



ORDER OF BUSINESS

REGULAR MEETING OF CITY COUNCIL

FEBRUARY 10, 2014, AT 6:00 P.M.

1. **Approval of Minutes** of regular meeting held on January 20, 2014.

2. **Public Acknowledgements**

PRESENTATION: 2013-2014 Heritage Awards by the Municipal Heritage Advisory Committee

3. **Hearings**

4. **Matters Requiring Public Notice**

a) **Proposed Closure of Right-of-Way
Closure of Portion of Road Allowance East of Preston Avenue
and North of Hartley Road in the Stonebridge Neighbourhood
(File No. CK. 6295-014-001)**

The following is a report of the General Manager, Transportation & Utilities Department dated January 30, 2014:

RECOMMENDATION: 1) that a portion of road allowance east of Preston Avenue and North of Hartley Road be closed and the land transferred to Dundee Developments in exchange for dedication of future roads in the area;

- 2) that all costs associated with the closure be paid for by the applicant, including Solicitor's fees and disbursements; and
- 3) that City Council consider Bylaw No. 9166 – The Street Closing Bylaw, 2014 (Attachment 1).

TOPIC AND PURPOSE

This report is to obtain approval to close a portion of road allowance in the Stonebridge Neighbourhood, East of Preston Avenue and North of Hartley Road, in exchange for the dedication of future roads in the area. This closure is required in order to allow continued development of the Stonebridge Neighbourhood.

REPORT HIGHLIGHTS

1. A portion of road allowance needs to be closed to allow further development in the neighbourhood.
2. If approved, the closed portions of road allowance will be transferred to Dundee Developments in exchange for dedication of future roads in the area.

STRATEGIC GOALS

This report supports the City of Saskatoon Strategic Goal of Sustainable Growth as the closure will allow for the continued future development of the Stonebridge Neighbourhood.

BACKGROUND

The Stonebridge Neighbourhood Concept Plan, approved by City Council on April 18, 2005, shows that a portion of road allowance needs to be closed in order to accommodate the continued development of the Stonebridge Neighbourhood.

REPORT

Dundee Developments has requested the closure of a portion of road allowance for the development of the Stonebridge Neighbourhood. Once the closure has been completed, the land will be transferred to Dundee Developments in exchange for dedication of future roads in the area.

OPTIONS TO THE RECOMMENDATION

No other options were considered.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There are no financial implications. All costs are paid for by the applicant.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Utility agencies have been contacted with respect to the closure and have indicated they have no objections or easement requirements.

COMMUNICATION PLAN

Communication activities are included with the requirements for Public Notice.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

There will be no follow-up report.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review is not required.

PUBLIC NOTICE

Public Notice is required for consideration of this matter, pursuant to Section 3b) of Policy C01-021, Public Notice Policy. The following notice was given:

- Advertised in the StarPhoenix on the weekend of February 1, 2014 (Attachment 2);
- Posted on the City Hall Notice Board on Thursday, January 30, 2014; and
- Posted on the City of Saskatoon website on Thursday, January 30, 2014.

ATTACHMENTS

1. Copy of Bylaw No. 9166 – The Street Closing Bylaw, 2014
2. Copy of Public Notice”

5. Unfinished Business

6. Reports of Administration and Committees:

- a) Administrative Report No. 3-2014;
- b) Legislative Report No. 2-2014;
- c) Report No. 2-2014 of the Planning and Operations Committee;
- d) Report No. 2-2014 of the Administration and Finance Committee;
- e) Report No. 1-2014 of the Audit Committee;
- f) Report No. 1-2014 of the Land Bank Committee; and
- g) Report No. 2-2014 of the Executive Committee.

7. Communications to Council – (Requests to speak to Council regarding reports of Administration and Committees)

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

9. Question and Answer Period

10. Matters of Particular Interest

11. Enquiries

12. Motions

13. Giving Notice

14. Introduction and Consideration of Bylaws

Bylaw No. 9070 - The Taxi Bylaw, 2014

Bylaw No. 9165 - The Capital Reserve Amendment Bylaw, 2014

Bylaw No. 9166 - The Street Closing Bylaw, 2014 (No. 2)

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

BYLAW NO. 9166

The Street Closing Bylaw, 2014 (No. 2)

The Council of The City of Saskatoon enacts:

Short Title

- 1. This Bylaw may be cited as *The Street Closing Bylaw, 2014 (No. 2)*.

Purpose

- 2. The purpose of this Bylaw is to close a portion of road allowance east of Preston Avenue and north of Hartley Road.

Closure of Road

- 3. All that portion of road allowance east of Preston Avenue and north of Hartley Road more particularly described as all that portion of St/L1 shown on Registered Plan No. 79S05649 in the N.W. ¼ Sec. 11 – Twp. 36 – Rge. 5 – W3rdMer., Saskatoon, Saskatchewan as shown on a Sketch Plan of Proposed Road Closure by M.G. Radoux S.L.S. dated January 15, 2014 and attached as Schedule "A" to this Bylaw, is closed.

Coming Into Force

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

Read a first time this _____ day of _____, 2014.

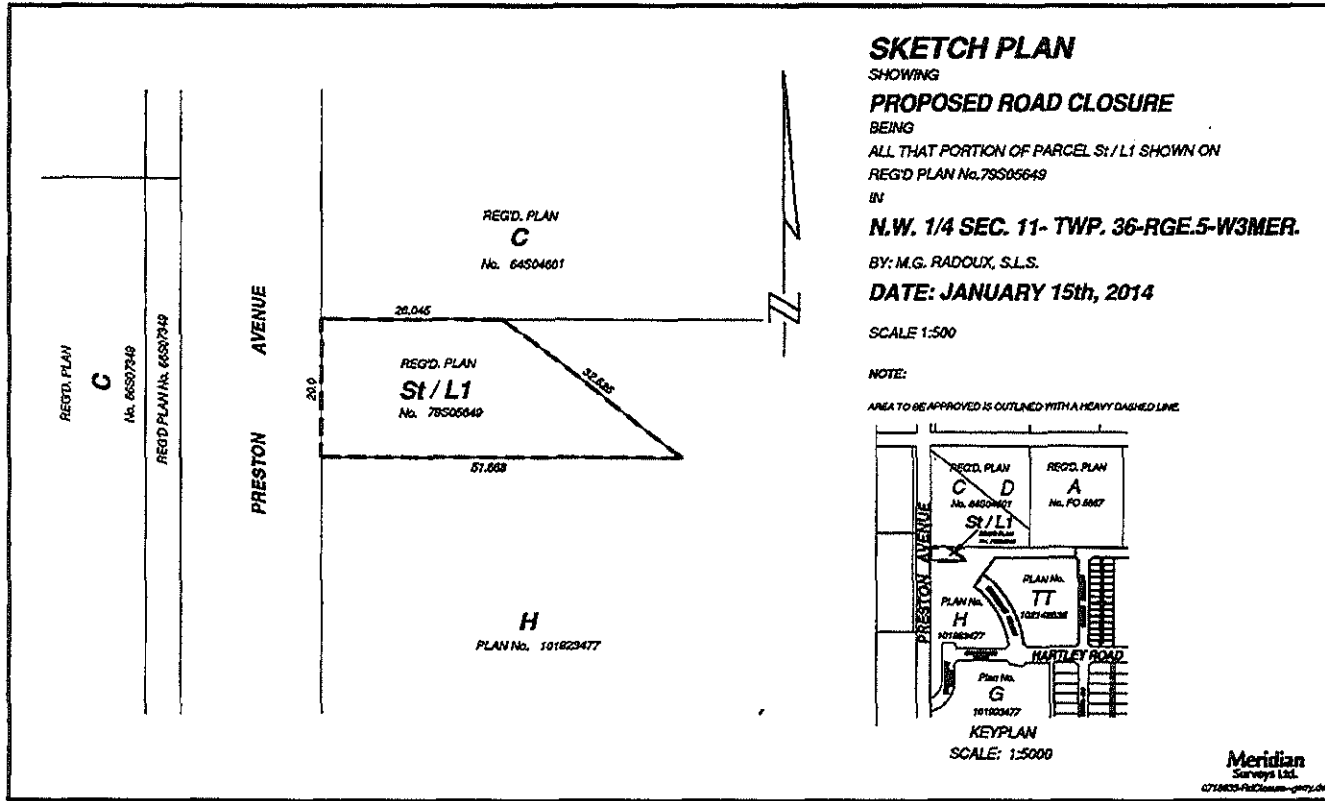
Read a second time this _____ day of _____, 2014.

Read a third time and passed this _____ day of _____, 2014.

Mayor

City Clerk

Schedule "A" to Bylaw 9166

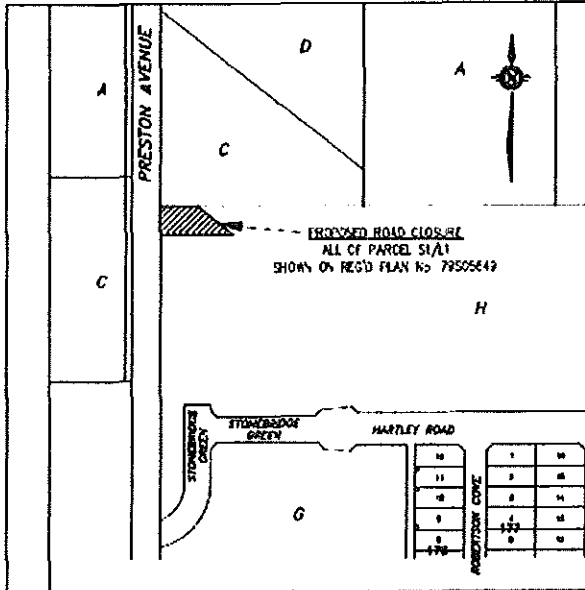


Meridian
Surveys Ltd.
674633-PropClosure-9472.dwg
1/15/14

PUBLIC NOTICE
PROPOSED CLOSURE OF RIGHT-OF-WAY

The City of Saskatoon is proposing the following closure for the continued development of the Stonebridge Neighbourhood

Portion of Road allowance east of Preston Avenue and North of Hartley Road



INFORMATION - Questions regarding the proposal may be directed to:
 Transportation and Utility Services, Transportation Division
 Phone: 975-3145 (Shirley Matt)

4x103

PUBLIC MEETING - City Council will consider the above matter and hear all persons present at the City Council meeting and wish to speak on Monday, February 10th, 2014, at 6:00 p.m. in the Council Chambers, City Hall, Saskatoon, Saskatchewan.

All written submissions for City Council's consideration must be received by 10:00 a.m. on Monday, Feb 10th, 2014 to:

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

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 January 9, 2014 and January 29, 2014
(For Information Only)
(Files CK. 4000-5, PL. 4350-1, PL. 4132, PL. 4355-D, PL. 4350, and PL. 4300)**

RECOMMENDATION: that the information be received.

The following applications have been received and are being processed:

Condominium

- Application No. 1/14: 110 Willis Crescent (46 New Units)
Applicant: Webb Surveys for Serenity Pointe
Developments Ltd. c/o North Ridge Developments
Legal Description: Unit 1, Plan No. 102084252
Current Zoning: M2
Neighbourhood: Stonebridge
Date Received: January 14, 2014
- Application No. 2/14: 702 and 706 Hart Road (82 New Units)
Applicant: Webb Surveys for Blairmore Landing Dev. Corp
Legal Description: Parcel V, Plan No. 102113288
Current Zoning: M3
Neighbourhood: Blairmore Suburban Centre
Date Received: January 29, 2014

Discretionary Use

- Application No. D3/14: 3100 Idylwyld Drive North
Applicant: Broderick Real Estate Corp.
Legal Description: Lot A, Block 873, Plan No. 84S41976
Current Zoning: IL1
Proposed Use: Retail space larger than 5000 m²
Neighbourhood: Hudson Bay Industrial
Date Received: January 14, 2014

Rezoning

- Application No. Z1/14: 1010 Ruth Street
Applicant: Churchill Senior's Living Inc.
Legal Description: Unit 1 and 2 in Condo Plan No. 1021022187
Current Zoning: RM3 by Agreement
Proposed Zoning: Amendment to RM3 by Agreement to reduce required on-site parking
Neighbourhood: Adelaide/Churchill
Date Received: January 7, 2014

Subdivision

- Application No. 4/14: Kensington Phase 4
Applicant: Compass Geomatics Ltd. for City of Saskatoon and Canadian Development Kensington Project Ltd.
Legal Description: Part NW ¼ 35-36-6 W3; Part Plan No. 101836076 in SE ¼ Sec 2 and Part LSD 3 in SW ¼ Sec 2, all in Twp 37-6 W3; Proposed Closure of Part of 33rd Street, Original Road Allowance 81 and 82 in Twp 37-6 W3 and of MB1, Plan No. 89S54198 and MB2, Plan 101798871 in NE ¼ 35-36-6 W3
Current Zoning: R1A
Neighbourhood: Kensington
Date Received: January 9, 2014
- Application No. 5/14: 1302 Quebec Avenue
Applicant: Meridian Surveys Ltd. for Kelswood Properties Inc.
Legal Description: Lot 13, Plan No. G727
Current Zoning: IL1
Neighbourhood: Kelsey-Woodlawn
Date Received: January 9, 2014
- Application No. 6/14: 1019 - 1023 Werschner Way
Applicant: Larson Surveys Ltd. for Dave Deplaedt
Legal Description: Lots 34 and 35, Block 16, Plan No. 102098842
Current Zoning: R1A
Neighbourhood: Rosewood
Date Received: January 14, 2014

- Application No. 7/14: 325/333 Aerogreen
Applicant: Webb Surveys for Triple One Properties Ltd.
Legal Description: Lots 5 and 6, Block 1, Plan No. 102093768
Current Zoning: IB
Neighbourhood: Airport Business Area
Date Received: January 14, 2014

- Application No.8/14: 331 Avenue L North
Applicant: Larson Surveys Ltd. for Jaco Homes Ltd.
Legal Description: Lots 15 and 16, Block 17, Plan No. K4652 and
Lot 53, Block 17, Plan No. 101316136

Current Zoning: R2
Neighbourhood: Westmount
Date Received: January 17, 2014

PUBLIC NOTICE

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

ATTACHMENTS

1. Plan of Proposed Condominium No. 1/14
2. Plan of Proposed Condominium No. 2/14
3. Plan of Proposed Discretionary Use No. D3/14
4. Plan of Proposed Rezoning No. Z1/14
5. Plan of Proposed Subdivision No. 4/14
6. Plan of Proposed Subdivision No. 5/14
7. Plan of Proposed Subdivision No. 6/14
8. Plan of Proposed Subdivision No. 7/14
9. Plan of Proposed Subdivision No. 8/14

**A2) Animal Control Bylaw Enforcement Services - Request for Proposal
(Files CK. 151-1-2 and RS. 151-1)**

- RECOMMENDATION:**
- 1) that the Administration undertake a Request for Proposal for the City of Saskatoon's bylaw enforcement services related to animal control; and
 - 2) that the Administration be authorized to negotiate an extension to the current agreement with Saskatoon Animal Control Agency for the provision of bylaw enforcement services during the transition period to a new service contract.

TOPIC AND PURPOSE

The purpose of this report is to request City Council's approval to undertake a Request for Proposal (RFP) process for animal control services and to request approval to negotiate an extension of the current bylaw enforcement services agreement with Saskatoon Animal Control Agency (SACA).

REPORT HIGHLIGHTS

1. The Administration is recommending that the City of Saskatoon (City) undertake an RFP for the provision of bylaw enforcement services relating to the Animal Control Bylaw and Dangerous Animals Bylaw.
2. The Administration is also requesting approval to negotiate an extension of the current agreement with SACA, for animal control bylaw enforcement services, to allow for a transition to the new service contract.

STRATEGIC GOALS

This report supports the long-term strategy of creating a business-friendly environment. This report also supports the Strategic Goal of Quality of Life by providing protective services in our neighbourhoods, which contributes to public safety.

BACKGROUND

Prior to 2004, the Saskatoon Society for the Prevention of Cruelty to Animals (SPCA) provided both pound and bylaw enforcement services. SPCA felt that it would be better

if another organization performed the bylaw enforcement component of this work. SACA was successful in winning the contract for this work and began providing services in 2004.

On February 17, 2009, an RFP for the provision of bylaw enforcement services was issued for service levels similar to the previous five-year contract. SACA was the only qualified bidder that submitted a proposal during this process. The Administration negotiated the current five-year contract based on their proposal.

During its April 20, 2009 meeting, City Council awarded the bylaw enforcement services agreement to SACA for a period of five years. The current agreement with SACA will expire on April 30, 2014.

In the provision of the current agreement, SACA provides all facilities, equipment, and training required to provide bylaw enforcement services relating to the Animal Control Bylaw and the Dangerous Animals Bylaw.

REPORT

Bylaw Enforcement Services RFP

In preparation of the bylaw enforcement services RFP, the Administration will be utilizing the parameters identified in Attachment 1. These parameters describe the current standards of practice for bylaw enforcement services as it relates to the Animal Control Bylaw and the Dangerous Animals Bylaw.

For the RFP process, the Administration will:

- prepare and advertise the RFP;
- evaluate and review all submitted proposals;
- prepare an agreement with the proposed proponent; and,
- report back to City Council prior to awarding a new agreement.

SACA Agreement Extension

In the event there is a new proponent to provide bylaw enforcement services, there will need to be a transition period. A transition period will allow SACA to continue to provide urgent bylaw enforcement services during the peak summer and fall season and to avoid a disruption or gap in service.

The Administration is, therefore, requesting approval to negotiate an extension with SACA on the bylaw enforcement services agreement during the transition to a new agreement.

OPTIONS TO THE RECOMMENDATION

There are no options.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There are no financial implications as this time.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

No public or stakeholder involvement is required.

COMMUNICATION PLAN

The Administration will report back to City Council by April 30, 2014, prior to the awarding of a new Bylaw Enforcement Services Agreement.

ENVIRONMENTAL IMPLICATIONS

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

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review is not required within negotiations.

PUBLIC NOTICE

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

Administrative Report No. 3-2014
Section A – COMMUNITY SERVICES
Monday, February 10, 2013
Page 7

ATTACHMENT

1. City of Saskatoon Summary of Request for Proposals Parameters

Section B – ASSET AND FINANCIAL MANAGEMENT

B1) Award of Contract

Lawson Civic Centre Roof Replacement Project

Roofing Consultant Services

(Files CK. 610-3, TU. 619-13-2, AF. 1000-1 and AF. 600-1)

- RECOMMENDATION:**
- 1) that City Council approve the award for roofing consultant services for the roof replacement of the Lawson Civic Centre, including the Rusty Macdonald Branch Library and joint lobby entrance areas, to Roof Management & Inspection Services Ltd. (RMIS) for a total fixed fee of \$119,812.50 (including G.S.T.); and
 - 2) that the City Solicitor be instructed to prepare the appropriate contract documents, and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

TOPIC AND PURPOSE

The purpose of this report is to award the contract and prepare the agreement with Roof Management & Inspection Services Ltd. for roofing consulting services for the replacement of the Lawson Civic Centre roof.

REPORT HIGHLIGHTS

1. Request for Consultant Services package was prepared and released by the Project Services section, Facilities and Fleet Management.
2. The Request for Consultant Services was advertised and distributed to architectural firms and roofing specialist firms. Submissions were reviewed and scored based upon a range of criteria.
3. Roof Management & Inspection Services Ltd. is recommended as the Selection Committee scored them the highest based upon the selection criteria.

STRATEGIC GOAL(S)

The recommendations in this report support the Strategic Goal of Asset and Financial Sustainability by ensuring our buildings are well-maintained and meeting the needs of citizens.

BACKGROUND

The Lawson Civic Centre/Rusty Macdonald Branch Library joint facility was originally constructed in 1987. The roofing area of this facility is 4,691 square meters and the roof

assembly has now exceeded its service life. Numerous leaks and breaches of the roofing membrane have been experienced over the last number of years. The intent of the work is to review the roof structure (snow load and existing conditions), propose a fall protection system, propose the solar hot water panel removal and re-installation plan, propose a perimeter guard rail “safe working zone” for the solar panel roof area, prepare re-roof tender documents, prepare construction estimate of costs, review tender submissions and provide full contract administration services.

REPORT

Administration solicited for Request for Consultant Services to secure a roofing consultant for the Lawson Civic Centre roof replacement project. The Request for Consultant Services was issued and distributed to architectural firms and roofing specialist firms. The selection criteria included demonstrated past experience in re-roof renovations, references from clients regarding similar project experience, previous City of Saskatoon re-roofing projects, schedule for the re-roof project, and their professional consulting fee.

The Request for Consultant Services submission deadline was 2:00 p.m., December 18, 2013, and two submissions were received from the following consultants:

- Roof Management & Inspections Services Ltd. – Regina
- Concentric Associates International Inc. – Saskatoon

After a systematic evaluation of the proposals, the Administration rated the proposal from Roof Management & Inspection Services Ltd. as the highest scoring proponent. Their past work at City of Saskatoon civic facilities and other properties, on a wide range of scales, demonstrates their capacity to successfully deliver on this work.

The net cost to the City for consultant services by Roof Management & Inspection Services Ltd. is as follows:

Fixed Fee:	\$112,500.00
PST:	1,687.50
GST:	<u>5,625.00</u>
Total Fee:	\$119,812.50
GST Rebate:	<u>(5,625.00)</u>
Net cost to City:	\$114,187.50

FINANCIAL IMPLICATIONS

Funding for this project is from the approved 2013 Civic Buildings and Comprehensive Maintenance Capital Projects Reserve P1135, and is sufficient to fund the proposed consultant services fee, disbursement and printing allocation, design contingency, construction, and construction contingency requirements.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Public and/or stakeholder involvement is not required.

COMMUNICATION PLAN

It is anticipated that there may be minor service disruption to the Lawson Civic Centre's normal operations, which will not affect overall programming. The Lawson Civic Centre will operate its programs as scheduled, and any service disruptions will be coordinated with programming staff and communications and handled in the usual manner with notification to specific program groups and/or public service announcements.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The project schedule is timed for substantial completion by September 15, 2014, and final commissioning prior to October 15, 2014.

ENVIRONMENTAL IMPLICATIONS

The recommendation is expected to have positive greenhouse gas emissions implications. It is anticipated that the improved insulation capacity of the new roofing structure will result in significant savings on gas and electrical utilities used for heating and cooling the interior spaces. This will be quantifiable with GHG emissions reductions once the roof structure has been designed, and is estimated to be 50 – 80 tonnes CO₂e each year.

PRIVACY IMPACT

There are no privacy implications.

POLICY IMPLICATIONS

There are no policy implications.

OPTIONS

There are no options to the recommendations.

PUBLIC NOTICE

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

B2) Property Tax Liens 2013 (Files CK. 1920-3 and AF.1920-3)

RECOMMENDATION: that City Council instruct the City Solicitor to take the necessary action under provisions of *The Tax Enforcement Act* with respect to properties with 2013 tax liens.

TOPIC AND PURPOSE

This report is seeking City Council's authorization to proceed to the next stage under the *Tax Enforcement Act* for properties with 2013 liens.

REPORT HIGHLIGHTS

1. *The Tax Enforcement Act* is a provincial statute that guides the collection of tax arrears.
2. City Council provides approval to proceed to the next stage of the process for properties with 2013 tax liens.

STRATEGIC GOAL(S)

The recommendation in this report supports the long-term strategy of ensuring that our approach to citizen communications is proactive and professional in keeping with the Strategic Goal of Continuous Improvement.

BACKGROUND

Collection of property tax arrears is guided by *The Tax Enforcement Act*, the purpose of which is to secure payment of tax arrears under the threat of loss of title to the property. The statute is not intended to act as a means for the acquisition of property by the City.

Each property owner (taxpayer) has certain fundamental rights concerning his/her land. The taxpayer must be kept fully aware of the proceedings being taken, and be given a reasonable time frame during which arrangements can be made for payment of the outstanding amount.

REPORT

The Tax Enforcement Act provides an effective collection process. As indicated in Attachment 1, a total of 3,713 liens were placed between 2008 and 2013. Tax arrears have been paid in full on 3,298 of these, and 415 liens remain where property owners have payment arrangements. The City of Saskatoon has assumed title to only six (6) of these properties.

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

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

2013 Tax Liens (see Attachment 2)

With respect to the properties listed in Attachment 2, proceedings under *The Act* commenced on March 2, 2013. At that time, the City of Saskatoon, in accordance with *The Act*, published in The StarPhoenix, the legal descriptions of all properties in arrears of property taxes subject to tax liens. The assessed owners were notified of the action being taken and were advised that if the taxes remained unpaid after 60 days following

the date of the advertisement, a tax lien would be registered against the property on the official title held in ISC – Land Registry.

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

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

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

As indicated above, *The Act* requires specific waiting periods to ensure that owners and interest holders are afforded a reasonable opportunity to redeem the property. In the typical case, we expect that these proceedings will be carried out within the normal periods outlined in the legislation. However, where there is a credible and realistic plan by the owner or interest holder to make payments to redeem the property during enforcement proceedings, the prosecution of the enforcement proceedings should be suspended to allow the redemption plan to proceed. If the plan fails, enforcement proceedings should then be recommenced.

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

The Administration now requests authorization to proceed regarding those properties which became subject to tax liens in 2013.

OPTIONS TO THE RECOMMENDATION

The approval of City Council is required for further action under *The Tax Enforcement Act*.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There are no financial implications.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Communication is directly with owners of the properties in arrears subject to tax collection as per *The Tax Enforcement Act*.

COMMUNICATION PLAN

Communication is directly with owners of the properties in arrears subject to tax collection.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The next property tax lien report is scheduled for February, 2015.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PRIVACY IMPACT

There is no privacy impact.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

CPTED does not apply in this instance.

PUBLIC NOTICE

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

ATTACHMENTS

1. Tax Enforcement Statistics.
2. 2013 Property Tax Liens.

B3) Annual Status Report – Non-Policy Tax Incentive Agreements (Files CK. 1965-1, AF. 1965-1 and AF. 1600-1)

RECOMMENDATION: that the information be received.

TOPIC AND PURPOSE

To present City Council with the annual status of the non-policy tax incentives.

STRATEGIC GOAL(S)

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

BACKGROUND

City Council approves non-policy tax incentives as part of an overall agreement to facilitate specific development projects. The Administration attempts to provide City Council with an indication of the value associated with each non-policy incentive agreement at the time of approval. However, these estimates are often based on preliminary information. This report summarizes the actual value of these non-policy incentives for 2013.

REPORT

Each non-policy incentive agreement is unique in its objective and is site-specific. The following table lists the properties that have received non-policy tax incentives for 2013 and the total taxes abated (includes City, library, and education taxes).

Recipient	Term	End Date	2013 Incentive
Saskatoon Airport Authority	3 years	Dec. 31, 2013	\$218,683
Maple Leaf Foods (64 th Street)	5 years	Apr. 30, 2013	82,308
Jubilee Housing & Residences	4 years	Dec. 31, 2014	80,404
Persephone Theatre	5 years	Dec. 31, 2014	52,197
Saskatoon Ideas Inc.	5 years	Dec. 31, 2016	20,672
Souleio Foods Inc.	closed	terminated	0
Saskatoon Soccer Centre Inc.	5 years	Dec. 31, 2015	518,841
Total 2013 Non-Policy Incentives			\$973,105

- The Saskatoon Airport Authority (SAA) agreement allows taxes to be paid based on a per-passenger rate (rather than assessment based taxes), and in 2013 the SAA paid taxes of \$929,698. The agreement with the SAA is currently under review and a report to City Council is forthcoming.
- The Maple Leaf Foods incentive is related to the construction of a new distribution facility and the maintenance of approximately 100 full-time equivalent jobs in Saskatoon.
- The Jubilee Housing and Jubilee Residences were abated taxes over four years in order to phase in the tax impact due to a change in legislation. This legislative change resulted in five seniors' housing complexes becoming taxable which had previously been tax exempt.
- The incentives to Persephone Theatre and Saskatoon Ideas Inc. are related to development in the south downtown and River Landing.
- Saskatoon Soccer Centre Inc. received an abatement on the condition that it contributes funds toward the Dedicated Capital Reinvestment Fund in order to ensure the timely repair or replacement of major capital components of the two soccer facilities.

FINANCIAL IMPLICATIONS

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

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

No follow-up required as this report is for information only.

PUBLIC NOTICE

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

B4) 2014 Budget Approval – Business Improvement Districts (Files CK. 1905-5, AF. 1680-2, AF. 1680-3, AF. 1680-4, and AF. 1680-5)

- RECOMMENDATION:**
- 1) that the 2014 budget submissions from The Partnership, Broadway Business Improvement District, Riversdale Business Improvement District, and the Sutherland Business Improvement District be approved; and
 - 2) that the City Solicitor be requested to prepare the 2014 Business Improvement District Levy Bylaws for submission to City Council for consideration at the same meeting that the Mill Rate Bylaws are presented.

TOPIC AND PURPOSE

To receive City Council's approval of the 2014 Budgets for Saskatoon's four Business Improvement Districts (BID).

STRATEGIC GOAL(S)

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

REPORT

In accordance with the Business Improvement District (BID) Bylaws, each BID has submitted its 2014 budget for City Council's approval. The 2013 Financial statements will be submitted at a future date. The 2014 budgeted levy request for each BID is as follows:

- 1) The Partnership – The levy request is \$586,520, which is an increase of \$110,520 (23%) over 2013. The budget increase reflects the necessary adjustments for the organization's ongoing activities and was unanimously approved by the Board of Management.
- 2) Broadway Business Improvement District – The levy request is \$170,100, which is an increase of \$4,960 (3%) over 2013. The increase reflects inflationary increases in operating costs.
- 3) Riversdale Business Improvement District – The levy request is \$148,722, which is an increase of \$6,405 (4.5%) over 2013. The budget increase reflects annual adjustments, program growth and increased business activity.
- 4) Sutherland Business Improvement District – The levy request is \$28,500, which is \$3,500 (14%) over 2013. In 2014, the Board of Management will continue discussions on BID development, capital projects, advocacy, program initiatives and boundary growth.

OPTIONS TO THE RECOMMENDATION

City Council has the option to not approve any or all the BID budget submissions, which would require the BID(s) to resubmit a budget for Council's approval by mid-March.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There are no financial implications.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Public and/or stakeholder involvement is not required.

COMMUNICATION PLAN

None required.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

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

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications at this time.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review is not required.

PUBLIC NOTICE

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

ATTACHMENTS

1. January 15, 2014 letter and 2014 proposed budget, The Partnership.
2. January 13, 2014 letter and 2014 proposed budget, Broadway BID.
3. December 15, 2013 letter and 2014 proposed budget, Riversdale BID.
4. December 18, 2013 letter and 2014 proposed budget, Sutherland BID.

**B5) Standard & Poor's
Canadian Ratings – City of Saskatoon
(Files CK. 1500-4 and AF. 1500-4)**

RECOMMENDATION: that the information be received.

TOPIC AND PURPOSE

This report is to inform City Council and the general public of the 2012 long-term issuer credit rating report recently prepared and released by Standard & Poor's reaffirming the

City of Saskatoon's AAA/Stable Outlook credit rating, as well as some of the key rating factors.

REPORT HIGHLIGHTS

1. Standard & Poor's has reaffirmed the City of Saskatoon AAA/Stable Outlook credit rating based on the 2012 Consolidated Financial Statements and current economic outlook.
2. The City of Saskatoon compares favourably to the key factors used by Standard & Poor's to evaluate the City's credit rating. These include:
 - Strong relationships with other levels of government;
 - A diverse economy;
 - Strong and prudent financial policies and management;
 - Favourable budget performance and self-generated revenues;
 - The ability to service debt; a manageable debt level and healthy reserves;
 - No significant future financial risks.

STRATEGIC GOAL

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

BACKGROUND

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

REPORT

The City of Saskatoon received an "AAA/Stable" credit rating from S&P based on the City's 2012 financial statements, as well as current market conditions, financial forecasts and the economic outlook for Saskatoon and area.

The rating factors and the City of Saskatoon's performance in relation to these factors are presented below.

Key Factors

- Strong relationships with other levels of government provides stability for municipal finances.

The political, institutional, administrative and budgetary systems of the province and country can affect the predictability, reliability and supportiveness of public finance and the City's ability to service debt in the long term. S&P views the Canadian provincial-municipal intergovernmental system as being "well-balanced and predictable" based on the maturity and stability of the provincial-municipal relationship that exists between the Province and the City of Saskatoon. This contributes to the "strong likelihood of extraordinary support from provincial governments".

- Saskatoon's diverse economy helps the city withstand economic fluctuations which provides stability for businesses and residents.

S&P indicated that Saskatoon has moderate employment diversity and the recent population growth has been fuelled mostly by economic activity in the resource sector. However, other sectors of employment such as health care, government, trade and transport, retail, utilities and education are strong. S&P "believe the city's economic fundamentals are very strong... which should help it withstand economic fluctuations". Building activity is strong and supports the assessment base.

- The City of Saskatoon demonstrates strong and prudent financial policies and management that has a positive impact on its credit profile.

S&P references the City's thorough and transparent disclosure and robust set of financial policies. S&P also noted that the major risks are articulated within the City's corporate business plan by business line. S&P also considered the low deviations from budgets, strong budgetary performance, budget flexibility and positive liquidity as key contributors to this impact.

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

The operating and capital performance for the City on a cash basis is considered by S&P as very favourable. The operating surpluses "have been consistently strong over the past five years....averaging almost 26% of operating revenue".

While the City's capital expenditures have averaged 39.6% of expenditures, it indicates that the City has some ability to adjust expenditures in times of pressure on finances.

As for revenues, the City has significant self-generated revenues such as those produced from Saskatoon Light & Power and the City's land development operations. This differentiates Saskatoon from other municipalities. S&P reviews the revenue streams and the impact and risks associated with these, as well as the flexibility it provides the City. S&P believes Saskatoon benefits from moderate flexibility with 70% of operating revenues coming from modifiable sources of revenues and reduces the percentage of revenue reliant on property tax and user fees.

- The City of Saskatoon's ability to service debt, the current level of debt burden, as well as the strong reserve balances are key factors in the reason Saskatoon receives an AAA Credit Rating.

S&P considers Saskatoon's strongest performance in the area of liquidity. S&P, in its report, states that "in our opinion, Saskatoon's strong liquidity position bolsters its financial risk profile and remains a key credit strength". This factor considers cash (reserves) to cover the estimated debt service and the measure used is based on available cash which must be greater than the next twelve months of debt service. While a ratio of cash to debt of 1 is considered strong, Saskatoon's ratio is 8.4 times that due to the City's healthy financial reserves. This provides the City the ability to deal with financial risks. S&P states that "we believe that Saskatoon will continue to maintain very healthy levels of liquidity to meet debt service requirements".

Tax supported debt compared to consolidated operating revenues is an indicator of debt burden. A score under 30% is considered strong and under 60% would be considered reasonable. Currently, the City's tax supported debt ratio is at 26%, well under the 30% top score target, but is expected to increase to 29% based on estimated future borrowing requirements.

In regards to the ratio of interest costs to adjusted operating revenues, Saskatoon has a ratio of 0.8%, which is considered low.

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

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

S&P noted that the City has standard employee benefits, including sick leave and vacation, as well as costs for the potential long-term closure of the landfill that are similar to those of other municipalities.

FINANCIAL IMPLICATIONS

There are no financial implications as a result of this report.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

There is no follow-up required.

PUBLIC NOTICE

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

ATTACHMENT

1. Standard & Poor's – Ratings Direct – Supplementary Analysis: City of Saskatoon – January 27, 2014.

Section C – CORPORATE PERFORMANCE

C1) Communications to Council

From: Dmitriy Chesnakov

Date: July 13, 2013

**Subject: Suggestion for Noise Bylaw Amendment - Long-Term
Construction Projects**

(Files CK.185-15 and CP.185-1)

RECOMMENDATION: that the following report be received as information.

TOPIC AND PURPOSE

The purpose of this report is to provide information regarding Noise Bylaw 8244 as it relates to long-term construction projects.

REPORT HIGHLIGHTS

1. Currently, Noise Bylaw 8244 prohibits noise arising from the construction or repair of buildings for specific days and hours, which applies to both short and long-term construction projects.
2. Construction projects initiated by, or on behalf of the City of Saskatoon (City), are undertaken within the regulations of the Noise Bylaw. In addition, communications are provided to residents and businesses when outlining any disruptions which may occur including anticipated, excessive noise and how long it is expected to last.
3. Private contractors must follow the same noise bylaw for short and long-term construction projects. However, there are no requirements for private contractors working on construction sites to notify residents and businesses when excessive noise is anticipated and how long it is expected to last. Building Standards will encourage private contractors to do so in the future.
4. On November 4, 2013, City Council approved the realignment of the corporate structure. Once Corporate Bylaw Enforcement is established, a communications plan will be prepared to inform citizens and private construction companies on the rules and regulations of Noise Bylaw 8244.

STRATEGIC GOAL

This report relates to the Strategic Goal of Quality of Life. Specifically, the Noise Bylaw was enacted to protect, preserve and promote the safety, health, welfare, peace and quiet of the citizens through the reduction, control, and prevention of loud and excessive

noise, or any noise which unreasonably disturbs, injures, or endangers the comfort, repose, health, peace or safety of reasonable persons of ordinary sensitivity.

BACKGROUND

At its meeting of August 14, 2013, City Council received the above noted communication with respect to a suggestion for a Noise Bylaw Amendment for long-term construction projects. City Council passed a motion that the matter be referred to the Administration for review and report.

As Saskatoon continues to grow into a major urban centre in Canada, meeting the wants and needs of its residents continues to be a top priority. This can be seen in an unprecedented number of successful infrastructure improvements and projects, such as the Circle Drive South and the 25th Street Expansion projects. The noises caused by the increase of construction activity may be a concern for some citizens. In addition, as the City focuses efforts on increasing density through infill development initiatives, there is also increased potential for impact on property owners in the vicinity of that development.

Relatively few complaints related to construction noise and activity are received by the Zoning Bylaw Compliance section per year. When appropriate, noise complaints are forwarded to Police Services who are responsible for enforcing the noise bylaw.

REPORT

Noise Bylaw 8244

Currently, Noise Bylaw 8244 prohibits noise for the construction or repair of buildings as follows:

- In all areas of the city except agricultural and industrial districts, the construction, demolition, alteration or repair of any building or structure between the hours of 10:00 p.m. and 7:00 a.m. on a weekday, and 10:00 p.m. and 9:00 a.m. on a Sunday or a statutory holiday, that produces sound that is plainly audible across the property line of the property from which the sound emanates and is unreasonably loud or excessive. In cases of emergency, construction noises are exempt from this provision.

While the current bylaw prohibits noise from construction activity before 7:00 a.m. on weekdays and Saturdays, and before 9:00 a.m. on Sundays and statutory holidays, it

does not distinguish between short or long-term construction projects. Bylaws must be amended by City Council and at this time, the Administration has not been directed to undertake changes to the bylaw.

City of Saskatoon Construction Projects

When contracts for City-related construction projects are put in place, the City includes expectations for hours of work, which coincide with the hours outlined in Noise Bylaw 8244. In addition, prior to the start of construction, Construction & Design issues Public Service Announcements (PSAs) and direct notices to area residents outlining any disruptions which may occur during construction. Where applicable, PSAs and direct notices incorporate information related to excessive noise to inform area residents when excessive noise is anticipated, what the noise is, and how long it is expected to last.

In the future, Construction & Design has identified ways to increase the awareness of the Noise Bylaw for future City-initiated construction projects. During the 2014 summer construction season, increased communication efforts will be made which will include additional information on the Construction & Design webpages, as well as social media messages. In addition, the standard messaging about the Noise Bylaw will be updated to incorporate information on the roles and regulations surrounding noise, what is prohibited, how to file a complaint if residents have a concern, and where to find more information on the construction project or Noise Bylaw 8244.

Private Contractors and Construction Sites

Private contractors must apply for a building permit for the construction or repair of a building. However, there are no provisions in the permit process that require private contractors to notify residents and businesses when excessive noise is anticipated and how long it is expected to last.

In the future, Building Standards will encourage private contractors to notify residents. In addition, Building Standards will make private contractors aware of the Noise Bylaw and that more information is available on the City's website.

Corporate Bylaw Enforcement

On November 4, 2013, City Council approved the alignment of the corporate structure. Once the new Corporate Bylaw Enforcement is aligned, a communications plan will be prepared to identify ways to inform citizens and private construction companies on the rules and regulations of Noise Bylaw 8244.

In addition, other bylaws will be identified which will require additional communication efforts to inform and educate citizens on roles and responsibilities for topics of importance and interest to citizens.

OPTIONS TO THE RECOMMENDATION

The option is for City Council to amend Noise Bylaw 8244 to differentiate the prohibiting of noise for short-term and long-term construction projects.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There are no financial implications.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

No public or stakeholder consultation was pursued as part of this report.

COMMUNICATION PLAN

The City of Saskatoon will continue to work towards increasing general awareness of Noise Bylaw 8244 during the 2014 summer construction season. PSAs and direct notices will continue to be issued to area residents when disruptions will occur during construction and will incorporate information related to excessive noise such as what the noise is and how long it is expected to last.

In addition, Construction & Design will include additional information on its webpages and social media messages. The standard message for PSAs and direct notices will be updated to incorporate information on the roles and regulations surrounding noise, what is prohibited, how to file a complaint if residents have a concern, and where to find more information on the construction project or Noise Bylaw 8244.

In 2014, Corporate Bylaw Enforcement will identify ways to inform citizens and private construction companies on the rules and regulations of Noise Bylaw 8244. In addition, the division will identify other bylaws which require additional communication efforts to inform and educate citizens on roles and responsibilities for topics of particular interest.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications at this time.

PRIVACY IMPLICATIONS

There are no privacy implications.

PUBLIC NOTICE

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

C2) Continuous Improvement Strategy (Files CK. 116-1 and CP. 100-1)

RECOMMENDATION: that the following services undergo a Civic Service Review in 2014:

- Road Management Program (Design, Construction, Operations, and Maintenance);
- Parks (Design, Construction, and Maintenance); and
- Waste Handling Programs.

TOPIC AND PURPOSE

The purpose of this report is to outline the process for the Civic Service Reviews and the services that the Administration is recommending undergo a review in 2014.

STRATEGIC GOAL

This report supports the long-term strategy to focus on continuous improvement and use innovative and creative means to provide the best possible services under the Strategic Goal of A Culture of Continuous Improvement.

REPORT HIGHLIGHTS

1. Civic Service Reviews are an operational review process to control expenditures and to find efficiencies.
2. There will be three Civic Service Reviews conducted in 2014.

3. Each service will be reviewed by the Administration to identify the most efficient and effective way in which to deliver the service. The savings through these efficiencies will be identified and contribute toward the \$1.4M the Administration has committed to find in 2014.
4. City Council will review the newly defined efficient service, and determine whether to increase, decrease or continue with the current level of service (albeit more efficient).

BACKGROUND

City Council, at its meeting held on December 3 and 4, 2013, approved the Continuous Improvement Strategy which includes the following three components:

- Annual Civic Service Reviews (CSR) are an operational review process to find ways to control expenditures and to seek efficiencies in the delivery of municipal programs and services. It is a way to identify redundancies and inefficiencies in the City of Saskatoon's (City) operations and improve on them.
- Internal Process Reviews will focus on identifying and removing redundancies and waste within existing processes to increase efficiencies in civic operations.
- Building capacity in the corporation through innovation coaches and empowering employees.

REPORT

Civic Service Reviews

The purpose of the CSRs is to continuously find ways to control expenditures and to seek efficiencies in the delivery of municipal programs and services. The CSRs will examine all aspects of the service under review to ensure that every dollar is wisely spent.

A CSR is an evaluation process through which a service line is systematically reviewed to determine the most appropriate way to provide the service and at what level. It is a way to find redundancies and inefficiencies in the City's operations and improve on them.

The objective is to conduct an operational review to identify options and recommendations to address two service delivery questions:

- Effectiveness: Would changes to the service help to achieve greater results within currently available resources?
- Efficiency: Would changes to the current method of delivering the service improve the cost effectiveness?

Three Civic Service Reviews in 2014

The Administration is recommending that the following services be reviewed in 2014:

- Road Management Program (Design, Construction, Operations, and Maintenance)
- Parks (Design, Construction, and Maintenance)
- Waste Handling Program

The Fire Department is undertaking a Civic Review Process in order to identify \$1.8M in savings for 2014. The Fire Department will follow a similar process as described below. This will be the subject of a separate report.

Each CSR will follow these four steps:

1. Service Rationale – Does the City need to continue to offer this service?
 - The Administration will recommend to City Council whether or not the City should continue to deliver the service. Factors will include whether the service is legislated to be delivered by the City, historical practices, etc.
2. Operational Review – An Innovation Team will be established for each CSR. The Innovation Team will consist of staff who are directly involved with delivering the service, supervisors, customer service and communications staff, and staff who have no affiliation with the service (myth busters).

The Innovation Team will use a three-step approach:

- i. Identify the current process so there is a common understanding of how the service is currently being delivered.
- ii. Using the “Blank Sheet of Paper” approach, put aside what the City is currently delivering, and define how the service will be delivered in the most effective and efficient way possible to meet citizen expectation.

- iii. Identify the change in resources required to deliver the new service in comparison to the current service and identify the savings
3. Levels of Service – Based on an efficient service being described, the Administration will define and cost three levels of service:
 - Current level of service
 - Lower level of service
 - Higher level of service
4. City Council Review – The Administration will report the results of the operational review to City Council and identify the savings and efficiencies realized by delivering the most efficient and effective service possible.

City Council can then determine the level of service that it wishes to fund. At this point, the question of efficiency has already been addressed, and City Council will determine whether it wants to continue to invest in the current level of service (operating efficiently), decrease the level of service, or increase the level of service.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The financial implications related to the CSRs will be identified in the review process. The annual budget will be prepared to reflect the approved service levels.

In terms of the other Continuous Improvement initiatives, it is expected that increased efficiencies and reduction of waste will result in significant savings to the corporation. Continuous Improvement will translate into savings which will be captured on a regular basis and reported out. The annual budget will be prepared to reflect these savings. In 2014, the Administration has identified that it will save approximately \$1.4M in efficiencies and reduction of waste.

COMMUNICATION PLAN

The CSRs provide an opportunity for the public to learn more about the City's operations, the costs to deliver the services, and to provide feedback and input into how the City can deliver any of its services more efficiently.

The communication plan will include providing information through the media, the City's website, and social media informing the public of the following:

- the purpose of the CSRs;
- the process of the reviews;
- opportunities for input into the process, including ideas for efficiencies on any of the City's services; and
- timelines on when City Council will be considering the information and determining the respective levels of service.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The CSRs are an ongoing process and the first set of reviews will occur in the first half of 2014.

Once City Council approves the three services to be reviewed, the Administration will report on the timelines and opportunities for input specific to each review.

The majority of the CSRs will be completed by June 30, 2014, in order to realize the savings in 2014.

Planning is underway for the innovation coaches, and the Internal Process Reviews. A status report on these initiatives will be presented to City Council as part of the 2014 first quarter results.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PRIVACY IMPLICATIONS

There are no privacy implications.

PUBLIC NOTICE

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

C3) Award of RFP Combined Heat and Power Project (Files CK. 606-2, x CK. 610-3, CP. 0758-2-002 and WT. 0758-2-002)

- RECOMMENDATION:**
- 1) that the proposal submitted by Power Ecosystems for the Design-Build Combined Heat and Power Project, at a total estimated cost of \$1,116,000, (including GST and PST) be accepted; and
 - 2) that His Worship the Mayor and the City Clerk be authorized to execute the contract documents, as prepared by the City Solicitor under the Corporate Seal.

TOPIC AND PURPOSE

The purpose of this report is to award the Request for Proposal (RFP) for a combined heat and power (CHP) system at the Shaw Centre and Lakewood Civic Centre to reduce utility costs, greenhouse gas (GHG) emissions, and better manage civic facilities.

REPORT HIGHLIGHTS

1. The Administration recommends awarding the CHP project to Power Ecosystems which had the highest scoring proposal.
2. Significant financial support for this initiative has been secured from Natural Resources Canada.

STRATEGIC GOALS

The report recommendations support the Strategic Goal of Environmental Leadership by reducing GHG emissions tied to City of Saskatoon (City) operations. This combined CHP project will also contribute toward Saskatoon becoming a recognized leader in cold climate energy efficiency.

The project also supports the Strategic Goal of Quality of Life by helping ensure that existing leisure centres remain financially efficient and services can be provided more reliably.

The leverage of funding from other sources also contributes to the Strategic Goal of Asset and Financial Sustainability.

BACKGROUND

At its meeting on December 2, 2013, City Council resolved, in part:

- “1) that the City proceed with a combined heat and power project at the Shaw Centre and Lakewood Civic Centre.”

The Administration reported that the City had been accepted under the Natural Resources Canada (NRCan) Market Development Incentive Payments (MDIP) Program.

City Council provided approval to proceed with a CHP project at the Shaw Centre and Lakewood Civic Centre based on executing contribution agreements valued at \$925,000 with NRCan and SaskEnergy, and an interconnection and power purchase agreement with SaskPower.

REPORT

Award of RFP

On December 10, 2013, an RFP was issued to hire a company for the design-build of two turn-key natural gas fuelled CHP units that will be integrated into the existing electrical and heating systems for the Shaw Centre and Lakewood Civic Centre in Saskatoon.

Proposals were received from the following companies:

- Power Ecosystems (Calgary, AB)
- VIRTUAL Engineers/Warner Levy EnviroEnergy (Markam, ON)
- Team Power Solutions (Saskatoon, SK)
- WSE Technologies (Saskatoon, SK)
- Gas Drive (Calgary, AB)

The proposal with the highest score using these criteria was Power Ecosystems. Power Ecosystems is proposing an E265F Natural Gas Unit with an electrical output at Saskatoon's altitude of approximately 251 kW at the Shaw Centre, and an E155F Natural Gas Unit with an electrical output of approximately 147 kW at Lakewood Civic Centre.

The evaluation criteria points were scored as follows:

- 20 points - Financial Considerations
- 20 points - Proposed System
- 30 points - Experience and Project Team
- 25 points - Proposed Approach
- 5 points - Completeness and Quality of Proposal

OPTIONS TO THE RECOMMENDATION

There are no options.

POLICY IMPLICATIONS

There are no policy implications at this time.

FINANCIAL IMPLICATIONS

Capital Project #2568 - Energy Efficiency Projects for Civic Facilities provides the City's contribution of \$375,000 toward implementation of this project.

The total project budget is \$1.3 million, with NRCan and SaskEnergy providing approximately 71% of the funding. NRCan's MDIP Program will provide \$600,000 based on a contribution agreement; SaskEnergy will provide \$325,000.

Project expenditures include the purchase and installation of the CHP units, all design and construction costs, and funding for the required monitoring equipment. These and other expenses are contingent on the contribution agreement being signed. City staff will provide the technical and financial reporting services required to access funds under the contribution agreements. These costs have been included in the project budget.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

After the project is operational, the primary user groups of the Shaw Centre will be updated on the impact that the installation has on building operations. SaskEnergy and SaskPower, as project partners, will assist the City in promoting the projects.

COMMUNICATION PLAN

Information describing the financial and GHG emissions benefits associated with this project will be reported in the Energy and Greenhouse Gas Reduction Annual Report. This report will be posted on the City's website and communicated to the public through news media and social media.

Natural Resources Canada, the City, SaskPower, and SaskEnergy will promote the project at conferences. The installation will likely be a desirable tour site for people interested in clean energy projects and GHG reductions.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

Preliminary results from this initiative will be included in the Energy and Greenhouse Gas Reduction Annual Report to City Council after the system has been monitored for a sufficient period of time. All reporting related to the project must be completed by October 31, 2016.

ENVIRONMENTAL IMPLICATIONS

This initiative is expected to have positive GHG emissions implications. The CHP unit at the Shaw Centre will lead to GHG emissions reductions estimated at 585 tonnes CO₂e which is the equivalent of removing 115 cars from the road each year. The CHP unit at the Lakewood Civic Centre will lead to GHG emissions reductions estimated at 330 tonnes CO₂e which is the equivalent of removing 65 cars from the road each year. There is also promotional value to the City as the host of two national demonstration sites for clean energy projects.

PRIVACY IMPACT

There are no anticipated privacy implications arising from this initiative.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

If the CHP unit is installed outside of the building, a CPTED Review should occur.

PUBLIC NOTICE

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

**C4) Contract Amendment – Comprehensive GIS License Agreement
(Files CK. 261-16, IT. 290-8 and CS. 290-8)**

- RECOMMENDATION:**
- 1) that the City of Saskatoon amend the existing contract with ESRI Canada to provide for a three-year license at an increased cost of \$158,669 over the term of the contract; and
 - 2) that the City Solicitor be requested to prepare the appropriate contract and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

TOPIC AND PURPOSE

The purpose of this report is to award an amendment to the existing annual limited license agreement with ESRI Canada (ESRI) to obtain a comprehensive geographic information system (GIS) licensing agreement.

REPORT HIGHLIGHTS

1. The Administration recommends amending the existing contract with ESRI to obtain a comprehensive GIS licensing agreement.
2. Currently, GIS guides planning, management, and operational decisions within the City of Saskatoon (City). The advent of online applications will allow citizens to access this information in the future.

STRATEGIC GOALS

The recommendation supports the Strategic Goal of Continuous Improvement and contributes to the implementation of the 4-Year Priority to “modernize” civic government to reflect best practices, changing demands, and also to provide a platform upon which to implement Service Saskatoon – a coordinated approach to responding to citizen calls and inquiries on programs and services.

BACKGROUND

The City has a well-developed GIS that guides planning, management, and operational decisions. The system provides electronic interactive maps for information about infrastructure such as roadways, water and sewer pipes, electrical networks, and planning information such as land use. With the advent of online applications, there also exists an opportunity to provide citizens with access to this information.

REPORT

The City has an existing annual limited license with ESRI. The original contract with ESRI was established through a public procurement process. The ArcGIS software provided by ESRI is an international standard for GIS and allows the City to take advantage of data sets available through Open Data, and applications developed by ESRI to provide information to citizens, operators, and managers in an interactive map form.

This contract amendment provides for an expanded comprehensive license that meets the growing demand for GISs across the corporation. A three-year license agreement will remove current limitations including the following:

Core Software: The current core license is being fully utilized. Any expansion or performance improvements to the City’s GIS capabilities will require additional licensing under the current agreement. These restrictions are removed with the flexibility available in the new licensing agreement.

Desktop Software: Not all users are able to use the desktop software as there are times when more staff require access than there are available licenses. Staff are often forced to wait until a license is available. Under the new agreement, there are no restrictions on the number of concurrent users.

Software Extensions: Under the current agreement, the City has purchased a number of extensions. As with the desktop software, the limitations on the number of users that can use these extensions at any one time are removed under the new agreement.

A comprehensive license agreement includes access to ArcGIS Online, a cloud-based environment that provides the corporation with immediate access to the latest version of ESRI software and to web applications designed for municipal government.

OPTIONS TO THE RECOMMENDATION

There are no other options.

POLICY IMPLICATIONS

There are no policy implications at this time.

FINANCIAL IMPLICATIONS

The cost for the new three-year (2014 - 2016) license agreement is show below:

	<u>2014</u>	<u>2015</u>	<u>2016</u>
Three-Year Agreement	\$ 121,000	\$ 130,000	\$ 141,000
Less Current Contract	(84,310)		
GST 5%	6,050	6,500	7,050
PST 5%	6,050	6,500	7,050
Total Cost to the City	\$ 48,790	\$ 143,000	\$ 155,100
GST Rebate	6,050	6,500	7,050
Net Total Cost	\$ 42,740	\$ 136,500	\$ 148,050

The difference between the current and new license costs over the next three years is \$158,669 (including taxes and GST rebate). The purchase of additional licenses and maintenance under the current agreement is expected to be equal to or more than the cost of the proposed three-year comprehensive license agreement. In addition, the new agreement includes credits that can be used for additional technical support, consulting, and training, which is currently only available at an additional cost – a value estimated at approximately \$20,000 each year over the term of the contract.

Funds are available in the Operating Budget to support this contract amendment.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

There has been no public or external stakeholder involvement.

COMMUNICATION PLAN

A communication plan is not required.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

Results from this initiative will be included in an annual report on the City's digital information strategy to be presented to City Council this fall.

ENVIRONMENTAL IMPLICATIONS

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

PRIVACY IMPACT

There are no anticipated privacy implications arising from this initiative.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED Review is not required at this time.

PUBLIC NOTICE

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

Section D – TRANSPORTATION & UTILITIES

D1) Turboexpander Generator – Joint Venture with SaskEnergy Incorporated Saskatoon Light & Power Capital Project #2311: Electrical Supply Options – Turboexpander (Files CK. 2000-5 and SLP. 2000-10-10)

- RECOMMENDATION:**
- 1) that Saskatoon Light & Power amend an expired Memorandum of Agreement with SaskEnergy Incorporated for the purpose of partnering on the capital costs for construction of a turboexpander-generator facility at SaskEnergy's Natural Gas Regulating Station #1 adjacent to the landfill; and
 - 2) that the Amending Agreement be executed by His Worship the Mayor and the City Clerk under the Corporate Seal.

TOPIC AND PURPOSE

The Administration is recommending that an expired Memorandum of Agreement (MOA) with SaskEnergy Incorporated (SaskEnergy) for construction of a turboexpander-generator facility be amended, allowing continued development of the facility.

REPORT HIGHLIGHTS

1. An MOA was in place with SaskEnergy for development of the turboexpander-generator facility and expired on June 30, 2013. The MOA has been amended with a new expiry date of September 1, 2014.
2. A Request for Proposals for equipment supply is planned to be issued in early 2014 by SaskEnergy.
3. The Turboexpander Power Generation Facility is now expected to be operational by the fall of 2015.

STRATEGIC GOALS

This report supports the long-term strategy to increase revenue sources and reduce reliance on residential property taxes under the Strategic Goal of Asset and Financial Sustainability. The report also supports the long-term strategy to create new sources of green energy where feasible under the Strategic Goal of Environmental Leadership.

BACKGROUND

In 2009, SL&P and SaskEnergy commissioned a feasibility study to evaluate the potential for application of a turboexpander generator at SaskEnergy's Town Border Station #1 in Saskatoon. A turboexpander can be used to recover useful energy from the pressure drop at the Town Border Station, which could then be used to generate electricity that would be sold to SaskPower under its Green Options Partners Program. Excess heat from the adjacent landfill gas power generation facility would be used to preheat the natural gas as required prior to the pressure and temperature reduction through the turboexpander. This facility has the potential to provide enough power for 600 homes and offset greenhouse gas emissions by 3,600 tonnes annually.

At its meeting on July 18, 2012, City Council approved a green loan in the amount of \$2,250,000 for this project and an MOA with SaskEnergy for partnering on the capital costs for construction of the facility.

At its meeting on November 13, 2012, City Council approved the awarding of a contract to OC Turboexpanders LLC for the supply, warranty, and delivery of two packaged 500 kilowatt turboexpander-generator systems, complete with switchgear, master controller, and heat exchangers. The purchase order was eventually cancelled on May 25, 2013 due to concerns regarding the corporate operations and status of OC Turboexpanders LLC.

REPORT

Memorandum of Agreement (MOA)

The MOA that was entered into with SaskEnergy was originally executed on July 18, 2012 and expired on June 30, 2013. In order to continue to move forward with this project, an amended MOA will be required with a revised expiration date of September 1, 2014. The agreement will limit expenditures between the two parties to a cumulative sum of \$1.5 million. Prior to the expiration date, a Joint Venture Agreement would then be negotiated with SaskEnergy, provided results of an economic analysis exceed minimum benchmarks based on the result of a Request for Proposals to be issued in early 2014.

Request for Proposals

In early 2014, SaskEnergy's Purchasing Department plans to re-issue a Request for Proposals for the supply of the turboexpander-generator system(s). SL&P will continue

to provide project management services on behalf of the Joint Venture for construction of the facility. The typical lead time for supply of this equipment is in the range of nine to twelve months.

Power Generation Facility expected to be Operational in the fall of 2015

After successful award of an RFP for the equipment supply, the next step will be to proceed with a construction tender in the fall of 2014. Construction of the Power Generation Facility is planned to begin in the spring of 2015 and to be operational by the fall.

OPTIONS TO THE RECOMMENDATION

City Council could decide not to proceed with development of the project.

POLICY IMPLICATIONS

There are no known policy implications.

FINANCIAL IMPLICATIONS

Adequate funding is available in SL&P's Capital Project #2311. The total budget for this project is \$4,500,000. This project is a Joint Venture between SL&P and SaskEnergy with both sides contributing 50% of the total funding. Approximately \$950,000 has been expended on the project to date, and includes costs for engineering consulting services and the construction of a pipeline to facilitate the landfill gas project that would operate in conjunction with this facility.

Power from this facility will be sold to SaskPower under its Green Options Partners Program and will result in estimated annual revenues of approximately \$530,000 beginning in 2016. SL&P's share (50%) of the annual revenues will be \$265,000. An economic analysis was completed for the project and it indicates a 20-year internal rate of return (IRR) of 10.3%, with a payback of nine years.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

SL&P hosted an open house on November 24, 2010 at Montgomery School. The open house provided participants with information, answered questions, addressed concerns, and gathered input on the Landfill Gas Project and the Turboexpander Project. Approximately 30 people attended the open house. No comment forms were received

from the attendees at the open house or afterward. One comment that came via an email submission was in support of the proposed projects.

COMMUNICATION PLAN

A communication plan was created in early 2013 with feedback from SaskEnergy. Communications activities will include information on the City's website, social media, news releases, and flyers to businesses and residents in the area adjacent to the landfill.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

A recommendation on award of the RFP for equipment supply is expected to occur in June 2014, and at that time Administration will bring the award to Council seeking approval.

ENVIRONMENTAL IMPLICATIONS

The turboexpander facility will generate clean electricity without combustion, by capturing pressure energy and heat energy that would otherwise go unused. The recommendation has positive greenhouse gas emissions implications. The electricity generated could lead to annual GHG emissions reductions estimated at 3,600 tonnes CO₂e, which is the equivalent of removing 700 cars from the road each year.

An Environmental Screening has been completed for the project by the Environmental Assessment Branch of the Saskatchewan Ministry of Environment. The Ministry does not require any further assessment of environmental impacts for the project.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

The turboexpander facility is an unoccupied facility located on SaskEnergy's Town Border Station No. 1 property. For this reason, it will not be subject to a CPTED review. A CPTED review has already been performed on the Landfill Gas Facility adjacent to this site.

Administrative Report No. 3-2014
Section D – TRANSPORTATION & UTILITIES
Monday, February 10, 2014
Page 5

PUBLIC NOTICE

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

Section F-- SASKATOON FIRE DEPARTMENT

F1) Saskatoon Correctional Centre Urban Camp Program Project City-Wide Cleanup (Files CK. 5605-002 and FR. 290-22)

RECOMMENDATION: that the information be received.

TOPIC AND PURPOSE

The purpose of this report is to highlight the activities of the Saskatoon Correctional Centre's Urban Camp group and the support of the Youth Works Program.

REPORT HIGHLIGHTS

1. The Saskatoon Fire Department entered into an agreement with the Saskatoon Provincial Correctional Centre in 2011 (Project City-Wide Cleanup), utilizing Urban Camp resources for cleaning up public areas where no current service programs exist.
2. The Program has continued and expanded since its inception in 2011.
3. The Program has been very successful and mutually beneficial for the City of Saskatoon and Urban Camp participants.

STRATEGIC GOAL(S)

The long standing goal of the Fire Department is enhancing the Quality of Life for citizens of Saskatoon.

BACKGROUND

The Saskatoon Fire Department entered into an agreement with the Saskatoon Provincial Correctional Centre in 2011. This working relationship formed the basis of an agreement with the Urban Camp to provide offenders an opportunity to experience job commitments while enhancing the amenity of neighbourhoods in Saskatoon. The Saskatoon Fire Department provides the work assignments and necessary equipment to complete the jobs.

REPORT

Project City-Wide Cleanup is intended to clean up public areas where no current service programs exist. It utilizes resources from the Saskatoon Provincial Correctional Centre's Urban Camp to complement Bylaw 8175 in ensuring that public property, such as boulevards, alleys and crosswalks, is maintained thus improving the overall amenity of Saskatoon neighbourhoods.

During the summer months, Project City-Wide Cleanup mowed, weeded and picked up garbage with a special focus on boulevards and alleys. In the spring and fall, garbage and litter was picked up along the main arteries and interchanges throughout the city. In the winter, the focus was on clearing ice from ramps serving pedestrian crossings.

A significant amount of work was conducted in 2013 by the Urban Camp work crews. For the grass and weed cutting season there were 745 blocks looked after, including work in the back alleys. There were 37 kilometres of roadways cleaned up as well as four visits to the “Ravine” beach. Lastly, they cleared ice and snow from 6,161 pedestrian crossing ramps to make them more accessible to the handicapped.

This relationship with the Urban Camp has provided a valuable service to the citizens of Saskatoon while providing the offenders with work experience and values as they prepare to return to their home communities.

FINANCIAL IMPLICATIONS

The cost impact is in small tools such as trimmers, mowers and ice removal equipment. The funding falls within the Fire Department’s Operating Budget and has an average annual operating cost of \$3,600. The majority of this cost is for repairs to the equipment.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

The Saskatoon Fire Department also has a working relationship with the Saskatoon Indian and Métis Friendship Centre “Youth Works” Program. This restorative action collaboration has these youth assisting the Urban Camp by collecting the refuse that the camp has picked up and taking it to the landfill. This group, on a five-year average, has taken 180 loads per year to the landfill.

DUE DATE FOR FOLLOW UP AND OR PROJECT COMPLETION

This Program is ongoing.

ENVIRONMENTAL IMPLICATIONS

As indicated above, the Urban Camp crews remove an average 180 loads of refuse from the streets, boulevards and back alleys of Saskatoon lessening the environmental footprint that citizens leave.

PUBLIC NOTICE

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

F2) Saskatoon Indian and Métis Friendship Centre Youth Works and Graffiti Reduction Program (Files CK. 5000-3, x CK. 5605-2 and FPS. 290-20)

RECOMMENDATION: that the information be received.

TOPIC AND PURPOSE

The purpose of this report is to highlight the activities of the Youth Works Program and the role it has in both graffiti reduction and neighbourhood cleanup.

REPORT HIGHLIGHTS

1. The "Youth Works" Victim Restitution Project was implemented in March 2003 as a pilot program in the Pleasant Hill neighbourhood.
2. The City allocated \$10,000 to the program (\$3,000 to purchase a van and \$7,000 to cover landfill fees and other operational costs).
3. The program was expanded in 2004 to include all residential alleys inside Circle Drive and the fiscal allocation was increased to \$30,000 per year.
4. In 2006, graffiti was added, with an additional \$10,000 allocated.
5. This Program has proven successful and is ongoing.

STRATEGIC GOAL(S)

The long standing goal of the Fire Department is enhancing the Quality of Life for the citizens of Saskatoon.

BACKGROUND

In March 2003, the City of Saskatoon entered into an agreement with the Saskatoon Indian and Métis Friendship Centre for a pilot project to draw on the "Youth Works" Victim Restitution Program to remove and dispose of large and bulky items accumulating in alleys in the Pleasant Hill neighbourhood. The City allocated \$10,000 to this pilot, \$3,000 to purchase a vehicle and \$7,000 to cover landfill fees and

operational costs. The program was expanded in 2004 to include all residential alleys inside Circle Drive, increasing the fiscal allocation to \$30,000 per year.

REPORT

Throughout the year, a Youth Works crew consisting of a supervisor and youth participants involved in restitution activities collect a large volume of junk and debris from alleys in residential neighbourhoods. A five-year average of 180 loads for a total of 61,052 kg per year is transported to the landfill.

The scope of undertakings conducted by Youth Works expanded in 2006 with the amendment to the Property Maintenance and Nuisance Abatement Bylaw 8175 to include graffiti as a nuisance. It was determined by Council that punitive actions should not be directed towards property owners who were the victims of graffiti. The City entered into another agreement with the Saskatoon Indian and Métis Friendship Centre to use the Youth Works program to cover over graffiti found on private property using recycled paints. The City allocated \$10,000 annually to this program. Since 2007, Youth Works has painted over 413 graffiti tags on privately-owned property.

The positive working relationship between the Saskatoon Fire Department and Youth Works has evolved to promote a culture that has resulted in Youth Works being called upon to assist with unique or urgent issues. Youth Works participates in the spring Community Cleanup providing means to transport appliances and recyclable metals to appropriate recycling sites. They cleared snow away from numerous fire hydrants during the winter of 2012/2013 which produced heavy snow fall. Youth Works has also responded to requests to pick up bagged litter after Saskatoon Correctional Centre's Urban Camp has picked litter on arterial roadways.

FINANCIAL IMPLICATIONS

The total annual financial impact of the Youth Works Program that entails both graffiti and refuse pick-up is \$40,000.00.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Stakeholder involvement is both the City of Saskatoon Graffiti Reduction Committee and the Saskatoon Correctional Centre's Urban Camp Program. The Graffiti Reduction Committee relies on the Youth Works Program to paint over the graffiti in a timely manner so the owner is less impacted. The youth also aid the Urban Camp in picking up the bagged or large refuse items and taking these to the landfill.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

This Program is ongoing.

ENVIRONMENTAL IMPLICATIONS

As indicated above, Youth Works transports an average of 180 loads of refuse from the streets that the Urban Camp has collected from the boulevards and back alleys of Saskatoon lessening the environmental footprint that citizens leave.

PUBLIC NOTICE

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

Respectfully submitted,

Randy Grauer, General Manager
Community Services Department

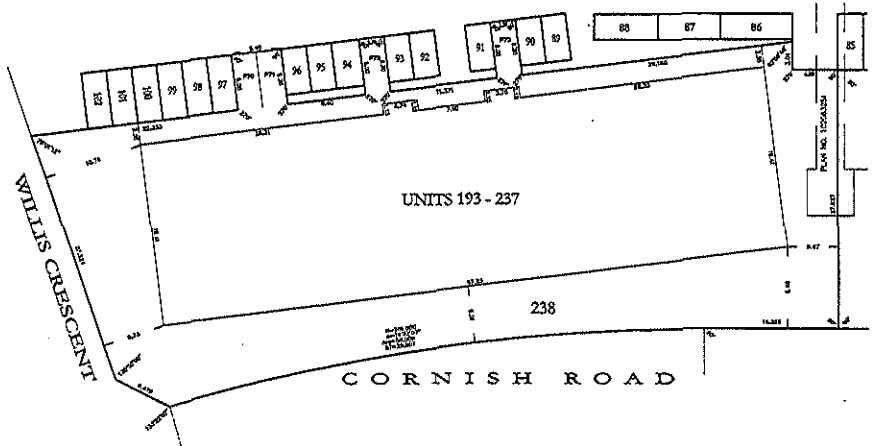
Marlys Bilanski, General Manager
Asset and Financial Management

Catherine Gryba, General Manager
Corporate Performance Department

Jeff Jorgenson, General Manager
Transportation & Utilities Department

Dan Paulsen, Fire Chief
Saskatoon Fire Department

RE-DIVISION SITE PLAN
SCALE 1:200



SHEET NUMBER 1 OF 2
Site Plan 1:200

PLAN OF SURVEY SHOWING
RE-DIVISION OF
BARE LAND CONDOMINIUM UNIT 1
PLAN 102084252, IN ACCORDANCE WITH
SECTION 25 OF THE CONDOMINIUM
PROPERTY ACT, 1993 INTO
CONDOMINIUM UNITS 193 - 238 INCLUSIVE
BY T.R. WEBB, S.L.S.
SCALE AS SHOWN
NOVEMBER 2013

NEW UNIT 193 - 237 are Regular/Residential Units
NEW UNIT 238 is a Service Unit

- NOTES:
1. Dimensions shown are in metres and include bearing.
 2. Measurements indicating the position of the building to adhere to the order boundaries of the parcel are shown in the drawing to indicate an offset limit.
 3. 193 numbers are shown on 193, 194, 195, etc.
 4. Unit boundaries are shown on Sheet 7 of a Survey 1:500 plan and are shown on this plan.
 5. The structural sections of any building existing on the site before the division of any strata and whether they form part of the site.
 6. The land and whether form part of the site.
 7. The nature of any other registered land that have a relation to the site and whether they form part of the site.
 8. All structural sections are shown on this plan.
 9. For the convenience of maintenance and parking shall, new allocated parking vehicles on Sheet 1.
 10. Parking spaces are identified on P20 - P27 and are designated for residential use of units on sheet to the Parking Schedule.
 11. Parking spaces are shown on Sheet 100000 of the Condominium Property Act which the Schedule 100000.
 12. All portions of building and lands not depicted on a map are shown on sheet 100000.

