parking restrictions on any residents of the Caswell Hill area. Your current permit program shows a total lack of fairness and any semblance of common sense. It is ten times more complicated than is necessary. This program will not and cannot work as the students will just move over a couple of blocks, thereby creating problems for a new set of residents. The solution to students parking at Kelsey and also the U. of S. is to require these institutions to provide more on-site parking.

277-1
B13

From: Web E-mail - Mayor's Office
Sent: June 16, 2011 10:06 AM
To: City Council
Subject: FW: A Letter to the Mayor of Saskatoon



-----Original Message-----

From: victoria@startupcanadacampaign.org [mailto:victoria@startupcanadacampaign.org]
Sent: June 12, 2011 12:06 PM
To: Web E-mail - Mayor's Office
Subject: A Letter to the Mayor of Saskatoon

First Name: Victoria
Last Name: Lennox
Organization: Startup Canada Campaign
Address: 1302-179 George St.
City: Ottawa
Province: ON
Postal Code: K1N1J8
Phone: 6133667559
Fax:
Email: victoria@startupcanadacampaign.org
Comments: Good afternoon,

I am writing to invite the City of Saskatoon to become a Founding Partner of the Startup Canada Campaign given its leadership in supporting supporting businesses and entrepreneurs across Saskatoon.

Similar to the Startup America Partnership launched by President Obama and Startup Britain launched by British Prime Minister Cameron, the Startup Canada Campaign seeks to celebrate, inspire and accelerate enterprise in Canada through bringing together and harnessing the capacities of the private sector, media, government and entrepreneurship support organisations.

The Campaign is into its second month of its pre-launch phase, whereby all of our social media and landing pages have gone live and we are finalizing our founding partners. We are aggressively working within a short window of opportunity to build up the campaign.

I would greatly appreciate any support you may be able to provide us with regards to ensuring that the City of Saskatoon plays a central role in the Startup Canada Campaign in Regina. This initiative already has the support of over 50 national and provincial partners, IBM, PayPal and LinkedIn, as well as those leading the way in the US and UK Startup Campaigns. We are also delighted by the initial interest of Google, Microsoft, Sage and the Globe and Mail and believe that partnerships will be formalised with them by close of next week.

Partnership in the softest sense involves endorsing the campaign and committing to mutual promotions; however, some partners do have more capacity to be more heavily involved in promoting, building and co-piloting the Campaign. We are flexible and we want to work with anyone and everyone who supports entrepreneurs in Canada.

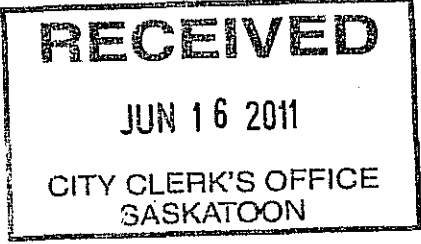
It would be wonderful to speak with you further at your convenience to see how we might be able to support each other.

Thank you,

005-1

B14

From: CityCouncilWebForm
Sent: June 16, 2011 3:33 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

nick hartle
241 2nd ave north
SASKATOON
Saskatchewan
S7n 0h2

EMAIL ADDRESS:

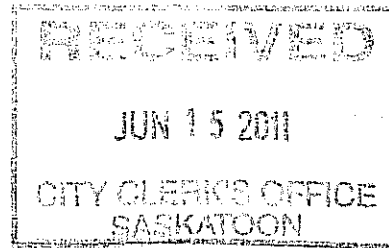
theodeoninfo@gmail.com

COMMENTS:

We are requesting to close off second ave in front of the Odeon 241 second ave south for a community outdoor street dance. Our request is to allow the band to play till 1 am on July 15th 2011

Thank you

7300-1
(BIS)



June 13, 2011

To: His Worship the Mayor and Members of City Council

Re: Saskatoon Open Door Society's petition for Saskatoon Transit summer funding.

As part of our organizations directive, the Saskatoon Open Door Society plans a summer program for immigrant and refugee youth in our city. This program titled "Summer Activities for Youth" goal is to provide these youth with sports and other activities throughout their summer break to promote a healthy physical lifestyle, learn more about what resources their community offers them, meet and talk with other immigrant/refugee youth and engage in fun activities. The summer program runs for July and August while offering youth activities for five to six days a week. Based on previous numbers, we anticipate that between 100 and 150 youth will actively participate in this program. We have found that when operating a program the size of this one, there are many logistic and finical hurdles which accompany it. The two primary hurdles we face are space to run the various activities and transportation to said activities.

To address the space concerns, this program is facilitated with other partner organizations such as the City of Saskatoon, Saskatoon YMCA and YWCA, White Buffalo Youth Lodge, Saskatoon Public Schools, Greater Saskatoon Catholic Schools, SCYAP and many others. We use the various facilities of these organizations and the great city parks of Saskatoon. Thanks to these partnerships we are able to plan 20 different activities which occur several times over the two months.

The second problem we face is transportation. When you have a hundred youth participating in six to eight activities a week, the transportation costs begin to accumulate. Last year, we exceeded our in city transportation budget by 200% (for a total of \$1500) just providing the youth with individual bus tickets for transportation to and from events. We anticipate having a larger transportation cost because we have expanded our number of activities this year and we expect our program to continue to grow with participants. To address our transportation issue, we have contacted Saskatoon Transit in order to determine if there was a superior solution to our transportation predicament. In turn, they explained that they have a summer promotion project which could possibly aid in helping us purchase more youth passes for the summer.

Our summer program benefits the City of Saskatoon in several ways. Firstly, it increases the number of public transportation users over the course of July and August. As stated earlier, we anticipate having over a hundred youth using the public transportation system over a dozen of times a week. Also by using public transportation as the primary means of transportation for our program, we are educating and promoting this means of transportation with newcomers to our city. Over the course of the summer, we are planning on using the transit system to go to various locations all over the city, so youth will understand that the transit system can be more than a ride to and from school.

Secondly, by attending our activities, immigrant/refugee youth will learn more about community resources, such as our amazing parks/river, civic centers, and city attractions. Without the use of public transportation, it is nearly impossible for our group to reach these places with the number

of attendants we expect. The transit system is our primary transportation method do to the numbers it can accommodate, and the areas which it travels to.

In summary, the purpose of this petition is to request the City of Saskatoon to financially aid our program in the form of supplementing our costs for 100 summer monthly passes. Our organization and our youth thank you for considering this request.

Sincerely,

Ian Shaw

Youth Program Facilitator

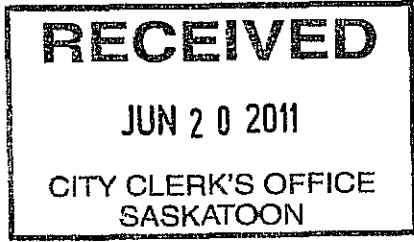
Saskatoon Open Door Society

653-4464

100-129 3rd Ave N.

205-7
B16)

From: CityCouncilWebForm
Sent: June 19, 2011 4:44 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Michelle Banman
#309 125 5th Avenue North
Saskatoon
Saskatchewan
S7K 6A5

EMAIL ADDRESS:

michelle.banman@gmail.com

COMMENTS:

Respectfully submitted to the Mayor and Members of City Council:

As a resident of downtown Saskatoon, I am compelled to write yet again of my concerns regarding events that are held in the downtown core on the weekends. I seem to write on a yearly basis, and nothing ever seems to change.

Once again this past weekend (June 18 & 19), I was unable to be outside on my balcony (that faces west) and have windows open due to the noise pollution that a road hockey tournament caused. This event was/is taking place in front of Frances Morrison Library (and connects to adjacent 4th Avenue, I believe). The loudspeaker used to commentate on the games is... .. horrifically loud. The cheering voices is easier to take than the reverberating sounds that bounce off all the concrete buildings downtown.

It seems to fall on deaf ears (much like mine after this weekend) that the downtown, while a place of commerce and business, is also HOME to thousands as well. We do not leave after 5 pm. We are here all night long. We are here on weekends, and we are here in the early hours of the morning, having to endure all the noise that events that the city permits to take place.

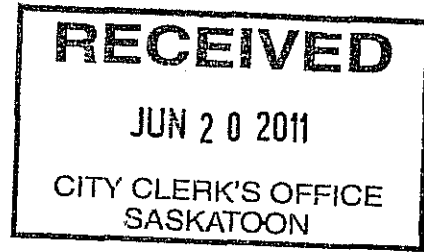
Is this not what places like the Soccer Centre are for? For events like this? That are much better able to house the traffic and the people that sporting events bring?

