



ORDER OF BUSINESS

REGULAR MEETING OF CITY COUNCIL

MAY 20, 2014, AT 6:00 P.M.

1. **Approval of Minutes** of regular meeting held on May 5, 2014.

2. **Public Acknowledgements**

3. **Hearings**
 - a) **Discretionary Use Application - Private School**
819 29th Street West – B2 District (Basement)
Applicant: Dance Ink Ltd.
(File No. CK. 4355-014-005)

RECOMMENDATION: that the application submitted by Dance Ink Ltd., requesting permission to use the property located at 819 29th Street West for the purpose of a private school, be approved, subject to the following conditions:

- a) the applicant obtaining a Building Permit for the conversion of the basement to public occupancy; and
- b) the final plans submitted being substantially in accordance with the plans submitted in support of this Discretionary Use Application

The purpose of this hearing is to consider the above-noted Discretionary Use Application.

The City Planner has advised that notification posters have been placed on site and letters have been sent to all adjacent landowners within 75 metres of the site.

Attached is a copy of the following material:

- Report of the General Manager, Community Services Department dated April 16, 2014, recommending that the application submitted by Dance Ink Ltd., requesting permission to use the property located at 819 29th Street West for the purpose of a private school, be approved, subject to the following conditions:
 - a) the applicant obtaining a Building Permit for the conversion of the basement to public occupancy; and
 - b) the final plans submitted being substantially in accordance with the plans submitted in support of this Discretionary Use Application; and
- Letter dated May 9, 2014 from the Secretary of the Municipal Planning Commission advising the Commission supports the above-noted recommendation.

b) Proposed Brighton Neighbourhood Concept Plan
Applicant: Dundee Developments
(File No. CK. 4110-46)

RECOMMENDATION: that the proposed Brighton Neighbourhood Concept Plan be approved subject to the following:

- 1) that the Developer revise the Concept Plan to provide for lanes for all residential lots fronting on collector streets where no lay-by exists in front, to the satisfaction of the Transportation and Utilities Department; and
- 2) that prior to the approval of any subdivision for lands that include a ten metre right-of-way, the Developer provide a ten metre right-of-way cross section to the satisfaction of the Transportation and Utilities Department.

The purpose of this hearing is to consider the proposed Brighton Neighbourhood Concept Plan.

Attached is a copy of the following material:

- Report of the General Manager, Community Services Department dated April 24, 2014 (A copy of 'Attachment 1' referenced therein, the Brighton Neighbourhood Concept Plan, can be viewed on the City of Saskatoon's website at www.saskatoon.ca by clicking "R" for Reports to Council);
- Letter dated May 9, 2014 from the Secretary of the Municipal Planning Commission advising that the Commission supports the above-noted recommendation of the Administration;
- Letter dated May 15, 2014 from the Secretary of the Planning and Operations Committee advising that the Committee supports the above-noted recommendation of the Administration; and
- Notices that appeared in the local press on May 3 and 4, 2014 and May 10 and 11, 2014.

**c) Proposed Official Community Plan Amendment – Land Use Policy Map
Brighton Neighbourhood
Proposed Bylaw No. 9185
(File No. CK. 4351-014-005 x 4110-46)**

RECOMMENDATION: that City Council consider Bylaw No. 9185.

The purpose of this hearing is to consider proposed Bylaw No. 9185.

Attached is a copy of the following material:

- Proposed Bylaw No. 9185;
- Report of the General Manager, Community Services Department dated April 16, 2014 recommending that the proposed amendment to the Official Community Plan Bylaw No. 8769 – Land Use Map, to redesignate the properties identified in the attached Location Plan – Official Community Plan – Land Use Map amendment, be approved;
- Letter dated May 14, 2014 from the Secretary of the Municipal Planning Commission advising that the Commission supports the above-noted recommendation of the Administration; and

- Notice that appeared in the local press on May 3 and 4, 2014.

**d) Proposed Zoning Bylaw Amendment - Rezoning of Properties
from DREC1 , DAG1, DAG2, DCR3, and DM3 Districts to an FUD District
Brighton Neighbourhood
Proposed Bylaw No. 9186
(File No. CK. 4351-014-005 x 4110-46)**

RECOMMENDATION: that City Council consider Bylaw No. 9186.

The purpose of this hearing is to consider proposed Bylaw No. 9186.

Attached is a copy of the following material:

- Proposed Bylaw No. 9186;
- Report of the General Manager, Community Services Department dated April 16, 2014 recommending that the proposed amendment to Zoning Bylaw No. 8770, to rezone the properties identified in the attached Location Plan – Zoning Bylaw No. 8770 amendment, be approved (**See Attachment 3c**);
- Letter dated May 14, 2014 from the Secretary of the Municipal Planning Commission advising that the Commission supports the above-noted recommendation of the Administration (**See Attachment 3c**); and
- Notice that appeared in the local press on May 3 and 4, 2014.

4. Matters Requiring Public Notice

**a) Lighthouse Victory Church Lease Agreement
(File No. CK. 4225-1)**

The following is a report of the General Manager, Community Services Department dated April 23, 2014:

- “RECOMMENDATION:**
- 1) that the lease agreement for the shared parking lot between the City of Saskatoon and Victory Church of Saskatoon Inc., be approved; and
 - 2) that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

TOPIC AND PURPOSE

The City of Saskatoon (City) and Victory Church of Saskatoon Inc. (Church) recognize the need to formalize a long-standing agreement between the parties for the shared use of the parking lot at 2802 Rusholme Road and Sifton Park.

REPORT HIGHLIGHTS

The intent of the Lease Agreement between the City and the Church is to recognize the key terms of the agreement regarding sharing of the parking lot, and formalize these terms in writing.

STRATEGIC GOAL

This report supports the City’s Strategic Goal of Quality of Life as this lease agreement for the shared use of the parking lot at the Lighthouse Victory Church (LVC) ensures that the recreation facility (sportsfield) will meet community needs and that the parking lot is accessible for the needs of LVC.

BACKGROUND

Since 1984, various building owners and the City have shared a parking lot at 2802 Rusholme Road. This parking lot is adjacent to Sifton Park. The Church has occupied the building on this site since 2008, and there has never been a formal agreement for the shared use of the parking lot.

REPORT

Key Terms of the Agreement

Key terms of the agreement between the City and the Church are noted on the following page. See Attachment 1 for a copy of the full agreement.

1. The Church is requesting to lease a portion of Municipal Reserve Land in Sifton Park, immediately adjacent to LVC for the purpose of providing parking for the Church. The land identified is already an existing parking lot (see Schedule A located at the end of Attachment 1).
2. In lieu of rent for the land, the Church shall be responsible to maintain the land, including the parking lot, in a clean, sanitary, and safe condition.
3. The Church shall pay all electrical and water rates and other utility charges assessed against the land during the term of agreement.
4. The term of the agreement is for twenty years, commencing January 1, 2014 and ending December 31, 2033. The Church has the option to extend the term for a period of another twenty years.
5. The parking lot is open and available for all participants using Sifton Park.

OPTIONS TO THE RECOMMENDATION

City Council may choose to not approve the agreement. In this case, further direction would be required.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There is no financial impact.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

In the summer of 2013, the parking lot at 2802 Rusholme Road was resurfaced. This project was cost-shared by the City and the Church. In the fall of 2013, the Administration began discussing conditions of a lease agreement with the Church. Both parties agree to the terms and conditions as outlined in the agreement.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

Subject to City Council approval, the Administration will arrange to have the agreement signed and executed.

ENVIRONMENTAL IMPLICATIONS

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

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review is not required.

PUBLIC NOTICE

Public Notice is required for consideration of this matter, pursuant to Section 3, Subsection j), of Public Notice Policy No. C01-021. The following notice was given:

- 1) advertised in The StarPhoenix on the weekend of May 3, 2014;
- 2) posted on the City Hall Notice Board on May 7, 2014;
- 3) posted on the City of Saskatoon website on May 7, 2014; and
- 4) posted a notice on the land to be leased on May 7, 2014, and mailing a notice to the affected party by May 7, 2014.

ATTACHMENT

1. Lease Agreement Between City of Saskatoon and Victory Church of Saskatoon Inc.”

Also attached is a copy of the following material:

- Letter dated May 15, 2014 from the Secretary of the Planning and Operations Committee advising that the Committee supports the above-noted recommendation of the Administration; and
- Notice that appeared in the local press on May 3 and 4, 2014.

5. Unfinished Business

6. Reports of Administration and Committees:

- a) Report No. 2-2014 of the Municipal Planning Commission;
- b) Administrative Report No. 9-2014;
- c) Legislative Report No. 5-2014;
- d) Report No. 8-2014 of the Planning and Operations Committee;
- e) Report No. 8-2014 of the Administration and Finance Committee;
- f) Report No. 4-2014 of the Audit Committee; and
- g) Report No. 8-2014 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. Inquiries

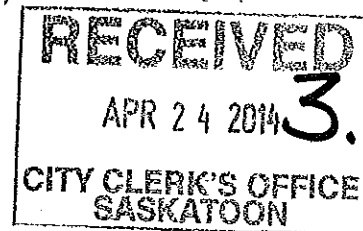
12. Motions

13. Giving Notice

14. Introduction and Consideration of Bylaws

- Bylaw No. 9175 - The Animal Control Amendment Bylaw, 2014
- Bylaw No. 9185 - The Official Community Plan Amendment Bylaw, 2014 (No. 3)
- Bylaw No. 9186 - The Zoning Amendment Bylaw, 2014 (No. 9)
- Bylaw No. 9189 - The Assessment and Tax Certificates and Searches Amendment Bylaw, 2014
- Bylaw No. 9190 - The Noise Amendment Bylaw, 2014

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



TO: Secretary, Municipal Planning Commission
FROM: General Manager, Community Services Department
DATE: April 16, 2014
SUBJECT: Discretionary Use Application – Private School – 819 29th Street West
FILE NO.: PL 4355 – D1/14

- RECOMMENDATION:**
- 1) that a report be forwarded to City Council at the time of the public hearing, recommending that the application submitted by Dance Ink Ltd. requesting permission to use the property located at 819 29th Street West for the purpose of a private school, be approved, subject to the following conditions:
 - a) the applicant obtaining a Building Permit for the conversion of the basement to public occupancy; and
 - b) the final plans submitted being substantially in accordance with the plans submitted in support of this Discretionary Use Application.

TOPIC AND PURPOSE

The purpose of this report is to consider the application from Dance Ink Ltd to operate a private school in the basement of Huong Lien Confectionary at 819 29th Street West.

REPORT HIGHLIGHTS

1. Dance Ink Ltd. is proposing to operate a dance studio in the basement of Huong Lien Confectionary at 819 29th Street West.
2. As a condition of this discretionary use approval, the applicant will be required to convert the existing basement to public occupancy.
3. This proposal meets all relevant provisions of Zoning Bylaw No. 8770.

STRATEGIC GOAL

This application supports the City of Saskatoon's (City) Strategic Goal of Quality of Life as the proposal offers recreational opportunities within a neighbourhood setting.

BACKGROUND

An application has been submitted by Dance Ink Ltd. (Ashley Berrns) requesting City Council's approval to operate a dance studio in the basement of Huong Lien Confectionary located at 819 29th Street West in the Westmount neighbourhood. This property is zoned B2 - District Commercial District in Zoning Bylaw No. 8770 (see

Attachment 1). In Zoning Bylaw No. 8770, a dance studio is considered a private school, and in this district, a private school is a discretionary use.

REPORT

Introduction

A "private school" means a facility that meets provincial requirements for elementary, secondary, post-secondary, or other forms of education or training; and that does not secure the majority of its funding from taxation or any governmental agency; and may include vocational and commercial schools, music or dance schools, and other similar schools.

Parking

The off-street parking requirement for a private school is 1.2 spaces per classroom, plus one space per four students at design capacity. The applicant has indicated that no more than one class will be operating at a time, with six to eight students, resulting in an off-street parking requirement of three spaces (see Attachment 2).