Proposed Condominium No. 1/14

411

Molland Lane

Lane

Plan No. 102110094

Plan

SITE PLAN
SCALE 1:500

No.

N

101908964

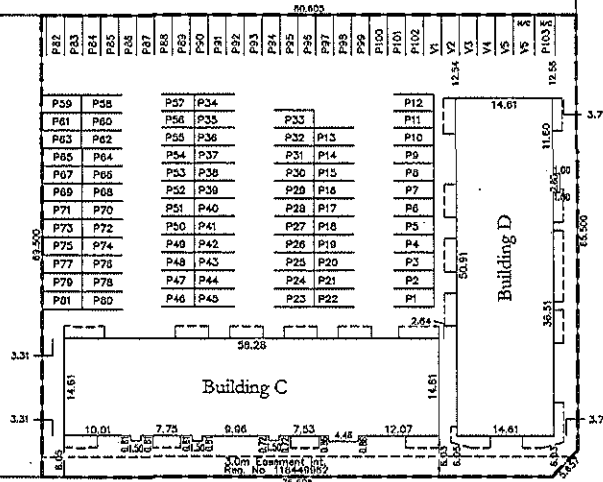
Crescent

102113019

No. 102113019
Condominium
Plan No. 102111208
(Plan No. 101954077)

PLAN OF SURVEY SHOWING SURFACE
BUILDING CONDOMINIUM FOR
PARCEL V
PLAN NO. 102113288
N.W. 1/4 OF SECTION 26
TWP. 36, RGE. 6, W. 3rd MER.
SASKATOON, SASKATCHEWAN
BY T.R. WEBB, S.L.S.
SCALE AS SHOWN
SEPTEMBER 2013 - JANUARY 2014

Condominium
Plan No. 102127924
(Plan No. 101998110)



Shillington

Plan

Hart Road

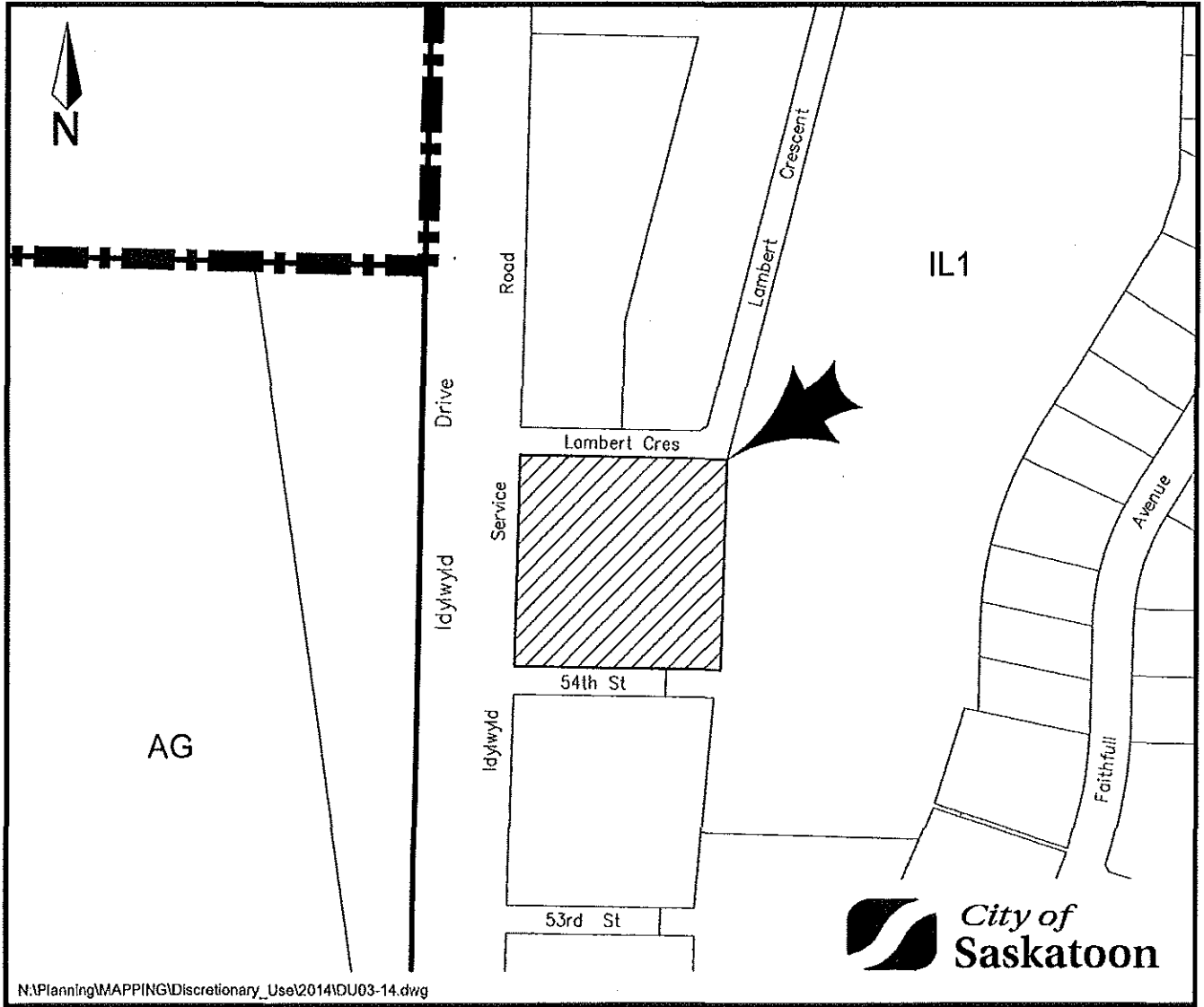
Road

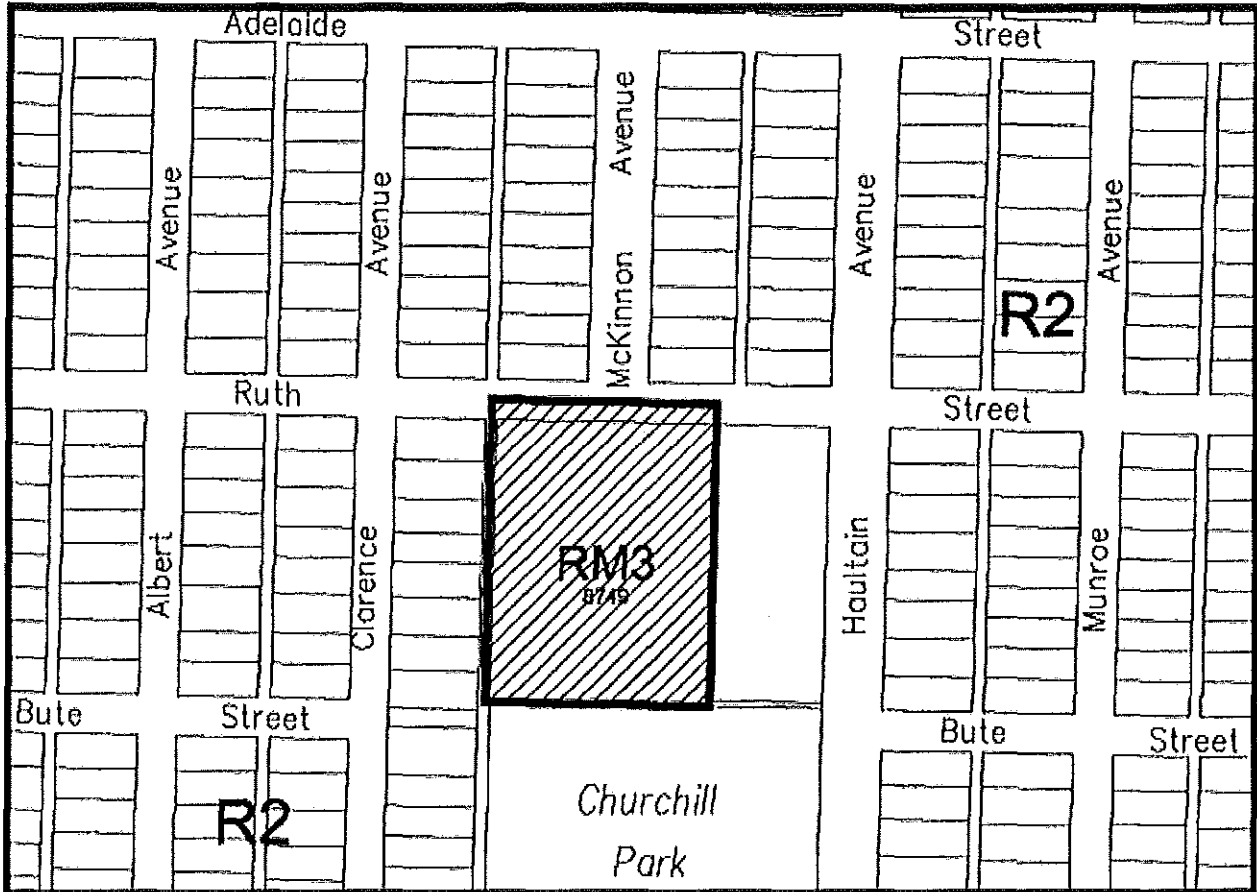
Condominium
Plan No. 102043527
(Plan No. 101954077)

LEGEND

- Dimensions shown are in metres and decimals thereof.
- Measurements indicating the position of the building in relation to the outer boundaries of the parcel are taken to the concrete foundation at ground level.
- Residential unit numbers are shown as 1, 2, 3, etc. on sheets 2 and 3.
- Regular residential unit boundaries are shown on Sheets 2 and 3 by a heavy solid line and are defined as follows:
- the exterior surface of any interior finishing material that forms the surface of any common and exterior wall, floor, or ceiling.
- Parking spaces are identified as P1 - P103 and are designated for exclusive use of units as shown in the Parking Schedule.
- The doors and windows form part of the regular residential units.
- All exterior surfaces are common property.
- The owner of each regular residential unit shall have exclusive use of that balcony to which that unit has sole access.
- Parking spaces are in accordance with Section 11(1)(a) of The Condominium Property Act.
- Visitor parking spaces shown on sheet 1 are designated V1, V2, V3, etc.
- All areas not designated with a unit number are common property.
- Area to be approved is outlined by a heavy dashed line.
- The parcel within the line of approval has on Extension D.

Proposed Discretionary Use No. D3/14





PROPOSED REZONING

Proposed Amendment to RM3
by Agreement



File No. RZ01_2014

Kensington Phase 4

Plan of PROPOSED SUBDIVISION
of part of
N.W.1/4 Sec. 35, Twp. 36, Rge. 6, W.3 Mer.
and part of
Plan No. 101836076 in the S.E.1/4 Sec. 2
and part of LSD 3 in the S.W.1/4 Sec. 2
all in Twp. 37, Rge. 6, W.3 Mer.
and PROPOSED CLOSURE
of part of
33rd Street, Original Road Allowance
81 and 82 in Twp.37, Rge.6, W.3 Mer.
and of MB1, Rog'd Plan No. 89554198
and of MB2, Plan No. 101798871 in the
N.E.1/4 Sec. 35, Twp. 36, Rge. 6, W.3 Mer.
City of Saskatoon
Saskatchewan
Blake Wahl, SLS
September, 2013
Scale 1:1 000

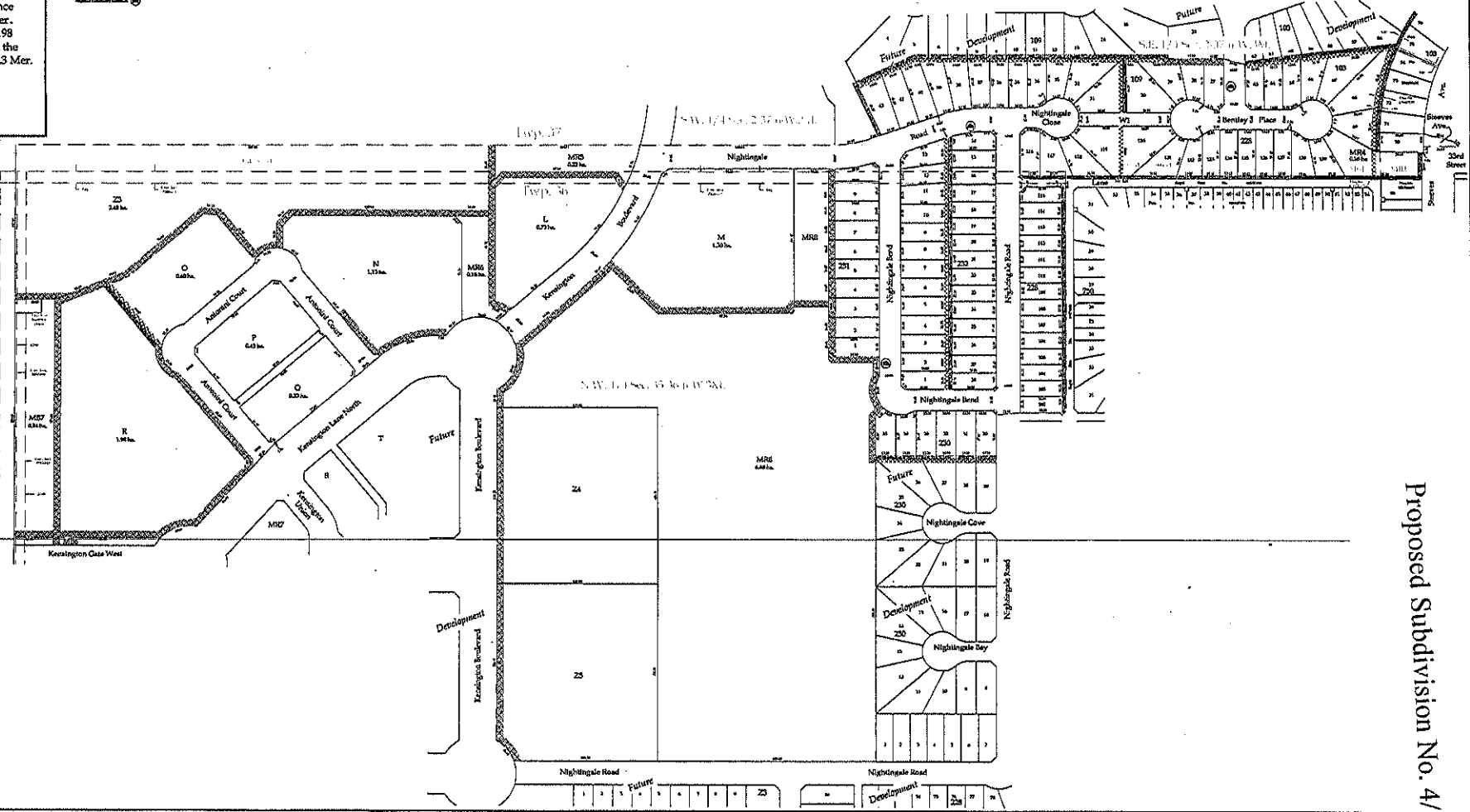
Legend
Proposed Subdivision Boundary
Proposed Road Allowance
Proposed Road Allowance
Proposed Road Allowance
Proposed Road Allowance

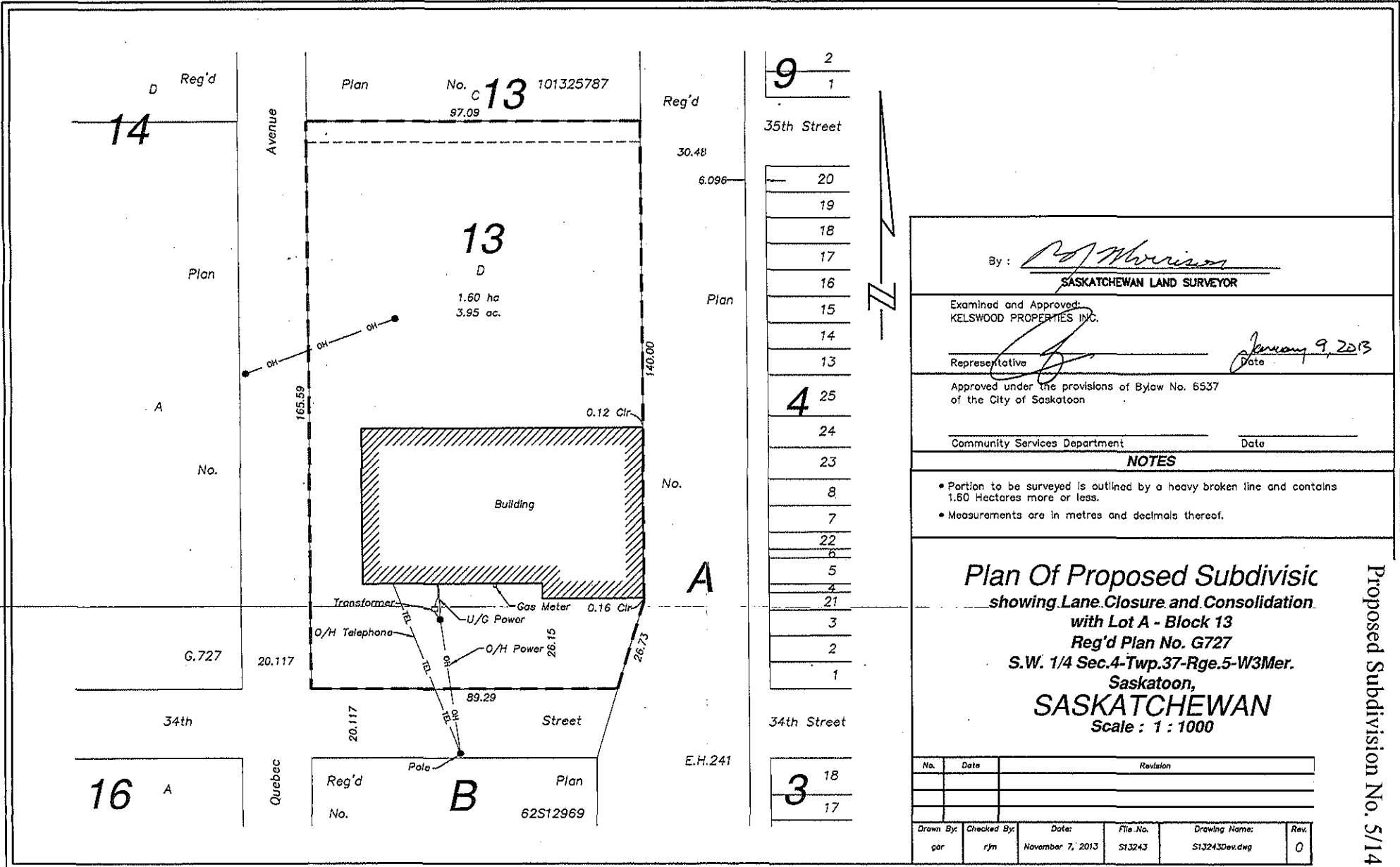
Notes
1. The proposed subdivision is subject to the provisions of the Planning Act and the Planning Regulations.
2. The proposed subdivision is subject to the provisions of the Planning Act and the Planning Regulations.
3. The proposed subdivision is subject to the provisions of the Planning Act and the Planning Regulations.



City of Saskatoon
CITY OF SASKATOON

Reviewed by:	Date:
City Engineer	
City Clerk	
City Manager	
City Council	





9 2
1

35th Street

- 20
- 19
- 18
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- 15
- 14
- 13

4 25

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- 23
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- 22
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- 5
- 4
- 21
- 3
- 2
- 1

34th Street

3 18
17

By: Ray Morrison
SASKATCHEWAN LAND SURVEYOR

Examined and Approved:
KELSWOOD PROPERTIES INC.

Representative: [Signature] Date: January 9, 2013

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

Community Services Department Date

NOTES

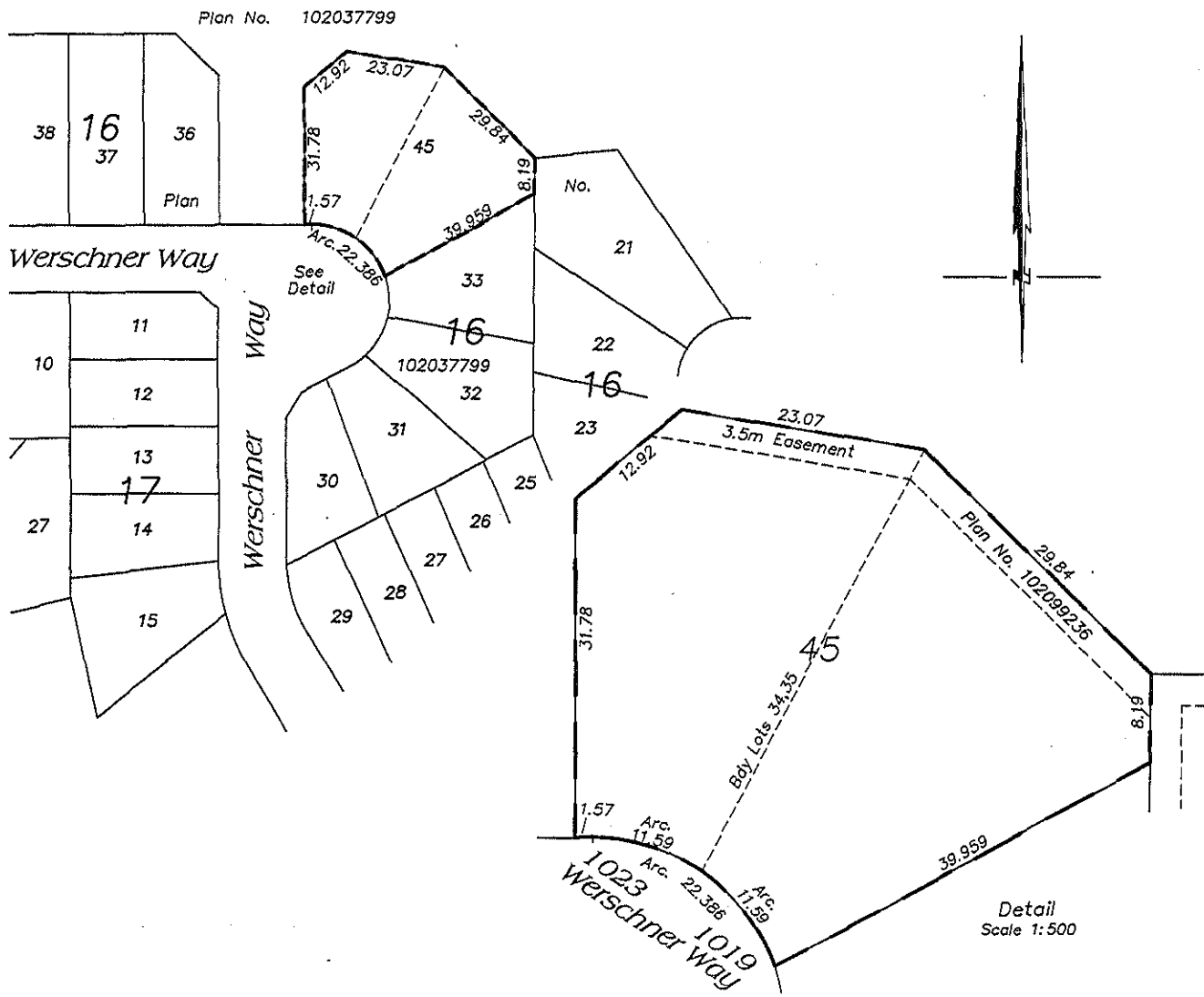
- Portion to be surveyed is outlined by a heavy broken line and contains 1.60 Hectares more or less.
- Measurements are in metres and decimals thereof.

**Plan Of Proposed Subdivisic
showing Lane Closure and Consolidation
with Lot A - Block 13
Reg'd Plan No. G727
S.W. 1/4 Sec.4-Twp.37-Rge.5-W3Mer.
Saskatoon,
SASKATCHEWAN
Scale : 1 : 1000**

No.	Date	Revision		

Drawn By:	Checked By:	Date:	File No.	Drawing Name:	Rev.
gar	rjm	November 7, 2013	S13243	S13243Dev.dwg	0

Proposed Subdivision No. S/14



Saskatoon
 Plan of Proposed Subdivision
 of Lots 34 and 35, Block 16,
 Plan No. 102098842
 in the N.E. 1/4 Sec. 18,
 Twp. 36, Rge. 4, W.3 Mer.
 Saskatchewan
 by Howard A. Larson, S.L.S.
 2013

Scale 1:1250

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

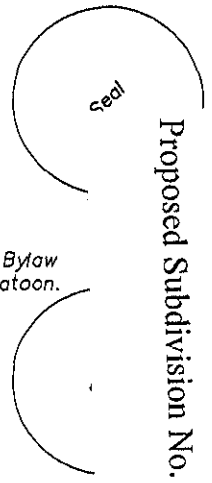
November 7, 2013

Howard A. Larson
 Saskatchewan Land Surveyor

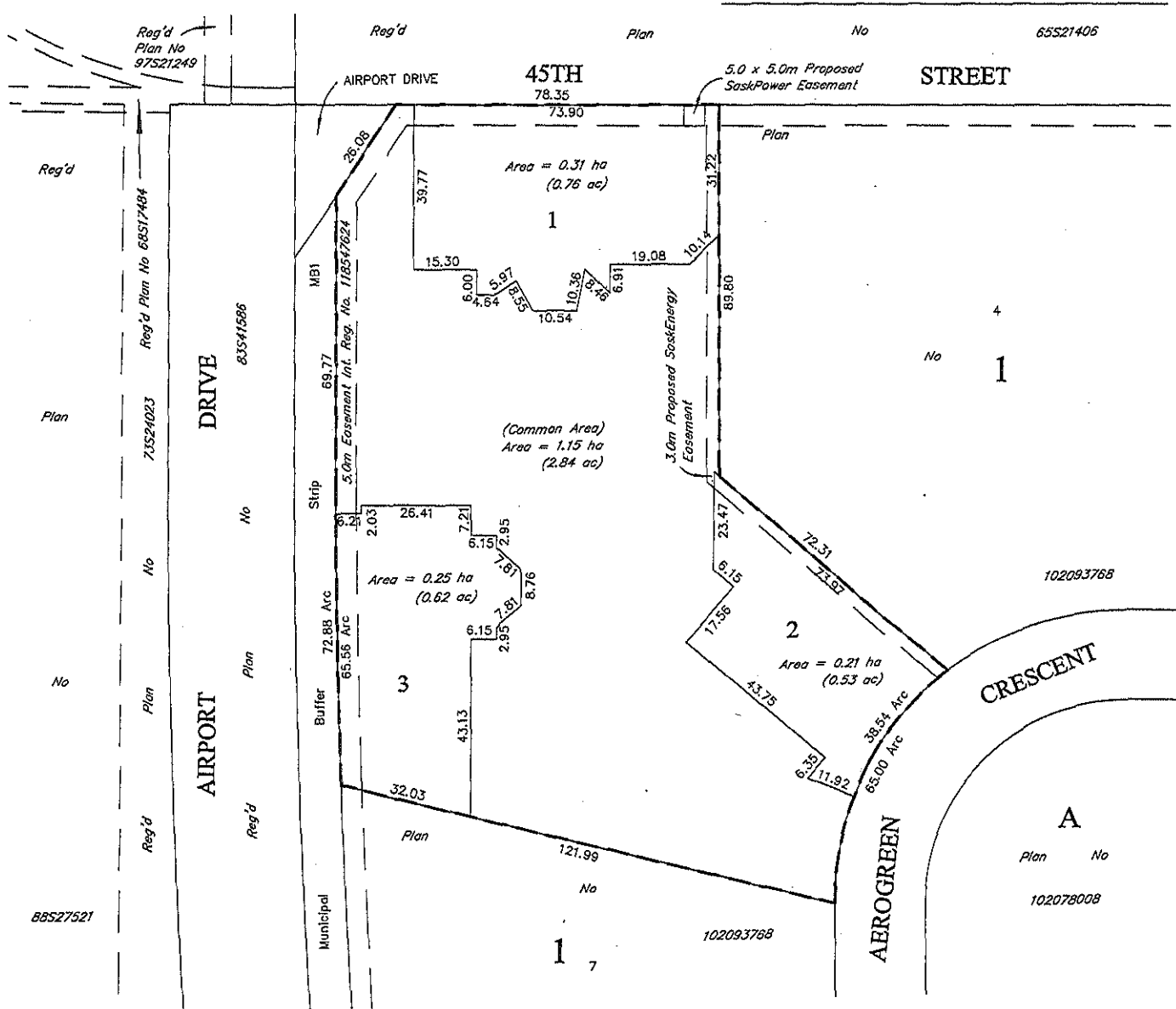
Approved under the provisions of Bylaw
 number 6537 of the City of Saskatoon.

Community Services Department

Larson Surveys Ltd., Saskat.



Proposed Subdivision No. 6/14



**PLAN OF PROPOSED
BARE LAND CONDOMINIUM
LOTS 5 & 6, BLOCK 1
PLAN NO. 102093768
S.W. 1/4 SEC. 8
TWP. 37, RGE. 5, W. 3RD MER.
333/325 AEROGREEN CRESCENT
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 a bold, dashed line and contains 1.92± ha (4.75± ac).

Distances shown are approximate and may vary from the final plan of survey by ± 1.0 m

T.R. Webb
T.R. Webb January 13, 2014
Saskatchewan Land Surveyor

Seal

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

Date
Community Services Department

Proposed Subdivision No. 7/14

Prep
Webb
13-2576

19

20

21

Rusholme Road

18

17

16

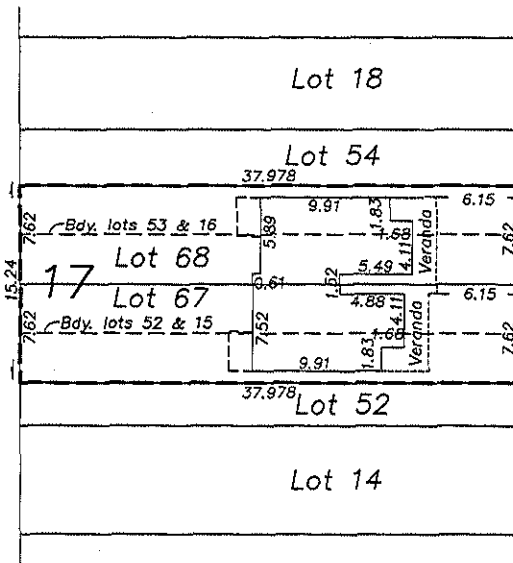
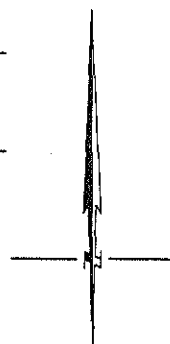
Avenue M

Avenue L

No.

20
19
18 Plan 54
35,753 68
67
35,753
52 14
13
12
11
51
50
9 17
8
7
66
6
65
4 5
3 K4652
56
55
1

See Detail



Detail Scale 1:450

Saskatoon
 Plan of Proposed Subdivision
 of Lots 15 and 16, Block 17,
 Reg'd. Plan No. K4652, and
 Lot 53, Block 17, Plan 101316136
 in the S.W. 1/4 Sec. 32,
 Twp. 36, Rge. 5, W.3 Mer.
 Saskatchewan
 by Howard A. Larson, S.L.S.
 2013

Scale 1:1200

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

November 18, 2013

Howard A. Larson
 Saskatchewan Land Surveyor

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

Community Services Department

Proposed Subdivision No. 8/14

A2)

City of Saskatoon Summary of Request for Proposals Parameters

The agreement between the City of Saskatoon (City) and the successful proponent is based on the provision of the following services:

- i) The successful proponent will enforce the Animal Control Bylaw and the Dangerous Animals Bylaw including:
 - a) apprehending cats and dogs that are at large within the City;
 - b) identifying the owner of the animal by consulting with the pound keeper where the apprehended animal is licensed; and
 - c) delivering licensed apprehended animals directly to the owner of the animal wherever it is possible to identify and contact the owner, and delivering all other apprehended animals to the pound.
- ii) Members of the staff of the successful proponent shall attend court, when necessary, as it relates to the enforcement of the bylaws, at no additional charge to the City.
- iii) The successful proponent shall issue Notices of Violation under the bylaws where appropriate.
- iv) The successful proponent shall ensure that a minimum of two appropriately fitted air conditioned vehicles are available for transporting animals after they are apprehended, and these vehicles are to be maintained in a safe and proper mechanical condition.
- v) The successful proponent shall provide all staff, facilities, and equipment, including catch polls and live animal traps, to provide the enforcement service.
- vi) The successful proponent shall provide suitable communication equipment to communicate between the enforcement agency and the pound at their offices and in their vehicles. The successful proponent shall also provide suitable facilities to receive and record calls from the public and to dispatch appropriate services.
- vii) The successful proponent shall ensure that all staff are, and remain, properly trained, qualified, and competent in the proper care and handling of animals and in the enforcement of the bylaws. The training of the staff shall, at a minimum, include training in the areas of effective customer service, the application of animal control regulations, conflict resolution, and the proper care and handling of animals, and shall ensure that all work is performed in a professional manner.

- viii) The successful proponent shall make a sufficient number of cat traps available to the public and shall educate the public on the use of these cat traps where necessary.
- ix) The successful proponent shall control and regulate pigeons, exotic, and wild animals according to the provisions of the bylaws.
- x) The successful proponent shall ensure the proper feeding and care of animals that are apprehended before they are delivered to the pound keeper.
- xi) The successful proponent shall respond promptly, effectively, and efficiently, in any area of the City, to reports from the public regarding the following:
 - a) animals at large;
 - b) dangerous animals;
 - c) non-compliance with the bylaws;
 - d) license information; and
 - e) complaints about the enforcement service.

The successful proponent shall work cooperatively with the pound keeper in receiving reports from the public and referring calls to the pound keeper where appropriate.

- xii) The successful proponent shall sell licenses for cats and dogs and maintain a file for all animals that are licensed. The successful proponent shall provide the City with a copy of this information at the end of each week.
- xiii) The Principal of The Successful Proponent, or designate, shall attend all meetings of the Advisory Committee on Animal Control for the City.

(B2)

Year	Reminder Notices		Number Advertised	Liens Placed	6-month notices	Sent to		Liens Remaining
	prev Sept	February				Prov	Mediation	
2008	4254	1653	1104	461	179	18	1	0
2009	4325	1808	1363	597	269	24	3	7
2010	4307	1973	1407	612	272	39	1	9
2011	4688	2109	1608	712	329	42	1	37
2012	4699	2176	1614	601	285	n/a	0	71
2013	5608	2639	1890	736	n/a	n/a	0	291
Total	22273	9719	7096	2983	1334	123	6	415

LIENS OUTSTANDING 2013

Class	Predominant Use	Roll Number	Arrears
COMM	Auto, Repair Garage <5,000	465006350	\$10,225.45
COMM	Auto, Repair Garage <5,000	514814680	\$9,847.90
COMM	Car Wash, Self Serve	484901500	\$48,962.38
COMM	Land, Undeveloped Commercial	444920950	\$173,618.54
COMM	Land, Undeveloped Commercial	444921950	\$11,084.35
COMM	Land, Undeveloped Commercial	474917240	\$2,785.08
COMM	Land, Undeveloped Commercial	474917260	\$2,785.08
COMM	Land, Undeveloped Commercial	475000070	\$15,066.16
COMM	Restaurant, Fast Food	484901350	\$18,700.19
COMM	Warehouse, Storage 3-12% office	455008500	\$4,345.17
COMM	Warehouse, Storage 3-12% office	464929060	\$7,980.33
COND	Condo, Bare Land	464514130	\$4,445.01
COND	Condo, Bare Land	465627035	\$6,569.23
COND	Condo, Bare Land	484827600	\$2,402.29
COND	Condo, Bare Land	504400205	\$5,647.13
COND	Condo, Bare Land	504400745	\$3,352.37
COND	Condo, Bare Land	535808795	\$2,706.89
COND	Condo, Bare Land	535818044	\$4,039.81
COND	Condo, Bare Land	555820210	\$4,613.79
COND	Condo, Bare Land	555820285	\$4,828.41
COND	Condo, Bare Land	555820305	\$3,969.07
COND	Condo, Bare Land	565370920	\$4,291.19
COND	Condo, Bare Land	565429505	\$4,647.43
COND	Condo, Highrise	494922280	\$5,960.48
COND	Condo, Highrise	495108085	\$3,938.05
COND	Condo, Highrise	495129082	\$9,235.06
COND	Condo, Highrise	495140700	\$5,514.95
COND	Condo, Highrise	515031642	\$4,578.51
COND	Condo, Lowrise	445238530	\$4,654.50
COND	Condo, Lowrise	445333170	\$2,098.71
COND	Condo, Lowrise	455215210	\$3,407.37
COND	Condo, Lowrise	464523223	\$3,284.10
COND	Condo, Lowrise	464523283	\$4,198.96
COND	Condo, Lowrise	464523290	\$4,413.21
COND	Condo, Lowrise	475730085	\$4,152.41
COND	Condo, Lowrise	484509900	\$2,705.36
COND	Condo, Lowrise	484509909	\$2,072.70
COND	Condo, Lowrise	484509912	\$1,920.75
COND	Condo, Lowrise	485630840	\$4,457.55
COND	Condo, Lowrise	495107860	\$1,562.16
COND	Condo, Lowrise	504839765	\$3,823.14
COND	Condo, Lowrise	505619961	\$2,092.41
COND	Condo, Lowrise	515320855	\$2,248.64
COND	Condo, Lowrise	524925535	\$6,908.02
COND	Condo, Lowrise	525700925	\$3,503.74
COND	Condo, Lowrise	535404410	\$7,403.12
COND	Condo, Lowrise	535631215	\$3,122.79

LIENS OUTSTANDING 2013

Class	Predominant Use	Roll Number	Arrears
COND	Condo, Lowrise	535813200	\$5,294.47
COND	Condo, Lowrise	565308085	\$4,400.08
COND	Condo, Townhouse	455422635	\$3,524.07
COND	Condo, Townhouse	504542730	\$3,435.68
COND	Condo, Townhouse	514508770	\$3,649.80
COND	Condo, Townhouse	525527130	\$4,467.24
MRES	Single Family >3 units, converted	494938250	\$3,470.71
RES	Land, Undeveloped Res	486022100	\$2,441.71
RES	Land, Undeveloped Res	504719700	\$32,818.61
RES	Mobile Home on Titled Lot	525608550	\$2,840.84
RES	Single Family, Detached	415328350	\$9,310.52
RES	Single Family, Detached	425234150	\$7,098.11
RES	Single Family, Detached	425305150	\$7,673.20
RES	Single Family, Detached	425313900	\$6,865.06
RES	Single Family, Detached	425436750	\$5,670.15
RES	Single Family, Detached	425437300	\$9,858.98
RES	Single Family, Detached	435230300	\$6,813.95
RES	Single Family, Detached	435504850	\$4,706.14
RES	Single Family, Detached	445214550	\$6,586.42
RES	Single Family, Detached	445400250	\$4,009.83
RES	Single Family, Detached	445436090	\$4,926.41
RES	Single Family, Detached	445457090	\$9,548.91
RES	Single Family, Detached	445620700	\$7,949.46
RES	Single Family, Detached	445621750	\$10,668.79
RES	Single Family, Detached	455207940	\$7,177.82
RES	Single Family, Detached	455228990	\$7,157.81
RES	Single Family, Detached	455607650	\$7,262.60
RES	Single Family, Detached	455811750	\$11,255.86
RES	Single Family, Detached	455811800	\$8,829.42
RES	Single Family, Detached	455831000	\$9,274.80
RES	Single Family, Detached	455831050	\$11,635.56
RES	Single Family, Detached	455832050	\$14,609.20
RES	Single Family, Detached	464417700	\$3,704.03
RES	Single Family, Detached	464421400	\$4,843.23
RES	Single Family, Detached	464424500	\$8,778.79
RES	Single Family, Detached	464521200	\$5,280.41
RES	Single Family, Detached	464521750	\$8,201.50
RES	Single Family, Detached	464526150	\$4,001.36
RES	Single Family, Detached	464543100	\$5,955.96
RES	Single Family, Detached	464613400	\$7,140.28
RES	Single Family, Detached	464615900	\$7,175.28
RES	Single Family, Detached	464631100	\$6,300.15
RES	Single Family, Detached	464633050	\$7,017.88
RES	Single Family, Detached	464704850	\$5,920.07
RES	Single Family, Detached	465213370	\$7,947.23
RES	Single Family, Detached	465611950	\$3,945.63
RES	Single Family, Detached	465613650	\$5,303.69

LIENS OUTSTANDING 2013

Class	Predominant Use	Roll Number	Arrears
RES	Single Family, Detached	465615550	\$10,343.63
RES	Single Family, Detached	465617950	\$9,123.66
RES	Single Family, Detached	465911350	\$16,385.37
RES	Single Family, Detached	474401400	\$5,981.77
RES	Single Family, Detached	474426650	\$3,886.51
RES	Single Family, Detached	474509350	\$5,935.57
RES	Single Family, Detached	474522450	\$6,094.82
RES	Single Family, Detached	474609040	\$3,142.26
RES	Single Family, Detached	474621540	\$4,914.32
RES	Single Family, Detached	474709340	\$4,697.26
RES	Single Family, Detached	474817700	\$6,896.84
RES	Single Family, Detached	474830850	\$5,888.25
RES	Single Family, Detached	474910050	\$5,739.71
RES	Single Family, Detached	474919800	\$4,345.68
RES	Single Family, Detached	474921400	\$4,908.40
RES	Single Family, Detached	474939500	\$1,214.48
RES	Single Family, Detached	474940500	\$4,391.77
RES	Single Family, Detached	474943050	\$3,395.56
RES	Single Family, Detached	475022450	\$2,712.59
RES	Single Family, Detached	475108000	\$7,525.46
RES	Single Family, Detached	475201850	\$2,340.24
RES	Single Family, Detached	475305300	\$6,415.17
RES	Single Family, Detached	475543850	\$3,245.00
RES	Single Family, Detached	475607730	\$3,859.32
RES	Single Family, Detached	475919300	\$5,730.65
RES	Single Family, Detached	484327750	\$3,520.87
RES	Single Family, Detached	484329190	\$2,984.21
RES	Single Family, Detached	484336540	\$4,048.04
RES	Single Family, Detached	484337550	\$5,841.88
RES	Single Family, Detached	484338100	\$3,069.77
RES	Single Family, Detached	484340690	\$4,826.10
RES	Single Family, Detached	484402210	\$4,485.87
RES	Single Family, Detached	484404980	\$4,375.41
RES	Single Family, Detached	484407660	\$4,148.71
RES	Single Family, Detached	484432600	\$5,326.50
RES	Single Family, Detached	484501710	\$2,927.37
RES	Single Family, Detached	484511610	\$2,645.86
RES	Single Family, Detached	484717700	\$2,694.92
RES	Single Family, Detached	484822600	\$2,424.88
RES	Single Family, Detached	484829450	\$5,375.84
RES	Single Family, Detached	484837000	\$2,112.38
RES	Single Family, Detached	484838000	\$2,813.78
RES	Single Family, Detached	484902700	\$2,752.57
RES	Single Family, Detached	484904950	\$4,422.55
RES	Single Family, Detached	484910050	\$3,836.13
RES	Single Family, Detached	484911350	\$3,843.57
RES	Single Family, Detached	484923450	\$15,381.28

LIENS OUTSTANDING 2013

Class	Predominant Use	Roll Number	Arrears
RES	Single Family, Detached	484932450	\$3,355.82
RES	Single Family, Detached	485130700	\$4,705.16
RES	Single Family, Detached	485134600	\$7,926.47
RES	Single Family, Detached	485507100	\$8,736.81
RES	Single Family, Detached	485625250	\$5,094.87
RES	Single Family, Detached	485701300	\$6,753.99
RES	Single Family, Detached	485705850	\$3,832.24
RES	Single Family, Detached	485707850	\$6,548.40
RES	Single Family, Detached	485823050	\$8,439.66
RES	Single Family, Detached	485915650	\$10,278.31
RES	Single Family, Detached	486023650	\$8,567.96
RES	Single Family, Detached	494307100	\$4,497.01
RES	Single Family, Detached	494316250	\$5,708.32
RES	Single Family, Detached	494403600	\$2,923.11
RES	Single Family, Detached	494408150	\$4,520.88
RES	Single Family, Detached	494414550	\$3,556.02
RES	Single Family, Detached	494418400	\$3,520.04
RES	Single Family, Detached	494432850	\$4,890.62
RES	Single Family, Detached	494501750	\$3,402.44
RES	Single Family, Detached	494703150	\$3,160.14
RES	Single Family, Detached	494705700	\$4,042.15
RES	Single Family, Detached	494707950	\$6,191.20
RES	Single Family, Detached	494722000	\$3,751.61
RES	Single Family, Detached	494801100	\$3,568.39
RES	Single Family, Detached	494803500	\$3,076.96
RES	Single Family, Detached	494804850	\$4,474.11
RES	Single Family, Detached	494835400	\$2,380.12
RES	Single Family, Detached	495506550	\$5,867.56
RES	Single Family, Detached	495733290	\$8,985.38
RES	Single Family, Detached	495812150	\$17,147.34
RES	Single Family, Detached	495843800	\$8,906.49
RES	Single Family, Detached	495846250	\$3,961.52
RES	Single Family, Detached	504308500	\$5,976.51
RES	Single Family, Detached	504403490	\$5,236.39
RES	Single Family, Detached	504407240	\$6,043.16
RES	Single Family, Detached	504513700	\$3,642.55
RES	Single Family, Detached	504605250	\$2,144.86
RES	Single Family, Detached	504610650	\$4,298.65
RES	Single Family, Detached	504623050	\$5,603.58
RES	Single Family, Detached	504628150	\$1,990.95
RES	Single Family, Detached	504711150	\$1,769.26
RES	Single Family, Detached	504723350	\$2,836.67
RES	Single Family, Detached	504723600	\$2,870.88
RES	Single Family, Detached	504724050	\$1,496.82
RES	Single Family, Detached	504733900	\$3,203.85
RES	Single Family, Detached	504811100	\$3,595.80
RES	Single Family, Detached	504818100	\$2,745.62

LIENS OUTSTANDING 2013

Class	Predominant Use	Roll Number	Arrears
RES	Single Family, Detached	504821450	\$1,968.39
RES	Single Family, Detached	504908990	\$2,810.16
RES	Single Family, Detached	504909200	\$2,214.09
RES	Single Family, Detached	504927350	\$2,375.80
RES	Single Family, Detached	505228550	\$6,609.86
RES	Single Family, Detached	505606350	\$3,341.31
RES	Single Family, Detached	505615250	\$3,893.92
RES	Single Family, Detached	505802400	\$2,895.00
RES	Single Family, Detached	514324310	\$5,942.58
RES	Single Family, Detached	514617250	\$6,447.70
RES	Single Family, Detached	514619250	\$4,688.03
RES	Single Family, Detached	514703400	\$1,869.17
RES	Single Family, Detached	514705550	\$3,766.27
RES	Single Family, Detached	514822700	\$2,299.83
RES	Single Family, Detached	514827800	\$2,892.10
RES	Single Family, Detached	514835700	\$2,961.78
RES	Single Family, Detached	514838050	\$2,793.20
RES	Single Family, Detached	514840900	\$2,552.69
RES	Single Family, Detached	515026830	\$9,585.37
RES	Single Family, Detached	515029850	\$6,069.58
RES	Single Family, Detached	515100890	\$17,326.16
RES	Single Family, Detached	515117850	\$5,558.91
RES	Single Family, Detached	515122900	\$6,484.07
RES	Single Family, Detached	515207950	\$9,792.27
RES	Single Family, Detached	515411750	\$5,010.40
RES	Single Family, Detached	515507700	\$5,693.29
RES	Single Family, Detached	515709250	\$4,854.96
RES	Single Family, Detached	515801100	\$4,877.36
RES	Single Family, Detached	524301150	\$7,111.06
RES	Single Family, Detached	524400100	\$5,906.21
RES	Single Family, Detached	524406850	\$4,160.10
RES	Single Family, Detached	524408800	\$8,438.53
RES	Single Family, Detached	524507790	\$3,992.78
RES	Single Family, Detached	524805700	\$3,479.29
RES	Single Family, Detached	524811250	\$3,546.21
RES	Single Family, Detached	524813000	\$1,984.16
RES	Single Family, Detached	524817150	\$4,777.17
RES	Single Family, Detached	524828850	\$2,163.90
RES	Single Family, Detached	524914850	\$5,276.36
RES	Single Family, Detached	524917950	\$7,116.64
RES	Single Family, Detached	525000250	\$5,638.94
RES	Single Family, Detached	525011950	\$5,174.86
RES	Single Family, Detached	525012950	\$5,179.40
RES	Single Family, Detached	525046850	\$3,341.88
RES	Single Family, Detached	525129200	\$6,002.47
RES	Single Family, Detached	525205250	\$5,084.98
RES	Single Family, Detached	525220800	\$6,681.08

LIENS OUTSTANDING 2013

Class	Predominant Use	Roll Number	Arrears
RES	Single Family, Detached	525225700	\$7,407.96
RES	Single Family, Detached	525232500	\$6,593.66
RES	Single Family, Detached	525234550	\$5,392.31
RES	Single Family, Detached	525325400	\$3,723.36
RES	Single Family, Detached	525427590	\$5,433.54
RES	Single Family, Detached	525918000	\$9,296.89
RES	Single Family, Detached	534901100	\$5,103.74
RES	Single Family, Detached	534905200	\$2,523.20
RES	Single Family, Detached	534923440	\$5,174.87
RES	Single Family, Detached	534929350	\$4,301.38
RES	Single Family, Detached	534934790	\$4,344.14
RES	Single Family, Detached	535012600	\$4,488.57
RES	Single Family, Detached	535017400	\$5,792.74
RES	Single Family, Detached	535017700	\$2,766.38
RES	Single Family, Detached	535029050	\$6,016.44
RES	Single Family, Detached	535105590	\$3,126.74
RES	Single Family, Detached	535117550	\$3,686.52
RES	Single Family, Detached	535202800	\$3,756.63
RES	Single Family, Detached	535206600	\$6,959.99
RES	Single Family, Detached	535224350	\$6,005.33
RES	Single Family, Detached	535225950	\$6,998.94
RES	Single Family, Detached	535307850	\$5,583.67
RES	Single Family, Detached	535316250	\$5,712.14
RES	Single Family, Detached	535636040	\$4,425.17
RES	Single Family, Detached	535841050	\$7,128.06
RES	Single Family, Detached	535841500	\$11,915.14
RES	Single Family, Detached	535846400	\$10,482.56
RES	Single Family, Detached	545007400	\$6,414.80
RES	Single Family, Detached	545026800	\$5,780.57
RES	Single Family, Detached	545330500	\$3,876.40
RES	Single Family, Detached	545416290	\$5,614.54
RES	Single Family, Detached	545510940	\$4,120.54
RES	Single Family, Detached	545524750	\$7,012.61
RES	Single Family, Detached	545625300	\$4,018.64
RES	Single Family, Detached	555100500	\$12,275.54
RES	Single Family, Detached	555209990	\$4,811.17
RES	Single Family, Detached	555427900	\$8,335.23
RES	Single Family, Detached	555521900	\$7,448.15
RES	Single Family, Detached	555606850	\$2,858.42
RES	Single Family, Detached	555733600	\$5,919.65
RES	Single Family, Detached	555737200	\$5,477.45
RES	Single Family, Detached	565312200	\$7,521.61
RES	Single Family, Detached	565314750	\$8,073.40
RES	Single Family, Detached	565332800	\$4,040.12
RES	Single Family, Detached	565351800	\$8,752.22
RES	Single Family, Detached	565357050	\$4,163.70
RES	Single Family, Detached	565428700	\$1,482.43

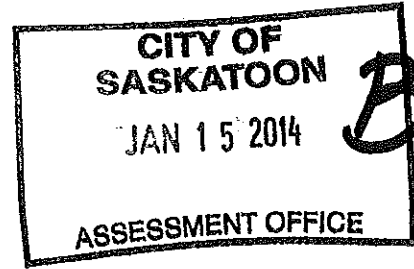
LIENS OUTSTANDING SUMMARY 2013

	Predominant Use	Arrears
2	Auto, Repair Garage <\$,000	\$20,073.35
1	Car Wash, Self Serve	\$48,962.38
5	Land, Undeveloped Commercial	\$205,339.21
1	Restaurant, Fast Food	\$18,700.19
2	Warehouse, Storage 3-12% office	\$12,325.50
12	Condo, Bare Land	\$51,512.62
5	Condo, Highrise	\$29,227.05
21	Condo, Lowrise	\$77,724.19
4	Condo, Townhouse	\$15,076.79
1	Single Family >3 units, converted	\$3,470.71
2	Land, Undeveloped Res	\$35,260.32
1	Mobile Home on Titled Lot	\$2,840.84
225	Single Family, Detached	\$1,244,371.45
1	Single Family, Semi Detached	\$4,282.13
3	Townhouse, Res-2 unit (One Title)	\$18,813.48
5	Townhouse, Res-2 unit (Two Titles)	\$20,119.41
291	Total	\$1,808,099.62



THE PARTNERSHIP

Saskatoon Downtown Business Improvement District



January 15, 2014

Ms. Joanne Stevens
Manager Assessment & Tax Administration
City of Saskatoon, Assessment & Taxation
325 3rd Avenue North
Saskatoon, SK S7K 0J5

Dear Ms. Stevens:

RE: The Partnership - Saskatoon Downtown Business Improvement District
2014 Operating Budget

Please find attached a copy of the 2014 Operating Budget for the Saskatoon Downtown Business Improvement District. The Board of Management voted unanimously in favour of this budget which reflects necessary adjustments for the ongoing activities of the organization. We respectfully request you provide the enclosed copy to the Mayor and City Council for approval.

If you have any questions with regard to the 2014 operating budget for our organization, please do not hesitate to contact me, by calling 306-664-0709.

Sincerely,

A handwritten signature in black ink, appearing to read "Brent Penner".

Brent Penner
Executive Director

The Partnership
Saskatoon Downtown Business Improvement District
2014 Operating Budget
For City Council Approval

	<u>2013 Budget</u>	<u>2013 Actual</u>	<u>2014 Budget</u>	
REVENUES				
BID Levy	476,000	481,797	568,520	#1
Parking	35,900	35,900	35,900	
Interest	9,000	8,207	6,000	
Street Maintenance-City of Saskatoon Planter Maintenance	17,900	19,533	19,916	
CSO Expense Recovery	16,400	8,400	8,000	
Other	0	115	150	
TOTAL REVENUES	<u>555,200</u>	<u>553,952</u>	<u>638,486</u>	
EXPENSES				
Administration				
Rent	46,000	46,295	47,500	
Wage/benefits	201,300	270,152	317,200	#2 #3
Office Expenses	23,400	28,599	33,460	
Accounting/Legal Expense & Tax	18,400	9,313	10,000	
Total	<u>289,100</u>	<u>354,359</u>	<u>408,160</u>	
Market/Research & Education				
Destination Advertising	8,000	9,892	8,000	
Consumer/Constituent Research	300	126	200	
General Marketing	2,200	1,657	2,700	
Experience Downtown	18,000	18,274	18,000	
Marketing (New Opportunities)	10,000	7,479	10,000	
Board & Staff Education	20,000	46,680	20,400	#4
Graffiti	1,500	0	1,500	
Heritage Program	2,000	1,831	2,000	
Total	<u>62,000</u>	<u>85,939</u>	<u>62,800</u>	
Board				
Meetings & Related	3,000	2,579	3,500	
Committees	11,100	384	1,200	
Membership	1,600	3,420	3,500	
Total	<u>15,700</u>	<u>6,383</u>	<u>8,200</u>	
Special Projects & Events				
Established Festivals & Events	30,900	29,796	30,600	
New Event Opportunities	3,500	36	3,500	
Total	<u>34,400</u>	<u>29,832</u>	<u>34,100</u>	
Street Enhancement Program				
Tree Lights/Information Directories	40,000	26,800	6,000	
Summer/Winter Program-Street Maintenance Program	130,00	110,484	130,000	
Equipment/Uniforms & Street Maintenance Supplies	9,000	17,988	24,000	#5
Total	<u>179,000</u>	<u>155,272</u>	<u>160,000</u>	
TOTAL EXPENSES	<u>580,200</u>	<u>631,785</u>	<u>673,260</u>	
Excess of Expenditures over Revenues		<u>(77,833)</u>	<u>(34,774)</u>	
Transfer; Partnership Street Maintenance Reserve	25,000	77,833	34,774	#6
Total			<u>673,260</u>	

The Partnership
Saskatoon Downtown Business Improvement District
2014 Budget Notes

- #1 Levy increase of 18%. The Downtown BID Levy is the lowest of all BID's in Saskatoon.
- #2 Includes severance package for outgoing Executive Director and creation of new Maintenance Supervisor position.
- #3 Includes balance of severance package for outgoing Executive Director and wages for Maintenance Supervisor position moving forward.
- #4 Includes costs associated with Human Resource research firm to fill the Executive Director position.
- #5 Includes upgrade to equipment for Street Maintenance Program and uniform replacement.
- #6 Transfer funds from reserves.



January 13, 2014

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

Re: Broadway Business Improvement District 2014 Budget Submission

Your Worship and Councillors,

Please find enclosed the 2014 proposed budget for the Broadway Business Improvement District (Broadway BID), which has been approved by the Board of Directors for submission to the City of Saskatoon.

2013 saw strong initiative and growth of events and streetscaping projects for the Broadway BID; we look forward to continuing these projects in 2014, which will include:

- Streetscaping of 10th Ave between Broadway Ave & the back alley with Urban Design,
- Addition of bike racks with Urban Design,
- Growth in number of QR coded heritage properties within the Broadway District and Nutana Community,
- All new Snow Day on Broadway, as part of PotashCorp WinterShines, and
- Broadway Street Fair, newly title sponsored for 2013-2015 by SaskTel.

In order to fulfill our mandate of supporting efforts to promote, serve, and represent the businesses and organizations of the Broadway area, the BBID is seeking a 3% increase in the BBID levy for the 2014 fiscal year. This reflects inflationary increases in operating costs, and an emphasis on the Broadway atmosphere and animation for the best experience through revenue-neutral programming and marketing campaigns.

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

Respectfully submitted on behalf of the Board of Directors,

Sarah Marchildon
 Executive Director
 Broadway Business Improvement District

Enclosures: 2014 BBID Budget & 2014 BBID Board Members

Get the Goods... on Broadway.



**Broadway Business Improvement District
2014 Operating Budget
for Council Approval**

	2013 Budget	2013 Actuals (Estimated)	2014 Budget (for Approval)
REVENUES			
BBID Levy	165,140.00	163,574.00	170,100.00
COS Parking Meters	49,500.00	35,900.00	35,900.00
COS Flower Pot Maintenance	5,040.00	5,712.00	6,032.00
Advertising	0.00	5,176.28	11,000.00
New Marketing Initiatives	0.00	850.00	0.00
Grants	11,000.00	5,250.00	5,750.00
Special Event Revenue	46,049.00	61,200.08	60,595.00
Interest Earned	750.00	1,459.25	750.00
Total Revenues	277,479.00	279,121.61	290,127.00
EXPENDITURES			
Administration			
Salaries & Benefits	159,471.00	155,681.65	175,542.00
Accounting & Legal	5,300.00	1,710.55	6,700.00
Advertising & Promotions	10,000.00	18,840.00	11,000.00
Rent, including Utilities	12,000.00	10,910.78	12,000.00
Office Expenses	19,374.00	14,053.35	14,775.00
Total Administration	206,145.00	201,196.33	220,017.00
Programming			
Business Development Expenses	750.00	30.00	250.00
Employee Professional Development	750.00	232.86	250.00
Member Professional Development	750.00	59.53	250.00
Conferences	4,000.00	3,931.44	4,000.00
Memberships & Committees	1,200.00	875.45	900.00
Graffiti Maintenance Program	1,000.00	1,000.00	1,000.00
New Marketing Initiatives	11,384.00	2,434.35	1,900.00
Total Programming	19,834.00	8,563.63	8,550.00
Special Projects and Events			
Snow Day on Broadway			7,000.00
Annual General Meeting of the Members	1,500.00	1,480.14	895.00
Art Fest	8,500.00	7,797.22	11,000.00
Live@Lunch	3,000.00	818.55	0.00
Walk of Stars	1,500.00	842.75	1,500.00
Heritage QR Code & Maps		11,717.63	7,000.00
Street Fair	15,000.00	22,186.91	22,000.00
Jingle Bucks	10,000.00	0.00	7,000.00
Belles on Broadway			0.00
Spirit of Christmas	1,500.00	8,396.03	0.00
Broadway 360	0.00	0.00	365.00
Non-BBID Event Sponsorship	5,000.00	860.00	0.00
Total Special Projects	46,000.00	54,099.23	56,760.00
Board Expenses			
Board Expenses	1,500.00	804.39	800.00
Board Development	1,000.00	0.00	1,000.00
Total Board Expenses	2,500.00	804.39	1,800.00
RESERVES			
Transfer to Reserves	3,000.00	3,000.00	3,000.00
Total Expenditures & Reserves	277,479.00	267,663.58	290,127.00
Surplus/(Deficit)	0.00	11,458.03	0.00



2014 Broadway BID Board of Directors

as at January 16, 2014

Year of Appointment

2012 Executive Chair **Darci Ash | Enigma Salon Studio**

Executive Vice Chair vacant

Reappointed 2013

Councillor Charlie Clark | City Councillor - Ward 6

2011 **Jeff Wickstrom | Broadway Shoe Repair**

2013 **Gaby Akl | Enzogroup**

2013 **Troy Smith | Group2**

2013 **Jaimie Grist | El Mercado**

Nutana Community
Association Liaison vacant



Wednesday, December 15th, 2013

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

To His Worship and Members of City Council:
Re: Riversdale Business Improvement District's 2014 Budget

The Riversdale Business Improvement District (RBID) Board of Management has unanimously approved the 2014 operating budget reflecting annual adjustments, program growth, and increased business activity with the RBID.

The Board plans to invest one term deposit from reserves to begin implementation of the Riversdale Business Development and Revitalization Strategy in the second half of 2014, and the ongoing development of events within the District.

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

Kind Regards,

Randy Pshebylo; BDM
RBID Executive Director

Riversdale Business Improvement District
344 20th Street West, Saskatoon, SK S7M 0X2 Canada
Phone: (306) 242-2711 Fax: (306) 242-3012
www.riversdale.ca

Riversdale Business Improvement District
2014 Operating Budget
For Council Approval

	2013 Budget	2013 Actuals (estimated)	2014 Budget (For Approval)
REVENUES			
Bid Levy	\$142,317.00	\$147,650.98	\$148,722.00
Parking Grant	\$35,900.00	\$35,900.00	\$35,900.00
Interest Income	\$500.00	\$1,962.43	\$500.00
Other Income	\$7,600.00	\$4,257.00	\$5,600.00
Street Maintenance	\$5,500.00	\$6,120.00	\$7,072.00
Term Number Four	\$0.00	\$0.00	\$20,863.00
Total Revenue	<u>\$191,817.00</u>	<u>\$195,890.41</u>	<u>\$218,657.00</u>
EXPENSES			
Administration			
Rent/Utilities	\$2,500.00	\$5,100.00	\$6,000.00
Wages and Benefits	\$144,631.00	\$126,482.45	\$149,622.00
Office Expense	\$11,000.00	\$10,585.45	\$11,000.00
Accounting and Legal	<u>\$6,000.00</u>	\$7,183.49	<u>\$4,400.00</u>
Total Administration	<u>\$164,131.00</u>	<u>\$149,351.39</u>	<u>\$171,022.00</u>
MARKETING AND RESEARCH			
Newsletter/Community Relations	<u>\$7,000.00</u>	<u>\$13,815.99</u>	<u>\$9,500.00</u>
Total Marketing and Research	<u>\$7,000.00</u>	<u>\$13,815.99</u>	<u>\$9,500.00</u>
Programming			
Clean and Safe/Vehicle and Fuel Expense	\$4,000.00	\$3,879.52	\$4,000.00
Heritage Projects/Special Events&Projects	<u>\$5,800.00</u>	\$0.00	<u>\$39,000.00</u>
Total Programming	<u>\$9,800.00</u>	<u>\$3,879.52</u>	<u>\$43,000.00</u>
BOARD EXPENSE			
Travel and Conference	\$12,000.00	\$3,565.29	\$5,000.00
Meeting/Board and Staff Education	<u>\$11,000.00</u>	\$7,032.82	<u>\$5,500.00</u>
Total Board Expenses	<u>\$23,000.00</u>	<u>\$10,598.11</u>	<u>\$10,500.00</u>
 Reserves	 (\$12,114.00)	 \$18,245.40	 (\$15,365.00)
 Total Expenditures and Reserves	 <u>\$191,817.00</u>	 <u>\$177,645.01</u>	 <u>\$218,657.00</u>
Total Surplus/Deficit	<u>\$0.00</u>	<u>\$0.00</u>	<u>\$0.00</u>



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

December 18, 2013

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

Your Worship and Councillors:

Re: Sutherland Business Improvement District 2014 Budget Submission

Enclosed herein is a copy of the 2014 budget for the Sutherland Business Improvement District (SBID) which has been approved by the Board of Management for submission to the City of Saskatoon.

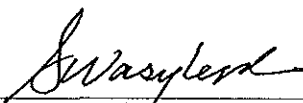
2013 was a transition year for the Sutherland Business Improvement District. We saw the near completion of Phase 1 of the Streetscape Project and the approval for the go ahead of Phase 2 in 2014. New businesses opened their doors and other businesses have expressed an interest in locating in Sutherland.

In 2014 our Board of Management will continue discussions on BID development, capital projects, advocacy, program initiatives and boundary growth.

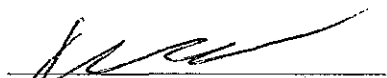
In 2013, we were approved for an increase to our revenue through our tax levy. We would like to thank the City of Saskatoon for this consideration. In our budget for 2014, we are asking for an incremental increase.

The administrative and project staff of the City of Saskatoon have provided our BID with their expertise and time. We look forward to their continued support as we plan for the start and completion of Phase 2 in 2014 as well as the other streetscape initiatives that we will be going ahead with.

Respectfully submitted on behalf of the Board of Management,



Sheldon Wasylewko, Chair



Kees Kosmas, Secretary/Treasurer

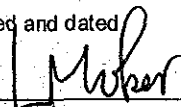
Enclosure

Sutherland Business Improvement District

2014 Operating Budget for Council Approval

	2013 Budget	2013 Forecast YTD	2014 Budget (Proposed)
REVENUE			
Business Levy	\$ 25,000.00	\$ 25,526.00	\$ 28,500.00
Sponsorship / Programs	\$ 2,500.00		\$ 1,500.00
Surplus Revenue	\$ 9,000.00		\$ 7,000.00
Total Revenue	\$ 36,500.00	\$ 25,526.00	\$ 37,000.00
EXPENDITURES			
Administration			
Executive Director (Contract)	\$ 19,200.00	\$ 16,000.00	\$ 20,120.00
Administrative Support	\$ 500.00	\$ 200.00	\$ -
Audit Fees	\$ 1,450.00	\$ 1,325.00	\$ 1,450.00
Total Administration	\$ 21,150.00	\$ 17,525.00	\$ 21,570.00
Programming			
Welcome Train Sign	\$ 2,000.00	\$ 1,850.00	\$ -
Website maintenance	\$ 750.00	\$ 750.00	\$ 2,000.00
Member Development	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00
Total Programming	\$ 4,750.00	\$ 4,600.00	\$ 4,000.00
Special Projects			
Billboard	\$ -	\$ -	\$ -
Street Signs	\$ 1,000.00	\$ -	\$ -
Flower project	\$ 3,500.00	\$ -	\$ 3,500.00
Graffiti project	\$ 500.00	\$ -	\$ -
Total Special Projects	\$ 5,000.00	\$ -	\$ 3,500.00
Board Expense			
Board Meetings	\$ 1,250.00	\$ 525.00	\$ 1,250.00
Strategic Planning	\$ 500.00	\$ -	\$ -
Training, Conferences, Events	\$ 3,000.00	\$ 605.00	\$ 6,000.00
Memberships	\$ 850.00	\$ 100.00	\$ 500.00
Total Board Expense	\$ 5,600.00	\$ 1,230.00	\$ 7,750.00
Total Expenditures	\$ 36,500.00	\$ 23,355.00	\$ 36,820.00
Annual Operating Surplus/Deficit	\$ -	\$ 2,171.00	\$ 180.00
RESERVES			
Start of Year	\$ 89,000.00	\$ 87,800.00	\$ 89,900.00
Contribution to reserves	\$ 7,800.00	\$ 2,100.00	\$ -
Reserves used	\$ 9,000.00	\$ -	\$ 7,000.00
Year End Surplus/Deficit	\$ 87,800.00	\$ 89,900.00	\$ 82,900.00

Signed and dated



Lloyd Moker, Executive Director, SBID



Kos Kosmas, Secretary/Treasurer, SBID

B5)

RatingsDirect®

Supplementary Analysis: City of Saskatoon

Primary Credit Analyst:

Jennifer Love, CFA, Toronto (1) 416-507-3285; jennifer.love@standardandpoors.com

Secondary Contact:

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

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Supplementary Analysis:

City of Saskatoon

This report supplements our research update "City of Saskatoon 'AAA' Ratings Affirmed On Continuing Strong Economy; Outlook Stable," published on Jan. 20, 2013. To provide the most current information, we may cite more recent data than that stated in the previous publication. These differences have been determined not to be sufficiently significant to affect the rating and our main conclusions.

Rationale

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

Issuer Credit Rating

AAA/Stable/--

Saskatoon's economic fundamentals are very strong, in our view. The city is the larger of the province's two commercial centers and has experienced rapid growth owing to the resource sector. The sector's strength has buoyed the local economy and led to rapid population growth (2.1% in 2012), which in turn has increased Saskatoon's revenues and provincial GDP per capita. The city's rapid growth has challenged it in its provision of services and infrastructure to meet its burgeoning population; however, we think Saskatoon is managing its growth well, and we expect this will continue. Despite this, we believe a fluctuating population, which could result from oscillations in the resource sector, would be more challenging to manage. We estimate the province's nominal GDP per capita to be high at C\$72,400 in 2012, and we believe the city's GDP per capita was close to that level.

In our opinion, Saskatoon demonstrates good financial management, which has a positive impact on its credit profile. Disclosure and transparency are what we believe to be good, annual financial statements are audited and unqualified, and the city prepares good annual operating and capital budget documents. It also prepares long-term capital and borrowing plans.

Saskatoon has consistently achieved very strong operating budgetary balances relative to those of peers. In fiscal 2012 (year ended Dec. 31), its operating balance was about 35% (all figures Standard & Poor's-adjusted) of operating revenues, while its after-capital balance was 2.2% of total adjusted revenues. Saskatoon is planning a large capital spending program in the next five years; however, owing to its significant operating balances, we believe it will continue to post after-capital surpluses throughout our outlook horizon according to our base-case scenario.

We believe Saskatoon also has strong budgetary flexibility, which is consistent with that of its peers. About 70% of Saskatoon's operating revenue came from modifiable revenue sources in 2012, and capital expenditures were about 42% of total expenditures. We expect modifiable revenues to remain above 70% and capital expenditures well above

15% during our rating horizon.

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

In our view, offsetting these strengths somewhat are Saskatoon's large capital expenditures, which are leading to an increasing debt burden. However, we believe this increased debt burden will remain very manageable. The city's debt burden was about 26% of consolidated operating revenues in 2012 and we forecast it could rise above 30% by 2016. Interest expenses are low, and represent less than 1% of operating revenues. We expect Saskatoon's interest burden to remain low. In our opinion, contingent liabilities (stemming mostly from standard future employee benefits and landfill postclosure liabilities) are modest, at about 5.1% of consolidated operating revenues, and do not have a significant impact on the city's credit profile.

We believe Saskatoon's land development activities expose it to some development risk. The city's land development business line invests in infrastructure ahead of development and sells land at competitive market values to developers. Saskatoon has developed and follows a plan for growth and its land development activities help ensure it grows according to its plan. Although the city estimates its land development activities are lagging demand somewhat, it plans to increase its land development activities in the coming years. In 2013, Saskatoon plans to allocate C\$171.2 million to its land development activities. As the city builds out infrastructure in advance of developers, there is a risk that planned growth will not materialize, likely as a result of an economic slowdown, and it might not recover its land development costs from developers.