I have asked repeatedly for the High Voltage Classic to be held elsewhere, and have yet to see (hear) any resolution on this issue either.

Best Regards,
Michelle Banman

From: CityCouncilWebForm
Sent: June 20, 2011 9:48 AM
To: City Council
Subject: Write a Letter to City Council

150-1
B17



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Pamela M Hill
333 Ave Y
Saskatoon
Saskatchewan
S7L 7M6

EMAIL ADDRESS:

pamhill59@hotmail.com

COMMENTS:

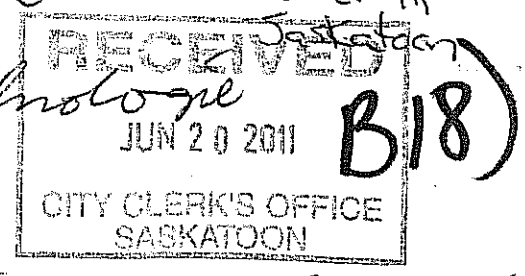
I have yet to hear of restrictions being imposed on the surrounding Hamlets that we the City of Saskatoon, serve. I would also like to know why, with water tables so high that restrictions are being imposed. The water that was released should have been put in tankers and left in all communities for watering of gardens and plants, as it was apparent to City employees that there was a problem. As for properties, you base our property taxes on curb appeal, and services rendered by the City, and cost of those services. Yet when there is a major problem you just soak it to the Tax Payer.. I have spent this year around 500. for plants and shrubs, and now I cannot water them....

After 11 years here I have seen no changes to Customer service by the City of Saskatoon. Claims being refused by Solicitors office because maintance is not required for roads, therefore City is not responsible for upkeep. Even though this is an ongoing project left unfinished in Novemeber 2010. City Grader has recently done back alley, dug middle of alley down another six inches and raised outside again by at least six inches. A horrific job! Does nobody have any PRIDE in THEIR WORK!!!!Well not this City as proven in the past. Time to take some lessons in management from the cuurent Mayor of Mississauga, Hazel McCallion, as she seems to be able to manage without soaking her residents.

P.S No need to reply I wouldn't want anyones tax dollars spent in that way,when there are more pressing matters.

16/5/2011 To Be file's. To Build Federal Secretariat in Saskatoon

To the mayor and city council
this is information technology
to be worked on.



It comes with complete
Thermodynamics build-up - for the
interest of Canadians/
Canadian children, men,
women and Canadian
Culture.

It enhance our industrial
performance in global deliver.

One hundred years for ^{Federal} fed
sects in Saskatchewan is
One hundred dynamics -
think to deliver.

It ends for now
Bye for now.
Atch.

ATTACH #NETDTH MVSTAT HA
APPLICATION FOR FEDERAL SECRETARIATE IN SASKATOON
SASKATOON ~~ENR 10 11~~ 16/5/2011.

every MUNICIPALITIES should BE inform
every DEPARTMENTS should BE FEEDED
every FEDERAL DEPT should BE RECEIVED
every PROVINCIAL DEPTS should BE READY =
READY TO SUPPORT THE CONSTRUCTION.

FEDERAL SECRETARIATE IS A CANADIAN
PROJECTS AND HAND WORK.

if these require more into to detail
do not hesitate to contact

Make time for presentation.

The Software has been manufactured for
for the Federal Secretariate Saskatoon

Have me in, to explain the dynamic
structure that has application structure
with the Federal Sects in Saskatoon

federalsecretariate@saskatoon.ca
federalsecretariate@saskatoon.com
federalsecretariate@saskatoon.org



(1)
We as Saskatoon, Canada what we need
for the next one hundred years is
police government better police city
Saskatoon with industrial institutions
on trade etc.

The City Council should vote
to consider and make a complete
Thermo changed.

Communication is demanded
from the Council to the remaining
part of the Council also is needed.

Please correct me right by
these degree of limits.

attach
Thermo Dynamics changed is require in
Saskatoon for Industrial changes. $(+)(-)(-)(+) = (+)$
Plus = Marginal Revenue $MR + MC = + - = (+)$. That
Industrial statements as a structural programme

(d)

The City of Saskatoon need to have the House of Commons reformed And the cities committees in Ottawa
 Attach → Every Provincial Premiers And the Territories should also be uniform of Saskatoon Probabilities of them square construction that is like for our securities of a Canadian Industrial Nations require them Industrial change.

Introduction is a change. Let the House of Commons pass legislation. And let have the capital Project begins.

This is the original statement of the declaration dated May 16/5/2011 / The provincial govts should be a fronted Capitalism is democratic. Federal - sector is Capitalism ?

(4)
there is the original affiliation.

every homes in Canada that report to
Canada.gov.ca once a month, report to
The Government.

And having the gov based as
the centre of the electronic report centre.

In principle:
every twenty four month.
that one homes reports - will be a subject to
a Canadian flag. One in every 24 month
these protects Canadian club (On the
Systems, Computer, internet, etc.

Especially a City Council need expansion
as the thermo dynamic movement is
Thermo dynamics waves increase in
Brown known subduction.

Adapt → Federal self will protect
every Canadian.

Global problem will be looked after
by the management of fed seats.

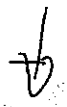
Every Provincials/Territories will have a
representatives within the dynamics
Departments, fed seats.

By there policy. there is a change
to right to right for Fed seats.
But if the application is forwarded

(1)

plus my delectations (and yours to the
right department. till then ~~to~~ when
thermo dynamics will be a long picture

satiation



Premiers office

OTTAWA to the Premier/ister.



The other Depts.



University Academics Insights.

mass Comm. ↓

Federal Dept. Romp, Canada to gether
And protect, Canada And its
people And culture

By base, its introduce another industrial
Nation to introduce, free internet And
free Reporting per month. As Policy strategie

long life saskaton federal
secretariate.

long life the people of
saskaton. / And it childrens
parents And families.

Attch: What is good for us is Policy Fed.

we need federal programs.
Such as federal secretariate,
in right here saskaton -
pub to interest of Canadian/
Canadian subjects, interest to know.

think industrial. be industrial.

Be Communicated.

Attch Enebola. M.

1306 716-8722.

Respects.

Mr. Attah Enebola
128 Berba Crescent
Saskatoon, SK S7N 5M7



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

B19)

June 21, 2011

His Worship the Mayor
and Members of City Council

Ladies and Gentlemen:

**Re: Development Appeals Board Hearing
 Refusal to Issue Development Permit
 Two Proposed Office/Warehouses
 (With East and West Side Yard Deficiency)
 243 Wheeler Street - IL3 Zoning District
 Maurice Soulodre Architect Ltd.
 (Appeal No. 11-2011)**

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

DATE:	Tuesday, July 5, 2011	TIME:	4:00 p.m.
PLACE:	Committee Room E, Ground Floor, South Wing, City Hall		
RE:	Refusal to Issue Development Permit Two Proposed Office/Warehouses (With East and West Side Yard Deficiency) 243 Wheeler Street - IL3 Zoning District Maurice Soulodre Architect Ltd. (Appeal No. 11-2011)		

TAKE NOTICE that Maurice Soulodre Architect Ltd. 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 to construct two office/warehouses at 243 Wheeler Street which is located in an IL3 zoning district.

Section 11.3.2(2) of the Zoning Bylaw requires that a side yard setback be provided of not less than 3.0 metres (9.84 feet).

The information submitted by the applicant provides for east and west side yard setbacks of 1.52 metres (5.0 feet), resulting in an encroachment of 1.48 metres (4.84 feet).

The Appellant is seeking the Board's approval of the side yard deficiency to allow for adequate vehicular circulation space within the site.

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

Dated at SASKATOON, SASKATCHEWAN, this 21st day of June, 2011.