In total, three on-site parking spaces are provided off the rear lane. The applicant has also entered into a Good Neighbour Parking Agreement with her students, indicating which on-street parking spaces to use for pick-up and drop-off of students to reduce neighbourhood parking impact.

Roadway Access

The property is located on the southeast corner of Avenue I North and 29th Street West. Access to parking on the site is available via the rear lane.

Compatibility with Adjacent Land Uses

The property is one of three adjacent properties zoned B2 - District Commercial District. These properties are surrounded by low-density residential land uses, as well as a civic utility station to the west. The purpose of the B2 District is to provide an intermediate range of commercial uses to serve the needs of two to five neighbourhoods. The proposed development fits this purpose. A private school is compatible with the mix of uses already present in the area.

Zoning Bylaw No. 8770 Requirements

This proposal meets all relevant Zoning Bylaw No. 8770 requirements.

Comments from Other Divisions

The Building Standards Division requires that a Building Permit be obtained for the conversion of the basement to assembly occupancy.

No other concerns were noted by other divisions with respect to this proposal. Refer to Attachment 3 for full remarks.

Conclusion

The proposed private school at 819 29th Street West meets all relevant Zoning Bylaw No. 8770 provisions and is not anticipated to substantially impact surrounding land uses.

OPTIONS TO THE RECOMMENDATION

City Council could deny the Discretionary Use Application. This option is not recommended as the proposal complies with all relevant Zoning Bylaw No. 8770 requirements and has been evaluated as a discretionary use, subject to the provisions of Section 4.7 of said bylaw.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There is no financial impact.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Notices to property owners within a 75 metre radius of the site were mailed out in January 2014 to solicit feedback on the proposal. The Westmount Community Association was also advised of the proposal.

A handful of residents called expressing concerns regarding parking in the area. A Public Information Meeting was held on March 12, 2014, which was attended by 15 residents. Concerns regarding parking were raised, which the applicant has addressed in a number of ways, including a Good Neighbour Parking Policy, developed through consultation with the community. In addition, parking has been highlighted in handouts and monthly newsletters, and nearby residents have been encouraged to contact the applicant directly to address any concerns. Because of these good faith agreements, as well as meeting the requirements for parking in Zoning Bylaw No. 8770, it is anticipated that this proposal will have minimal impact on adjacent land uses.

COMMUNICATION PLAN

No further consultation is planned beyond the stakeholder involvement noted above and the required notice for the public hearing.

ENVIRONMENTAL IMPLICATIONS

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

PRIVACY IMPACT

There are no privacy implications.

PUBLIC NOTICE

Public Notice is required for consideration of this matter, pursuant to Section 11 (b) of Public Notice Policy No. C01-021.


Once this application has been considered by the Municipal Planning Commission, a date for a public hearing will be set, and the Community Services Department will give notice by ordinary mail to assessed property owners within 75 metres of the subject site and to the Westmount Community Association. Notification posters will also be placed on the subject site.

ATTACHMENTS

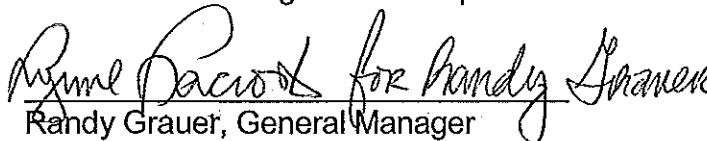
1. Location Plan – 819 29th Street West
2. Site Plan
3. Comments from Other Divisions
4. Community Engagement Project Summary

Written by: Daniel McLaren, Planner

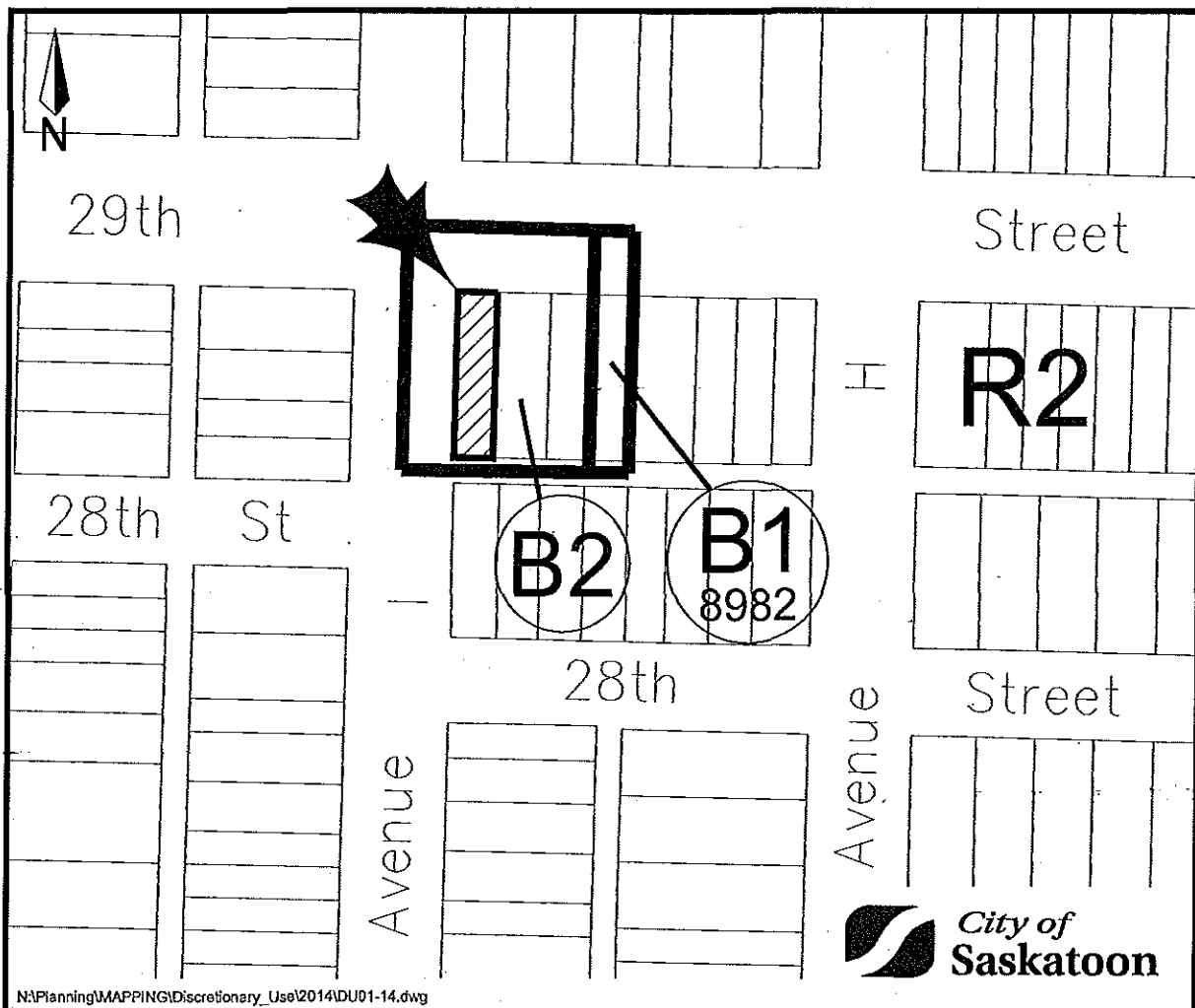
Reviewed by:


 Alan Wallace
 Director of Planning and Development

Approved by:

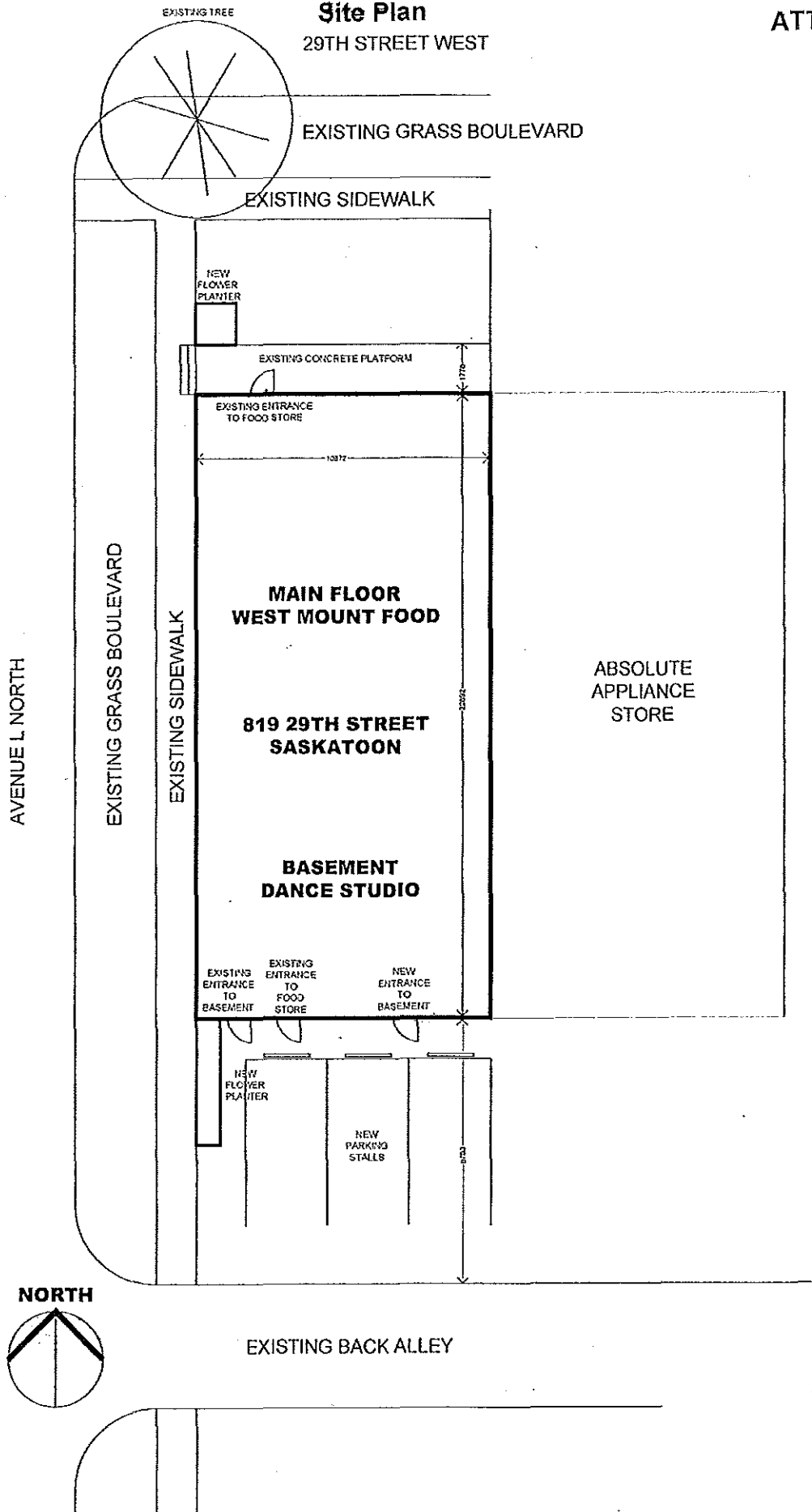

 Randy Grauer, General Manager
 Community Services Department
 Dated: April 23/2014

cc: Murray Totland, City Manager



Site Plan

29TH STREET WEST



DANCE INK 819 STUDIO
PROPOSED SITE PLAN - N.T.S.

Comments from Other Divisions

a) Transportation and Utilities Department Comments

The proposed Discretionary Use Application is acceptable to the Transportation and Utilities Department.

b) Saskatoon Transit Division, Transportation and Utilities Department, Comments

Saskatoon Transit Division has no easement requirements regarding the property.

c) Building Standards Division, Community Services Department, Comments

The Building Standards Division of the Community Services Department has no objection to the application provided a Building Permit is obtained to convert the existing basement to an assembly occupancy. All drawings submitted in support of the Building Permit Application are required to be signed and sealed by a design professional licensed to practice in the province of Saskatchewan.

d) Neighbourhood Planning Section, Community Services Department, Comments

This application is acceptable as it proposes a secondary use in an existing commercial location within the neighbourhood.