Liquidity

In our opinion, Saskatoon benefits from very positive liquidity, which bolsters its financial risk profile and remains a key credit strength. In 2012, the city's cash and investments (net of deferred revenues and as calculated in accordance with our liquidity criteria) were about C\$303 million at year-end, and 826% of forecast debt service for 2013.

Saskatoon borrows in the capital markets and we consider its market access to be strong. We believe that the city will maintain very positive levels of liquidity to meet debt service requirements.

Outlook

The stable outlook reflects our base-case expectations that throughout the two-year outlook horizon, Saskatoon will continue to benefit from a strong economy and maintain strong budgetary performance, with operating balances above 5% of operating revenues, strong budgetary flexibility, and very positive liquidity. We further expect the city's debt burden to rise but remain manageable, at below 60% of operating revenue. Although unlikely, we could lower the ratings if we saw sustained material erosion in Saskatoon's economy that led to a declining population, a significant fall in per capita GDP and pressure municipal finances. We could also lower the rating if Saskatoon's capital program were

to increase significantly and remain elevated putting pressure on budgetary performance, debt, and liquidity.

Institutional Framework

We view the Canadian provincial-municipal intergovernmental system as being "well-balanced and predictable" because of its maturity and stability, low-to-moderate degree of mismatching of revenues and expenditures, moderate levels of transparency and accountability, and strong likelihood of extraordinary support from provincial governments.

Provincial-municipal relationships have proven to be more dynamic than the federal-provincial one, largely because the municipal governments are established through provincial statute and not the constitution. Historically, the provinces have taken a more active role in municipal affairs than the federal government in provincial matters. Although there have been long periods of relative stability, provincially imposed large-scale changes to municipal revenue powers and expenditure responsibilities have occurred.

Provinces mandate a significant proportion of municipal spending and, through legislation, require municipalities to pass balanced operating budgets (although they also provide operating fund transfers). Nevertheless, municipalities generally have the ability to match expenditures well with revenues, except for capital spending, which can be intensive for some. Many have been limited in their ability to renew their infrastructure, roads, water, and wastewater, due to constraints on fee and property tax increases.

Property taxes are the primary source of own-source revenues for Canadian municipalities, followed by fees and transfers from both the provincial and federal governments. Chief expenditure categories of Canadian municipalities are transportation services, which include roads and transit; environmental services, which include water distribution and treatment and wastewater collection. Small and rural municipalities generally receive higher provincial transfers, for both operating and capital programs, compared with those of their more urban counterparts, but there are no formal equalization schemes.

We believe financial information is quite timely. National accounting standards are strong and improving, in our view, although adoption can vary somewhat. Statutes require audited statements. While there are no national standards that apply to budgeting practices, a five-year capital budgeting process is usually the minimum. In addition, only current-year budgeting is required generally for operations.

The provinces have an established history assisting their distressed municipalities through grants.

Economy: The Resource Sector Is Driving Strong Growth

Saskatoon is centrally located within Saskatchewan. It is the province's largest Census metropolitan area, with a population of 239,000 in 2012, and has exhibited what we consider to be strong growth in the past two years (2.1% in 2012 and 4.4% in 2011), although more moderate growth preceded this. We expect population growth to remain strong in 2013 as well. The population is young: 17% are under the age of 14, and its dependent population is about 30%, based on the 2011 Census. We estimate the province's nominal GDP per capita was C\$72,400 in 2012, and we believe the city's GDP per capita was close to that.

Saskatoon is the larger of Saskatchewan's two commercial centers, and the province is the world's largest producer of potash. In our view, the city has moderate employment diversity. The resource sector (mining and potash), agriculture and the public sector are all important employers for Saskatoon. Indeed the city's recent population growth has been fuelled by economic activity in the resource sector (employers include Potash Corp. of Saskatchewan Inc., BHP Billiton Ltd., and Cameco Corp.). Saskatoon's unemployment rate was 5.1% as of December 2012 and 4.1% as of December 2013. Its highway, air, and rail transportation link it to markets throughout North America, making it one of Canada's hub cities. Agriculture is another important employer in the province and Saskatoon provides services and products to this sector. Other prominent private sectors of employment are trade and transport and retail. Utilities (namely SaskTel, SaskEnergy, and SaskPower), health care, government and education (including the University of Saskatchewan) are important public sector employers. We believe the city's economic fundamentals are very strong, although we expect a downturn in the resource sector would affect Saskatoon's economy through higher unemployment, lower or negative population growth, and lower revenue.

The province forecasts its real GDP to grow 2.6% in 2013 following 2.7% growth in 2012, according to its 2013-2014 budget, and we believe that Saskatoon will contribute to some of this. The city reported real GDP growth of 4.1% in 2012. Rapid economic development brings some challenges, which for Saskatoon include the cost of delivering services to a growing population as well as labor shortages and (to some extent) equipment shortages. However, we believe that Saskatoon exhibits strong economic fundamentals, which should help it withstand economic fluctuations.

Building activity in the city is what we view as strong, supporting its assessment base. Assessment base growth in 2012 was 3.3% year-over-year. Residential and commercial building permits remain healthy, in our opinion. In 2012 permits increased 15.5% to 5,196, and the value of the construction was C\$1.1 billion. In 2013, the city was on track to post another year of strong permits and value of construction.

Financial Management Is Credit Positive

In our view, Saskatoon's stable and prudent financial management has a positive impact on its credit profile. The city prepares annual operating budgets and five-year capital forecasts. Audited statements are transparent and unqualified. Saskatoon's long-term debt plan clearly breaks down each current and planned debenture's associated capital and amortization schedule. In our opinion, the city provides thorough and transparent disclosures and has a robust set of financial policies in place, including ones for reserves, investments, and debt management. Its corporate business plan articulates its major risks by business line.

Saskatoon's elected officials consist of a mayor and 10 ward councilors. The mayor was elected to a four-year term in 2012.

Good Budgetary Flexibility

We believe that Saskatoon benefits from good budgetary flexibility, with about 70% of operating revenues coming from modifiable revenue sources in 2012. Canadian municipalities derive the majority of their revenue through property tax rates and user fees. In 2013, Saskatoon approved a 4.99% property tax increase. The city also derives

some revenues from its public utility, Saskatoon Light & Power, as well as from its land bank development operations. Although the bank generates income, it does introduce some additional economic risks to revenues.

Capital expenditures have been high in the past five years, averaging 39.6% of total expenditures. This corresponds with major building projects. In the next two years, we expect the city's capital expenditures remain at or above 30%, which we believe is high. This indicates that Saskatoon has some ability to adjust expenditures in times of pressure on government finances. In 2013, the city approved capital expenditures of C\$425.8 million. Its planned capital expenditures in 2013 were mainly land development (40.2% of expenditures), corporate asset management (33.6%), and utilities (14.8%).

Strong Operating Balances Support Budgetary Performance

To improve comparability across local and regional governments globally, Standard & Poor's adjusts the published figures of all municipalities to reflect their budgetary balances on a cash basis. This includes adjusting for major accruals; restating capital spending to a cash basis by removing the influence of capital amortization and net income of certain government business enterprises; and adjusting for one-time revenues.

Saskatoon's operating surpluses have been consistently strong over the past five years, in our view, averaging about 26% of operating revenue. We believe this ratio will remain about the same level or higher over our two-year outlook horizon. According to its 2013 annual corporate plan and budget, Saskatoon's largest expenditures will be transportation services (23.8%), followed by police services (21.7%), corporate governance and finance (16.5%), recreation and culture services (12.7%) and fire services (10.8%).

The city's after-capital balances (as a percent of total adjusted revenue) have fluctuated in the past five years, but have remained positive for the past two. In the next several years, despite fairly high capital spending, we believe Saskatoon will continue to post after-capital surpluses owing to its strong operating balances. The capital budget for 2013 includes about C\$426 million of projects intended to address Saskatoon's growth while maintaining and refurbishing existing major capital infrastructure. The largest portion of capital expenditures (over five years) will be for land development projects, followed by utilities. Approximately 18% of the total capital budget over five years is for transportation related-projects, including roadways, which council has identified as a priority for the city. The city funds its capital spending through a combination of reserves, borrowing, and grants from other levels of government.

Very Positive Liquidity

In our opinion, Saskatoon benefits from very positive liquidity, which bolsters its financial risk profile and remains a key credit strength. In 2012, its cash and investments (net of deferred revenues and as calculated in accordance with our liquidity criteria) were about C\$303 million at year-end, and 826% of forecast debt service for 2013. Also, Saskatoon has access to two uncommitted lines of credit. The city borrows in the capital markets and we consider its market access to be strong. Saskatoon is a net creditor and we expect that it will keep this position in the next two years by maintaining reserve balances. We believe that the city will maintain very positive levels of liquidity to meet debt service requirements.

Debt Burden Is Set To Increase

Saskatoon's debt typically funds a small portion of the city's capital expenditure and some debt is self-supported by its utilities. Net new borrowing in 2012 was C\$69.7 million and is a projected C\$37.4 million in fiscal 2013. Based on Saskatoon's projected borrowing timeline, its debt outstanding at the end of 2015 will be C\$298.2 million, or about 28% of forecast consolidated operating revenues. The city expects its debt will peak in 2019 at C\$466 million, which is above its current debt limit of C\$414 million. Saskatoon must seek provincial approval to raise this limit. The city's interest burden is also low, representing 0.8% of adjusted operating revenues. We expect Saskatoon's interest burden to rise, with its increasing debt, but remain less than 5% throughout our outlook horizon. With its low debt level and interest burden, we believe the city has a very manageable debt level consistent with the ratings.

To accommodate a growing population, Saskatoon has embarked on a number of substantial capital projects. Capital projects underway include Circle Drive South (C\$300 million), a new police headquarters (C\$126 million), and the Remai Art Gallery and parking garage (C\$84 million). Future capital projects include a civic operations center that would include the development of a snow dump facility, and a north commuter parkway.

Saskatoon sponsors three separate defined benefit pension plans and has related unfunded liabilities. According to its financial statements, based on the market valuation of the plans' assets and Saskatoon's accrued benefit obligation, the city is recording a deficit of C\$68.7 million. It is also reporting unamortized actuarial losses of \$83.5 million resulting in the city recording an accrued pension benefit asset of C\$14.8 million. According to its last actuarial filing, Saskatoon was facing an unfunded liability of about C\$136 million on a solvency basis. However, the province has eliminated its requirement to fund solvency deficits. The city's current actuarial valuation was filed in 2009; it has filed its next actuarial valuation in 2013, based on the plan's 2012 results.

No Significant Contingent Liabilities

Saskatoon has standard employee benefits, including sick leave and vacation, and landfill postclosure costs that totaled about 5.1% of fiscal 2012 consolidated operating revenue. This is similar to those of its peers.

Published Rating Factor Scores

Table 1

City of Saskatoon - Summary Of Published Rating Factor Scores*	
Rating factor	Score
Institutional framework	Predictable and well-balanced
Financial management	Positive
Liquidity	Very positive

*Standard & Poor's ratings on local and regional governments are based on, among other things, a scoring system that covers eight main rating factors, as further explained in our criteria (see below). We publish our scores for the three rating factors above.

Key Statistics

Table 2

City of Saskatoon -- Economic Statistics					
--Fiscal year ended Dec. 31--					
(%)	2008	2009	2010	2011	2012
Population	209,400	218,900	224,300	234,200	239,000
Population growth	0.53	4.54	2.47	4.41	2.10
Unemployment rate	5.70	7.00	8.30	8.60	5.60

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

Table 3

City of Saskatoon -- Financial Statistics						
--Fiscal year ended Dec. 31--						
(Mil. C\$)	2010	2011	2012	2013bc	2014bc	2015bc
Operating revenues	541	662	760	851	956	1,075
Operating expenditures	384	481	495	564	641	729
Operating balance	157	181	264	288	315	346
Operating balance (% of operating revenues)	29.02	27.35	34.79	33.80	32.94	32.19
Capital revenues	101	152	135	181	114	135
Capital expenditures (capex)	307	329	380	426	268	318
Balance after capital accounts	(49)	3	20	43	161	163
Balance after capital accounts (% of total revenues)	(7.69)	0.40	2.18	4.14	15.04	13.47
Debt repaid	14	18	20	23	29	28
Balance after debt repayment and onlending	(63)	(15)	(1)	20	132	135
Balance after debt repayment and onlending (% of total revenues)	(9.85)	(1.83)	(0.08)	1.95	12.33	11.14
Gross borrowings	44	0	90	60	69	52
Balance after borrowings	(19)	(15)	89	80	201	187
Operating revenue growth (%)	15.94	22.38	14.84	12.04	12.28	12.50
Operating expenditure growth (%)	3.42	25.25	3.08	13.74	13.74	13.74
Modifiable revenues (% of operating revenues)	63.44	75.36	69.70	92.40	92.53	92.66
Capital expenditures (% of total expenditures)	44.47	40.67	43.42	43.04	29.46	30.39
Direct debt (outstanding at year-end)	146	127	197	235	274	298
Direct debt (% of operating revenues)	26.92	19.25	25.95	27.55	28.70	27.74
Tax-supported debt (% of consolidated operating revenues)	26.92	19.25	25.95	27.55	28.70	27.74
Interest (% of operating revenues)	0.71	0.61	0.79	1.65	1.72	1.66
Debt service (% of operating revenues)	3.27	3.35	3.45	4.31	4.75	4.29

Table 3

City of Saskatoon -- Financial Statistics (cont.)

Note: The data and ratios above result in part from Standard & Poor's own calculations, drawing on national as well as international sources, reflecting Standard & Poor's independent view on the timeliness, coverage, accuracy, credibility, and usability of available information. The main sources are the financial statements and budgets, as provided by the issuer. bc--Base case, which reflects Standard & Poor's expectations of the most likely scenario. Downside case represents some but not all aspects of Standard & Poor's scenarios that could be consistent with a downgrade. Upside case represents some but not all aspects of Standard & Poor's scenarios that could be consistent with an upgrade. As of 2011, Saskatoon Light & Power was fully consolidated in our calculations.

Key Sovereign Statistics

Sovereign Risk Indicators, July 1, 2013

Related Criteria And Research

Related Criteria

Methodology For Rating International Local And Regional Governments, Sept. 20, 2010

Ratings Detail (As Of January 27, 2014)

Saskatoon (City of)

Issuer Credit Rating	AAA/Stable/--
Senior Unsecured	AAA

Issuer Credit Ratings History

12-Jul-2001	<i>Foreign Currency</i>	AA+/Stable/--
29-Jul-2002		AAA/Stable/--
12-Jul-2001	<i>Local Currency</i>	AAA/Stable/--

*Unless otherwise noted, all ratings in this report are global scale ratings. Standard & Poor's credit ratings on the global scale are comparable across countries. Standard & Poor's credit ratings on a national scale are relative to obligors or obligations within that specific country.

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His Worship the Mayor and City Council
The City of Saskatoon

LEGISLATIVE REPORTS

Section B – OFFICE OF THE CITY SOLICITOR

**B1) Amendment to Capital Reserve Bylaw No. 6774 and
Capital Projects to be Funded from Dedicated Lands Account
(Files CK. 1815-1, x CK. 4205-1)**

RECOMMENDATION: that City Council consider Bylaw No. 9165.

TOPIC AND PURPOSE

The purpose of this report is to provide City Council with Bylaw No. 9165 which implements the previous decision of City Council to allow for the dedicated lands reserve to be used for both the purchase of land for park space, as well as for the development and rehabilitation of existing dedicated lands.

REPORT

City Council, at its meeting on June 24, 2013, instructed this Office to bring forward the necessary amendments to the Capital Reserve Bylaw to permit funds from the Dedicated Lands Reserve to be used for both the purchase of lands as well as for the development and rehabilitation of existing dedicated lands.

This amendment will ensure that the Capital Reserve Bylaw is consistent with Provincial legislation.

In accordance with Council's instructions, this Office has prepared Bylaw No. 9165, *The Capital Reserve Amendment Bylaw, 2014*. This Bylaw implements the amendment approved by Council at its meeting on June 24, 2013.

ATTACHMENT

1. Proposed Bylaw No. 9165, *The Capital Reserve Amendment Bylaw, 2014*.

B2) Communications to Council

From: Brigette Krieg, Faculty of Social Work,
University of Regina Saskatoon Campus
Date: April 2, 2013
Subject: Anti-Bullying
(Files CK. 185-1 and CK. 5000-1)

RECOMMENDATION: that the direction of Council issue.

TOPIC AND PURPOSE

To provide options for anti-bullying initiatives which may be pursued by the City.

REPORT

At its meeting on April 8, 2013, City Council considered a letter from Brigette Krieg requesting that the City of Saskatoon adopt an anti-bullying bylaw. A motion was passed by Council referring the matter to the Administration for a report on options.

Bullying is generally characterized by acts of intentional harm, repeated over time in a relationship wherein an imbalance of power exists. Bullying can be verbal, including threats, name calling, belittling, taunting and insults or physical, including punching, kicking and biting. Social exclusion is also a form of bullying, including the spreading of rumours, ignoring and gossiping about another.

Recent media coverage of bullying incidents suggests that bullying has emerged as a prevalent and pressing problem because of the ease with which modern telecommunications allows bullies to create and spread hurtful material to a wide audience from almost any location. Cyber-bullying is generally thought to be a form of traditional bullying, including acts intended to intimidate, embarrass, threaten or harass the targeted victim. However, cyber-bullying uses modern telecommunications methods such as emails, instant messaging and text messaging to send the threatening and harassing messages. Messages may be posted in chat rooms, on "bash boards" and on other social networking sites. Embarrassing pictures or videos can easily be posted on-line and widely disseminated.

Both the Federal and Provincial governments are taking steps to address the important and serious issue of bullying, including cyber-bullying.

While the *Criminal Code* does not contain an offence termed “bullying”, it does contain offences which speak to behaviours characterized as bullying. These include, for example, criminal harassment (s. 264), uttering threats (s. 264.1), assault (s. 265 & s. 266), sexual assault (s. 271) and mischief (s. 430). Most recently, the Federal government introduced new *Criminal Code* provisions dealing with intimate images on the internet

At this time, the Provincial government has not committed to legislate with respect to bullying. However, it has focussed on education and prevention initiatives through its responsibility for the education system in Saskatchewan.

The existing provisions under the *Criminal Code* are often viewed as cumbersome and an ineffective response to bullying. As a result, there is mounting pressure for authorities, Federal, Provincial and Municipal alike, to undertake further initiatives to provide relief against the potentially devastating effects of bullying. The question which arises for the City, and which this report is meant to address, is what ability or options the City has to address the issue of bullying.

Adoption of an Anti-Bullying Bylaw

Section 8 of *The Cities Act* provides the City with broad authority to regulate by bylaw. In particular, clause 8(1)(b) provides the City with the authority to pass bylaws for City purposes respecting “the safety, health and welfare and the protection of people and property”, and clause 8(1)(c) grants the City a general power to pass bylaws respecting “people, activities and things in, on or near a public place or a place that is open to the public”. Broadly speaking, the City would have jurisdiction to pass an anti-bullying bylaw pursuant to these provisions. However, this jurisdiction is not without limitation and City bylaws may be open to challenge for any number of reasons.

Our Office is aware that other jurisdictions have passed anti-bullying bylaws and reports from those jurisdictions indicate that those bylaws have been helpful in the fight against bullying. However, to our knowledge, there have not been charges laid or tickets issued under those bylaws. Similarly, to our knowledge, none of those bylaws have been subject to any legal or constitutional challenge. Therefore, it remains to be seen whether any of those bylaws, as drafted, would survive challenge.

Our Office did seek input from the Saskatoon Police Service (the “SPS”) on the idea of an anti-bullying bylaw. The SPS supports the passage of such a bylaw for a number of reasons. Correspondence received by our Office from Chief Weighill dated May 15, 2013 is attached for the convenience of Council.

Given the City's broad authority to pass bylaws, our Office could attempt to draft an anti-bullying bylaw. Such a bylaw would need to be carefully drafted to support a valid municipal purpose, such as health and safety, and to ensure that the targeted behaviours are clearly defined. However, such a bylaw would be extremely limited in scope so as not to offend the *Constitution*, the *Canadian Charter of Rights and Freedoms* or *The Cities Act*.

While bullying is a serious issue which requires action, the question is whether a bylaw of such narrow scope would be adequate to address the prevailing concerns with respect to bullying, or whether such initiatives are better left to senior levels of government.

Declaration of a Bully-Free Zone

Apart from Council's authority to pass bylaws, Council may exercise its powers through the passage of resolutions in order to fulfill the purposes of the City to develop and maintain a safe and viable community and to foster social well-being. In the exercise of these powers, Council could resolve to declare the City of Saskatoon a bully-free zone, leaving the prosecution of bullying behaviour to the criminal law. Alternatively, some sort of proclamation could be declared. Such a public pronouncement or declaration could express the City's opposition to this type of behaviour and reiterate the City's intention to support the SPS and any initiatives undertaken by other levels of government to put an end to bullying behaviour.

Education

Finally, the City could engage in educational initiatives. This could be a stand-alone initiative or undertaken in conjunction with the other options discussed in this report. Similarly, the City could attempt to partner with the Province in its educational campaign in some manner or could pursue its own initiatives.

Options

Council may choose to enact an anti-bullying bylaw with the understanding that it will be limited in scope. Council must also be aware that an anti-bullying bylaw could be open to legal challenge.

Council could alternatively defer to the initiatives of the Provincial and Federal governments with a statement that it will do everything possible to support their initiatives. In the alternative, Council could lobby more senior levels of government to pursue further legislative initiatives.

In conjunction with the above noted options, or as a stand-alone initiative, Council could resolve to declare the City of Saskatoon a bully-free zone and/or undertake educational initiatives on the effects and prevention of bullying behaviour.

ATTACHMENT

1. Copy of correspondence from Chief Weighill to City Solicitor's Office dated May 15, 2013.

Respectfully submitted,

Patricia Warwick, City Solicitor

B I

BYLAW NO. 9165

The Capital Reserve Amendment Bylaw, 2014

The Council of The City of Saskatoon enacts:

Short Title

- 1. This Bylaw may be cited as *The Capital Reserve Bylaw, 2014*.

Purpose

- 2. The purpose of this Bylaw is to amend *The Capital Reserve Bylaw*, to permit funds from the Dedicated Lands Reserve to be used for both the purchase of lands as well as for the development and rehabilitation of existing dedicated lands.

Bylaw No. 6774 Amended

- 3. The Capital Reserve Bylaw is amended in the manner set forth in this Bylaw:

Section 21 Amended

- 4. Subsection 21(4) is amended:
 - (a) by striking out "additional" in clause (b); and
 - (b) by adding the following after clause (b):
 - "(c) the upgrading or replacement of existing parks or public recreation facilities on existing dedicated lands."

Coming Into Force

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

Read a first time this	day of	, 2014.
Read a second time this	day of	, 2014.
Read a third time and passed this	day of	, 2014.

Mayor

City Clerk

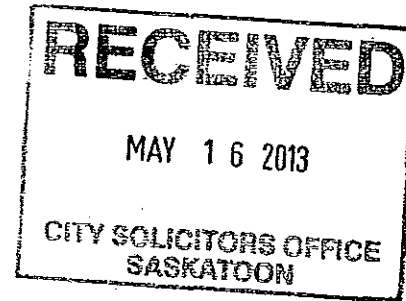


ATTACHMENT No. /

B2

May 15, 2013

City Solicitor's Office
Legal Services Division
City Hall
222 Third Ave N
Saskatoon, SK S7K 0J5



Attention: Wayne Bischoff

Dear Mr. Bischoff:

Re: Proposed Anti-Bullying Bylaw

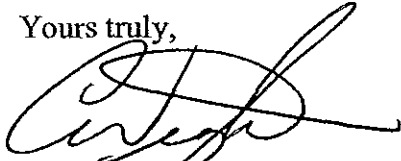
In relation to our conversation today I offer support for an anti-bullying bylaw as explained in the following point form:

1. Several communities across the country have adopted such bylaws; it would appear Saskatoon would become an anomaly should one not be enacted.
2. Dealing with issues such as bullying is not best served on many occasions through criminal law. Laying a charge of threatening or intimidation can take up to one year to proceed through the court system. It would much more advantageous to utilize a bylaw for a quicker "official response" to the act of bullying.
3. The bylaw would allow the police to intervene officially with the following thoughts in mind:
 - I. The matter would be dealt with much quicker than criminal court;
 - II. The bylaw infraction would act as a trigger point to compel the aggressor and possibly the aggressor's parents to attend a hearing regarding the matter. The outcome from the hearing could range from a reprimand, fine, or in the best case scenario mediation between the aggressor and victim;
 - III. The goal I believe is to act quickly and attempt to a resolution to the alleged bullying.

4. I'm not sure if provisions related to electronic communication would be useful. As I understand the law, it would be extremely problematic to determine if an email, text, tweet, or facebook message could be proved to be in the public domain.

Please contact me if you require any clarification or further discussion.

Yours truly,

A handwritten signature in black ink, appearing to read 'Clive Weighall', written in a cursive style.

Clive Weighall
Chief of Police
/clt

His Worship the Mayor and City Council
The City of Saskatoon

REPORT

of the

PLANNING AND OPERATIONS COMMITTEE

Composition of Committee

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

1. Donation of War of 1812 Commemorative Art Installation
(Files CK. 4040-1 and RS. 215-13-5)

- RECOMMENDATION:**
- 1) that the City of Saskatoon accept the donation of the Spirit of Alliance - War of 1812 commemorative art installation from Whitecap Dakota First Nation; and
 - 2) that the roundabout at River Landing 2 be approved as the location for the proposed commemoration.

Attached is a report of the General Manager, Community Services Department dated January 8, 2014, regarding an application from Whitecap Dakota First Nation for the donation of the Spirit of Alliance – War of 1812 art installation that commemorates members of those First Nations, including the Dakota and other allies, who fought alongside the British allies in the War of 1812.

Your Committee has reviewed the report with the Administration and confirmed that the art installation is being donated by the Whitecap Dakota First Nation. The City has agreed to partner with Whitecap Dakota First Nation to assist with costs associated with site preparation/installation up to a maximum of \$15,000, as well as a portion of the costs of the unveiling ceremony, to a maximum of \$3,000. It will be the City's responsibility to maintain/repair the artwork, which is estimated to be approximately \$1,000 annually.

Following review of this matter, your Committee supports the above recommendations.

2. Overview of Aboriginal Programs and Initiatives
(Files CK. 5615-1 and RS. 5615-1)

RECOMMENDATION: that the information be received.

Attached is a report of the General Manager, Community Services Department dated January 15, 2014, providing an overall summary of civic programs and initiatives designed to enhance the quality of life for Urban Aboriginal people in Saskatoon.

Your Committee has reviewed the report with the Administration and additional information has been provided regarding the number of available housing units, as set out in the revised Attachment 1 of the report.

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

3. Annual Weed Inspection Report
(Files CK. 4200-2 and PK. 4208-1)

RECOMMENDATION: that the information be received.

Attached is a report of the General Manager, Community Services Department dated January 7, 2014, providing the 2013 annual report on the status of weed infestations within the City of Saskatoon, as governed by *The Weed Control Act (2010)*.

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

4. Community Power Projects Feasibility
(Files CK. 2000-5 and WT. 7550-29)

RECOMMENDATION: that the information be received.

Attached is a report of the General Manager, Transportation and Utilities Department dated January 10, 2014, reporting further on transmission and interconnection charges for Community Power Projects interconnecting with SaskPower's transmission system through their Open Access Transmission Tariff.

Your Committee has reviewed the report with the Administration and heard presentations from representatives of Saskatoon Community Wind, encouraging the City to negotiate with SaskPower and participate in the project.

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

**5. Communication and Engagement Update for
Growing Forward! Shaping Saskatoon
(Files CK. 4110-2 and PL. 4110-12-7)**

RECOMMENDATION: that the information be received.

Attached is a report of the General Manager, Community Services Department dated January 17, 2014, providing an overview of the *Growing Forward! Shaping Saskatoon* project, including communication and engagement activities planned for January and February, 2014, and the *Growing Forward! Shaping Saskatoon* brand.

Your Committee has reviewed the report with the Administration and received clarification with respect to permanent routes for mass transit, engaging business owners along routes such as 8th Street, utilization of electronic methods for people to participate, and engaging existing transit customers to obtain their input.

The report is submitted to City Council for information.

Respectfully submitted,

Councillor M. Loewen, Chair

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: January 8, 2014
SUBJECT: Donation of War of 1812 Commemorative Art Installation
FILE NO.: CK 4040-1 and RS 215-13-5

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

- 1) that the City of Saskatoon accept the donation of the Spirit of Alliance - War of 1812 commemorative art installation from Whitecap Dakota First Nation; and
- 2) that the roundabout at River Landing 2 be approved as the location for the proposed commemoration.

TOPIC AND PURPOSE

The City of Saskatoon (City) received an application from Whitecap Dakota First Nation (WDFN) for the donation of a commemorative art installation that commemorates members of those First Nations, including the Dakota, and other allies who fought alongside the British allies in the War of 1812. The application was assessed, as per Commemorations and Monuments Policy No. C09-038, and has met the necessary criteria for commemoration. The artists' rendition of the commemoration was also reviewed by the Visual Arts Placement Jury (VAPJ) for its artistic merit, as per Visual Arts Placement Policy No. C10-007.

The purpose of this report is to accept the donation of the War of 1812 commemorative art installation valued at approximately \$320,000 and to approve the roundabout at River Landing 2 as the location to install the commemoration.

REPORT HIGHLIGHTS

1. The City received an application from WDFN for the donation of a collection of bronze sculptures to commemorate the spirit of alliance that existed between the First Nations, including the Dakota, and other allies who fought alongside the British in the War of 1812.
2. As per Commemorations and Monuments Policy No. C09-038, a Commemoration Review Committee (Committee) was created to assess whether the subject for commemoration was of significant meaning, importance, and relevance to the community of Saskatoon. The Committee unanimously agreed that the subject was worthy of commemoration in Saskatoon.
3. The Committee, along with Civic Administration, also reviewed three potential sites for the placement of the monument. The Committee and Civic Administration support WDFN's first choice for a location, that being the roundabout at River Landing 2.

4. WDFN has selected the local artist team of Jean-Sebastien Gauthier, Adrian Stimson, and Ian Happy Grove to design the War of 1812 monument. The artists' rendition of the commemoration was reviewed by the VAPJ for its artistic merit. The proposal includes a series of bronze sculptures representing historical figures exchanging gifts and promises in the spirit of alliance with the British. The exchange takes place within the poles of a bronze teepee. Up to four interpretive panels will be around the perimeter.
5. Should City Council approve this location, the roundabout will be set aside for up to three years to allow the WDFN to finish the project.

STRATEGIC GOAL(S)

This report supports the long-term strategy of the implementation of the Municipal Culture Plan under the Strategic Goal of Quality of Life. This report also supports the long-term strategies of establishing the City Centre as a cultural and entertainment district, as well as the preservation of the character of heritage buildings and historic landmarks, both under the Strategic Goal of Sustainable Growth.

BACKGROUND

Commemorations contribute to Saskatoon's urban landscape. Whether as statues, monuments, or cairns, they describe our connections to the past, express community and individual values, contribute to telling our story, and help to create a sense of place. In response to the importance that community places on commemoration, Civic Administration developed a comprehensive policy to govern requests for commemorative art, statues, and monuments in Saskatoon. The policy was adopted by City Council in May of 2013.

Earlier this year, the Community Development Division received a formal application from WDFN for the production, installation, and donation of a series of bronze sculptures that are meant to commemorate the spirit of alliance of the Dakota and other allies who fought alongside the British in the War of 1812 (see Attachment 1). In their application, the WDFN indicated that their preferred location for the commemoration is the roundabout at River Landing 2 (see Attachment 2).

REPORT

As per Commemorations and Monuments Policy No. C09-038, a Commemoration Review Committee (Committee) was created to assess whether the subject for commemoration, First Nation contribution to the War of 1812, was of significant meaning, importance, and relevance to the community of Saskatoon. The Committee unanimously agreed that the subject was worthy of commemoration in Saskatoon.

The Committee was also tasked to assess possible locations for the commemoration. The Committee consulted with Civic Administration from several departments, including the River Landing Project Manager. The Committee and Civic Administration are in

favour of WDFN's first choice for a location, that being the roundabout at River Landing 2.

The VAPJ reviewed two proposed designs for the commemoration for artistic merit and contribution to place-making in Saskatoon (see Attachment 3). The VAPJ's comments concerning maintenance and safety in regards to the "location of the blankets on the ground – ie. snow removal, lighting" and their comment concerning the significance of firearms were considered by the proponent and have been addressed by the artist team in their final design which is being recommended in this report.

Between December 13 and 15, 2013, the artists displayed their design concepts at the Mendel Art Gallery for public viewing and feedback.

Since the commemoration is to be located within the Meewasin Valley Authority (MVA) conservation zone, WDFN is required to submit a development application to the MVA for approval.

The target date for installation of the War of 1812 commemoration in River Landing 2 is August to September 2014.

Given that this commemorative art installation has an estimated value of \$320,000 and is being donated to the City, it is subject to the Gifts and Memorials Policy No. C09-027 and, thus, acceptance of the donation requires City Council approval.

OPTIONS TO THE RECOMMENDATION

Aside from the recommendations in this report, City Council may choose to not accept the donation of the War of 1812 monument or to accept the donation of the monument but not approve the roundabout at River Landing 2 as its location and thus have the Administration work with the WDFN and VAPJ to find another location.

POLICY IMPLICATIONS

This recommendation is in accordance with the Commemorations and Monuments Policy No. C09-038, the Visual Arts Placement Policy No. C10-007, and the Gifts and Memorials Policy No. C09-027.

FINANCIAL IMPLICATIONS

Like all proponents of commemorations, WDFN is responsible for all costs associated with the project management, development, and fabrication of the commemoration. For this particular project, the City has agreed to partner with WDFN to help cover costs associated with site preparation/installation up to a maximum of \$15,000, and to help cover some of the cost of the unveiling ceremony to a maximum of \$3,000. These expenses will be covered within the approved 2014 Operating Budget.

Preventative maintenance and conservation costs will be included within the Public Art Maintenance budget as managed by the Facilities and Fleet Management, Asset & Financial Management Department. The estimated operating impact is \$1,000 per year. If the donation is accepted, this amount is currently unbudgeted and would begin in 2015.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Civic Administration consulted with the MVA to ensure the proposed commemoration does not conflict or overlap with other projects in the MVA's area of responsibility. The VAPJ reviewed the design for artistic merit and appropriateness of the proposed location.

COMMUNICATION PLAN

If these recommendations are approved, the Administration will communicate the location and design prototype on the City's website. The Administration will also work with WDFN to develop a communication plan for the unveiling of the art installation once it has been installed.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

If approved, the War of 1812 monument will be installed at River Landing 2 in the fall of 2014.

ENVIRONMENTAL IMPLICATIONS

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

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

The CPTED Review Committee assessed the plan for the commemorative art installation with no concerns being identified.

PUBLIC NOTICE

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

ATTACHMENTS

1. Image of Proposed War of 1812 Commemorative Art Installation
2. Map Locating War of 1812 Commemoration in River Landing 2
3. Memo from Secretary, Visual Arts Placement Jury

Written by: Kevin Kitchen, Community Initiatives Section Manager

Reviewed by: “Lynne Lacroix”
Lynne Lacroix
Director of Community Development

Approved by: “Randy Grauer”
Randy Grauer, General Manager
Community Services Department
Dated: “January 16, 2014”

cc: Murray Totland, City Manager

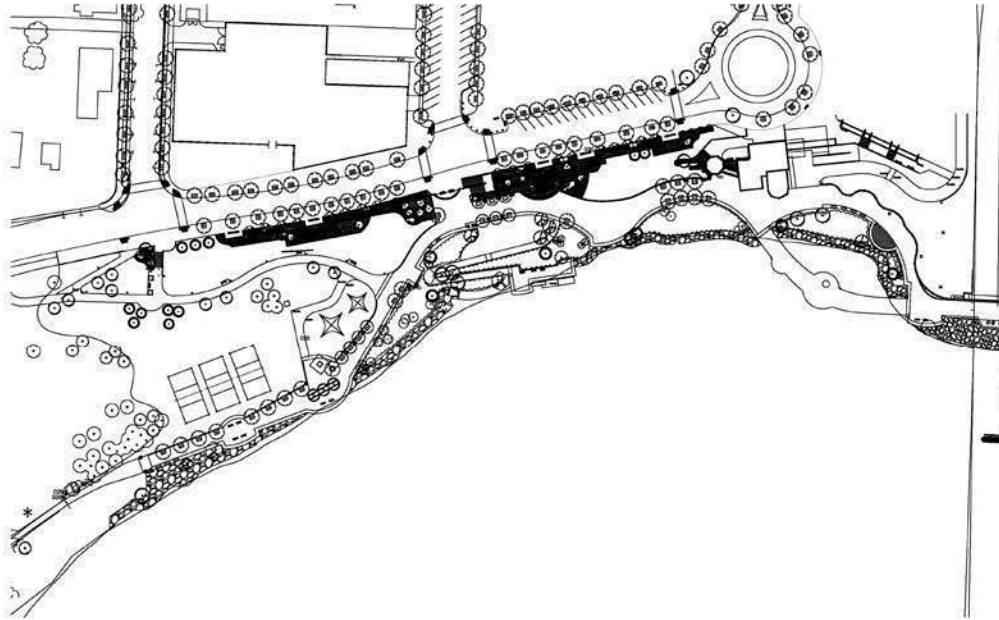
S/Reports/CD/2014/P&O – Donation of War of 1812 Commemorative Art Installation/ks

Image of Proposed War of 1812 Commemorative Art Installation



Map Locating War of 1812 Commemoration in River Landing 2

Riverlanding Phase 2 Roundabout located at Avenue A and Spadina Crescent West



Memo from Secretary, Visual Arts Placement Jury

CITY OF SASKATOON

Office of the City Clerk

To: General Manager,
Community Services Department

Date: January 7, 2014

Phone: 3240

Our File: CK. 4040-4

From: Janice Hudson, Secretary
Visual Arts Placement Jury

Your File:

Re: Donation of War of 1812 Monument – Adjudication

The Visual Arts Placement Jury, at its meeting held on December 16, 2013, received a verbal report from the Administration regarding the above and reviewed the artists' renditions of the proposed commemoration for its artistic merit and appropriateness to the proposed location.

The following comments of the Jury were noted in this regard:

- Similar pieces – both with great meaning and functionality.
- That the horse, if included, be located on the south side, and placed at more of an angle rather than parallel to the teepee. Also, if possible with more animation or a sense of motion as other pieces have that sense to them.
- Preference for figure with mother and walking child – feeling of more presence.
- Concerns with maintenance and safety issues in regards to the location of the blankets on the ground – ie. snow removal, lighting.
- Significance of the firearms? – can these be left out or arranged alternatively?
- Whitecap Dakota First Nation, in conjunction with the artists, should select the monument that best tells the story and meets the objective of the project. What does WDFN want people to learn from this monument?
- Community input is a major driver.
- Jury respects the process and the final selection.

It was resolved that the Jury support the following recommendation of the Community Services Department:

- 1) that the City of Saskatoon accept the donation of the Spirit of Alliance – War of 1812 commemorative art installation from Whitecap Dakota First Nation; and
- 2) that the roundabout at River Landing 2 be approved as the location for the proposed commemoration.

Please include this memorandum as an attachment in your report to the Planning and Operations Committee meeting of January 28, 2014.

/jh

cc: Kevin Kitchen, Community Initiatives Section Manager

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: January 15, 2014
SUBJECT: Overview of Aboriginal Programs and Initiatives
FILE NO.: CK. 5615-1 and RS. 5615-1

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

TOPIC AND PURPOSE

The purpose of this report is to provide an overall summary of civic programs and initiatives designed to enhance the quality of life for Urban Aboriginal people in Saskatoon. This information will be shared with the Aboriginal community for their information and input.

REPORT HIGHLIGHTS

1. The City of Saskatoon (City) has a long-standing relationship with the Aboriginal community and is involved in a number of initiatives in the areas of Aboriginal relations, citizen engagement, urban reserves and economic development, housing, recreation, transportation, transition services, and the work of the Saskatoon Police Service (SPS).
2. Consultation, citizen engagement, and partnerships are key to strengthening relations with Aboriginal organizations and together meeting the needs of Urban Aboriginal people and the larger community.

STRATEGIC GOALS

These programs and services support the following priorities under the corporate Goals of Quality of Life, Continuous Improvement, and Economic Diversity and Prosperity: strengthening relations with local Aboriginal organizations, offering an inclusive workplace that embraces diverse backgrounds, and ensuring that our approach to citizen and stakeholder communications is integrated, proactive, and professional.

BACKGROUND

Saskatoon, located within the traditional Treaty Six Territory, has enjoyed a long and positive relationship with the Aboriginal community, both First Nations and Métis, beginning with the meeting of Chief Whitecap and John Lake.

The City has a history of engaging with the Aboriginal community to identify needed programs and services for Aboriginal residents. This is done informally through the work of the Administration and formally through input sessions such as the Saskatoon Speaks consultation process. The information obtained through these sources has enabled the City to develop a variety of programs and initiatives that have been designed to:

- 1) engage the Aboriginal community;
- 2) increase the quality of life for Aboriginal residents; and
- 3) increase the number of Aboriginal people working for the City.

These programs and initiatives often rely on partnerships with Aboriginal orders of government and community-based service providers to ensure that the needs of Aboriginal residents in Saskatoon are well understood and are being addressed. The Saskatoon Tribal Council (STC), Central Urban Métis Federation Inc. (CUMFI), Saskatoon Indian and Metis Friendship Centre, Gabriel Dumont Institute, Métis Nation of Saskatchewan (MNS), Federation Of Saskatchewan Indian Nations (FSIN), and Saskatchewan Indian Institute of Technologies (SIIT) are a few of these partner organizations.

REPORT

The recent Aboriginal flag-raising ceremony for the Treaty Six Territory and Metis Nations flags, at City Hall, was a formal recognition of the integral role Aboriginal peoples have in the history, as well as in the future development of the city and community. The City's vision statement speaks to all citizens enjoying a range of opportunities for living, working, learning, and playing. The programs and services outlined in this report work to meet this vision for Urban Aboriginal people in Saskatoon and demonstrate the ongoing partnership and collaborations with the Aboriginal community.

Summary of Aboriginal Initiatives

The following is a summary of programs and initiatives to enhance the quality of life for Aboriginal people in Saskatoon. A more detailed list of these programs and initiatives can be found in Attachment 1.

Aboriginal Relations

The City recently created a new senior level position, Aboriginal Relations Advisor, in recognition of the importance and value of the City's work within the Aboriginal community. A focus of this position is to strengthen relations with local Aboriginal organizations and all orders of government, as well as developing and maintaining partnerships and programs that will assist in enhancing the economic, employment, and training opportunities for Aboriginal people. An example would be our collaboration with the Urban Aboriginal Strategy of Aboriginal Affairs and Northern Development Canada to build capacity in the community by developing partnerships to deliver programs targeted to employment and economic development that enhances the quality of life for Urban Aboriginal people.

Citizen Engagement

The City is committed to ensuring that our approach to citizen and stakeholder communications is integrated, proactive, and professional. The City proactively looks for ways to ensure authentic engagement and partnership with Aboriginal people and Aboriginal organizations within Saskatoon.

Economic Development and First Nations

The City and a number of First Nations have been in partnership since 1993 to create urban reserves within the boundaries of Saskatoon. The City recognizes that urban reserves provide tremendous economic, social, and cultural development opportunities that benefit the entire community, both First Nations and non-First Nations. The City also actively engages with First Nations that have land interests in the city limits and within the Corman Park-Saskatoon Planning District.

Some of the key initiatives in this area include developing information on Treaty Land Entitlement for the business community to promote partnerships with the First Nations and meetings with First Nations stakeholder groups in respect to a commercial and industrial development study.

Housing

Permanent, affordable, appropriate, safe, and secure housing is the necessary foundation for building healthy, well-educated, creative, and economically viable communities. The City, while working with other orders of government, the private sector, and community organizations, has chosen to focus its available resources and efforts to meet needs across the housing continuum – broadly described as “attainable housing”. This is made up of affordable rental, affordable ownership, purpose-built rental, and entry-level housing. The City has worked with Aboriginal orders of government to ensure Aboriginal residents are aware of and are accessing these housing opportunities. As an example, the recent housing education forums conducted in partnership with the STC, the MNS, the Saskatoon Urban Aboriginal Strategy, Aboriginal Affairs, and Northern Development Canada.

Leadership

The Urban Aboriginal Leadership Program is responsible for the development and implementation of initiatives to increase the level of involvement of Aboriginal residents in a variety of leadership opportunities both within the City and in the community at large including:

- 1) Atoske Youth Leadership Program;
- 2) youth leadership summit;
- 3) Aboriginal lifeguard and fitness leader training; and
- 4) community leadership workshops.

Education and Awareness

The City is committed to working 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 everyone can live with dignity and to their full potential without facing racism or discrimination. Some of the key initiatives in this area include:

- 1) Cultural Diversity and Race Relations awareness month and associated program activities;

- 2) working with the Truth and Reconciliation Commission Saskatoon event to deliver community education sessions;
- 3) development of an anti-racism tool kit; and
- 4) community presentations on anti-racism education.

Employment

As an Employment Equity Employer, the City is committed to achieving employment equity goals, building a diverse and inclusive workforce, and ensuring the civic workforce is representative of the public it serves. The City has a dedicated Diversity Coordinator within the Human Resources Division to focus on employment equity goals that were established in conjunction with the Saskatchewan Human Rights Commission. In 2013, The City produced a Workforce Futures 2013 - 2016 document with one of the five strategic priorities being an “Inclusive Workforce”. Within this priority, the action plan includes development of an Aboriginal Employment Strategy and Intercultural and Inclusion Awareness opportunities. Some key strategic initiatives include:

- 1) Aboriginal Pre-employment Heavy Equipment Operator Training;
- 2) employee development opportunities such as training workshops on cultural bridging, aboriginal awareness, and intercultural competency; and
- 3) specific recruitment efforts such as attending career fairs, recruitment events, and placing strategic employment ads.

Sport, Culture, and Recreation

To promote a healthy society, it is important to provide all residents within the city access to basic recreation programs and services, including those where cost is a barrier to participation. The City has a number of sport, culture, and recreation initiatives targeted to Aboriginal residents, including MeTaWeTan programs, the Aboriginal Community Resource Directory, and our partnership with the White Buffalo Youth Lodge.

Transportation

In addressing barriers to participation in education, transportation was one of the barriers identified for some urban Aboriginal people. The City has recently instituted a Universal Bus Pass Program, similar to the U-Pass at the University, for two Aboriginal education institutions to enable them to provide students with a city bus pass. These initiatives are in partnership with SIIT and Oskayak High School.

Transition Services

Transition for Aboriginal people from the rural setting to the city can be an overwhelming experience for many families and individuals. This has been identified as an issue, and the City is currently working collaboratively with Aboriginal orders of government and Community Based Organizations (CBO's) to determine what services are needed, and where the gaps in services are.

Police Services

SPS works in partnership with the community to combine enforcement with proactive prevention, education, and early intervention strategies. There are a number of key initiatives involved including:

- 1) Chief's Elders Advisory Committee on First Nations and Metis;
- 2) Chief's Youth Advisory Committee being developed;
- 3) SPACOD (Saskatoon Police Advisory Committee on Diversity) being re-established in 2014;
- 4) Missing and Murdered Aboriginal Women Memorial to be unveiled at the new Saskatoon Police Service Headquarters; and
- 5) for a more detailed explanation of programs and services from the Cultural Resource Unit and the Saskatoon Police Service, see the report 2012 & 2013 Aboriginal Relations Year End Review & Looking Ahead on the SPS website at www.police.saskatoon.sk.ca.

In closing, while the City is involved in a number of programs and services, there are still areas for opportunities to enhance existing services and gaps that need to be addressed. The Administration will continue to work with the Aboriginal community and partners to identify opportunities to enhance the quality of life for Aboriginal people in the community.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The cost of the programs and services outlined in this report are covered in the existing annual operating budget or supported through external funding sources. The cost of the community consultation will be covered through the existing Community Development Division, Community Engagement Budget.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

The City has consulted with the Aboriginal community through a number of processes, including the Saskatoon Speaks process (two meetings were held with the Aboriginal community in Saskatoon to ensure their input and involvement in this major initiative to set the long-term vision for our community), focus groups on racism, youth leadership summits, and the Saskatoon Regional Growth Summit.

The City is currently involved in a partnership project called Kitaskinaw (Cree for "lay of the land") with the STC, United Way of Saskatoon and Area, Gabriel Dumont Institute, University of Saskatchewan, Saskatoon Urban Aboriginal Strategy, Aboriginal Affairs, and Northern Development Canada, and a number of CBO's to complete an environmental scan of all programs and services in the community. This is intended for

Aboriginal people to help identify any gaps in programs and services and will help to inform new partnerships and programs.

COMMUNICATION PLAN

Administration will be presenting the information in this report to the Aboriginal community in early 2014 at a community forum to obtain input and feedback. This forum will also provide a follow-up to the community from the Saskatoon Speaks meetings.

ENVIRONMENTAL IMPLICATIONS

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

PUBLIC NOTICE

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

ATTACHMENT

1. Overview of Aboriginal Programs and Initiatives

Written by: Shannon Hanson, Social Development Manager
Gilles Dorval, Aboriginal Relations Advisor

Reviewed by: “Lynne Lacroix”
Lynne Lacroix
Director of Community Development

Approved by: “Randy Grauer”
Randy Grauer, General Manager
Community Services Department
Dated: “January 16, 2014”

“Catherine Gryba”
Catherine Gryba, General Manager
Corporate Performance Department
Dated: “January 17, 2014”

cc: Murray Totland, City Manager

Overview of Aboriginal Programs and Initiatives

Revised as per Planning and Operations Committee Meeting, January 28, 2014

Engagement

The City of Saskatoon (City) is committed to ensuring that our approach to citizen and stakeholder communications is integrated, proactive and professional. The City proactively looks for ways to ensure authentic engagement with the Aboriginal people and organizations within Saskatoon.

Strategic initiatives include:

- 1) city-wide consultations to assist in the development of the City's vision and strategic plan. Two sessions were held to gather input from Aboriginal residents;
- 2) community conversation circles;
- 3) collaborative partnerships with CBO's serving urban Aboriginal residents;
- 4) acknowledgment of Aboriginal traditional territory at public events and engagements;
- 5) hosting Aboriginal focus groups to get input on the City's immigration strategy; and
- 6) Saskatoon Regional Growth Summit.

Economic Development and First Nations

The City and a number of First Nations have partnered since 1993 to create urban reserves within the boundaries of Saskatoon. The City recognizes that urban reserves have tremendous economic, social, and cultural development opportunities that benefit the entire community, including First Nations and non-First Nations people. First Nations are purchasing land in the Saskatoon region to create new reserves or add to existing reserves through two processes: the Federal Government's additions to Reserves Policy for specific claims (begun in the 1970s), and the Canada-Saskatchewan Treaty Land Entitlement (TLE), Framework Agreement for TLE claims (signed in 1992).

The City also actively engages First Nations with land interests within city limits and the Corman Park-Saskatoon Planning District (Planning District) where land is selected but not yet designated as reserve. This assists with planning and land-use development processes where servicing agreements are not a requirement for reserves located in a rural municipality, such as Corman Park. Efforts are made to make the development processes as seamless as possible. Servicing agreements also include a component requiring ongoing and regular communication to ensure development is compatible and that servicing needs can be addressed.

Some of the initiatives in this area include:

- 1) educational brochure developed on TLE for business community, other municipalities, students, etc., to promote partnerships with First Nations communities;

- 2) meetings with First Nations stakeholder groups with respect to the commercial and industrial development study;
- 3) developing a Duty to Consult Policy for the City;
- 4) encouraging ongoing communications with First Nations who have land holdings in Saskatoon, the Planning District and beyond. Over the last two years, we have pursued partnerships with 11 First Nations in the Saskatoon region, as well as management at Wanuskewin Heritage Park;
- 5) Building Bridges events (Land Development workshops, business mixer) – to provide assistance to Saskatoon Regional Economic Development Authority (SREDA) in a variety of educational and networking events;
- 6) Federation of Canadian Municipalities (FCM) – Urban Reserve/land holdings tour co-hosted by Muskeg Lake Cree Nation, Yellow Quill, One Arrow, and English River First Nations providing community profile information.
- 7) planning initiatives in the Planning District – N.W. and S.E. Concept Plans, Natural Area Screening;
- 8) planning initiatives in the City – Commercial and Industrial Development Study, Wanuskewin future expansion plans and (North) Sector Planning, coordinating servicing agreements, and communication strategies for urban reserve designation;
- 9) Regional Planning Strategy – a number of meetings have been held with a variety of First Nations who have land interests in the Saskatoon region to engage them in participating in the regional planning strategy. Several First Nations representatives recently attended the Saskatoon Regional Growth Summit;
- 10) U of S Regional and Urban Planning class – annual presentation to a senior level planning class has become a regular part of the curriculum offering information on TLE, Urban Reserves, First Nations land use planning from a regional perspective, as well as the importance of engaging First Nations in planning processes. A reciprocal presentation has also been coordinated and provided by the Office of the Treaty Commissioner to provide the First Nation perspective and the importance in building and maintaining relationships; and
- 11) Community Profiles (new initiative) – developing a community summary for each of the 11 First Nations with land interests in the Saskatoon region. Noting economic development, employment, demographics, and other information that may be available, this will become a published document to develop educational materials that will encourage building partnerships with First Nations in future planning and development initiatives.

Aboriginal Relations

This area focuses on strengthening relations with local Aboriginal organizations, as well as developing and maintaining partnerships and programs with Aboriginal organizations that will assist in enhancing the economic, employment, and training opportunities. There is a dedicated staff resource (Aboriginal Relations Advisor) within the City Manager's Office working on these partnerships.

Strategic initiatives include:

- 1) participation on the Urban Aboriginal Strategy Committee;

- 2) partnership with White Buffalo Youth Lodge;
- 3) the White Buffalo at Saskatoon Forestry Park & Zoo;
- 4) partnership with Aboriginal orders of Government and CBO's to complete an inventory of Aboriginal Programs and Services;
- 5) involvement in the Saskatoon Poverty Reduction Partnership; and
- 6) the recent flag-raising of the Treaty Six Territory and Métis flags to recognize the contributions of the Aboriginal community.

Housing

The City understands that permanent, affordable, appropriate, safe, and secure housing is a necessary foundation for building healthy, well-educated, creative, and economically viable communities. The City, while working with other levels of government, the private sector, and community organizations, has chosen to focus its available resources and efforts to meet needs across the housing continuum – broadly described as “attainable housing”. This is made up of affordable rental, affordable ownership, purpose-built rental, and entry-level housing.

Strategic initiatives include:

- 1) affordable housing education forums specific to Aboriginal community;
- 2) affordable housing programs including Rent to Own, Mortgage Flexibilities program, The Housing Handbook; and
- 3) monitoring the condition of existing housing to ensure that homes throughout Saskatoon meet minimum health and safety standards.
- 4) the total number of Saskatoon Aboriginal Affordable Housing Units was increased by 265 rental units from 2008 to 2013, which included \$1,750,376.00 in City funding and a property tax abatement of \$63,941.00.

Leadership

The City has a number of initiatives focused on developing the leaders of tomorrow. Many of these initiatives are to encourage more urban Aboriginals to become leaders in sport, culture, and recreation opportunities.

Strategic initiatives include:

- 1) Atoske Youth Leadership Camps;
- 2) Aboriginal lifeguard and fitness leader training;
- 3) youth leadership summits;
- 4) Unified Minds – youth action network; and
- 5) community leadership program initiative in partnership with the United Way of Saskatoon and Area, Saskatoon Health Region, and the U of S.

Education and Awareness

The City is committed to working 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 to their full potential, without facing racism or discrimination. A big part of this

includes creating awareness and understanding in the community regarding the issues and acceptance of the various cultures that make up Saskatoon.

Anti-racism and education strategic initiatives include:

- 1) working with the Truth and Reconciliation Commission Saskatoon event to deliver community education sessions;
- 2) advising City Council through the Cultural Diversity and Race Relations Advisory Committee;
- 3) providing education session and materials targeted at bridging the gap between Aboriginal and Newcomer committee including working with our community partners such as the Office of the Treaty Commissioner and settlement agencies;
- 4) developing of a protocol for evacuees to ensure services delivered are culturally appropriate and to promote increased cultural awareness between the host community and the evacuees;
- 5) promoting Aboriginal awareness sessions for city employees;
- 6) promoting race relations month and associated program activities; and
- 7) developing of an anti-racism tool kit.

Employment

As an Employment Equity Employer, the City is committed to achieving employment equity goals, building a diverse and inclusive workforce, and ensuring the civic workforce is representative of the public it serves. The City has a dedicated Diversity Coordinator within our Human Resources Department to focus on employment equity goals that were established in conjunction with the Human Rights Commission. In 2013, the City produced a Workforce Futures 2013 - 2016 document with one of the five priorities being an “Inclusive Workforce”. This priority action plan is to develop a Business Case for Diversity, Diversity and Inclusion Strategy, an Aboriginal Employment Strategy, and Intercultural and Inclusion Awareness opportunities.

Strategic initiatives include:

- 1) Aboriginal Pre-employment Heavy Equipment Operator Training;
- 2) employee development opportunities such as training workshops on cultural bridging, aboriginal awareness, and intercultural competency;
- 3) specific recruitment efforts such as attending career fairs, recruitment events, and placing strategic employment ads;
- 4) career development workshops and consulting for Aboriginal employees;
- 5) review and update of entry-level job qualifications;
- 6) designated four positions within the organization for Aboriginal people;
- 7) gathering qualitative data from employees to measure Aboriginal employee engagement; and
- 8) exit interviews and developing employee resource groups.

Sport, Culture, and Recreation

The City believes that to promote a healthy society it is important to provide access to basic recreation programs and services to all residents within the city, including those where cost is a barrier to participation. The benefits of recreation are well documented

and include skill development, as well as improved emotional, physical, and social health and well-being.

Strategic initiatives include:

- 1) a dedicated Aboriginal Programmer position overseeing sport, culture, and recreation activities showcasing the Aboriginal culture, traditions, and traditional games. (MĒ TA WĒ TĀN programs);
- 2) White Buffalo Youth Lodge;
- 3) ME TA WĒ TĀN Leisure Guide;
- 4) Aboriginal Resource Directory;
- 5) ME TA WĒ TĀN summer cultural van program;
- 6) Little Sisters in Action event; and
- 7) Leisure Access Program for low-income residents.

Transportation

In addressing barriers to participation in education, transportation was one of the barriers identified for some urban Aboriginal people.

Strategic initiatives include:

- 1) Universal bus pass program for Aboriginal education institutions to enable them to provide each student with a city bus pass; and
- 2) Social Services and the City's low-cost bus pass programs.

Police Services

SPS works in partnership with the community to combine enforcement with proactive prevention, education, and early intervention strategies.

Some of these initiatives include:

- 1) Aboriginal Victim Services;
- 2) Missing Person Coordinator Victim Services;
- 3) Missing Women memorial in partnership with STC;
- 4) Pow Wows, cultural days and camps: Dakota Dunes, FSIN, Saskatoon Public and Greater Saskatoon Catholic School Divisions, and SIAST;
- 5) Cody Bear annual cultural camp, Yellow Quill Culture camp
- 6) Missing Women marches;
- 7) Peacekeeper Youth Leadership and Development Program (exploring feasibility of Community Cadet Corp);
- 8) National Aboriginal Day at Friendship Park and Wanuskewin;
- 9) Aboriginal Recruiting Officer;
- 10) Aboriginal police preparation at SIAST;
- 11) Treaty 4 Police Academy in Regina;
- 12) Saskatchewan Police Aboriginal Recruitment Committee;
- 13) Back to Batoche;
- 14) Sasipenita: An Educational Exhibit Project about First Nations and Metis People;
- 15) Operational Investigators Course on Diversity;
- 16) International Day for the Elimination of Racial Discrimination;

- 17) Annual Chief's Diversity Breakfast;
- 18) SPACOD (Saskatoon Police Advisory Committee on Diversity);
- 19) Chief's Elders Advisory Committee on First Nations and Metis;
- 20) Chief's Youth Advisory Committee being developed;
- 21) Recruitment Fairs targeted First Nations and Metis by Diversity recruiter;
- 22) Truth and Reconciliation Commission National event statement of reconciliation;
- 23) ongoing meetings with First Nations and Metis Organizations and political and community leaders;
- 24) Aboriginal summer student mentorship and work placement;
- 25) requests to deliver presentations on gangs in the aboriginal community;
- 26) requests for SPS Tipi for local cultural events;
- 27) development of a Cree course; and
- 28) development of a video for attraction and recruitment of First Nations and Metis.

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services
DATE: January 7, 2014
SUBJECT: Annual Weed Inspection Report
FILE NO: CK. 4200-2 and PK. 4208-1

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

TOPIC AND PURPOSE

This report is to provide City Council with the 2013 annual report on the status of weed infestations within the City of Saskatoon (City), as governed by *The Weed Control Act (2010)*.

REPORT HIGHLIGHTS

1. Inspection Services, through the Weed Inspectors, enforce the provincial *Weed Control Act (2010)*.
2. There are no known infestations of prohibited weeds in Saskatoon.
3. Noxious weeds have been prioritized and five have been identified as the highest priority.
4. Inspection Services prioritizes weed control in ecologically sensitive areas.

STRATEGIC GOAL

This report supports the City's Strategic Goal of Environmental Leadership by monitoring the control and management of prohibited, noxious, and nuisance weeds in and around Saskatoon.

BACKGROUND

As per Section 13 of the *Weed Control Act (2010)*, the City is required to report annually regarding the infestation of prohibited, noxious, and nuisance weeds.

REPORT

Attached is a copy of the City's 2013 Annual Weed Inspection Report.

COMMUNICATION PLAN

This report will be copied to the Provincial Specialist - Weed Control, with the Ministry of Agriculture.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PRIVACY IMPLICATIONS

There are no privacy implications.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The Weed Inspection Report is provided annually. The next report will be submitted in early 2015.

PUBLIC NOTICE

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

ATTACHMENT

1. City of Saskatoon 2013 Annual Weed Inspection Report

Written by: Jeff Boone, Supervisor
Pest Management; and

Jessie Stolar, Weed Inspector

Reviewed by: Michelle Chartier, Acting Superintendent
Urban Forestry

Approved by: “Darren Crilly”
Darren Crilly
Director of Parks

Approved by: “Randy Grauer”
Randy Grauer, General Manager
Community Services Department
Dated: “January 16, 2014”

cc: Murray Totland, City Manager

City of Saskatoon 2013 Annual Weed Inspection Report

Inspection Services, represented by the City of Saskatoon's (City) Weed Inspectors, enforces *The Weed Control Act (2010)*. *The Weed Control Act (2010)* identifies the weed species and designates these weeds as nuisance, noxious, or prohibited based on their ecological and economic impact. The enforcement of *The Weed Control Act (2010)* is done by issuing orders that identify the weed and the control measures that are required to eradicate or control the infestation. For publically owned land, the Weed Inspector works closely with the various agencies and departments to ensure weed problems are being managed.

Prohibited Weeds

In 2013, yellow floating heart was being sold at a local garden centre. The sale was halted and the plants were destroyed. The garden centre was left with a copy of *The Weed Control Act (2010)*, and along with other garden centres, will continue to be monitored for the sale of prohibited weeds.

Noxious Weeds

There are 37 designated noxious weeds identified in *The Weed Control Act (2010)*, in which 25 have been identified in Saskatoon. The noxious weeds have been prioritized based on the level of establishment and their environmental and economic impact. The City's Weed Inspectors, along with several other stakeholders (e.g. Meewasin Valley Authority [MVA], Native Plant Society of Saskatchewan, and Ministry of Agriculture), have identified five weeds that receive a greater focus in hopes of eradicating these infestations. These are common tansy, purple loosestrife, leafy spurge, yellow toadflax, and european buckthorn.

Specific Control Projects

Purple Loosestrife

Purple loosestrife was removed from three locations in Saskatoon. The locations were isolated infestations in natural areas, ditches along Circle Drive, and on residential property. All plants that are removed are buried at the City's landfill. There were only three locations identified in 2013 compared to six locations in 2012. In 2013, the black margined loosestrife beetle was identified at one site. This insect controls purple loosestrife through feeding on the leaves and allows for easier eradication of the weakened plants. A herbicide was used at one site to control a population of purple loosestrife on city-owned land.

Common Tansy

In 2013, all common tansy locations were treated with herbicide. One of the high priority locations is an area of natural grassland in the northeast part of the city. This area was treated once with a herbicide. In 2013, common tansy was observed on residential properties and in each case, orders for removal were issued and control was carried out by the property owner.

Leafy Spurge

Two known locations within the city have been developed. The development has disturbed the site and no longer supports leafy spurge. In 2012, leafy spurge was identified in the natural

grasslands adjacent to the northeast swale. Of the 12 hectares, approximately 30 percent of the total area was covered with leafy spurge. The area was treated by the MVA, using a controlled burn, a method that reduces plant vigour and improves the success of other control methods. In 2013, leafy spurge beetles were introduced to further control the infestation. This biological control was successful at reducing the number of plants, but the site will need to be monitored in 2014.

Yellow Toadflax

There are three sites in Saskatoon that are sprayed annually. One of the locations was destroyed as part of a development project. The two remaining sites are on property owned by the Canadian Pacific Railway. The railway controls the infestation using a combination of mowing and herbicides.

European Buckthorn

European buckthorn is a shrub that is common along the riverbank in Saskatoon. To reduce seed production and kill the plant, the bark of the female plants are sprayed with a herbicide. The MVA has treated an estimated 625,000 plants from 1997 to 2012. Control is done primarily by the MVA and the City. New populations of european buckthorn were identified at several locations, and at each location stems were treated with herbicide. The Naturalized Areas Section of the Parks Division teamed up with the Saskatchewan Invasive Species Council and Holy Cross High School to control european buckthorn in James Anderson Park. In May, 500 plants were removed and treated with herbicide within the poplar bluffs.

Other Noxious Weeds

The musk thistle head weevil is an effective biological control for nodding thistle. In some areas these weevils are well established and infest the flowers, which slows seed production. To spread the weevil, infested flower heads have been collected and distributed to areas where nodding thistle is common and the weevil is not present. The decrease in abundance of nodding thistle during 2013 was due, in part, to the development of unmaintained areas of the city. Gall midge is another species distributed around the city to control the noxious weed species, scentless chamomile. There are several locations where the gall midge is well established, and is being collected and used to attack other populations of scentless chamomile.

Nuisance Weeds

Some of the nuisance weeds are widespread in Saskatoon. As is common with other weeds, nuisance weeds are typically found in disturbed habitat. When these weeds are found in larger numbers on private property, the property owners are required to mow the infested area.

Ecologically Sensitive Areas in Saskatoon

Northeast Swale

The Weed Inspectors work closely with the MVA to protect the biodiversity of the northeast swale. Weeds must be controlled on adjacent properties to prevent invasion that would affect the biodiversity and native plant communities in the northeast swale.

Saskatoon's Riparian Zone

The Riparian Zone, along the South Saskatchewan River in Saskatoon is heavily infested with european buckthorn, canada thistle, perennial sow-thistle, absinthe, and nodding thistle. In

2011, many of the infested areas were mapped to highlight the distribution. In 2013, various natural and semi-natural areas along the river were mowed to control the spread of these noxious weeds.

Development and Weeds

The soil disturbance associated with the development of new neighbourhoods creates optimal conditions for noxious and nuisance weed invasion and establishment. Weed infestations can have long-term consequences for the surrounding land and for areas where the weed infested soil is used. The Weed Inspectors work closely with developers and other land owners to improve practices on preventing weed invasion and establishment. These strategies include modifying the shape of soil piles to allow continuous turning, tiling or mowing of land not scheduled for construction and preventing the movement of weed infested soil.

Weed Inspection Details

In 2013, there were 148 weed related complaints documented, most of these were dealt with by the property owner. Of the 148 documented complaints, 93 received a registered letter from the Weed Inspector outlining the species of weed, location of the property, and appropriate control measure. Of the 93 notifications, 17 private properties were non-compliant. For the properties that were non-compliant, the City mowed to control the weeds. The cost of the work was then billed to the property owner.

Summary and Future Direction

With the removal of the yellow floating heart, there are no known infestations of prohibited weeds in Saskatoon. There are several noxious weeds, which are currently at low levels in Saskatoon (e.g. purple loosestrife, yellow toadflax, common tansy, and leafy spurge). With a diverse management strategy, these weeds continue to drop in abundance.

As a large urban centre, Saskatoon is a significant hub for agricultural activity; therefore, weed control is of particular importance to avoid spreading weeds to other areas of the province. To control weeds in Saskatoon, the City and its partners continue to add to a comprehensive weed management strategy. The weed management plan allows for greater continuity in weed management from one year to the next.

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Transportation & Utilities Department
DATE: January 10, 2014
SUBJECT: Community Power Projects Feasibility
FILE NO: CK. 2000-5 and WT. 7550-29

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

TOPIC AND PURPOSE

Your Administration is reporting further on transmission and interconnection charges for Community Power Projects interconnecting with SaskPower's transmission system through their Open Access Transmission Tariff (OATT).

REPORT HIGHLIGHTS

1. SaskPower's OATT is project specific and requires significant up-front investment from proponents.
2. The existing OATT structure may render some projects uneconomical, depending on their size, capacity factor, and location.
3. The City's focus to date has been on local clean energy projects, and no projects requiring OATT are being considered at this time.

STRATEGIC GOALS

Energy generation projects are evaluated for financial feasibility. If viable, projects could support the long-term strategy to increase revenue sources and reduce reliance on residential property taxes under the Strategic Goal of Asset and Financial Sustainability. Clean energy projects support the long-term strategy to create new sources of energy where feasible under the Strategic Goal of Environmental Leadership.

BACKGROUND

At its October 21, 2013 meeting, City Council received an information report on Community Power Projects inside and outside of Saskatoon Light & Power's (SL&P's) franchise area and resolved:

“that Administration report further on the issues of transmission and interconnection charges and any ability to establish fair market price.”

REPORT

SaskPower's Open Access Transmission Tariff (OATT)

Independent Power Producers with generating facilities outside of SL&P's Service Area, such as Saskatoon Community Wind, could sell electricity to SL&P using SaskPower's

Transmission System. SaskPower's Open Access Transmission Tariff (OATT) would facilitate this arrangement. SaskPower's OATT is project specific and requires significant up-front investment from proponents.

For any project using SaskPower's OATT, the customer is responsible to make application for each specific project and pay all capital costs associated with the interconnection and transmission service. In cases where there is insufficient spare capacity on existing transmission lines, new transmission lines and facilities may need to be constructed, at significant cost. It is very difficult to include magnitude of costs without discussing a specific facility and engaging in further discussions with SaskPower.

In addition to capital costs, the customer pays an initial application fee (\$20,000), the cost of any required studies (estimated from \$20,000 up to \$150,000), annual operation and maintenance costs, and a monthly transmission service cost (like a toll). All costs are variable and specific to each individual project. For example, information regarding the location of the project, the type of generation proposed (wind, solar, etc.), and the size of the project would need to be specified before the project could be reviewed and considered.

Economics of SaskPower's OATT Structure

The existing OATT structure may render some projects uneconomical, depending on their size, capacity factor, and location. In order to establish costs under the OATT for any project, an application must be made to SaskPower by the proponent, and the required studies must be performed for each specific facility. As the City has no current plans for any project that would require the OATT, the City has no funds allocated to make application to SaskPower or to perform any studies.

Specifically, for SL&P, the uncertainty of supply from intermittent renewable generation sources, such as a wind power facility, may lead to increases in SaskPower rates for standby electricity when renewable sources are unavailable (referred to as 'Spinning Reserve Costs').

Local Clean Energy Projects

The City's focus to date has been on local small scale clean energy projects. The potential hydropower project at the Saskatoon Weir, or concepts being evaluated by the City for an Organics Facility or Solar Farm, would not qualify for the OATT due to their small scale. These projects could be connected onto the SaskPower distribution system through an unsolicited proposal, or could connect directly to SL&P's distribution system, depending on their location.