Joanne Sproule, Secretary
Development Appeals Board



City of
Saskatoon

Saskatoon Development
Appeals Board

c/o City Clerk's Office
222 - 3rd Avenue North
Saskatoon, SK S7K 0J5

ph 306•975•8002
fx 306•975•7892

B20)

June 21, 2011

His Worship the Mayor
and Members of City Council

Ladies and Gentlemen:

**Re: Development Appeals Board Hearing
Order to Remedy Contravention
Alteration of Two-Unit Dwelling into a Four Unit Dwelling
(Required to Cease Using as a Four Unit Dwelling and
Alter Form of Development by Removing Two Basement Dwelling Units)
383/385 Costigan Crescent – R2 Zoning District
Raymond Johnson
(Appeal No. 12-2011)**

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

DATE:	Tuesday, July 5, 2011	TIME: 4:00 p.m.
PLACE:	Committee Room E, City Hall (Please enter off 4th Avenue, using Door #1)	
RE:	Order to Remedy Contravention Alteration of Two-Unit Dwelling into a Four Unit Dwelling (Required to Cease Using as a Four Unit Dwelling and Alter Form of Development by Removing Two Basement Dwelling Units) 383/385 Costigan Crescent – R2 Zoning District Raymond Johnson (Appeal No. 12-2011)	

TAKE NOTICE that Raymond Johnson has filed an appeal under Section 219(1)(c) of *The Planning and Development Act, 2007*, in connection with the Order to Remedy Contravention dated May 26, 2011, for the property located at 383/385 Costigan Crescent.

The Order to Remedy Contravention was issued for this property on May 26, 2011, pursuant to Section 242(4) of *The Planning and Development Act, 2007*, and the Order states as follows:

"Contravention:

Building Permit No. 079/80 was issued for a two-unit dwelling. The form of development of this property has been altered into a four-unit dwelling. Such a development is illegal.

1. The basement has been developed into two separate dwelling units containing sleeping facilities, sanitary facilities and kitchens with kitchen cabinets, kitchen sinks, refrigerator and table and chairs.

You are hereby ordered to:

1. *On or before August 2, 2011*, cease using or permitting the use of this property for the purposes of a four-unit dwelling by removing the basement occupants.
2. *On or before August 2, 2011* alter the form of development so as to remove the contravention by removing the two basement dwelling units. Remove all upper and lower kitchen cabinets except cabinets directly below the kitchen sinks, the stoves (stove outlets removed, wires capped off behind the wall and covered and removed from the electrical panel) or any other cooking appliances, refrigerators, kitchen table and chairs,

and all lock sets to be removed to have unrestricted free access provided between basements and upper units.

Section:

4.2(1); 4.3.1(1); 8.4 and 2.0 "dwelling unit" of the Zoning Bylaw No. 8770."

The Appellant is appealing the Order for reasons dealing with policy, practices, philosophy, personnel and purpose.

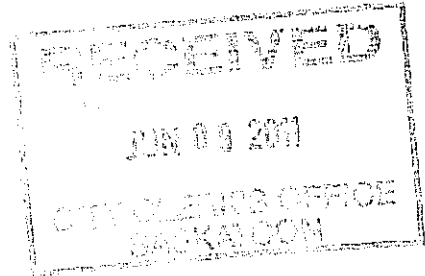
Anyone wishing to provide comments either for or against this appeal can do so by writing to the Secretary, Development Appeals Board, City Clerk's Office, City Hall, Saskatoon, Saskatchewan, S7K 0J5 or email development.appeals.board@saskatoon.ca. Anyone wishing to obtain further information can contact the Secretary at 975-8002.

Dated at SASKATOON, SASKATCHEWAN, this 21st day of June, 2011.

Joanne Sproule, Secretary
Development Appeals Board

6000-1
(1)

June 4/11



Mayor + City Council
Saskatoon, S.K.

Dear people -

Considering the growth we now have in
our fine City - we have to question -
why so many rollovers?

Upon looking around a little bit we see
all sorts of unprotected City roadways -
and shoulders of these roads -

So therefore on all steep shoulders

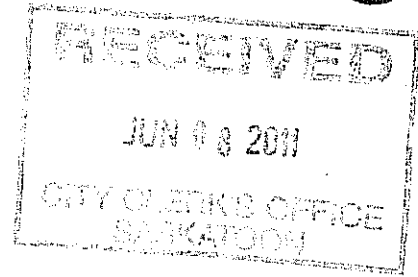
Guard rails are required - there are
many missing in Saskatoon - one example
is the overpass @ Clarence + Circle Drive
on the way to Stone bridge - this should
be funded to ASAP.

Iain + Valerie Rowan
1532 Cairns Ave
Saskatoon, SK S7H2K6
Iain + Valerie Rowan

6320-1
(ca)

June 7, 2011

Mayor Atchison and City Council
Saskatoon City Hall
222 3rd Ave. N.
Saskatoon, SK S7K 0J5



Mayor Atchison and City Council

A recent report in the news regarding the "on ramp" from Fairmont Dr. onto 22nd St. W and the associated problems caught my attention.

When the whole issue of access to 22nd St. E. was raised I was concerned about this option and raised the issue of safety, pointing out that having people attempt to cross 3 lanes of traffic to Confederation Dr. N was creating the same situation prior to the construction of the overpass configuration presently enjoyed.

I suggested that either the traffic shouldn't have access at this point but be required to travel up to Diefenbaker Dr. or at a minimum a barrier be in place preventing the dangerous move across 22nd St. to gain access to Confederation Dr. This would require a barrier be in place before Fairmont so that any traffic wishing to turn right (Fairmont or Circle Dr.) would have ample time to access this lane – using the same setup for southbound traffic on Warman Rd., heading west and merging with traffic from Circle Dr. westbound.

The City personnel that I had the discussion with dismissed my concerns – and now with the increasing traffic I wonder why the City is waiting to resolve this. As was stated during the news report "nothing was in the works unless someone complains or writes to Council"! This is a typical response, again the City isn't take pro-active steps but continues with a reactive response – wait for an issue to be complaint driven or, and let's hope not – someone is seriously injured or killed!

On a different matter, when is the City going to address the condition of Worobetz Place road from Diefenbaker Dr. to the end of the road? This road is rough enough to shake every loose bolt out of your vehicle or is the plan to allow it to revert to gravel?

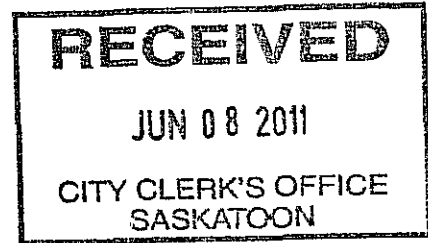
I await a response from the appropriate City department.

Sincerely,

John Thomson
202 Nixon Cres.
Saskatoon, SK S7L 7E9

2057
03

From: CityCouncilWebForm
Sent: June 08, 2011 9:38 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Evan Drisner
3335 McClocklin Rd
Saskatoon
Saskatchewan
S7R 0B3

EMAIL ADDRESS:

evan.drisner@nufab.com

COMMENTS:

To His Worship and respected Council:

My letter is that of slight concern and hopes that you might be able to change the route for the annual Marathon that was run on May 29th. As I'm sure you are aware this Marathon is run on Sunday morning and the current route is on one of Saskatoon (arguably) busiest streets on Sunday. Pinehouse Drive has 4 churches on it with at least 1500 people attending. This plus the traffic caused by the marathon attenders makes this street a virtual bottle neck.

As an attender of one of these churches I am not complaining as much as wondering whether or not there isn't a better route that would cause less disruption to peoples routines. I love the fact that our community gathers like this. I even love that they run by our churches but I feel bad for the older attendees trying to park, and or cross these busy streets.

It just seems to me that when planning any event in Saskatoon you would consider the activity around the area you are planning the event. It would be ludicrous to block off 2nd Ave for rush hour because a lot of people will be going there. I understand the numbers aren't the same but the principal is. If you are going to block off a street with 4 churches on it, perhaps the day they gather for service isn't the best.

I suspect there are many options for the route. Please consider looking into this next year. As I said, it's nothing more than a hassle for me, one that I am actually ok with. It's more the respect for the churches and others in those faith communities that I'm focused on. I hope the churches have been patient and kind about this.

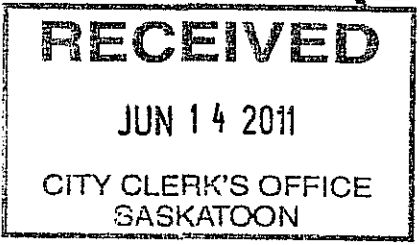
I appreciate your time. Thank you!