Shaping Saskatoon

Bridging to Tomorrow... for a 21st Century City



Public Information Meeting for Proposed Discretionary Use 819 29th Street West (Basement) to be used for a Private School (Dance Ink) Community Engagement Summary

Project Description

A public information meeting was held regarding a proposed private school to be located at 819 29th Street West. The meeting provided residents of Westmount, specifically those within 75 metres of the subject site, to learn more about the proposed development and the discretionary use process, and to have the opportunity to comment on the proposal and ask any questions that they may have.

The meeting was held at Bedford Road Collegiate on Wednesday, March 12th, 2014 at 7PM.

Community Engagement Strategy

Notice to residents within a 75 metre radius of the subject site were sent out (a total of 42 mailouts) on February 12th, 2014. Letters along with the public meeting notice were also sent to the Community Association, Ward Councillor and Community Consultant.

The purpose of the meeting was to inform and consult with the nearby residents. Interested or concerned individuals were provided with an opportunity to learn more about the proposal and to provide perspective and comments for consideration. Written comments were also accepted up to one week afterwards. Questions and comments were received for consideration by both the proponent and municipal staff regarding the impact of this proposal.

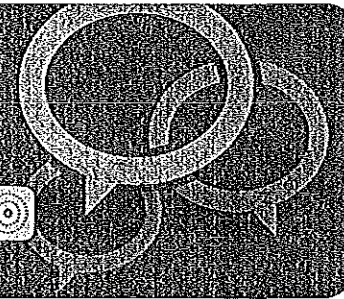
The public information meeting provided an opportunity to listen to a presentation by the applicant, and create a dialogue between the applicant and nearby residents. City staff were also available to answer questions regarding the discretionary use process and general zoning regulations.

Summary of Community Engagement Feedback

A total of 15 residents attended the public information meeting. One email was received in support of the proposal after the meeting.

Comments received at the public meeting ranged from support to opposition of the proposal. The primary concern was parking and traffic circulation. The proponent anticipated this concern and had a number of potential solutions:

- The Good Neighbour Parking Policy in place for their current studio would be extended for the new proposal
- The studio would use parking slips in the window of student cars with the phone number of the studio and the director to call if the car was parked inappropriately.
- The studio would provide monthly newsletters to their students, detailing where to park and where to use for pick up/drop off.



Next Steps

Feedback from the meeting will be summarized and presented as part of the report to the Municipal Planning Commission and City Council.

Once this application has been considered by the Municipal Planning Commission, a date for a public hearing will be set, and notices will be sent by ordinary mail to property owners within 75 metres of the subject site and to the Westmount Community Association. Notification posters will also be placed on the subject site. No other public engagement is planned.

<u>ACTION</u>	<u>ANTICIPATED TIMING</u>
<u>Planning and Development Division prepares and presents to Municipal Planning Commission (MPC). MPC reviews proposal and recommends approval or denial to City Council.</u>	<u>May 6, 2014</u>
<u>Public Notice - Community Consultant, Ward Councillor as well as all participants that attended the Public Information Meeting will be provided with direct notice of the Public Hearing, as well as all residents who were notified previously. A notification poster sign will be placed on site.</u>	<u>May 3 – 10, 2014</u>
<u>Public Hearing – Public Hearing conducted by City Council, with opportunity provided to interested persons or groups to present. Proposal considered together with the reports of the Planning and Development Division, Municipal Planning Commission, and any written or verbal submissions received by City Council.</u>	<u>May 20, 2014 or June 9, 2014</u>
<u>Council Decision - may approve or deny proposal.</u>	<u>May 20, 2014 or June 9, 2014</u>

Prepared by:
 Daniel McLaren, Planner
 Planning and Development
 April 22, 2014



City of
Saskatoon
Office of the City Clerk

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

May 9, 2014

City Clerk

Dear City Clerk:

**Re: Municipal Planning Commission Report for Public Hearing
Discretionary Use Application – Private School – 819 29th Street West
(File No. CK. 4355-014-005)**

The Municipal Planning Commission considered a report of the Community Services Department, dated April 16, 2014, with respect to the above Discretionary Use Application.

The Commission reviewed the report with the Administration as well as the Applicant, who explained the "Good Neighbour Parking Policy", which was developed through consultation with the community.

The Commission supports the following recommendation of the Community Services Department:

"that the application submitted by Dance Ink Ltd., requesting permission to use the property located at 819 29th Street West for the purpose of a private school, be approved subject to the following conditions:

- 1) that the applicant obtain a Building Permit for the conversion for the basement to public occupancy; and
- 2) that the final plans submitted be substantially in accordance with the plans submitted in support of this Discretionary Use application."

Yours truly,

A handwritten signature in cursive script that reads "Elaine Long".

Elaine Long, Secretary
Municipal Planning Commission

EL:sj

3. b)

TO: Secretary, Municipal Planning Commission
Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: April 24, 2014
SUBJECT: Proposed Brighton Concept Plan
FILE NO.: PL 4131-40

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

- 1) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed Brighton Neighbourhood Concept Plan be approved subject to the following:
 - a) that the Developer revise the Concept Plan to provide for lanes for all residential lots fronting on collector streets where no lay-by exists in front, to the satisfaction of the Transportation and Utilities Department;
 - b) that prior to the approval of any subdivision for lands that include a ten metre right-of-way, the Developer provide a ten metre right-of-way cross section to the satisfaction of the Transportation and Utilities Department; and
- 2) that at the time of the public hearing, City Council consider the Municipal Planning Commission recommendations related to the proposal outlined in this report.

TOPIC AND PURPOSE

The purpose of this report is to consider an application from Dundee Developments for the proposed Brighton Neighbourhood Concept Plan (Concept Plan).

REPORT HIGHLIGHTS

1. The proposed Concept Plan is consistent with the approved Holmwood Sector Plan and will accommodate the development of the first Holmwood neighbourhood. Upon completion, the neighbourhood will be home to approximately 15,505 residents.
2. The proposed neighbourhood incorporates constructed wetlands. The Developer has considered the City of Saskatoon's (City) Wetlands Policy No. C09-041 in the design of these constructed wetlands.

3. The Administration is undertaking a review of the function of College Drive. The review may result in an additional access into the neighbourhood.

STRATEGIC GOALS

Under the Strategic Goal of Sustainable Growth, this report supports the creation of complete communities in new neighbourhoods that feature employment opportunities, main streets, suburban centres, and greater connectivity both internally and externally; and of ensuring that new commercial areas include parks, paths, and routes that encourage walking, cycling, and transit use.

BACKGROUND

At its April 16, 2012 meeting, City Council approved the Holmwood Sector Plan. The vision for the sector is to develop interconnected, human-scale neighbourhoods featuring a variety of housing forms and a mixture of land uses, along with a high-quality employment area and vibrant mixed-use Suburban Centre.

REPORT

Proposed Concept Plan

The proposed Concept Plan is the first neighbourhood to be developed in the Holmwood sector (see Attachment 1). The proposed residential neighbourhood consists of a total land area of 350.83 hectares/866.87 acres. Upon completion, the neighbourhood will be home to approximately 15,505 residents. The Quick Facts Sheet regarding the proposed neighbourhood has been included in Attachment 2.

Brighton has been designed to be a walkable neighbourhood, with amenities, transit, and recreational open space in close proximity to residences. Neighbourhood elements will include constructed wetlands, a linear park system, and a complete streets design concept for McOrmond Drive and 8th Street. The proposed Concept Plan will accommodate the following:

- a) a variety of housing, including one-unit and semi-detached dwellings, low-density townhouses, and medium-density multiple-unit dwellings;
- b) mixed-use development along 8th Street combining residential with retail, office, and service uses;
- c) district retail located adjacent to major roadways primarily McOrmond Drive, to provide goods and services to those traveling by active transportation and by vehicle; and
- d) neighbourhood retail in the Village Centre.

Constructed Wetlands

The proposed Concept Plan includes constructed wetlands that will be used for the purposes of stormwater management. While Wetlands Policy No. C09-041 is not applicable for this proposal as the proposal was received in advance of the approval of Wetlands Policy No. C09-041, the Developer has worked with the City to implement the principles of Wetlands Policy No. C09-041 where possible.

Future Access from College Drive

The Administration will work with the Developer to consider the option to include an additional access from College Drive into the proposed neighbourhood. Should it be determined that an additional access can be accommodated from College Drive, a Concept Plan amendment will be brought forward to address the changes to the neighbourhood.

Comments from Other Divisions and Agencies

Comments from external and internal stakeholders were solicited through the review process. Comments noted by other divisions or agencies, with respect to the proposed Concept Plan, are included in Attachment 3.

Growing Forward! Shaping Saskatoon

A report was presented to the Growing Forward! Shaping Saskatoon Steering Committee. The report identifies how the proposed Concept Plan meets the principles of the Growing Forward! Shaping Saskatoon initiative. The report is included in Attachment 4.

Some of the key initiatives incorporated into the design of the neighbourhood include:

- a) higher density land uses along transit corridors;
- b) mixed use along 8th Street to support transit, including a possible future Bus Rapid Transit Route;
- c) all collector roadways built to support transit; and
- d) a variety of residential land uses from one-unit to multi-unit residential in order to promote affordability; and
- e) more connectivity resulting from a more grid-like design.

OPTIONS TO THE RECOMMENDATION

City Council could deny the proposed Concept Plan. This option would preclude the implementation of the Holmwood Sector Plan.

POLICY IMPLICATIONS

There are no policy implications related to this application.

FINANCIAL IMPLICATIONS

The primary financial obligations for the development of the Brighton neighbourhood are outlined in Attachment 5.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

A public open house was held on March 13, 2014. A total of 3,786 notices were mailed out to all property owners within the subject area and the surrounding property owners. The Willowgrove/University Heights, Briarwood, College Park East, and Arbor Creek/Erindale Community Associations were also notified. The Ward Councillor was in attendance, and 93 people attended the public open house. The Community Engagement Project Summary has been included in Attachment 6.

The key themes heard at the open house about the proposed neighbourhood included:

- a) ensuring bike lanes are developed in a way that is safe and accessible;
- b) ensuring wetlands are being developed and monitored appropriately; and
- c) considering the opportunity for more access into/out of the neighbourhood.

COMMUNICATION PLAN

Public hearing notices will be advertised one week prior to City Council's meeting date. No further consultation is planned beyond the stakeholder involvement noted above.

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 was conducted as part of the Concept Plan administrative review process. Comments and concerns identified in that review were addressed and mitigated before moving the proposed Concept Plan forward for City Council's approval.

PUBLIC NOTICE

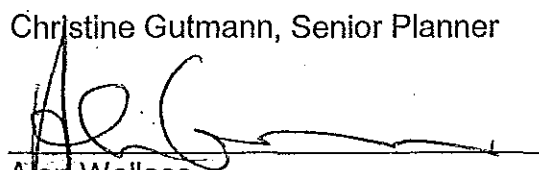
The application will be advertised in accordance with Public Notice Policy No. C01-021, and a date for a public hearing will be set. The Planning and Development Division will notify the Community Consultant and the Ward Councillor of the public hearing date by letter. A notice will be placed in The StarPhoenix one week prior to the public hearing.