SaskPower has several programs available for customers or proponents to generate and sell small-scale environmentally-preferred electricity into their electrical grid. These programs include the Net Metering Program, Small Power Producers Program, and Green Options Partners Program. Independent Power Producers and the City of Saskatoon can also submit Unsolicited Proposals for SaskPower's consideration, with

the goal of negotiating a Power Purchase Agreement. Following is a brief description of these programs:

1. Net Metering Program: SaskPower's Net Metering Program allows residential customers, farms, and businesses to bank excess power they generate into the grid. Customers can then use the banked electricity within each calendar year when they are consuming more electricity than they are producing. SaskPower lists environmentally preferred technologies that are accepted into the program, up to 100 kilowatts (kW) in size. Saskatoon residents in SaskPower's service area qualify for this program.
2. Small Power Producers Program: SaskPower's Small Power Producers program allows power producers to generate up to 100 kilowatts of electricity and sell the power generated to SaskPower. The 2013 program price paid for electricity was \$99.98/MWh, and escalates at two per cent per year thereafter. SL&P has a Power Producer's Policy that matches this program. Excess power provided to SL&P's grid is paid out at year-end at this same rate.
3. Green Options Partners Program: The Green Options Partners Program held lotteries in 2010 and 2011 for applicants with environmentally preferred power production projects between 100kW and 10MW. The lottery drew projects annually for up to 25 megawatts (MW) of wind generation, and 25 MW of other environmentally preferred technologies. In 2011, the City's Landfill Gas and Turboexpander projects were both selected in the lottery. SL&P also submitted applications in 2010 and 2011 for the Landfill Wind Turbine Project, but were unsuccessful in the draws. The program offers successful bidders a 20-year Power Purchase Agreement, or for low-impact hydroelectric projects terms up to 40 years. This program is currently closed and under review by SaskPower.
4. Unsolicited Proposals: Generation proponents are able to submit unsolicited proposals at any time for SaskPower's consideration, with the goal to negotiate a Power Purchase Agreement with SaskPower. Current City of Saskatoon projects under consideration, such as the hydropower project at the Saskatoon Weir, an Organics Facility, or a Solar Farm located outside of SL&P's service area, could be submitted as unsolicited proposals to SaskPower.

POLICY IMPLICATIONS

There are no policy implications at this time.

FINANCIAL IMPLICATIONS

There are no financial implications at this time.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

The Administration receives updates from community entities interested in community power projects. Administration also maintains communications with SaskPower.

COMMUNICATION PLAN

Since the City has no current plans for any project that would require the OATT, nothing needs to be communicated at this time. Should things change a comprehensive communications plan will be developed at that time.

There is no communications plan developed at this time.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

There are no follow-up or completion items associated with this information report.

ENVIRONMENTAL IMPLICATIONS

As one of its six goals, the City's Energy & Greenhouse Gas Management Plan has the goal to "Achieve a Diverse and Environmentally Sustainable Energy System" using local renewable resources. The City is interested in making cost-conscious investments in clean energy infrastructure that contributes to lower greenhouse gas emissions, greater diversity in the supply of energy available locally in Saskatoon, and positive financial returns.

Environmental and greenhouse gas emissions implications vary by project and measured reductions can be calculated for each project that may proceed.

PRIVACY IMPACT

There are no anticipated privacy implications arising from this initiative.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review is not required at this time.

PUBLIC NOTICE

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

Written by: Nathan Ziegler, Sustainable Electricity Engineer, Saskatoon Light & Power

Reviewed by: Trevor Bell, Director of Saskatoon Light & Power.

Approved by: “Jeff Jorgenson”
Jeff Jorgenson, General Manager,
Transportation & Utilities Department
Dated: “January 21, 2014”

Copy: City Manager

Community Power Projects Feasibility

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: January 17, 2014
SUBJECT: Communication and Engagement Update for *Growing Forward! Shaping Saskatoon*
FILE NO: CK. 4110-2 and PL. 4110-12-7

RECOMMENDATION: that the following report be received and forwarded to City Council for information.

TOPIC AND PURPOSE

This report provides an overview of the *Growing Forward! Shaping Saskatoon* project-related communications and engagement activities planned for January and February, 2014. It includes an update on the *Growing Forward! Shaping Saskatoon* brand, the launch of the project website and highlights of the first upcoming public event.

REPORT HIGHLIGHTS

1. The *Growing Forward! Shaping Saskatoon* slogan has been stylized to be used in conjunction with the City of Saskatoon corporate logo.
2. Project engagement goals are to encourage meaningful dialogue around growth issues affecting Saskatoon, ensure balanced participation, provide a variety of opportunities for input, and communicate how public input is used.
3. Project communications will utilize a variety of tools to target to a broad audience that reflects the City's commitment to an inclusive process. Upcoming communications will introduce the project and its background for this first stage of the project, then will be adapted to reflect the next stages as the project progresses.
4. The project website will be launched the week of February 3, 2014 at www.growingfwd.ca and will be utilized as an important tool for communications and engagement.
5. The first public event will be held February 25, 2014 at TCU Place to begin discussions on Shaping Growth, Shaping Transit, and Shaping Bridges.

STRATEGIC GOALS

Growing Forward! Shaping Saskatoon supports a number of strategies and priorities for the Strategic Goals of Sustainable Growth and Moving Around; these include:

- developing an integrated approach to growth related to transportation, servicing, transit, and land use;
- encouraging infill development and corridors to balance growth;
- creating "complete community" neighbourhoods that feature mixed uses and employment opportunities; and,
- establishing rapid transit corridors for Saskatoon to guide investment, transportation, and urban planning decision making.

Growing Forward! Shaping Saskatoon will also assist in meeting the Strategic Goal of Environmental Leadership by enhancing the range of choices for Moving Around and providing a new model for growth that more effectively utilizes City infrastructure.

BACKGROUND

Growing Forward! Shaping Saskatoon was awarded to Urban Systems Ltd. in July 2013. The scope of work consists of:

- 1) a Rapid Transit Business Case;
- 2) a Core Area Bridge Strategy (i.e. within Circle Drive); and,
- 3) a Nodes, Corridors and Infill Plan.

Growing Forward! Shaping Saskatoon will be launched as one of a series of initiatives identified in City Council's 10-Year Strategic Plan. Ongoing engagement will occur with the community over the next 18 to 24 months to shape a Growth Plan to Half a Million.

The project branding strategy was presented to the Executive Committee in October 2013. The report outlined the process leading to the selection of *Growing Forward! Shaping Saskatoon* as a brand that would:

- evoke a sense of excitement;
- convey a major initiative to support the City's future growth and transportation needs;
- demonstrate an evolution from 'Saskatoon Speaks – Shaping our Future'; and
- provide a call-to-action for the initiative.

REPORT

Growing Forward! Shaping Saskatoon Brand

Since the October 2013 report to Executive Committee, the brand has been stylized to be used in conjunction with the City of Saskatoon corporate logo. Branding is included in Attachment 1 for reference.

Community Engagement

The goals of *Growing Forward! Shaping Saskatoon* engagement are to:

- **Encourage meaningful dialogue around growth issues affecting Saskatoon.** The *Growing Forward! Shaping Saskatoon* process encourages meaningful public contributions throughout the project to shape the Growth Plan to Half a Million.
- **Ensure balanced participation.** The City commits to supplementing broader engagement events with targeted communications and engagement activities to ensure the diversity of the community is appropriately represented.
- **Provide a variety of opportunities for input.** The community can provide their input throughout the process using a variety of tools including public events, website, social media, and through requests for group presentations.

- **Communicate how input will be used.** The public sees how their input will be used throughout the process, including the other key initiatives such as Employment Areas Study, Active Transportation plan, and Water & Wastewater and Utility Servicing Plan.

Communications

Over the next month, project communications will focus on developing awareness of *Growing Forward! Shaping Saskatoon* by introducing the project, its background, and the upcoming public event. Effort will be put towards explaining:

- What is *Growing Forward! Shaping Saskatoon*?
- Why is it important?
- What will it entail?
- What will the outcomes be?
- Why should I care?
- Why should I act?

The audience is intended to be broad and inclusive to ensure that input is received from a variety of groups. For those that may not attend a public event, a key consideration in all communications will be to ensure they are encouraged to participate through other options.

Communications will be distributed throughout the project to reflect the information needs for that specific project stage. Several tools will be utilized to distribute information, including print, social media, online, advertising, PSA's, as well as direct communications through a network of project stakeholders.

Project Website Launch

The project website (www.growingfwd.ca) for *Growing Forward! Shaping Saskatoon* will be publicly launched during the week of February 3. The website is mobile-friendly and will be the primary location for project updates and information, and will offer several options to encourage public participation (i.e. events, online interaction, requests for presentations).

When launched, the website will focus on developing awareness of *Growing Forward! Shaping Saskatoon* by introducing the project, background information and when to expect more information.

The website will also:

- provide up-to-date information on other key initiatives, such as the Active Transportation Plan and the Transit Plan;
- facilitate requests for presentations;
- be interactive so visitors can provide comments and feedback; and,
- connect to the City's social media channels, such as Facebook, Twitter (#yxegrowingfwd) and YouTube.

As the project progresses, website content will be regularly updated and expanded.

First Public Event

The first public event for Growing Forward! Shaping Saskatoon will be held on February 25, 2014 at TCU Place. The event will include presentations and a variety of discussion stations framed around the following topics:

- **Shaping Growth** is about managing growth in environmentally and economically sustainable ways. The community wants Saskatoon to grow upward and outward, where new neighbourhoods are well-planned and walkable, and older neighbourhoods are renewed and revitalized. For example, by creating more community hubs along major corridors like 22nd Street, 8th Street, and College Drive, Saskatoon can be a more sustainable, accessible, and attractive place to live.
- **Shaping Transit.** Integrated communities are connected communities. The Growth Plan to Half a Million will create more options for citizens to move around while improving access throughout the entire city. Public Transit will be a major area of focus during the *Growing Forward! Shaping Saskatoon* process. Like many Canadian cities, it is time to consider new approaches to providing transit service, like bus rapid transit, to meet the needs of a growing population. By creating a new vision for transit, the community will find it easier to move around Saskatoon.
- **Shaping Bridges.** As population increases, so too will demands for travel. Improving access through the city means improving travel across the river. This work will consider long-term travel demands across existing and planned bridges while exploring the need for new crossings within the core areas to accommodate transit, cars, bikes, and pedestrians.

Prior to February 25, efforts will focus on promoting the event, website, and online engagement tools. Promotions will include print, digital tools, and direct contact with stakeholders and interest groups.

After the event, participation will be assessed to identify stakeholder groups which may be over- or under-represented. If a gap is identified, corrective efforts will be made to adjust communications and engagement activities for the next project phase or pursue additional engagement to improve representation.

OPTIONS

There are no options to the recommendation.

FINANCIAL IMPACT

There is no financial impact to the recommendation.

STAKEHOLDER CONSULTATION

Advice was sought from the Citizen Advisory Panel (CAP), which consists of volunteers from the Municipal Planning Commission, in September and December 2013, to identify key needs for successful public engagement. Input received was incorporated into the Communication and Engagement Strategy.

Project partnerships are also being developed with the assistance of City's Aboriginal Relations Advisor and the Community Development Division that will leverage existing relationships within the community to support the goal of balanced engagement and participation.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

COMMUNICATIONS PLAN

Growing Forward! Shaping Saskatoon is expected to conclude by the end of 2015. The first milestone public engagement event is planned for February 25, 2014. Public consultation will be ongoing and multiple opportunities will be provided for the public to engage in the project. Citizens will also have access to up-to-date project information at www.growingfwd.ca. Please refer to Attachments 2 through 5 for Key Points – January - March, Phase 2 Event Outline, Key Dates – January – February 2014, and Frequently Asked Questions.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

Growing Forward! Shaping Saskatoon is expected to be ongoing until the end of 2015 with communications to the Planning & Operations Committee and City Council occurring at key milestones throughout the duration of the project.

PUBLIC NOTICE

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

Written by: Lee Thomas, Project Manager, *Growing Forward! Shaping Saskatoon*

ATTACHMENTS

- 1) Growing Forward! Shaping Saskatoon Brand
- 2) Key Points – January to March 2014
- 3) Phase 2 Event Outline
- 4) Key Dates – January – February 2014
- 5) Frequently Asked Questions

Approved by: “Alan Wallace”
Alan Wallace, Director
Planning and Development
Dated: “January 22, 2014”

Approved by: “Alan Wallace”
For Randy Grauer, General Manager
Community Services Department
Dated: “January 22, 2014”

cc: Murray Totland, City Manager

S:/Reports/CP/P&O Communication and Engagement Update for GFSS.docx/deb

Attachment 1

Growing Forward! Shaping Saskatoon Brand



These key points provide an overview of the project purpose and process, and are intended for use between January 2014 and the first public event on Feb 25th, 2014. Supplemental detail regarding the first public event will be provided soon. Key points will be updated post-event to reflect public feedback and the next steps for the project.

Project Purpose

- Growing Forward! Shaping Saskatoon is a specific public planning initiative to help guide investments to accommodate growth to half a million people. It is the next step after Saskatoon Speaks to begin implementing some of the input we received from that important public engagement. Growing Forward! is a proactive way of planning for our future to help us navigate challenges associated with rapid population growth. The resulting Growth Plan to Half a Million will ensure Saskatoon continues to be a great place to live by creating opportunities for wealth and prosperity, so everyone in our community benefits.
- The Growth Plan will create more options for citizens to move around, and work, shop and play closer to home while improving access throughout the entire city. By creating more transportation choices and building places to bring people together, our city will be a healthier, more sustainable, accessible and attractive place to live.
- Saskatoon belongs to you and this is your opportunity to have your say. Growing Forward! Shaping Saskatoon invites input on specific growth options from all citizens. This is not about repeating what we heard. This is about using what we heard and developing viable options for growth. Help us grow in a way that is balanced, responsible, and creates future opportunities for our city.
- By building on our strengths and past accomplishments, and utilizing what we learned, Growing Forward! Shaping Saskatoon will look specifically to improve how we move around Saskatoon and to continue our planning for sustainable growth within our city's boundaries. This project will address key ingredients for a vibrant community by focusing on: **Shaping Growth, Shaping Transit, and Shaping Bridges.**

Project Process

- **Shaping Growth** is about managing our growth along corridors in environmentally and economically sustainable ways. The community wants Saskatoon to grow upward and outward, where new neighbourhoods continue to be well-planned and walk-able, and older neighbourhoods continue to be renewed and revitalized. By creating more community hubs along major streets like 22nd Street, 8th Street and College Drive, Saskatoon can be a more sustainable, accessible, and attractive place to live.
- **Shaping Transit** Integrated communities are connected communities. The Growth Plan to Half a Million will create more options for citizens to move around while improving access throughout the entire city. Public Transit will be a major area of focus during the *Growing Forward! Shaping Saskatoon* process. Like many Canadian cities, it is time for us to consider new approaches to providing transit

services, as well as adding new components like bus rapid transit, to meet the needs of a growing population. By creating a new vision for transit, the community will find it easier to move around Saskatoon.

- **Shaping Bridges** As population increases, so too will demands for travel. Improving access through the city means improving travel across the river. This work will consider long-term travel demands across existing and planned bridges while exploring the need for new crossings within the core areas to accommodate transit, cars, bikes, and pedestrians.
- Growing Forward! Shaping Saskatoon involves specific conversations with the public over the next two years. The project is divided into five phases:
 - **Phase 1** (Sept'13 - Feb '14) is to further understand our opportunities, challenges, strengths and weaknesses that we may build upon to develop our Growth Plan to Half a Million.
 - **Phase 2** (Feb'14 – Aug'14) will explore possibilities for shaping our Growth Plan to Half a Million and begin to look more carefully at specific options to guide our decision-making.
 - **Phase 3** (May'14 – Apr'15) will begin to devise our preferred Growth Plan to Half a Million, including developing and evaluating specific options.
 - **Phase 4** (May'15 – Aug'15) will compile the best options into our Growth Plan to Half a Million.
 - **Phase 5** (Sept'15 – Dec'15) will devise an action plan to begin implementing the key elements of the Growth Plan to Half a Million.
- As the Growing Forward! process evolves, the Growth Plan to Half a Million will incorporate other key initiatives addressing employment areas, financing growth, active transportation, and infrastructure management (i.e. water, wastewater and utilities servicing). These other key initiatives will be completed in parallel to Growing Forward! Shaping Saskatoon and will be informed by the discoveries of this project.

When & Where

February 25th, TCU Place

- Staff Sneak Peek 9-10
- Public Noon Event 10 – 1
- Public Evening Event 6 – 9

Who

City Staff, General Public

What

5 take-aways (what we expect people to talk about after the event):

- How do we grow our city to half a million people?
- What do you think about Rapid Transit?
- What do you think about Rapid Transit *here* (corridor specific)?
- Do we need another core bridge? Where does it go?
- How does development change because of Rapid Transit?

General purpose:

- Launch Project
- Introduce high level options/concepts and gather feedback:
 - Transit System current strengths and opportunities for improvement to become a choice mode
 - Rapid Transit opportunities, what it looks like and where it goes
 - Growth along corridors, what it can look like and what it means for the community
 - Managing our core bridges and road network infrastructure to move more people

Event Content Overview

Presentations (~60 min)

- Growth Plan Context (purpose, overview, background)
- Creating Vibrant Communities around Transit
- Integrating Transit & Land Use for Saskatoon

Discussion Stations (~120 min)

6 stations, each comprised of 5 - 6 info boards, at least 2 staff persons (consultant + City) and an interactive engagement activity.

Stations outlines are provided on the following pages.

Why

- Launch project
- Finalize Guiding Principles for the evaluation of options to develop various aspects of the Growth Plan to Half a Million.
(Complete Phase 2)
- Gather input to drive & confirm identification of options for the development of various aspects of the Growth Plan to Half a Million **(Begin Phase 3)**.

Discussion Station 1: Project Overview

- Background to the Growth Plan to Half a Million
 - Saskatoon Speaks, 10-Year Strategic Plan

- What is the Growth Plan to Half a Million?
 - Components of Sustainable Growth and Moving Around

- Building from Recent Strategic Planning
 - Suburban Development Areas
 - Strategic Growth Areas
 - Neighbourhood Infill
 - Perimeter Highway
 - North Commuter Parkway Project (incl Traffic Bridge)
 - Long-Term Network Improvements

- Growth Plan Initiatives – Building from a Strong Foundation
 - Introduction to Shaping Growth, Shaping Transit and Shaping Bridges

- The Growth Plan Process
 - Phases 1 through 5

- How Can the Community be Engaged
 - Opportunities for Engagement over course of the project

Discussion Station 2: Transit System

- Aspirations for Transit
 - (Long-Term Vision) Transit in Saskatoon will strive toward being an exceptional experience for customers and will be an attractive choice for people who have options for their daily needs.
 - Key Ingredients for attractive Transit: Frequency, Directness, Travel Times, Reliability, Safety, Comfort & Convenience

- Today's Transit Customer
 - How does our mode share compare across Canada?
 - How many people do we move in a day?
 - Where are the major Transit trip origins and destinations?

- Existing Transit System Features
 - How do our service hours compare across Canada?
 - What range of frequencies do we run?
 - Map of areas within reasonable walking distance of transit service
 - Comparison of transit vs. car travel times for key / common trips.

- Growth and a Broader Range of Transit Services
 - Most long-term growth in Suburban Areas (map)
 - Description of service types (regular, rapid, etc.) by typical service area (what does the neighbourhood look like) and technology (bus, BRT, LRT, etc.)

- **What transit improvements would support your travel needs?**
 - **What are your barriers to transit use today?**
 - **Mark your key destinations**
 - **What types of services would you like us to explore for Saskatoon?**

Discussion Station 3: Rapid Transit

- Aspirations for Rapid Transit and key considerations
 - (long-term vision) Rapid Transit will complement the overall increase in transit services throughout the City, and serve as the spine to the transit network. Rapid transit corridors and stations will be planned to support and connect higher density, mixed use areas of the City in order to enhance mobility for residents and visitors.
 - Key Considerations: What is considered in the assessment of a rapid transit system (i.e. corridors and technologies)?

- Potential Rapid Transit customer markets
 - Rapid transit will be connected to local transit services in the City, and should be designed to serve the greatest areas of potential ridership in order to support the investment in exceptional services and facilities.
 - Map of current major markets and movement trends.

- Potential Rapid Transit corridors and technologies
 - Primary & Secondary Market corridors (illustrated)
 - BRT and LRT characteristics, including costs, what they look like, etc.

- Potential Rapid Transit System Features
 - What do rapid transit systems look and feel like?

- **Are there alternative RT routes/corridors?**
 - **Identify other corridors and areas they serve**
 - **Identify key areas along these corridors to serve.**

- **What features are critical to making RT successful?**
 - **Identify qualities of transit & RT that are important to customers**
 - **Identify features that should be considered.**

Discussion Station 4: Growth near Rapid Transit

- Aspirations
 - (Long-Term Vision) The City will explore opportunities for complete, vibrant communities along potential rapid transit corridors and at station areas. The design of these communities will facilitate for more people-friendly environments and easy access to priority modes, such as walking, cycling and transit, to contribute toward these vibrant areas of the City.
 - Key Ingredients (illustrated): Scale, Density, Sense of Place, Mixture of Land Uses, Continuity of Built Form, Structure
- Existing Urban Structure (illustrated)
 - Downtown
 - Main Street
 - Suburban Centres
 - Suburban Residential Areas
- Planning Population and Employment Growth
 - Charting our growth, where it goes and what it may look like.
- Examining Existing and Potential Land Uses near Rapid Transit
 - Close-ups of existing land uses adjacent to potential RT corridors
- **What are the key ingredients for vibrant, urban neighbourhoods near RT?**
 - **important qualities for communities near RT**
 - **Which areas have these qualities today? Why?**
 - **Which areas have the greatest potential to be vibrant in the future and why?**

Discussion Station 5: Core Area Bridges & Networks

- Aspirations
 - (Long-Term Vision) Core area bridges will continue to be the primary routes to and from the established areas of the City, while planned peripheral roadways and bridges will support vehicle travel to the suburban growth areas. As the City Centre, North Downtown and University area plans are implemented, the road network and bridges serving these areas should support vibrant communities with priority treatments for transit, and attractive pedestrian and cycling facilities.
 - Illustrations of existing core bridges - facts (University Bridge, Sid Buckwold, Broadway, Traffic).
- Today's Traffic Patterns (illustrated)
 - Typical daily hourly volumes of all bridges (comparison)
 - Travel patterns into/out of core areas
- Network Features and Conditions (Today)
 - Capacity to move more using grid network inside Circle Drive
 - Typical afternoon rush travel speeds in 'core' (inside Circle Dr)
 - Are our core bridges operating at full capacity?
- Planned Network Expansions and Traffic Growth
 - Long-Term Transportation Priority projects
 - Projected traffic increases (afternoon rush) and core bridge capacity
- **What other core area bridge crossings should be considered?**
 - **Identify potential transit treatments towards and crossing core area bridges**
 - **Identify whether other crossings should be explored to accommodate growth & transit.**

Discussion Station 6: What Comes Next?

Outline of next steps in process, how input will be used, when next opportunity for input will come, etc.

- Jan. 28th - P&O receives Communication and Engagement Update.
- Jan. 29th - LTOS update (Event Details and review of content for Council).
- Jan. 31st - Mayor & Council email (website, event details + invite for distribution, talking points and FAQ)
- Feb. 3-7 - staff email (website launch notification, Feb 25th Event invite).
- website launch (www.growingfwd.ca)
- LTOS to receive hardcopy presentation of Feb 25th event materials.
- Feb. 10th - City Council receives P&O report with Communication and Engagement Update.
- Feb. 25th - First *Growing Forward! Shaping Saskatoon* Public Event.

What is Growing Forward Shaping Saskatoon?

Growing Forward! Shaping Saskatoon is a specific public planning initiative to help guide investments to accommodate growth to half a million people.

It is the next step after Saskatoon Speaks to begin implementing some of the input we received from that important public engagement. Saskatoon has a need for a new way of planning to help us navigate challenges associated with rapid population growth. The resulting growth plan will ensure Saskatoon continues to be a great place to live by creating opportunities for prosperity and a high quality of life where everyone in our community benefits.

What are the outcomes of Growing Forward! Shaping Saskatoon?

The Growth Plan to Half a Million will guide investments to create options for citizens to move around, work, shop and play closer to home while improving access throughout the entire city. By creating more transportation choices and building places that bring people together, our city will be a healthier, more sustainable, accessible and attractive place to live.

What work will be done through Growing Forward! Shaping Saskatoon?

We will build upon recent and ongoing initiatives to develop the Growth Plan to Half a Million, and will focus on answering the following three questions:

- **How does Saskatoon accommodate half a million people within existing city limits?** We will need to consider recent neighbourhood and strategic growth plans (i.e. downtown, north downtown, and university lands) to accommodate growth. We will also need to consider how to build-up existing areas of our city and grow development near main transit corridors.
- **How can transit become an attractive option for moving around?** Choices for getting around Saskatoon easily and affordably are necessary components in achieving a high quality of life for our citizens. We will explore transit service options that will appeal to more citizens.
- **Does Saskatoon have the right bridge network capacity?** To support travel and transportation choices within strategic growth areas, existing bridge and adjacent road networks need to be assessed. A combination of modifications may be considered to improve moving around Saskatoon now and in the future.

In addition to each of these key areas, the City will explore utility and infrastructure enhancements to support growth, as well as evaluate the resources needed to invest in these improvements.

What is the process for Growing Forward! Shaping Saskatoon?

Saskatoon belongs to you and this is your opportunity to have your say. Over the next two years, we will work closely with the community to determine risk factors for a do-nothing approach; define success for possible improvements; and, seek input on new ways of developing neighbourhoods, transit systems, and bridge and adjacent road networks.

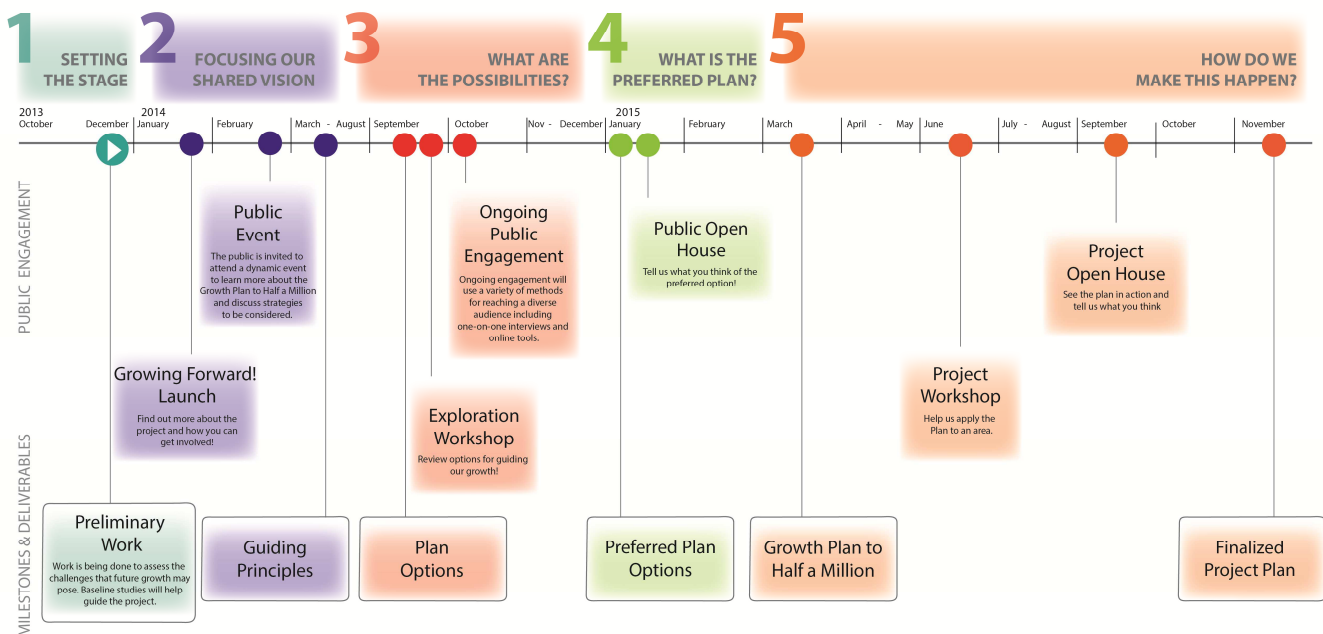
The following diagram provides an overview of the process:

version 1_October 2013



GROWING FORWARD! SHAPING SASKATOON

AT A GLANCE



Find out how you can get involved and stay connected! Visit www.saskatoon.ca

When and how can the public become involved in this project?

Growing Forward! Shaping Saskatoon invites input from all citizens to help us grow in a way that is balanced, responsible, and creates opportunities for our city. Each phase of the process will provide ample opportunities to provide input and ask questions. This will ensure the Plan considers the needs and ambitions of our community.

The project webpage will be launched in the New Year to provide up-to-date information and opportunity for digital engagement. The first community engagement event is planned for February 2014, where citizens will have the opportunity to ask questions and provide input. Public consultation will be ongoing and several opportunities will be provided for the public to engage in the project.

How much is this going to cost?

The budget for this project is about \$1.75 million. While this is a significant investment, developing an accurate detailed growth plan is necessary in order to create opportunities for prosperity and quality of life so Saskatoon continues to be a great place to live.

Does Growing Forward! Shaping Saskatoon discourage the use of cars?

No. Growing Forward! Shaping Saskatoon is about providing attractive and viable transportation choices. This project will consider opportunities for improving public transit options, including potentially creating a rapid transit service.

What is rapid transit?

Initially, the City of Saskatoon will consider a bus rapid transit (BRT) service. BRT allows faster, more convenient and direct trips for riders using features such as limited and enhanced stops, priority at intersections, real-time information, and various types of dedicated facilities.

Will this study alter the direction of existing projects?

Recently completed and ongoing projects will be considered as part of Growing Forward! Shaping Saskatoon. Land-use plans for the City Centre, North Downtown and University will be considered, along with other projects such as the Traffic Bridge, North Commuter Parkway and Perimeter Highway.

Will this study determine what will happen with the Traffic Bridge?

No. City Council has decided the Traffic Bridge will be replaced at its current location. The new bridge will consist of two travel lanes and wide multi-use pathways on both sides to accommodate pedestrians and cyclists.

How is this different from the Regional Plan project currently underway?

Growing Forward! Shaping Saskatoon is focused on supporting growth to half a million people within existing city limits. The Regional Growth Plan is aimed at coordinating development plans amongst the City's regional partners to manage urban and rural growth to one million people or more.

His Worship the Mayor and City Council
The City of Saskatoon

REPORT
of the
ADMINISTRATION AND FINANCE COMMITTEE

Composition of Committee

Councillor T. Paulsen, Chair
Councillor D. Hill
Councillor A. Iwanchuk
Councillor Z. Jeffries
Councillor E. Olauson

**1. Taxi Bylaw
(File No. CK. 307-4)**

- RECOMMENDATION:**
- 1) that the information be received; and
 - 2) that City Council consider Bylaw No. 9070, The Taxi Bylaw 2014.

Attached is a report of the A/CFO and General Manager, Asset and Finance Management Department dated January 17, 2014, providing City Council with further information regarding the proposed Taxi Bylaw and recommending approval of the draft Taxi Bylaw No. 9070.

Your Committee has reviewed the report with the Administration and heard from a representative of the taxi industry in support of moving forward based on the report and proposed bylaw.

Your Committee is recommending approval of Taxi Bylaw No. 9070, as attached.

**2. Capital Project #2236 – Stonebridge & Highway #11 Interchange
(Files CK. 6000-1 and 4131-27)**

- RECOMMENDATION:**
- 1) that the information be received;
 - 2) that the Administration be requested to provide a report to the Administration and Finance Committee regarding the status of the interchange reserve; and
 - 3) that the Administration be requested to report back to the Administration and Finance Committee, prior to going to tender for Capital Project 2236, regarding a funding strategy and the feasibility of including Ramp 3 as part of this project, and identifying potential savings to construct Ramp 3 at this time.

Attached is a report of the General Manager, Transportation and Utilities Department dated November 27, 2013, providing an update on the status and timing for Capital Project #2236 – Stonebridge and Highway #11 Interchange.

Your Committee has reviewed the matter with the Administration and has received clarification that the scope of the project includes only Ramps 1 and 2 and the north portion of the bridge itself at this time. Your Committee has received a presentation in support of including Ramp 3 in the project to provide an additional exit to reduce congestion as further development occurs in the Stonebridge neighbourhood. Your Committee has discussed the feasibility of including Ramp 3 as part of this project, and the potential savings that might occur by constructing it now. The Administration is being requested to report further on this aspect including identification of a funding strategy. The Administration is also requested to report further on the status of the interchange reserve.

Your Committee is submitting the above recommendations for City Council's consideration.

**3. Street Activity Baseline Study Update and Community Support
Program Pilot Project – Year One Summary
(File No. CK. 225-74)**

RECOMMENDATION: that the information be received.

Attached is a report of Executive Director of the Saskatoon Downtown Business Improvement District and Chair of the Street Activity Steering Committee dated November 13, 2013, addressing the Street Activity Baseline Study Update and providing updates on the Community Support Program from the perspective of the Street Activity Steering Committee.

Your Committee has reviewed the report with the Chair, Street Activity Steering Committee, and Executive Director, Saskatoon Downtown Business Improvement District, including the impact of the program to date and opportunities for increased marketing and awareness about the program.

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

Respectfully submitted,

Councillor T. Paulsen, Chair

TO: Secretary, Administration and Finance Committee
FROM: A/CFO & General Manager, Asset & Financial Management
DATE: January 17, 2014
SUBJECT: Taxi Bylaw
FILE NO: CK. 307-4 and AF. 307-1

RECOMMENDATION: that the following report be submitted to City Council recommending that draft Bylaw 9070, The Taxi Bylaw 2014, be approved.

TOPIC AND PURPOSE

This report is to provide Council with further information regarding the proposed Taxi Bylaw.

REPORT HIGHLIGHTS

1. Bylaw 9070, The Taxi Bylaw, 2014 is being recommended for approved.
2. Criminal Record Checks will continue to be a requirement of taxi driver license approval.
3. The maximum age for regular taxis will be seven model years, and the maximum age for accessible taxis will be nine model years.
4. Taxi trip data will continue to be supplied allowing analysis of both regular and accessible taxi supply and demand.
5. Taxi fares charged to customers and license fees paid by taxi license owners will be reviewed annually.
6. An annual Accessible Taxi Service report will be submitted to City Council that will include all relevant information including taxi usage, service levels achieved, as well as highlights and/or challenges.

STRATEGIC GOAL(S)

The recommendations in this report support the long-term strategy of optimizing the flow of people and goods in and around the city under the Strategic Goal of Moving Around.

BACKGROUND

At its meeting held on October 16, 2013, the Administration and Finance Committee considered the report of the General Manager, Corporate Services regarding the Taxi Bylaw and requested that the Administration report further on the following:

- the requirement for disclosure of criminal record checks for drivers only - possibly be extended to other parties involved (i.e. dispatch, license owners, etc.);
- review maximum vehicle age (seven years) particularly with accessible vehicles that cost more to retrofit;
- City is to have some authority to collect data from the taxi companies;

- that the fee-fare schedule have a requirement to be reviewed on an annual basis.

Further, at its meeting held on October 21, 2013, when considering Report No. 16-2013 of the Administration and Finance Committee, City Council resolved, in part:

- “7) that the Administration report annually on accessible taxis, specifically on any changes and compliance issues.”

REPORT

The purpose of Bylaw 9070, The Taxi Bylaw, 2014 (Attachment 1) is primarily to ensure that taxi service in Saskatoon is available, safe, economical and reflects positively on the image of the City.

Changes (summarized in Attachment 2) to the draft last presented to the Committee include the incorporation of City Council’s licensing resolutions of October 21, 2013, a change to the maximum model age of accessible vehicles, and requiring accessible data be provided per vehicle. Also, this draft attempts to address concerns that were raised regarding the eligibility criteria for a driver to be awarded a seasonal license.

Criminal Record Check Requirement

Taxi Drivers

A Vulnerable Sector Criminal Record check can help determine whether an individual is suitable to work in positions where he/she will be in close contact with vulnerable people. Taxi drivers provide a direct ‘close contact’ service to customers, some of whom are children and/or other vulnerable members of society. Approval by the City of Saskatoon of a Taxi Driver’s License is contingent on a number of items including a Vulnerable Sector Criminal Record Check.

Other Taxi Industry Participants

Dispatch personnel are employed by taxi brokers and are situated within company facilities. They are required to take service requests from customers by telephone or online, and to electronically make these trips known and available to taxi drivers. Individuals providing dispatch service are not in close contact with customers. The taxi companies have determined that, based on the tasks assigned and the lack of direct access to customers or to financial assets, criminal record checks are not a requirement of employment.

While not precluding taxi companies from establishing their own employment requirements, the Administration is not recommending changes to the bylaw that would require taxi industry participants other than drivers to obtain criminal record checks.

Maximum Vehicle Age

The recommendation in the 2010 consultant’s study was that no regular taxi be more than six model years old. City Council approved the Administration’s subsequent

recommendation that the maximum age be seven model years old. Most industry feedback agrees that seven years is a reasonable age limit when considering the number of kilometers a taxi travels each year.

Accessible Vehicle Maximum Age

Separate discussions have occurred regarding the maximum age of accessible vehicles. One company agreed with the seven-year maximum age while the other two suggested ten years is more appropriate.

Drivers of accessible vehicles stated that as the vehicles age, the noise from increased 'rattling' impedes the ability of drivers to communicate with passengers. An observation of a driver was that consensus will be difficult as vehicle owners prefer to minimize the capital cost of vehicle replacement while drivers prefer to operate a new, quiet vehicle.

While the Administration and Finance Committee may consider and recommend another option to City Council, the Administration is recommending that the higher capital cost of an accessible vehicle be recognized by establishing a maximum age for accessible vehicles of nine model years. All other bylaw requirements, including satisfactory safety inspections, would continue to apply.

Data Collection

City Council first approved the move to 'light regulation' in November 2010. An important component was that the taxi companies would provide trip data.

The proposed Bylaw No. 9070, The Taxi Bylaw, 2014, includes obligations of taxi industry participants. Among the obligations of the taxi brokers is the requirement to report trip data to the City on a monthly basis and upon request of the City, permit direct access to the dispatch system to verify data accuracy. The companies have, in fact, been providing data since 2011.

The supplied data will allow for analysis to ascertain growth or decline of demand (i.e. numbers of calls), customer wait time, and length of trip.

Accessible Taxi Trip Data

City Council has approved a total of sixteen (16) temporary accessible licenses be available for the industry to use specifically to ensure an appropriate level of service to the accessible community. The data required for accessible trips is to be provided on a monthly basis with details specific to the accessible trips provided by each accessible vehicle.

For the purposes of audit, or where a detailed investigation into a complaint is required, the Administration will be able to access extensive detailed dispatch systems data. This will include vehicle locations at given times of the day allowing proof of compliance with the requirement that accessible service be provided on a priority basis by accessible vehicles.

Annual Reviews and Reports

Taxi License Fees

Following Council's approval of Bylaw No. 9070, The Taxi Bylaw, 2014, it is expected a routine collaboration and enforcement process ensue. The Administration will monitor and quantify the time and resources spent in enforcement of the Bylaw, and continue to work with the industry. The cost of enforcement is to be recovered through taxi license fees which are currently set at \$375/year. The expense will be reviewed, and a report will be provided to City Council prior to the end of 2014.

Taxi Fares

Administration and the industry agree that an annual review of taxi fares will occur each May in the context of a Taxi Cost Index. Should the review suggest an increase may be warranted, a report would be forthcoming to City Council.

Accessible Taxi Service Report

An annual report will be submitted to City Council each year that will provide not only statistical information regarding accessible taxi service, but also information regarding the efforts put forward in providing a high level of service.

The commitment to providing service is already evident within the taxi industry. For example, if a company is unable to provide timely accessible service, the dispatch office will routinely contact the dispatch of its competitor to try to arrange the service. Companies establish the expectations for the service and provide directed training on the service overall, as well as the specifics of a particular trip.

Many drivers spoke of the importance of providing accessible service and the pride they personally take in ensuring that service is delivered at a high level.

The Administration is recommending that City Council approve Bylaw 9070, The Taxi Bylaw, 2014 that includes Section 69 requiring annual reporting regarding license fees, meter fares and accessible taxi service.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There is no financial impact.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

The Administration met with representatives of the industry, including brokers, and also had an open meeting for accessible taxi drivers with a specific objective of discussing the age of accessible vehicles and the necessity of adequate data for accessible trips be supplied.

COMMUNICATION PLAN

Corporate Revenue and Communications will work together to develop a plan that will ensure industry participants are aware of City Council's decisions. Communications will plan key messaging to reach stakeholders and the public using a variety of methods which could include:

- Updating taxi information on the City's website (saskatoon.ca), and inclusion of FAQ's
- Informative letter to stakeholders/industry participants
- News release
- Social media messaging
- A City Page insertion

Our internal customer service team should also be updated with information on Council's decisions, so they are prepared for any questions.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

Annual reports will be submitted no later than December 31, 2014.

ENVIRONMENTAL IMPLICATIONS

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

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review is not required.

PUBLIC NOTICE

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

ATTACHMENT(S)

1. Draft bylaw No 9070, The Taxi Bylaw, 2014.
2. Revisions to Draft Bylaw No. 9070, The Taxi Bylaw, 2013

Written by: Shelley Sutherland, Director of Corporate Revenue

Approved by: “Kerry Tarasoff”
Kerry Tarasoff, A/CFO & General Manager
Asset & Financial Management
Dated: Jan. 17/14

Approved by “Murray Totland”
Murray Totland, City Manager
Dated: Jan. 21/14

Bylaw No. 9070

The Taxi Bylaw, 2014

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BYLAW NO. 9070

The Taxi Bylaw, 2014

Whereas under the provisions of clause 8(1)(b) of *The Cities Act*, S.S. 2002, c. C-11.1, bylaws may be passed by a city in relation to the safety, health and welfare of people and the protection of people and property;

Whereas under the provisions of clause 8(1)(h) of *The Cities Act*, bylaws may be passed by a city in relation to businesses, business activities and persons engaged in business;

Whereas under the provisions of subsection 8(3) of *The Cities Act*, the power to pass bylaws includes the power to:

- regulate or prohibit;
- provide for a system of licences, inspections, permits or approvals;
- establish fees for the license;
- prohibit any business until a licence has been granted or an inspection performed;
- impose terms and conditions on any license;
- impose conditions that must be met before a licence is granted or renewed;
- provide for the duration of licences and their suspension or cancellation for failure to comply with a term or condition of a bylaw or for any other reason specified in the bylaw;
- provide for an appeal, the body that is to decide the appeal and related matters;

Whereas The City of Saskatoon desires to enact a bylaw to regulate and licence taxi services in The City of Saskatoon.

Now therefore, the Council of The City of Saskatoon enacts as follows:

PART I

Short Title and Interpretation

Short Title

1. This Bylaw may be cited as *The Taxi Bylaw, 2014*.

Definitions

2. In this Bylaw:

- (a) **“affiliated”** means engaged in an arrangement to provide dispatch services;
- (b) **“broker”** means a person who accepts calls in any manner for the dispatch of taxis and who dispatches taxis licensed under this Bylaw;
- (c) **“brokerage”** means the general business of a broker and shall be deemed to include the land and premises where the business is carried on;
- (d) **“business day”** means a day other than a Saturday, Sunday or holiday;
- (e) **“City”** means The City of Saskatoon;
- (f) **“class PT”** means a class of vehicles registered with the administrator of *The Traffic Safety Act* and used as a public service vehicle, including the transportation of passengers;
- (g) **“conviction”** means a conviction or a guilty plea, and includes a conviction of any business entity for which the applicant had, at the time of the offence leading to the conviction for specified criminal activity, a management responsibility or a controlling interest;
- (h) **“Council”** means the Council of The City of Saskatoon;
- (i) **“dispatch”** means the act or service of sending or directing a taxi, by electronic or any other means, to a person or person who have requested a taxi including use of a mobile application, text message, internet web page, cell phone or email communication;
- (j) **“D409 certificate”** means the Canadian Standards Association standard D409-92, Motor Vehicle for the Transportation of Persons with Physical Disabilities as amended from time to time by the Canadian Standards Association;
- (k) **“General Manager”** means the General Manager of the Asset & Financial Management Department or a designate;

- (l) **“owner plate”** means a metal plate or decal issued by the City to be attached to a taxi, which identifies the licensee and the vehicle to which the licence applies, and applies to all licences whether permanent, temporary or seasonal;
- (m) **“person”** includes an individual, a corporation, a partnership and the heirs, executors, administrators or other legal representatives of a person;
- (n) **“public service vehicle”** means a public service vehicle as defined in *The Traffic Safety Act*;
- (o) **“school season”** means September 1 in any given year through June 30 of the following year;
- (p) **“seasonal taxi licence”** means a licence issued under this Bylaw to a driver for temporary use during the school season;
- (q) **“seasonal taxi licence distribution lottery”** means the process by which the City distributes seasonal taxi licences;
- (r) **“service animal”** means a dog that is individually trained to do work or perform tasks for the benefit of a person with a disability;
- (s) **“specified criminal activity”** means any of the offences listed in Schedule “A” for which less than two years have elapsed since the date of conviction or the date of release from confinement imposed for the conviction, whichever is the later date;
- (t) **“taxi”, “taxicab” or “cab”** means a vehicle for hire that:
 - (i) is registered in class PT; and
 - (ii) is equipped with a taximeter or equipment designed to calculate a passenger fare based on distance travelled and standing time;
- (u) **“taxi driver”** means a person licensed to drive a taxi pursuant to this Bylaw, whether he or she is the owner of the taxi or is an agent, lessee or employee of the taxi owner;
- (v) **“taxi inspector”** means a person employed by the City and authorized by the General Manager to act as a taxi inspector for the purposes of this Bylaw;

- (w) **“taxi licence”** means a licence from the City which grants to the holder thereof the running rights to operate a taxi in the City;
- (x) **“taxi owner”** means a person granted a taxi licence to operate a taxi in the City;
- (y) **“trip data”** means information collected and maintained by a licensed taxi broker respecting the dispatching and conveyance of customers by taxis affiliated with the broker and includes the following:
 - (i) the time a call is received requesting the dispatch of a taxi;
 - (ii) the time a taxi driver accepts the dispatch of a taxi;
 - (iii) the time a taxi driver engages the taximeter for that dispatched call;
 - (iv) the time a taxi driver turns the taximeter off at the conclusion of the trip;
 - (v) whether the trip involved the conveyance of a person with a disability; and
 - (vi) the number of trips per month for each wheelchair accessible taxi.
- (z) **“wheelchair accessible taxi”** means a taxi that:
 - (i) is specifically designed to carry persons with disabilities;
 - (ii) is equipped with a mechanical device that can load, transport and unload a person using a wheelchair or other mobility aid without that person having to leave the wheelchair or other mobility aid; and
 - (iii) complies with Canadian Standards Association standard D409-92.

Principles and Purpose of Bylaw

- 3. (1) This Bylaw recognizes that taxis:
 - (a) are an important part of the City’s public transportation service; and

- (b) are heavily relied upon by both residents and visitors to the City.
- (2) Having regard to the principles mentioned in subsection (1), the purposes of this Bylaw are the following:
 - (a) to ensure that the taxi services will be available, safe and economical to use for both citizens and visitors to the City;
 - (b) to establish rates that are fair and reasonable for both the travelling public and persons involved in the taxi industry;
 - (c) to ensure that taxi services meet the needs of all citizens and visitors, including persons with mobility and physical disabilities;
 - (d) to ensure that taxi services operate in a manner that reflects positively on the image of the City;
 - (e) to ensure that, in achieving these objectives, all persons involved in the taxi industry are accountable for their part in the provision of taxi services.

PART II
General Licensing Matters

DIVISION I
Requirement to Obtain Licence

Licence Required

- 4. (1) No person shall drive a taxi in the City unless that person is a licensed taxi driver.
- (2) No person shall operate a taxi in the City unless that person holds a valid taxi licence from the City.
- (3) No person shall carry on business of a taxi brokerage in the City unless that person is a licensed taxi broker.

Advertising

- 5. (1) No person shall hold himself or herself out to be licensed under this Bylaw unless he or she is so licensed.

- (2) No person shall advertise the provision of any taxi services unless that person holds a valid and subsisting licence under this Bylaw.

DIVISION II Number and Types of Licences

General Authority

6. The City shall have the power:
 - (a) to limit the number of taxis that may operate in the City;
 - (b) to determine the types of licences that may be granted; and
 - (c) to determine the manner in which any licence is to be allocated.

Types of Licences

7. The City may issue the following licences:
 - (a) Taxi Licence;
 - (b) Taxi Broker's Licence;
 - (c) Taxi Driver's Licence;
 - (d) Wheelchair Accessible Taxi Licence;
 - (e) Temporary Wheelchair Accessible Taxi Licence;
 - (f) Seasonal Taxi Licence.

Number of Taxi Licences

8.
 - (1) The City may issue up to 160 taxi licences within the City.
 - (2) In addition to the licences mentioned in subsection (1), the City may issue up to 18 seasonal taxi licences as may be required, in excess of the limit mentioned in subsection (1).

Number of Wheelchair Accessible Taxi Licences

9. (1) The City may issue up to five wheelchair accessible taxi licences within the City, which licences shall be in addition to the 160 taxi licences mentioned in subsection 8(1).
- (2) In addition to the licences mentioned in subsection (1), the City may issue up to 16 temporary wheelchair accessible taxi licences, as may be required, in excess of the limit mentioned in subsection (1).

DIVISION III Licence Fees

Licence Fees

10. No person shall be licensed under this Bylaw until payment of the prescribed fees set out in Schedule "B" is received by the City.

Fees Non-Refundable

11. (1) Subject to subsection (2), licence fees are non-refundable. If a licence is suspended or revoked, no licence fee or part thereof is refundable.
- (2) If the licence or the licence renewal is refused, the fee paid pursuant to section 10 shall be returned to the applicant.

PART III Taxi Owner

DIVISION I Taxi Licence

Requirement to Obtain Licence

12. (1) No person shall suffer or permit a taxi to be driven in the City without first obtaining a taxi licence from the City.
- (2) No taxi owner shall permit a person to drive a taxi under the authority of the taxi licence unless the driver holds a valid and subsisting taxi driver's licence.

DIVISION II
Application for and Issuance of Taxi Licence

Application for Taxi or Wheelchair Accessible Taxi Licence

13. (1) An application for a taxi or a wheelchair accessible taxi licence shall be made to the City on such forms and accompanied by such information as prescribed by the City.
- (2) The application shall be considered complete if it includes the information required by this section.
- (3) The application shall include the following information:
 - (a) the applicant's full name;
 - (b) the applicant's current address and telephone number;
 - (c) written proof of vehicle registration and insurance for the taxi identifying the applicant and vehicle owner as the owner of the vehicle and a class PT designation;
 - (d) written proof of the taxi broker with whom the taxi licence is affiliated;
 - (e) proof of liability insurance in the amount of \$2 Million identifying the City as an additional insured;
 - (f) the applicant's Certificate of Approval;
 - (g) a validated Light Vehicle Inspection Certificate for the taxi completed by a Saskatchewan Government Insurance accredited mechanic dated no earlier than 90 days prior to the licence application;
 - (h) the issuing jurisdiction and the effective dates of any other licence or permit held by the applicant to operate a taxi, and whether such licence or permit has been denied, revoked or suspended, and if so, the reason or reasons therefor.
- (4) In addition to the requirements of subsection (3), an application for a wheelchair accessible taxi licence must also include a valid D409 certificate.

- (5) If a taxi owner intends to drive a taxi, he or she shall also require a taxi driver's licence.
- (6) If a taxi owner is using electronic means including a mobile application, text message, internet web page, cell phone or email communication to dispatch his or her taxi, he or she shall also require a taxi broker's licence.
- (7) Taxi owners and wheelchair accessible taxi owners must hold a separate licence for each taxi or wheelchair accessible taxi.
- (8) If the applicant for a taxi or a wheelchair accessible taxi licence is a partnership, the application must:
 - (a) be completed by one of the partners;
 - (b) disclose the identity of all other partners; and
 - (c) include all of the information required by subsections (3) and (4).
- (9) The information provided by an applicant for a licence under this Part shall be maintained by the City on a confidential basis, subject to the provisions of *The Local Authority Freedom of Information and Protection of Privacy Act*.

Issuance of Taxi or Wheelchair Accessible Taxi Licence

14. (1) Within 30 days of the receipt of a completed application for a taxi licence or a wheelchair accessible taxi licence, together with the applicable fee, the City shall, either:
 - (a) issue a licence, with or without conditions; or
 - (b) deny the application for a licence.
- (2) If the application is denied, the City shall provide the applicant with a copy of its decision together with written reasons for the decision.
- (3) The City shall approve a licence unless one or more of the following is determined to be true:
 - (a) the applicant is less than 18 years of age;

- (b) the applicant failed to provide information as required by section 13 of this Bylaw or has provided false or misleading information in the application;
 - (c) the licence fee required by this Bylaw has not been paid.
- (4) The licence, if granted, shall contain the following information:
- (a) the name of the person to whom the licence is granted;
 - (b) the number of the business licence issued to the applicant;
 - (c) the expiration date of the licence;
 - (d) the conditions, if any, attaching to the licence;
 - (e) the taxi plate number;
 - (f) the name of the brokerage with whom the applicant is affiliated.

Conditions Attaching to Taxi or Wheelchair Accessible Taxi Licence

15. (1) The City may impose terms and conditions on a licence issued under this Part, if in the City's opinion:
- (a) it is necessary to ensure compliance with any duties imposed on the licensee pursuant to this Bylaw;
 - (b) it is necessary to ensure the integrity of the licensing scheme in the Bylaw; and
 - (c) it is appropriate and in the public interest to do so.
- (2) Notwithstanding the generality of subsection (1), it shall be a condition of every wheelchair accessible taxi licence that priority is given to the conveyance of passengers with a disability.
- (3) No licensee shall fail to comply with any terms or conditions imposed on a licence.

Disposition of Taxi or Wheelchair Accessible Taxi Licence

16. (1) Taxi and wheelchair accessible taxi licences may be sold, gifted, bequeathed or otherwise transferred upon:

- (a) compliance by the transferee with all administrative and statutory requirements for obtaining and holding a taxi or a wheelchair accessible taxi licence;
 - (b) submission by the transferee of a completed application form, including supporting documentation to the City in accordance with section 13 of this Bylaw;
 - (c) submission by the transferee of the complete bill of sale for the taxi licence including the sale price; and
 - (d) payment by the transferee to the City of the applicable transfer fee as set out in Schedule “B”.
- (2) In addition to the requirements of subsection (1), the transferee of a wheelchair accessible taxi licence must also submit a current D409 certificate to the City.
- (3) When transferring a licence under this section, the transferor shall, in all cases, surrender the licence to the City for cancellation. The transferor shall also surrender the owner plate to the City for cancellation, if required. The City shall issue a new licence to the transferee containing the information prescribed by subsection 14(4), and a new owner plate, if required.

DIVISION III Taxi Owner Plates

Issuing Taxi Owner Plates

17. Upon issuing of a taxi or a wheelchair accessible taxi licence, the City shall also provide the licensee with an owner plate for the vehicle.

Transfer of Taxi Owner Plates

18. (1) An owner plate may be moved from one vehicle to another if:
- (a) the vehicle to which the plate is assigned requires repairs or servicing, and is temporarily unavailable for service; or
 - (b) the vehicle to which the plate is assigned is being permanently replaced with a different vehicle.

- (2) If transferring an owner plate, the taxi owner shall, within 3 business days of the date of such transfer:
 - (a) provide the City with:
 - (i) a validated Light Vehicle Inspection Certificate for the replacement vehicle; and
 - (ii) a certificate of vehicle registration for the replacement vehicle showing a class PT designation;
 - (b) pay the applicable owner plate replacement fee to the City; and
 - (c) turn in to the City the owner plate from the original vehicle.
- (3) Upon receipt of the materials mentioned in subsection (2), the City shall issue a new owner plate for the replacement vehicle.

DIVISION IV
Temporary Wheelchair Accessible Taxi Licence

Method of Issuing Licence

19. (1) The City may, in its discretion, issue temporary wheelchair accessible taxi licences at such times as it considers appropriate.
- (2) Temporary wheelchair accessible licences may be issued with or without a public tender process.

Ownership of Licence

20. (1) Temporary wheelchair accessible taxi licences shall remain the property of the City.
- (2) Subject to the limit mentioned in subsection 9(2), the City shall determine the number, if any, of temporary wheelchair accessible taxi licences to be issued.
- (3) A temporary wheelchair accessible taxi licence shall be valid for a term of five calendar years commencing on January 1, 2014 and ending on December 31, 2018.

- (4) If a licensed broker to which temporary wheelchair accessible taxi licences have been allocated ceases operations for any reason and the term of the licences has not expired, those licences shall revert to the City and shall be reallocated for the remainder of the term of the licences to the remaining brokers based upon the fleet size of each broker.
- (5) No person shall assign or transfer a temporary wheelchair accessible taxi licence.
- (6) Lease fees shall not be charged for the use of a temporary wheelchair taxi licence. Only normal operating costs may be recovered.

Application for Temporary Wheelchair Accessible Taxi Licence

21. (1) An application for a temporary wheelchair accessible taxi licence shall be made to the City on such forms and accompanied by such information as prescribed by the City.
- (2) The application shall include the information required by subsections 13(3) and (4).

Issuance of Temporary Wheelchair Accessible Taxi Licence

22. (1) Within 30 days of the receipt of a completed application for a temporary wheelchair accessible taxi licence together with the applicable fee, the City shall, either:
 - (a) issue a licence, with or without conditions; or
 - (b) deny the application for a licence.
- (2) If the application is denied, the City shall provide the applicant with a copy of its decision together with written reasons for the decision.
- (3) The City shall approve a licence unless one or more of the following is determined to be true:
 - (a) the applicant is less than 18 years of age;
 - (b) the applicant failed to provide information as required by section 13 of this Bylaw or has provided false or misleading information in the application;
 - (c) the licence fee required by this Bylaw has not been paid.

- (4) The licence, if granted, shall contain the following information:
 - (a) the name of the person to whom the licence is granted;
 - (b) the number of the business licence issued to the applicant;
 - (c) the expiration date of the licence;
 - (d) the conditions, if any, attaching to the licence;
 - (e) the taxi plate number;
 - (f) the name of the brokerage with whom the applicant is affiliated.

Conditions Attaching to Temporary Wheelchair Accessible Taxi Licence

- 23. (1) The City may impose any additional terms and conditions on a temporary wheelchair accessible taxi licence issued pursuant to this Bylaw that are consistent with the intent of the Bylaw where the City is satisfied that:
 - (a) it is necessary to ensure compliance with any duties imposed on the licensee pursuant to this Bylaw;
 - (b) it is necessary to ensure the integrity of the licensing scheme in the Bylaw; and
 - (c) it is appropriate and in the public interest to do so.
- (2) Without restricting the generality of subsection (1), it shall be a condition of every temporary wheelchair accessible taxi licence that priority is given to the conveyance of passengers with a disability.
- (3) No licensee shall fail to comply with any terms or conditions imposed on a licence.

Application of Part III

- 24. The other provisions of this Part shall apply, with any necessary modification, to a temporary wheelchair accessible taxi licence.

DIVISION V
Taxi Owner - Obligations

Taxi Owner's Responsibilities

25. (1) Every taxi licence and wheelchair accessible taxi owner shall:

Licences, Registration, Insurance and Safety

- (a) hold a separate taxi or wheelchair accessible taxi licence for each taxi or wheelchair accessible taxi;
- (b) maintain vehicle registration and insurance on each taxi or wheelchair accessible taxi identifying the owner of the vehicle and class PT designation;
- (c) file with the City, at least 3 business days prior to the expiry date of any current insurance policy, an insurance renewal policy or a certificate of insurance;
- (d) submit each taxi for a safety inspection in accordance with section 56 of this Bylaw and ensure that each taxi complies with the safety requirements to maintain a validated Light Vehicle Inspection Certificate;

Use of Licensed Drivers Only

- (e) ensure that drivers driving for the owner hold a valid taxi driver's licence issued by the City;

Change of Broker Affiliation

- (f) within 3 business days, notify the City if the owner changes affiliation with a licensed taxi broker;

Vehicle Equipment and Markings

- (g) securely affix the owner plate issued to each taxi or wheelchair accessible taxi to the taxi or wheelchair accessible taxi;
- (h) ensure that every taxi is equipped with the proper vehicle equipment and otherwise complies with Part VIII of this Bylaw;

- (i) ensure the immediate repair of any mechanical defects when reported by a taxi driver, taxi broker or the City;

Documents to Remain in the Taxi

- (j) keep at all times in each taxi or wheelchair accessible taxi the original or a photocopy of:
 - (i) the current certificate of registration for the taxi or wheelchair accessible taxi;
 - (ii) the current taxi or wheelchair accessible taxi licence; and
 - (iii) the validated Light Vehicle Inspection Certificate;

Notification of Information Change

- (k) immediately notify the City of a change of address;
 - (l) immediately notify the City of a change of ownership of a taxi licence in accordance with section 16 of this Bylaw; and
 - (m) immediately notify the City of an owner plate transfer in accordance with section 18 of this Bylaw.
- (2) In addition to the responsibilities mentioned in subsection (1), every owner operating under a wheelchair accessible taxi licence shall:
- (a) ensure that priority is given to the conveyance of passengers with a disability;
 - (b) ensure that the wheelchair accessible taxi is equipped with the appropriate tie downs or other equipment to properly secure passengers with disabilities using a wheelchair or other mobility aid; and
 - (c) ensure that a wheelchair accessible taxi and its equipment complies at all times with Canadian Standards Association standard D409-92.

PART IV
Taxi Broker

DIVISION I
Taxi Broker's Licence

Requirement to Obtain Licence

26. No person shall offer or provide dispatch services for taxis without first obtaining a taxi broker licence from the City.

DIVISION II
Application for and Issuance of Taxi Broker's Licence

Application for Taxi Broker's Licence

27. (1) An application for a taxi broker's licence shall be made to the City on such forms and accompanied by such information as prescribed by the City.
- (2) The application shall be considered complete if it includes the information required by this section.
- (3) The application shall include the following information:
- (a) the applicant's full name;
 - (b) the applicant's current address and telephone number;
 - (c) a copy of the applicant's business licence issued by the City confirming the location of the applicant's business;
 - (d) proof that the applicant has a system for receiving requests and dispatching taxis plated in Saskatoon and which form part of the broker's fleet and confirmation that the system will not interfere with any other taxi broker, taxi owner or fleet of vehicles;
 - (e) the issuing jurisdiction and the effective dates of any licence or permit held by the applicant to provide dispatch services to a taxi and whether such licence or permit has been denied, revoked or suspended, and if so, the reason or reasons therefor.

- (4) In addition to the licence mentioned in section 26, a taxi broker shall also obtain a general business licence from the City.
- (5) The information provided by an applicant in pursuit of a taxi broker's licence under this Part shall be maintained by the City on a confidential basis, subject to the provisions of *The Local Authority Freedom of Information and Protection of Privacy Act*.

Issuance of Taxi Broker's Licence

28. (1) Within 30 days of the receipt of a completed application for a taxi broker's licence, together with the applicable fee, the City shall, either:
- (a) issue a licence, with or without conditions; or
 - (b) deny the application for a licence.
- (2) If the application is denied, the City shall provide the applicant with a copy of its decision together with written reasons for the decision.
- (3) The City shall approve a licence unless one or more of the following is determined to be true:
- (a) (i) in the case of an individual, the applicant is less than 18 years of age;
 - (ii) in the case of a partnership, the managing partner is less than 18 years of age;
 - (iii) in the case of a corporation, the managing director is less than 18 years of age;
 - (b) the applicant failed to provide information as required by subsection 27(3) of this Bylaw or has provided false or misleading information in the application;
 - (c) the licence fee required by this Bylaw has not been paid.
- (4) The licence, if granted, shall contain the following information:
- (a) the name of the person to whom the licence is granted;
 - (b) the address of the brokerage;
 - (c) the number of the business licence issued to the applicant;

- (d) the expiration date of the licence;
 - (e) the conditions, if any, attaching to the licence.
- (5) A taxi broker's licence shall not be assigned or transferred.

Conditions Attaching to Taxi Broker's Licence

29. (1) The City may impose any additional terms and conditions on a licence issued under this Part that are consistent with the intent of the Bylaw where the City is satisfied that:
- (a) it is necessary to ensure compliance with any duties imposed on the licensee pursuant to this Bylaw;
 - (b) it is necessary to ensure the integrity of the licensing scheme in the Bylaw; and
 - (c) it is appropriate and in the public interest to do so.
- (2) Every licensee shall comply with the terms, conditions and restrictions to which the licence is subject.

DIVISION III **Taxi Broker - Obligations**

Taxi Broker's Responsibilities

30. Every licensed taxi broker shall:

Permanent Office and Complaints Process

- (a) maintain a permanent office in the City where the taxi brokerage business is carried on;
- (b) maintain a complaints process to promptly investigate and respond to service complaints registered by the public;

Taxi Driver and Owner Affiliation

- (c) maintain a list of all licensed taxi drivers and owners affiliated with the broker;

- (d) upon the request of the City, provide the list of all taxi drivers and taxi owners with whom the broker is affiliated;
- (e) within 3 business days, notify the City if a licensed taxi owner ceases affiliation with the broker;

Dispatch Services

- (f) provide or ensure that dispatch services are provided 24 hours per day, seven days per week;
- (g) have a telephone number listed in the local telephone directory where the taxi broker can be reached at all times;
- (h) ensure that taxis are dispatched only to drivers holding a current taxi driver's licence issued by the City;
- (i) dispatch drivers on the basis of the next available taxi located nearest the location of the request for service;
- (j) dispatch requests for accessible taxi service from or for a person with a disability on a priority basis to the next available taxi located nearest the location of the request for service;
- (k) dispatch requests for assistance from a taxi driver on a priority basis;

Responsibility for Drivers

- (l) ensure that taxi drivers affiliated with the broker immediately report to the City if:
 - (i) they are charged with or convicted of any specified criminal activity; or
 - (ii) their driving privileges or their Saskatchewan Driver's Licence is suspended, cancelled, revoked or invalidated for any reason;
- (m) ensure that taxi drivers affiliated with the broker hold a valid taxi driver's licence issued by the City;
- (n) ensure that taxi drivers affiliated with the broker do not operate taxis failing to display proper vehicle markings or vehicle markings associated with another broker;

- (o) ensure that taxi drivers affiliated with the broker maintain a clean and properly groomed personal appearance, dressing appropriately to provide a public service;
- (p) ensure that taxi drivers affiliated with the broker conduct themselves in a courteous, prudent and safe manner;
- (q) ensure that taxi drivers affiliated with the broker are signed in to the dispatch system at all times when the taxi is on duty;
- (r) ensure that the taximeter is sealed at all times;
- (s) ensure that taxi drivers affiliated with the broker charge only the taxi fares mentioned in section 58 of this Bylaw;

Vehicle Equipment and Markings

- (t) ensure that at all times when a taxi is engaged in providing services, a clear decal indicating the tariff of fees is located in the taxi in plain view of passengers;
- (u) ensure that every taxi is equipped with the proper vehicle equipment, displays the proper taxi vehicle markings and otherwise complies with Part VIII of this Bylaw;
- (v) produce each taxi annually for the purposes of testing the taximeter;
- (w) ensure the continued compliance of each taxi with the safety requirements to maintain a validated Light Vehicle Inspection Certificate;
- (x) ensure the continued filing, with the City, at least 3 business days prior to the expiry date of any current insurance policy, an insurance renewal policy or a certificate of insurance;

Trip Data

- (y) collect trip data and retain the same for a period of not less than three months;
- (z) report trip data to the City on a monthly basis. Trip data is to be received by the City no later than the 15th day of each month for the previous month;

- (aa) upon request of the City, permit the City direct access to the taxi dispatch system to verify the accuracy of the trip data being supplied by the broker;

Inspections

- (bb) upon the request of the City, immediately produce a taxi to the City for additional inspections to ensure compliance with this Bylaw;

Insurance

- (cc) ensure that every taxi affiliated with the broker is covered by liability insurance in the amount of \$2 Million indentifying the City as an additional insured; and

Complaints Process

- (dd) establish a process that is documented for all complaints received by the broker regarding the condition or operation of any vehicle affiliated with the broker, which data from the complaints process shall be available for inspection by the City upon request.

PART V Taxi Driver

DIVISION I Taxi Driver's Licence

Requirement to Obtain Licence

- 31. (1) No person shall drive a taxi or a wheelchair accessible taxi in the City without first obtaining a taxi driver's licence.
- (2) Notwithstanding subsection (1), if a driver is affiliated with a brokerage carrying on business in another jurisdiction outside the City, and the brokerage is not licensed to carry on business in the City, the driver may drive a taxi from that brokerage in the City without a licence if:
 - (a) the trip originates outside the City and terminates with the passenger being dropped off at a single destination within the City; or
 - (b) the trip originates and terminates outside the City, provided that:

- (i) the entire trip constitutes a single fare;
 - (ii) at least one passenger who started the trip outside the City is also a passenger when the trip terminates; and
 - (iii) the entire trip occurs on the same calendar day.
- (3) **“Trip”** for the purposes of clause (2)(b) includes any conveyance of the passenger who originally engaged the service outside the City limits on the day the trip originated, provided that the ultimate destination is a return to outside the City limits.

DIVISION II

Application for and Issuance of Taxi Driver’s Licence

Application for Taxi Driver’s Licence

32. (1) An application for a taxi driver’s licence shall be made to the City on such forms and accompanied by such information as prescribed by the City.
- (2) If the application is denied, the City shall provide the applicant with a copy of its decision together with written reasons for the decision.
- (3) The application shall include the following information:
- (a) the applicant’s full name;
 - (b) the applicant’s date of birth;
 - (c) the applicant’s current address and telephone number;
 - (d) a letter from a licensed taxi broker on company letterhead confirming its affiliation with the applicant taxi driver;
 - (e) written proof that the applicant holds, at a minimum, a valid class 4 Saskatchewan Driver’s License;
 - (f) the applicant’s criminal record and vulnerable sector checks dated no earlier than 30 days prior to the licence application;
 - (g) the applicant’s certificate of approval from the Saskatoon Police Service;

- (h) written proof that the applicant has completed any training program approved and required by the City;
 - (i) the issuing jurisdiction and the effective dates of any licence or permit held by the applicant to drive a taxi and whether such licence or permit has been denied, revoked or suspended, and if so, the reason or reasons therefor.
- (4) If a taxi driver is using electronic means including a mobile application, text message, internet web page, cell phone or email communication to dispatch his or her taxi, he or she shall also require a taxi broker's licence.
- (5) The information provided by an applicant in pursuit of a taxi driver or a wheelchair accessible taxi driver's licence under this Part shall be maintained by the City on a confidential basis, subject to the provisions of *The Local Authority Freedom of Information and Protection of Privacy Act*.

Issuance of Taxi Driver's Licence

33. (1) Within 30 days of the receipt of a completed application for a taxi driver's licence, together with the applicable fee, the City shall, either:
- (a) issue a licence, with or without conditions; or
 - (b) deny the application for a licence.
- (2) The City shall approve a licence unless one or more of the following is determined to be true:
- (a) the applicant is less than 18 years of age;
 - (b) the applicant failed to provide information as required by section 32 of this Bylaw or has provided false or misleading information in the application;
 - (c) the applicant has been convicted of specified criminal activity. The fact that a conviction is being appealed shall have no effect under this clause;
 - (d) the applicant's driving privileges or Saskatchewan Driver's Licence has been suspended, cancelled, revoked or invalidated for any reason;
 - (e) the applicant has an outstanding warrant for arrest or committal under the *Criminal Code*;

- (f) the licence fee required by this Bylaw has not been paid.
- (3) The licence, if granted, shall contain the following information:
 - (a) the name of the person to whom the licence is granted;
 - (b) the number of the taxi driver's licence issued to the applicant;
 - (c) the date of issue of the licence.
- (4) In addition to the requirements of subsection (3), the licensee shall also be issued photo identification.
- (5) Taxi driver's license and the photo identification shall remain the property of the City.
- (6) A taxi driver's licence shall not be assigned or transferred.

Conditions Attaching to Taxi Driver's Licence

- 34. (1) The City may impose any additional terms and conditions on a licence issued pursuant to this Part if in the City's opinion:
 - (a) it is necessary to ensure compliance with any duties imposed on the licensee pursuant to this Bylaw;
 - (b) it is necessary to ensure the integrity of the licensing scheme in the Bylaw; and
 - (c) it is appropriate and in the public interest to do so.
- (2) Every licensee shall comply with the terms, conditions and restrictions to which the licence is subject.