Evan

7900-1

(C4)

From: CityCouncilWebForm
Sent: June 13, 2011 8:49 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Theresa Froese
266 Needham cres
saskatoon
Saskatchewan
s7m 4x4

EMAIL ADDRESS:

froesejt@yahoo.ca

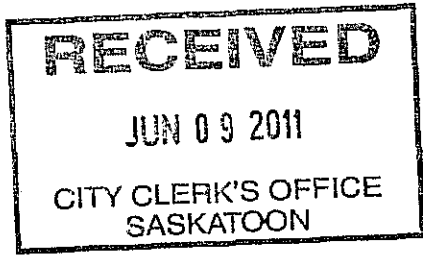
COMMENTS:

my concern is that the city is asking for the residents to restrain the use of water this week. and the city continues to water the grass at the parks should this not be turned off and the city take a lead at their own request?

315-2
x 4139-1

C5)

From: CityCouncilWebForm
Sent: June 09, 2011 3:23 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:
Barbara Rackel
1302 Avenue J North

Saskatoon
Saskatchewan
S7L 2L8

EMAIL ADDRESS:

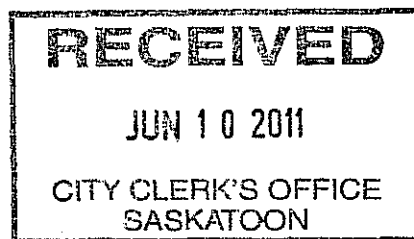
bar8gen3@shaw.ca

COMMENTS:

I have a couple of questions. First, when are WE going to get a sound wall on Circle drive? And Second, how often are we going to see our walkway maintained this year? Last year it was twice, and it took 2 people 8 hours to 'weed whack' something that it could take 1 person with a lawn mower to do in 1 hour. We really would like to see more proper maintainance, like you have stated you would deliver, in the star phoenix. Thank you.

4400-1 (6)

From: CityCouncilWebForm
Sent: June 10, 2011 12:56 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Lorrie Ann Vansteelandt
409 Maple St.
Saskatoon
Saskatchewan
S7J 0A7

EMAIL ADDRESS:

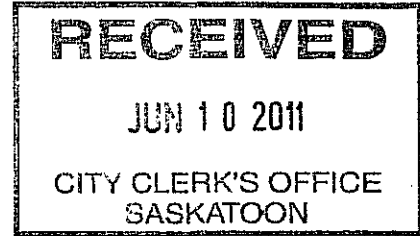
vanlant@shaw.ca

COMMENTS:

I would like to address a problem we are having in our neighborhood for the last few years. As the original owners of the homes have either moved into retirement homes or passed on the homes are now being bought and used as rentals. It brings a problem into our block now because we never know who is suppose to be around and who is loitering, as the tenants never seem to stay long. As well the yards are not being cared for, right next door to us the back yard had weeds in it just about as tall me, and I am 5ft.9inches., not to mention the dandelions and thistles that are creeping into my yard. We are putting up a very tall fence on that side this summer, so not only are we having to look at this it is now costing us money in a fence as well as a lot more work in our own yard to keep the weeds down. The tenants don't take out their garbage regularly, we had boxes piled in the alley all winter, I finally broke them down and put them into my trash bin this spring, otherwise they would probably still be lying in the alley. In the winter they don't shovel the sidewalk and we have a school right at the end of our street so we have a lot little ones walking down our street, in the spring when the ice formed we had some slips and falls happening. Is there no way that the city can regulate how many rentals can be in one area, and if the tenants don't maintain the yards can the landlord not be made to do it. We take pride in our yard and keep it up, it is affecting us in a lot of areas, money we are putting out for upkeep and we are losing money as it will bring the value of our property down. We the homeowners left on our block are all very frustrated, we hope you will take a serious look at this problem. Thank you so very much for your time.

C7
4205-1

From: CityCouncilWebForm
Sent: June 10, 2011 4:00 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Paul Olsen
203 10308 - 119 Street
Edmonton
Alberta
T5K 1Z6

EMAIL ADDRESS:

pgolsen@telus.net

COMMENTS:

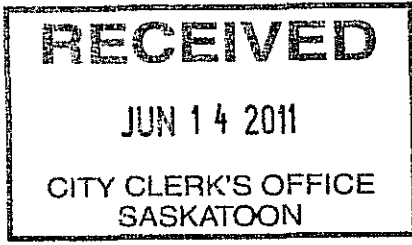
About 10 years ago I wrote Saskatoon City Council about having a park named after the late Percy Wright, who lived in Sutherland for many years. In my opinion, he is Canada's greatest rosarian. He developed at least 50 rose cultivars and wrote many articles on rose culture for the Prairie region. As a plant breeder, he also made notable contributions to the advancement of Asiatic lilies. He also developed the 'Thunderchild' flowering crab, the most popular cultivar grown on the Prairies. It is planted throughout the city of Saskatoon.

According to the response I received at that time, he was number 13 on the list to have a park named after a Saskatoon citizen. As far as I know this hasn't happened yet. If it hasn't, I suggest that Sutherland Park be renamed after him.

Yours truly,
Paul G. Olsen
Horticulturist
Edmonton, Alberta

5500-1 C8

From: CityCouncilWebForm
Sent: June 14, 2011 10:24 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Kavi Kukha-Bryson
12 Weir Cres.
Saskatoon
Saskatchewan
S7H 3A9

EMAIL ADDRESS:

kavi-kb@hotmail.com

COMMENTS:

To whoever this may concern, The population of Saskatoon is an estimated 220 000 people. Within this population, it is estimated that %7 are teens aged 15-19. Although %7 doesn't seem like a large number, it still makes up an important part of the population of the city of Saskatoon. Teens in Saskatoon need more centers reserved for their recreational activities;like a teen sports center, arts center and a teen club.

Saskatoon contains many different sports arenas but not enough specifically for teens. If the city of Saskatoon created a sports center just for teens, it would be well used and enjoyed. This sports center could contain indoor and outdoor fields and courts, a pool, a rink and a work out area. If the sports center was aimed towards community use where teens could drop in and play games with their friends it would be put to good use and become popular very fast. The fields, courts, rink and pool could be used to hold many different varieties of sports games. All games could be drop in so teens aren't pressured and are just there to have fun. The work out area could be used to support teen fitness and health. A sports center would highly benefit Saskatoon's teen population because it would help promote healthy lifestyles and give teens the opportunity to be active with their friends and peers. Saskatchewan has the highest obesity rate in Canada, so keeping teenagers healthy and fit is important. To be healthy and maintain a healthy weight, children and youth require at least sixty minutes minimum of physical activity every day. Less than 15 per cent of Saskatchewan kids meet that guideline. Teens could come and easily find fun ways to get sixty minutes or more of physical activity time. It would be a great place for teens to let off steam in a healthy way and could be a way to keep teens out of trouble.

Saskatoon is a city with a high appreciation for the arts but lacks a center for teens and youth to come and express their love for the arts. A teen arts center would highly benefit our city because it would give teens an opportunity to broaden their abilities and love for arts. The center could contain a music area, writing area, art area and performing area. The music area could contain a large assortment of instruments teens could drop in and play. It could also have teachers to give music lessons on sheet music, playing an instrument and singing. The writing area could be concentrated on helping teens improve their writing skills and be inspired to write. The art area could have supplies and rooms prepared for teens to go into and express themselves. It could also have a display area for teens to showcase their work after it is done. The performing area would have a stage for the teens to use. The center could hold annual variety nights where the teens could showcase their talents. Saskatoon would benefit from a teen arts center because it would help teens learn to

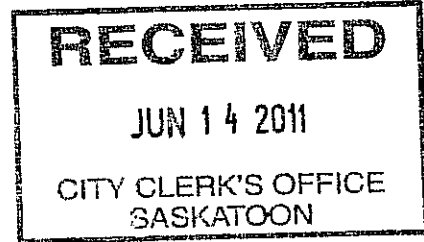
express themselves and it could be a great place for teens to let off steam in a creative way.

There are many clubs in Saskatoon but none are teen concentrated. A teen dance club would be an opportunity of something to do for fun and entertainment over the weekends. Many places around the world have these clubs and they are known for being successful and fun for those who go. A teen club would be a great way to keep Saskatoon's teens out of trouble. By having a teen club, it gives teenagers a better choice of something to do at night. It could help lead them away from choosing alcohol or vandalism as something to do.