ATTACHMENTS

1. Brighton Neighbourhood Concept Plan
2. Quick Facts – Proposed Brighton Concept Plan
3. Comments by Other Divisions and Agencies
4. Growing Forward! Shaping Saskatoon Report
5. Financial Implications
6. Community Engagement Project Summary

Written by: Christine Gutmann, Senior Planner

Reviewed by:


 Alan Wallace
 Director of Planning and Development

Approved by: *Randy Grauer for Randy Grauer*
Randy Grauer, General Manager
Community Services Department
Dated: *April 24, 2014*

Approved by: *[Signature]*
Jeff Jorgenson, General Manager
Transportation and Utilities Department
Dated: *April 25, 2014*

Approved by: *[Signature] / FOR*
Murray Totland, City Manager
Dated: *April 30, 2014*

**Brighton Neighbourhood Concept Plan
Quick Facts**

Residential	
Total Land Area	350.83 ha/866.87 ac
Gross Developable Area	334.18 ha/825.73 ac
Projected Population at Maximum Build Out	15,505
Projected Peak Elementary School Population at Maximum Build Out	2,018
Neighbourhood Gross Developable Area Density	7.4 people per gross acre/44.2 people per gross ha
Estimated Total Number of Units	6,432 residential units
Number of One-Unit Dwellings	2,744 units
Number of Low Density Townhomes	2,095 units
Number of Multi-Unit Dwellings	668 units
Number of Mixed Use Dwellings	925 units
Neighbourhood Dwelling Split	44 percent Single Units/56 percent Multi-Units
Retail	
Total Land Area	12.31 ha/30.42 ac
Mixed Use	
Residential/Retail/Institutional	14.98 ha/37.01 ac
Office/Retail	8.48 ha/20.95 ac
Open Space	
Neighbourhood Pocket Parks (6)	4.02 ha/9.93 ac
Neighbourhood Core Park (1)	10.03 ha/24.78 ac
Multi District Park (1)	1 ha/2.47 ac
District Parks (7)	12.03 ha/29.72 ac
Linear Parks (8)	6.34 ha/15.67 ac
Total	33.42 ha/82.58 ac

Agency	Comment	Response
Canada Post	<p>Mail delivery to all new subdivisions in Saskatoon, including Holmwood is via Community Mail Boxes (CMB), or Lock Box Assemblies (LBA). Community Mail Box locations will be determined once detailed plans are received.</p> <p>If the development includes plans for a multi-unit building(s) with a common indoor entrance, the developer must supply, install, and maintain the mail delivery equipment (LBA) within these buildings to Canada Post's specifications.</p>	None Required.
Saskatoon Light and Power	<p>Holmwood sector is not within the area where SL&P provides the electrical distribution and services. No easement will be requested.</p> <p>The street lighting will be provided by SL&P. There will be multiple locations where SL&P will take an electrical service point from SaskPower for the community lighting system. Locations will be determined once more detailed plans are available.</p> <p>The parks and pathways lighting will be provided by City Infrastructure Services – Parks Division.</p>	None Required.
Development Review	Phase I Environmental Site Assessment - Further investigation and remediation of the impacted lands will be required as part of the subdivision process.	Acknowledged by the developer and currently underway. A secondary environmental report for the snow dump site and areas adjacent to the site was completed with no impacts found. Secondary testing and remediation of the farm site will be completed in the spring.
	Please confirm if the wildlife survey has been completed. Have any rare plants been transplanted?	Wildlife and rare plants survey was completed and rare plants have been marked off to prevent disturbing their sites. Transplanting activities will take place in 2015 following proper practices. Construction did not commence until two weeks after the nesting period for migratory birds had passed.

Agency	Comment	Response
CPTED	There are no outstanding CPTED recommendations for this neighbourhood concept plan.	None Required.
Fire	No concerns	None Required.
Police	No concerns	None Required.
SaskEnergy	<p>The specific concerns consist of pipeline right-of-way and the space required for regulator station upgrades.</p> <p>As the development of a neighborhood can be dynamic over its servicing period, concerns about lot, block, and roadway ROW"s may result in a major impact on pipeline routing. SaskEnergy tries to anticipate and mitigate potential routing problems, but in past neighborhoods, changes in lot and block orientations have caused either dead-ends or the need to run the gas mains in the roadway ROW"s. Installing mains in the roadway ROW"s can be very constricting and costly. In the past, the utilities have voiced concerns regarding lack of boulevard space for even two utilities. The provision of 2.5m wide green spaces within boulevards, or allowing parallel installation under proposed sidewalks will create sufficient space to install and maintain our facilities. The immediate plan is to serve Brighton from Willowgrove subdivision.</p> <p>SaskEnergy"s long term servicing plan will include upgrading the Lakewood DRS within College Park. This will require a larger building to contain the additional equipment. The design includes 24/7 vehicle/person access, and the use of municipal buffer space to avoid affecting residential lots.</p> <p>SaskEnergy hopes that the City will address the concerns of a pipeline routing and the space required for regulator station upgrades during the approval process.</p>	<p>Dundee will work with SaskEnergy to achieve desirable outcomes with regards to utility design and servicing schemes.</p> <p>Dundee will work with SaskEnergy on the location of a future regulator station.</p>

Agency	Comment	Response
SaskPower	Presently there is an overhead three phase distribution line that runs north-south through the subdivision along the existing McOrmond Drive (grid road). The overhead distribution line will have to be relocated. There are also existing services that will need to be removed or resupplied at the north end of the development near McOrmond Drive and Highway 5. The location of existing facilities required to be removed or relocated were provided.	The Developer acknowledges the need to move the distribution line and re-service the various existing lines within the subdivision as provided.
	There is an existing overhead transmission line that runs north-south along the future McOrmond Drive. SaskPower will require the existing transmission right-of-way to be maintained. Any changes to the right-of-way or line relocation requests will need to be coordinated with SaskPower's Transmission department.	The developer has been in contact with Saskpower regarding the 138kv transmission line relocation for an extended period of time. The Developer will continue to work with SaskPower in this regard for permanent relocation of the 138kv line. In the likely event that SaskPower cannot react fast enough to development in this area to permanently move this facility, temporary relocation will be required, the existing alignment will be in conflict with trunk sewer and water construction, and roadway construction of future McOrmond Drive. This conflict may result in delays.
	SaskPower intends to extend its main three phase overhead distribution through the development. There will be multiple underground distribution take-off points from this overhead line. The underground distribution will then extend throughout the subdivision for servicing the properties. The proposed routes for the new electrical distribution lines and facilities were provided.	The Developer is in favour of a buried facility in this location.
	SaskPower will request suitable easements for routing distribution lines and for installing and maintaining facilities, prior to the titles being transferred.	The Developer will work SaskPower to facilitate the development.
	SaskPower will request that suitable space be considered in the roadway right-of-ways for routing distribution lines and for installing and maintaining facilities.	The Developer will work SaskPower to facilitate the development.

Agency	Comment	Response
SaskTel	<p>The locations of the 2 cell towers (one is just outside Brighton near McOrmond Road) have been agreed to by the City of Saskatoon subject to Council approval. No other issues with the Brighton NCP.</p>	None Required.
	<p>SaskTel has existing cable facilities within the Holmwood Sector. If necessary, SaskTel will move or relocate these cable facilities to accommodate new developments, assessing the city or developer 50% of the most reasonable method of accomplishing the work.</p>	The Developer will work with SaskTel re the relocation of cable facilities.
Parks	<p>Where overland drainage can spill to park areas rather than directly to the street or storm sewer systems, it should be noted that additional park development costs would be incurred in order to mitigate/control erosion damage from storm water.</p>	<p>BMP largely consists of directing storm water runoff to landscaped areas prior to the stormwater collection system (catch basins, storm sewers, and roadways) such that maximum infiltration is realized, and the travel time of the runoff from its originating location to the stormsewer system is increased thus reducing the peak flows. These same principles would apply to the sump pump discharge locations and standard sump discharge bylaws will be in effect.</p>
	<p>Parks requests to be included within the review process for the proposed drainage methodology of the areas adjacent to MR areas.</p>	The Developer will work with the Parks Division.
Transit	<p>Initial service to this sector will be installed incrementally. Routing and service levels will be adjusted accordingly to neighbourhood development. Upon completion of the sector, it is the intention of Saskatoon Transit to provide the service as described in this plan.</p>	Comments acknowledged.
Separate School Board	<p>Greater Saskatoon Catholic Schools appreciates the flexibility demonstrated. Our Board favors separate sites if permitted by the ministry. Our school division has some comfort in the plan to establish shallow marsh land as a buffer to the water collection pond.</p>	No response required.

	We still express some concern with the proximity of the water to the school sites.	
Agency	Comment	Response
Public School Board	Request collector road width, not local road width, for 3 streets on each side of the consolidated school sites/park.	Collector width roads have been provided by relocating the school sites.
Shaw Cable	No objections.	No response required.
Long Range Planning / Environmental Services (Wetlands Comments)	<p>We recommend that subject to endorsement by Parks and any other applicable divisions, the proposed linear parks adjacent to the constructed wetlands be naturalized to enhance run-off filtration, provide high quality habitat, and serve as a buffer to adjacent development. This treatment would more appropriately offset planned impacts to wetlands and natural areas than would manicured turf or similar. Education regarding why constructed wetland areas do not look like traditional parks is a critical component of ensuring the success of constructed wetlands in an urban setting. This is especially important for the landowners adjacent to the wetland.</p> <p>The developer has indicated detailed measures in the WMP to offset the planned impacts to wetlands in the development area. The proposed mitigation measures should be enforced through servicing agreements as much as possible, and should be noted to the staff responsible for reviewing subdivision applications and negotiating servicing agreements.</p>	<p>The Developer will work with the City to ensure all future commitments are met with regards to wetlands protection.</p>
	It is acknowledged that significant wetland areas will be lost as a result of the neighbourhood development; however, we recognize that, in addition to preserving significant wetlands areas, the developer is also required to meet the objectives of achieving compact, sustainable, and economically viable growth patterns. The proposed constructed wetlands will be permanent and it is anticipated that the mitigation measures proposed adjacent to the wetlands and throughout the neighbourhood will ensure that they maintain a high degree of function over the	The Developer will work with the City to ensure all future commitments are met with regards to wetlands protection.

	long term. Based on the commitments made in the WMP and recommendations, we support the approval of Brighton.	
Agency	Comment	Response
Community Development/ Recreation and Sport	The City of Saskatoon will accept 10% dedication in the neighbourhood, as proposed, based on our current understanding of the allocations within the sector plan. Our acceptance is not precedent setting. Administration will continue to review the allocation of municipal reserve within the sector on a development by development basis, in the context of park programming demands to be satisfied.	Comment acknowledged by the Developer.
	The concept of housing fronting onto linear parks with rear lane access, gives a new meaning and function to the linear parks where they are more apt to be used for informal play and the housing "drainage" will more likely be out the back of the houses as opposed to making the linear parks like storm water management systems.	Dundee will work with the City's Parks Division to ensure that draining to the MR is appropriately managed.
	The concept of more flat designs (less steep slope) on linear parks also adds to the functionality and ability to accommodate more informal play and potentially some will be large enough to accommodate the needs for mini-soccer and/or informal t-ball games.	Comment noted.
	Pocket parks are very well dispersed throughout the neighbourhood and of note, 5 out of 6 are of a size/configuration that could accommodate play structures and programming such as mini-soccer.	Comment noted.
	The core neighbourhood park is a full 28 acres – which is very large and is configured to maximize the space for active recreation amenities. We are pleased to see the note that the park will be graded to accommodate active recreation.	Comment noted.
	Dundee has taken our advice about ensuring that storm water ponds are	Comment noted.

	not located immediately adjacent to the elementary schools, so the school sites are situated such that they are on the opposite side of the park from the storm water pond.	
Agency	Comment	Response
Community Development/ Recreation and Sport (con't)	The large amphitheatre identified at the edge of the neighbourhood park with the comments that it can be used to view the wetlands – not sure about the location and configuration of this amphitheatre from a parks maintenance perspective, from a CPTED perspective, given the site lines to the lower level of the amphitheatre from elsewhere in the park and/or from any roadways.	Dundee will work with the City to ensure the City's needs are met. A CPTED review was completed as part of the application review.
Transportation and Utilities	Comments from the Transportation and Utilities Department are included below. The Developer has been working directly with the Transportation and Utilities Department to fulfill their requirements.	

Transportation and Utilities Department Comments – April 17, 2014

A. Transportation

- 1) Page 66 – A cross section for the proposed “10 metre Lane” is required. A lane cannot be used.
- 2) Lanes are to be provided for residential lots fronting collector streets where no lay-by exists in front.