DIVISION III
Taxi Driver - Obligations

Taxi Driver's Responsibilities

35. (1) Every licensed taxi driver shall:

Driver Appearance and Behaviour

- (a) at all times when operating a taxi, maintain a clean and properly groomed personal appearance, dressing appropriately to provide a public service as per the policy established by the taxi broker;
- (b) at all times when operating a taxi, conduct himself or herself in a courteous, prudent and safe manner;

Licence and Tariff of Fees Visible

- (c) at all times when operating a taxi, have his or her taxi driver's licence, including photo clearly visible to passengers;
- (d) at all times when operating a taxi, ensure that a clear decal indicating the tariff of fees is affixed to the interior of the taxi and is plainly visible to passengers;

Taxi Broker Affiliation

- (e) be affiliated with a licensed taxi broker;

Taxi Fares to be Charged

- (f) engage the taximeter in accordance with the provisions of section 60 of this Bylaw;
- (g) operate a taxi only when the taximeter is sealed and the seal is intact;
- (h) charge the taxi fares in accordance with section 58 of this Bylaw;

Responding to Calls

- (i) provide service to any person when dispatched by a licensed taxi broker as being the next available taxi nearest the location of the request for service according to the broker's computerized global positioning system;

- (j) provide service to any person anywhere in the City or to any point beyond the City limits for the legal taxi fare prescribed in this Bylaw;
- (k) provide service to any passenger unless the passenger engages in abusive, violent or threatening behaviour;
- (l) sign in to the dispatch system of the brokerage at all times the taxi is on duty;
- (m) ensure that all trips are logged in through the dispatch system of the brokerage;

Shortest Practicable Route

- (n) take the shortest practicable route from the starting location to the end destination when the general fare as prescribed by Schedule "C" applies, unless otherwise directed by the passenger;

Number of Passengers

- (o) permit no more passengers than the number of seatbelts available for use in the taxi;

Passenger Property

- (p) take care of all property delivered or entrusted to him or her, or left in the taxi by any passenger;

Receipts

- (q) upon the request of the passenger, provide a receipt for the trip;

Documents to be Kept in Taxi

- (r) at all times when operating a taxi, ensure that the following documents are in the taxi:
 - (i) a validated Light Vehicle Safety Inspection Certificate or a copy thereof;
 - (ii) a current Saskatchewan Driver's Licence issued by Saskatchewan Government Insurance;
 - (iii) a current taxi driver's licence issued by the City;

Documents Produced Upon Request

- (s) produce, upon request by the City:
 - (i) a validated Light Vehicle Safety Inspection Certificate or a copy thereof;
 - (ii) a current Saskatchewan Driver's Licence issued by Saskatchewan Government Insurance;
 - (iii) a current taxi driver's licence issued by the City; and
 - (iv) a current vehicle registration for the taxi;

Reporting Requirements

- (t) immediately notify the City of:
 - (i) being charged with or convicted of specified criminal activity; or
 - (ii) cancellation, suspension or revocation of the driver's driving privileges or Saskatchewan Driver's Licence;

Vehicle Cleanliness, Maintenance and Repair

- (u) maintain the interior and the exterior of a taxi in accordance with section 55 of this Bylaw;

Taxi Stands

- (v) enter a taxi stand by positioning the taxi at the end of any line formed by other taxis; and

Service Animals

- (w) permit a passenger with a disability to be accompanied by his or her service animal in the taxi.
- (2) In addition to the responsibilities prescribed in subsection (1), every licensed taxi driver operating under a wheelchair accessible taxi licence or a temporary wheelchair accessible taxi licence shall:
- (a) operate a wheelchair accessible taxi only when the vehicle and its equipment comply with Canadian Standards Association standard D409-92;

- (b) properly restrain every occupant of a wheelchair or other mobility aid;
- (c) produce, upon the request of the City, a valid D409 certificate; and
- (d) accept dispatch requests for accessible taxi service from or for a person with a disability on a priority basis.

PART VI Seasonal Taxi Licence

Requirement to Obtain Licence

36. No person shall drive a taxi on a seasonal basis without first obtaining a seasonal taxi licence from the City.

Method of Issuing Licence

37. (1) The City may, in its discretion, issue seasonal taxi licences, at such times and in such numbers as may be necessary to meet the demand for such services.
- (2) Seasonal taxi licences shall be distributed using the lottery system described in this Part.

Eligibility to Participate in the Seasonal Licence Distribution Lottery

38. (1) In this section,
- (a) “**closely connection person**” means the agent, business partner or family member of a licence applicant;
 - (b) “**controlling interest**” means an interest that a person has in a corporation if the person beneficially owns, directly or indirectly, or exercises control or direction over shares of the corporation carrying more than 25% of the voting rights attached to all issued shares of the corporation;
 - (c) “**family**” means the spouse, parent or child of a licence applicant;

- (d) “**senior officer**” means the chair or vice-chair of the board of directors, the president, any vice-president, the secretary, the treasurer or the general manager of a corporation or any other person who performs functions for the corporation similar to those normally performed by a person occupying any of those offices;
 - (e) “**spouse**” means:
 - (i) the legally married spouse of a person, with whom the person is cohabiting; or
 - (ii) a person who has cohabited with another person as spouses continuously for a period of not less than two years.
- (2) The intent of the lottery is to distribute seasonal taxi licences to licensed taxi drivers only.
- (3) Notwithstanding the generality of subsection (2), a taxi driver is ineligible to participate in the seasonal taxi licence distribution lottery if:
- (a) he or she currently owns or has owned a taxi licence at any time within the two years immediately preceding the lottery draw;
 - (b) someone in the taxi driver’s family currently owns or has owned a taxi licence at any time within the two years immediately preceding the lottery draw;
 - (c) the taxi driver or someone in his or her family has a controlling interest in, or is a director or senior officer of, a corporation that owns or has owned a taxi licence at any time within the two years immediately preceding the lottery draw; or
 - (d) the taxi driver or a closely connected person has a controlling interest in, or is a director or senior officer of, a corporation that owns or has owned a taxi licence at any time within the two years immediately preceding the lottery draw.
- (4) In order to participate in the lottery, the applicant must:
- (a) hold, at a minimum, a valid class 4 Saskatchewan Driver’s Licence;
 - (b) hold a valid taxi driver’s licence, including photo identification issued by the City;
 - (c) own, lease or otherwise have access to a vehicle that meets the vehicle requirements for taxis set out in Part VIII;

- (d) be affiliated with a licensed taxi broker carrying on business and licensed by the City;
 - (e) have, at a minimum, three years' experience driving a taxi in the City as at the date of the application; and
 - (f) have driven a taxi in the City at least four shifts per week, each week in the past 52 weeks, excluding vacation time and medical leave.
- (5) A taxi driver may submit only one application per lottery draw. If a driver submits more than one application, the driver shall be ineligible to participate in that lottery draw.

Application for Licence

39. (1) An application to participate in the lottery shall be made by the applicant to the City on such forms and accompanied by such information as prescribed by the City, including the payment of the applicable seasonal taxi lottery participation fee as set out in Schedule "B".
- (2) The application shall be considered complete if it includes the information required by this section.
- (3) The application shall include the following information:
- (a) the applicant's full name;
 - (b) the applicant's date of birth;
 - (c) the applicant's current address and telephone number;
 - (d) the applicant's current taxi driver's licence number.

Seasonal Taxi Licence Distribution Lottery

40. (1) The seasonal taxi licence distribution lottery shall be conducted in accordance with this section.
- (2) The City shall establish a lottery pool for the distribution of the seasonal taxi licences.

- (3) The application for a seasonal taxi licence, once received, shall be marked for identification and placed with all other applications for the draw.
- (4) The City shall conduct the draw for the seasonal taxi licences in public.
- (5) All applications for the lottery shall be drawn and numbered in the order in which they were drawn.
- (6) The number of licences to be issued from the lottery pool shall be determined by the City in advance of the lottery draw.
- (7) Licences shall be issued in the order in which the applications were drawn.
- (8) Before issuing a licence, the City shall:
 - (a) review the application to determine if the applicant meets the eligibility requirements set out in subsection 38(4); and
 - (b) determine the licensed taxi broker for which the applicant intends to drive.
- (9) If the applicant is found to be ineligible to participate in the lottery draw, or abandons the application, the licence shall be issued to the next eligible applicant drawn from the lottery pool;
- (10) The names of the successful applicants drawn in the lottery pool shall be announced at the lottery draw.
- (11) The City shall provide each taxi broker with the names of the successful applicants from the lottery.
- (12) If an applicant is found to be ineligible to participate in the lottery draw, the City shall notify the applicant, in writing, of its decision together with written reasons for the decision.
- (13) The names of the unsuccessful applicants shall not be disclosed.

Issuance of Licence

41. (1) After the seasonal taxi licence distribution lottery is complete, the City shall notify the successful applicant or applicants that they have been granted a seasonal taxi licence, and the commencement date of the licence.

- (2) At least 14 days prior to the commencement date of the licence, the applicant shall:
 - (a) provide the City with:
 - (i) a validated Light Vehicle Inspection Certificate for the vehicle to which the licence is granted which certificate must be completed by a Saskatchewan Government Insurance accredited mechanic and be dated within the previous six months;
 - (ii) written proof of vehicle registration and insurance for the taxi identifying the applicant as the owner of the vehicle and a class PT designation; and
 - (iii) payment of the applicable licence fee; and
 - (b) present the vehicle to the City for a general taxi and meter inspection.
- (3) If the applicant satisfies the conditions in subsection (2), the City shall approve the licence.

Term of Licence

42. (1) A seasonal taxi licence shall be valid for two consecutive school seasons commencing on September 1 and ending on June 30 of the immediately following year.
- (2) The licensee shall turn in the seasonal taxi licence to the City immediately after June 30 in each year.
- (3) The City shall reissue the licence to the licensee on or about September 1 for the second school season under the licence, provided that the licensee meets the eligibility requirements set out in subsection 38(4).
- (4) The licensee shall immediately forfeit the seasonal taxi licence to the City if:
 - (a) the licensee ceases to be a full time driver of the taxi;
 - (b) it is determined that the licensee has provided false or misleading information in the application; or

- (c) the licensee's driving privileges or Saskatchewan Driver's Licence has been suspended, cancelled, revoked or invalidated for any reason.
- (5) In the event a licence is forfeited pursuant to subsection (4), the City shall offer the licence to the next eligible applicant from the lottery pool.

Conditions Attaching to Seasonal Taxi Licence

- 43. (1) The City may impose terms and conditions on a licence issued under this Part if, in the City's opinion:
 - (a) it is necessary to ensure compliance with any duties imposed on the licensee pursuant to this Bylaw;
 - (b) it is necessary to ensure the integrity of the licensing scheme in the Bylaw; and
 - (c) it is appropriate and in the public interest to do so.
- (2) No licensee shall fail to comply with any terms of conditions imposed on a licence.

Ownership of Licence

- 44. (1) Seasonal taxi licences shall remain the property of the City.
- (2) No licensee shall assign or transfer a seasonal taxi licence to another person.
- (3) Notwithstanding subsections (1) and (2), the licensee may choose the licensed taxi broker for which the licensee will drive and may change taxi brokers upon written notification to the City and payment of the applicable fee as set out in Schedule "B".
- (4) Lease fees shall not be charged for the use of a seasonal taxi licence. For greater certainty, only normal operating costs may be recovered from the lottery awardee or a driver for the use of the licence.

Application of Other Parts

- 45. Parts III, V, VIII and IX shall apply, with any necessary modification, to a licence issued pursuant to this Part.

Operate During School Season Only

46. No person shall drive a taxi licensed as a seasonal taxi except during the school season.

PART VII Licence Expiration and Renewal

Expiration of Licence

47. Unless renewed pursuant to section 48, a licence expires:
- (a) on the expiry date shown on the licence; or
 - (b) if no expiry date is shown on the licence:
 - (i) in the case of a taxi licence, a wheelchair accessible taxi licence or a temporary wheelchair accessible taxi licence, on December 31 of the year in which the licence was issued;
 - (ii) in the case of a taxi broker's licence, one year from the date of its issue;
 - (iii) in the case of a taxi driver's licence, one year from the date of its issue; and
 - (iv) in the case of a seasonal taxi licence, on June 30 of the second school season covered by the licence.

Renewal of Licence

48. (1) An application to renew any licence under this Bylaw must be received by the City on or before the expiration date of the current licence.
- (2) The application must also include the applicable licence fee specified in Schedule "B" of this Bylaw.
- (3) The application must be made on such forms and include such information as prescribed by the City.

- (4) Without limiting the generality of subsection (3), when a licence is being renewed, the application must include the following:
 - (a) in the case of a taxi owner, the information set out in subsections 13(3) and (4);
 - (b) in the case of a broker, the information set out in subsection 27(3);
 - (c) in the case of a taxi driver, the information set out subsection 32(3).
- (5) Upon receipt of the completed application and the applicable fee, the City shall either renew the licence with or without conditions, or issue a written notice of intent to refuse to renew the licence.
- (6) If the renewal is denied, the City shall provide the applicant with a copy of its decision with the reasons for the decision.
- (7) The City shall approve the renewal provided that the applicant has fully complied with all applicable requirements of this Bylaw.
- (8) Subject to an appeal pursuant to subsection 66(1), if the City denies a renewal, no licence under this Bylaw shall be issued to the applicant for a period of one year from the date of denial.

PART VIII
Vehicle Requirements

General

49. In order to be used as a taxi in the City, every vehicle must comply with the requirements prescribed in this Part.

DIVISION I
Vehicle Age

50.
 - (1) Except as provided in subsection (2), every vehicle used as a taxi shall be no more than seven years old.
 - (2) Every wheelchair accessible taxi shall be no more than nine years old.

- (3) For the purposes of this section, the age of the vehicle shall be determined in accordance with the following formula:

$$VA = CLY - VMY$$

where:

- VA** = age of vehicle
CLY = current licence year
VMY = vehicle model year

DIVISION II Vehicle Equipment

Vehicle Equipment

51. Every vehicle must be equipped with:
- (a) a taximeter approved by the City;
 - (b) electronic equipment capable of accepting credit card and debit payments for services rendered;
 - (c) electronic equipment capable of accepting dispatch calls;
 - (d) an emergency call button;
 - (e) a global positioning system;
 - (f) fully functional dome lights and topper capable of illumination; and
 - (g) a fully functional in-car camera.

Taximeters

52. (1) Every taximeter must be:
- (a) tested and sealed by the City annually or otherwise as required by the City;
 - (b) equipped with a light of sufficient power to illuminate the dial of the taximeter at all times when the taxi is on duty;

- (c) clearly visible to passengers at all times when the taxi is on duty;
 - (d) maintained in good working condition at all times;
 - (e) set so as to record the fare according to the taxi fares prescribed in this Bylaw and displayed in the tariff of fees affixed to the interior of the vehicle;
 - (f) used only when an authorized seal is intact; and
 - (g) capable of calculating and displaying a fare based on time and distance.
- (2) Notwithstanding clause 1(a), every vehicle must be produced sooner upon the request of the City for the purposes of resetting the taximeter in the event of a change in the taxi fares prescribed in this Bylaw or otherwise as requested by the City. The taximeter must be resealed by the City in the event of any change in the taxi fares.
- (3) A taximeter or seal must not be tampered with by any person.

Global Positioning Systems

53. Every global positioning system must:

- (a) be capable of tracking and locating the position of a vehicle;
- (b) include a vehicle location system;
- (c) be equipped with an emergency call button; and
- (d) be fully operational at all times when the vehicle is available for hire to the public.

In-Car Camera

54. (1) Every in-car camera must:

- (a) be mounted on the inside of the vehicle windshield;
- (b) fully show the interior of the vehicle; and

- (c) be fully operational at all times when the vehicle is available for hire to the public.
- (2) Decals must be affixed to both rear side windows notifying potential passengers of the presence of in-car cameras.

Vehicle Markings

55. Every taxi must have affixed to it on each side of the vehicle, a decal or other marking identifying the brokerage with which the taxi is affiliated.

Vehicle Cleanliness, Maintenance and Repair

56. (1) The interior of every vehicle including the trunk must be maintained in a clean and tidy condition. Without limiting the generality of the foregoing, at a minimum, the vehicle must be:
- (a) free of all dirt, dust, grease, oil and any item which can be transferred onto a passenger's clothing or possessions;
 - (b) free of all garbage or other items not intrinsic to the operation of the taxi;
 - (c) free of all noxious substances; and
 - (d) free of excess wear, including tears and cigarette burns in the upholstery.
- (2) The exterior of every vehicle must be maintained in good repair and in a clean condition, free from exterior body damage and excessive dirt and dust.

DIVISION III **Vehicle Inspection and Safety**

Vehicle Inspection and Safety

57. (1) Every taxi must have an annual Light Vehicle Inspection completed by a Saskatchewan Government Insurance accredited mechanic at a facility approved by Saskatchewan Government Insurance.

- (2) Notwithstanding subsection (1), the City may, in its discretion, require more frequent inspections at a facility appointed by the City.
- (3) The validated Light Vehicle Inspection Certificate sticker must be affixed to the rear passenger side window and a copy of the current inspection certificate must remain in the taxi at all times.

PART IX Operational Requirements

General

58. Every taxi must be operated in accordance with the provisions of this Part.

DIVISION I Taxi Fares

Taxi Fares to be Charged

59. (1) A taxi fare must be charged for each taxi trip in accordance with Schedule "C" of this Bylaw.
- (2) Notwithstanding subsection (1), if a taxi broker has a written contract with a business or other entity to convey passengers, the flat rate charge per trip as provided for in the written contract may be charged. A copy of the contract shall be provided to the City upon request.
 - (3) If, at the direction of the person who ordered the taxi, passengers are picked up at different locations to be carried to the same destination, the taxi driver shall charge no more than what the lawful charge would be for a continuous trip from the starting location to the end destination.
 - (4) If several passengers, each of whom has ordered taxi service, are carried from the same location in one taxi to different destinations, each destination shall be deemed to be the end of a trip, and at each destination the taxi driver shall clear the taximeter and charge for each such trip the amount recorded on the taximeter.
 - (5) If, at the direction of the person who ordered the taxi, passengers who entered the taxi at the same location are to be carried to different destinations, the taxi driver shall charge no more than what the lawful

charge would be for a continuous trip from the starting destination to the end destination.

Taxi Fares For Services to be Paid

60. (1) No person, having received taxi services, shall fail or neglect to pay for the services received.
- (2) The fares shall be charged in accordance with Schedule "C".

Engaging Taximeter

61. (1) The taximeter must be engaged at the commencement of each taxi trip, once the passenger is loaded into the taxi, regardless whether a taxi fare is being charged for the trip, or the taxi is being used on an hourly rate basis or otherwise pursuant to a written contract.
- (2) The taximeter must remain engaged throughout a taxi trip and be disengaged to the time off status only at the end of the trip once the destination is reached.
- (3) The taximeter must reflect the vacant status once payment for the trip has been received and the passenger has disembarked from the taxi.
- (4) Notwithstanding subsection (1), the taximeter may be engaged prior to loading a passenger only when the driver has been requested by the passenger to wait for a period in excess of 5 minutes, or at the consent of the passenger.

PART X

Authority, Inspections and Enforcement Procedures

DIVISION I

Authority

Delegation of Authority

62. (1) The administration and enforcement of this Bylaw is hereby delegated to the General Manager.

- (2) The General Manager is hereby authorized to further delegate the administration and enforcement of this Bylaw, in whole or in part, to other employees of the City and to the Saskatoon Police Services.
- (3) The General Manager may appoint any taxi inspectors that the General Manager considers necessary and define their duties and responsibilities.

DIVISION II Inspections

Inspectors

63. Every taxi inspector shall:
- (a) administer and enforce this Bylaw in the City;
 - (b) carry out inspections under this Bylaw; and
 - (c) perform any other duties and may exercise any other powers that may be delegated by the General Manager.

Inspections

64. (1) The inspection of property, including vehicles, by the City to determine if this Bylaw is being complied with is hereby authorized.
- (2) Inspections under this Bylaw shall be carried out in accordance with section 324 of *The Cities Act*.
- (3) The City, in conducting an inspection may:
- (a) collect data;
 - (b) conduct any test;
 - (c) examine books, records and documents; and
 - (d) require production of documents and property for the purposes of examination or making copies.
- (4) No person shall obstruct a person who is authorized to conduct an inspection under this section, or a person who is assisting in that inspection.

- (5) If a person refuses to allow or interferes with an inspection authorized by this section, or if a person fails to respond to a reasonable request for access to a property, the City may apply for a warrant authorizing entry in accordance with section 325 of *The Cities Act*.

DIVISION III
Suspension and Revocation of Licences

Licence Suspension and Revocation

65. (1) Any licence, including seasonal and temporary wheelchair accessible taxi licences, issued under this Bylaw may be suspended or revoked for any of the following reasons:
- (a) a licensee or an employee of a licensee has violated or failed to comply with any provision of this Bylaw;
 - (b) a licensee or an employee of a licensee has violated or failed to comply with any condition of the licence;
 - (c) a licensee or an employee of a licensee has refused to allow an inspection as authorized by this Bylaw;
 - (d) a licensee has given false or misleading information in the application for the licence;
 - (e) in the case of a driver, a licensee has been convicted of specified criminal activity or the licensee's driving privileges or Saskatchewan Driver's Licence has been suspended, cancelled or revoked. The fact that a conviction is being appealed shall have no effect on the suspension or revocation of the licence.
- (2) The City shall provide written notice of the suspension or revocation in a brief statement setting forth the complaint, the grounds for suspension or revocation and notifying the licensee of the right to appeal. Such notice shall be given or served in accordance with section 347 of *The Cities Act*.
- (3) If the City revokes a licence, the fee paid for by the licensee shall be forfeited. A person whose licence has been cancelled under this section may not apply for a new licence for a period of one year from the date that the cancellation took place.

- (4) The power to suspend or revoke a licence pursuant to this section is in addition to the penalties contained in section 68. The City may suspend or revoke a licence whether or not the licensee has been charged or convicted of an offence under this Bylaw.

DIVISION IV

Right to Appeal Denial, Suspension or Revocation of Licence

Right to Appeal

66. (1) If the City makes a decision:
- (a) to deny, suspend or revoke a licence issued under this Bylaw;
 - (b) to not renew a licence issued under this Bylaw; or
 - (c) to impose conditions on a licence issued under this bylaw;
- the aggrieved party may appeal the City's decision to the Saskatoon Licence Appeal Board.
- (2) The rules, procedure and time limits for an appeal pursuant to subsection (1) shall be governed by the provisions of Bylaw No. 9036, *The Saskatoon Licence Appeal Board Bylaw, 2012*.
- (3) In determining an appeal, the Saskatoon Licence Appeal Board:
- (a) is bound by the provisions of this Bylaw; and
 - (b) is prohibited from modifying or repealing a decision, or substituting its own decision unless it is satisfied that on a balance of probabilities that the City has misapplied the provisions of this Bylaw in the denial, suspension or revocation of a licence or the imposition of conditions on a licence.

DIVISION V

Impoundment of Vehicle

Impoundment

67. (1) If, in the opinion of the City, a taxi is unsafe to convey passengers, the City may order that the taxi be removed from service immediately.

- (2) An order pursuant to subsection (1) may be given, verbally or in writing, to all or any of the following:
 - (a) the taxi owner;
 - (b) the broker;
 - (c) the taxi driver.
- (3) Upon receipt of an order, the person to whom the order is directed shall immediately remove the taxi from service.
- (4) The taxi shall remain out of service until the vehicle passes a Light Vehicle Inspection completed by a Saskatchewan Government Insurance accredited mechanic.
- (5) If the person to whom the order is directed refuses or neglects to remove the taxi from service, the City may impound the vehicle.
- (6) The vehicle, if impounded, must not be removed or released until all fees, costs and charges relating to the impoundment have been paid.

PART XI Offences and Penalties

Offences and Penalties

68. (1) No person shall:
- (a) contravene or fail to comply with any provision of this Bylaw;
 - (b) contravene or fail to comply with a term or condition of any license;
 - (c) obstruct or interfere with employee or agent of the City exercising any of the powers conferred by this Bylaw; or
 - (d) destroy, alter or deface a licence issued pursuant to this Bylaw.
- (2) Every person who contravenes any provision of subsection (1) is guilty of an offence and liable on summary conviction:
- (a) for a first offence:

- (i) in the case of an individual, to a fine of not less than \$250.00 and not more than \$1,000.00, to imprisonment for not more than two months, or both;
 - (ii) in the case of a corporation, to a fine of not less than \$500.00 and not more than \$2,000.00; and
 - (iii) in the case of a continuing offence, to a further fine of not less than \$250.00 and not more than \$2,500.00 per day or part of a day during which the offence continues; and
- (b) for a second or subsequent offence:
 - (i) in the case of an individual, to a fine of not less than \$500.00 and not more than \$2,500.00, to imprisonment for not more than three months, or both;
 - (ii) in the case of a corporation, to a fine of not less than \$1,000.00 and not more than \$5,000.00; and
 - (iii) and in the case of a continuing offence, to a further fine of not less than \$500.00 and not more than \$2,500.00 per day or part of a day during which the offence continues.
- (3) If a person is found guilty of an offence under this Bylaw, the court may, in addition to any other penalty imposed:
 - (a) in the case of a person who holds a licence, suspend the licence for a term of not more than three months; and
 - (b) in the case of a person who did not hold a licence at the time of the conviction, order that the person is ineligible to apply for a licence for a term of not more than three months.
- (4) Offences under this Bylaw are designated as offences for which proceedings may be commenced pursuant to Part III of *The Summary Offences Procedure Act, 1990* by the issuance of a summons ticket.
- (5) A person to whom a summons ticket is issued pursuant to subsection (4) shall, upon the request by the person issuing the summons ticket, provide his or her name, address and date of birth. A person who fails to provide this information is guilty of an offence and liable on summary conviction to the penalty set out in subsection (2).

PART XII
Miscellaneous

Annual Reporting

69. The General Manager shall report to Council annually with respect to:
- (a) the fees and taxi fares to be charged under this Bylaw; and
 - (b) the operation of wheelchair accessible taxis including any compliance issues, and recommended changes to this Bylaw.

Use of Forms and Words

70. Words signifying male persons include female persons and words signifying either sex include corporations.

Headings

71. The headings do not form a part of this Bylaw, but are inserted for convenience of reference only.

Bylaw to Prevail

72. The provisions of this Bylaw prevail where there is any conflict between any provision of this Bylaw and any other bylaw of the City.

Consequential Amendments

73. Bylaw No. 6066, *The License Bylaw* is amended by:
- (a) repealing section 7
 - (b) repealing sections 40 to 53A inclusive; and
 - (c) repealing Schedule No. 1.

Coming Into Force

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

Read a first time this _____ day of _____, 2014.

Read a second time this _____ day of _____, 2014.

Read a third time and passed this _____ day of _____, 2014.

Mayor

City Clerk

Schedule "A"

Offences under the *Criminal Code*

	Offence	Section
(a)	Possession of weapon for dangerous purpose	s.88
(b)	Carrying concealed weapon	s.90
(c)	Unauthorized possession of motor vehicle	s.94
(d)	Weapons trafficking	s.99
(e)	Possession for purpose of weapons trafficking	s.100
(f)	Sexual interference	s.151
(g)	Invitation to sexual touching	s.152
(h)	Sexual exploitation	s.153
(i)	Sexual exploitation of person with disability	s.153.1
(j)	Transporting person to bawdy house	s.211
(k)	Living on the avails of prostitution	s.212(1)(j)
(l)	Living on the avails of juvenile prostitution and using violence	s.212(2.1)
(m)	Causing death by criminal negligence	s.220
(n)	Causing bodily harm by criminal negligence	s.221
(o)	Murder	s.229-231
(p)	Manslaughter	s.236
(q)	Attempt to commit murder	s.239
(r)	Dangerous operation of motor vehicle	s.249
(s)	Causing death by criminal negligence (street racing)	s.249.2
(t)	Causing bodily harm by criminal negligence (street racing)	s.249.3

	Offence	Section
(u)	Dangerous operation of motor vehicle while street racing	s.249.4
(v)	Failure to stop at scene of accident	s.252
(w)	Operating while impaired	s.253(1)(a), 255
(x)	Operating – over 0.08	s.253(1)(b), 255
(y)	Refuse to provide breath or blood sample	s.254(5), 255
(z)	Operate vehicle while disqualified	s.259(4)
(aa)	Assault	s.265
(bb)	Assault with a weapon or causing bodily harm	s.267
(cc)	Aggravated assault	s.268
(dd)	Sexual assault	s.271
(ee)	Sexual assault with a weapon or causing bodily harm	s.272(1)
(ff)	Aggravated sexual assault	s.273
(gg)	Theft over \$5,000.00	s.322, 334(a)
(hh)	Theft under \$5,000.00	s.322, 334(b)
(ii)	Motor vehicle theft	s. 333.1
(jj)	Theft, forgery, etc., of credit card	s.342
(kk)	Robbery	s.343, 344
(ll)	Tampering with vehicle identification number	s.353.1
(mm)	Fraud over \$5,000.00	s.380(1)(a)
(nn)	Fraud under \$5,000.00	s.380(1)(b)

Offences under the *Controlled Drugs and Substances Act*

	Offence	Section
(a)	Trafficking in substance	s.5(1)
(b)	Possession for purpose of trafficking	s.5(2)

Schedule "B"

Fees

Licence Fees

Taxi.....	\$375.00
Taxi Broker	\$305.00
Taxi Driver	\$35.00
Wheelchair Accessible Taxi.....	\$375.00
Temporary Wheelchair Accessible Taxi	\$375.00
Seasonal Taxi (\$225.00 per school season)	\$450.00

Transfer Fees

Taxi Licence	\$375.00
Wheelchair Accessible Taxi Licence	\$375.00
Temporary Seasonal Taxi Licence	\$25.00

Owner Plate Replacement Fee\$25.00

Seasonal Taxi Lottery Participation Fee\$50.00

Schedule “C”

Taxi Fares

General Taxi Fares

- (a) \$3.75 for the first 142 metres or portion thereof;
- (b) \$0.25 for each additional 142 metres or portion thereof; and
- (c) \$0.25 for each additional 35 seconds of time while the taxi is on a trip, including waiting at the request of passengers.

General Van Taxi Fares

- 1. 1.5 times the amount shown on the taximeter when a van taxi is carrying five or more passengers, or is carrying an amount of luggage or freight that cannot be accommodated by a sedan-type taxi.
- 2. General Van Taxi Fare does not apply to wheelchair accessible taxis carrying a passenger using a wheelchair or other mobility aid.

Hourly Fares

- (a) \$40.00 per hour up to 16 kilometres; and
- (b) \$1.77 for each additional kilometre in excess of 16.

General Provisions

- 1. All trips provided by a wheelchair accessible taxi shall be subject to the General Taxi Fares unless the General Van Taxi Fares otherwise apply.
- 2. All taxi fares as prescribed in this schedule shall include the Federal Goods and Services Tax.
- 3. There shall be no extra charge for normal hand baggage.

Bylaw Section	Previous Draft to Council	Revised Draft, January 2014
Part I Definitions		(d) 'business day' means a day other than a Saturday, Sunday or holiday;
		(g) 'conviction' means a conviction or a guilty plea, and includes a conviction of any business entity for which the applicant had, at the time of the offence leading to the conviction for specified criminal activity, a management responsibility or a controlling interest;
	(i) 'General Manager' means the General Manager of the Corporate Services Department or a designate;	(k) 'General Manager' changed to General Manager of the Asset and Financial Management or a designate,
	(m) 'Seasonal taxi license' means a licence issued under this Bylaw to a driver for temporary use during the winter season;	(p) 'Seasonal taxi license' changed to school season
	(v) 'trip data' means a record maintained by a licensed taxi broker identifying;	(y) 'trip data' means information collected and maintained by a licensed taxi broker respecting the dispatching and conveyance of customers by taxis affiliated with the broker and includes the following:
		(y) (vi) the number of trips per month for each wheelchair accessible taxi.
	(x) ' winter season' means November 1 in any given year through April 30 of the following year	(o) ' school season' means September 1 in any given year through June 30 of the following year;
Part II Division II - General Licensing Matters - Numbers and Types of Licences	Number of Wheelchair Accessible Taxi Licences	Number of Wheelchair Accessible Taxi Licences
Part II Division II	9 (2) Notwithstanding subsection (1), the City may issue up to 11 temporary wheelchair accessible taxi licences, as may be required, in excess of the limit set in subsection (1)	9 (2) changed to 16 temporary wheelchair accessible taxi licences
Part III Division III - Taxi Owner - Taxi Owner Plates	Transfer of Taxi Owner Plates	Transfer of Taxi Owner Plates
	18 (2) Before transferring an owner plate, the taxi owner shall, within 120 hours:	18. (2) If transferring an owner plate, the taxi owner shall, within 3 business days of the date of such transfer.
	Ownership of License	Ownership of License

	20 (3) The City shall determine the duration of any temporary wheelchair accessible taxi licences	20 (3) A temporary wheelchair accessible taxi licence shall be valid for a term of five calendar years commencing on January 1, 2014 and ending on December 31, 2018
		20 (4) If a licensed broker to which temporary wheelchair accessible taxi licenses have been allocated ceases operations for any reason and the term of the licenses has not expired, those licences shall revert to the City and shall be reallocated for the remainder of the term of the licences to the remaining brokers based upon the fleet size of each broker
Part III Division V - Taxi Owner- Taxi Owner Obligations	Change of Broker Affiliation	Change of Broker Affiliation
	25 (f) within 72 business hours, notify the City of the owner changes affiliation with a licensed taxi broker;	25 (f) changed to within 3 business days
Part V Division II Taxi Driver - Application for and Issuance of Taxi Driver's Licence	Issuance of Taxi Driver's License	Issuance of Taxi Driver's License
	33 (2) (c) the applicant has been convicted of specified criminal activity. The fact that a conviction is being appealed shall have no effect under this clause. For the purposes of the Bylaw, a "conviction" means....	33.(2) (c) 'conviction' definition has been added to Part I Definitions
Part V Division III Taxi Driver - Taxi Driver - Obligations	Taxi Driver's Responsibilities -Responding to Calls	Taxi Driver's Responsibilities - Responding to Calls
	35 (i) provide service to any person when dispatched by a licensed taxi broker as being the closest computerized global positioning system call;	35 (i) provide service to any person when dispatched by a licensed taxi broker as being the next available taxi nearest the location of the request for service according to the broker's computerized global positioning system;
	Documents Left in Taxi	Title changed to : Documents to be Kept in Taxi
Part VI Seasonal Taxi Licence	Method of Issuing Licence	Method of Issuing Licence
	37 (2) Removed Seasonal taxi licences shall be allocated equally between eligible drivers from each of the licensed taxi brokerages.	
	37 (3) Seasonal taxi licences shall be distributed using the lottery system described in this part.	37 (2) Resequenced

	Eligibility to Participate in the Seasonal Licence Distribution Lottery	Eligibility to Participate in the Seasonal Licence Distribution Lottery
	38 (1) Removed The intent of the lottery is to distribute seasonal taxi licences to licensed taxi drivers only	38 (1) In this Section,
		(a) 'closely connection person' means the agent, business partner or family member of a licence applicant
		(b) 'controlling interest' means an interest that a person has in a corporation if the person beneficially owns, directly or indirectly, or exercises control or direction over shares of the corporation carrying more than 25% of the voting rights attached to all issued shares of the corporation;
		(c) 'family' means the spouse, parent or child of a licence applicant;
		(d) 'senior officer' means the chair or vice-chair of the board of directors, the president, any vice-president, the secretary, the treasurer or the general manager of a corporation or any other person who performs functions for the corporation similar to those normally performed by a person occupying any of those offices;
		(e) 'spouse' means:
		(i) the legally married spouse of a person, with whom the person is cohabiting; or
		(ii) a person who has cohabited with another person as spouses continuously for a period of not less than two years.
	38 (2) Removed A taxi driver who is also a taxi owner is ineligible to participate in the lottery.	38 (2) The intent of the lottery is to distribute seasonal taxi licences to licensed taxi drivers only.
		38 (3) Notwithstanding the generality of subsection (2), a taxi driver is ineligible to participate in the seasonal taxi licence distribution lottery if:
		(a) he or she currently owns or has owned a taxi licence at any time within the two years immediately preceding the lottery draw;

		(b) someone in the taxi driver's family currently owns or has owned a taxi licence at any time within the two years immediately preceding the lottery draw;
		(c) the taxi driver or someone in his or her family has a controlling interest in, or is a director or senior officer of, a corporation that owns or has owned a taxi licence at any time within the two years immediately preceding the lottery draw; or
		(d) the taxi driver or a closely connected person has a controlling interest in, or is a director or senior officer of, a corporation that owns or has owned a taxi licence at any time within the two years immediately preceding the lottery draw.
	Application for Licence	Application for Licence
	39 (1) An application to participate in the lottery shall be made by the applicant to the City on such forms and accompanied by such information as prescribed by the City. The completed application shall first be submitted to the taxi brokerage and then to the City for processing	39 (1) An application to participate in the lottery shall be made by the applicant to the City on such forms and accompanied by such information as prescribed by the City, including the payment of the applicable seasonal taxi lottery participation fee as set out in Schedule "B"
	39 (3) (d) written proof of the matters referred to in section 13	39 (3) (d) the applicant's current taxi driver's licence number
	39 (4) Removed The City, in consultation with each taxi brokerage, shall determine the eligible applicants affiliated with that brokerage	
	39 (5) Removed The City shall randomly draw from each brokerage list to determine the applicant or applicants who will receive seasonal taxi licences for that brokerage	
		Seasonal Taxi Licence Distribution Lottery
		40 (1) The seasonal taxi licence distribution lottery shall be conducted in accordance with this section
		(2) The City shall establish a lottery pool for the distribution of the seasonal taxi licences.

		(3) The application for a seasonal taxi licence, once received, shall be marked for identification and placed with all other applications for the draw.
		(4) The City shall conduct the draw for the seasonable taxi licences in public.
		(5) All applications for the lottery shall be drawn and numbered in the order in which they were drawn.
		(6) The number of licences to be issued from the lottery pool shall be determined by the City in advance of the lottery draw.
		(7) Licences shall be issued in the order in which the applications were drawn.
		(8) Before issuing a licence, the City shall; (a) review the application to determine if the applicant meets the eligibility requirements set out in subsection 38 (4); and (b) determine the licensed taxi broker for which the applicant intends to drive
		(9) If the applicant is found to be ineligible to participate in the lottery draw, or abandons the application, the licence shall be issued to the next eligible applicant drawn from the lottery pool;
		(10) The names of the successful applicants drawn in the lottery pool shall be announced at the lottery draw.
		(11) The City shall provide each taxi broker with the names of the successful applicants from the lottery.
		(12) If an applicant is found to be ineligible to participate in the lottery draw, the City shall notify the applicant, in writing, of its decision together with written reasons for the decision.
		(13) The names of the unsuccessful applicants shall not be disclosed.
	Term of License	Term of Licence

	41 (1) A seasonal taxi licence shall be valid for two consecutive winter seasons commencing on November 1 and ending on April 30 of the immediately following year.	42 (1) A seasonal taxi licence shall be valid for two consecutive school seasons commencing on September 1 and ending on June 30 of the immediately following year.
	41 (2) The licensee shall turn in the seasonal taxi licence to the City immediately after April 30 in each year.	42 (2) changed to June 30
	41 (3) The City shall reissue the licence to the licensee on or about November 1 for the second winter season under the licence, provided that the licensee meets the eligibility requirements set out in subsection 38 (3)	42 (3) changed to September 1, school season and subsection 38 (4)
	41 (4) (a) Removed the licensee ceased to be affiliated with the taxi brokerage named in the licence;	
	41 (5) In the event a licence is forfeited pursuant to subsection (4), the City shall offer the licence to the next eligible applicant on the eligibility list of the taxi brokerage with which the previous applicant was affiliated.	42 (5) In the event a licence is forfeited pursuant to subsection (4), the City shall offer the licence to the next eligible applicant from the lottery pool.
	Ownership of Licence	Ownership of Licence
	43 (2) No person shall assign or transfer a seasonal taxi licence	44 (2) No licensee shall assign or transfer a seasonal taxi licence to another person.
		44 (3) Notwithstanding subsections (1) and (2), the licensee may choose the licensed taxi broker for which the licensee will drive and may change taxi brokers upon written notification to the City and payment of the applicable fee as set out in Schedule "B"
	Operate During Winter Season Only	Title Changed to: Operating During School Season Only
	45 No person shall drive a taxi licensed as a seasonal taxi except during the winter season.	46 changed to school season
Part VII Licence Expiration and Renewal	Expiration of Licence	Expiration of Licence
	46 Unless renewed pursuant to section 47, a licence expires:	47 changed to section 48
	46 (iv) in the case of a seasonal taxi licence, on April 30 of the second winter season covered by the licence.	47 (iv) changed to June 30 and school season
	Renewal of Licence	Renewal of Licence

	48 (8) Removed In the event the renewal is denied or the licence is renewed with conditions, the applicant may appeal the refusal or the imposition of those conditions to the Saskatchewan Licence Appeal Board pursuant to section 65	
	48 (9) Subject to an appeal pursuant to subsection (8), if the City denies a renewal, no licence under this Bylaw shall be issued to the applicant for a period of one year from the date of denial.	48 (8) Changed to subsection 66 (1),
Part VIII Vehicle Requirements - Vehicle Age	Vehicle Age	Vehicle Age
	49 Every vehicle shall be no more than seven years old.	50 (1) Except as provided in Subsection (2), every vehicle used as a taxi shall be no more than seven years old.
		50 (2) Every wheelchair accessible taxi shall be no more than nine years old
Part IX Division I Operational Requirements - Taxi Fares	Taxi Fares to be Charged	Taxi Fares to be Charged
	58 (2) Notwithstanding subsection (1), if a taxi broker has a contract with a business or other entity to convey passengers, the flat rate charge per trip as provided for in the contract may be charged. A copy of the contract shall be provided to the City upon request.	59 (2) Notwithstanding subsection (1), if a taxi broker has a written contract with a business or other entity to convey passengers, the flat rate charge per trip as provided for in the written contract may be charged. A copy of the contract shall be provided to the City upon request.
Part X Division IV Authority, Inspections and Enforcement Procedures - Right to Appeal Denial, Suspension or Revocation of Licence	Right to Appeal	Right to Appeal
	65 (1) If the City imposes conditions on a licence or denies, suspends or revokes a licence, the aggrieved party may appeal the City's decision to the Saskatoon Licence Appeal Board.	66 (1) If the City makes a decision: (a) to deny, suspend or revoke a licence issued under this Bylaw; (b) to not renew a licence issued under this Bylaw; or (c) to impose conditions on a licence issued under this bylaw; the aggrieved party may appeal the City's decision to the Saskatoon Licence Appeal Board.
Part XII Miscellaneous		Annual Reporting

		69 The General Manager shall report to Council annually with respect to: (a) the fees and taxi fares to be charged under this Bylaw; and (b) the operation of wheelchair accessible taxis including any compliance issues, and recommended changes to this Bylaw.
Schedule "B" Fees	License Fees	License Fees
	Seasonal Taxi (\$225 per winter season)	Seasonal Taxi (\$225 per school season)
Schedule "B" Fees		Transfer Fees
		Temporary Seasonal Taxi Licence \$25.00
		Seasonal Taxi Lottery Participation Fee \$50.00
Schedule "C" Taxi Fares	General Van Taxi Fares	General Van Taxi Fares
	1. 1.5 times the amount shown on the taximeter when a van taxi is specifically requested to carry in excess of five passengers, and/or to carry an amount of luggage or freight that cannot be accommodated by a sedan-type taxi.	1 1.5 times the amount shown on the taximeter when a van taxi is carrying five or more passengers, or is carrying an amount of luggage or freight that cannot be accommodated by a sedan-type taxi.

TO: Secretary, Administration and Finance Committee
FROM: General Manager, Transportation & Utilities Department
DATE: November 27, 2013
SUBJECT: Capital Project #2236 – Stonebridge & Highway #11 Interchange
FILE NO: CK 6000-1, x CK 4131-27

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

TOPIC AND PURPOSE

This report provides an update on the status and timing for Capital Project #2236 – Stonebridge & Highway #11 Interchange.

REPORT HIGHLIGHTS

1. The Stonebridge & Highway #11 Interchange project is currently being designed.
2. Construction is anticipated to start in 2014 with completion for fall of 2015.
3. Dundee Developments Stonebridge Community Concept Plan (Attachment 1) indicated that a limited access interchange was required southbound Highway #11 to Victor Road, and eastbound Victor Road to northbound Highway #11.
4. Dundee Developments Stonebridge Interchange Overpass Road Arrangement (Attachment 2) has been modified to allow for the interchange to provide full access to Highway #11, and to the lands east of Highway #11, in the event that access is desired and funded in the future.

STRATEGIC GOAL

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

BACKGROUND

At its meeting April 18, 2005, City Council approved, in principle, the Stonebridge Neighbourhood Concept Plan. The plan included the construction of a limited access interchange for southbound Highway #11 traffic and for eastbound Victor Road traffic to access the City to the North.

A subsequent Development and Servicing Agreement was approved by City Council based on the concept plan.

REPORT

The Stonebridge Neighborhood Concept Plan identified three access points for the Stonebridge Neighbourhood which includes Clarence Avenue, Preston Avenue and

Highway #11 via a limited access interchange. Access is currently available via grade separations at Clarence Avenue and Preston Avenue. The Stonebridge & Highway #11 Interchange is currently being designed. The interchange project construction is anticipated to start in 2014 with completion for the fall of 2015.

This interchange project is a requirement of the Development and Servicing Agreement between the City of Saskatoon and Dundee Developments (Dundee). In essence, the City has permitted Dundee to build the Stonebridge Neighbourhood with the condition that a limited access interchange at Highway #11 (among many other requirements in the development agreement) are provided.

As such, the City's role in this project is to ensure that Dundee fulfills this requirement of the Development Servicing Agreement. Dundee has hired AECOM Canada Ltd. to design the interchange and will be hiring the contractor for its construction as well. At this stage, the City has approved the general interchange arrangement that is the basis for the detailed design. It should be noted that the Dundee Developments Stonebridge Interchange Overpass Road Arrangement has been modified from the arrangement shown in the Dundee Developments Stonebridge Community Concept Plan so as to allow for the interchange to provide full access to Highway #11, and to the lands east of Highway #11, in the event that access is desired and funded in the future.

FINANCIAL IMPLICATIONS

The development agreement established levies to fund this project. The project is being funded 50% by the Interchange Levy and 50% by a special levy on the Stonebridge Neighbourhood. These levies have been established to fund the access that was specified in the Dundee Developments Stonebridge Community Concept Plan.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

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

COMMUNICATION PLAN

A formal communication plan for this capital project will be developed as the project design is finalized. The communication plan will include crafting dynamic information on the City's website and regular updates provided to the neighbourhood association.

All residents of Stonebridge have already been provided a letter and a map outlining plans for upcoming construction in their neighbourhood, including this project.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

Construction is anticipated to start in 2014 with completion for fall of 2015.

ENVIRONMENTAL IMPLICATIONS

The construction phase of this project will result in consumption of natural resources (fuel) and generation of green house gas emissions. The overall impact on green house gas emissions has not been quantified at this time.

The environmental implications associated with the construction phase of the program will be included in a subsequent report.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review of the detailed design will be undertaken prior to tender and construction.

PUBLIC NOTICE

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

ATTACHMENTS

1. Dundee Developments Stonebridge Community Concept Plan
2. Dundee Developments Stonebridge Interchange Overpass Road Arrangement

Written by: Don Cook, Planning Manager, Transportation

Reviewed by: Angela Gardiner, Director of Transportation

Approved by: “Jeff Jorgenson”
 Jeff Jorgenson, General Manager
 Transportation & Utilities Department
 Dated: “January 6, 2014”

Copy: City Manager
 AF DC – Capital Project #2236 - Stonebridge and Highway #11 Interchange



- General Notes
- LEGEND**
- Low Density Residential
 - Low Density Multi-Unit Residential (20 units / ha x)
 - Low Density Multi-Unit Residential (30 units / ha x)
 - Low-Density prior street frontage
 - Medium Density Residential (15 units / ha x)
 - Mixed Use 1
 - Mixed Use 2 - High Density
 - Mixed Use 2 - Medium Density
 - Municipal Reserve
 - Community Centre
 - Future
 - Commercial / Business
 - Service Area
- ***** Enhanced Street Linkage
- Possible Location for Residential Care Home
- 15m ROW
 - 18m ROW
 - 35m ROW
 - 22m ROW
 - 30m ROW

PROPOSED INTERCHANGE LOCATION

DUNDEE DEVELOPMENTS

CROSBY HANNA & ASSOCIATES

554 Queen Street
Toronto, ON
M5E 1K1

LANDSCAPE ARCHITECTURE TEL: (416) 462-1441
ARCHITECTURE FAX: (416) 462-1413
ART PLANNING Email: shannon@crobyhanna.ca

STONEBRIDGE

Project Title: _____

Figure 5
Community Concept Plan

Drawing Title: _____

Drawn: KDG Checked: AH

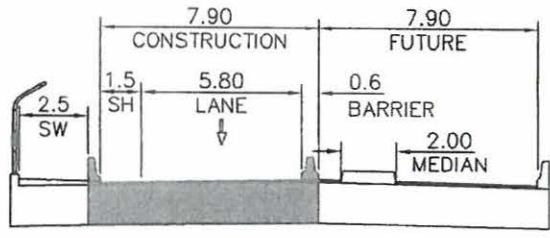
Scale: 1:5000 Date: 05/01/25

Project No: 01-059 Drawing: 3-2-9

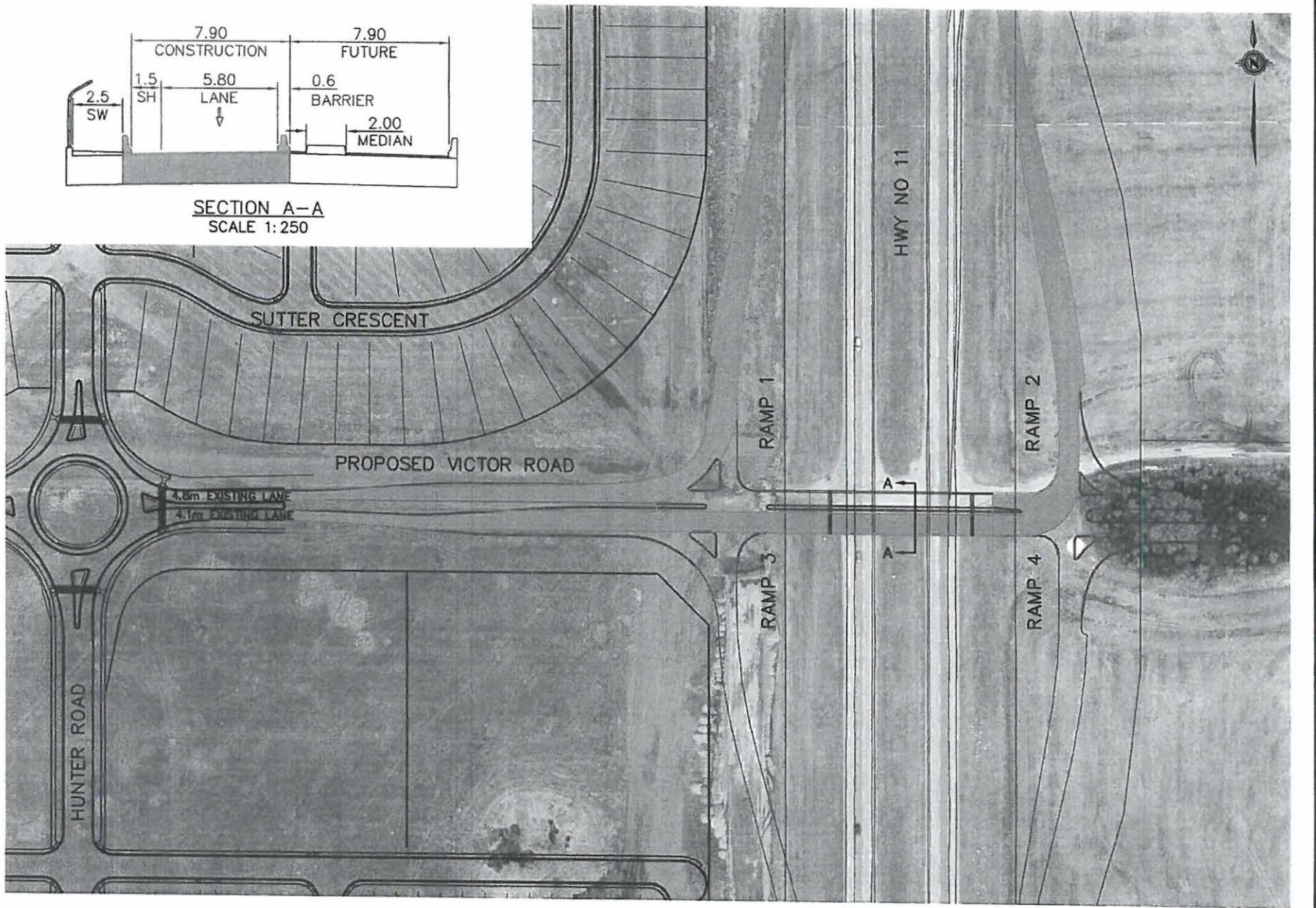


ATTACHMENT 1

ANSI A8.5 X-11



SECTION A-A
SCALE 1:250



SCALE 1:2000

DUNDEE DEVELOPMENTS
STONEBRIDGE INTERCHANGE
OVERPASS ROAD ARRANGEMENT
PROJECT NO. 60290428



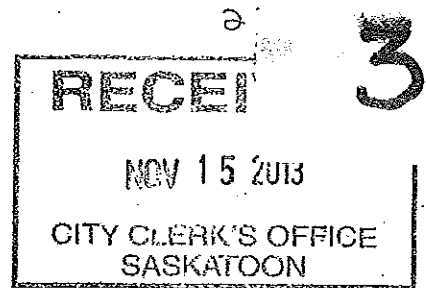
LEGEND
STONEBRIDGE ACCESS
FULL ACCESS

AECOM

ATTACHMENT 2

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Memorandum



TO: Street Activity Steering Committee

FROM: Brent Penner, Community Support Program (CSP) Chair

DATE: November 13, 2013

SUBJECT: Street Activity Baseline Study Update & CSP Pilot Project – Year One Summary

This report will address the Street Activity Baseline Study Update as well as a number of topics related to the Community Support Program. It is intended to provide updates in a number of areas from the perspective of the Street Activity Steering Committee. The Street Activity Steering Committee includes the Executive Directors of the Downtown, Riversdale, and Broadway Business Improvement Districts, as well as representatives from the Anti-Poverty Coalition, and Saskatoon Police Service. This committee is supported administratively by the City Solicitor's Office and the Community Services Department.

Street Activity Baseline Study Update High Points

In the recently released *Street Activity Baseline Study Update, September, 2013*, three key themes were noted:

1. Program's Positive Impact
2. Addressing the Root Cause
3. Program Awareness & Familiarity Need to Increase

The Committee views the report findings as positive and is supportive of the program continuing. There is recognition that changing people's perceptions can be difficult. One way to measure the effectiveness of the Community Support Program is to examine people's perceptions of the program. The report provides information that Saskatoon residents believe that the program is making BIDs safer and is effective at addressing the less serious of street activities. The BIDs agree with this sentiment and believe that as the program evolves and more people are aware of the services provided, support for the program will continue to grow and its impact will also increase.

Marketing & Awareness

One way to increase overall perception of the program is to enhance awareness of the program targeting the entirety of Saskatoon, and especially people who live, work, and visit the respective BIDs. The first year of the program resulted in the following marketing endeavours:

- Television advertisements aired on CTV;
- Media releases of key program information were released;
- Media interviews with various news outlets occurred with the CSP Supervisor, The Partnership Executive Director;
- A website, www.communitysupportssaskatoon.ca was created as an online tool for information seekers;
- Brochures were created and disseminated to the three target groups (businesses, general public and vulnerable persons), as well as to service providers, and BID offices.
- Social media and existing BID websites were utilized to a small degree.

As the second year of the program will endeavour to achieve, the program's future must better reach key target markets to effectively address awareness and perception including:

- Continuation and enrichment of above marketing campaigns;
- Posters were recently developed with branding from existing CSP brochures and are displayed in existing poster directories and merchant windows within the BIDs.
- Other media options will be considered to help with heightening program awareness including paid advertising and opportunities for the supervisor to appear on local TV or radio programs.

Human Resources

When the Community Support Program was developed, the program was set up to function with one supervisor and four officers working a shift schedule of Tuesday-Saturday from 8:00 a.m. – 10:00 p.m. It has been determined through the program's experience that a significant challenge to the success of the program is too few staff.

Four officers and one supervisor is insufficient to cover the large territory offered by the three BIDs. With "policy" that officers are to walk in pairs, the program is impaired when one officer might be away on leave or ill, as the remaining officer on shift is not able to be out on patrol alone. In most cases, the supervisor tries to cover the shift, which takes away from her overall supervisory duties and program administration. It also makes for a very unpredictable shift schedule for the supervisor that is difficult to manage, and potentially difficult to retain staff.

Officer turnover has challenged the program as some officer turnover has taken place. This is not surprising given that the program is in a pilot project phase. When staffing changes occur, the program effectiveness is reduced due to the decrease in people on the street, as the program will be short a position through the hiring process, and additional time will be spent orienting, equipping, and training new staff.

As is risked with any pilot program, nearing the end of the program's confirmed existence, we risk staff seeking other employment, due to the uncertainty of their current position with the program.

Standard Operating Procedures and Protocols

The Committee commenced the program with certain basic and important procedures to occur, documented within reports to Council, job descriptions, and later through conversation documented in Committee meeting

minutes. The administrative level of this information is yet to be fully documented in further detail, which any business or program start-up will eventually require: human resource protocol, documented training, reporting manuals, etc. The Committee fully recognizes the combination of this particular challenge against the above lack of Supervisor-dedicated time.

At times, the lack of clear operating procedures has been a source of frustration for staff. It is imperative that a clear manual of operating procedures be developed by the Supervisor (with input from staff and the Committee) to ensure expectations of the program, and rules around time off, scheduling, uniform items, training requirements, etc. are clearly specified. It will take some time to develop such protocols but it is essential that the Supervisor work to accomplish this task.

Reporting

If the program moves beyond the two-year pilot phase, some type of database or reporting software must be implemented; the currently used Excel and Word documents are difficult to interpret and compare when in paragraph format, do not link to Police databases for ease of sharing, and result in excessive time required for transcribing data throughout the process. Part of the standard operating procedures for the program should articulate what events are covered by reports and what is simply an expected part of doing the job, and thus not necessarily counted and tracked.

There is a fine line between reporting on everything since time spent documenting things is time lost to be visible on the street conducting patrols; a defined priority must be documented within operating procedures.

The Committee has questioned the following points, among others, as it explores a potentially new database:

- A "stand-alone" database for the Community Support Program would be costly;
- Currently, a Community Support Officer (CSO) could have interaction with an individual, document it, and an hour later, a member of the police could have contact but would be unaware of any action taken by the CSO. This is not an efficient use of resources.

Police View of CSO Program

Overall, the Saskatoon Police Service has indicated they are supportive of the Community Support Program and would like to see it continue. The program is reliant on the police for many things including training, information sharing, assistance at calls, and communications.

Since the Community Support Program started in July, 2012, police statistics do not demonstrate any change to overall police call loads and there has not been any marked impact on police operations. It is, however, difficult to determine an exact number of calls that police did not have to respond to as a result of the program being in place. In some cases, Community Support officers will respond to a call which will also necessitate the attendance of police. Often, the need to transport an intoxicated person, for example, will require police attendance.

The Saskatoon Police Service Planning Section prepared a report comparing crime rates in the BIDs for the one-year period (July 8, 2011 to July 7, 2012) prior to the inception of the Community Support Program and for the one-year after the program had begun (July 8, 2012 to July 7, 2013). There is no way to make any

correlation between increases or decreases in crime in an area to the existence of the Community Support Program. The stats reflect the following:

1. Downtown: no change in crimes against the person and a 3% reduction in crimes against property.
2. Riversdale: 9% increase in crimes against the person and a 4.5 % reduction in crimes against property.
3. Broadway: 29.8% reduction in crimes against the person and 13.2% reduction in crimes against property.

It should be noted that the Community Support Program does not cover the entire Business Improvement District areas. For example, the Riversdale Business Improvement District includes an area known as the west industrial district which would not receive regular patrols by Community Support Officers.

Business Improvement Perspective of the Community Support Program

Representing the businesses involved in perception issues, comments are relatively easy-come, easy-go with recognition of the program’s success. As indicated in the Street Activity Baseline Study Update, surveyed businesses observed that it was too early to tell if the program had made an impact or not in their respective areas. Ultimately that is a pervasive challenge in the overall assessment of this pilot project. The CSP has a very broad mandate and making significant inroads to issues such as homelessness, public intoxication, panhandling, etc. in a one-year time frame is incredibly difficult. The BIDs do support having a resource available to respond to business concerns in a timely fashion.

Budget Update

A complete list of spending can be found in a separate document detailing all budgeted categories. In year one of the program, out of a total of \$435,120 advanced to The Partnership to administer the program, \$166,757 was not spent and that total was carried over as “net income” into year 2 of the program.

As it evidenced from the chart below, not a great deal of money has been spent on marketing or advertising the program and salaries and benefits were lower than budgeted as a result of not having five officers employed in the program at all times. With respect to the administrative costs associated with the program, the intention of The Partnership was to invoice those costs at the end of the two-year pilot project.

Fully audited financial records will be available that cover all expenditures associated with the Community Support Program.

	Year 1 Budget	Year 1 Actual	Year 2 Budget	Year 2 Actuals to Date
Salaries & Benefits	271,000	208,550	284,000	165,667
Vehicle Expenses & Purchase	13,300	10,315	13,300	7,758
Office Rent	11,750	11,184	11,750	7,117
Accounting and Legal Expense	8,000	0	8,000	8,505
Administrative Costs	8,400	0	8,400	0
Uniforms	8,500	11,172	4,000	3,274
Marketing & Advertising	20,000	10,745	20,000	3,323

With a recent resignation of an officer, costs to outfit and equip a new officer will add to uniform expenses.

For added safety, the program is considering protective vests for the officers similar to those worn by EMS personnel from MD Ambulance. If purchased, each vest will cost in the range of \$650/officer. It is expected the van used by the program will require about \$800 in repairs in the short term (front brake pads and rear shocks), and the purchase of winter tires is also likely at a cost of approximately \$650.

The Committee believes the accorded budget is accurate and has been spent according to the guidelines as originally outlined when the CSP commenced. The following should be considered as potential budgetary changes, should the program continue:

- More staff;
- Purchased database and potential integration with other resources;

Safe Streets Commission

In response to safety concerns raised by business owners, their customers and the general public in the three downtown business districts in Saskatoon, City Council, at its regular meeting held on February 27, 2012, created a Safe Streets Commission with a mandate focused on the following themes:

1. Increasing the perception of safety on Saskatoon streets;
2. Ensuring that people are not on the street because they have nowhere else to go; and,
3. Developing strategies to foster investment from the business community and the community-at large in support of projects to achieve these results.

The Safe Streets Commission is not a service provider and has no mandate to do so or create any organizational structure beyond the board of directors. Rather, the Safe Streets Commission has adopted the following roles in pursuing its mandate:

1. Catalyst in the investigation of issues – in this case, determine why certain individuals are on the streets despite efforts of current front line providers;
2. Facilitator of intelligence gathering and collaboration;
3. Leverage work of existing front line providers;
4. Mobilizer of existing community resources - in this case develop an action plan to provide social and medical supports that will alter the behaviour(s) of those who are the source of safety concerns; and
5. Builder of a business case to influence decision makers and attract investment towards action plans.

As we near 18 months since the Community Support Program was started, BID boards are starting to consider the funding model for the program. What role, if any, will the Safe Streets Commission have in assisting the program to become permanent?

Perhaps discussion should be held between the Committee and the Safe Streets Commission to determine how the Community Support Program fits into any future plans of the Commission.

Conclusion

Although the Street Activity Baseline Study report will prove helpful in making an assessment of the Community Support Program and in providing information about the perceptions of safety in the BIDs, how do

specific businesses feel about the program? Has enough been done to inform people in the BIDs about the program? Ultimately, the program was started because businesses were looking to find solutions to a number of problems they felt affected their ability to do business in a specific location. More needs to be done to create awareness of the program which will occur with time and continued effort.

The BIDs worked with the city on a model that saw parking revenue money fund the two-year pilot project. The Committee is supportive of the program and would like to see it continue. The focus will need to shift to securing long-term sustainable funding to ensure the program moves beyond the two-year pilot project.

Respectfully Submitted,

Brent Penner, Street Activity Steering Committee Chair

His Worship the Mayor and City Council
The City of Saskatoon

REPORT

of the

AUDIT COMMITTEE

Composition of Committee

Councillor A. Iwanchuk, Chair
Councillor C. Clark
Councillor R. Donauer
Councillor Z. Jeffries
Councillor M. Loewen

1. Audit Report – Credit Union Centre Revenue Collection System
(File No. CK. 1600-5)

RECOMMENDATION: that the information be received.

In accordance with the process developed for release of summary reports on in-camera audits once they have been reviewed by the Audit and Executive Committees, attached is a one-page summary of the Audit Report – Credit Union Centre Revenue Collection System.

The summary report has been placed on the City's website www.saskatoon.ca under "A" for Audit Reports.

Respectfully submitted,

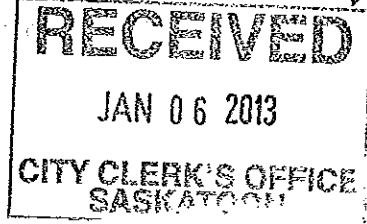
Councillor A. Iwanchuk, Chair

1600-5 1



November 28, 2013

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



Audit Report – Credit Union Centre Revenue Collection System

The 2012-2013 Corporate Audit Plan included provision to conduct a financial system audit of the Credit Union Centre revenue collection system. This financial system was last audited by Robert Prosser & Associates, Inc. in September 2004.

Credit Union Centre (CUC) earns approximately 65% of its revenue from ticket sales and related Box Office commissions. The Ticketmaster system is a computerized event ticket system used to process sales of tickets to all events held at CUC. Ticket purchases can be made on-line or in person by cash, debit card, or credit card to Box Office staff in CUC and at various retail outlets in Canada, including TCU Place. Other significant sources of revenue include concession commissions, sponsorship revenue, corporate suite rental and facility rental.

The overall objective of the audit was to determine whether adequate systems, practices and controls are in place to ensure:

- Billing and collection of revenues are complete, accurate and timely.
- Adjustments are valid and accurately processed.
- Opportunities for theft, fraud and misappropriation are minimized.

Management is currently working on implementation of the recommendations.

Respectfully submitted,

Sharon Kuemper, CA, CIA
Garman, Weimer & Associates Ltd.
(306) 281-3833

His Worship the Mayor and City Council
The City of Saskatoon

REPORT

of the

LAND BANK COMMITTEE

Composition of Committee

Councillor T. Davies, Chair
Councillor R. Donauer
Councillor Z. Jeffries
Councillor M. Loewen
Councillor P. Lorje

**1. Quarterly Report – Builder and Developer Lot Supply – Year End, 2013
(File No. CK. 4110-1)**

RECOMMENDATION: that the information be received.

Attached is a report of the A/CFO & General Manager, Asset & Financial Management Department dated December 31, 2013, providing information on builder and developer inventory levels for residential and industrial land in the City of Saskatoon.

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

**2. Purchase Agreement and Direct Sale to Matrix Equities Inc.
Marquis Industrial Area
(File No. CK. 4215-1)**

RECOMMENDATION: 1) that the Director of Saskatoon Land be authorized to direct sell Lot 1, Block 939, Plan to Be Registered, (834 – 66th Street), to Matrix Equities Inc. for the purpose to facilitate the expansion of their current development; and

Report No. 1-2014
Land Bank Committee
Monday, February 10, 2014
Page 2

- 2) that the City Solicitor be requested to prepare the Direct Sale Agreement for Lot 1, Block 939 and that His Worship the Mayor and City Clerk be authorized to execute the agreement under the Corporate Seal.

Attached is a report of the A/CFO & General Manager, Asset & Financial Management Department dated December 30, 2013, requesting authorization for the direct sale of 834 -66th Street in the Marquis Industrial Area to Matrix Equities Inc.

Your Committee has reviewed this matter with the Administration and is supporting the above recommendations.

Respectfully submitted,

Councillor T. Davies, Chair

RECEIVED

JAN 06 2014

CITY CLERK'S OFFICE
SASKATOON

4110-1
1

TO: Secretary, Land Bank Committee
FROM: Chief Financial Officer, Asset & Financial Management Department
DATE: December 31, 2013
SUBJECT: Quarterly Report - Builder and Developer Lot Supply – Year End, 2013
FILE NO: LA 4138-4

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

TOPIC AND PURPOSE

This report provides information on builder and developer inventory levels for residential and industrial land in the City of Saskatoon.

REPORT HIGHLIGHTS

1. Land developers in Saskatoon have 184 residential lots in inventory. There is a healthy builder inventory of 1,210 residential lots;
2. Land developers and builders have approximately 131 acres of multi-family land in inventory, which can potentially accommodate 2,834 multi-family dwelling units;
3. Land developers in Saskatoon are projected to service and release to the market 2,127 single-family residential lots in 2014. This projection assumes optimal weather conditions for servicing and strong contractor performance; and
4. There is a healthy supply of vacant industrial land held by recent purchasers.

STRATEGIC GOALS

This report supports the City of Saskatoon's Strategic Goal of Economic Diversity and Prosperity. Measuring serviced land supply on an ongoing basis ensures sufficient inventories are available to accommodate new employment and housing growth in Saskatoon's economy. The land development industry is a significant part of the supply chain to facilitate economic growth, as well as an integral part of the demand side for economic growth. It responds to the needs of a variety of customers in the housing, commercial, institutional and industrial sectors.

BACKGROUND

The Land Bank Committee, at its meeting held on March 18, 2011, resolved, in part:

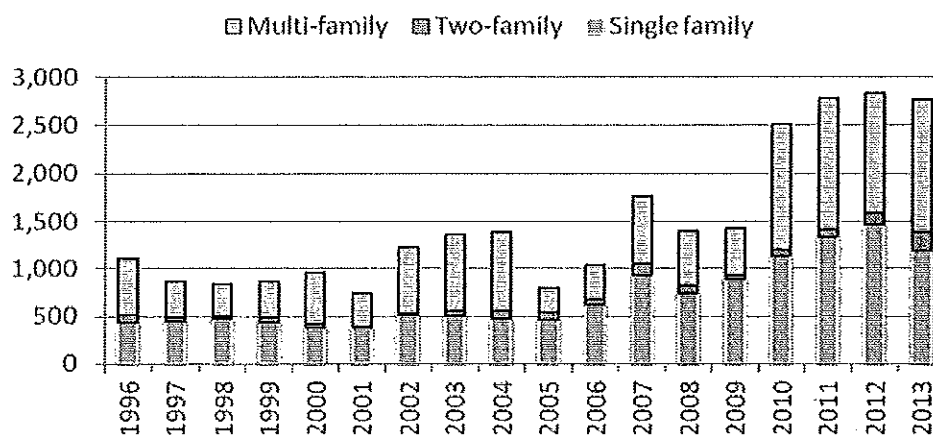
"that the Administration be requested to provide a quarterly update on the Builder and Developer Inventory report."

REPORT

This report identifies single-family and multi-family inventory held by homebuilders and land developers, as well as projected single-family lot availability by neighbourhood, for 2014 from major land developers in Saskatoon. In addition, this report also identifies industrial inventory held by Saskatoon Land and recent purchasers of industrial land in the City's industrial growth areas.

Figure 1 identifies historic new single-family, two-family and multi-family dwellings units per year from 1996 to December 31, 2013.

Figure 1: New Dwelling Units by Building Classification in Saskatoon, 1996 to Dec. 31, 2013



Source: City of Saskatoon, Building Standards Branch, Monthly Building Permit Report

Single-Family Inventory

Table 1 (below) identifies single-family lot inventory held by homebuilders and land developers as of December 31, 2013. All lots held by developers are ready for home construction and are available for immediate purchase.