In conclusion, more teen related centers would be a great way to educate teenagers and keep them out of trouble. A sports and recreation center would help encourage healthy lifestyles and teen fitness. An arts center would help Saskatoon teenagers express themselves and it would broaden their creative minds. A teen club would be a great, safe activity for teens to take place in at night and it would help keep teens out of trouble. All three suggestions help support healthy choices and healthy living. They also help support healthy and safe choices made by teens. Saskatchewan had the highest provincial youth crime severity index in 2009. The Saskatchewan youth violent crime rate is slightly double then the national rate, 3 718 versus 1 863. If these youth centers became a reality it could help lower the youth crime rate by giving teens better choices of something to do. The city of Saskatoon would highly benefit from one or all three of the suggestions and it would benefit the health and well-being of teens in Saskatoon. Thank you for your time and I hope you will take these suggestions into consideration.

6315-1 (C9)

From: CityCouncilWebForm
Sent: June 14, 2011 9:10 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Chris Fazekas
924 6th Ave N

Saskatoon
Saskatchewan
S7K2T4

EMAIL ADDRESS:

cfazekas@gmail.com

COMMENTS:

Good day,

In follow up to my letter regarding street repairs in the City Park area dated May 13th 2011, received May 16th 2011, reviewed at council May 24th 2011 (File No. CK. 6000-1).

I would like to thank Darren Hill for mailing me a note regarding the small pothole repairs.

Unfortunately Duchess St, continues to disintegrate. The entire street from 7th Ave to 2nd Ave needs to be replaced. Or at a minimum from 7th Ave to 4th Ave.

I would like to invite coucil members to grab a coffee and drive down Duchess St to see for themselves. There are chunks of ashphalt on the road, and traffic is constantly swerving to opposite sides of the road to avoid the damage. This is becoming a public safety risk.

I would like know when this street will be repaired, or is scheduled to be repaired.

Thank you,

Chris Fazekas
924 6th Ave N
Saskatoon, SK
S7K 2T4

1860-1

Saskatchewan C10



Ministry of
Municipal
Affairs

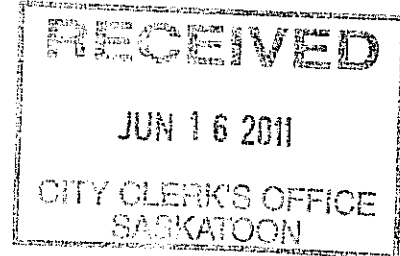
Grants Administration and
Financial Management

410 - 1855 Victoria Avenue
REGINA SK S4P 3T2

Phone (306) 787-7994
Fax (306) 787-3641

June 15, 2011

Janice Mann, Clerk
City of Saskatoon
222 - 3rd Ave. N.
SASKATOON SK S7K 0J5



Dear Janice Mann:

Re: Grants in Lieu of Taxes

This letter is to inform you that the total 2011-12 Grants in Lieu (GIL) of Taxes for the City of Saskatoon is \$1,266,666. As you are aware, this grant is paid in lieu of taxes for Saskatchewan Government Services owned or managed property in your municipality.

The total payment is based on actual tax notices provided to Saskatchewan Government Services for the previous calendar year (i.e. 2011 GIL payments are for 2010 tax notices). Please note that GIL payments are a grant based on tax notices, not an actual payment of taxes.

Payments are rounded to the nearest dollar to accommodate our database system.

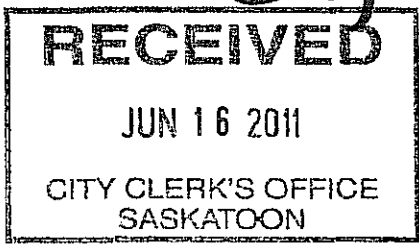
Should you have any questions regarding your 2011-12 GIL grant, please contact Sheri Gabel at (306) 787-3619 or e-mail at sheri.gabel@gov.sk.ca.

Sincerely,

Kyle Toffan
Director of Grants Administration

C11

From: Sheldon Sommerfeldt [funnyman@sasktel.net]
Sent: June 16, 2011 6:26 AM
To: City Council
Subject: Re: RE: Write a Letter to City Council File No. CK. 375-2



Hello,

I was just wondering if there has been any progress with this matter?
Thank-you,

Sheldon

----- Original Message -----

From: City Council <ckCouncil@saskatoon.ca>
Date: Thursday, July 22, 2010 3:24 pm
Subject: RE: Write a Letter to City Council File No. CK. 375-2

> Dear Mr. Sommerfeldt:
>
> Re: Train Whistle Cessation
> (File No. CK. 375-2)
>
> City Council, at its meeting held on Wednesday, July 21, 2010,
> considered your letter dated July 11, 2010 with respect to the
> above-noted matter. Council passed a motion that your letter be
> referred to the Administration.

> You shall therefore be advised of any further action taken by the
> City in this regard in due course.

> Yours truly,

> Sent on behalf of Janice Mann
> City Clerk

> /ko

> -----Original Message-----

> From: CityCouncilWebForm [CityCouncilWebForm]
> Sent: July 11, 2010 7:51 PM
> To: City Council
> Subject: Write a Letter to City Council File No. CK. 375-2

> TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

> FROM:

> Sheldon Sommerfeldt
> 134 Skuce Place
> Saskatoon

> Saskatchewan

> S7M 0G8

>

> EMAIL ADDRESS:

>

> funnyman@sasktel.net

>

> COMMENTS:

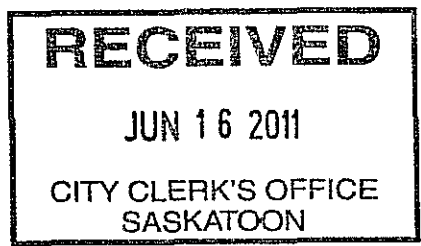
>

> I live in Parkridge near highway #7 and the CP rail crossing
> there. The crossing is controlled, in city limits, and the train
> whistle wakes up my baby everyday. After contacting CP, they told
> me to go to city council to get the ball rolling on a whistle
> cessation approved by the federal government. Can we please get
> this done soon? It won't be long before the city is on the other
> side of these tracks anyway right folks?
> Thank-you for your time and please let me know once things are in
> motion.Sheldon Sommerfeldt

>

+110-1
C12

From: CityCouncilWebForm
Sent: June 16, 2011 10:22 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Nityananda Khanal
115 Masuda Terrace, Willowgrove
Saskatoon
Saskatchewan
S7W 0G9

EMAIL ADDRESS:

rasusu@yahoo.com

COMMENTS:

His Worship the Mayor and Members of City Council,

Mostly humbly and respectfully, I would like to bring this fact to your kind notice that I have been a sufferer of the City's act of post-constructional raising of backyards of my neighbouring properties, making my yard like a sunken valley. The pre-grade level has been raised by up to 10 feet, creating slope gradient of up to 100% resulting in very adverse effect on aesthetic appeal and economic value of my property. This post-constructional change of lot-grade was started hastily in the interest of three property owners and it is still unfinished. After putting the fences, the top of the 6-foot fence could be over 14 feet higher than the grade level of my property and it will create shadow (without sun rays) in my back yard whole morning. This act of Infrastructural and land branch of the City is technically unjustifiable, financially wasteful, contradictory to the City's policy and socially biased and discriminatory that serves the vested interest of three property owners. I therefore ask that the current lot pre-grade be restored to the original pre-grade level.

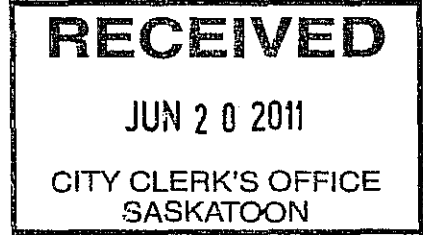
I look forward to the fair decision of the City Council.

Sincerely,
Nityananda Khanal

7820-1

C13)

From: CityCouncilWebForm
Sent: June 17, 2011 7:35 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Curtis Forstey
2518 Dufferin Avenue
Saskatoon
Saskatchewan
S7J1C6

EMAIL ADDRESS:

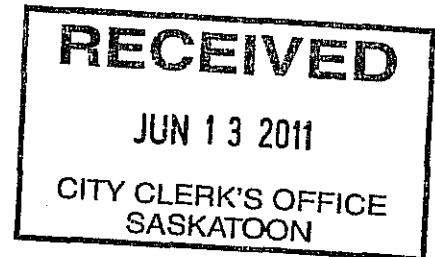
cforstey@sasktel.net

COMMENTS:

We live on the 2500 block of Dufferin Avenue, all of the sewers are plugged the street and the alley's are flooded, the trouble line is constantly busy, our yards, houses and basements are in jeopardy of flooding. SOMETHING has to be done, this happens every time there is a big rain.