B. Water and Sewer

- 1) Page 50 – The Wet Meadow legend should be corrected to “1.5 year flood level to NWL”.
- 2) Pages 79-80 – The sanitary catchment Area 4 is shown in Figure 33 to be serviced directly by the McOrmond Drive trunk via a 250mm main, while it is stated that it will be serviced by a trunk extension along 8th Street East. Please clarify.
- 3) Page 82 – The 300mm watermain distribution for Brighton is shown to have three connections to the 1050mm primary watermain on McOrmond Drive. The third

300mm connection should be moved to 8th Street. We will not allow more connections from this neighbourhood and west of McOrmond Drive to the 1050mm primary watermain.

Transportation and Utilities Comments – December 5, 2013**A. Transportation**

1. There are several locations on the proposed plan where residential lots front collector streets with no back lane provided and no lay-by in front. These properties would need front driveway access onto the collector which is contrary to our New Neighbourhood Standard and typical section for a Class "A" Collector.
2. Page 74/Figure 29:
Revise figure to clarify the differences between exclusive-use bike lanes, shared-use bike lanes; correct spelling of "conncetion".
3. Page 74/Figure 29:
We are accepting the developer's offer to provide (at their expense):
 - a) Access point to College Park East and Arbor Creek;
 - b) Access point to College Park East, Briarwood and Hyde Park; and
 - c) Pathway along berm alongside the Canadian Pacific Railway Right of Way (CPR ROW).
4. Page 73:
Details for the enhanced crosswalks adjacent to the proposed school sites must be shown with the concept plan; differentiate the "enhanced" crosswalks at roundabouts from the "enhanced" crosswalks at the school sites.
5. Page 32:
Remove the reference to "calm traffic" along McOrmond Drive – each access point is a signalized intersection.
6. Page 74/Figure 29:
Intersection No. 1 will need to indicate that bike lanes, sidewalks and/or multi-use pathways, are only on the west side of the proposed McOrmond Drive interchange.
7. Page 72/Figure 28:
Townhouse development without rear lane implies front-facing garages and driveways – if narrow lots or wide driveways, there won't be any on-street visitor parking – architectural controls will be required to ensure some on-street parking is available.
8. Page 12/Figure 12:
Parcel shown as "Her Majesty the Queen" must be closed (from ROW).

9. Page 84/Figure 33:

- a) During all phases of development, two separate and independent access points must be provided for the neighbourhood throughout development (for emergency and resident access);
- b) Full-width dedication of collector and arterial ROW with each phase of development; and
- c) The master developer is required to ensure all collector and arterial roads are fully-dedicated and constructed as development proceeds.

10. Page 20:

Two-metre berms are specified; they are required to be completed to at least two metres above the College Drive driving lanes or four metres above the developed lot elevations, whichever is highest; along the CPR ROW, please confirm you are meeting or exceeding the following guidelines:

- a) <http://www.proximityissues.ca>
- b) http://www.proximityissues.ca/asset/image/reference/guidelines/2013_05_29_Guidelines_NewDevelopment_E.pdf

11. Page 26:

Housing fronting onto parks - no on-street parking is provided to visitors; rear lanes will require house numbers, no additional parking appears to be provided – please identify the width of the paved lanes in this location, as well as adequate provision for emergency access.

12. Page 63:

“Complete Street Guidelines” - the design guide must be provided - the developer’s principles must be documented, as well as a sample cross section for each street type identified on Page 64/Figure 21.

Please note: All local and collector streets must have sidewalks on both sides (meet or exceed City of Saskatoon (COS) standards); local streets may have rolled curb, collector streets shall have vertical curb. To meet the developer’s proposed “complete streets” and active transportation plan, all arterial streets shall have sidewalk on both sides, with vertical curb.

13. Figures 30, 31, and 32:

The vulnerability of the proposed road network is increased by placing large diameter buried infrastructure under major streets - alternate alignments would reduce the vulnerability of the transportation network to closure.

14. Page 66:

The cross sections proposed for McOrmond Drive show a lowered centre median as a swale – the developer shall submit an engineering statement addressing how this proposed cross section needs or exceeds our current operations for arterial streets, with regards to safety, drainage, snow removal and so on.

15. The neighbourhood boundary shown shall be expanded to include the entire ROW of 8th Street and McOrmond Drive; these ROW's shall be dedicated as arterial roads before subdivision and development.
16. Transportation Branch staff have reviewed the supporting traffic impact study (TIS) submitted with this concept plan. We are working with the developer and their engineer to address deficiencies identified. Because of the importance of the arterial network to the success of this development, Transportation Branch suspended review until a revised TIS has been submitted. The developer must submit a revised TIS; the Transportation Branch will amend comments after review.

B. Water and Sewer

As per discussions with the consultant, the following requirements are necessary:

Sanitary Sewers:

1. The developer must provide the sanitary model in XPSWMM or Excel spreadsheet format and a brief summary report.
2. The design populations must be checked and proper accumulative population-based peaking factor used.
3. As per Figure 30, all pipes shown 375mm and greater must be re-evaluated for value engineering by increasing the pipe slope, reducing the pipe size and the pipe cover depth.

Watermains:

1. The 300mm watermain network is acceptable.
2. The developer must provide a water model which includes all local watermains, and analyze for peak hour demand and fire flow and maximum daily demand (typically controls) to size the local mains. A stamped report must be included.

Storm Sewers:

1. A requirement of this submission should be a wetland mitigation plan.

2. The developer must submit an acceptable stormwater model for approval. Specific concerns at this time are:
 - a) Use City of Saskatoon infiltration parameters or submit justification for our approval.
 - b) McOrmond Drive trunk size to be updated to 2100mm.
 - c) Adjust the street lengths within the model for the storage calculation in conjunction with the storage at low points and include in revised model submission.
 - d) Review the storage depth at the street inlet nodes within the model.
 - e) Verify the pond SWL and weir crest elevations are coordinated.
 - f) Include the detailed Morningside model into the conceptual stormwater model for the Holmwood Sector to properly analyze the boundary conditions.

TO: Growing Forward! Shaping Saskatoon Steering Committee
SUBJECT: Proposed Brighton Neighbourhood Concept Plan
DATE: March 27, 2014

This report is to provide an overview of the application of Growing Forward! Shaping Saskatoon *Principles for New Development* for the proposed Brighton Neighbourhood Concept Plan. The proposed Brighton Neighbourhood Concept Plan is the first neighbourhood to be developed in the Holmwood sector. A copy of the proposed concept plan is attached.

Application of Growing Forward! Shaping Saskatoon Principles

The proposed Brighton Neighbourhood Concept Plan has incorporated the Growing Forward! Shaping Saskatoon principles as outlined in the Bridging Document as follows:

Incorporate public transit	Transit routes are proposed along McOrmond Drive and along an internal collector. Higher density residential land uses as well as retail and mixed uses are proposed along the transit routes.
Street layout to support all road users	A complete streets design is proposed along McOrmond Drive and 8 th Street. The proposal has also been developed using a fused-grid system to promote connectivity within the neighbourhood for all mobility types.
Maximize opportunities for access to amenities	Amenities are proposed within walking distance for as many residents as possible. Examples include: <ul style="list-style-type: none"> • the Core Park is centrally located with school sites abutting it; • a transit route has been planned for along McOrmond Drive and a collector with higher density land uses abutting this transit route; • retail and mixed use land uses are planned for within the neighbourhood; and • the neighbourhood abuts the suburban centre to the east and is bounded by 8th Street to the south.
Design open spaces to provide connections to surrounding areas	The developer has incorporated a centrally located Core Park in addition to pocket parks and a linear park system. These parks provide both programming space and connectivity. Furthermore, the developer has proposed an amphitheatre as part of the Core Park design.
Promote affordability	The developer has incorporated a variety of residential land uses from single family to multi-unit residential.
Provide for employment opportunities within the community	Retail and mixed use land uses are planned for within the neighbourhood. Furthermore, the neighbourhood is bounded by 8 th Street to the south (a proposed BRT route) and the proposed suburban centre to the east.
Consider water and sewer capacity requirements	Water and sewer capacity requirements have been addressed in the review of the neighbourhood concept plan.
Strive to use green infrastructure for storm water management / Maintain or enhance existing environmental and historical features	The developer has worked in partnership with the City of Saskatoon on incorporating constructed wetlands into the design of the neighbourhood. The constructed wetlands will act as the stormwater management system and incorporate a trail network.

Below are the financial obligations for the Brighton Concept Plan:

Summary

Storm Ponds	City will reimburse the Developer for the storm ponding lands within the Brighton neighbourhood.
Fencing	Fencing reserve will fund up to the equivalent of a 1.8m chain link fence along Highway 5 and the CPR tracks.
Buffer Strip	Buffer strip reserve will fund external buffer strips and earth berms at 3.5m to 1 side slope up to 2.5m high required along Highway 5 and the CPR tracks.
Arterial Roadways	City will fund up to the normal standard of 4 lanes. Additional lanes will be funded by the Developer. Funding for swale requirements under review.
Signals and Signing	Street signing and traffic control reserve will fund up to a maximum of 3 traffic signals. Additional signals will be the responsibility of the Developer.
Highway 5 and McOrmond Interchange	Funding will be dependent on the City's ability to secure Urban Highway Connector Program funding as outlined below.
8 th Street / CPR Overpass	100% Developer cost.
Pedestrian Overpasses	100% Developer cost.

Detailed Description

Storm Ponds

- 1) The City has agreed to reimburse the Developer for the storm ponding lands within the Brighton neighbourhood. The reimbursement will be prorated between the percentage and timing required between Brighton and the second neighbourhood.
- 2) The Developer acknowledges that the City is reviewing the methodology for the reimbursement of Sanitary and Storm Sewer Trunk Sewers and will agree to the eventual conclusion for the reimbursement of those piping systems that will be considered Trunk Sewers.

Fencing

- 3) The fencing reserve will fund up to the equivalent of a 1.8m chain link fence along both Highway 5 and the CPR railway tracks.

Buffer Strip

- 4) The buffer strip reserve will fund external buffer strips as well as earth berms constructed at 3.5m to 1 side slope up to 2.5m high required along both Highway 5 and the CPR railway tracks. This standard does not preclude the Developer in being required to construct berms higher in locations where additional sound attenuation measures require the berm height to be adjusted.

Roadways

- 5) A number of arterial roadway cross sections have been provided. Cross Section "A" (page 66) is typical of our funded Class "A" Arterial roadway, however, additional lanes have been added including a 5m swale. The City will fund up to our normal standard of 4 lanes with the additional lanes funded by the Developer. Also, the swale design will need to be studied in more detail before funding can be considered.

The City will charge the Developer the full cost for additional lanes, double left turning bays and centre median treatment above our standard arterial cross section. The City agrees to administer a levy calculated within the Brighton neighbourhood to reimburse the Developer for this difference from funds collected.

- 6) The City will fund the four lanes depicted on Cross Sections "B" & "C" (page 66) to a conventional road standard. We will not fund the large swale design. The smaller swale design will require additional information which should indicate how this design is an improvement on our current design before funding will be considered. Also, no portion outside of the 2.0m boulevard constructed with fine grade and seed will be funded.

The City will charge the Developer the full cost for additional lanes, double left turning bays and centre median treatment above our standard arterial cross section. The City agrees to administer a levy calculated within the Brighton neighbourhood to reimburse the Developer for this difference from funds collected.

- 7) The 8th Street East Arterial Class "C" roadway will be funded to the City standard of 4 lanes. Additional lanes along this roadway are the developer's responsibility.

The City will charge the Developer the full cost for additional lanes, double left turning bays and centre median treatment above our standard arterial cross section. The City agrees to administer a levy calculated within the Brighton neighbourhood to reimburse the Developer for this difference from funds collected.

Signals and Signing

- 8) The street signing and traffic control reserve funds signing and signals within new neighbourhoods. This reserve will be able to fund a maximum of three traffic signals within the neighbourhood. Any remaining signal requirements will be the responsibility of the developer.