Table 1: Single-Family Inventory, December 31, 2013

<i>Neighbourhood</i>	<i>Builder Inventory</i>	<i>Developer Inventory</i>		<i>Totals</i>
		<i>City</i>	<i>Private</i>	
Stonebridge	507	0	3	511
Hampton Village	101	6	0	107
Évergreen	355	78	0	438
Rosewood	164	27	64	257
Willowgrove	7	0	0	7
Willows	6	0	0	6
Briarwood	1	0	4	5
Kensington	62	2	0	65
Arbor Creek	7	0	0	7
Totals	1,210	113	71	1,394

Table 2 identifies the new single-family lot availability projected for 2014.

Table 2: Residential Lot Availability, 2014

Neighbourhood	City		Dundee		Other Developers		Totals	
	April-June	July-December	April-June	July-December	April-June	July-December	April-June	July-December
Rosewood	0	0	0	0	120	99	120	99
Evergreen	314	0	0	0	0	0	314	0
Parkridge	0	174	0	0	0	0	0	174
Aspen Ridge	0	371	0	0	0	0	0	371
Morningside	0	0	0	300	0	0	0	300
Kensington	191	223	157	0	0	178	348	401
Totals	505	768	157	300	120	277	782	1,345
							2,127	

From April to June, 2014, Saskatoon Land anticipates holding two lot draws, which will result in a total of 505 single-family lots. The lot draws will include 191 single-family lots within the Kensington neighbourhood and 314 single-family lots within the Evergreen neighbourhood. From July to December 2014, Saskatoon Land anticipates holding lot draws for 768 single-family lots. This will include 174 lots in the Parkridge Neighbourhood Extension, 223 lots in the Kensington neighbourhood and 371 lots in the first phase of the Aspen Ridge neighbourhood.

The Monthly Building Permit Report indicates that as of December 31, 2013, there have been building permits taken out for 1,195 single-family dwelling units and 194 two-family dwelling units. By comparison, at the same time in 2012, building permits for 1,422 single-family dwelling units and 122 two-family dwelling units had been issued. Year over year, this is a decrease of approximately 16 percent in new single-family dwelling units and an increase of approximately 59 percent in two-family dwelling units in the City.

Saskatoon Land began producing a quarterly builder and developer inventory report in 2011. Figure 2 shows the single family inventory levels held by builders and developers since 2011.

Figure 2: Single Family Builder and Developer Inventory Levels, 2011 to Current

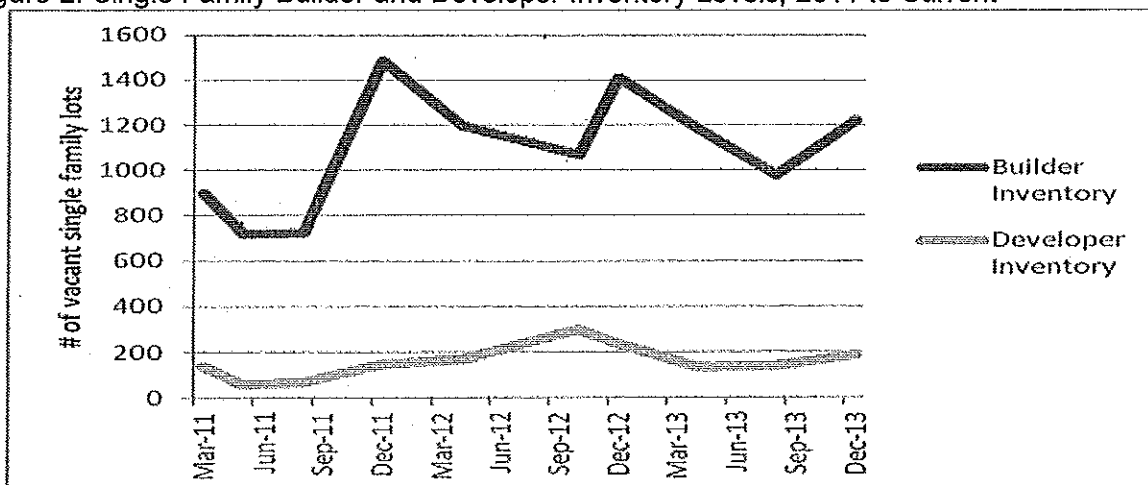


Figure 2 indicates that while developer inventory levels have remained low for the past two years, there has been a healthy supply of single-family lots held by builders. Builder inventory acts as a buffer in situations of low developer inventory, as developers continue to service land to meet demands caused by high population growth rates.

Multi-Family Inventory

Table 3 identifies the multi-family inventory held by homebuilders and land developers as of December 31, 2013.

Table 3: Multi-family Inventory, Dec 31, 2013

Neighbourhood	Builder inventory		Developer inventory				Totals	
	Acres	Possible dwelling units	City		Private		Acres	Possible dwelling units
			Acres	Possible dwelling units	Acres	Possible dwelling units		
Stonebridge	17.85	470	0	0	13.25	274	31.10	744
Willowgrove	7.06	128	0	0	0	0	7.06	128
Hampton Village	7.58	114	1.14	46	0	0	8.72	160
Blairmore Suburban Centre	4.03	241	0	0	0	0	4.03	241
Lakewood Suburban Centre	4.22	169	0	0	0	0	4.22	169
Rosewood	12.10	332	0	0	8.1	122	20.20	454
Evergreen	56.40	938	0	0	0	0	56.40	938
Totals	109.24	2,392	1.14	46	21.35	396	131.73	2,834

Note: The average density of development indicated in the above table is approximately 22 units per acre. This ranges from 15 units per acre for most group townhouse sites to 40 units per acre for three-storey buildings to 60 units per acre for M3 lands in the Blairmore Suburban Centre and Stonebridge.

According to the Monthly Building Permit Report, as of December 31, 2013, building permits were taken out for a total of 1,385 residential units on multi-family sites. By comparison, at the same time in 2012, building permits for 1,257 residential units on multi-family sites had been issued. Year over year, this results in an approximate increase of 10 percent.

Figure 3 shows multi-family inventory levels held by builders and developers since 2011.

Figure 3: Multi-Family Dwelling-Unit Builder and Developer Inventory Levels, 2011 to Current

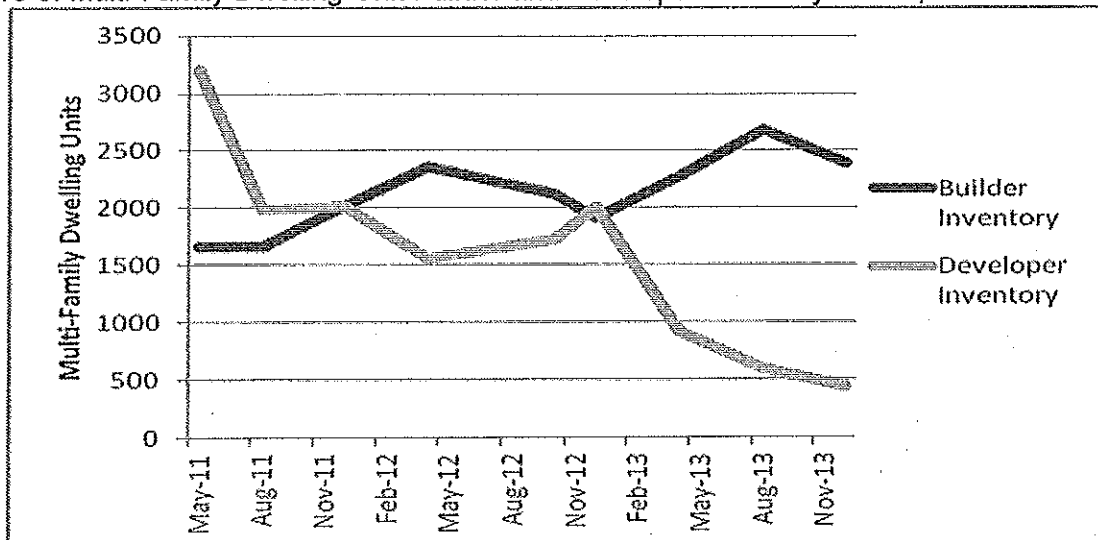


Figure 3 indicates that while multi-family builder inventory levels have remained relatively constant, there has been a sharp decline in the multi-family inventory levels held by developers. The downward trend is largely due to the following reasons:

- a high multi-family absorption rate in 2010 and 2011, following a brief contraction in 2009;
- a recent tender of several low to medium density multi-family parcels in the Evergreen neighbourhood; and
- rezoning of a large 15 acre parcel in the Stonebridge neighbourhood, from a zoning district zoned for high density residential use, to a commercial zoning designation.

Multi-family developer inventory levels are projected to increase to 2011 levels once servicing is complete for the portion of the Evergreen neighbourhood east of McOrmond Drive.

Industrial Land Inventory

Table 4 identifies industrial land inventory held by Saskatoon Land and vacant industrial land holdings held by recent purchasers in the Marquis Industrial and Southwest Industrial areas (as of December 31, 2013).

Table 4: Industrial Inventory, December 31, 2013

Neighbourhood		Vacant Sites (Sold)		Vacant Sites (Optioned)		Unsold Sites (Inventory)		Total
		IL	IH	IL	IH	IL	IH	
Marquis Industrial	No. of sites	36	31	0	5	0	3	75
	Area (ac)	80.32	59.94	0	10.20	0	9.11	159.57
Southwest Industrial	No. of sites	7	0	0	0	0	0	7
	Area (ac)	7.01	0	0	0	0	0	7.01
Total No. of Vacant Sites								82
Total Area (ac)								166.58

IL denotes Light Industrial Zoning District, IH denotes Heavy Industrial Zoning District

As indicated in Table 4, while Saskatoon Land currently has minimal industrial land in inventory, there is a healthy supply of vacant industrial land held by recent purchasers.

OPTIONS

There are no options.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There are no financial implications.

ENVIRONMENTAL IMPLICATIONS

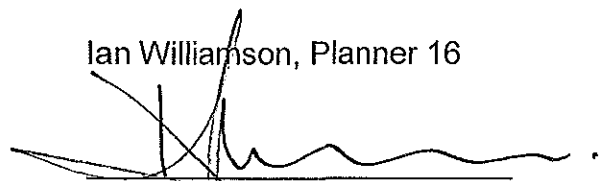
There are no environmental implications and/or greenhouse gas implications.

PUBLIC NOTICE

Public Notice, pursuant to Section 3 of the Public Notice Policy No. C01-02, is not required.


Written by: Ian Williamson, Planner 16

Reviewed by:


Frank Long, Director, Saskatoon Land
Dated: Dec 31, 2013

DEREK THOMPSON
A/DIRECTOR.

Approved by:


for / Marlys Bilanski, Chief Financial Officer
Asset & Financial Management Department
Dated: Dec 31/13

cc: Murray Totland, City Manager

TO: Secretary, Land Bank Committee
FROM: General Manager, Asset & Financial Management
DATE: December 30, 2013
SUBJECT: Purchase Agreement and Direct Sale to Matrix Equities Inc.- Marquis Industrial Area
FILE NO.: 4221-014-001

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

- 1) that the Director of Saskatoon Land be authorized to direct sell Lot 1, Block 939, Plan to Be Registered, (834 – 66th Street), to Matrix Equities Inc. for the purpose to facilitate the expansion of their current development; and
- 2) that the City Solicitor be requested to prepare the Direct Sale Agreement for Lot 1, Block 939 and that His Worship the Mayor and City Clerk be authorized to execute the agreement under the Corporate Seal.

TOPIC AND PURPOSE

The purpose of this report is to obtain authorization for the direct sale of 834 – 66th Street in the Marquis Industrial Area to Matrix Equities Inc.

REPORT HIGHLIGHTS

1. Saskatoon Land proposed a direct sale to Matrix Equities Inc. for the purchase of land located at 834 – 66th Street.
2. Sale of Serviced City-Owned Lands – Policy C09-033 supports the direct sale of land to Matrix Equities Inc.

STRATEGIC GOAL(S)

The sale of these parcels supports the City of Saskatoon's Strategic Goal of Asset and Financial Sustainability by increasing revenue sources and reducing reliance on property taxes and by providing revenue to fund new capital expenditures, including core services such as fire halls, roadways, and underground services.

BACKGROUND

Matrix Equities Inc. has been an active investor in the Saskatoon market for over 10 years. They have demonstrated a commitment to designing and building good quality projects. Some examples include: River Centre Office Development, Cineplex Expansion and Matrix A and B. Matrix Equities recently constructed Industrial buildings

on 13.6 acres of land on Millar Ave which was released by the City in 2009. The majority of this development is now completed and occupied by tenants.

REPORT

Direct Sale - Parcel 1, Block 939

Saskatoon Land is proposing the direct sale of 834 66th Street to Matrix Equities Inc. for the market price of \$929,000 (plus G.S.T.). The direct sale is in accordance with City of Saskatoon Policy C09-033, Sale of Serviced City-Owned Lands as follows:

- "3.2 The Administration may pursue or entertain direct sale, or long-term leases under the City's Industrial Land Incentives Program, of civic lands when one or more of the following conditions are present:
- c) A situation which involves extending an option to purchase to adjacent existing owners to directly purchase lots which would facilitate expansion prior to offering for tender."

Terms & Conditions:

1. Purchase Price – Purchase price is \$929,000 plus G.S.T.
2. Price Includes – All direct and off-site service levies. The Purchaser is responsible for their own service connections to street mains and other shallow buried utilities (e.g. gas, power, and telephone).
3. Costs – Each to pay own legal fees.
4. Easements – Purchaser to agree that the City and other utility agencies will register easements for existing utilities within the parcel.
5. Possession Date – Upon payment of the balance in full no later than 90 days of execution of a Sale Agreement.
6. Conditions Precedent – Subject to approval by City Council.
7. Condition of Land – As is. The City will provide a Phase 1 Environmental Site Assessment report to the Purchaser.
8. Deposit – Within 10 business days of City Council's approval of the sale, a refundable deposit in the amount of 10 percent of the purchase price will be required.

OPTIONS TO THE RECOMMENDATION

The other option is to not proceed with the direct sale and bring the parcel out by public tender.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The proceeds from sale of the land will be deposited into the Property Realized Reserve.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Saskatoon Land approached Matrix Equities Inc. regarding the potential purchase of 834 – 66th Street as the adjacent owner. They agreed to the terms and conditions presented to them, dependant on City Council's approval.

COMMUNICATION PLAN

No communication plan is required.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

Completion of the direct sale of 834 – 66th Street would occur within 90 days of execution of an Agreement for Sale.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PRIVACY IMPACT

There are no Privacy Implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

There are no CPTED Implications.

PUBLIC NOTICE

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

ATTACHMENTS

1. Plan of 834 – 66th Street

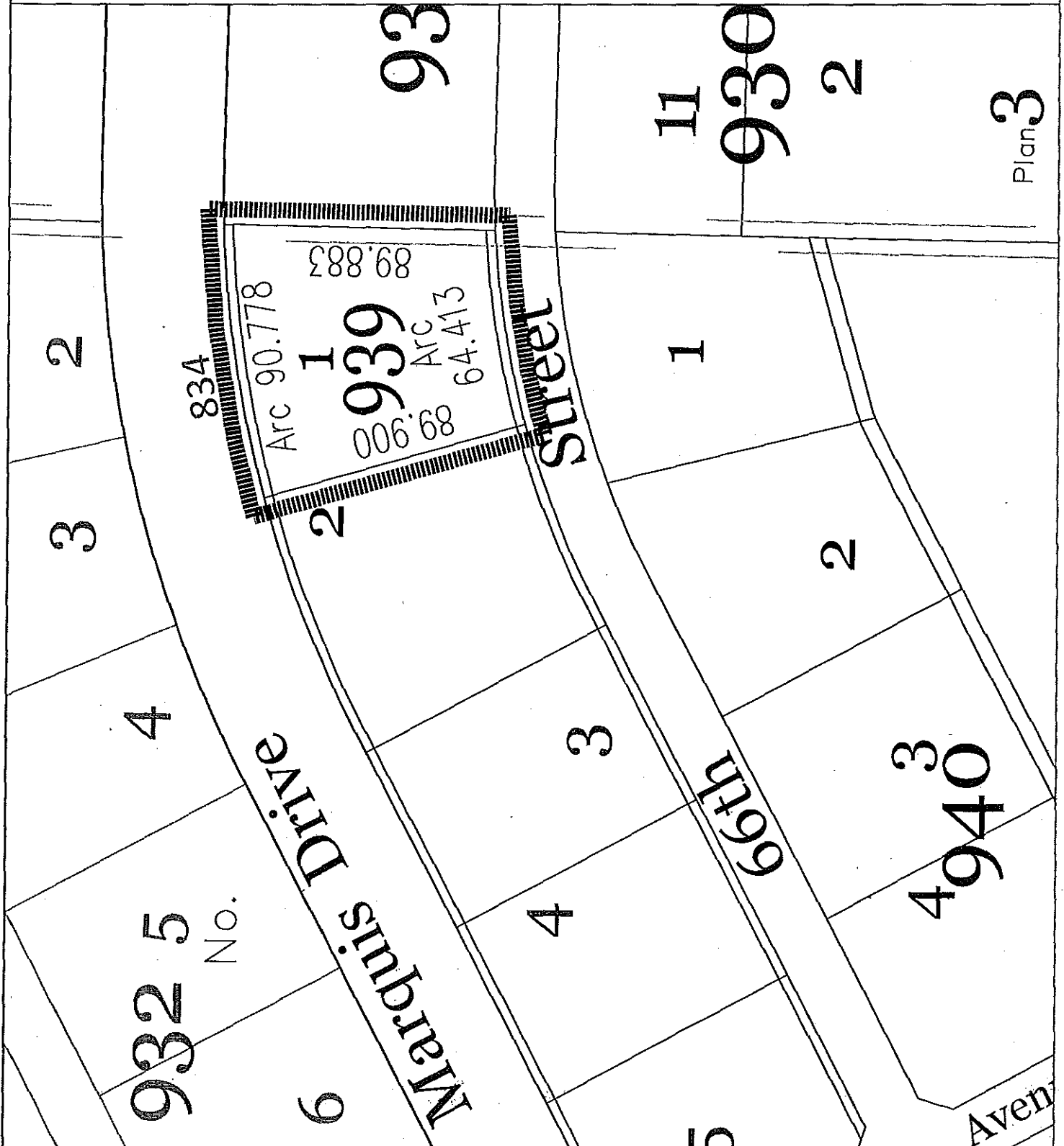
Written by: Jeremy Meinema, Finance and Sales Manager

Reviewed by: "Derek Thompson"
Derek Thompson, Acting Director
Saskatoon Land

Approved by: "Kerry Tarasoff"
Kerry Tarasoff, Acting General Manager
Asset and Financial Management
Dated: December 31, 2013

Approved by: "Murray Totland"
Murray Totland, City Manager
Dated: January 6, 2014

834 - 66th Street Direct Sale Location Map



Plan 3

His Worship the Mayor and City Council
The City of Saskatoon

REPORT

of the

EXECUTIVE COMMITTEE

Composition of Committee

His Worship Mayor D. Atchison, Chair
Councillor C. Clark
Councillor T. Davies
Councillor R. Donauer
Councillor D. Hill
Councillor A. Iwanchuk
Councillor Z. Jeffries
Councillor M. Loewen
Councillor P. Lorje
Councillor E. Olauson
Councillor T. Paulsen

**1. Appointment to Saskatoon Environmental Advisory Committee
(File No. CK. 175-9)**

RECOMMENDATION: that Ms. Angie Bugg be appointed to the Saskatoon Environmental Advisory Committee to the end of 2015.

Your Committee has considered the matter of the remaining citizen appointment to the Saskatoon Environmental Advisory Committee, and supports the recommended appointment.

**2. Appointment to Albert Community Centre Management Committee
(File No. CK. 225-27)**

RECOMMENDATION: that Mr. David Hude be appointed to the Albert Community Centre Management Committee for 2014, replacing Mr. Jim Greenshields.

Your Committee has considered the matter of the City's representative on the Albert Community Centre Management Committee, and supports the recommended appointment.

**3. Appointment of Voting Delegate – SAMA Annual Meeting
April 16, 2014
(File No. CK. 180-11)**

- RECOMMENDATION:**
- 1) that the motion of City Council on January 6, 2014, authorizing Ms. Marlys Bilanski, CFO & General Manager, Asset & Financial Management Department, to vote on the City's behalf at the SAMA Annual Meeting scheduled for Wednesday, April 16, 2014, be rescinded; and
 - 2) that Councillor Ann Iwanchuk be authorized to vote on the City's behalf at the SAMA Annual General Meeting scheduled for Wednesday, April 16, 2014.

City Council, at its meeting held on January 6, 2014, passed a motion that Ms. Marlys Bilanski, General Manager, Asset & Financial Management (as a City Advisory Committee representative) be authorized to attend and vote on the City's behalf at the SAMA Annual Meeting scheduled for Wednesday, April 16, 2014.

Your Committee notes that only an elected official can act as a voting delegate. As such, your Committee is recommending City Council rescind its motion of January 6, 2014, and authorize Councillor Ann Iwanchuk to vote on the City's behalf at the SAMA Annual General Meeting scheduled for Wednesday, April 16, 2014.

**4. Appointments to Saskatchewan Assessment Management Agency (SAMA)
City Advisory Committee
(File No. CK. 180-11)**

- RECOMMENDATION:** that the following be nominated for appointment to the Saskatchewan Assessment Management Agency City Advisory Committee for 2014:

Mr. Les Smith, City Assessor; and
Assessment & Taxation Staff member – observer (as
determined by the City Assessor)

City Council, at its meeting held on December 2, 2013, adopted the following recommendation of its Executive Committee:

- 1) that the following be nominated for reappointment to the Saskatchewan Assessment Management Agency for 2014:

Ms. Marlys Bilanski, General Manager,
Asset & Financial Management Department
City Assessor (Observer); and
- 2) that there be a further report on the one remaining nomination for appointment.

Your Committee has since been advised that under SAMA's revised Terms of Reference, representatives of the City Advisory Committee need not be elected officials and City observers are reduced from two to one. Your Committee is therefore recommending that, in addition to the December 2, 2013 resolution nominating Ms. Marlys Bilanski, the City Assessor, Mr. Les Smith, also be nominated for appointment as a member of the City Advisory Committee and that a member of his staff fulfill the role of observer.

5. Term of Appointments – Quasi-Judicial Boards
(File No. CK. 225-1)

RECOMMENDATION: that the following clause be added to Policy C01-003 "Appointments to Civic Boards, Commissions, Authorities and Committees":

"2.9 e) Notwithstanding subsection b), City Council may, at its discretion, exceed the six-year maximum term for members of quasi-judicial boards."

Your Committee has considered a report of the City Clerk dated November 8, 2013, and is reporting the following:

“TOPIC AND PURPOSE

To propose an amendment to Policy C01-003, “Appointments to Civic Boards, Commissions, Authorities and Committees.” to allow members of quasi-judicial boards to exceed the six-year maximum term, at the discretion of City Council.

REPORT HIGHLIGHTS

1. Sec. 2.9 d) of Policy C01-003, “Appointments to Civic Boards, Commissions, Authorities and Committees” provides for an extension of the six-year maximum term on boards and commissions, at the discretion of City Council, where a major capital project has been undertaken such as expansion or relocation.
2. Members of quasi-judicial boards, such as those hearing complex assessment appeals often achieve expertise by the end of the six-year maximum. City Council has willingly extended the maximum six-year term in the past for these boards. An amendment to Policy C01-003 is being recommended to formalize the practice.

STRATEGIC GOAL(S)

This report supports the City’s Strategic Goal of Continuous Improvement.

REPORT

Policy C01-003 “Appointments to Civic Boards, Commissions, Authorities and Committees” currently states:

- “2.9 b) no member-at large may serve more than six consecutive years on a Civic Board, Commission, Authority or Committee.
- c) After a break of three years, individuals may be reappointed to a Civic Board, Commission Authority or committee on which they have served the six-year maximum.
- d) Notwithstanding subsection b), the terms of members of Boards and Commissions undertaking major capital projects such as expansion or relocation may, at the discretion of City Council, exceed the six-year maximum.

Members of the City's quasi-judicial boards often deal with very complex matters, particularly those considering assessment appeals, and it can take several years to master the complexities of the regulations, legislation and governing policies. Board members may have served their six-year term by the time that their expertise can be brought to full use.

City Council has willingly extended the terms where required in the past; however, it is being recommended that the existing practice be formalized. Eliminating the six-year maximum term provision for members of quasi-judicial boards does not preclude appointment of new members as much as possible.

It is therefore being recommended that the following be added to Sec. 2.9 of Policy C01-003 "Appointments to Civic Boards, Commissions, Authorities and Committees":

- e) Notwithstanding subsection b), City Council may, at its discretion, exceed the six-year maximum term for members of quasi-judicial boards.

OPTIONS TO THE RECOMMENDATION

The option is to not proceed with an amendment to Policy C01-003 "Appointments to Civic Boards, Commissions, Authorities and Committees" to formalize the practice of extending the six-year maximum term for appointments for members of quasi-judicial boards.

FINANCIAL IMPLICATIONS

There are no financial implications.

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

No follow-up is required. Appointments to Boards and Committees is undertaken annually by City Council

PRIVACY IMPACT

There are no privacy implications.

PUBLIC NOTICE

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

6. Delegation of Head of Duties – Access to Information Requests – *The Local Authority Freedom of Information and Protection of Privacy Act* (File No. CK. 415-3)

- RECOMMENDATION:**
- 1) that the delegation of the duties of “Head” under *The Local Authority Freedom of Information and Protection of Privacy Act*, to Dr. Gordon Barnhart, for a further one-year term, commencing February 1, 2014, for all records of members of City Council, be received as information; and
 - 2) that the remuneration to Dr. Gordon Barnhart be set at \$12,000 for the one-year term, commencing February 1, 2014, as a retainer, plus an addition per diem of \$1,000 for work performed.

The Local Authority Freedom of Information and Protection of Privacy Act specifies that the Mayor is the “head” for all purposes of the *Act*. Section 50 gives the Mayor the power to delegate all or part of his powers and duties as head. The delegation must be in writing and is subsequently reported to City Council, as information. Historically, the delegation has been made in accordance with the wishes of Executive Committee.

Effective February 1, 2013, Dr. Gordon Barnhart was delegated the duties of “Head” under *The Local Authority Freedom of Information and Protection of Privacy Act* for all members of City Council for a one-year term. Your Committee supports the delegation by His Worship the Mayor of Dr. Barnhart for a further one-year term, effective February 1, 2014.

7. Acquisition of Additional Land for Land Bank Program (File No. CK. 4020-1)

- RECOMMENDATION:**
- 1) that the Real Estate Manager be authorized to purchase the NE ¼ section of 31-37-05 W3 comprising

approximately 159.24 acres from WXYZ Holdings Ltd.
at a purchase price of \$1,592,000;

- 2) that the City Solicitor's Office administer the required documentation to complete this transaction; and
- 3) that this purchase be funded from the Property Realized Reserve. Carrying costs in favour of the Sellers, legal, administration costs, and disbursements will also be withdrawn from the Property Realized Reserve.

Your Committee has considered and supports the following report of the A/CFO & General Manager, Asset & Financial Management Department dated January 16, 2014:

“TOPIC AND PURPOSE

To receive approval for the purchase of the NE ¼ section of 31-37-05 W3 comprising of 159.24 acres of vacant land in the City's northwest for future development.

REPORT HIGHLIGHTS

1. Purchasing land for the Land Bank Program helps to ensure the City continues to benefit from the proceeds of land development.
2. Purchasing land for the Land Bank Program helps to ensure the City continues to have a stable land supply available for commercial and employment growth.
3. Terms of the Agreement include payments phased over three years.

STRATEGIC GOALS

The Land Bank Program supports the City's Strategic Goals of Asset and Financial Sustainability and Economic Diversity and Prosperity. These Goals are achieved by using profits from land sales to support alternative ways of financing community projects and services while also helping to maintain the City's AAA credit rating and by ensuring Saskatoon has a sufficient supply of development sites available to attract and support growth.

BACKGROUND

The City's Land Bank Program has acquired several parcels of land in recent years and now has a significant ownership presence in the City's northwest. A sector plan is currently being developed for this area to identify the broad conceptual plan for this area.

REPORT

The Land Bank Program helps to ensure the City continues to benefit from the proceeds of land development. As the City grows, so does the quantity of land holdings needed to sustain and support the success of the program. Purchasing this ¼ section will help ensure the City continues to benefit financially from land development in the future.

The Land Bank Program helps to ensure the City continues to have a stable land supply available for commercial and industrial growth. Saskatoon has been experiencing above average growth in the past few years; this growth is expected to continue. The potential to benefit financially from development of lands in close proximity to Saskatoon has increased the amount of development activity and speculation on lands surrounding the City. In addition to the increase in residential developments surrounding the City, the need for commercial services and employment areas has also been on the rise.

Ensuring there are sufficient areas of land for future commercial and employment growth is crucial to Saskatoon and the region as a whole. Securing this ¼ section is ideal as this parcel is adjacent to lands already owned by the City in the area.

Terms of the Agreement

The City's Real Estate Services has negotiated a purchase agreement with the property owner. Noteworthy details of the Offer to Purchase Agreement are as follows:

Purchase Price

- \$1,592,400 with an initial deposit of \$142,400;
- the purchase price would be paid as follows:
 - \$850,000 (less adjustments) on Closing (February 28, 2014);
 - \$300,000 on February 27, 2015; and
 - \$300,000 on February 29, 2016.

Conditions Precedent

- City Council approval by February 12, 2014; and
- satisfactory review by the City of any environmental, geotechnical, and drainage study reports on or before January 31, 2014.

Other Terms and Conditions of the Agreement

- Closing Date of the transactions would be February 28, 2014;
- adjustments of all taxes against the Lands shall be as of the Closing Date; and
- in addition to the Purchase Price, the Seller will be compensated \$278,670 for incurred carrying costs and studies completed on the site, payable on the Closing Date.

OPTIONS TO THE RECOMMENDATION

The only other option would be to not approve the purchase of this parcel of land.

POLICY IMPLICATIONS

There are no identified policy implications.

FINANCIAL IMPLICATIONS

Sufficient funds for this purchase exist in the Property Realized Reserve. The funds in the Property Realized Reserve originated from land development profits.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Real Estate Services has met with the Strategic Services Group to ensure this land can be serviced in the future. In addition, meetings were held with the consultant hired to investigate and develop a Concept Plan for this area.

COMMUNICATION PLAN

A communication plan is not required at this time.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

At this time, no date has been identified for follow-up or project completion.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review is not required.

PUBLIC NOTICE

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

**8. Memorandum of Understanding –
Waste Water and Water Services – City of Martensville
(File No. CK. 4250-1 x 7500-1)**

- RECOMMENDATION:**
- 1) that the Memorandum of Understanding regarding the provision of waste water and water services to the City of Martensville, be approved;
 - 2) that His Worship the Mayor and the City Clerk be authorized to execute the Memorandum of Understanding; and
 - 3) that the Administration be authorized to negotiate the terms of a formal agreement with the City of Martensville to provide waste water and water services, and report back to City Council in due course.

Your Committee has considered and supports a report of the General Manager, Community Services Department dated January 21, 2014, and is reporting the following:

“TOPIC AND PURPOSE

The purpose of this report is to seek endorsement of a proposed Memorandum of Understanding (MOU) to begin discussions toward the provision of waste water and water services to the City of Martensville (Martensville).

REPORT HIGHLIGHTS

1. The City of Saskatoon is proposing to enter into an MOU with Martensville to negotiate an agreement to provide waste water and water services. This is a key step towards a regional approach to planning for land use and servicing. It will also enable Martensville to continue to play an important role in the growth of the Saskatoon Region.

STRATEGIC GOALS

This report supports the City of Saskatoon’s (City) Strategic Goal of Sustainable Growth. Saskatoon is known for smart, sustainable growth. The long-term strategy is to plan for development collaboratively with regional partners and stakeholders.

BACKGROUND

In 2011, the Saskatoon North Partnership for Growth (P4G), which consists of the City, Martensville, the City of Warman, the Town of Osler, and the Rural Municipality of Corman Park, commissioned a Planning for Growth Corridor Study (Study). The Study provided baseline information about the P4G partners’ growth trends and plans and enhanced the working relationships between the P4G partners. With the support of the P4G partners, which is expected next month, P4G will begin work on a new Regional Plan for the Saskatoon Region. The Regional Plan will include a land use plan and a servicing plan. Consultation with key stakeholders and the broader community will be part of the Regional Plan.

The Study also examined options for regional waste water services, since Martensville is nearing its lagoon capacity and other communities will be encountering this challenge in the future. The Study concluded that it would likely be more expensive to build a stand-alone regional waste water treatment plant than for the City to provide that service. While the P4G partners were considering this conclusion, Martensville asked the City to provide waste water and water services.

REPORT

The MOU is attached (see Attachment 1). It is an “agreement to agree” and establishes the regional planning goals of the City and Martensville, and the principles on which a more detailed formal agreement on waste water and water services would be based. It is also an important first step towards a new Regional Plan.

In summary, the City would negotiate a formal agreement to provide waste water and water services to Martensville based on the following principles:

1. The agreement will focus on the next ten years or when Martensville reaches 20,000 people. It would be renegotiated at that time as the relationship with the City is intended to be long-term.
2. The municipalities will work on a Regional Plan that will address regional land use and regional servicing.
3. Martensville will provide the City with its land use map, phasing plan, and defined future city limits. It will also provide the City with any changes to these plans.
4. Martensville’s land use map will retain the community’s character; specifically, it will retain similar proportions of residential, commercial, and industrial development to what exists today.
5. The municipalities will work on plans and cost estimates for sanitary sewer infrastructure including a lift station, a force main, an odour abatement structure, and a gravity pipe.
6. The municipalities will work together to explore water delivery opportunities.
7. The municipalities will develop a plan to fairly and equitably distribute the capital costs of developing new and upgrading existing waste water and water infrastructure.
8. Utility rates will be negotiated on the basis of Martensville paying a premium on top of what Saskatoon users pay. The premium will be based on industry rate models and reviewed every three years.

9. Martensville will pass bylaws to ensure compliance with the City's bylaws for waste water and water services. City bylaws, for example, restrict the substances that can be discharged into the sewer system.
10. Martensville will not allow any waste water or water connections outside its corporate limits without the City's permission. Martensville will be requesting connections for a residential site that also contains their cemetery; this reflects existing arrangements with the property owner.
11. The City will own and operate the waste water and water conveyance systems from City limits to Martensville's corporate limits. Martensville will continue to own and operate its lagoon and its systems within its corporate limits. This approach will provide the City with flexibility in operating the system, which will help meet City needs and future regional needs. It will also reduce the costs that Martensville would otherwise incur.

These principles are key to ensuring that the City can continue to meet its growth needs in an efficient and cost-effective way, while ensuring that Martensville can do the same. Martensville is in agreement with these principles.

OPTIONS TO THE RECOMMENDATION

It could be determined that the MOU contain different terms and conditions. In that instance, the direction of City Council is required.

It could be decided not to enter into an MOU. This option is not recommended as it limits regional approaches to infrastructure, and it does not address the needs of a key regional partner.

POLICY IMPLICATIONS

The City does not currently provide waste water or water services outside City limits but its bylaws and policies do not prevent this. The principles of the MOU were guided by the Official Community Plan Bylaw No. 8769, which enables service extensions outside City limits provided:

- 1) the full capital and operating costs of the services are recovered;
- 2) any benefiting development conforms to a sustainable long-term land use and development strategy; and

- 3) the service extensions will not limit the provision of services inside City limits.

If, during negotiations with Martensville, it is determined that a City bylaw or policy would require amending to facilitate a formal agreement on waste water and water services, that will be addressed in a future report.

FINANCIAL IMPLICATIONS

Precise capital and operating costs for this project, revenues from it, and a detailed funding strategy, would be determined and addressed in a future report after the MOU has been executed, negotiations with Martensville have progressed, and more detailed engineering work has been done.

Martensville will be responsible for all project costs required to bring waste water directly from Martensville into City limits. These costs will include the construction of a lift station and force main, as well as the odour abatement facility required at the end of the force main. The City and Martensville will then proportionately share the construction costs of a gravity pipe within City limits, which will serve both communities, to convey waste water to the treatment plant. Additionally, Martensville will be responsible for capital expenses associated with upgrading the waste water system and treatment plant that result from this new added flow.

Revenues for the City would consist of capital contributions from Martensville, as noted above, and utility revenues. It is also anticipated that a portion of the capital costs may be covered by senior government infrastructure funding programs.

The costs associated with acquiring water delivery infrastructure from SaskWater have not yet been determined. They would be addressed in a future report, after negotiations with SaskWater.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

At the time of writing, no public or stakeholder involvement has occurred.

COMMUNICATION PLAN

A communication plan will be developed when the MOU has been executed and progress has been made in the negotiations between the City and Martensville on a formal agreement.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The term of the MOU is one year with the option of renewal. When the MOU is executed, the Administration would report back when the terms of a formal agreement with Martensville have been negotiated. At this time, it is expected that this would occur within the term of the MOU, and a renewal would not be required.

ENVIRONMENTAL IMPLICATIONS

The environmental and/or greenhouse gas implications associated with the City providing waste water and water services to Martensville, rather than those services being provided in a different way, have not been quantified at this time. This will be addressed in a future report after the MOU has been executed, negotiations with Martensville have progressed, and more detailed engineering work has been done.

PRIVACY IMPACT

There are no privacy implications.

PUBLIC NOTICE

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

ATTACHMENT

1. Memorandum of Understanding”

Your Committee supports and submits the above to City Council for approval.

9. **Implementing a New Governance Model for Saskatoon City Council and Committee Meetings**
(File No. CK. 255-2)
-

RECOMMENDATION: that the City Solicitor be instructed to make amendments to *Bylaw No. 8198, The Council and Committee Procedure Bylaw, 2003*, and any other related Bylaws, as proposed in Attachment 4 to the report of the City Manager dated January 20, 2014.

Report No. 2-2014
Executive Committee
Monday, February 10, 2014
Page 16

Attached is a report of the City Manager dated January 20, 2014, outlining the implementation of a new Governance Model for Saskatoon City Council and Committee meetings.

Your Committee has reviewed this report with Administration and supports necessary steps being taken to implement the proposed new Governance Model.

Respectfully submitted,

His Worship Mayor D. Atchison, Chair

Memorandum of Understanding

This Agreement effective the ___ day of _____, 2014.

Between:

The City of Saskatoon, a municipal corporation pursuant to the provisions of *The Cities Act*, S.S. 2002, Chapter C-11.1 ("Saskatoon")

- and -

The City of Martensville, a municipal corporation pursuant to the provisions of *The Cities Act*, S.S. 2002, Chapter C-11.1 ("Martensville")

Background

Martensville and Saskatoon (the "Parties") wish to become leaders in regional planning and development in the greater Saskatoon area. They wish to promote sustainable and compatible growth so as to realize the significant financial and community benefits to be gained by establishing collaborative plans within the region. The Parties are also interested in promoting regional utility services in the greater Saskatoon area where feasible, and see the provision of regional utilities as one of the many beneficial elements available under the larger concept of regional planning. To that end they wish to collaborate on a joint project to provide water and wastewater treatment services from Saskatoon for Martensville, for the mutual benefit of both cities.

Whereas:

- A. Saskatoon owns and operates a waste water treatment facility located at 470 Whiteswan Drive, Saskatoon, SK, and a water treatment facility located at 1030 Avenue H South, which facilities have limited capacity to treat extra waste water and potable water;
- B. Martensville currently utilises a lagoon system for treatment of its waste water, and purchases potable water from a provincial crown corporation, and wishes to upgrade its systems to provide better and more cost effective services to its citizens;
- C. Martensville wishes to utilise Saskatoon's waste water treatment facility to treat its waste water, and to purchase potable water directly from Saskatoon; and,
- D. Saskatoon wishes to assist Martensville by treating Martensville's waste water at its Whiteswan treatment facility, and by selling potable water directly to Martensville;

Now Therefore

The parties agree to enter into discussions with respect to achieving the goals mentioned above, including the provision of water and waste water services and the establishment of regional planning mechanisms.

Purpose

This Agreement is intended to outline the Parties' initial understanding of the terms under which Martensville and Saskatoon agree to begin to work towards achieving the goals outlined above, and to provide a discussion point to begin negotiations towards formal agreements regarding water and waste water services and regional planning. The Parties understand that any formal agreement arising out of these discussions is intended to be a long term commitment.

Term

- 1) The term of this Agreement is one year, commencing March __, 2014, and ending March __, 2015 (the "Term"), and may be renewed annually thereafter at the joint will of the parties.
- 2) The parties shall meet in ten months and review this Agreement and the progress and timelines for the completion of projects undertaken in accordance with this Agreement. The purpose of this review is to confirm the progress of discussions, reassess goals and methods and review the terms of this Agreement.

Goals and Conditions

The parties agree that:

- 1) Martensville and Saskatoon will be leaders in planning in the region, and agree to work towards a joint regional land use plan and regional servicing plan in addition to any bilateral agreements between them.
- 2) Martensville agrees that it intends to retain the essential character of its community, and in particular the current ratio of residential to commercial/industrial development, and that the provision of regional water and waste water services is not intended to alter or amend the character of its community or the ratio of residential to commercial/industrial development of the community.
- 3) Martensville recognises that Saskatoon, as the provider of the services, must be able to adequately predict demand in order to meet supply requirements. In support of this goal, Martensville will provide to Saskatoon the following:

- a) a defined city limit, a land use map, a phasing map, and any amendments thereto, for Martensville up to a population of 20,000 or for the next ten years; and
 - b) current and planned ratios of residential land use to commercial/industrial land use for Martensville.
- 4) The Parties will work together to develop plans and cost estimates for infrastructure alignment and associated engineering work, which may include, at a minimum, some or all of the following:
 - a) construction of a lift station, force main, odour abatement structure, and gravity pipe for waste water services; and
 - b) purchase or construction of water delivery infrastructure.
 - 5) The Parties will work together to develop a cost sharing plan that fairly and equitably distributes the capital cost associated with the development and upgrading of existing infrastructure to facilitate the provision of water or waste water services.
 - 6) Rates paid by Martensville for water and wastewater will be negotiated between the parties, and shall be consistent with the rates paid by Saskatoon utility users plus a premium. The premium represents a return on investment to the ratepayers of the City of Saskatoon for the construction and use of the water and wastewater treatment plants and distribution system. Premiums shall be consistent with typical rate models within the industry, including comparisons recommended by the American Water and Wastewater Association (AWWA) for inter-jurisdictional water and wastewater rates. Water and wastewater rates for Martensville will be subject to the same three year rate review and increases as for City of Saskatoon utility customers.
 - 7) Martensville will pass bylaws to ensure that its citizens comply with any and all standards and requirements contained in Saskatoon bylaws as may be in force from time to time respecting water and waste water services, including those that may impose conditions on the supply of water and restrictions on substances in wastewater.
 - 8) Martensville will not allow any connections to its water or waste water system outside its corporate limits without the express written permission of Saskatoon in any case.
 - 9) Saskatoon will own, operate and maintain all components of any proposed water or wastewater conveyance systems from Saskatoon to the corporate limits of Martensville. Martensville will continue to own and operate the wastewater collection system and lagoon within the Martensville city limits.

Rights of Termination

Either party may terminate this Agreement upon providing two months prior written notice thereof.

General Terms and Conditions

- 1) Nothing contained in this Agreement shall create any relationship between the Parties, and, without limitation, nothing in this Agreement shall be construed to constitute the Parties as partners, joint venturers, or members of a joint or common enterprise.
- 2) Any notice, demand, statement or request ("Notice") required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been duly given if personally delivered, delivered by courier or mailed by registered prepaid post, in the case of notice to Saskatoon, to it at the address set out in this Section and in the case of notice to Martensville, to it at its offices set forth below. Notice may be given by facsimile transmission, electronic mail or any other electronic communication.
- 3) Any such Notice given in accordance with the above requirements shall be deemed to have been given, if mailed, on the fifth day following the date of such mailing or, if delivered, on the day on which it was delivered so long as such delivery was prior to 5:00 p.m. on a Business Day (and, if after 5:00 p.m. or if any such day is not a Business Day, then it shall be deemed to have been delivered on the next Business Day). Either party may, from time to time by Notice, change the address to which Notices to it are to be given. Notwithstanding the foregoing, during any interruption or threatened interruption in postal services, any Notice shall be personally delivered or delivered by courier.

To the City:

The City of Saskatoon
Office of the City Solicitor
222 Third Avenue North
Saskatoon SK, S7K 0J5

To Martensville:

The City of Martensville
Office of the City Clerk
515 Centennial Dr. S.
Box 970
Martensville, SK, S0K 2T0

- 4) The parties represent and warrant to each other that they have the power, capacity and authority to enter into this Agreement and to perform its obligations hereunder and that there are no covenants, restrictions or commitments given by it which prevent or inhibit it from entering into this Agreement.

5) The laws of the Province of Saskatchewan shall apply and bind the parties in any and all questions pertaining to this Agreement.

The City of Martensville

Mayor

c/s

City Clerk

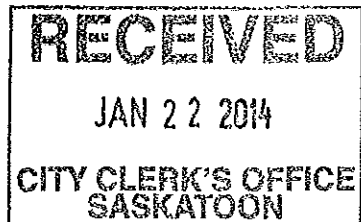
The City of Saskatoon

Mayor

c/s

City Clerk

255-29.



TO: City Clerk, Executive Committee
FROM: City Manager
DATE: January 20, 2014
SUBJECT: Implementing a New Governance Model for Saskatoon City Council and Committee Meetings
FILE NO: CC 255-1

RECOMMENDATION: that Executive Committee recommend to City Council that it instruct the City Solicitor to make amendments to *Bylaw No 8198, The Council and Committee Procedure Bylaw, 2003*, and any other related Bylaws, as proposed in Attachment 4.

TOPIC AND PURPOSE

The purpose of this report is to formally begin the process of implementing a new governance model for Saskatoon City Council and Committee meetings.

REPORT HIGHLIGHTS

1. The report proposes major changes to Saskatoon City Council's governance practices as they relate to Council and Committee meetings.
2. The attachments to this report provide recommendations, a proposed meeting schedule, a sample agenda, and background information on the Council governance models in the cities of Calgary, Edmonton, Regina, and Winnipeg, and some key features of those models.

STRATEGIC GOALS

The information contained in this report and its attachments directly align with the four-year priorities, and long-term strategies related to the Strategic Goal of Continuous Improvement.

REPORT:

In 2013, the Administration investigated the governance practices in four major western Canadian cities: Calgary, Edmonton, Regina, and Winnipeg. Although these cities vary in population size and are governed by different legislative frameworks (with the exception of Regina), their importance to the provincial economy, their geographic proximity to Saskatoon, and the political, economic, and social climate that exists in these jurisdictions makes them ideal reference points for Saskatoon to consider. Additionally, the City of Saskatoon typically uses these cities to compare the types and levels of services that these municipalities provide to their citizens.

More specifically, these reports and presentations focused on three key areas:

- (1) The use of a "consent agenda" for City Council and Committee meetings.
- (2) The treatment of communications and delegations to City Council meetings.
- (3) The structures and functions of Standing Committees.

It goes beyond the scope of these reports to investigate the number, types, and structures of Council advisory committees, as they are substantial and vary with the needs of each city. That said, research and recommendations pertaining to advisory committees will be presented at a later date.

In general, the research found that these cities have adopted procedures and practices that vary greatly from those used by the City of Saskatoon. For example, the research found that the cities of Calgary, Edmonton and Winnipeg utilize the Consent Agenda process as key part of the Council and Committee agenda management tool, whereas Saskatoon does not. More information on the consent agenda process is found in Attachment 1.

Attachment 2 provides research on how each of the four cities handle communications and delegations to Council. In general, the research found that these cities only permit the public to speak to items that are placed on the Council meeting Agenda.

Attachment 3 investigates the Standing Committee structures and functions in each of the four cities. The research found that the Committee structures in the sample cities have some decision-making authority and have a public policy focus.

The reader may be wondering why this investigation is necessary. In other words, why should Council overhaul its governance structure, particularly as it relates to Council and Committee meetings? Over the past six years, Saskatoon has grown at a remarkable pace. From 2006 to 2012, Saskatoon's population has grown by almost 40,000 people, with the latest population estimates indicating that Saskatoon's population is near 250,000. According to economic and demographic forecasting agencies, the pace of Saskatoon's growth will continue well into the future.

As a result, the issues facing the City of Saskatoon - and the community it serves - have grown and become much more complex. Today, City Council and the Administration are grappling with how to accommodate current growth and existing needs, while planning for future growth. In other words, they are focusing on "big-picture" issues while trying to answer some important public policy questions: How does the city grow in an economically, socially, and environmentally sustainable way? How will the City pay for the infrastructure, core services, and amenities that the residents of Saskatoon require to enjoy an already high quality of life? What role does/should the City play in addressing the existing and emerging social issues, etc.?

Both City Council and the Administration have adopted new strategic initiatives to better adapt to this new reality. In 2013, for example, City Council adopted a new 10-year

Strategic Plan that outlines what is important in the near term and where the City needs to focus its energies over the longer term.

In addition, the Administration has changed its budgeting and business planning process to become more responsive to the needs of City Council, the corporation, and the community. Today, the City's budget and business plans are developed on the basis of business and service lines, rather than by operating departments. This has enabled the Administration to become more efficient and strategic in the management of the City's financial resources.

Finally, in late 2013, Council approved a new corporate structure as presented by the City Manager. This new, modern structure was developed to meet the needs of a growing and changing City by:

- improving our service delivery;
- enhancing our communications;
- facilitating better planning; and
- streamlining our operations.

However, remaining constant throughout this growth and change is the City of Saskatoon's governance structures and procedures. While these structures and procedures have served Saskatoon well, they may no longer meet the needs of a growing and dynamic city.

The City of Saskatoon has not undertaken a major governance review of Council and its Committee structure since 1995. As noted earlier, the nature of public debate and discourse, the level and mix of public services, the public policy issues and challenges, and the City's strategic priorities have all changed dramatically in the past 18 years.

Given this context, the recommendations presented in Attachment 4 provide the foundations for Saskatoon City Council to modernize its governance structure. These recommendations offer a hybrid of best practices from other jurisdictions and key structures from Saskatoon's existing governance model, for a made-in-Saskatoon solution.

In order to provide a visual of this new model, Attachment 5 provides a proposed meeting Calendar from May 1, 2014 to December 31, 2014. The calendar shows the proposed dates of the new Committee and Council meetings, taking into account statutory holidays and other potential meeting adjustments that may be required to ensure Committees and Council meet on a regular basis.

With respect to Council meetings, Attachment 6 is a proposed draft of an updated meeting agenda for the Regular Council and the Public Hearing meetings of Council. This new agenda format reflects the proposed changes outlined in Attachment 4.

The Legislative Context

Provincial-enabling legislation provides cities (and municipalities) with the authority to create bylaws that govern the practices and procedures for Council and Committee meetings. With some limited exceptions, and in keeping with traditional parliamentary practices, City (or municipal) Councils have the authority to develop the procedures and governance structures that best fit the needs of a particular Council and/or community.

For example, Section 55 of *The (Saskatchewan) Cities Act* permits a City Council to:

- (a) *establish council committees and other bodies and define their functions; and*
- (b) *establish:*
 - (i) *the procedure and conduct of council, council committees and other bodies established by the council; and*
 - (ii) *rules for the conduct of councillors, of members of council committees and of members of other bodies established by council.*

In addition, Section 100 of *The Cities Act* permits a City Council to delegate authority, with some limited exceptions, to a Committee of Council or the Administration: Section 100(2) and 100(3) of *The Act* states:

- (2) *A council may delegate any of its powers or duties to an employee, agent or committee appointed by it, except those powers or duties set out in section 101.*
- (3) *When delegating a matter to an employee, agent or committee appointed by it, the council may authorize the employee, agent or committee to further delegate the matter.*

The establishment of committees and the delegation are typically accomplished through the creation of what is commonly called a "procedures bylaw". In terms of the City of Saskatoon, the procedures and practices of Council and Standing Committee meetings (and Committee composition or structures) are set out in *The Council and Committee Procedure Bylaw, 2003 (Bylaw 8198)*. A reading of Bylaw 8198 reveals that City Council does not explicitly delegate authority to its Standing Committees. This is common practice in other cities.

Nonetheless, in order for City Council to adopt the recommendations proposed in Attachment 4, it can do so by simply amending its Procedure Bylaw.

POLICY IMPLICATIONS

There are no identified policy implications at this time.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

PUBLIC/STAKEHOLDER COMMUNICATION PLAN

These changes provide an opportunity to inform and educate the citizens on how decisions are made by City Council and the process that City Council uses to conduct business. In addition, it will be very important that citizens are informed of the changes outlined in this report in a timely manner so they can prepare to engage with City Council and Committees under the new model.

A communication plan will be prepared to inform the public of the changes that are outlined in this report. The communications will include:

- what the changes are and why they are being made
- the schedule for Council and Committee meetings
- how decisions are made by City Council
- how citizens can bring forward issues to City Council
- how citizens can request to speak at City Council and Committee

Materials will be prepared and posted on the City's website and will be made available at City Hall, public libraries, and civic leisure centres.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications associated with this report.

PRIVACY IMPLICATIONS

There are no anticipated privacy implications arising from this initiative.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

CPTED Review is not required at this time.


PUBLIC NOTICE

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

ATTACHMENTS

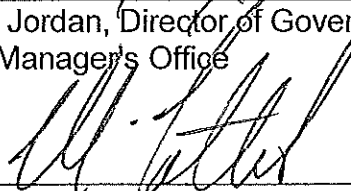
1. The Use of the Consent Agenda for City Council and Committee Meetings (January 2014)
2. Communications to Council in Selected Western Canadian Cities (January 2014)
3. Committee Structures and Functions for Selected Western Canadian Cities (January 2014)
4. Recommendations for a New Council and Committee Governance Model (January 2014)
5. Proposed Calendar of Council/Committee Meetings
6. Sample "Draft" Council Agenda

Written by:



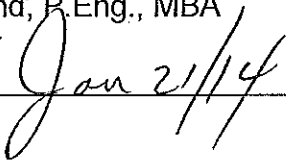
Mike Jordan, Director of Government Relations
City Manager's Office

Approved by:



Murray Totland, P.Eng., MBA
City Manager

Dated:



Copy His Worship the Mayor
Council Governance Model – In Camera Executive January 13, 2014.doc

The Use of the Consent Agenda for City Council and Committee Meetings

What is the “Consent Agenda”?

According to the literature, a consent agenda¹ is a component of a meeting agenda that enables a governing body (e.g., City Council, board of directors) to group routine items, such as information reports, reports dealt with at a committee, and non-controversial motions, together as a single motion to be voted on by the governing body. Bylaws are typically not included on a consent agenda.

Consent agenda's are often referred to as omnibus motions as they include several items but are voted on collectively as one motion. The consent agenda is placed at the top of the meeting agenda and generally following the “Call to Order” of the Chair. The use of a consent agenda is considered to be a best practice in parliamentary procedure and meeting management or board governance literature, as they improve the efficiency of meetings and allow members to debate and discuss more substantive issues on the meeting agenda. However, members should exercise caution in placing items on the consent agenda, so as to ensure it does not become a “rubber stamp” process for Council, Committee or Board meetings.

How does the Consent Agenda Work?

Typically, items on the consent agenda are not for debate or discussion, however, exceptions exist where a member or members of the governing body can make a motion and extract items from the consent agenda for debate, discussion or clarification. Although the procedure varies depending on the practices established by a governing body or board, but in general, to extract an item, a member need only rise and request, for example, that an item be removed from the consent agenda. This means that the member wants to discuss and vote on this issue separately. The request does not need to have a “seconder”, the request does not need to be discussed, and no vote is taken to remove it from the consent agenda. After the members finish extracting items from the consent agenda, the presiding officer presents the modified consent agenda to the assembly once again and takes the vote by general consent.

¹ The term “consent agenda” will refer to the concept. However, “Consent Agenda” will refer to the procedure as outlined in a city's respective procedure bylaw.

What Cities use the Consent Agenda?

Currently, the City of Saskatoon does not use a consent agenda as part of its council and committee meeting procedures. However, the research indicates that two of the four cities whose practices were investigated for this report, Calgary Edmonton and Winnipeg, currently utilize the consent agenda as part of their city council and committee meetings. The City of Regina is currently the only City that does not use a consent agenda as part of their meeting procedures.

Several other cities across Canada, both large (e.g., Vancouver and Toronto) and small (e.g., Lethbridge and Prince Albert) routinely use a consent agenda as a component of the city council meeting and committee agendas. In addition, several business, academic, and non-profit organizations use consent agenda's as part of their board or senior executive meetings.

How do Cities use the Consent Agenda?

The procedure bylaws in both Calgary and Winnipeg provide the legislative authority for those City Council's to use the consent agenda in both council and committee meetings. Attachments 2 and 3 provide a sample agenda from recent City of Calgary and City of Winnipeg Council Meetings. As noted in the attachments, the Consent Agenda is placed at the top of the meeting agenda and is dealt with before more substantive items. In both cities, the items on the Consent Agenda are reports that have been adopted at Committee.

According to the City of Calgary's Council procedure bylaw, consent agenda is defined for both Council and Standing Policy Committees. For Council, the consent agenda is defined as:

that portion of a Regular Business Meeting or Combined Meeting which contains reports from Committees which received unanimous support at the Committee prior to forwarding to Council. These items can be adopted by an Omnibus Motion.

This includes items whose recommendations were amended at a Standing Policy Committee and do not have bylaws associated with them.

In terms of Standing Policy Committees, the bylaw defines the consent agenda as follows:

That portion of a Standing Policy Committee Meeting which contains reports that:

- (a) are for information only, or are part of a process of regular quarterly or annual reporting that is placed on a Consent Agenda for the Standing Policy Committee*
- (b) will not be forwarded to Council unless a Member requests an exemption; and*
- (c) may be adopted by an Omnibus Motion;*

Calgary's procedure Bylaw also prescribes how the Consent Agenda is used during a meeting. Section 122 of the Bylaw states that:

- (1) The Consent Agenda portion of a Meeting is moved, seconded and voted upon without debate as one item regardless of the number of reports included.*
- (2) If a Member wishes to debate an item included in the Omnibus Motion, a request to exempt the item from the Consent Agenda must be made before the Chair calls the question and the item will be addressed immediately without further debate or vote, following approval of the Consent Agenda.*

Similar to the City of Calgary, the City of Winnipeg has implemented a Consent Agenda process for both Council and Committee meetings. However, in contrast to Calgary, the City of Winnipeg's procedure bylaw does not define the Consent Agenda, but does prescribe a more elaborate process. Section 10(4) defines the Consent Agenda process for City Council meetings as follows:

- (a) Each Committee of Council, at the end of each meeting, shall designate any item(s) proceeding to Executive Policy Committee and Council, which will not comprise its "Consent Agenda". All other items shall be considered consent items. Any member of the Committee may identify clauses which will not be considered consent items.*
- (b) The Executive Policy Committee, at the end of each meeting shall designate the items(s) proceeding to Council which will not comprise its "Consent Agenda". All other items will be considered consent items. Any member of the Committee may identify clauses which will not be considered consent items.*
- (c) Consent items must appear on the agenda circulated a minimum of 96 hours prior to the Council meeting.*

While the City of Calgary and City of Winnipeg have some subtle differences with respect to how each City uses their Consent Agenda, the items that are contained on them are very similar. In general, reports that have received unanimous consent at the Committee stage go on the Consent Agenda. In both cities, Council members are permitted to pull items from the Consent Agenda.

An important point to note about both the City of Calgary and the City of Winnipeg is that they delegate a large degree of decision making authority to their Standing Committees, thus making the use of a consent agenda more appropriate. Additionally, administrative reports in these cities generally go through the Committee process first, and then, go to Council. Only under specific circumstances do administrative reports bypass the Committee process and go directly to Council. The third report in this series will address these issues in more detail.

How would the Consent Agenda work for the City of Saskatoon?

Similar to Calgary and Winnipeg, the City of Saskatoon could permit the use of the Consent Agenda for Council meetings (and Standing Committee meetings if desired) by simply amending its Procedure Bylaw. As a starting point, the City could restrict the use of the Consent Agenda by limiting it to those items that received unanimous consent at a Committee meeting. It would seem somewhat redundant to address those reports that have already been unanimously approved by a Standing Committee, such as the Planning and Operations Committee, at Council.

Another good candidate for the Consent Agenda would be Administrative Reports that are presented as "information only" and go directly to Council. However, if Council decides to redirect all administrative reports through the Committee process, then this step would not be required.

Alternatively, and depending upon how the City may decide to address Communications to Council in the future, it could expand the Consent Agenda by including the "B" and "C" items currently placed under the "Communications to Council" section of the Council Agenda. The treatment of Communications to Council will be addressed in the second report of this series.

Communications to Council in Selected Western Canadian Cities

[1] Introduction:

It is often said that municipal government is the order of government of that is "closest to the people." Primarily, this view stems from the fact that the policies, programs and services that municipal governments implement and provide have a greater impact on the day to day lives of the people they serve, than those provided by the federal and provincial orders of government. As a result of this impact, elected officials who serve in municipal government often have a much closer relationship and connection to their constituents than elected officials serving at the federal or provincial order of government.

The strength of this relationship is also influenced by two additional factors. First, elected municipal officials serve in the community to which they are elected, thus providing both the elected official and their constituents with much easier and more frequent access to one another. At the federal and provincial order, only a select few elected officials serve in the city to which they are elected. Whether real or perceived, the fact that those federal and provincial elected officials who serve their constituents in national and provincial capital cities that can be hundreds or thousands of kilometers away from the constituencies they represent, significantly reduces their relationship with their constituents.

Second, the institutional structures, protocols, processes, and procedure are much less formal at the municipal order of government than those at the federal and provincial order of government. Briefly, the lack of political parties (particularly in western Canada), cabinet government and the lack of strict parliamentary practices in most municipalities make it much easier for elected municipal officials to interact and solicit feedback from the public.

Of course, elected municipal officials value public input on the development of the policies, programs and services that they eventually implement and/or provide. They also value the input they receive from the public on any existing and emerging issues that may arise in the community. Given this relationship, some key questions emerge:

- What formal procedures or processes do elected municipal use to obtain this information?
- What is the most optimal forum for elected officials to receive important community input?
- Is it through City Council meetings; committee meetings; some other mechanism or a combination of several modes?

While it goes beyond the scope of this document to explore various public engagement and public communication methodologies, this document will attempt to provide a broad overview of how selected western Canadian cities handle the way in which members of the public communicate to, or appear before, City Council.¹

¹ For the purposes of this document, City Council refers to Council as a deliberative, decision making body and not individual members of Council.

More specifically, the document will examine the legislative framework, procedures and processes used by the following cities:

- Calgary;
- Edmonton;
- Regina; and
- Winnipeg

In other words, this document will explore the procedures and processes implemented by these cities for City Council meetings and where applicable or if the procedure is substantially different, Council Committees (standing committees only). The research is limited to the processes and procedures used for Regular Council meetings and not those associated with Public Hearings. The main reason for this is that the communications procedures and processes used for Public Hearings are largely the same across these jurisdictions.

The document is organized as follows:

- Section two will provide an overview of the legislative and policy framework for each of the selected cities examined in this report. This overview will proceed in geographic order, from west to east, starting with Calgary and ending with Winnipeg.
- Section three will provide a brief summary and some observations regarding the adopted procedures, processes and policies

The research for this document utilizes a blend of primary, secondary and tertiary sources. Primarily, the research is derived from provincial enabling legislation, Council bylaws, and conversations with officials from the cities studied in this report.

Finally, there is one major assumption to this document: It is assumed that the reader has a full understanding of the City of Saskatoon's procedures, policies and processes with respect to this topic. As such, the document will make very little reference to the City of Saskatoon's procedures, policies and practices and will only do so to offer some comparative perspective where warranted.

[2] Communicating to Council: A Review of the Process and Procedures

2.1 City of Calgary:

The City of Calgary has very strict rules regarding public communications to Council. Members of the public are permitted to speak to Agenda items at its Standing Policy Committees (SPC). However, they are not permitted to speak to Council at a Regular Council meeting. The public

More formally, the City of Calgary's Procedure Bylaw, Bylaw 44M2006, describes the processes that govern how members of the public may address City Council and/or its Committees. The Bylaw distinguishes between written and verbal communications to Council.

In terms of written communications (either by letter or electronic communication) section 95 of the Bylaw outlines the process that is used. According to Section 95(3) on receipt of a communication, the City Clerk may:

- (a) include it on the Agenda of the next Regular Meeting, in full or in summary form; or
- (b) refer it to Administration for a report to the appropriate SPC; or
- (c) refer it to the Administration for reply.

In terms of verbal communications, Section 97 of the Bylaw states,

If a person wishes to address Council on a matter on an Agenda for which a hearing is not required by statute, that person(s) should notify the City Clerk in writing and state the reason for the request to speak. The City Clerk shall forward the request to PFC for consideration.

The PFC refers to the City of Calgary's Priorities and Finance Committee, which is Calgary's equivalent to the City of Saskatoon's Executive Committee.

Section 98 of the bylaw goes on to prescribe three options as to how the Committee may deal with the request. The Committee may:

- (1) refer the matter to a Committee;
- (2) recommend that Council hear from the person(s); or
- (3) refuse to hear from the person(s) and refer the matter to the Administration for reply.

Section 99(1)(2) of the Bylaw places limitations on the procedures described in sections 97 and 98, and reads as follows:

Notwithstanding Section 97 and 98:

- (1) Council may allow a person(s) to address a matter that is on the Agenda;*
- (2) Council may, on a Two-Thirds (10) Vote, allow a person(s) to address a matter that was not on the Agenda but only if the item has been added to the Agenda as urgent business;*

For Calgary's City Council meetings, items of urgent business are placed near the end of the Agenda, before in-camera items.

Section 100 of the bylaw provides further instruction on how the City deals with public requests to address Council. Most notably, section 100(1) of the bylaw instructs that a Committee must hear a person(s) referred to it by Council or the PFC and section 100(3) declares that "persons addressing Council or Committee shall limit their comments to the matter contained in the report and the recommendations being discussed."

When addressing a committee, the public presentations are limited to five minutes (excluding questions and answer time). However, even when addressing the committees, the public can only speak to items on the Committee's Agenda.

A review of recent Agenda's for the Calgary City Council Regular Business Meetings² reveals that the City does not place public communications on the Council Agenda. Moreover, the City of Calgary's Regular Council Meeting very rarely, if ever, has any members of the public speaking to items placed on the Agenda. The City believes that the Committee process is the most appropriate place to handle these requests and thus, funnels all requests to its Standing Policy Committees or the PFC.

² Calgary City Council has two types of Council Meetings: (1) Regular Meeting; (2) Combined Meeting. A Combined Meeting of Council includes both regular business and public hearings.

2.2. City of Edmonton:

In general, the City of Edmonton has similar processes and limitations as Calgary does with respect to the public wishing to formally address Council or its Committees. According to section 200 of the City of Edmonton's *Procedure and Committees Bylaw, Bylaw 12300*, the City limits public requests to speak to only those items placed on the meeting Agenda:

If a person wishes to speak to Council or a Committee on any matter that is on the agenda, for which a hearing is not required by statute, that person must notify the City Manager in writing and must state the reason for the request to speak.

The City of Edmonton does not permit the public to speak to items that are not already placed on the Regular Meeting of Council Agenda.³

Section 202 of the Bylaw, provides Council three options on how to proceed with a public request to address Council. According to this section of the Bylaw, Council may:

- (a) refer the matter to a Committee for a hearing;*
- (b) hear from the person making a direct request to be heard by Council; or*
- (c) refuse to hear from the person making a direct request to be heard by Council.*

If Council directs the item(s) to a Committee, then section 203(1) of the Bylaw instructs that the Committee must hear any person referred to it. However, section 203(2) is more permissive and states that a Committee may (a) hear from a person making a direct request to be heard by the Committee; or (b) refuse to hear from the person making a direct request to be heard by that Committee.

When addressing Council or a committee, public presentations are limited to five minutes (excluding questions and answer time). However, even when addressing the committees, the public can only speak to items on the Committee's Agenda. No new items are permitted to be added to the Agenda by the public.

Part XVII of the Bylaw lays out the process for dealing with written communications. The key highlights from this part of the Bylaw are as follows:

- If the written communication meets the standards outlined in the bylaw, then the City Manager must:
 - Refer the communication to the Administration for a report or a direct response, and inform the Councillors of the referral;
 - If it relates to an already on a Council or Committee Agenda, deliver a copy of the communication or a summary of it to Councillors prior to a meeting;
 - Send a copy of the communication or a summary of it to all Councillors for information.

³ Like Calgary, Edmonton has two types of Council meetings: (1) Regular Meeting and (2) Public Hearing Meeting. This means that all Public Hearings go to the Public Hearing meeting, while a Regular meeting deals with regular business of Council.

A recent review of the City of Edmonton's Regular City Council Meetings reveals that the City does not publish communications on the Council Agenda. Moreover, the City of Edmonton's Regular Council Meetings very rarely have any members of the public speaking to items placed on the Agenda. Like the City of Calgary, the City of Edmonton believes that the Committee process is the most appropriate place to handle these requests and thus, funnels most requests to its Standing Committees.

2.3 City of Regina:

Like Edmonton and Calgary, the City of Regina does not permit the public to address Council on items that are not placed on a Council Agenda. In other words, during a regular council meeting, a member of the public is not permitted to speak to issues that are not already placed on the Council Agenda.

According to the City of Regina's website, the public may:

...appear as a delegation before City Council or a committee regarding an item on the agenda. In the event the item is not on the agenda, you may write a letter to the Office of the City Clerk requesting to address a committee. The Office of the City Clerk will contact you to discuss the request, or may refer the matter to a more appropriate committee of Council or City Administration.

The website further instructs the public as follows:

To make a presentation to City Council regarding an agenda item, you must:

- *File a written brief with the Office of the City Clerk.*
 - *The brief should include the request being made to City Council.*
 - *It should also include the full text of your presentation which can be up to 10 minutes long.*
 - *Submissions must be respectful and adhere to City Council's Procedure Bylaw which also provides information on proper decorum and how the proceedings are carried out.*

To make a presentation to a committee regarding an agenda item, you must:

- *Attend the committee meeting. A written brief in advance is not required.*
- *Complete a delegation form upon arrival.*
 - *The committee chairperson will call you forward when the committee deals with the item.*
 - *You have up to 10 minutes for your presentation, followed by any questions from committee members.*

Section 16 of the City of Regina's Bylaw #9004, *The Procedure Bylaw*, provides the legislative authority for the above procedures. The more significant procedures outlined in this section of the Bylaw include:

(5) On receipt of an application and acceptable brief, the City Clerk shall:

(a) If the brief deals with a Mayor's, City Manager's, City Auditor General's, Committee or Informational Report or a bylaw, place the matter on the agenda for the meeting at which the related item is to be considered.

(b) If the brief deals with a subject which is not on the Council agenda, list the brief on the agenda under the Referred Delegation Section, and provide copies of the brief to the members of Council, City Manager, City Solicitor and the news media who are listed on the City Clerk's distribution list.

(c) The City Clerk shall provide at the beginning of the Referred Delegation Section a report recommending the committee to which the briefs are to be referred.

(9) Spokespersons for any one delegation shall be limited to one, except where Council otherwise permits, and the total time allowed for any one delegation shall not be more than 10 minutes, exclusive of the time required to answer questions by Council.

(12) When Council considers briefs under the Referred Delegation Section of the agenda the following procedure shall be followed:

(a) The briefs shall be deemed to be referred to the committee set out in the City Clerk's recommendation and no motion shall be required.

(b) Notwithstanding (a) above Council may by motion alter the committee to which the City Clerk recommended that the briefs be referred.

(c) At no time will a delegation, related to a brief under the Referred Delegation Section, be permitted to address City Council.

(d) The delegation shall be advised of the committee to which the brief has been referred and the time and place of the next meeting of that committee and shall have the right to attend that meeting and to make a presentation.

Again, the above legislative framework reveals that the City of Regina does not permit the public to raise new issues or subjects at a Council meeting. If the public wishes to address Council, then they are limited to items that are on the agenda. Otherwise, the issue raised by the public is referred to a Standing Committee of Council. Like the other cities studies in this report, the City of Regina utilizes its committee system for the policy making process.