Meadowgreen Community Association
c/o 311 Avenue X South, Saskatoon, SK S7M 3H5

5500-1
C14



June 12, 2011

Dear City Council:

Re: March 17, 2011 Meadowgreen Community Association Letter

On behalf of the Meadowgreen Community Association I would request that City Council address our concerns outlined in the March 17th letter. As a Community Association we should have received funding for the upcoming 2011 – 2012 Operating year last month however it seems that the Administration you referred our letter to is not responding in a timely manner nor did they provide us with the necessary grant forms even though they were requested.

We ask City Council to act in the spirit of Community Development and provide Meadowgreen Community Association the funding that is available to other City Community Associations.

We hope for a timely response to our request!

Sincerely,

Meadowgreen Community Association

Pat Tymchatyn,
President

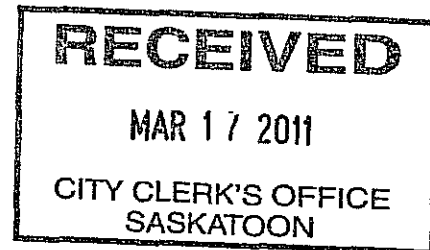
5500-1

BI)

Meadowgreen Community Association
311 Avenue X South, Saskatoon, SK S7M 3H5

March 17, 2011

Mayor Atchison and City Councilors
222-3rd Avenue North
Saskatoon, SK
S7K 0J5



Dear Mayor Atchison and Members of City Council:

RE: Meadowgreen Community Association: Operating Grant, Program and Cost
as a Barrier Grant and Rink Grant

The Board of the Meadowgreen Community Association (MCA) requests that City Council reinstate the Meadowgreen Association operating funds that were withheld from the Community Association in June 2010. We also ask that City Council take into account the diversity and disparity in resources that Community Associations in West Saskatoon have versus other areas. Although the Community Association Handbook, p. 3 states "Membership dues are the main source of funding for most community associations" our community with many New Canadians, refugees and immigrants has never charged a membership fee and has never seen this as a viable operating practice due to the limited resources of many of our community members.

As a Community Association we have filled out the Community Development Departments forms each and every year reporting all of the required information. We know that this information is reviewed by the Community Consultant since whatever information is missing is requested by the consultant. This means our Community Consultant has always had all the information as to what programs we have been successful with and which didn't run. In May or June each year we receive a cheque with a statement that we have completed ALL the paper work and we then allocate that funding for the next Community Association year. What that means, and what we took it as meaning, is that if we have received funding for the year we have met ALL the City's REQUIREMENTS. If we had not met the requirements each year, why would we receive funding or why wouldn't we receive a letter stating why we hadn't met the requirements.

We are dismayed that what are new, more stringent program rules drafted for the 2011 program year are being applied retroactively to disqualify us from funding for the activities we have completed in the years past. In one previous year when only 50% of program hours were realized, funding was reduced by half. That is fair enough, but in 2010 when 97% of the requisite 100 program hours were officially accepted, we were granted zero dollars. That is to us exceedingly mean spirited and completely contrary to any objective of community development.

We want to underline that the MCA Executive members are not paid recreational programmers, nor have we joined the MCA to be exclusively recreational programmers. What we have done is put together program schedules based on availability of instructors and what we believe are the interests of our community members. We find that the outdoor spring soccer and winter ice skating are highly popular. Indoor basketball also has good support. More exotic or unfamiliar themes are much more difficult to run. Even the popular soccer program is a great drain on member time as we are obliged to recruit and repeatedly replace coaches, provide transportation to distant soccer fields due to the absence of regulation size fields in our community, and manage equipment.

What MCA is successful with is that we can successfully organize over 100 individuals to push out the prostitutes (child sexual exploitation) and 'johns' out of our community but we can't get anyone to show up for recreational volleyball. We can get 50 people to use our two ice rinks daily but we can't get more than two kids to sign up for children's skating lessons. We can put together a Community Event that draw 500 people to join in a community celebration but we can't get 10 people to volunteer to coach soccer. We have assigned each executive member an area of responsibility such as housing, community watch, programs, seniors, and civics, all of which activities contribute to the well being of our community.

It should be noted in that to operate a successful Community Association it takes more than \$6,000. According to our audited Financial Statement as of August 31, 2010 MCA spent \$2144 on the rink and \$2720 donation-in-kind volunteer time; \$2080 for Soccer plus \$1153 in purchasing soccer equipment; \$2306 for a Community Fair; Newsletter \$1233; Insurance Policy (for program and rink liability) \$1000. In our expenses there is no where listed that the City through MCA has given any money to the Board members in any meals, volunteer expenses or salaries. No money has been "diverted" to inappropriate usage. We take exception to Paul Gauthier, Manager, Community Development stating "We're not paying them to be an advocate group." The Star Phoenix, March 4, 2011. As far as MCA is concerned representing the needs of our community is what a community association is supposed to do. According to the Handbook, p. ii "The Community Association speaks for many people with one representative voice. This gives your community a stronger voice in municipal government decision-making." So whether we are advocating for the enhancement of a community park or speaking against an over-concentration of social housing we are doing what the "City" has outlined as our role.

The City of Saskatoon Community Development Branch published the Community Association Volunteer Handbook and in the first section, "The Critical Role of the Community Association: Community associations enhance quality of life for residents in neighbourhoods throughout Saskatoon."

An association may operate an outdoor rink in winter, assist with public meetings on neighborhood development or organize a community cleanup in spring. Whatever the activity, the goal is to encourage residents to get involved and build a sense of "community." Community Association Handbook, p. i

Meadowgreen Community Association members have fulfilled their obligations as outlined in the City of Saskatoon Handbook. Moreover we have put in 100s of volunteer hours for the betterment of our community and the City of Saskatoon. We do what we can do to make this a great place to live. We have attended City Council meetings to lobby in the best interests of our community, we sit on the City of Saskatoon Police Committee to represent Meadowgreen's interest and we work with other Community Associations to raise awareness of infill issues through our own experience with this issue. Through it all the Meadowgreen Community Executive members can say that we do the best we can with the resources and skills that we have for our Community: Meadowgreen – A Safe and Spirited Community.

Yours Sincerely,

Meadowgreen Community Association

Pat Tymchatyn
President

c.c. City Council



June 13, 2011

Ms. Pat Tymchatyn, President
Meadowgreen Community Association
311 Avenue X South
Saskatoon, Saskatchewan S7M 3H5

Dear Ms. Tymchatyn and Meadowgreen Community Association Executive:

In response to your letters dated March 17, 2011, and your subsequent letter dated June 12, 2011.

Please refer to our letter dated March 28, 2011. This letter identifies the commitments required to fully reinstate funding to the Meadowgreen Community Association.

We also wish to restate that should the Meadowgreen Community Association Executive find itself in a position to re-engage in the provision of neighbourhood recreation programs, we would be pleased to meet to discuss any proposal.

Yours truly,

A handwritten signature in cursive script, appearing to read 'Lynne Lacroix'.

Lynne Lacroix, Manager Community Development Branch
Community Services Department

LL:dh

cc: His Worship The Mayor and members of City Council
Paul Gauthier, General Manager, Community Services Department
Karen Farmer, Community Consultant
All Executive Board Members of the Meadowgreen Community Association

222 3rd Avenue North Saskatoon Saskatchewan S7K 0J5
Phone (306) 975-3390 Fax (306) 975-7712



March 28, 2011

Ms. Pat Tymchatyn, President
Meadowgreen Community Association
311 Avenue X South
Saskatoon, Saskatchewan S7M 3H5

Dear Ms. Tymchatyn and Meadowgreen Community Association Executive:

Thank you for your letter dated February 25, 2011, received in reply to my letter dated January 24, 2011 in which I had requested a response from the Meadowgreen Community Association Executive as to your intention to re-engage in the provision of sport, culture and recreation programs. In my letter, I also respectfully requested that you demonstrate your intention to re-engage by forwarding your proposed program plan for the fall season 2011.

Your letter of February 25, 2011 did not include any program plan for the fall season of 2011 nor did it mention anywhere within the letter that the Meadowgreen Community Association was intending to provide any programs.