Funding for Offsite Services

- 9) The concept plan has provided information concerning the frontage yield within the neighbourhood. A low frontage yield restricts the amount of funding available for the construction of offsite services. Frontage for a number of zoning classifications will be provided by the Developer. (i.e. Retail, Low-Density Townhouses, etc.)

Development Phasing

- 10) The Developer will provide a development phasing map to match the current 3 year Development Plan.

Highway 5 and McOrmond Drive Interchange

- 11) This concept plan will require the construction of a grade separated interchange at Highway 5 and McOrmond Drive. Initially in the year 2015, intersection improvements will be required which must be directly funded by the developer. Later, as traffic demand increases, a grade separated interchange will be needed.

A portion of the interchange will be funded by the interchange levy. In addition to the levy the developer will be required to contribute to a fund based on their share of the estimated cost of the interchange on a per subdivision basis. At the time of construction the developer will be required to make up the balance of their share not previously invoiced. The developer will also be responsible for a 2 year period after the completion certificate for their share of all warranty claims that may occur.

The Developer acknowledges that the City intends on constructing an interchange at Highway 5 and McOrmond Drive based on the concept plan as submitted. Although timing for the construction of this interchange has yet to be finalized, the City and the Developer are currently working on a strategy to construct the interchange over the short term. The funding arrangement as outlined in the Financing Growth in the East Sector Report dated February 16, 2012, stated that the funding would be split based on:

Interchange levy – 32%
Urban Highway Connector Program – 47%
Developer Contribution – 21%

If the City is unable to secure the Urban Highway Connector funding, the Developer has agreed to immediately upon subdivision begin paying into a fund based on the following percentages subject to additional traffic analysis at this intersection:

Interchange levy – 32%
Developer - Brighton Neighbourhood – 28-33%
Developer – Western half of the Holmwood Suburban Centre – 18-23%
City – 12-22%

These percentages are based on a transportation model with assumptions concerning the utilization of the Highway 5 and McOrmond Drive intersection having consideration for the City's portion of costs prior to the establishment of an interchange levy. These percentages may be slightly altered depending on further review of traffic patterns within the area.

CPR Overpass

- 12) An overpass will be needed to accommodate access/egress from the neighbourhood at the CPR railway tracks and 8th Street. The Developer has agreed to complete the construction of a 6 lane overpass at their cost, which may be phased depending on timing of construction. If the Highway 5 and McOrmond interchange can be advanced to be complete by 2016, construction of this CPR overpass will occur by 2021.

The City will agree to administer a levy to partially reimburse the Developer from the collection of funds from a proportionate levy from other benefitting developers within a predetermined area. The City will use its best commercial efforts to collect a proportional levy from all property owners for the cost of the overpass upon subdivision from all non Dundee developments that are within the boundary of 8th Street north and approximately the current boundary of Zimmerman Road shown on the TIS as the next arterial roadway.

- 13) The Developer will be required to construct and maintain a temporary paved roadway extending to the CPR overpass mentioned above until such time as the McOrmond Drive and 8th Street arterial roadways are constructed.

Pedestrian Overpasses

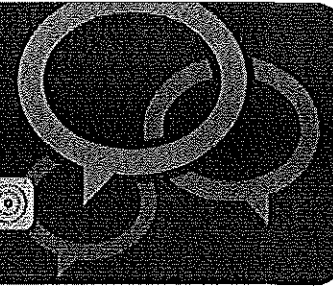
- 14) Two pedestrian overpasses have been indicated on the plan. These overpasses will be constructed and funded by the developer. The developer will be instructed to pay into a refundable levy for the future construction of the overpasses based on the frontage within the concept plan.

The City will agree to administer a levy to partially reimburse the Developer from the collection of funds from a proportionate levy from other benefitting developers within a predetermined area.



Shaping Saskatoon

Bridging to Tomorrow... for a 21st Century City



Project Name: Public Open House and Shaping Saskatoon
Proposed Brighton Neighbourhood Concept Plan

Applicant: Dundee Developments

File: PL. 4131-40

Community Engagement Summary

Project Description

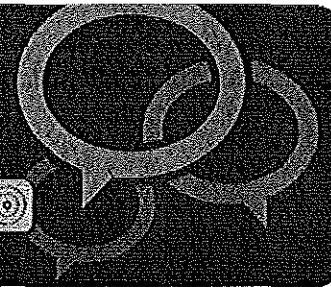
A public open house was held for the proposed Brighton Concept Plan. Information about the proposed Concept Plan was also posted on the Shaping Saskatoon online engagement tool (Shaping Saskatoon).

This proposed Concept Plan is the first neighbourhood to be developed in the Holmwood Sector. The proposed residential neighbourhood consists of a total land area of 350.83 ha / 866.87 ac. The neighbourhood is bounded on the west by the CPR rail line and College Park East neighbourhood, on the north by College Drive Street East, and on the east by agricultural lands.

The open house was held in the auditorium of the McClure United Church on March 13, 2014 from 5pm to 8pm. The Ward Councillor was in attendance.

Community Engagement Strategy

Purpose	To inform and consult. Participants were provided an overview of the proposal and an opportunity to ask questions of both City staff and the developer. Written comments were accepted at the open house and on Shaping Saskatoon for 2 weeks following the open house.
How will the information be used	Comments gathered from the open house and on Shaping Saskatoon will be used to inform the decision making process.
Tools used	Information boards were presented at the public open house and were posted on Shaping Saskatoon. Participants were given the opportunity to discuss the proposal with City staff and the developer. Comment sheets were provided at the open house. Comments could also be provided on Shaping Saskatoon for two weeks following the open house. Individuals could also provide comments to the Planning and Development Division directly (contact information was included on the public notices and on Shaping Saskatoon).
Notification	3786 public open house notices outlining the details of the proposal were sent to property owners as well as neighbouring property owners using Canada Post Admail as well as addressed mail. The Willowgrove / University Heights, Briarwood, College Park East and Arbor Creek / Erindale Community Associations were also notified. The open house and Shaping Saskatoon was also advertised in the Star Phoenix for two weeks prior to open house.



Summary of Community Engagement Feedback

Public Open House Attendees: 93 signed in

Written comments received at the Open House and on Shaping Saskatoon:

- 1) Bike Lanes : Bike lanes are a positive addition however, there were some concerns about bikes on McOrmond (busy road, appropriate for separated lane). Other comments about bike lanes included snow removal for bike lanes, ensuring appropriate provisions for those who are not comfortable cyclists, drainage that impedes bike lanes, using the child view approach to street design, special attention at intersections for cyclists, cycling route safety toward the downtown and the university, how are bike lanes incorporated beyond the neighbourhood, how will cyclists access businesses on other side of service roads (lanes should be on other side of boulevard). Saskatoon Cycles felt the design was passé and suggested use of the NACTO guide for complete streets.
- 2) Wetlands : Why were constructed wetlands used vs existing wetlands? Were the significant wetlands identified? How will drainage concerns be dealt with? Is there a need for insect control? How will water quality be controlled / monitored?
- 3) Road Design : Should consider pedestrian and bike circulation in centre median.
- 4) Zoning : Will the zoning be determined early and adhered to? (used Stonebridge as an example where there have been multiple changes)
- 5) Access : Need to consider more accesses in / out of the neighbourhood.
- 6) Timing / Event : Seemed more like a selling event then an information gathering event. Event should have been earlier in the process.
- 7) Passive solar gain not considered in design. City should be directing developers in this regard.
- 8) Transit : The plan needs to ensure appropriate transit opportunities are provided.

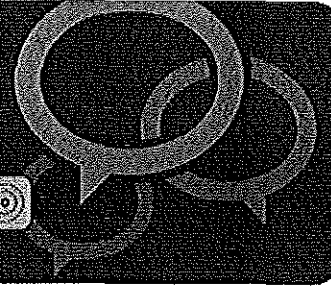
Next Steps

Action	Anticipated Timing
Planning and Development Report prepared and presented to Municipal Planning Commission (MPC). MPC reviews the proposal and recommends approval or denial to City Council.	May 6th
Public Notice – report prepared and Public Hearing date set. The Willowgrove / University Heights, Briarwood, College Park East and Arbor Creek / Erindale Community Associations, Community consultant, and the Ward Councillor will be provided with direct notice of the Public Hearing.	May 2nd
Public Hearing – Public Hearing conducted by City Council, with the opportunity provided for interested persons or groups to present. The proposal is considered together with the reports of the Planning and Development Division, MPC and any written or verbal submissions received by City Council.	May 20th
Council Decision – may approve or deny the proposal.	May 20th



Shaping Saskatoon

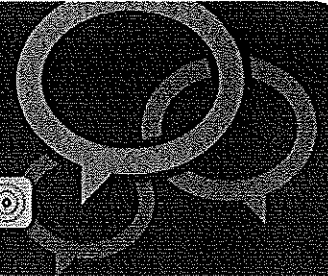
Bridging to Tomorrow... for a 21st Century City



Prepared by:

Christine Gutmann, Senior Planner
Planning and Development Division
March 19, 2014

Attachments: Notice of Public Open House



PUBLIC OPEN HOUSE

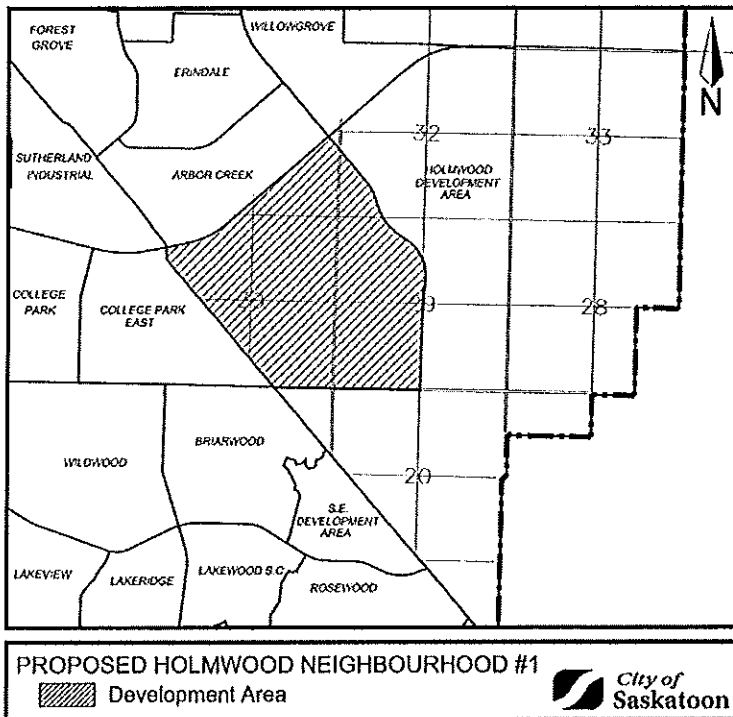
Holmwood Neighbourhood 1* Concept Plan

Thursday, March 13, 2014

5:00 - 8:00 PM (Come-and-Go)

Location: McClure United Church (Multi-Purpose Room)
4025 Taylor Street East

Holmwood Neighbourhood 1* is a new proposed residential neighbourhood, consisting of 826 acres, and is the first neighbourhood to be developed in the Holmwood Suburban Development Area. The neighbourhood is bounded on the west by the CPR rail line and College Park East neighbourhood, on the north by College Drive (Hwy. 5) and Arbor Creek neighbourhood, on the south by 8th Street East, and on the east by agricultural lands.



The neighbourhood has been designed to be walkable with amenities, transit and recreational open space in close proximity to residences. Neighbourhood elements will include constructed wetlands, a linear park system and a complete streets design concept for McOrmond Drive and 8th Street East. The neighbourhood will accommodate a variety of housing, including one-unit and semi-detached dwellings, low density townhouses, medium density multiple-unit dwellings, and mixed use development combining residential with retail, office, and service uses. Upon completion, the neighbourhood will be home to approximately 15,259 residents.

The open house will provide an opportunity to view the proposed Neighbourhood Concept Plan and to ask questions to City of Saskatoon staff and development partners.

Can't make the open house? Visit www.shapingsaskatoon.ca/discussions to view details of the concept plan and to share your thoughts. Details of the proposal will be made available online on March 13th.