Section 10 of the Procedure Bylaw provides the legislative authority for how Regina handles written communications/submissions to Council. Specifically, section 10(3) of the Procedure Bylaw provides the City Clerk with some discretion with respect to handling written communications. According to this section of the Bylaw,

On receipt of a communication intended for Council, the City Clerk may,

(a) include it as an item on the agenda for the next regular meeting of Council, in full or in summary form, or

(b) refer it to the City Manager for a report to Council or the appropriate committee, or

(c) refer it to the City Manager for action and/or reply.

(d) refer it to the Mayor for reply;

(e) at the clerk's discretion, circulate it to the members individually, rather than including it on the agenda as an item.

A review of recent Agendas of the City of Regina's City Council meeting reveals that the City of Regina, like the other cities in this report, does not publish written communications to Council on the Council Agenda.

2.4 City of Winnipeg:

Section 51(1) of the City of Winnipeg's *Procedure By-law No. 50/2007*, reveals that the City of Winnipeg does not permit individual members of the public or other delegations to speak to a meeting of Council, unless the subject is listed on a Council's (and/or the Committee's) meeting Agenda. This is very consistent with the procedures found in the other cities examined in this document.

However, when a subject is not on the agenda, section 51(2) of the By-law instructs the Clerk to refer the delegation to such committee of Council that has jurisdiction over the subject matter.

Section 51(3) of the By-law goes on to limit communication such that "no delegation shall be given permission to address the Council on any subject which is not within the jurisdiction of the Council."

The By-law goes on to limit communications from delegations in the following ways:

51(5) Delegate Speakers, upon any one subject before Council shall be limited to two in favour of the subject and two against, in each case the first of whom may speak for not more than ten minutes and the second no more than five minutes, provided that Council may permit any delegate...to speak for a further two minutes on a majority vote of the members present.

51(6) The total period of time allotted to questions to delegate speakers on each side of any one subject including their responses shall not exceed ten minutes and Councillors may ask one main question and up to two supplement questions only of the delegate speakers.

How does the City of Winnipeg handle written communications to Council? The City does not publish written communications to Council from the public on its Council Agenda. According to section 12(1) of the City of Winnipeg's *Procedure By-law No. 50/2007*, instructs, "The Clerk shall refer all communications to the proper committee unless in the discretion of the Clerk the communication should merely be received as information by Council." Section 12(2) declares that "all communications shall be taken as read."

A review of recent City of Winnipeg Council Agendas and discussions with City officials confirms this procedure.

[3] Observations and Conclusions

This document examines the legislative framework, procedures, practices and policies of the cities of Calgary, Edmonton, Regina and Winnipeg with respect to how they deal with public requests to address City Council, as a deliberative body. The research reveals that, in general, all cities treat public communications to City Council in a very consistent and similar manner, and in major contrast to the current procedures and practices in the City of Saskatoon.

As noted throughout the document, the cities examined in this report:

- Do not permit members of the public to address a Council meeting unless the subject or issue is listed on the Council meeting Agenda;
- Have developed extensive and detailed procedures and processes for dealing with communications to Council (and/or committees); and
- Heavily utilize the Standing Committees of Council for giving the public the opportunity to speak to, or address, existing or emerging issues that should be brought to council's attention.

The consistency and similarity to the way in which each of these cities handle public communications to Council is somewhat surprising. The primary reason for this is that provincial enabling legislation (e.g., the Saskatchewan Cities Act) provides a city council with the authority to adopt its own procedures and processes with respect to council meetings. Given this authority, one would assume that the procedures would be substantially different in each of these jurisdictions. However, the similarity across the cities suggests that the procedures and practices adopted in these cities are deemed to be "best practices" with respect to managing a Council Agenda.

If one is to make a broad generalization about the procedures and practices found in these four cities, it could be that the cities view City Council as a decision-making body and not necessarily a policy-making body. This means that Council's main function is to make decisions based on the information and recommendations contained in their Agenda packages and not to make policy on the "fly". It is the committee system that these cities utilize for the policy making process. Council then benefits from the "vetting" process that the committees are charged with.

So, what could this mean for Saskatoon City Council? Well, in order to adopt some or all of the procedures and practices outlined in this document, City Council could:

- Amend its Procedure Bylaw by restricting what is contained on the Council Agenda in terms of written public communications and by limiting the ability of the public to speak to only those items contained on the agenda.
- As complimentary step, Council would also need to restructure its existing Committee structure and functions to become Standing Policy Committees.
- Officially create two types of Council meetings: (a) regular meeting of Council; and (b) Public Hearing meeting of Council, whereby the Public Hearing meeting of Council would contain traditional Public Hearings and allow members of the public to speak to items that are not contained on the agenda. Regular business could also be added to this meeting.

Committee Structures and Functions for Selected Western Canadian Cities

[1] Introduction

To assist city council's in their decision making, public policy and governance processes, cities (and other municipalities) in Canada (and elsewhere) have established a committee system. Generally, the committee system in Canadian municipalities is a blend of:

- permanent standing committees that have a broad public policy focus, an administrative function, or a blend of both, and composed of exclusively elected members of council;
- permanent administrative committees
- ad-hoc committees, which are temporary, have a narrow topic area focus, and can be composed of both elected officials and members of the public; and
- advisory committees, which can be permanent or temporary and created by council to advise it on particular policy areas and are exclusively composed by members of the public.

Provincial enabling legislation provides municipal (or city) councils in Canada with the authority to establish committees as they deem necessary. For example, section 55(a) of the Saskatchewan *Cities Act*, declares that a council may establish council committees and other bodies and define their function. Councils formalize this authority by passing bylaws that establish the committees, their function

Cities use the committee system in order to enable councils to deal effectively with the wide range of activities under their jurisdiction. Generally, committees are assigned an area of responsibility (such as planning or transportation) and appropriate issues are funnelled to the committee before being considered by the full council. Committees prepare reports based on input from both departmental staff and members of the public and present council with their research and recommendations, thus allowing for a more streamlined decision-making process.

In larger cities, the committee system is robust and is generally structured to deliberate on focused public policy topics, like transportation, or business lines, such as Community Services. In the City of Calgary, for example, Council has established a Standing Policy Committee on Transportation and Transit, to deal with all matters of that affect the city's transportation and public transit system.

In smaller cities, by contrast, the committee system is narrower and tends to have more of an internal, administrative focus that groups several different policy areas or business lines together. For example, the City of Saskatoon's committee structure would fall into the latter category, as its two primary standing committees, Policy & Operations and Administration and Finance, each deliberate on a broad range of public policy matters, but do not focus on a particular public policy topic or business line.

In addition, cities of all sizes have created an over-arching, catch-all committee that serves both an administrative and public policy function. This committee is typically called an "Executive Committee" and its composition can range from including the Mayor and all councillors (such as in Saskatoon) to the Mayor and a select number of Councillors (such as in Edmonton).

City Councils also, through the authority granted by provincial enabling legislation, delegate authority to committees to make certain decisions on behalf of council. For example, section 100 of the Saskatchewan *Cities Act* permits a council, subject to certain limitations, to delegate authority to a committee established by it. This delegation of the authority allows detailed consideration of operation or administration of a service or function to be the responsibility of the delegated body. This enables more focussed and detailed consideration by the delegated body. At the same time, it allows council to focus on the broader and longer term needs of the municipality

Given this context, the purpose of this document is to provide an overview of the structures and functions of Council Committees, or more specifically, standing committees of the following western Canadian cities:

- Calgary
- Edmonton
- Regina and
- Winnipeg

The focus is on those committees that provide a public policy function, as opposed to those that provide an administrative or advisory function (e.g., Audit Committee). Thus, unless otherwise noted, it is beyond the scope of this document to address the number, structures or functions of ad-hoc or advisory committees of Council. This overview will also include a description of the one major committee in each city that serves a dual administrative and public policy function, which is equivalent to the City of Saskatoon's Executive Committee.

Given the above scope and limitations, this document will attempt to answer the following questions as they relate to the standing policy committee system in the selected cities:

- How many standing policy committees does the city have?
- What is the structure and function of the various standing policy committees?
- How are Council members appointed to the various standing policy committees? and
- How frequently do the Committees meet?

In order to provide a proper description of the various standing policy committees that operate in the selected cities, section 2 of this document will address each city separately, starting in a west to east geographical order: Calgary, Edmonton, Regina, and Winnipeg. Section three will provide some concluding observations about the major key findings and what this may mean to Saskatoon City Council.

The research for this document utilizes a blend of primary, secondary and tertiary sources. Specifically, the research is derived from provincial enabling legislation, Council bylaws, and conversations with officials from the cities studied in this report.

[2] The Committee System in Selected Western Canadian Cities:

[2.1] City of Calgary

Council Governance

The City of Calgary is governed by the Mayor and 14 full-time councillors. City Council meets twice per month (every second week on Mondays at 9:30 am) and has two types of Council meetings: (1) Regular Council Meeting and (2) Combined Public Hearing Council Meeting. The primary distinction between the two meetings is that public hearings are held only during the Combined Meeting. The Combined Meeting is the first meeting Council meeting of the month.

Committee System

According to Bylaw 44M2006, *A Bylaw of the City of Calgary to Regulate the Proceedings of Council of the City and its Committees*, The City of Calgary has one executive-type committee and four Standing Policy Committees:

- Community and Protective Services;
- Transportation and Transit;
- Planning and Urban Development; and
- Utilities and Corporate Services.

A description of the structure, function, and membership of each Standing Policy Committee (SPC) is provided below. However, a description of the executive-type committee will begin this review.

Priorities and Finance Committee (PFC):

In 2011, the City of Calgary created a new Council Committee called the Priorities and Finance Committee (PFC), which is equivalent to an executive committee, but is not considered to be a Standing Policy Committee as defined in the Bylaw. According to the Bylaw, the PFC consists of the Mayor, who is the Chair, the Chair of each SPC (described below), the Chair of the Audit Committee and an Alderman-at-large, who also serves as the Vice Chair.

The Bylaw provides the PFC with several powers duties and functions. Some of the more important ones include:

- recommending appointments to committees when vacancies occur;
- recommending the naming of City-owned facilities (e.g, parks and arenas);
- receiving reports on senior personnel matters from the City Manager;
- providing performance evaluations on the City Manager;
- review and make recommendations about corporate structure, corporate personnel issues, and corporate policy;
- receiving updates from the Administrative Leadership Team, providing oversight with respect to implementation of Council policy;

- maintaining a process for regular review and reporting of Council's legislative governance practices and proposing legislative amendments related to governance;
- coordinating projects initiated by elected officials that require significant administrative resources;
- coordinating the recruitment and appointment process the City Manager;
- receiving Administration responses to Administrative inquiries;
- overseeing financial planning and reporting; and
- providing advice to the Mayor on Council Agendas.

The PFC typically meets every two weeks on Tuesdays at 9:30 am. The committee meets on the opposite weeks of Council meetings.

Standing Policy Committees

According to the Bylaw, each SPC has the following delegated powers, duties and functions:

- To make new or revised policy proposals;
- To make final decisions within existing Council policy;
- To receive reports for information;
- To create and be responsible for sub-committees and their Terms of Reference; and
- To incorporate the community sustainability strategy into its deliberations.

Standing Policy Committee on Community and Protective Services

This Committee is responsible for deliberating on issues relating to:

- parks, recreational, culture and social services;
- civic partners,
- affordable housing,
- disaster services and bylaw services;
- emergency medical, fire and rescue services;
- grants related to such services provided or allocated by the City.

Standing Policy Committee on Transportation and Transit

This Committee is responsible for deliberating on issues related to the planning, design and monitoring of transportation routes traffic operations, parking facilities and public transit.

Standing Policy Committee on Planning and Urban Development

This Committee is responsible for deliberating on issues related to land use planning and policy, development and building approvals, and property assessment.

Standing Policy Committee on Utilities and Corporate Services

According to the Bylaw, this committee is responsible for deliberating on services provided by the Corporate Services Department and the Utilities and Environmental Protection Department. This includes functions such as:

- customer services and communications;
- human resources;
- land servicing, properties and buildings,
- fleet services
- information technology
- waste & recycling
- water resources and services;
- environmental & safety management.

Standing Policy Committee Membership:

The Bylaw states that council shall appoint seven Aldermen to each SPC ensuring that each Alderman sits on two committees. An Alderman may serve as chair of more than one SPC during their term in office. However, no Alderman is permitted to serve as chair on more than one SPC at the same time. Council elects the chair and vice chair of each SPC.

With respect to the committee appointment process, the Bylaw defers to the *Alberta Municipal Government Act (MGA)*. The MGA stipulates that a council must hold an organizational meeting annually, not later than 2 weeks after the 3rd Monday in October. The purpose of the organizational meeting is for Council to make appointments to its committees, agencies, boards and commissions.

Meeting Frequency:

The SPC's meet once per month and meetings begin at 9:30 am. Although there are no set dates for each SPC, the SPC's meet on Wednesdays and Thursdays each month.

City of Edmonton:

Council Governance

The City of Edmonton is governed by a Mayor and 12 full-time city councillors. Council typically meets four times per month. Two meetings per month are Public Hearings and two meetings per month are Regular Council Meetings. The Public Hearing meetings occur every second Monday, beginning at 1:30pm. Regular Council meetings occur every second Wednesday beginning at 9:30 am.

Committee System:

According to the City of Edmonton's Procedures and Committees Bylaw (Bylaw 12300), the City of Edmonton has established eight Council Committees. Seven of these Committees are described as Standing Committees:

- Executive Committee;
- Transportation and Infrastructure Committee;
- Utility Committee;
- Community Services Committee;
- Audit Committee
- Council Services Committee; and
- City Manager and City Auditor Performance Evaluation Committee.

The remaining Council Committee, the Agenda Review Committee is not considered to be a Standing Committee, but an advisory committee, whose primary responsibility it to manage the Agenda's for Council and Standing Committees. This Committee also has the authority to redirect reports to the appropriate Standing Committee.

A key point to note about the City of Edmonton's Standing Committee Structure is that it utilizes a "blended model" in that it includes both policy-oriented and administrative-oriented committees. However, as noted in the introduction, this analysis will focus only on the structures and functions of the policy-oriented Standing Committees; namely, the Executive Committee, Transportation Committee, Utility Committee, and Community Services Community.

Before addressing each committee, it is important to provide some context as to when membership on committees is decided. The Bylaw stipulates that at Council's first regular meeting in October, it is to hold an "Organizational Meeting" of Council. Among other things, the purpose of the organizational meeting is for Council to establish Standing Committee appointments and the rotating schedule for Committee membership. With the exception of the Utility Committee, membership on the Standing Committees rotates among councillors so that during a term of Council, each Councillor serves for a total of one year on each Committee. Councillors appointed to the Utility Committee serve on the Committee from the time of their appointment until their term of office ends.

In terms of committee membership, four councillors serve on each committee. The Executive Committee includes four councillors plus the Mayor, who is the chair. Edmonton's committees generally meet every two weeks (with some exceptions) and the meeting schedule is also determined at the organizational meeting.

Executive Committee:

The primary mandate of the Executive Committee is to review and make recommendations to Council on the following issues:

- Corporate structure;
- Corporate finance;

- Corporate personnel issues;
- Intergovernmental issues; and
- Corporate policy;
- Legal issues, including the settlement of claims or the direction of any litigation;
- Performance review of the City Manager;
- Citizen appointments to various civic agencies and advisory committees.

In terms of Administrative reporting requirements, the following City Departments report to the Executive Committee:

- Office of the City Manager
- Financial Services
- Corporate Services
- Sustainable Development

The Executive Committee consists of the Mayor and four other Councillors. The Mayor serves as the Chair of the Executive Committee and the four other members are chosen by Council at the organizational meeting of Council.

With rare exceptions, the Executive Committee meets every two weeks.

Transportation Committee:

As the name suggests, the Transportation Committee is responsible for deliberating on the City's Transportation issues. The Transportation Services Department, which includes Edmonton Transit System, Transportation Operations, Transportation Planning, LRT and Road Design & Construction report to the Transportation Committee.

Community Services Committee:

The Community Services Committee is responsible for deliberating on issues relating to Edmonton's community development, recreation, public safety and arts, culture and social policy. The City's Community Services Department, which includes the following branches, reports directly to the Committee:

- Community & Recreation Facilities
- Community & Social Development
- Community Standards
- Community Strategies & Development

Utility Committee:

According to the Bylaw, Edmonton's Utility Committee reviews and makes recommendations to Council about reports on the governance, policy, budget, and rate regulation of City Regulated Utilities. The City of Edmonton has four regulated utilities: (1) Land Drainage Utility; (2) Sanitary Utility; (3) Waste Management Utility; (4) Water Utility (a wholly owned subsidiary called EPCOR).

Unlike the other policy-oriented Standing Committees, who generally meet every two weeks, the Bylaw stipulates that the Utility Committee must meet at least four times per year. A review of the meeting agenda's over the past couple of years indicates that the Utility Committee six times per year.

Members of the Utility Committee serve from the time they are appointed, which is following a general election, until their term or office ends.

[2.3] City of Regina:

Council Governance:

Like the City of Saskatoon, the City of Regina is governed by a Mayor and ten part-time City Councillors. City Council typically meets once every three weeks, on Mondays at 5:30 pm. Unlike Edmonton and Calgary, Regina does not distinguish its Council meetings between regular meetings and public hearing meetings.

Committee System:

Regina's standing committee system can best be described as a blended model in that it contains some committees that have a quasi policy-administrative focus and others that have an exclusive public policy focus. Regina's refers to its key committees as "Main Committees" and they include¹:

- Executive Committee
- Finance and Administration Committee
- Community and Protective Services Committee
- Public Works Committee

Executive Committee:

Unlike the other cities studied in this report, and like Saskatoon's Executive Committee, Regina's Executive Committee consists of all members of Council. The Committee is chaired by the Deputy Mayor. The City Manager is designated to provide administrative support to the Executive Committee.

Regina's Committee Bylaw, authorizes several areas of responsibility under the Executive Committee's mandate, with the most prominent being:

- consider and make recommendations to Council relating to items emanating from the offices of the City Clerk, City Manager or City Solicitor unless those items are specifically related to the mandate of another main committee;
- initially consider the appointment of, and other matters pertaining to the City Clerk, City Manager and City Solicitor;
- review and make recommendations to Council regarding appointments to boards, commissions, committees, authorities or other bodies which are within Council's jurisdiction to appoint;
- review and make recommendations to Council regarding the committee system in the year following the civic election;

¹ Regina also lists the Emergency Measures Committee and the Regina Planning Commission as "Main Committees". These two committees will not be discussed in this report because they do are blend of elected councilors and members of the Administration.

- review and make recommendations to Council regarding strategic and operational plans;
- consider and make recommendations to Council on all matters pertaining to corporate communication;
- consider matters which require preliminary and advisory consideration of all members of Council;

The Executive Committee meets once every three weeks on Wednesdays, beginning at 11:45am.

Finance and Administration Committee:

The Finance and Administration Committee is composed of five members of Council and all members of the Committee hold office for one year. Members are chosen by the election of other Council members and the Chair of the Committee is selected by vote, from members chosen to serve on the Committee. The City Clerk and the Deputy City Manager of Corporate Services provide administrative support to the Committee.

Regina's Committee Bylaw authorizes several areas of responsibility under the Finance and Administration Committee's mandate, with the most prominent being:

- consider and make recommendations to Council relative to finance residential and industrial land sales, property acquisition and dispositions, city-owned and development of land, assessment, purchasing and information systems, and the City's various pension and disability plans;
- oversee the systems and processes around preparation of the financial statements; risk management and internal controls; compliance and ethics; and oversight of management and internal and external audit;
- review and make recommendations on Councillor allowances, reimbursement for expenses for travel and communication and support service policies and other expenditures from the Council budget;
- approve of all matters of a personnel and remuneration nature, with some exceptions;
- approve of grants to the Regina Regional Opportunities Commission in accordance with Council policy;
- approve of grants for economic purposes in accordance with Council policy; and
- approve of expenditures subject to the annual approval of the City Council budget.

The Finance and Administration Committee meets at 4 pm once per month, the first Tuesday of each month.

Community and Protective Services Committee:

The Community and Protective Services Committee is composed of five members of Council and uses the same selection process as outlined in the Finance and Administration Committee. The Deputy City Manager of Operations and the Deputy City Manager of Community Planning and Development provide administrative support to the Committee.

Regina's Committee Bylaw authorizes several areas of responsibility under the Community and Protective Services Committee's mandate, with the most prominent being:

- consider and make policy recommendations to Council regarding fire and protective services, parks and open space services, community, recreation cultural and heritage programs and services, public transportation services and taxis;
- develop funding criteria for grants related to community, social services, parks and open space services, recreation and cultural programs and services, as well as public transportation services;
- resolve public issues relative to community, social service and parks and recreation operation within the scope and intent of established policy and the annual operating budget;
- determine the scheduling and routing for buses and the location of bus shelters;
- establish, approve and amend program regulations, annual priorities, categories, and other details of the Community Investment Grants Program.

The Community and Protective Services Committee meets once per month at 4pm on the third Wednesday of each month.

Public Works Committee:

The Public Works Committee is composed of five members of Council and uses the same selection process as outlined in the Finance and Administration Committee and the Community and Protective Services Committee. The Deputy City Manager of Operations and the Deputy City Manager of Community Planning and Development provide administrative support to the Committee.

Regina's Committee Bylaw authorizes several areas of responsibility under the Community and Protective Services Committee's mandate, with the most prominent being:

- advise and make policy recommendations to Council regarding municipal infrastructure involving roadways, traffic, water, watershed drainage, wastewater, and solid waste to meet regulatory requirements and community needs;
- advised and make recommendations to Council regarding environmental issues, policies and programs;
- resolve public issues relative to infrastructure and land use operations within the scope and intent of established policy and the annual Operating Budget;
- approve the installation of traffic control measures;
- approve the creation or installation of pedestrian corridors.

The Public Works Committee meets once per month at 4pm on the second Thursday of each month.

[2.4] City of Winnipeg

Council Governance:

The City of Winnipeg is governed by a Mayor and 15 full-time Councillors. Council typically meets once per month, but may meet more frequently as the need arises. Council meets on either the third or fourth Wednesday of each month and the meeting commences at 9:30 am.

Committee System:

Winnipeg's committee system generally follows the model of the other cities addressed in this report. It contains standing policy committee system, structured along policy topic areas, that includes an Executive Committee and four Standing Policy Committees. However, where it departs from other cities is that Winnipeg's Executive Policy Committee has significantly more profile and authority. The Committee, its mandate, composition and selection of members, is enshrined in provincial legislation and it receives reports from the other Standing Policy Committees.

Executive Policy Committee:

Section 61(1) of *The City of Winnipeg Charter Act* (hereafter referred to as "the Act") stipulates that the City of Winnipeg shall establish an executive policy committee of council. According to the Act, the executive policy shall be composed of:

- The Mayor, who serves as the Chair;
- The chairpersons of the standing committees of council;
- Any other members of council appointed by the mayor.

The Act also stipulates that the number of members of the executive policy committee must be less than 50% than the total number of members of council. In other words, the executive policy committee cannot exceed eight members.

Given those conditions, Winnipeg's executive policy committee consists of seven members: the Mayor, the chairs of the five Standing Policy Committees (which are described below) and one at large member of council.

In addition to setting out the legal authority and composition of the executive policy committee, the Act also specifies the general duties of the committee. As stated in the Act, the executive policy committee must:

- Formulate and present recommendations to council respecting policies, plans, budgets, by-laws and other matters that affect the city as a whole;
- Ensure the implementation of policies adopted by council;
- Recommend to council (a) individuals for appointment as statutory officers and (b) where necessary or appropriate, the suspension or dismissal of statutory officers;
- Supervise the chief administrative officer;
- Coordinate the work of the committees of council; and

- Receive the reports of other committees of council and forward them to council with its own recommendations.

While the act prescribes specific duties that executive policy committee must perform, the City of Winnipeg's *City Organization By-Law No. 7100/97*, sets out the areas of jurisdiction for the committee and several other duties of the committee. Given the space constraints, this section will simply list the key areas of jurisdiction of the committee.

- Audit matters
- Business liaison
- Corporate communication
- Economic development
- Financial management
- Formulation of policy
- Human resource policies
- Information technology
- Intergovernmental affairs
- Labour contract negotiations
- Legal services and litigation matters
- Official Community Plan and the Alignment of Department Strategic plans
- Policies related to materials management
- Property Assessment

The Executive policy committee typically meets three times per month, on the weeks that Council does not meet. The meetings are held on Wednesday's beginning at 9:00 am.

Standing Policy Committees:

The Act provides council the authority to establish, by bylaw, standing committees of council and determine their respective duties and powers. The City's *Organization Bylaw* establishes five standing policy committees:

- Standing Policy Committee on Finance;
- Standing Policy Committee on Infrastructure Renewal and Public Works;
- Standing Policy Committee on Protection and Community Services;
- Standing Policy Committee on Property and Development; and
- Standing Policy Committee on Downtown Development, Heritage and Riverbank

Standing Policy Committee (SPC) on Finance:

According to the Organization Bylaw, the SPC on Finance is composed of three members: (1) the chairperson, who is appointed by the Mayor; (2) the Deputy Mayor; and (3) one member elected by Council.

The SPC on Finance is responsible for coordinating and advising on the City's fiscal policy development and fiscal strategies. It provides input and advice to the Executive Policy Committee on:

- Budget development and program review;
- Assessment policies and strategies;
- Investment policies and strategies;
- Capital project recommendations and strategies;
- Corporate fees and charges policies;
- Economic and forecasts and trends; and
- Other matters referred to it by Executive Policy Committee.

The Committee reports directly to the Executive Policy and not directly to City Council.

The Committee typically meets at least once per month, on Thursdays, beginning at 9:00 am.

Standing Policy Committee (SPC) on Infrastructure Renewal and Public Works:

The SPC on Infrastructure Renewal and Public Works is composed of four members including: the Chairperson, who is appointed by the Mayor and three other members elected by Council.

The Committee is responsible for providing advice to Council on matters within the following areas of jurisdiction:

- Engineering services
- Fleet management
- Open space maintenance
- Public works maintenance
- Solid waste
- Traffic control
- Transit
- Transportation planning
- Water/waste services

The Committee typically meets at least once per month, on Tuesdays, beginning at 9:00 am.

Standing Policy Committee (SPC) on Protection and Community Services

The SPC on Protection and Community Services is composed of four members, including the Chairperson who is appointed by the Mayor and three other members elected by Council.

The Committee is responsible for deliberating on and providing advice to Council on the following areas of jurisdiction:

- Animal control
- By-law enforcement
- Cultural services

- Disaster planning
- Fire and paramedic services
- Libraries
- Museums/Zoos
- Police services
- Public health
- Recreation and parks programming and services

The committee typically meets once per month on Mondays at 9:00 am.

Standing Policy Committee (SPC) on Property and Development:

The SPC on Property and Development is composed of four members, including the Chairperson who is appointed by the Mayor and three other members elected by Council.

The Committee is responsible for deliberating on and providing advice to Council on the following areas of jurisdiction:

- Asset management
- Building inspections
- Civic buildings
- Development control
- Facility maintenance
- Heritage matters
- Housing policy, including grant programs
- Land acquisition and land development
- Planning and land use
- Vacant and derelict buildings

The Committee typically meets once per month on Mondays at 9:00 am.

Standing Policy Committee (SPC) on Downtown Development, Heritage and Riverbank Management:

The SPC on Downtown Development, Heritage and Riverbank Management is composed of four members consisting of:

- The Chairperson, appointed by the Mayor;
- The Chairperson of the SPC on Property and Development
- The Chairperson of the SPC on Protective and Community Services; and
- One member elected by Council whose ward encompasses the boundary to which the jurisdiction of the committee applies to. However, in the event all these Council members are already members of the committee by virtue of holding the above positions, then this member shall be elected by Council from the remaining members.

According to the City's Organizational Bylaw, this Committee is responsible for providing advice to Council and deliberating on matters within the following areas of jurisdiction, where the matters relate to real property located in the area covered by Winnipeg's Downtown Zoning Bylaw:

- Asset management
- Development control
- Land acquisition and development
- Planning and Land use

Although there appears to be jurisdictional overlap between this Committee and the SPC on Property and Development, the major distinction is that this Committee has jurisdiction over a particular area of the City.

The Committee typically meets once per month on Mondays at 9:00 am.

[3] Observations and Conclusions

The purpose of this document is to examine the Standing Committee system in four Western Canadian cities: Calgary, Edmonton, Regina, and Winnipeg. More specifically, the focus of this examination is limited to those committees that have a predominant public policy function or those that have a quasi policy-administrative function, such as an Executive Committee.

The research reveals that:

- All cities have an Executive Committee, although the name (such as in Calgary) may be different.
- Only the City of Regina's Executive Committee is made up of all members of Council, whereas the Executive Committee in Calgary, Edmonton and Winnipeg is composed of the Mayor, the Chairperson of other Standing Policy Committees and a councillor at large.
- Generally, all cities have at least five major policy committees (including the Executive Committee).
- Most cities have structured their committees around public policy topics or lines of business, with Regina being a minor exception.
- All cities have delegated a certain degree of decision making authority to their Committees. This is an important point because it means that the standing committee system in each of the cities have the authority to make certain decisions on behalf of Council.
- The meeting frequency of committees varies among the cities. In Calgary (with the exception of the Priorities and Finance Committee) Regina, and Winnipeg (with the Exception of the Executive Policy Committee) the Standing Committees meet once per month.
- All cities have established a Community Services Committee to handle matters related to social, arts, culture and recreation programs and services.

- Calgary and Edmonton are the only two cities who have established a Transportation Committee, whereas Regina and Winnipeg have established a Public Works Committee.
- Calgary and Edmonton are the only two cities who have established a Utility Committee. This is largely because these cities are shareholders in prominent electrical utilities (Enmax in Calgary and EPCOR in Edmonton).

So, what might the preceding research, trends and observations mean to Saskatoon City Council? Does the research stimulate the need for City Council to undertake a review and realignment of the structures and functions of its existing Standing Committee system?

Indeed, the answers to these questions ultimately lie with City Council. However, the growth and change occurring in the community, the changing internal organizational structure of the City (particularly the creation of new business and service lines) and the emergence of and growing importance on transportation issues, for example, may provide the impetus for a renewal of Council's committee system.

The systems adopted by the cities examined in this report provide a sample of some potential ideas for a Standing Committee system that may better serve the public policy function of City Council. This document does not recommend any of the templates, but it does suggest that these structures are worth exploring to enhance the policy making process of the City.

Recommendations for a New Council and Committee Governance Model

Based on previous presentations to, and discussions with, the Executive Committee, City Council shall instruct the City Solicitor to amend Bylaw No. 8198, *The Council and Committee Procedure Bylaw, 2003* and any related Bylaws, such that:

- (1) Council establish a "Regular Meeting" and a "Public Hearing Meeting" of Council to be held on the same day, typically the fourth Monday of each month except for the following:
 - a. No Council or Committee meetings to be held in the month of July.
 - b. All Council and Committee meetings to be held in the same week in the month of August.
 - c. Council meets on the third week of the month in December.
- (2) The Regular Meeting of Council shall commence at 1:00 pm and conclude at 5:00 pm, and the Public Hearing meeting shall commence at 6:00 pm and conclude no later than 11:00 p.m. on the days in which Council meets.
- (3) Any unfinished business from a Regular Meeting of Council shall be considered at 1:00 pm on the day following a Regular Council Meeting.
- (4) Speakers are permitted to speak to Council to only those items that are placed on the Agenda of the Regular Council and/or Public Hearing meetings.
- (5) Proclamations are to be considered on the Agenda of the Public Hearing meeting of Council.
- (6) Council adopt a Consent Agenda for Regular Council and Committee meetings.
- (7) The Mayor shall remain in the Chair and preside over all activities during Regular Council and Public Hearing meetings.
- (8) Council hold an "Organizational Meeting of Council" at its first meeting in the month of November to make appointments to committees and boards.
- (9) Council maintain the Executive Committee, composed of all members of Council and that the Committee typically meets on the third Monday of each month.
 - a. All regular Executive Committee meetings shall commence at 1:00 pm and conclude not later than 6:00 pm, unless unanimous consent is granted to extend the meeting time.
 - b. From time-to-time, or as needed, a Special Executive Committee meeting may be called by the Chair.

- (10) Council dissolve the current standing committees and adopt four standing policy committees, named as:
 - a. Standing Policy Committee on Transportation
 - b. Standing Policy Committee on Environment & Utilities
 - c. Standing Policy Committee on Finance and Corporate Services
 - d. Standing Policy Committee on Planning, Development, and Community Services
- (11) The Executive Committee and all Standing Policy Committees shall be permitted to hold both public and in camera meetings.
- (12) For the Executive Committee and all Standing Policy Committees, establish a mandate and terms of reference.
- (13) Designate the appropriate administrative support to the Executive Committee and Standing Policy Committees.
- (14) The Standing Policy Committees typically meet on the first and second Monday of each month, subject to statutory holidays and/or national and provincial association meetings/conferences.
- (15) The Standing Policy Committees shall meet at either 9:00 am or 2:00 pm on the days in which they are scheduled to meet.
 - a. Meetings commencing at 9:00 am shall conclude not later than 1:00 pm, unless unanimous consent is granted by the Committee to extend the meeting time.
 - b. Meetings commencing at 2:00 pm shall conclude not later than 6:00 pm, unless unanimous consent is granted by the Committee to extend the meeting time.
- (16) All Standing Policy Committees consist of five members of Council, with the Chair of the Standing Policy Committee to be chosen by the members of that Committee.
- (17) No Councillor may serve as Chair of more than one Standing Policy Committee in any year.
- (18) Subject to the legislative restrictions as enunciated in *The Cities Act*, Council delegate decision making authority to the Standing Policy Committees.
- (19) All Standing Policy Committee meetings are held in Council Chambers.
- (20) Permit members of the public to address the Standing Policy Committees on items placed on the meeting agenda and/or items not on the agenda, but conform to the mandate of the Committee.
- (21) All public portions of Council and Committee meetings shall be broadcast either through television or live streaming through the internet.

2014

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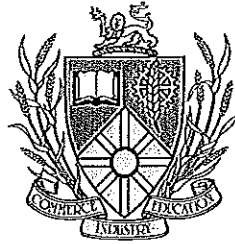
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Holiday
Transportation Committee 9:00 a.m. – 1:00 p.m.
Utilities Committee 2:00 p.m. – 6:00 p.m.
Planning, Development & Community Services Committee 9:00 a.m. – 1:00 p.m.
Finance & Corporate Services Committee 2:00 p.m. – 6:00 p.m.
Executive Committee 1:00 p.m. – 6:00 p.m.
City Council 1:00 p.m. – 11:00 p.m.
FCM Conference Budget Review – 1:00 – 6:00 p.m.
* No meetings in July
* Each Committee has 5 members with the Mayor as ex officio except Executive Committee is all members of Council
*9 a.m. start



— City of —
Saskatoon

AGENDA

COMBINED MEETING OF CITY COUNCIL

TO BE HELD DATE, 2014

IN THE COUNCIL CHAMBER

Meeting Commences: 1:00 p.m.

Break: 5:00 p.m. to 6:00 p.m.

Recess 15 minutes: Following public hearings

Continuation of Regular Agenda: Following public hearings

Adjournment: 11:00 p.m.

Unfinished Items: Following day at 1:00 p.m.

Recess: 3:00 p.m. to 3:15 p.m.

Public Hearings: 6:00 p.m.

REGULAR AGENDA

1. National Anthem and Call to Order
2. Confirmation of Agenda
3. Adoption of Minutes
4. Public Acknowledgements
5. Consent Agenda
6. Urgent Business/Matters of Particular Interest
7. Reports from Administration and Committees (*including delegations speaking to a report item and bylaw consideration*)
8. Question and Answer Period
9. Enquiries
10. Motions

11. Giving Notice

12. Communications/Petitions

13. In Camera Session (optional)

PUBLIC HEARING AGENDA – 6:00 P.M.

1. **Land Use, etc. (*includes consideration of Bylaws*)**
2. **Matters Requiring Public Notice**
3. **Proclamations**

REGULAR AGENDA – CONT'D (IF NECESSARY)

1. **Continuation of Unfinished Business from Regular Agenda.**
2. **Adjournment**

COMMUNICATIONS TO COUNCIL

MEETING OF CITY COUNCIL – MONDAY, FEBRUARY 10, 2014

A. REQUESTS TO SPEAK TO COUNCIL

1) Kevin Seesequasis, Marketing & Events Manager, Pink Revolution dated January 29

Requesting permission to address City Council with respect to Pink Revolution – Bully Prevention Week, including proclaiming April 7 to 12, 2014 as Pink Revolution – Bully Prevention Week and requesting permission to hold a flag raising.

2) Brian Trainor, dated February 1

Requesting permission to address City Council with respect to bullying. (File No. CK. 185-5)

- RECOMMENDATION:**
- 1) that Kevin Seesequasis and Brian Trainor be heard during consideration of Clause B2 of Legislative Report 2-2014;
 - 2) that City Council approve and the City Clerk be authorized to sign the proclamation, in the standard form, on behalf of City Council; and
 - 3) that the request for a flag raising be approved subject to any administrative conditions.

3) Jim Yakubowski, President/Business Agent, ATU 615, dated January 31

Requesting permission to address City Council with respect to current and future operational concerns for City of Saskatoon Transit. (File No. CK. 7300-1)

- RECOMMENDATION:** that Jim Yakubowski be heard.

Requests to Speak to Council
Monday, February 10, 2014
Page 2

4) Dean LeRay, dated January 31

Requesting permission to address City Council with respect to parking at Saskatchewan Indian Institute of Technology. (File No. CK. 6120-1)

RECOMMENDATION: that Dean LeRay be heard.

B. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL

1) Sarah Ens, Donor Relations, The Bridge Fellowship Centre, dated January 15

Requesting permission to hold a sidewalk walk-a-thon fundraiser on Saturday, February 22, 2014.

RECOMMENDATION: that the request to hold a sidewalk walk-a-thon fundraiser on Saturday, February 22, 2014, be approved.

2) Jim Hauberg, dated January 24

Commenting on snow removal program. (File No. CK. 6290-1)

RECOMMENDATION: that the information be received.

3) Angela Wallman, Finance and Personnel Officer, Tourism Saskatoon dated January 27

Submitting 2013 Unaudited Financial Statement on behalf of Tourism Saskatoon. (File No. CK. 1870-10)

RECOMMENDATION: that the information be received.

4) Jennifer O'Brien, dated February 4

Commenting on proposed changes to City Council meetings. (File No. CK. 255-2)

RECOMMENDATION: that the letter be brought forward during consideration of Clause 9, Executive Report No. 2-2014.

Items Which Require the Direction of City Council
Monday, February 10, 2014
Page 2

5) Beatrice Nana Ofosuah, Director of Operation, Continental African Community of Saskatoon, (two letters)

Inviting City Council to attend Celebrate Nelson Mandela Legacy event on February 28, 2014, requesting Council proclaim February 28, 2014 as Nelson Rolihlahla Mandela Celebrating the Legacy Day and requesting financial assistance for the event. (File No. CK. 205-5)

RECOMMENDATION: that the invitation be received, that Council proclaim February 28, 2014 as Nelson Rolihlahla Mandela Celebrating the Legacy Day and that the request for financial assistance be referred to the Administration for further handling.

6) Elaine Long, Secretary, Development Appeals Board, dated January 20

Providing Notice of Hearing of Development Appeals Board regarding the property located at 1015 Stensrud Road. (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

C. ITEMS WHICH HAVE BEEN REFERRED FOR APPROPRIATE ACTION

1) Laverne Isaac, dated January 18

Commenting on addresses/signage on businesses and residences. (File No. CK. 6280-1) **(Referred to the Administration for any appropriate action and to respond to the writer.)**

2) Alma Ewert, dated January 19

Commenting on the maintenance of walkways on bridges. (File No. CK. 6050-1) **(Referred to the Administration for further handling and to respond to the writer.)**

3) Lonnie Milne, dated January 20

Commenting on snow removal. (File No. CK. 6290-1) **(Referred to the Administration for further handling and to respond to the writer.)**

4) Bree East, dated January 22

Commenting on snow removal. (File No. CK. 6290-1) **(Referred to the Administration for further handling and to respond to the writer.)**

5) Travis Williamson, January 22

Commenting on frozen water lines. (File No. CK. 7780-1) **(Referred to the Administration for further handling and to respond to the writer.)**

6) Curtis Mann, dated January 22

Commenting on the closure of Evergreen Boulevard due to a power pole. (File No. CK. 6295-1) **(Referred to the Administration for further handling and to respond to the writer.)**

7) Grace Kuhn, dated January 25

Commenting on snow removal. (File No. CK. 6290-1) **(Referred to the Administration for further handling and to respond to the writer.)**

**Items Which Have Been Referred for Appropriate Action
Monday, February 10, 2014
Page 2**

8) Betty Orchard, dated January 28

Commenting on space requirements for recycling in condominium high-rise. (File No. CK. 7830-5) **(Referred to the Administration for further handling and to respond to the writer.)**

9) Letters Received regarding Recycling in Multi-Unit Dwellings

Ryan Janzen, dated January 15
John Moore, dated January 16
Mel Malkin, dated January 19
John & Brenda Kvamme, dated January 19; and
Elaine Redekop, The Palisades, dated January 29 (submitting petition with approximately 75 names.) (File No. CK. 7830-5) **(Referred to the Administration for consideration and inclusion in the file.)**

Chris Evans, dated January 15
Berniece & Jim Coleman, dated January 16
Eileen Johnson, dated January 26

10) Adrian Burns, dated January 28

Commenting on the towing of a car impeding snow clearing. (File No. CK. 6120-6) **(Referred to the Administration for further handling and to respond to the writer.)**

11) Louise Tipton, dated January 29

Commenting on snow removal during garbage collection. (File Nos. CK. 6290-1 & 7830-3) **(Referred to the Administration for further handling and to respond to the writer.)**

12) Allan MacLeod, dated January 29 and 31 (two letters)

Commenting on snow clearing on sidewalks. (File No. CK. 6290-1) **(Referred to the Administration for further handling and to respond to the writer.)**

13) Andrew Smith, dated January 29

Commenting on cycling in Saskatoon. (File No. CK. 6000-5) (Referred to the Administration for consideration and inclusion in the file.)

RECOMMENDATION: that the information be received.

D. PROCLAMATIONS

1) Joslyn Fritz, Saskatchewan Dietitians Association, dated January 16

Requesting City Council proclaim March 2014 as Nutrition Month. (File No. CK. 205-5)

**2) Tanya Dunn-Pierce, Manager, Health Promotion Department
Saskatoon Health Region, dated January 17**

Requesting City Council proclaim February 17, 2014 as Family *in motion* Day. (File No. CK. 205-5)

**3) Colleen Gnyp, Cultural Diversity and Race Relations Month Programmer
dated January 20**

Requesting City Council proclaim March 2014 as Cultural Diversity and Race Relations Month and also requesting a flag raising on March 3, 2014.

**4) Jim Halmarson and Gail McDougall, YMCA Strong Kids Campaign
dated January 16**

Requesting City Council proclaim February 15 to March 15, 2014 as YMCA Strong Kids Month. (File No. CK. 205-5)

5) Joy Bergstrom, Saskatoon Federation for Early Learning, dated January 27

Requesting City Council proclaim May 2014 as Early Learning and Child Care Month. (File No. CK. 205-5)

**6) Sandy Weyland, Chair, Saskatchewan Federation of Labour
Shift Work Committee dated January 22**

Requesting City Council proclaim March 20, 2014 as Shift Work Recognition Day. (File No. CK. 205-5)

**7) Sharon McKenzie, Executive Director, i2i Intergenerational Day Canada
dated January 2014**

Requesting City Council proclaim June 1, 2014 as Intergenerational Day 2014. (File No. CK. 205-5)

**8) Nicole Ursu, President, Canadian Institute of Plumbing & Heating
Saskatchewan Regina, dated January 14**

Requesting City Council proclaim March 11, 2014 as World Plumbing Day. (File No. CK. 205-5)

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

205-5

PINK REVOLUTION

TO PREVENT BULLYING

RECEIVED
JAN 31 2014
CITY CLERK'S OFFICE
SASKATOON

January 29, 2013

Dear Mayor Atchison and City Council Members,

Please accept this letter as a request to proclaim the week of April 7 to April 12, 2014 as Pink Revolution – Bully Prevention Week, and also to have a flag raising ceremony in the civic square at the noon hour on April 7th, 2014.

Pink Revolution is a Saskatchewan-made initiative to promote diversity, prevent bullying, and take action to make our world a safer place. Through the Bullying Prevention Network – which has grown to include the Canadian Red Cross, Avenue Community Centre, Boys & Girls Club, Core Neighbourhood Youth Co-op, Momentum Martial Arts, the Restorative Action Program, Saskatoon Police Service, and the USSU Pride Centre – Pink Revolution aims to raise awareness of and prevent bullying.

Last year's Pink Revolution was a great success. The awareness campaign spread throughout Saskatchewan reaching thousands of people through school speaks and workshops, t-shirts sales, and various community events. Schools, businesses, individuals and organizations from all across Saskatchewan participated in Pink Revolution by wearing pink, raising awareness of bullying and showing their support for Pink Revolution Week. This year, we are hoping for the same.

We invite the City of Saskatoon to participate in Pink Revolution through the declaration of Pink Revolution – Bully Prevention Week.

On behalf of the Bullying Prevention Network, I would be happy to speak to City Council about Pink Revolution at the next City Council meeting.

Thank you very much for your time and consideration,

Kevin Seesequasis
Marketing & Events Manager
kevin@avenuecommunitycentre.ca

www.pink.avenuecommunitycentre.ca

Connect with
Pink Revolution!

Like "Pink Revolution Saskatchewan" on Facebook to show your support.

Let us know what your workplace or community is planning.

Share important updates and posts with your friends, family, and co-workers

@PinkRev_SK on Twitter

Use the hashtag:
#PinkRev14.

Retweet us and help spread the word that bullying is unacceptable.

**The Avenue
Community Centre**

#201-320 21st St W
Saskatoon, SK S7M 4E6

P: 306.665.1224
F: 306.665.1280

events@avenuecommunitycentre.ca



Bullying Fact Sheet

What is bullying?

Bullying is a form of aggression that unfolds within a relationship. The bully uses aggression and control to maintain a position of power over the bullied. The basic elements of bullying are:

- unequal power – one person has more power than the other
- hurtful actions – physically or psychologically harmful behaviour
- direct and indirect actions – behaviour may be face-to-face or behind one's back
- repetitive behaviour – the behaviour keeps happening. (Public Safety Canada, 2011)

Between 50% and 75% of students report being bullied. (Canadian Safe School Network, 2011)

Studies show that between 30% and 50% of LGBTQ youth have experienced some form of homophobic harassment in their school. (Warwick, Chase & Aggleton, 2004)

For every queer youth bullied, 4 other non-queer youth are bullied because they are perceived to be gay. Often, homophobic slurs are used to degrade the individual.

Bullying occurs in the school playground every 7 minutes and every 25 minutes in class. (Pepler, 1997)

Research shows that bystanders who step in and take action can stop bullying within 10 seconds. (Craig & Pepler, 1997)

Bystanders are present 85% of the time when someone is being bullied. (Craig & Pepler, 1997)


Less than 50% of cyber bullying is reported. (University of Toronto)

Over 70% of children/teens have been bullied online and 44% have bullied someone online at least once. (Kids Help Phone, 2007)

Reports show that bullying can, at the very least, make children feel lonely, isolated and unsafe. More seriously, bullying can lead to depression, anxiety, sickness and suicide. (Bullying Canada)

www.pink.avenuecommunitycentre.ca

**Connect with
Pink Revolution!**

 Like "Pink Revolution Saskatchewan" on Facebook to show your support.

Let us know what your workplace or community is planning.

Share important updates and posts with your friends, family, and co-workers

 @PinkRev_SK on Twitter

Use the hashtag:
#PinkRev14.

Retweet us and help spread the word that bullying is unacceptable.

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Saskatoon, SK S7M 4E6

P: 306.665.1224
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PINK REVOLUTION

TO PREVENT BULLYING

Get Involved!

Why should I participate?

#PinkRev14 is more than a movement to prevent bullying – it's a commitment to celebrate diversity in all its forms, to understand that difference is something we all have in common, and that every person can create a better world when we work together!

Discrimination is a social issue that affects the way *everyone* lives, works, plays, studies and treats one another. Discrimination creates barriers to success by continuing the cycle of marginalization, isolation, and hate.

Pink Paper T-Shirts

One specific way that we are asking businesses to be involved in *#PinkRev14* is by selling pink paper t-shirts for a loonie or a toonie. The funds raised will go to the Saskatoon Bullying Prevention Network and will be used to continue the work they do including creating the events and public awareness that make the week so effective. When customers purchase a t-shirt and sign their names, display them in your business so people know that you and your customers have taken the pledge to end bullying. You can also sell *#PinkRev14* silicone bracelets, or real t-shirts.

If you are interested in participating, please contact the Avenue Community Centre (665-1224) so this can be arranged.

Attend and/or Sponsor *#PinkRev14* Events:

There are many ways you can support a specific event. All of our events require space, volunteers, supplies, and sometimes food, entertainment, door prizes for youth, etc. Here is a listing of events you can assist with:

Monday April 7th - Flag Raising Ceremony, Saskatoon City Hall (Tentative)

Tuesday April 8th - Have an idea? Let us know!

Wednesday April 9th - Canadian Red Cross Day of Pink

- Vigil, River Landing @ 8:00pm

Thursday April 10th - Have an idea? Let us know!

Friday April 11th - Pink Prom for Youth (Tentative)

Saturday April 12th - Queer Cinema Film Screening (Tentative)

- Night of Pink (Tentative)

If you are hosting your own *#PinkRev14* event, please let us know so we can advertise it!

How else can I get involved in *#PinkRev14*?

- Spread the word that *#PinkRev14* is happening April 7 – 12, 2014

www.pink.avenucommunitycentre.ca

Connect with
Pink Revolution!

 Like "Pink Revolution Saskatchewan" on Facebook to show your support.

Let us know what your workplace or community is planning.

Share important updates and posts with your friends, family, and co-workers

 @PinkRev_SK on Twitter

Use the hashtag:
#PinkRev14.

Retweet us and help spread the word that bullying is unacceptable.

**The Avenue
Community Centre**

#201-320 21st St W
Saskatoon, SK S7M 4E6

P: 306.665.1224

F: 306.665.1280

events@avenuecommunitycentre.ca

- Hang event posters in your business or organization
- Learn about the causes of bullying and how to safely intervene
- Consider joining the Bullying Prevention Network and have a hand in planning *#PinkRev14*
- Plan activities to engage your workplace and community
- Wear pink throughout the week and tell others why
- Take part in *#PinkRev14* events
- Start discussions and let people know that discrimination motivated by sexism, racism, ethnocentrism, heterosexism, ableism and classism is not okay

Need some more inspiration? Here are some ideas:

- Offer pink-themed specials, drinks or products to your customers during the week
- Display *#PinkRev14* posters, pins and bracelets
- Decorate your workplace in pink and tell people why
- Host a special pink themed coffee break
- Plan time for diversity training among workplace employees/colleagues
- Have a fundraising competition with proceeds going to the Bullying Prevention Network
- Have a pink jellybean jar guess or other contest
- Have information about *#PinkRev14* available to your customers

**SUPPORT THE
PINK PROM!**

The Pink Prom is an annual event that recognizes Gender & Sexually Diverse youth in our community.

The Pink Prom offers a safe environment for youth to celebrate without fear of judgement or discrimination.

Donate to our raffle table and door prize draws and help our youth have a fantastic night!

The Pink Prom is part of #PinkRev14 and takes place on

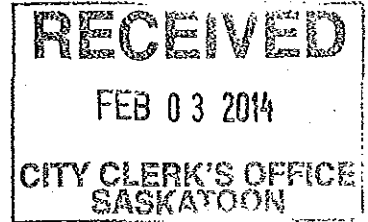
Friday, April 11th.

 Like "Pink Revolution Saskatchewan" on Facebook

 @PinkRev_SK on Twitter

185-1
A2

From: Brian Trainor [btrainor@sasktel.net]
Sent: Saturday, February 01, 2014 8:10 PM
To: City Council
Subject: Speak at City Council on Feb 10th 2014



Sir or Madam,
I wish to speak before Saskatoon City Council on February 10th, 2014 on the issue of having a bullying bylaw considered for the city of Saskatoon. After a 27 year career with the Saskatoon Police Service, and having spent the past 14 years speaking in schools around the province on bullying/cyberbullying, I've seen the dire effects bullying/cyberbullying can have on individuals, I feel our City Police need to have a tool such as a bylaw in order to properly deal with incidents that don't warrant criminal charges however do require something more severe than "advice as to future conduct".

I recognize I have five minutes to address City Council. Thank you for your time and patience.

--
Sgt. Brian Trainor (ret)- Saskatoon City Police - Community Education Consultant- Trainor Communications- Saskatoon, Saskatchewan- (306) 291-3259 btrainor@sasktel.net www.trainorcommunications.com

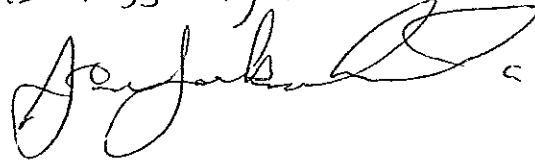
Jan. 31 / 2014

7300-1/A3)

Mayor and members of City Council,
I wish to speak on Feb 10, 2014 council
meeting to speak on current and future
operational concerns for City of Saskatoon Transit.

Sincerely Jim Jakubowski

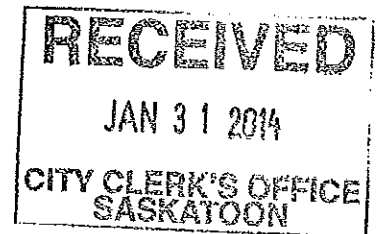
President / Business Agent AFU 615



cell 227-2887

P.O. Box 1261 Saskatoon, Sask.

S7K 3N9

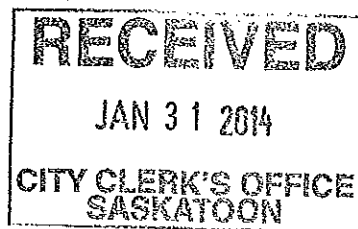


Mayor and Members of City Council. ⁶¹²⁰⁻¹ A4)

I wish to speak on behalf of My Campus which is the Saskatchewan Indian Institute of Technology.

There are parking issues in front of the Campus that have been deterring students from completing full days in class.

I will speak further on this topic at the meeting.



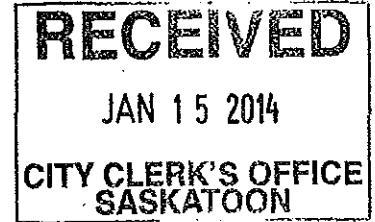
Friday 31/14

Dean LeRay
[Signature]

#19 - 115 Ave O south
S7M 2R7
Saskatoon, SK.

205-1
B1

From: CityCouncilWebForm
Sent: Wednesday, January 15, 2014 11:23 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Sarah Enns
1320 20th Street West
Saskatoon, Saskatchewan
S7M 0Z2

EMAIL ADDRESS:

sarah@thebridgesaskatoon.com

COMMENTS:

On behalf of The Bridge Fellowship Centre and The Lighthouse, I would like to inform and request approval from city council to host a family friendly sidewalk walk-a-thon fundraiser called "Coldest Night of the Year" on Saturday, February 22nd 2014.

The event's start and finish location will be at The Lighthouse. The majority of the route is utilizing the Mewasin trail. There will be police assistance at crossings where needed, required route marshals and route signage. We anticipate starting at 4:30 pm and ending at 8:00pm. We have already began cooperating with the City of Saskatoon Transportation and Special Events teams to ensure the event is run in an acceptable manner and that all requirements are met.

The walkathon is a fundraiser to support The Bridge Fellowship Centre and The Lighthouse. The Funds raised are being split 50/50 between the Lighthouse and The Bridge to aid in the organization's efforts to alleviate homelessness and the effects of homelessness in Saskatoon. It is put on through Blue-Sea Philanthropy, a non-profit based out of Ontario that assists other non-profit organizations across Canada in putting on walk-a-thon and bike-a-thon fundraising events.

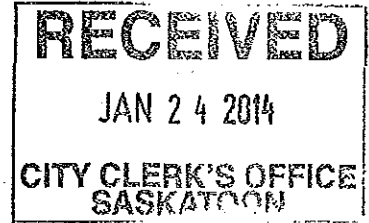
With The Lighthouse and Bridge working together, along with the city's approval, we believe the event will run smoothly and be a huge success to everybody involved and those it is raising funds for.

Thank you so much for considering this opportunity with us.

Sarah Enns
Donor Relations
The Bridge Fellowship Centre
(306) 382 2855 Ext. 207
sarah@thebridgesaskatoon.com

B2)
6290-1

From: CityCouncilWebForm
Sent: Friday, January 24, 2014 2:26 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Jim Hauberg
200,201 21st ST E
Saskatoon, Saskatchewan
S7K 0B8

EMAIL ADDRESS:

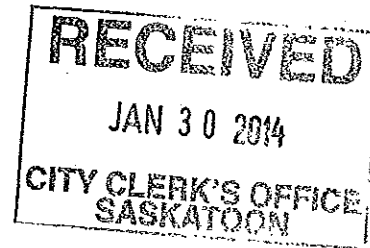
jhauberg@marchconsulting.com

COMMENTS:

With respect to your residential snow removal or should I say "Repositioning" program. I think the way it is being managed indicates complete incompetence and is a complete waste of taxpayers money. Streets should be evaluated before wasting time and money making a mess shoving unnecessary piles up when the street was in good condition at the time. If you are going to remove the snow I am all for it but I do not like the Mess making program that is presently being done especially when it is not necessary.

January 27, 2014

Mayor Don Atchison & City Council
Mayor's Office
City of Saskatoon
222 - 3rd Avenue North
Saskatoon, SK S7K 0J5



Dear Mayor Atchison:

Re: Tourism Saskatoon 2013 Un-Audited Financial Statement

Please find enclosed our un-audited financial statement for the year 2013 as required by our Fee for Service Agreement.

You may contact Todd Brandt at (306) 931-7574 or myself at (306) 931-7570 should you have any questions pertaining to the enclosed information.

Sincerely,



Angela Wallman
Finance and Personnel Officer

Enclosure

cc: Marlys Bilanski

Saskatoon Visitor & Convention Bureau
Consolidated Statement of Income and Expenses
1 month period ending December 31, 2013

	<i>December 31, 2013</i>	<i>YTD</i>	<i>2013 Budget</i>	<i>% Used</i>	<i>Prior Year</i>
REVENUE					
0100 Administration	32,967	398,367	395,000	101%	392,418
0200 Membership & eCommerce	5,035	106,041	104,665	101%	115,418
0400 Leisure Marketing	27,500	69,809	95,000	73%	188,955
0500 Visitor Services	289	30,282	16,900	179%	14,458
0600 Conventions	27,500	59,623	87,075	68%	88,321
0900 Destination Marketing Fund	134,067	2,562,000	2,619,515	98%	1,761,313
TOTAL REVENUE	227,358	3,226,122	3,318,155	97%	2,560,883
EXPENSES					
0100 Administration	13,452	175,788	185,845	95%	196,822
0200 Membership & eCommerce	4,874	26,537	35,700	74%	35,780
0400 Leisure Marketing	441	3,314	17,000	19%	76,611
0500 Visitor Services	733	30,074	31,650	95%	43,464
0600 Conventions	0	7,316	7,200	102%	9,241
Core Staff Costs	32,495	448,846	459,580	98%	481,555
0900 DMF - Travel Trade	0	47,324	73,450	64%	41,743
0900 DMF - Travel Media	3,814	213,661	299,238	71%	111,159
0900 DMF - Convention Marketing	44,403	465,884	487,600	96%	280,141
0900 DMF - Strategic Marketing	10,921	48,179	55,430	87%	53,928
0900 DMF - Independent & Group Travel	57,632	942,757	862,390	109%	583,364
0900 DMF - Event Production	263	120,223	123,000	98%	148,727
0900 DMF - Joint Marketing Fund	19,620	153,700	150,000	102%	125,500
0900 DMF - Administrative	-35,277	-35,277	-38,335		-38,335
0900 DMF - Staff Costs	32,691	408,886	402,550	102%	329,870
0900 DMF - SSTP	0	161,386	165,857	97%	86,881
TOTAL EXPENSES	186,062	3,218,598	3,318,155	97%	2,566,451
EXCESS REVENUE OVER EXPENDITURES	41,296	7,524	0		-5,568

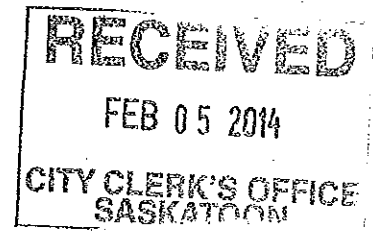
2013 YTD
Core only
664,122

2013 YTD
Core only
691,875

-27,753

255-2
B4)

From: CityCouncilWebForm
Sent: Tuesday, February 04, 2014 7:20 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Jennifer O'Brien
520 Ave H South
Saskatoon, Saskatchewan
S7M 1W8

EMAIL ADDRESS:

jen_o_brien@hotmail.com

COMMENTS:

I am writing to express my concern with and opposition to the proposed changes to the format of city council meetings.

My concerns are that:

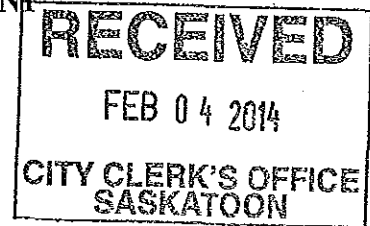
- 1) the public will not have access to present before the entire city council;
- 2) committee meetings will occur during the day, and
- 3) councillors will, in effect, be giving themselves a huge raise by reducing the number of hours that they have to be publicly accountable for \$50,000+ per year.

All of these concerns (especially #3) are tough to stomach in face of the big decisions facing our city and the work that City Council has been elected (and paid) to do. Don't delegate your public accountability.

205-5
BS)

Continental African Community of Saskatoon

20 - 205 Avenue N S Saskatoon , SK S7M 2N1
306 4912570



His Worship Donald J. Atchison
The Mayor and Members of the City Council
Saskatoon

Continental African Community of Saskatoon is proud to present to the community of Saskatchewan The legacy of a great leader who did not only become an icon to his own people but an inspiration to the world at large. Nothing can compare with our sense of grief and bereavement at Nelson Mandela's passing. We have seen a great mourning around the world, at an unprecedented global scale - not only for the loss of the man, the father, the husband and statesman, but for what he came to represent. The only joy comes in celebrating what he left behind: his extraordinary legacy of patience, tolerance, justice and reconciliation. This is the story of how that legacy unfolded in the life he shared so generously with all of us.

On behalf of Continental African Community of Saskatoon, we Invite you His Worship Donald J. Atchison, The Mayor and The members of the City Council and the entire community of Saskatoon to celebrate and commemorate the live of our beloved father Nelson Mandela (Madiba Tata).

Celebrate Nelson Mandela Legacy.

Celebrate Nelson Mandela Legacy is a day of celebration by the Continental African Community of Saskatoon, in Saskatchewan that takes place the 28th February, 2014. Continental African Community gather together to express their love for Nelson Mandela who served as a leader, peacemaker, negotiator and international icon

OUR PURPOSE:

- Reach across social, economic, cultural and denominational walls to promote socio-economic equality
- Reach beyond the ordinary, the usual, the mediocre and mundane to the excellent and beyond the superficial.

- Recognize the issues and reflect the enlightened self-interests of the Single Parent, Women/Children in the African Community with particular need for sustainable development and self-representation

Thank you for your service,



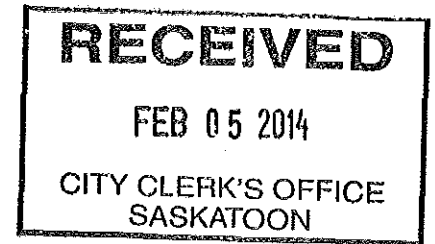
Dr. Beatrice Nana Ofosuah

Director of Operation

– 306 491 2570 – 306 500 4475

1870-1

Continental African Community of Saskatoon



His Worship Donald J. Atchison
The Mayor and Members of the City Council
City of Saskatoon

222 3rd Avenue North

Saskatoon, Saskatchewan

February 5, 2014

Thank you for your prompt response and for accepting our proposal. Continental African Community of Saskatoon is proud to present to the community of Saskatchewan The legacy of a great leader Nelson Mandela.

We are kindly requesting for financial assistance to utilize TCU place for the upcoming event which includes Rental facility, auditorium equipment, catering and all media promotions.

Our target audience for the event will be the young adults to educate and empower them to become the great leaders of tomorrow.

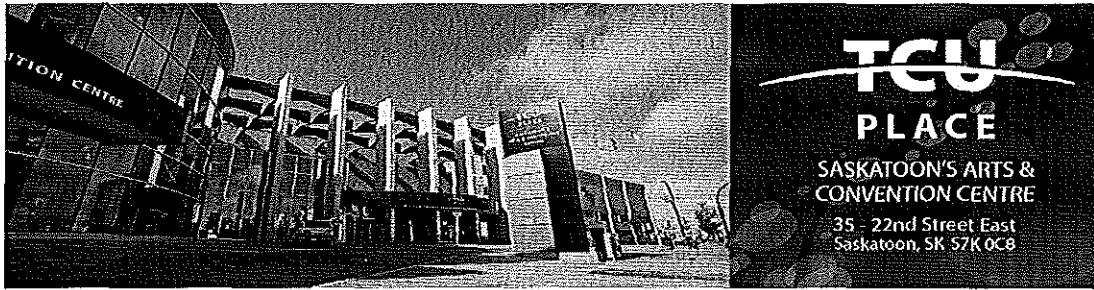
Attached herewith is the TCU budget plan for the event.

We give the City of Saskatoon permission to use the provided materials for whatever it may deem necessary

Sincerely yours,

Continental African Community of Saskatoon

(Beatrice N. Ofosuah - 306 491 2570)



**Nelson Mandela Tribute
Proposal
February 28, 2014
Prepared For: City of Saskatoon**

Room Rentals (Based on 2014 rates)

28-Feb-14	Use	Delegates	Sq Ft	Cost
Grand Salon		TBD	22400	\$3,445
<i>Estimate</i>				<i>\$3,445</i>

Please note the Grand Salon comprises of 5 rooms, if the Grand Salon was not required each room would cost \$790.00+gst/day.

TCU Place is pleased to offer a room rental discount: 15% of catering will be reduced from the room rental to a maximum of the total room rental. Example: \$10,000 in catering (before service charge and tax) = \$1,500 discount

TCU's Promise

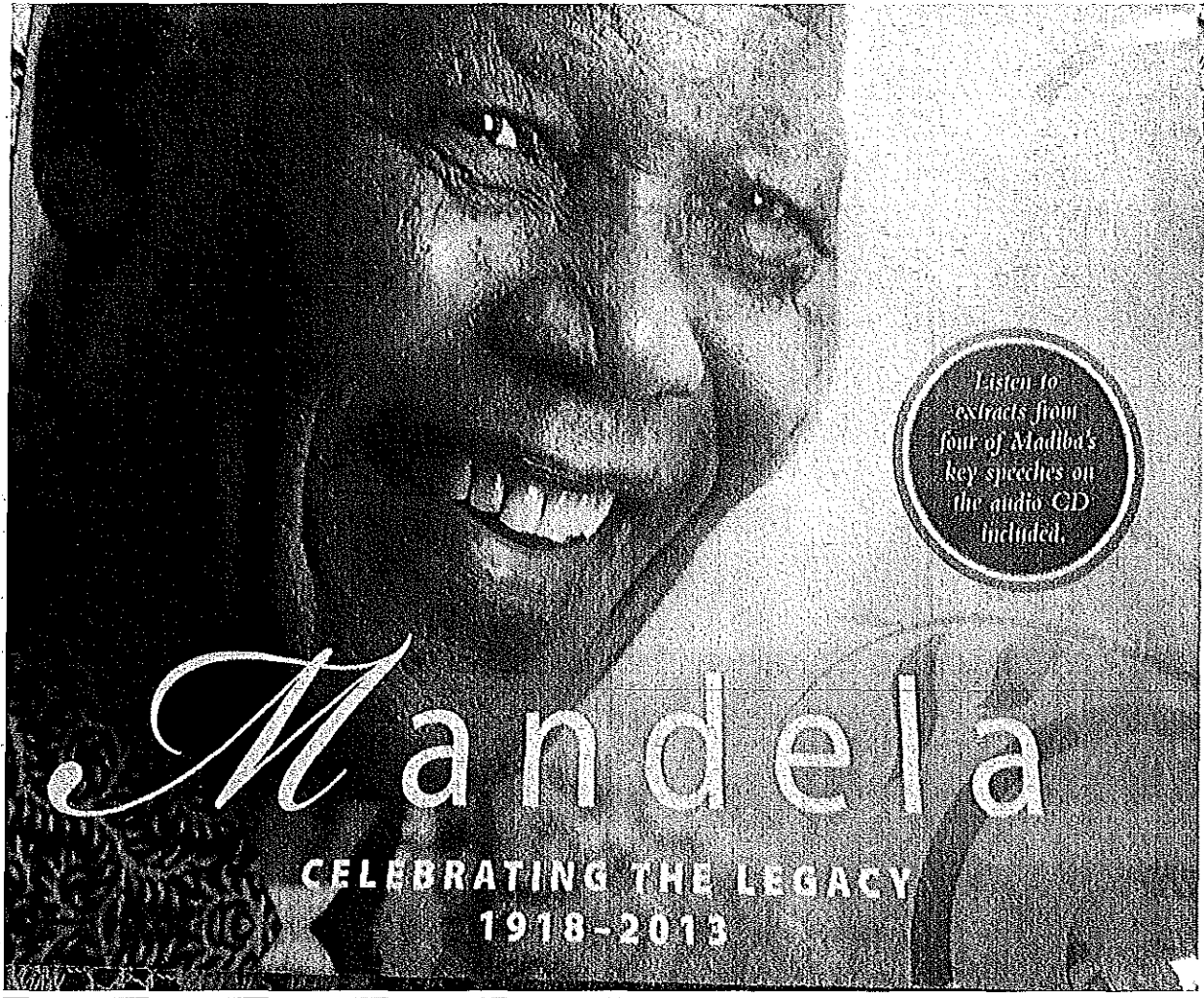
Our Catering: We are well-known for our excellent food and service both locally and internationally. All catering is prepared in-house by our experienced staff with plenty of exciting menu options suited to all tastes and dietary requirements. Allow us to create a menu for your special guests. All catering is subject to an additional 17% service charge plus GST.

Our Audio Visual: TCU Place is the exclusive provider of all your Audio Visual requirements. Our goal is to deliver the highest quality A/V products and services in the industry. Cost includes our professional in-house theatre trained technicians who are at your service during your conference. Richard Heineke, Technical Services Manager (306) 975-7789 will provide a detailed quote depending on your final requirements.

Our Team: Our creative Event Coordinators and long term dedicated event staff have your best results in mind at all time and will truly make your event a success.

Our Location: Located in the heart of downtown Saskatoon, TCU Place is within easy walking distance to hotels, restaurants, pubs and shopping.

TCU Place looks forward to creating great experiences for the guests of the 2014 Nelson Mandela Tribute.



BLACK HISTROY MONTH

FEBRUARY 28TH, 2014

AT

TCU PLACE

SASKATOON'S ARTS & CONVENTION CENTRE

APPLICATION FOR CITY PERMIT

THE PROCLAMATION FOR

Nelson Rolihlahla Mandela

CELEBRATING THE LEGACY

1918 - 2013

FIRST ANNUAL EVENT

Copyright 2014 © Dr. Beatrice N. Ofosuah

Published: Institute of Equipping the Saints, Saskatoon, Saskatchewan

Printed in Canada

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THE STORY OF NELSON ROLIHLAHLA MANDELA, his life and

career, is one that has been told many times in one genre or another. We know well the tale of his rise from obscurity in rural Transkei to international statesman and iconic father figure; his role as human rights activist, lawyer, freedom fighter and comrade-in-arms in the struggle for freedom; his 27- year imprisonment at the hands of the apartheid government and, on his release,

his steely resolve to steer the country toward democracy and reconciliation. In recent times, many years after the release of his autobiography, we came to learn more about the man behind the celebrity. We have been able to understand far better the man behind the media-created icon, to step beyond the popular infatuation with what he wore, what he ate and who he spoke to (and who he did not speak to). We have gained extraordinary insights into the relationships he forged with his family, with fellow prisoners and comrades, with prison authorities and with the white politicians who stood between him and a truly democratic South Africa.