Funding provided by the City of Saskatoon to the Community Association is tied directly to the provision of programs. Since the Meadowgreen Community Association is currently not in a position to provide neighbourhood-based programs, the City of Saskatoon will cease providing funding to the Meadowgreen Community Association with the exception of the outdoor rink operating grant. The balance of the program funding for Meadowgreen will continue to be directed within the Meadowgreen neighbourhood through the collaboration of community groups that has recently been organized. We will be advising the W.P. Bate School officials that this group is to be given priority for neighbourhood programming at the school.

Should the Meadowgreen Community Association Executive find itself in a position to re-engage in the provision of neighbourhood recreation programs, we would be pleased to meet to discuss any proposal.

Yours truly,



Lynne Lacroix, Manager Community Development Branch
Community Services Department

LL:dh

cc: His Worship The Mayor and members of City Council
Paul Gauthier, General Manager, Community Services Department
Murray Totland, City Manager
Mike Libke, Manager, Neighbourhood Services Manager
Karen Farmer, Community Consultant
Blair Bleakney, Solicitor
All Executive Board Members of the Meadowgreen Community Association

From: CityCouncilWebForm
Sent: June 18, 2011 9:56 PM
To: City Council
Subject: Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

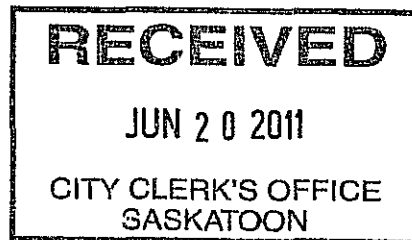
robin kimpton
1936 West 14th Avenue
Vancouver
British Columbia
v6j 2k2

EMAIL ADDRESS:

robinkimpton@yahoo.ca

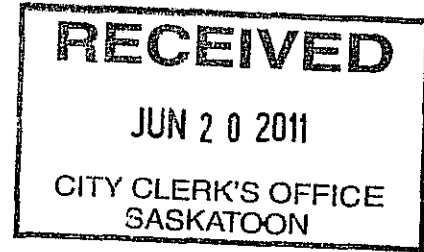
COMMENTS:

If you want to get rid of the lights on the 19th Street Bridge, please let me know.



1820-2
C16

From: CityCouncilWebForm
Sent: June 20, 2011 9:25 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Karen Martin
1550 Mckercher Drive
Saskatoon
Saskatchewan
S7H 5E1

EMAIL ADDRESS:

karen.tkblaw@sasktel.net

COMMENTS:

We have recently moved into our new house on Mckercher Drive. We thought all was well until the rain fall at the weekend. The road in front of our house flooded coming within 3 ft of our house. Obviously, this was a scary situation for us. After speaking with the neighbours, this occurs at least once a year, and they have put in a number of complaints and i cant understand why nothing has been done about it. We know in the past that our house has flooded and now know why.

Please look into this and maybe a plan of action could be put into place, either an addition drain, as there are very few on our road or the raising of our pavements.

I look forward to your response.

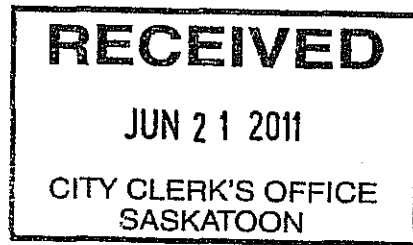
Thank you

Karen Martin

4139-4

C17

From: CityCouncilWebForm
Sent: June 20, 2011 6:55 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Cory Fehr
2505 33rd st.west
Saskatoon
Saskatchewan
S7L0X4

EMAIL ADDRESS:

coryfehr@sasktel.net

COMMENTS:

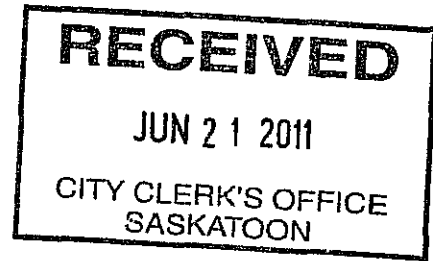
In marlborough Park right behind my house their are 2 popular trees at this time one is seeding (and the other is about too)which is every year around this time we have a little fuzzy seed floating getting into everything they are filling my window screens getting into my rock and flower beds trying to grow,getting into my airconditionar, eavtroughs, car, bbq, house, and everything. I cant even enjoy my back yard they even go up my nose on my meals when I'm outside some days if their is a strong wind its like a blizzard others its like flurries its really unfortunate because they are nice shady trees but the little fuzzys out weigh the pros.summer is really short as it is. My neighbours all agree about the situation. Can they either be replaced with a differant breed of tree or just removed.

Thanks For Your Time
Cory Fehr

4139-4

C18

From: CityCouncilWebForm
Sent: June 21, 2011 4:39 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Carol Smith
2503 - 33rd St. W.
Saskatoon
Saskatchewan
S7L0X4

EMAIL ADDRESS:

smithcg@shaw.ca

COMMENTS:

For the last several years, I have raised the issue of the cotton popular trees that are located in the Marlborough Park situated directly behind our property. Please note that we purchased our property well before this park was built, and the trees planted. The two trees that are situated directly behind our property are now huge and start shedding their popular fuzz between the 10th - 12th of June each year. Between the two trees, this lasts up to 3 weeks. First and foremost, both my husband and I have allergies to the "fuzz" (sneezing, coughing, swollen eyes, congestion). During this period of time, you might as well forget trying to enjoy your yard as it becomes totally blanketed like snow! Considering our summer is so short, this is a real shame. It has caused a lot of extra work and frustration for us and our neighbours: ie. plugging up the eavestroughs and air conditioners, seeding absolutely everywhere causing a frustrating amount of weeding. Although we are currently not utilizing our satellite dish, our neighbour advises that the trees have affected his satellite service; therefore ours would be impacted as well.

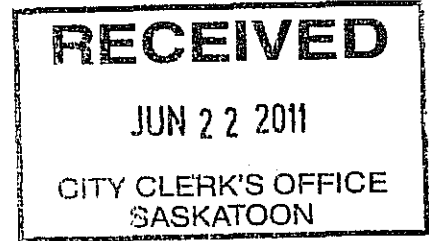
We do not feel that we should be held hostage inside our homes during the period of "defuzzing" and appeal to council to consider removing these trees. None of the newer areas have these types of trees planted for obvious reasons.

We would appreciate your review of this matter and look forward to an early response to our concerns. Thank you.

Carol Smith

05-20-11
C19

From: CityCouncilWebForm
Sent: June 21, 2011 7:08 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Carl Siebeneich
1810 Ave C North
Saskatoon
Saskatchewan
S7L 1L8

EMAIL ADDRESS:

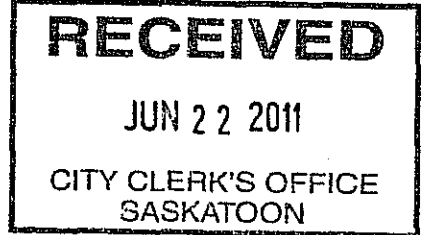
msieb@sasktel.net

COMMENTS:

On June 16 I attended a meeting regarding ASL, Co-op about using Ave C North between 39th and Circle. Since then the traffic has increased day and night to where it disturbs our sleep and just our so called quiet time after supper. There was at one time "No Heavy Trucks Allowed" signs up and now there are no more signs up and it is being used as a truck route alot. Darren Hill mentioned to myself that he was going to be speaking to ASL & Co-op. The usage of Ave C North and 39th Street has increased alot and not only is it the commercial vehicles but it is the public usage increased. It is also very hard to get into and out of our driveway as there is way too much traffic and we are affraid that one of these days there may be an anccident just trying to get to work or bac from work going to our driveway.

C20

From: CityCouncilWebForm
Sent: June 21, 2011 9:46 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:
Nathan Aalen
3857 centennial drive
saskatoon
Saskatchewan
s7l5k8

EMAIL ADDRESS:
nathan.huzan.aalen@hotmail.com

COMMENTS:

To the council at city hall.
My name is Nathan Aalen and I am addressing a few issues that need to be dealt with as soon as possible and as they have been going on for years.
The problems have been manageable, but every year it gets worse and I can speak for the community when it comes to this.

WE DO, have a speed problem on centennial drive, Start all the way to the end.
Young kids and some of the older speed every single day, Dusk till dawn.
I am not talking 5 to 10 k over the 50k limit.. WE are talking about, 20 to 40K over the limit and IT is fact.
There has been a petition that went around for speed bumps that has been passed and all we got were medians. ALL that has done was make a Starting mark to READY SET GO. Or quarter mile mark.