*Please note: An official name for this neighbourhood has not yet been chosen.

For more information, please contact:
Christine Gutmann, Senior Planner
Planning & Development Division, Community Services Department, City of Saskatoon
222-3rd Avenue North Saskatoon, SK S7K 0J5
Email: christine.gutmann@saskatoon.ca PH: (306) 975-2993 Fax: (306) 975-7712



City of
Saskatoon
Office of the City Clerk

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

May 9, 2014

City Clerk

Dear City Clerk:

**Re: Municipal Planning Commission Report for Public Hearing
 Proposed Brighton Concept Plan
 (File No. CK. 4110-46)**

The Municipal Planning Commission considered a report of the Community Services Department, dated April 24, 2014, with respect to the above proposed Concept Plan and supports the following recommendation:

“that the proposed Brighton Neighbourhood Concept Plan be approved subject to the following:

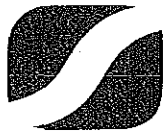
- 1) that the developer revise the Concept Plan to provide for lanes for all residential lots fronting on collector streets where no lay-by exists in front, to the satisfaction of the Transportation and Utilities Department; and
- 2) that prior to the approval of any subdivision for lands that include a ten metre right-of-way, the Developer provide a ten metre right-of-way cross section to the satisfaction of the Transportation and Utilities Department.”

Yours truly,

A handwritten signature in cursive script that reads "Elaine Long".

Elaine Long, Secretary
Municipal Planning Commission

EL:sj



City of
Saskatoon
Office of the City Clerk

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

May 15, 2014

City Clerk

Dear City Clerk:

**Re: Planning and Operations Committee for Public Hearing
Proposed Brighton Concept Plan
(File No. CK. 4110-46)**

The Planning and Operations Committee has considered a report of the General Manager, Community Services Department, dated April 24, 2014, with respect to the above proposed concept plan and supports the following recommendation:

that the proposed Brighton Neighbourhood Concept Plan be approved subject to the following:

- 1) that the Developer revise the Concept Plan to provide for lanes for all residential lots fronting on collector streets where no lay-by exists in front, to the satisfaction of the Transportation and Utilities Department; and
- 2) that prior to the approval of any subdivision for lands that include a ten metre right-of-way, the Developer provide a ten metre right-of-way cross section to the satisfaction of the Transportation and Utilities Department.

Your Committee respectfully requests that the above report be considered by City Council at the time the proposed Brighton Concept Plan is before City Council.

Yours truly,

A handwritten signature in cursive script that reads "Elaine Long".

Elaine Long, Secretary
Planning and Operations Committee

:el

PUBLIC NOTICE

PROPOSED BRIGHTON NEIGHBOURHOOD CONCEPT PLAN

Saskatoon City Council will consider a Neighbourhood Concept Plan for the Brighton Neighbourhood, submitted by Dundee Developments.

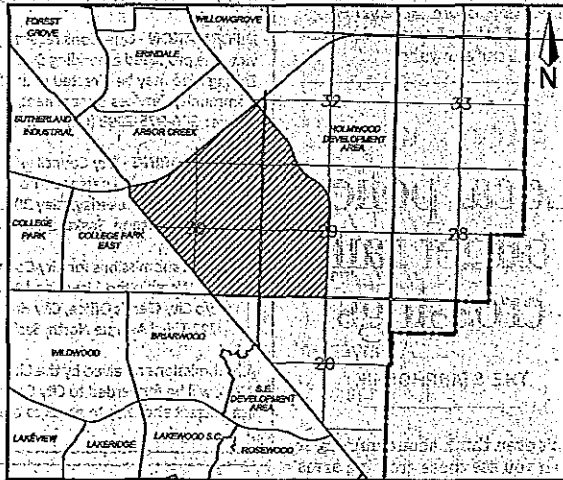
Brighton is a proposed residential neighbourhood consisting of 866 acres, and is the first neighbourhood to be developed in the Holmwood Suburban Development Area. The neighbourhood is bounded on the west by the CPR rail line and College Park East neighbourhood, on the north by College Drive (Hwy. 5) and Arbor Creek neighbourhood, on the south by 8th Street East, and on the east by agricultural lands.

The neighbourhood has been designed to be walkable, with amenities, transit and recreational open space in close proximity to residences.


Neighbourhood elements will include constructed wetlands, a linear park system and a complete streets design concept for McOrmond Drive and 8th Street East. The neighbourhood will accommodate a variety of housing, including one-unit and semi-detached dwellings, low density townhouses, medium density multiple-unit dwellings, and mixed use development combining residential with retail, office, and service uses. Upon completion, the neighbourhood will be home to approximately 15,500 residents.

A Neighbourhood Concept Plan is intended to establish a conceptual framework for the development of a particular neighbourhood with established design, land use and servicing principles. The Brighton Neighbourhood Concept Plan, if approved, will provide City Council, civic administration, utility agencies, school divisions, and developers with a comprehensive representation of the intended final product upon which to base future discussions and decisions respecting issues such as servicing, development and marketing.

Approval of this Neighbourhood Concept Plan will enable the developer to begin the servicing, subdivision and sale of land.



PROPOSED BRIGHTON NEIGHBOURHOOD

 Development Area



INFORMATION - Questions regarding the proposal may be directed to the following:
Community Services Department, Planning and Development
Phone: 306-975-2993 (Christine Gutmann)

PUBLIC HEARING - City Council will hear all submissions on the proposal and all persons who are present at the City Council meeting and wish to speak on Tuesday, May 20, 2014 at 6:00 p.m. in Council Chambers, City Hall, Saskatoon, Saskatchewan.

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

All submissions received by the City Clerk by 10:00 a.m. on Tuesday, May 20, 2014 will be forwarded to City Council. City Council will also hear all persons who are present and wish to speak to the proposed Concept Plan.

PUBLIC NOTICE
PROPOSED BRIGHTON NEIGHBOURHOOD CONCEPT PLAN

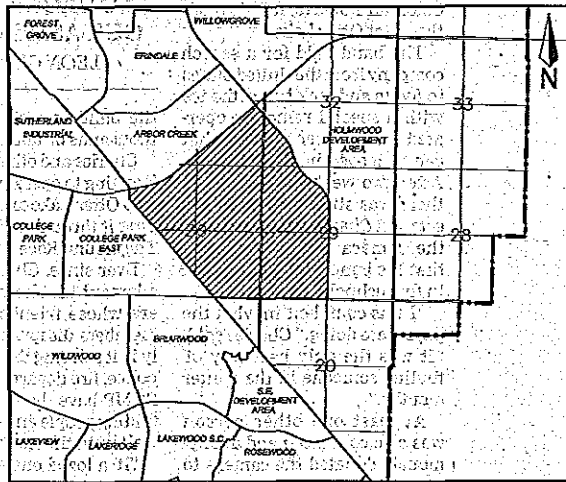
Saskatoon City Council will consider a Neighbourhood Concept Plan for the Brighton Neighbourhood, submitted by Dundee Developments.

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A Neighbourhood Concept Plan is intended to establish a conceptual framework for the development of a particular neighbourhood within established design, land use and servicing principles. The Brighton Neighbourhood Concept Plan, if approved, will provide City Council, civic administration, utility agencies, school divisions, and developers with a comprehensive representation of the intended final product upon which to base future discussions and decisions respecting issues such as servicing, development and marketing.

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PROPOSED BRIGHTON NEIGHBOURHOOD
Development Area City of Saskatoon

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222 Third Avenue North, Saskatoon SK S7K 0J5

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3.c)

BYLAW NO. 9185

The Official Community Plan Amendment Bylaw, 2014 (No. 3)

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as *The Official Community Plan Amendment Bylaw, 2014 (No. 3)*.


Purpose

2. The purpose of this Bylaw is to amend the Official Community Plan to change the land use designation of the land described in the Bylaw as follows:
 - (a) from Saskatoon Planning District Development Plan Bylaw No. 75/95 to Residential;
 - (b) from Saskatoon Planning District Development Plan Bylaw No. 75/95 to District Commercial; and
 - (c) from Saskatoon Planning District Development Plan Bylaw No. 75/95 to Arterial Commercial.

Official Community Plan Amended

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


Saskatoon Planning District Development Plan Bylaw No. 75/95 to Residential

4. The Land Use Map, which forms part of the Official Community Plan, is amended to change the land use designation of the land described in this Section and shown as  on Appendix "A" to this Bylaw from Saskatoon Planning District Development Plan Bylaw No. 75/95 to Residential:
 - (a) Portion of Surface Parcel No. 1144865985
Legal Land Description: SE 29-36-04-3 Ext 124
As described on Certificate of Title 133282010


- (b) Surface Parcel No. 131794049
Legal Land Description: Parcel A – Plan 61S03694 Ext 3
As described on Certificate of Title 136577302
- (c) Surface Parcel No. 118554914
Legal Land Description: Parcel F – Plan 90S21602 Ext 0
As described on Certificate of Title 130026327
- (d) Surface Parcel No. 118554925
Legal Land Description: Parcel E – Plan 90S21602 Ext 0
As described on Certificate of Title 130026462
- (e) Surface Parcel No. 135699722
Legal Land Description: LSD 11 NW 29-36-04-3 Ext 28
As described on Certificate of Title 110024154
- (f) Surface Parcel No. 135699744
Legal Land Description: LSD 12 NW 29-36-04-3 Ext 29
As described on Certificate of Title 110024176
- (g) Portion of Surface Parcel No. 118512187
Legal Land Description: NE 29-36-04-3 Ext 0
As described on Certificate of Title 137090088
- (h) Surface Parcel No. 131794027
Legal Land Description: SW 29-36-04-3 Ext 2
As described on Certificate of Title 109328104
- (i) Surface Parcel No. 135910638
Legal Land Description: LSD 13 NW 29-36-04-3 Ext 69
As described on Certificate of Title 142402531
- (j) Portion of Surface Parcel No. 135910650
Legal Land Description: LSD 14 NW 29-36-04-3 Ext 70
As described on Certificate of Title 142402542
- (k) Surface Parcel No. 118555959
Legal Land Description: SE 30-36-04-3 Ext 0
As described on Certificate of Title 137429398
- (l) Surface Parcel No. 118555960
Legal Land Description: SW 30-36-04-3 Ext 0
As described on Certificate of Title 137429400

- (m) Surface Parcel No. 131615535
Legal Land Description: NE 30-36-04-3 Ext 0
As described on Certificate of Title 134253806
- (n) Surface Parcel No. 118525260
Legal Land Description: NW 30-36-04-3 Ext 0
As described on Certificate of Title 136192709
- (o) Portion of Surface Parcel No. 144883086
Legal Land Description: Parcel B – Plan 00SA23204 Ext 1
As described on Certificate of Title 142400090
- (p) Surface Parcel No. 161665083
Legal Land Description: Parcel B – Plan 101897062 Ext 0
As described on Certificate of Title 131285718
- (q) Portion of Surface Parcel No. 118555049
Legal Land Description: Parcel C – Plan 69S21387 Ext 0
As described on Certificate of Title 108989588
- (r) Portion of Surface Parcel No. 161665061
Legal Land Description: Parcel A – Plan 101897062 Ext 0
As described on Certificate of Title 131121784
- (s) Portion of Surface Parcel No. 161665072
Legal Land Description: Parcel X – Plan 01SA27946 Ext 2
As described on Certificate of Title 131121852
- (t) Portion of Surface Parcel No. 144883075
Legal Land Description: Parcel A – Plan 94S05078 Ext 1
As described on Certificate of Title 142402564
- (u) Portion of Surface Parcel No. 135910694
Legal Land Description: SW 32-36-04-3 Ext 73
As described on Certificate of Title 142402553