In the process, we have learned to appreciate more of the man, who he was and how his experiences shaped who he was to become - how a young lion from the undulating hills around Qunu found himself in a cold, hard cell on Robben Island and finally took centre stage on the international arena as one of the most revered statesmen of his generation - and, indeed, for beyond.

In unpacking the story of Mandela and his significant contribution to the socio-political arena of the twentieth century, we as a global community need to embrace and in fact celebrate the legacy of this much-lauded human being. What are the lessons to be learned from his story, entwined as it is with that of all South Africa's people in the transition to democracy. How do all the accolades and superlatives lavished upon him in his lifetime, his grace and dignity, pragmatism and inimitable spirit, translate into an everyday reality that has outlived the great man himself.



The idea of costume and its significance was not lost on Mandela. Beyond the sense

of 'theatre it created for the audience, it also served to provide some indication of occasion. In many instances where he donned traditional dress for festivities or cultural events he did so not necessarily out of a sense of duty, but more often than not as an act of respect, an outward recognition of his people's history, of their culture and traditional roots. He would, for example, not hesitate to wear princely robes and other regalia that told of his traditional allegiance.



When Nelson Mandela stepped beyond the gates of Victor Verster in Paarl in February 1990. On a hot Sunday afternoon, 11 February 1990, Nelson Mandela walked out of Victor Verster prison, in the Cape winelands, a free man. He had spent the last year of his 27 years of incarceration living in a house on the prison grounds, a prisoner with attendants, a phone and fax machine, he stepped in a world that knew him only by reputation, as a political prisoner of global significance, an activist, an outspoken leader in the ANC and veteran of the cause. His many years of incarceration and the state ban on the dissemination of his words and his image meant the world knew little of the man that Winnie and his comrades within the ANC - and indeed beyond the structures of the party - had come to know and love.

That afternoon, as he and his wife Winnie led an entourage of comrades, friends and security men out of the prison and raised their fists in triumph, he could have been a prophet in a suit. Already he was being hailed as the man who could break the impasse of apartheid, who could take South Africa to freedom. He was a saviour. In the coming years he would add to this the titles of leader, peacemaker, negotiator and international icon. The world would adore him. In London there would be pop concerts. In every country books about him would pour off the presses. Nelson Mandela would become an ideal



City of
Saskatoon

Saskatoon Development
Appeals Board

c/o City Clerk's Office ph 306•975•3240
222 - 3rd Avenue North fx 306•975•2784
Saskatoon, SK S7K 0J5

B6)

January 20, 2014

His Worship the Mayor
and Members of City Council

Ladies and Gentlemen:

**Re: Development Appeals Board Hearing
 Refusal to Issue Building Permit
 Addition to One-Unit Dwelling – Covered Side Entrance
 (Side Yard Deficiency)
 1015 Stensrud Road
 Asim Rashid
 (Appeal No. 2-2014)**

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,

A handwritten signature in cursive script that reads "Elaine Long".

Elaine Long, Secretary
Development Appeals Board

EL:aam

Attachment



City of Saskatoon

Saskatoon Development Appeals Board

c/o City Clerk's Office ph 306•975•3240
222 - 3rd Avenue North fx 306•975•2784
Saskatoon, SK S7K 0J5

NOTICE OF HEARING - DEVELOPMENT APPEALS BOARD

DATE:	Monday, February 3, 2014	TIME:	4:00 p.m.
PLACE:	Committee Room "E", Ground Floor, South Wing, City Hall		
RE:	Refusal to Issue Building Permit Addition to One-Unit Dwelling – Covered Side Entrance (Side Yard Deficiency) 1015 Stensrud Road Asim Rashid (Appeal No. 2-2014)		

TAKE NOTICE that Asim Rashid, has filed an appeal under Section 219(1)(b) of *The Planning and Development Act, 2007*, in connection with the City's refusal to issue a Building Permit for an addition to a one-unit dwelling – covered side entrance.

The property is zoned R1A under Zoning Bylaw No. 8770.

Section 5.8(4) of the Zoning Bylaw states that an entrance, once covered with a roof supported by columns, is considered to be a structural addition to the building and must conform to all setback requirements as such. This is supported by the Bylaw's definition of "building", which is any structure constructed or placed on, in or over land, but does not include a public highway, and includes any structure covered by a roof and supported by walls or columns.

Section 8.2.2 of the Zoning Bylaw states that the minimum side yard setback required in the R1A district is 0.75 metres.

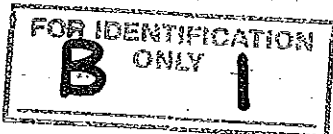
Based on the information provided, the proposed addition of a covered entrance in the side yard would extend the side building line to within 0.56 metres of the property line, resulting in a side yard deficiency of 0.19 metres.

The proposed request for a building permit for the addition to a one-unit dwelling; therefore, is not permitted.

The Appellant is seeking the Board's approval for the proposed building permit as submitted.

Anyone wishing to provide comments either for or against this appeal can do so by writing to the Secretary, Development Appeals Board, City Clerk's Office, City Hall, Saskatoon, Saskatchewan, S7K 0J5 or email development.appeals.board@saskatoon.ca. Anyone wishing to obtain further information or view the file in this matter can contact the Secretary at (306) 975-2780.

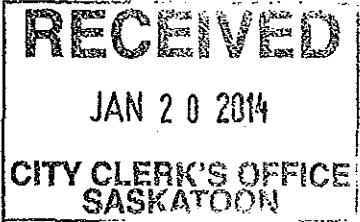
Dated at SASKATOON, SASKATCHEWAN, this 20th day of January, 2014.



Elaine Long, Secretary
Development Appeals Board

6280-1(C1)

From: CityCouncilWebForm
Sent: Saturday, January 18, 2014 6:18 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Laverne Isaac
726 6th St East
Saskatoon, Saskatchewan
S7H1C4

EMAIL ADDRESS:

bacon-acres@hotmail.com

COMMENTS:

Hello:

I am inquiring about existing laws and enforcement concerning the lack of signage on many businesses and homes. I am a courier with part of my work being within the city.

Sometimes, I waste time looking for locations previously not visited. If these locations would have large print easy to read lettering, it would be much easier. Communication is important. If Saskatoon businesses do not clearly indicate their location, we will lose some competitive advantage in the world by higher transportation costs and less efficient delivery of product.

The cost of clear, large easy to read signage is insignificant in comparison to the risk of accident by couriers looking for numbers and time and money spent in looking for locations.

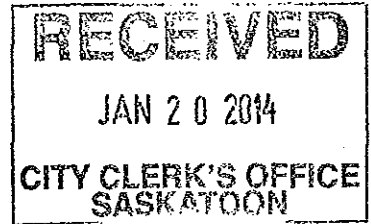
Possibly a form could be developed for couriers to easily submit the names of businesses who do not have proper signage and if no improvement is made within one month of notification, fines be given.

Laverne isaac 306 380 1609

C2)

6050-1

From: CityCouncilWebForm
Sent: Sunday, January 19, 2014 7:59 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Alma Ewert
603 Temperance Street
Saskatoon, Saskatchewan
S7N 0M4

EMAIL ADDRESS:

akewert@sasktel.net

COMMENTS:

I am writing this letter regarding concerns that I have with the way both the Broadway bridge and the University bridge walkways are being maintained. My husband and I have chosen to live in the Nutana area not only because it is beautiful part of our city but because of its proximity to the downtown core. Because of our location we have chosen to have only one vehicle.

I have worked downtown for 11 eleven years and walk down the Broadway bridge to work and back five days a week. I do this in every season, rain or shine and during the bitterly cold days in winter. I am thoroughly disgusted by the way the walkways are kept. If and when the snow is cleared the excess is pushed up along one side making the available walking space limited for pedestrians and cyclists alike who must always be hyper aware of the others sharing this area which becomes more and more limited as the ice and snow build up.

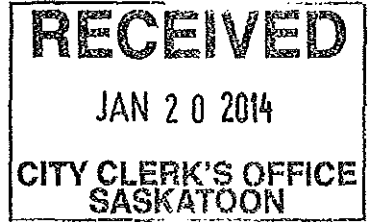
The fall and early spring walks are usually the most treacherous with the thaw and freeze which lasts for weeks because of the build up of snow along the edge, melting and then freezing again. It was well into early summer last year when the walkway was cleared of all the sand. There was so much sand and gravel left on the walkways that if one was riding a bike there was the very real danger of skidding especially in the areas that were around a curve making it dangerous for both the rider and the pedestrian.

I feel that given how our city encourages folks to get out there and walk or ride their bikes in the name of health or in the name of reducing the vehicular traffic in the downtown area it should make a priority to made the walkways safe for the people using them. Alma Ewert

C3)

6290-1

From: CityCouncilWebForm
Sent: Monday, January 20, 2014 3:54 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

lonnie milne
206 lamarsh rd
saskatoon, Saskatchewan
s7w 1b7

EMAIL ADDRESS:

lonnie.milne@hotmail.com

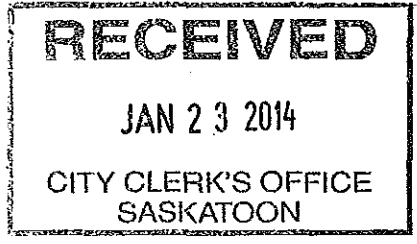
COMMENTS:

I just had my street plowed today only to come home and find big plowed snow piles in front of my house and all houses around the block. I have kept this spot clear to park in. This is the second time it has happened. I find this a big waste of time and tax paying money if all your going to do is just push the snow around and not remove it making it worse. I think this is something that should be addressed.
Thank you.

6290-1 C4)

From: CityCouncilWebForm
Sent: January 22, 2014 7:11 PM
To: City Council
Subject: Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL



FROM:

Bree East
618 Hampton Circle
Saskatoon, Saskatchewan
S7R0J4

EMAIL ADDRESS:

east200b@uregina.ca

COMMENTS:

Hi,

I must say I am extremely disappointed with the city right now. I live in Hampton Village. Being that it is Wednesday January 22, our neighbourhood is supposed to have its streets cleared of the snow ruts today. There were signs up everywhere, vehicles got towed and everything. Our entire block was looking forward to this since the snow has built up a lot.

It is now 7pm as I am writing this, and I was just informed by my neighbour that a City of Saskatoon employee was about to ticket all of our vehicles in the back alley unless we move them ASAP. We explained we were parked back there while we wait for the snow to get cleared. He informed us that once the signs are removed, we can park there again.

Now, the signs were removed by 12noon today, and I only saw ONE street grated. This is absolutely unacceptable. If you put signs up saying you're going to do it, then DO IT. It is completely unacceptable to then send city people out ticketing vehicles because we are only doing what we thought we needed to, to ensure a safe/easy snow removal for the workers.

Please explain to me why my streets were not cleared of snow when they had signs up, towed cars, made everyone move their vehicles off the streets.

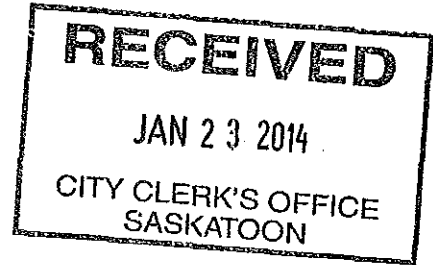
As a side note, my street did not once get street cleaned in the spring/summer either. If I am to pay 7.24% in a tax hike for the roads, I expect better.

Bree East

7780 (5)

From: CityCouncilWebForm
Sent: January 22, 2014 8:34 PM
To: City Council
Subject: Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL



FROM:

Travis Williamson
131 Ave H North
Saskatoon, Saskatchewan
S7L 2B5

EMAIL ADDRESS:

williamsont@sasktel.net

COMMENTS:

For the second year in a row I sit in my house with no running water. Saskatchewan winter has once again frozen the flow of water to my house from the street. Once again, I struggle with the way the city has handled it. It all started last year and took many conversations to figure out why in this century I have no water coming through my taps. My first thought was, did I forget to pay my water bill? The next thought was to phone the City of Saskatoon utility branch to make sure my payment was received. They assured me it was and directed me to the Water and Sewer department. After looking through a confusing City of Saskatoon web page I managed to find a number. I called and explained my problem to the man on the other end, so he asked me a few questions then informed me he couldn't have anyone look at it until the next day. Strangely, he mumbled, I'm not really priority because of snow removal. This didn't make sense to me as those two things seem to be handled by different departments. Sadly, I succumbed to the realization I wouldn't have water until tomorrow, or so I thought.

The next day a gentleman phoned me at work asking if they could get into my house to check my water line. I arrived to let them in as they worked their way down into the basement. They advised me that yes my pipe was frozen and there was nothing he could do today, but he would send a truck over tomorrow to drill holes in the street and pump steam into them in an attempt to thaw the frozen pipe. Another day without water! How could this be possible. Asking for answers he replied in frustration that in cases like this a hose would be run into a neighbours outside line into your outside line and water would be shared. This excited me until I realized the older home I had purchased had no outside line. I was at a loss and hoping this steam thing worked. I felt angry this was taking so long. I too pay taxes and should have running water. Instead of being angry I decided to put an outside line in myself. Something I'm still proud of when I recall this story. I was prepared if this steam thing failed and failed it did. The city tried their best to solve this problem with less then fortunate results. The steam didn't work but I had my outside line so I remained upbeat! That optimism was short lived as neither of my neighbour were home and later I was told its up to them if they want to share their water or not. They wont get charged on their bill for it but the water pressure is poor and they will of course need an outside line too. By now it had been four days without water. Four days without a toilet or a shower and four days of stress. Amazingly, after four days an emergency water supply tank was left

for me outside. Finally, I could go get water to run down my toilet to flush away the stink that had set in over the days. It was a small victory, but the battle was far from over. I still had no running water. Some more frustrating conversations occurred with answers I didn't want to hear. I was informed that the City does not have to provide you with water. A City Bylaw states that the City of Saskatoon does not have to provide water, only sewer. I thought to myself, you need water to use your toilet. so that's a good racket they have going. Also, I was told unless a neighbour will agree to share their water there is nothing you can do and you will just have to wait until April or May when things thaw out on its own. Not the answer I was looking for. Miraculously, two days later without warning the water started running again and I was back to feeling relief and cleanliness. I called to let them know the water was back on. Two hours later they picked up the emergency water supply tank hopefully taking it to the other guy waiting for the same service. As for me I was left running my water 24 hours a day for the next three months. Gratefully, the city picked up the tab.

Well, here we are again a year later with winter upon us and I find myself in the exact same position. My frustrations continue with the level of answers and service. Again the guys came by to tell me the line was frozen. Again, a steam truck showed up and pumped steam. The only reason I knew this was that I recalled that spray paint is used to mark the holes drilled in the street. Walking into my home and turning on my taps to once again finding no water coming through them made me feel defeated. I figured I should just call them to see what work was done since no one had called to let me know the outcome, which I already knew. The nice woman on the phone informed me the guys were done work for the but would find out what had happened and would call me right back. I'm still waiting.

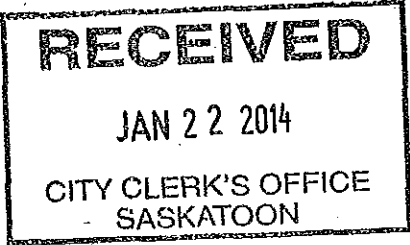
every year.

Dealing with this City can at times be frustrating and overwhelming. I wonder if they make it this way so you will just go away instead of standing up for real solutions and outcomes. One of the City workers told me that my line is shallower then all the others on the block by quite a significant height. Can this be fixed? At what cost to myself will occur? Is this because I live on the westside in an inner city neighbourhood? Does the city help pay for any of this? All I'm asking for is a little respect and dignity for a hard working tax payer. Can you please give me a solid answer?

Travis Williamson
Saskatoon, Sk

6295-1 (6)

From: CityCouncilWebForm
Sent: January 22, 2014 11:33 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Curtis Mann
806 Salloum
Saskatoon, Saskatchewan
S7W 0N3

EMAIL ADDRESS:

curtis.m.mann@gmail.com

COMMENTS:

Your Worship and Council Members:

I have been Living at 806 Salloum Cr since April of 2013. I own a building company and bought this land through my company from the City of Saskatoon Land Branch and built this house for my personal use.

My concern is the road closure on Evergreen Blvd due to a power pole between Mahabir Crescent accesses.

Simply put, I was told this power line (and pole) would be removed by the spring of 2011 when I bought land at 115 Johns Road. As an aside, when I was selling this house I had numerous potential buyers ask me about the power pole and often they were un interested in the house due to the power line. I ended up reducing my sale price significantly in order to sell the house. I could go on but will not bore you with my opinion on the city as a Land Developer.

When we moved into our house at 806 Salloum my wife was pregnant and we were planning to have a home birth with Midwives. Our house had no other access except for Evergreen Blvd via Lowe Road and the detour onto Mahabir. There were 3 instances when the detour on Mahabir Road was closed from paving crews alone. This does not account for all the times access was not available due to concrete trucks, cranes or delivery vehicles blocked Mahabir Road due to the construction on Mahabir. A temporary dirt road was used to access Salloum Crescent for a time but that did not help as it was so muddy my wife was not comfortable driving through it being 8 months pregnant (or with 2 small children).

Long and the short is; we are paying taxes and do not have the roads that we are paying for. Also, the bulk of our taxes go to Fire and Police and with my wife being pregnant and now with 2 small children and guests coming over in case of an emergency access is limited due to the Mahabir detour and construction vehicles on Mahabir limiting the access. Emergency vehicles need to have the best

access possible to our home and this is via Lowe Road. I simply want the road opened and move the concrete blocks to directly in front of the pole.

I have not paid my taxes for 2013 yet as I was being told the power line will be moved over and over and over again. SO I am waiting to pay my taxes until this work will be finished. Now, I do not want to pay any more taxes for my house or all the other parcels that I own until this road is opened.

I would appreciate your Worship to contact me regarding this issue and let me know if you will open the road or if my taxes will stop accruing. I have made numerous attempts to explain this situation to various departments in city hall with no avail. Also I spoke with Zach Jefferies and he did try to help but was not able to do one of the options above.

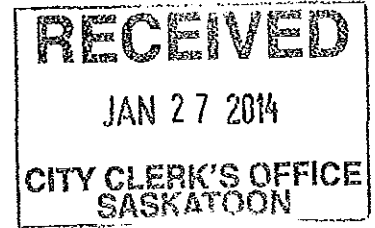
I look forward to hearing from you.

Regards,

Curtis Mann

C7)
6290-1

From: CityCouncilWebForm
Sent: Saturday, January 25, 2014 2:16 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Grace Kuhn
1318 Avenue i North
Saskatoon, Saskatchewan
S7I 2J3

EMAIL ADDRESS:

gracekuhn@sasktel.net

COMMENTS:

Good Afternoon; I would like to start by saying that i have contacted my Councillor who is Daren Hill. On December 17, 2013 I had contacted botj Councillors Lorje & Hill pertaining to the bus stops on Ave. H These bus stops have ruts of ice & snow making it very tretuous for people getting on & off the bus. On Jan. 11,2014 graders went down Ave. H making it worse. In front of the bus stops again the snow ruts are about 10 inches deep & try & get on the bus safely. When i e-mailed Councillor Hill i asked whrn the city plans on cleaning up with snow removal so it is safe not only for the buses & people getting on the bus. The snow build up is getting to be ridiculous. I live on 34th & Ave i North aome of the streets havent been plowed. Especially whe there are 5 school buses who pick up public school students. There are a few people who are in wheel chairs who are finding it difficult to manuver on the street. I would like to know how is it justified by my property taxes being increased when its not warrented that we are not geting hardly any snow graders or snow removal. This winter is worse in our area than last winter. I would like to know what are you telling the people in this area of the city. Alot of the residents in my area is becoming frustrated because we are getting the impression that we are the forgotten area of Saskatoon. It seems like our Councillor & the rest of City Council dont care. Yours Graace Kuhn

7830-5
C8)

RECEIVED
JAN 27 2014
CITY CLERK'S OFFICE
SASKATOON

January 18, 2014

HIS WORSHIP DONALD J. ATCHISON
OFFICE OF THE MAYOR & CITY COUNCILLORS
222 Third Avenue North
SASKATOON, SK
S7K 0J5

RE: MANDATORY RECYLING SERVICE

Dear His Worship and City Councillors:

I am a resident unit owner of Spadina Towers, a highrise condominium on Spadina Crescent. Our building consists of a residential sector (55.69%) or 29 units, and a commercial sector (44.31%) or 3 units.

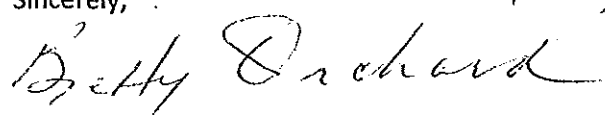
I believe that the City's proposed mandatory recycling program requires further review of the matter before proceeding especially with our commercial/residential combination of 3 and 29 units.

We do not have sufficient room on each floor to accommodate recycling storage containers and furthermore, any room on the main or basement floors. Our main floor has a privately contracted garbage container and our basement is parking. Our outside area is also complete parking.

I would request that you review this matter further as I don't believe this is workable for a condominium such as ours.

I would appreciate your review and consideration of my opinion on this matter.

Sincerely,

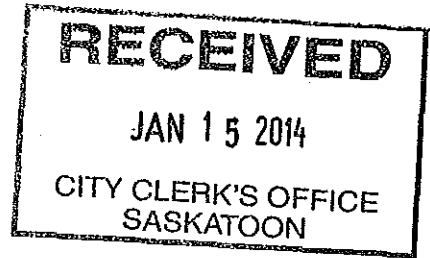


Betty Orchard
1103-730 Spadina Crescent East
SASKATOON, SK S7K 4H7

Telephone: (306)373-0503 Email: bettyorchard@me.com

7830-5. (c9)

From: CityCouncilWebForm
Sent: January 15, 2014 12:23 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Ryan Janzen
302-230 Slimmon Road
Saskatoon, Saskatchewan
S7V 0B3

EMAIL ADDRESS:

janzen.ryan@gmail.com

COMMENTS:

As President of the London Flats Condo Board I urge you to vote against this program. We already have a program in place that costs us \$2.82 per unit and we are quite happy with it. The proposed cost of MURR is \$4.66 per unit. The private sector is obviously doing an outstanding job with this. So if Cosmo wants to get in on the action they should be required to compete on a level playing field with the private sector and compete for our business.

This is how 2014 looks for multi-unit dwellers:

1. Property Tax increase of 7% - In my opinion the way property tax is calculated for condos needs to be reviewed - the amount of money coming out of properties like ours and the limited services as well as quality of services we get are not justified.
2. MURR - London Flats Annual Increase - \$1567.68
3. Bill No. 57 - Condominium Property Act Ammendment

An annual mandatory financial audit to be completed for all condominiums. (Article C page 5 & 6 of the Regulation Amendment proposal)

The current Condominium Property Act, 1993 and Regulations outlines that a year‐end review or an audit on the Corporation's financials be completed on an annual basis and presented to the corporation's owners at an Annual General Meeting. The proposed Regulations to Bill No. 57 will require that all Corporations have a full‐scale audit completed on an annual basis. Upon enquiry to various Chartered accountant firms in the City of Saskatoon, it has been determined that the cost of a full audit is currently around \$4,000 to \$8,000, depending on the size of the development, which is significantly more than the current cost of \$500 to \$2,000 per year for a review engagement (dependent on size of the condo corporation).

Bill No. 57 Regulations will include an option for any Corporation of between 12 and 50 units to be able to "opt out" (we have a 71 unit condo so do not qualify) of the annual audit requirement if they have unanimous (100% unit factor) consent at every annual general meeting.

Because of the difficulty in garnering unanimous consent, such is essentially making the opt-out option ineffective from a practical point of view. If a condo corporation achieves 100% unit factor agreement to "opt out" of the audit requirement, it must complete an annual financial review engagement by qualified chartered accountant of year end financials. All condominium Corporations with 50 units or more will be obligated to conform with the annual audit requirements and do not have an "opt out" option should Bill No. 57 Regulation proposal be adopted. The Regulations will also add specific qualifications and requirements of persons authorized to complete the required review engagement or audit of condominium financials, which requirements will be much more restrictive than previous requirements - at considerably more cost to the corporations.

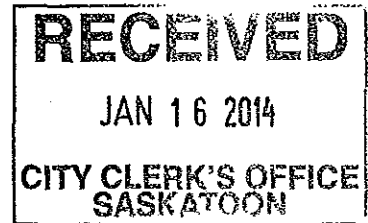
These are just some of the increases. Other potential rumored increases are power and sewer and water fees. Last November we passed a budget that included a 7% increase in condo fees, and are told that we were lucky to only have a 7% increase as many condo boards seen 9-14% increases (according to ICR). Our numbers tell us that we could be looking at a 10-16% increase in condo fees come November, which is unacceptable.

Please represent us and vote against this program.

Regards

& Ryan Janzen

From: CityCouncilWebForm
Sent: Wednesday, January 15, 2014 9:08 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Chris Evans
303-855 Wollaston Cres
Saskatoon, Saskatchewan
s7j4g1

EMAIL ADDRESS:

chris_evans@shaw.ca

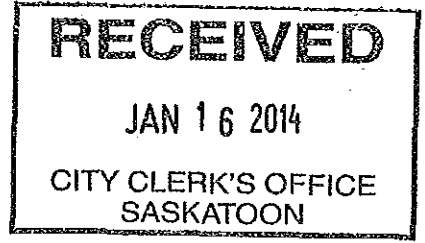
COMMENTS:

My name is Chris Evans I'm the President of the LakeRidge Condo board at 855/833 Wollaston Cres. I'm contacting you this evening to voice my concern over the proposed multi-unit Cosmo recycling program. We currently use Loraas recycle at \$86.63 per month (\$1.80 per door). Under the proposed plan you asking us to raise our monthly recycling bill to \$223.68 per month (\$4.66 per door). This rise in cost for the same if not less service is unreasonable. I'm asking you to vote against this proposed plan and allow us and other condos to keep our current service.

Thanks, Chris

7830-5

From: CityCouncilWebForm
Sent: January 16, 2014 2:34 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

John Moore
111-209B Cree Pl.
Saskatoon, Saskatchewan
S7K7Y9

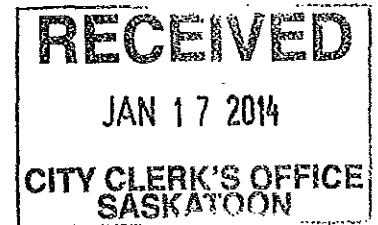
EMAIL ADDRESS:

pjmoore@sasktel.net

COMMENTS:

I am a condo owner and feel it is very unfair to charge each owner the fee for garbage pick up effective July 1st. We will be paying the same as households but do not receive the services that they have with the City. Our parking lots are not cleaned by the City. This is an extra cost to condo owners plus any road repairs in the parking lot are not paid for by the city. If you are a home owner your streets are looked after by the city. I hope you reconsider the charge to condo owners re garbage pick up.
John Moore

From: CityCouncilWebForm
Sent: Thursday, January 16, 2014 5:57 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Berniece/Jim Coleman
305-510 Sask.Cres. E
Saskatoon, Saskatchewan
S7N 4P9

EMAIL ADDRESS:

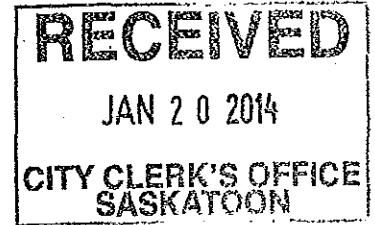
j.d.coleman@shaw.ca

COMMENTS:

As President of the Board of Directors of the Riverwalk Condominium Corporation I wish to express our extreme displeasure with the amount of \$4.66 per unit suggested to be charged for mandatory recycling. This is an exorbitant rate when you consider the amount charged for our building when we can get this service at a much lesser rate from another company. I realize the city considers condos their "cash cow" but PLEASE reconsider lowering the rate of our mandatory recycling.

Thank you for your consideration.
Berniece Coleman

From: CityCouncilWebForm
Sent: Sunday, January 19, 2014 5:34 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

John and Brenda Kvamme
428 325 Keevil Cr.
Saskatoon, Saskatchewan
S7N 4R8

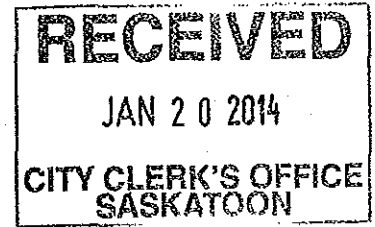
EMAIL ADDRESS:

Jkvamme@shaw.ca

COMMENTS:

It is very unfair to increase the annual cost of Recycling for Condos. Please think of the seniors that are living on a fixed income. Hoping and praying for your support in this matter.

From: CityCouncilWebForm
Sent: Sunday, January 19, 2014 12:56 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Mel Malkin
601 - 730 Spadina Cres E
Saskatoon, Saskatchewan
S7K 4H7

EMAIL ADDRESS:

emel@sasktel.net

COMMENTS:

Re: recycling for condos.

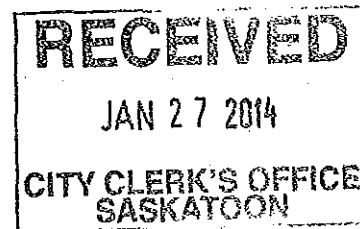
The intent to charge condos \$4.66 per door for recycling that is obtainable for half that price is outrageous.

We have no objection to Cosmo Industries performing this service. However since half of the cost appears to be a donation to the charity , that half should come from City Revenue and not from fees charged only to Condos.

Condos are consistently charged for services we do not receive and overcharged for others . It is time the administration corrected these inequalities and one more - recycling - is not acceptable.

Mel Malkin,
Chairman,
Spadina Condominium Corporation

From: CityCouncilWebForm
Sent: Sunday, January 26, 2014 4:49 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Eileen Johnson
106-325 keevil cres.
saskatoon, Saskatchewan
s7n4r8

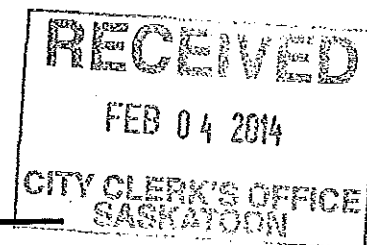
EMAIL ADDRESS:

gejohnson.saskatoon@sasktel.net

COMMENTS:

Please don't charge each condo owner \$4.66 a month for recycling. Our condo now pays \$1,600 a year, not \$9,300, and we seniors are on fixed incomes. Our medical expenses, condo fees, and taxes keep going up even though our incomes don't. Thank you for your consideration.

The Palisades
514 23rd St. E.
Saskatoon, SK S7K 0J8
Ph: (306) 653-3995
Fax: (306) 653-1742



January 29, 2014

To: Saskatoon City Council

Re: Proposed Recycling Plan

The Palisades is a 102 unit Seniors Residence. We do recycle and we are currently using the Loraas recycle bins. We did our research and chose Loraas because it was the most practical system for our needs.

We also send 500 lbs/month of recycled paper to Rebekah Lodge, which uses it to make paper logs, which they in turn sell. The money they make is used for humanitarian purposes.

So as you can see, we recycle, we support local charities, and we consider humanitarian efforts.

Multi unit recycling is no small challenge to facilitate or administer! While I support Cosmo Industries and their contribution to the community, and I also support recycling, I am concerned about the assigning of all recycling exclusively to Cosmo. If I am going to pay for the service, I would like the choice of a service that best fits the needs of our facility.

Additionally, the cost of \$4.66/unit for the city's proposed plan would cost The Palisades \$475.32/month. Our current cost is \$60.00/month. The increase is considerable and unreasonable. If the council proceeds with their currently proposed initiative, then at the very least, there should be an option for exemption for facilities, such as The Palisades, which have been proactive in supporting a combination of recycling and humanitarianism.

Yours truly,

A handwritten signature in cursive script, appearing to read "Elaine Redekop".

Elaine Redekop
General Manager
The Palisades

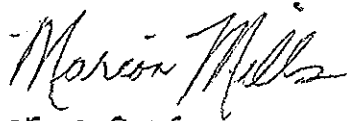
January 2014

Attention Saskatoon City Council:

To whom it may concern:

As a tenant in a multi-family unit building in Saskatoon, I am requesting that the City of Saskatoon utilize current single-stream recycling providers of single-stream recycling services to my unit. Existing recycling service fees for multi-units are much lower than that proposed by the City/Cosmo plan.

Thank you,

A handwritten signature in cursive script, appearing to read "Marion Mills".

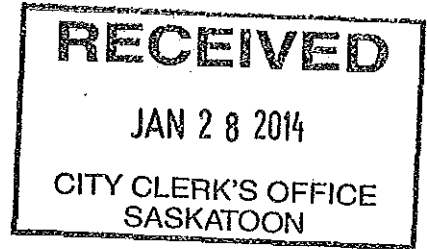
The Palisades

514 23rd ST. E.

C10)

6120-6

From: CityCouncilWebForm
Sent: January 28, 2014 8:43 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Adrian Burns
103, 119 Hampton Circle
Saskatoon, Saskatchewan
S7R0C8

EMAIL ADDRESS:

dynokid63@hotmail.com

COMMENTS:

I left Saskatoon back to Arctic on Jan 20th for another 4 week rotation of work and have not received any letter or notice that my car parked in front of my city residence on city street would be towed away today. My Daughter just got back from Caymen Islands and said my car isn't there and there is a sign saying vehicles will be towed away starting Jan 28th. Is this a joke ? My daughter needs car to get to and from school can you please have car returned please. If I received information from city that parking on-city street-was-going to-end-on this-date I would-of moved it but-didn't receive any information.

Adrian Burns.

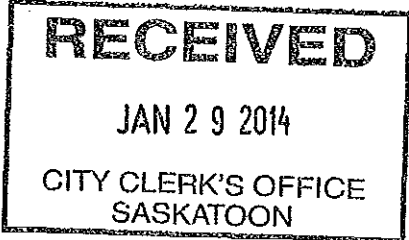
6290-1
x 7830-3
611

From: CityCouncilWebForm
Sent: January 29, 2014 2:19 PM
To: City Council
Subject: Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Louise Tipton
2943 37th Street West
Saskatoon, Saskatchewan
S7L 7H9



EMAIL ADDRESS:

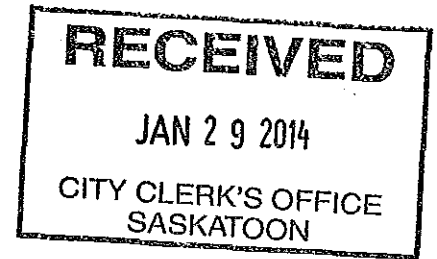
tiptop123@sasktel.net

COMMENTS:

Hi, I just wanted to make you AWARE that the last 2 planned schedules for snow plowing 37th St W. were on the same day as our (every 2 week) GARGAGE Pickup. The pick on our street happens about 1 o'clock and the snow plow either before that or shortly after. We do NOT get the side of the street plowed because our garbage cans are on the street as instructed. They seem to do most of the North side but none of the South. Is there any way that these two departments could communicate with each other so we could get snow service. Thanking you in advance for your attention on this matter.

C12)

From: CityCouncilWebForm
Sent: January 29, 2014 4:36 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Allan MacLeod
1204, 125 5th Ave. N.
Saskatoon, Saskatchewan
S7K 6A5

EMAIL ADDRESS:

armacLeod@sasktel.net

COMMENTS:

I just took a serious tumble on the sidewalk on the west side of Spadina Cr. near St. John's. I hit the back of my head--hard. That I did not suffer a concussion is probably because my head was bundled against the cold. But my head and whole body hurts.

The City has given a new priority to the clearing of snow on roads and is creating dedicated bike lanes. Is it not about time that you, the Mayor and Council, do something for taxpaying pedestrians? There are bylaws but those designed to help pedestrians, I have learned, are not enforced. Fines never seem to be imposed.

Besides property owners who fail to do their civic duty, the City is the worst offender. There is ice on the bridges and on sidewalks adjacent to parks and other city property. It may be that Meewasin is at fault but the city has a voice with them.

A really serious problem is vacant lots, in most cases being used for parking lots.

Also, people will clear sidewalks but not when they pass through driveways and lanes.

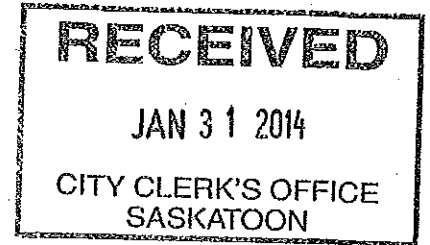
My health, as well as medical costs, depends on my getting regular exercise. It is not possible for me to do that now or probably until Spring.

Please do something for pedestrians and do it now.

Thank you.

6270-1

From: CityCouncilWebForm
Sent: January 31, 2014 3:29 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Allan MacLeod
1204, 125 5th Ave. N.
Saskatoon, Saskatchewan
S7K 6A5

EMAIL ADDRESS:

armacleod@sasktel.net

COMMENTS:

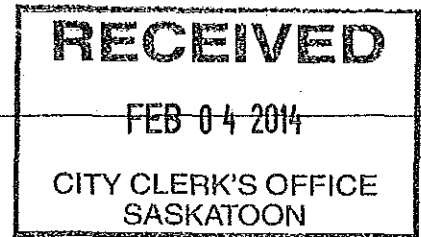
I just wanted to follow up on my earlier communication about ice on sidewalks. While I did not suffer a concussion, it became clear 24 hours after my fall that I had whiplash. All my neck muscles are tender to the touch and it is agony to raise my head from my pillow. I am fortunate that it was not worse.

The situation at the transit terminal is deplorable. Could the city have it cleared? I am taking the bus rather than walking to the university, but even walking to the bus is dangerous. For the sake of my students, I risk my neck, but if not for that, I would stay at home. The quality of my life is being seriously affected as a consequence of the negligence of the people and city.

Thank you for your attention.

C13)

To:
Subject: RE: Cycling in wildwood



From: Smith, Andrew [Sas] [Andrew.Smith@ec.gc.ca]
Sent: January 29, 2014 10:04 AM
To: Paulsen, Tiffany (City Councillor)
Cc: dnasmiths@gmail.com
Subject: Cycling in wildwood

Hello Ms. Paulsen,

I've been very pleased to see in the news that there are additional bike lanes coming in the city of Saskatoon. I'd like to thank the Mayor and Council for making progress in direction. As someone who is cycling to work year round, I want to make suggestions on improvements in my area of the city, and emphasize that there are really tremendous opportunities – Saskatoon could easily be the most bike-able city in Canada, which would have many side benefits such as tourism, attracting people to move here for the lifestyle, and improvements in health and quality of life of residents.

I have recommendations for how cycling access could be made safer and more appealing in the Wildwood neighborhood. I'll explain a bit about myself in order to put my perspective in context, and demonstrate how my situation may apply to many other constituents or people considering moving to Saskatoon.

I am presently 46, a government employee working in an office on the U of S campus. I moved to the Wildwood neighborhood in the summer of 2012 for work from the small town of Smithers in northern B.C. A job opportunity came up that involved a change in career and a dramatic change in location. My wife and daughters had lived in B.C. their whole lives, but we had visited relatives in Saskatoon in 2009 and found it very appealing. We were impressed with how conducive some of the neighborhoods seemed to be to raising kids, and there was good accessibility to services and recreation. We decided to make a leap of faith and have never regretted it. Living where we do now has had so many advantages and we feel that we are surrounded by good people.

One of our primary considerations when we were looking for a home to buy was that I needed to be close enough that I could walk or ride a bike to work. This because I'm getting older, its difficult to find time and money to go to a gym, we don't want to have to get a second vehicle, and my job involves a lot of sitting at a desk or in a vehicle driving long distances. Wildwood neighborhood is very aptly situated walking or biking to the university, I can walk two blocks and any of the buses on Mckercher Drive will take me to the university campus, I can walk home from work if I have time, and regularly do so in the winter especially, or I can bike in 20 – 30 minutes. In winter I layer up and have studded tires on my bike which let me ride and turn on ice like its summer pavement. The flat terrain is excellent for getting to and from work quickly and having no problems going either way (where we lived in northern B.C. my home was 1000 feet above the town where my office was – I could bike to work in an hour but getting home was a major undertaking).

First let me emphasize the positives of improved cycling access from my perspective:

- Reduced vehicle traffic. Lots of people in my neighborhood drive to the same place I do for work. I'm sure that many of these people if they saw it was safe and convenient to bike to work would give it a try, and they'd be hooked, at least for the nicer weather. Less car traffic means smoother traffic flow in rush hour, cleaner air, less road maintenance, less need for traffic upgrades. With additional development of neighborhoods to the east, eighth ave. will be under more traffic pressure.
- Quality of life. When I get to work after cycling, I feel energized, clear headed. On the route when I'm stopped waiting for a traffic light, I look around – people often look pretty cranky and anxious – the same way I generally feel the odd time I drive to work without getting exercise in the morning. This is a qualitative observation, the effects are hard to quantify. But if you a picture a city where half the people biked to work versus one where

everybody drove, the cycling city would be a much more polite, productive and pleasant place, with fewer sick people.

- Build it and they will come. This is a long term strategy, but the results have been seen in other cities like Amsterdam and Vancouver. When it is possible to safely cycle to wherever you need to go in a city, without having to jockey for position with cars or deal with “close calls” where you almost got hit, more and more people choose to cycle. Not only that, more and more people choose to move to areas because they can cycle.
- Safer driving. People don’t want to feel that they’re putting a cyclist’s life at risk when they’re trying to get past them. If there are bike and vehicle lanes that are physically (not symbolically) separated, everyone can breathe easier.
- Increased catchment of cycling traffic. A safe biking lane up Acadia Dr. would make it possible for cyclists from Lakeview, Wildwood and College Park to safely bike to the university, Sutherland, or west to Nutana and downtown. This relatively small investment would encourage many more people to bike, with the above noted benefits.

The downside to cycling from Wildwood is that at times I feel like I’m playing the odds and taking my life in my hands because of the proximity and unpredictability of cars. I wear a helmet, my bike has reflectors and front, back and side lights, I use excellent tires. I still have close calls on Acadia. There is little I can do to mitigate risk in those areas where I can’t avoid cycling next to traffic. When it is dark out and I have a couple feet between cars whizzing by and the snow banks, you hope that people are being careful and attentive, but of course people are people. They may be texting, juggling a hot coffee, trying to drive with an iced up windshield, barely awake, hung over, etc.

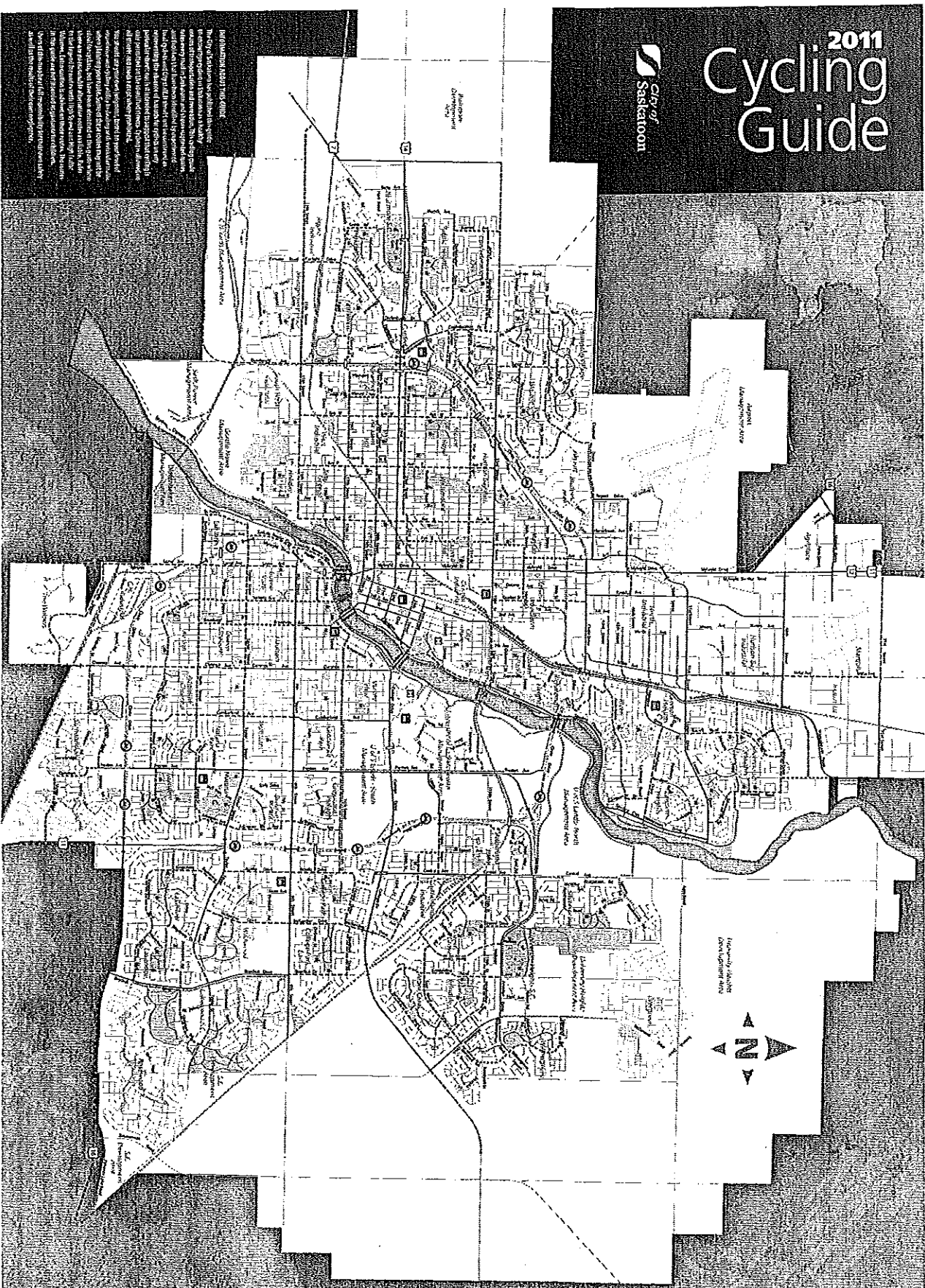
One thing I need to emphasize above all else for any planned improvements to cycling lanes: **Cycling and driving lanes have to be physically separate in order to be safe and useable.** By this I mean the path should be spatially separate from a vehicle lane, such as on 14th West of circle drive, or there should be a concrete barrier between them that prevents vehicle from crossing into the bike lane and vice versa.

For my route, the real problem area is Acadia drive and 14th street east of Circle drive. West of Circle drive on 14th St. the separate bike/walking lane is ideal and safe and separate from traffic. But east of circle drive, there is only minimal signage and painted signs on the pavement indicating the bike lane. One thing about painted cycling lane decals and signs – they don’t work! And in winter, symbols painted on pavement can’t be seen, people forget they’re there if they ever saw them. If drivers notice there is supposed to be a bike lane they may be more courteous, but it is still perceived it as vehicle territory, where bikes are an annoyance. This stretch of road could be made much safer by the addition of concrete barriers that give cyclists a separate space that can’t be crowded by cars.

Far worse for safety however is Acadia Drive – this is indicated on the cycling map of the city as “Intermediate” level, “Shared use on-road cycling or Signed Route”. I’ve been cycling to work here year round for two years, and I’ve got to say, I don’t know what training or expertise I would need to make this safe in the dark and winter conditions. The corner of Eighth St. and Acadia Dr. is especially bad. If there was a physically separate lane for cycling – separated by a concrete barrier – all the way from Taylor St. to 14th St. This would be a vast improvement to cycling in the east of the city and would make already existing excellent bike pathways safely accessible to many more homes.

That’s all I had to say, thank you for the taking the time to read this. Again, keep up the good work, we love living here and want to help make it even better.

Andrew Smith
363 Sylvian Crescent,
Saskatoon
306-373-2274



INTRODUCTION ABOUT THE GUIDE

The City of Saskatoon will be publishing this guide to help you understand the various types of roads and streets in the city and how they affect your cycling experience. The guide provides information on road types, road conditions, and road closures. It also provides information on the various types of roads and streets in the city and how they affect your cycling experience. The guide provides information on road types, road conditions, and road closures. It also provides information on the various types of roads and streets in the city and how they affect your cycling experience.

- Legend**
- Major Road
 - Minor Road
 - Highway
 - Trail
 - Waterway
 - Park
 - Library
 - Community Centre
 - University
 - Government Building
 - Public Transit
 - Public School
 - Public Daycare
 - Public Health
 - Public Office
 - Public Parking
 - Public Storage
 - Public Utility
 - Public Waste
 - Public Landfill
 - Public Incinerator
 - Public Landfill
 - Public Incinerator
 - Public Landfill
 - Public Incinerator

NOVICE
Streets with low vehicle traffic and speeds or off-road paths. Recommended for all riders.

- Panel Off-road
- Multi-Use Trail
- Walkway or Park Path
- Gravel or Chalk Dust
- Off-road Multi-Use Trail
- Local Road – low traffic

INTERMEDIATE
Streets with medium vehicle traffic and speeds suitable for intermediate riders.

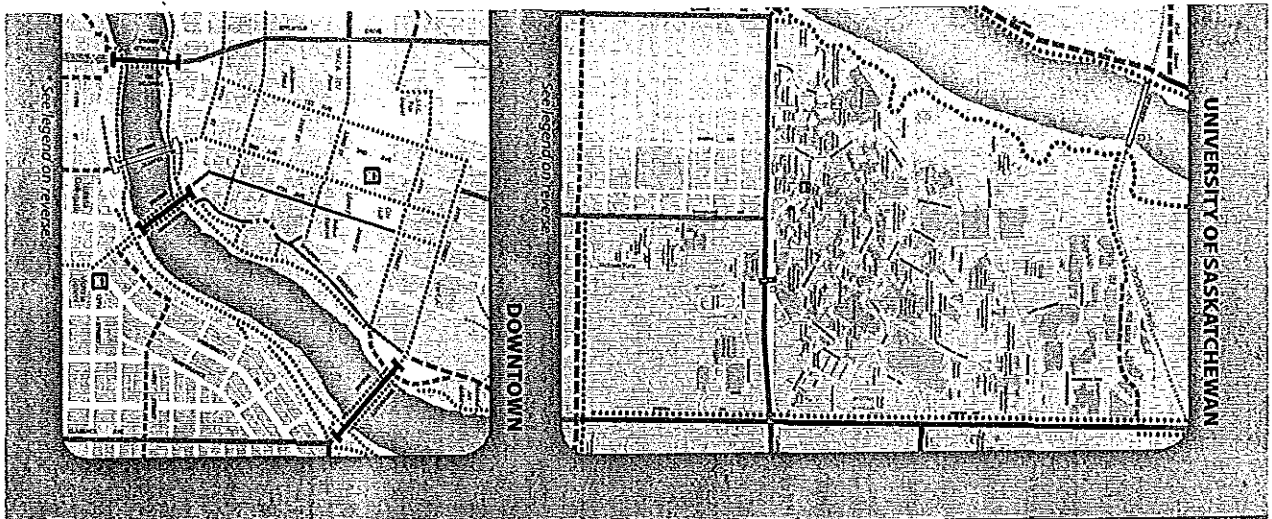
- Off-road Multi-Use Trail
- Off-road Multi-Use Trail
- Off-road Multi-Use Trail
- Off-road Multi-Use Trail

EXPERT
Streets with high speed and high volumes of traffic. Novice riders use caution. Shared-Use Off-road Multi-Use Trail and/or High Speed.

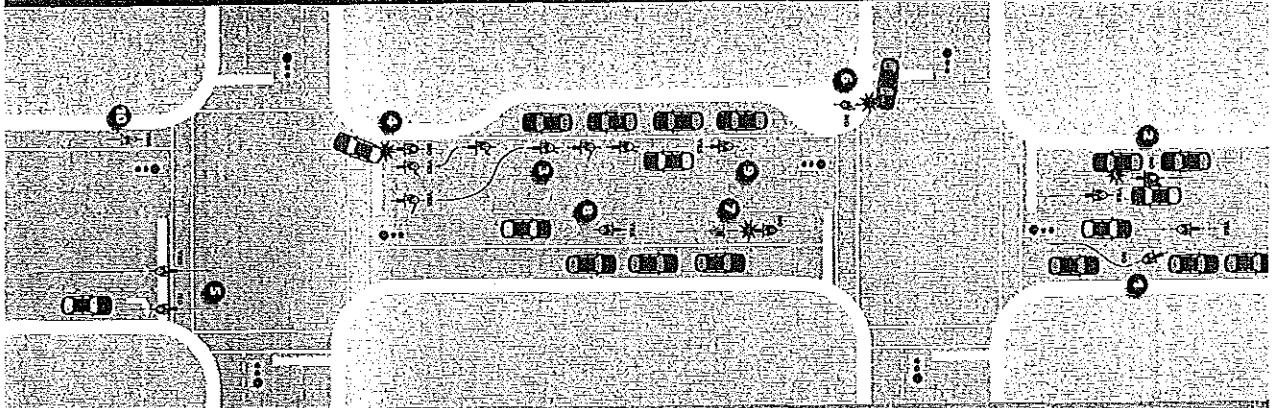
- Off-road Multi-Use Trail
- Off-road Multi-Use Trail
- Off-road Multi-Use Trail
- Off-road Multi-Use Trail

For more information
 phone: 975-7414
 email: info@saskatoon.ca
 website: www.saskatoon.ca
 or call 311 for more information.

City of
Saskatoon



Rules of the Road for Cyclists



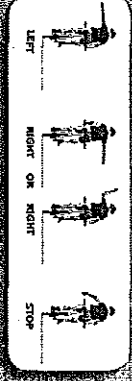
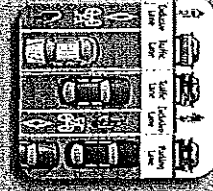
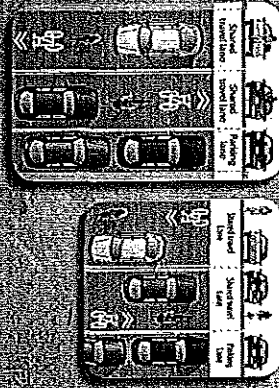
RULES OF THE ROAD

Cyclists on an adjacent street must yield the right of way to the road.

1. Cyclists are equally allowed to ride in the center of any traffic lane.
2. Always ride in a straight line. Do not weave in and out of traffic.
3. Always ride between a parked vehicle and a vehicle travelling in the same direction.
4. When turning left, signal and move toward the left lane before making your turn.
5. Only pass a light-consuming vehicle on the left.
6. Do not ride in a right-turn only lane (you are going straight ahead) to cut through lane cars.
7. Signal your intentions to other road users.
8. When riding in a right-turn only lane, you must use the shoulder, walk your bike, or pass a light-consuming vehicle on the left.
9. Do not ride in a right-turn only lane (you are going straight ahead) to cut through lane cars.
10. Do not ride in a right-turn only lane (you are going straight ahead) to cut through lane cars.



11. Signal your intentions to other road users.
12. When riding in a right-turn only lane, you must use the shoulder, walk your bike, or pass a light-consuming vehicle on the left.
13. Do not ride in a right-turn only lane (you are going straight ahead) to cut through lane cars.
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15. Do not ride in a right-turn only lane (you are going straight ahead) to cut through lane cars.
16. Do not ride in a right-turn only lane (you are going straight ahead) to cut through lane cars.
17. Do not ride in a right-turn only lane (you are going straight ahead) to cut through lane cars.
18. Do not ride in a right-turn only lane (you are going straight ahead) to cut through lane cars.
19. Do not ride in a right-turn only lane (you are going straight ahead) to cut through lane cars.
20. Do not ride in a right-turn only lane (you are going straight ahead) to cut through lane cars.



DAILY RITUALS

Check your tires for proper inflation. Use a tire pressure gauge to check your tire pressure. Inflate your tires to the recommended pressure. Check your brakes for proper adjustment. Use a brake adjuster to adjust your brake pads. Check your lights for proper operation. Use a light adjuster to adjust your light beam. Check your bell for proper operation. Use a bell adjuster to adjust your bell sound.

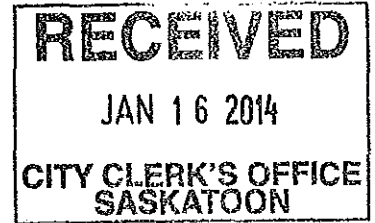
Basic Safety Rules

- Use a horn or bell to warn pedestrians of your presence.
- Never drink and ride. It's illegal and dangerous.
- Always wear your seat belt. It's the best way to stay safe.
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For more information on cycling safety and Saskatoon's Bicycle Bylaw (168824) visit www.saskatoon.ca

205-5
PI)

From: CityCouncilWebForm
Sent: Thursday, January 16, 2014 4:19 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Joslyn Fritz
232-5th Street East
Saskatoon, Saskatchewan
S7H 1E7

EMAIL ADDRESS:

joslynfritz@yahoo.com

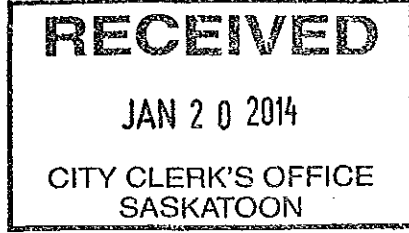
COMMENTS:

I am writing to request a proclamation on behalf of the Nutrition Month committee. If possible could it be presented at the Feb. 10th council meeting please? We would appreciate if the mayor and the members of City Council would proclaim March as Nutrition Month. This year's slogan is "Simply Cook and Enjoy!"

Regards,
Joslyn Fritz
Saskatchewan Dietitians Association member

P.S. We will be at the Farmer's Market on Saturdays in March from 10-1 doing cooking demonstrations. There will be displays, door prizes and samples of course. Please come on out!

205-5(D2)



#101-310 Idylwyld Dr N
Saskatoon, SK S7L 0Z2

January 17, 2013

City Council, c/o. City Clerk
City of Saskatoon
City Hall
222-3rd Avenue North
Saskatoon, SK S7K 0J5

Dear City Council:

Re: Request for February 17th, 2014 (Family Day) to be designated as "Family in motion Day"

In motion is a health promotion strategy led by the Saskatoon Health Region in partnership with the City of Saskatoon and University of Saskatchewan. The vision of *in motion* is that all residents of Saskatoon and Region will incorporate regular physical activity into their daily lives and that Saskatoon and region will be the healthiest community in Canada through physical activity.

For the eighth year, *in motion* and our community partners will be encouraging everyone in Saskatoon and Region to make memories and build the tradition of being physically active with family and friends on the Family Day statutory holiday. We are pleased that City of Saskatoon, one of our community partners, will be providing free skating events on that day. Other physical activity events and opportunities (e.g., outdoor play, cross-country skiing, fencing, tennis, badminton etc.) will be held in the community hosted by various organizations. Event details will be listed on our website www.in-motion.ca.

Please accept this letter as a formal request to once again declare Family Day on February 17th 2014 as "Family in motion Day". This request is being made on behalf of the *in motion* partnership: Saskatoon Health Region, City of Saskatoon - Community Services Department; University of Saskatchewan - College of Kinesiology.

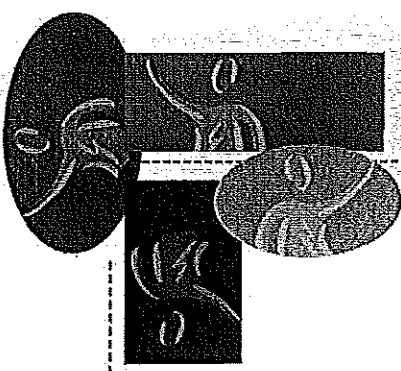
Thank you for taking the time to review our request.

Sincerely,

Tanya Dunn-Pierce
Manager, Health Promotion Department
Population and Public Health
Saskatoon Health Region

205 (D3)

Cultural Diversity and Race Relations



RECEIVED
JAN 22 2014
CITY CLERK'S OFFICE
SASKATOON

Community Development Branch
3130 Laurier Drive, Saskatoon, SK S7L 5J7
Phone (306) 975-7826 Fax (306) 975-2324

January 20, 2014

His Worship the Mayor
And Members of City Council
222 Third Avenue North
Saskatoon, SK S7K 0J5

Re: Cultural Diversity and Race Relations Month Proclamation and Flag Raising

The United Nations has designated March 21 as "International Day for the Elimination of Racial Discrimination."

I am writing on behalf of the City of Saskatoon Cultural Diversity and Race Relations Office and Committee, to request City Council declare March 2014 as "Cultural Diversity and Race Relations Month" in Saskatoon. We are also seeking permission to raise the Cultural Diversity and Race Relations Flag in front of City Hall at our Opening Ceremony on March 3, 2014, and have it remain flying during the entire month of March.

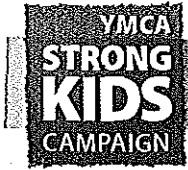
This year represents the 25th anniversary of the CD&RR Committee's inception and continued testament of the citizens of Saskatoon to encourage cultural diversity in our city.

The Cultural Diversity and Race Relations Committee and several other organizations in Saskatoon, are planning a number of activities throughout the month of March. City Council's granting of these requests in past years has presented an opportunity for public awareness programs and community participation. Your continued support of these initiatives is greatly appreciated!

Yours truly,

Colleen Gnyp
Cultural Diversity and Race Relations Month 2014 Programmer
(306) 343-7778

cc: Becky Sasakamoose Kuffner, Cultural Diversity and Race Relations Coordinator



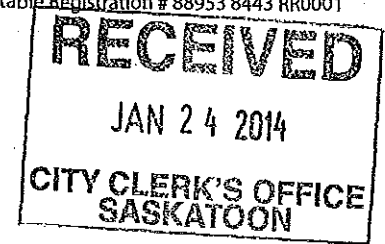
YMCA of Saskatoon
ymcastrongkids.ca

25 - 22nd Street East
Saskatoon, SK S7K 0C7
Phone: 306 652-7515 Fax: 306 652-2828
Charitable Registration # 88953 8443 RR0001

205-5
D4)

January 16, 2014

City of Saskatoon
222 3rd Ave N
Saskatoon, Sk. S7K 0J5



Re: YMCA Strong Kids Campaign 2014:

Dear Protocol Office Selection Committee:

The YMCA of Saskatoon would like to request that the City of Saskatoon proclaim February 15th to March 15th, 2014 as YMCA Strong Kids month.

The YMCA is a charity focused on community support and development. We believe in nurturing the potential all persons particularly children, teens and young adults so as to build healthy communities.

The YMCA in Canada was established over 160 years ago as a charity dedicated to the health of both individuals and communities. Our focus on inclusiveness and accessibility means we serve people of all ages, backgrounds and abilities through all stages of life. Through YMCA financial assistance programs, the YMCA is accessible to all.

We see a day when more people, especially children and youth, connect with each other, give of themselves, and grow in their sense of purpose and belonging. We envision an inclusive society where everyone, regardless of their background, experiences, or circumstances, participates fully. The YMCA works towards building a community characterized by strong, supportive connections between individuals and among groups.

Each year YMCAs across the country raise funds through the YMCA Strong Kids campaign. Funds generated through this annual campaign ensure that no one is denied access to YMCA programs and services. In our community over 550 individuals are currently provided financial assistance.

If you would like further information, please feel free to contact me at 306 - 652 - 7515 or by email at gmcDougall@ymcasaskatoon.org.

Sincerely,

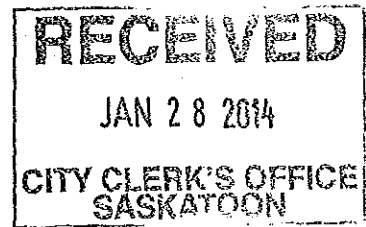
Jim Halmarson
Strong Kids Volunteer Chair 2013/14
<http://ymcasaskatoon.org>

Gail McDougall
Director of Funds Development

Every kid deserves
a chance

205-DS)

From: Web E-mail - Mayor's Office
Sent: Monday, January 27, 2014 4:19 PM
To: City Clerk's Office
Subject: FW: A Letter to the Mayor of Saskatoon



-----Original Message-----

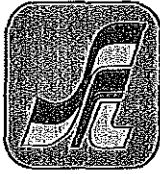
From: millies@sasktel.net [mailto:millies@sasktel.net]
Sent: Monday, January 27, 2014 3:24 PM
To: Web E-mail - Mayor's Office
Subject: A Letter to the Mayor of Saskatoon

First Name: Joy
Last Name: Bergstrom
Organization: Saskatoon Federation for Early Learning
Address: 411-11 street east
City: Saskatoon
Province: SK
Postal Code: S7N0E9
Phone: (306) 683-8354
Fax:
Email: millies@sasktel.net

Comments: Greetings from the Saskatoon Federation for Early Learning! We represent Daycare Directors and others interested in furthering the cause of Early Learning and Care in Saskatoon. We are in the process of planning an event to kick-off Early Learning and Child Care Month and we had two requests:

- 1) Could His Worship make a declaration that the city of Saskatoon recognizes May as Early Learning and Child Care Month and/or acknowledge the occasion in some other fashion?
- 2) Would His Worship be able to join us and share some opening remarks at the event which is to be held in the afternoon of May 1st?

Please feel free to reply with any questions, comments or ideas to Joy Bergstrom by email millies@sasktel.net or phone (306) 683-8354. Thank you so much for considering this request, we look forward to hearing from you in the next few weeks.



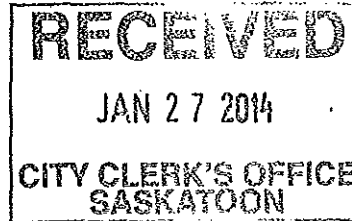
SFL
Saskatchewan
Federation of Labour

ADDRESS #220-2445 13th Ave.
Regina, Saskatchewan
S4P 0W1

PHONE 306.525.0197
FAX 306.525.8966
WEB www.sfl.sk.ca

205-5 (Db)

January 22, 2014



Mayor Don Atchison
City Hall
222 – 3rd Ave North
Saskatoon SK S7K 0J5

Dear Mayor Atchison:

RE: Shift Work Recognition Day - March 20th

We are writing today in regards to a Shift Work Recognition Day designation for March 20th.

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

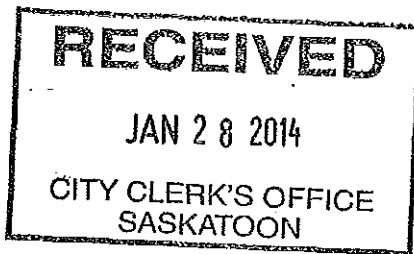
We ask that you declare March 20th as Shift Work Recognition Day to honour the contributions of shift workers in our society.

Thank you for your attention to this matter.

Sincerely,

Sandy Weyland
Chair – SFL Shift Work Committee

cc Hon. Don Morgan, Minister of Labour
Saskatoon and District Labour Council



205-5
D7)

January 2014
i2i Intergenerational Society of Canada
www.intergenerational.ca 1-250-308-7892

Dear Mayor and Council,

Your city joined over 100 communities and 4 provinces across Canada in proclaiming and endorsing **June 1st as Intergenerational Day Canada** in 2013. Thank you for making a powerful statement about the value of intergenerational relations within your community. As the numbers of cities and provinces acknowledging this focus day grows, the more vibrantly the message is heard across the nation. With that in mind, we are requesting your Proclamation of **June 1st Intergenerational Day 2014**

This 5th Intergenerational Day Canada

- * Reminds people of the importance of simple and respectful connecting between generations.
- * Raises awareness of the many benefits inter-generational connecting brings to education, health and community safety.

Respectful and purposeful inter-generational connecting is a way to prevent isolation and mistreatment of older and younger generations. It effectively creates safer and more resilient communities. By breaking down ageism, we build all-age-friendly neighborhoods.

A Proclamation (attached e.g., Victoria, BC) will encourage those within your community already involved in inter-generational activities to share and celebrate. As well, our organization will invite and assist others within your jurisdiction to build bridges of understanding between age groups. We will provide ideas on our website and through local media, and assist citizens in networking their ideas. There is no financial or other commitment requested from you. This is an awareness initiative only.

If your community would like to participate in any way, contact us, or check out the ideas for IG Day Canada at www.intergenerational.ca.

Thank you for your 2013 proclamation and we look forward to continued support. Please consider working towards a stronger Canada by Proclaiming **June 1st officially as Intergenerational Day Canada** in 2014.

Sincerely,
Sharon MacKenzie, Executive Director
i2i Intergenerational Society of Canada

417 Durban St.
Victoria, B.C.
V8S 3K2

*Intergenerational Day Canada is acknowledged in the following government publications:

-PHAC document- Across the Generations—Respect All Ages

English- <http://www.intergenerational.ca/images/stories/pdfs/AcrossGenerationsEnglish.pdf>

French- <http://www.intergenerational.ca/images/stories/pdfs/AcrossGenerationsFrench.pdf>

-International Federation on Ageing/PHAC/International Network for the Prevention of Elder Abuse publication, Elder Abuse Awareness Teen Kit, Intergenerational Day, p. 20 <http://www.intergenerational.ca/images/stories/pdfs/Elder-Abuse-Awareness-Teen-Tool-Kit.pdf>

**See below: template-example of Proclamation
(ON OFFICIAL COUNCIL STATIONERY)**

PROCLAMATION

INTERGENERATIONAL DAY CANADA JUNE 1st

- WHEREAS** *Intergenerational Day Canada, June 1st, is meant to raise awareness about the simplicity and power of intergenerational connections*
- WHEREAS** *Intergenerational Day Canada, June 1st is a day to focus on the profound positive influence intergenerational connecting has in creating healthy, all-age friendly communities*
- WHEREAS** *Intergenerational Day Canada, June 1st is a day to celebrate all of the good things presently taking place between generations in local community*
- WHEREAS** *Intergenerational Day Canada, June 1st does not require funding, excessive time or extensive planning*
- WHEREAS** *Intergenerational Day Canada, June 1st will have its greatest strength as a reminder, an invitation for every individual to take one small respectful step to bridge generations within his or her local community. (How much effort and time does it take to smile at someone from a different generation...with such huge sustainable return?)*

AND NOW THEREFORE, we, the Mayor and Council, do hereby proclaim the day of

June 1st

as

"Intergenerational Day Canada"

in the town/city of _____.

IN WITNESS WHEREOF, I hereby set my hand this the (date) _____

Signed _____ (City Seal)



CANADIAN INSTITUTE OF PLUMBING & HEATING
L'INSTITUT CANADIEN DE PLOMBERIE ET DE CHAUFFAGE
A National Voice With Regional Roots | Una voz regional, una voz nacional

CIPH Saskatchewan Region

RECEIVED

JAN 29 2014

CITY CLERK'S OFFICE
SASKATOON

205-5
January 14, 2014

His Worship Donald J. Atchison
Office of the Mayor
222 Third Avenue North
Saskatoon, SK
S7K 0J5

SUBJECT: Request for Proclamation World Plumbing Day - March 11, 2014

On behalf of the Board of Directors of the Canadian Institute of Plumbing & Heating, I am submitting this request to please ask you to have March 11, 2014 proclaimed "World Plumbing Day" in the City of Saskatoon.

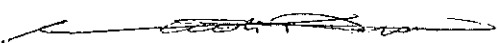
With an increased global focus on climate change, the plumbing industry round the world, across Canada and in Saskatoon is a major player in relation to water conservation, use and reuse issues and in the installation and maintenance of equipment using renewable sources of energy. The work of the plumbing industry in Saskatoon contributes directly to the health and safety of the city's residents.

The Canadian Institute of Plumbing & Heating (CIPH), the Mechanical Contractors Association of Canada and the World Plumbing Council along with related organizations around the world will join together on March 11, 2014 to raise awareness of this importance of proper plumbing in relation to protecting the planet and its citizens.

CIPH is a not for profit trade association. Our members are the manufacturers, wholesaler distributors, master distributors, manufacturers' agents and allied companies who manufacture and distribute plumbing, hydronic (hot water) heating, industrial, waterworks and other mechanical products in Canada. CIPH Wholesalers operate over 700 warehouses and showrooms across the country. More than 10,000 Canadians are directly employed by CIPH members.

The World Health Organization estimates that over 3 million children under the age of 5 die each year due to water related diseases: simple plumbing solutions could make all the difference in saving lives. In many developing countries, plumbing is either very limited or even non-existent and the lack of an effective plumbing infrastructure is a huge factor in the tragic statistics which show that an unacceptably high proportion of the world population does not have access to safe water or to effective sanitation systems.

Respectfully submitted,
Canadian Institute of Plumbing & Heating


Nicole Ursu
President CIPH
Saskatchewan Regina