We as a community are sick and tired of this, including loud music as well the over 90DB exhaust that has been measured.
The Majority of the speeders do come off of langevin and Cockburn off of centennial drive.
DO NOT disregard this letter.
In the pacific Heights Community we have many many children and youth that walk the streets as crossing them too every single day. There are two schools down the road "Father Vachon & Lester B Pearson".
There is never any police in the area. NEVER any ghost cars. Rarely anybody follows the school zone and when they do, we have watched them go from the 30 k school zone speed to 60 right after.

THIS is a serious situation and it is about time that bumps along centennial BE put in, Or actively monitored by ghost cars etc.
OR a car report line vice versa for the community.
Take note that I am seventeen years of age, and Myself too KNOWS there is a problem here, always have been, and with increasing population.. The problem is getting bigger and bigger.

I try to take pride in this city and do what I can.
But this. When is something going to be done? When everyone packs up and leaves? Riot? or till someone is killed?

We do call the police, we do report, rarely do we get plates because of how fast they go.

Send someone out to monitor for 48 hours, Actually.. Not just a traffic com measures as They do not do anything.

I have talked to a fellow neighbor and he has said, the city won't do nothing, the police won't do anything. They won't listen to you or myself so everyone best start taking matters into their own hands I'e: kicking a soccer ball out in front of them so they slow down.

My cell phone is 306 241 4407,
My email is Nathan.huzan.aalen@hotmail.com

Please DO NOT Disregard this message, It IS a serious issue on the rising and it must be dealt with.

Simple fix, ghost car, or multiple speed bumps along centennial.

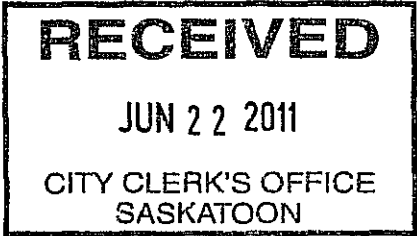
I have taken into consideration that The city is busy but this.. "IS NOT" a safe community.

Thank you.

Best Regards: Nathan Aalen

C21

From: CityCouncilWebForm
Sent: June 21, 2011 10:20 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Robert Andrew
1403A Preston Ave
Saskatoon
Saskatchewan
S7H 2V5

EMAIL ADDRESS:

robert_j_andrew@hotmail.com

COMMENTS:

Hello,

I am writing this evening regarding a very dangerous intersection within the city. Within the last month and a half there have been at least two accidents there including one fatality. I myself was involved in one of these incidents on May 3rd. The intersection of Wanuskewin Road and highway 11 is the one in reference. Something needs to be done at this intersection before it costs more lives. This is an issue of public safety and should be addressed immediately.

Thank you for your time in the matter.



Saskatchewan
Association
of Veterinary Technologists, Inc

Mayor Donald J. Atchison
City of Saskatoon
Office of the Mayor
222 Third Avenue North
Saskatoon, Saskatchewan S7K 0J5

June 8, 2011

For the Attention of His Worship Donald J. Atchison:

Dear Mayor Atchison,

The week of October 9 – 15 has been declared National Veterinary Technician Week. This week is intended to help bring awareness to the public regarding the many roles that a Veterinary Technologist plays. There are currently over 375 Registered Veterinary Technologists (RVTs) working in the Province of Saskatchewan at this time and their contribution to the Veterinary profession is crucial and multi-faceted. All Registered Veterinary Technologists working within Saskatchewan have had at least two years of post-secondary training at a Canadian Veterinary Medical Association approved institution and have written the Veterinary Technician National Exam. Registered Veterinary Technologists work in a diverse range of settings from a clinic atmosphere to government departments. It is not unusual to find an RVT in a commercial livestock operation or as a Veterinary Pharmaceutical and Supply Representative.

Twenty-six years ago Veterinary Technologists felt it was time to create a unified voice. Therefore, in 1984, the Saskatchewan Association of Veterinary Technologists (SAVT) was founded with 35 members to serve, support, and register Veterinary Technologists in the province. The SAVT places emphasis on professional and educational advancement of veterinary technologists, so that they may better serve the veterinary medical profession.

The Members and Board of Directors of the Saskatchewan Association of Veterinary Technologists would like to thank the cities that proclaimed this week last year. We sincerely hope that you will assist us in celebrating this special week through a proclamation to the city of Saskatoon, in recognition of the behind the scenes contributions Veterinary Technologists make to Saskatchewan communities.

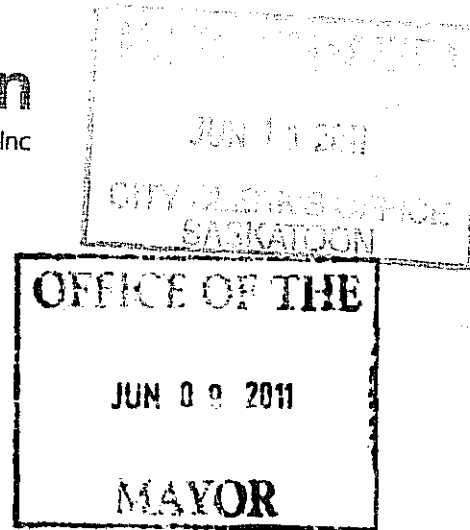
Thank you very much for your time and consideration in this matter and we eagerly await your reply.

Sincerely,

Melanie Weiss, RVT
SAVT President-Elect
president.elect@savt.ca

Enclosed: Proclamation

PO Box 346 RPO University, Saskatoon, SK S7N 4J8
Ph: 306.931.2957 · Toll Free Ph. 866.811(SAVT)7288
Fax: 306.955.4037 · Toll Free Fax. 855.861.6255





Saskatchewan
Association
of Veterinary Technologists, Inc

Dear Mayor Atchison,

I am writing to you on behalf of the Saskatchewan Association of Veterinary Technologists Inc. (1984). The SAVT celebrates National Veterinary Technician Week every year in coordination with the other AHT/VT Associations in Canada and the National Association of Veterinary Technicians in America.

We are requesting that you proclaim October 9-15, 2011 National Veterinary Technician Week.

WHEREAS There are over 375 registered technologists in the province of Saskatchewan; and

WHEREAS the Saskatchewan Association of Veterinary Technologists proclaim the third week in October as National Veterinary Technician Week to promote in Saskatchewan, an awareness of the animal health care duties of a veterinary technologists; and

WHEREAS the Saskatchewan Association of Veterinary Technologists was founded to serve, support and register Veterinary Technologists in the province; and

WHEREAS the Association, as a non-profit and non-unionized organization, places emphasis on professional and educational advancement of Veterinary Technologists, so that they may better serve the veterinary medical profession; and

WHEREAS the objectives of the Saskatchewan Association of Veterinary Technologists are;

- 1) To promote progressive and humane medical care for all creatures.
- 2) To promote and maintain the professional image and high ethical standards of Veterinary Technologists through continuing education and public relations.
- 3) To speak for Veterinary Technologists in regard to legislative action.
- 4) To promote the educational and professional advancement of Veterinary Technologists.
- 5) To develop and maintain a Code of Ethics.

Thank you for your kind consideration of our request. The proclamation may be mailed or emailed to the address below.

Regards,

Melanie Weiss, RVT
SAVT President-Elect
president.elect@savt.ca

PO Box 346 RPO University, Saskatoon, SK S7N 4J8
Ph: 306.931.2957 · Toll Free Ph. 866.811(SAVT)7288
Fax: 306.955.4037 · Toll Free Fax. 855.861.6255

Couture, Suzanne (Clerks)

D2)
205-5

From: CityCouncilWebForm
Sent: June 13, 2011 1:33 PM
To: City Council
Subject: Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Simone Kerby, on behalf of Canadian Association of Family Enterprise (Cafe)
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COMMENTS:

Each year the Saskatoon chapter of the Canadian Association of Family Enterprise holds a gala dinner to honour family businesses. The event is held during Family Business Week, and this year will be on Wednesday, Oct. 19, 2011. As in past years, we request that the city of Saskatoon proclaim this date, Oct. 19, 2011 to be declared Family Business Day. The event and day will be promoted in local advertising, and we will request that the Mayor attend and bring greetings from the city. Please call the above number if further information is required. Thank you.