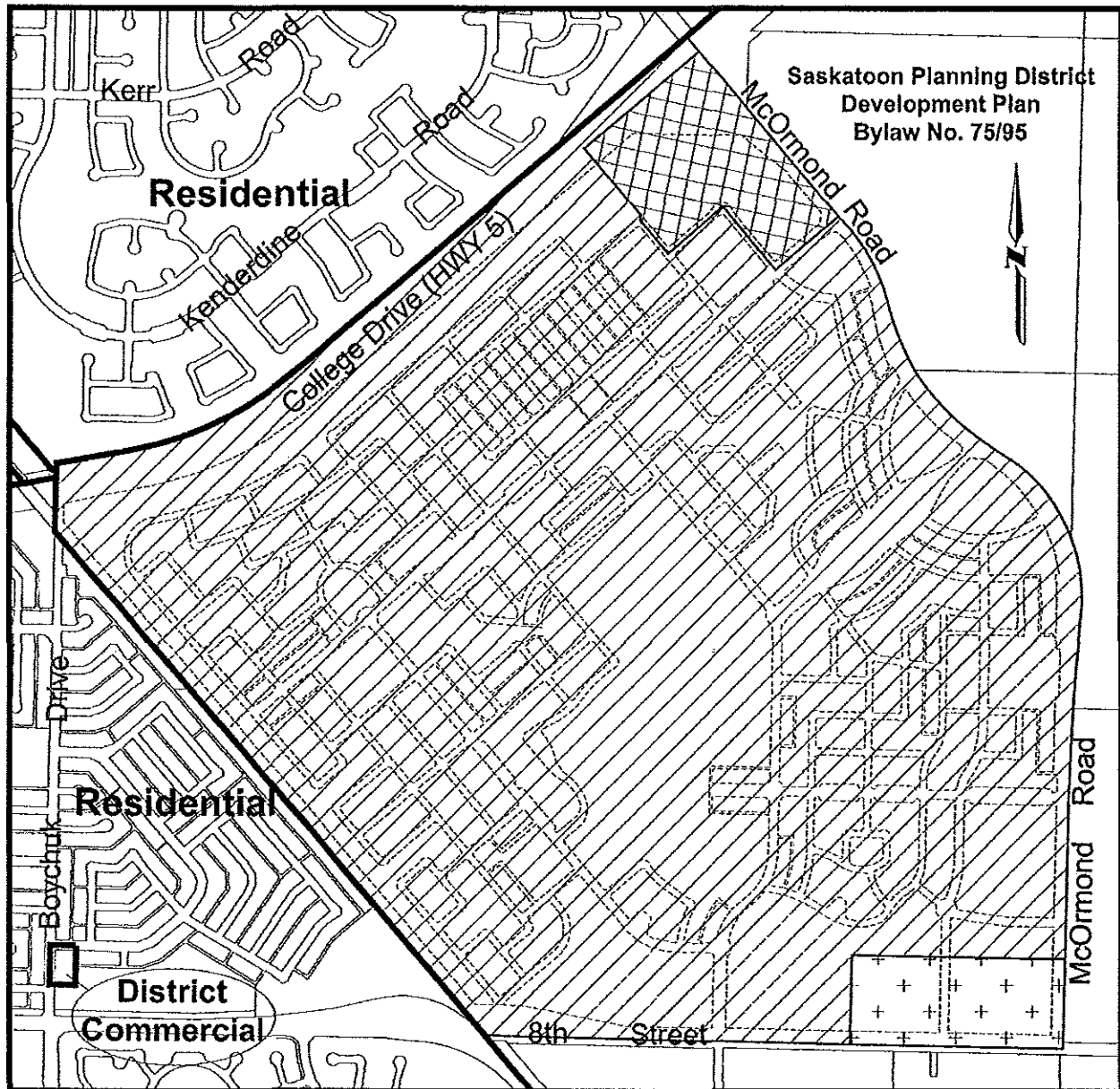
**Saskatoon Planning District Development Plan Bylaw No. 75/95
to District Commercial**

5. The Land Use Map, which forms part of the Official Community Plan, is amended to change the land use designation of the land described in this Section and shown as  on Appendix "A" to this Bylaw from Saskatoon Planning District Development Plan Bylaw No. 75/95 to District Commercial:
- (a) Portion of Surface Parcel No. 161665061
Legal Land Description: Parcel A – Plan 101897062 Ext 0
As described on Certificate of Title 131121784
 - (b) Portion of Surface Parcel No. 161665072
Legal Land Description: Parcel X – Plan 01SA27946 Ext 2
As described on Certificate of Title 131121852
 - (c) Portion of Surface Parcel No. 144883075
Legal Land Description: Parcel A – Plan 94S05078 Ext 1
As described on Certificate of Title 142402564
 - (d) Portion of Surface Parcel No. 135910694
Legal Land Description: SW 32-36-04-3 Ext 73
As described on Certificate of Title 142402553

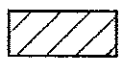

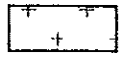
**Saskatoon Planning District Development Plan Bylaw No. 75/95
to Arterial Commercial**

6. The Land Use Map, which forms part of the Official Community Plan, is amended to change the land use designation of the land described in this Section and shown as  on Appendix "A" to this Bylaw from Saskatoon Planning District Development Plan Bylaw No. 75/95 to Arterial Commercial:
- (a) Surface Parcel No. 131794173
Legal Land Description: Parcel H – Plan 02SA09095 Ext 0
As described on Certificate of Title 143955298
 - (b) Surface Parcel No. 131794151
Legal Land Description: Parcel G – Plan 02SA09095 Ext 0
As described on Certificate of Title 143955287
 - (c) Surface Parcel No. 131630475
Legal Land Description: Parcel AA – Plan 101446118 Ext 4
As described on Certificate of Title 108989601

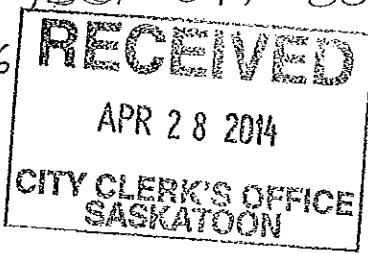
Appendix "A" to Bylaw No. 9185



AMENDMENT TO THE OFFICIAL COMMUNITY PLAN LAND USE MAP

-  From Saskatoon Planning District Development Plan Bylaw No. 75/95 to Residential
-  From Saskatoon Planning District Development Plan Bylaw No. 75/95 to District Commercial
-  From Saskatoon Planning District Development Plan Bylaw No. 75/95 to Arterial Commercial

x 4-110-46



TO: Secretary, Municipal Planning Commission
 FROM: General Manager, Community Services Department
 DATE: April 16, 2014
 SUBJECT: Proposed Official Community Plan Amendment and Zoning Bylaw
 Amendment - Brighton Neighbourhood
 FILE NO.: PL 4115-OCP7/14 and PL 4350-Z8/14

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

- 1) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to the Official Community Plan Bylaw No. 8769 – Land Use Map, to redesignate the properties identified in the attached Location Plan - Official Community Plan – Land Use Map amendment, be approved; and
- 2) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770, to rezone the properties identified in the attached Location Plan – Zoning Bylaw No. 8770 amendment, be approved.

TOPIC AND PURPOSE

The purpose of this report is to consider an application from Dundee Developments to amend the Official Community Plan Bylaw No. 8769 (OCP) – Land Use Map and Zoning Bylaw No. 8770 to allow for development consistent with the Brighton Neighbourhood Concept Plan (Concept Plan).

REPORT HIGHLIGHTS

1. The proposed amendments to the OCP – Land Use Map and Zoning Bylaw No. 8770 will accommodate the development of the Brighton neighbourhood in a manner that is consistent with the Concept Plan.
2. The proposed OCP – Land Use Map amendment will redesignate the lands to "Residential", "Arterial Commercial", and "District Commercial".
3. The proposed Zoning Bylaw No. 8770 amendment will rezone the lands to "Future Urban Development".

STRATEGIC GOAL

Under the Strategic Goal of Sustainable Growth, this report supports the creation of complete communities in new neighbourhoods that feature employment opportunities, main streets, suburban centres, and greater connectivity, both internally and externally. It also ensures that new commercial areas include parks, paths, and routes that encourage walking, cycling, and transit use.

BACKGROUND

On April 16, 2012, City Council approved the Holmwood Sector Plan. The vision for the sector is to develop interconnected, human-scale neighbourhoods featuring a variety of housing forms and a mixture of land uses, along with a high-quality employment area and vibrant mixed-use Suburban Centre. Brighton is the first neighbourhood to be developed within the Holmwood Sector. The neighbourhood is primarily a private development with Dundee Developments as the lead developer.

REPORT

Brighton Concept Plan

During its May 20, 2014 meeting, City Council will consider an application from Dundee Developments to approve the Concept Plan. The proposed amendments to the OCP – Land Use Map and Zoning Bylaw No. 8770 will accommodate the development of the Brighton neighbourhood in a manner that is consistent with the Concept Plan.

OCP – Land Use Map Amendment

An OCP – Land Use Map amendment is required in order to accommodate the Concept Plan. Redesignation of the subject lands to “Residential”, “District Commercial”, and “Arterial Commercial” will be required. The proposed Location Plan – OCP – Land Use Map amendment is included in Attachment 1. The Brighton neighbourhood will mainly be comprised of Residential use, however, as the neighbourhood is developed, further amendments may be necessary to fully implement the neighbourhood Concept Plan.

Zoning Bylaw No. 8770 Amendment

A zoning bylaw amendment is required in order to accommodate the Concept Plan. The lands will initially be rezoned to “Future Urban Development”. The proposed Location Plan – Zoning Bylaw No. 8770 amendment is included in Attachment 2. Further refinements to the zoning districts needed for various types of residential, commercial, and mixed use developments will be brought forward as the neighbourhood is developed.

Comments from Other Divisions and Agencies

Consultation with other divisions and agencies occurred through the circulation of the Concept Plan. Comments from other divisions and agencies are included in the companion report from the General Manager, Community Services Department, Proposed Brighton Concept Plan, April 16, 2014.

OPTIONS TO THE RECOMMENDATION

City Council could deny the proposed OCP – Land Use Map amendment and Zoning Bylaw No. 8770 amendment. This option would preclude the implementation of the Concept Plan and delay development within the Brighton neighbourhood.

POLICY IMPLICATIONS

There are no policy implications related to this application.

FINANCIAL IMPLICATIONS

There are no financial implications related to the OCP – Land Use Map amendment and Zoning Bylaw No. 8770 amendment.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

A public open house was held on March 13, 2014, for the proposed Concept Plan. The proposed OCP – Land Use Map was also presented at the public open house. The Community Engagement Project Summary has been included in Attachment 3. It has been noted that there were no significant objections received from the open house engagement which would prevent proceeding to the public hearing stage.

COMMUNICATION PLAN

Public hearing notices will be advertised two weeks prior to City Council's meeting date. No further consultation is planned beyond the stakeholder involvement noted above.

ENVIRONMENTAL IMPLICATIONS

No environmental and/or greenhouse gas implications have been identified at this time. However, it should be noted that the Brighton neighbourhood has been designed with specific elements to support more effective transit service. For example, density of development is located adjacent to the main transit route, which should help to increase ridership and reduce car dependency.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review was conducted as part of the Concept Plan administrative review process. Comments and concerns identified in that review were addressed and mitigated before moving the proposed Concept Plan forward for City Council's approval.

PUBLIC NOTICE


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

ATTACHMENTS

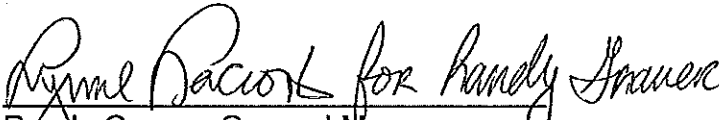
1. Location Plan – OCP – Land Use Map Amendment
2. Location Plan – Zoning Bylaw No. 8770 Amendment
3. Community Engagement Project Summary

Written by: Christine Gutmann, Senior Planner

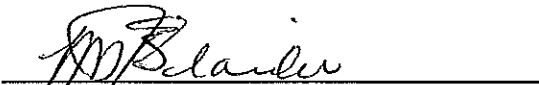
Reviewed by:


 Alan Wallace
 Director of Planning and Development

Approved by:

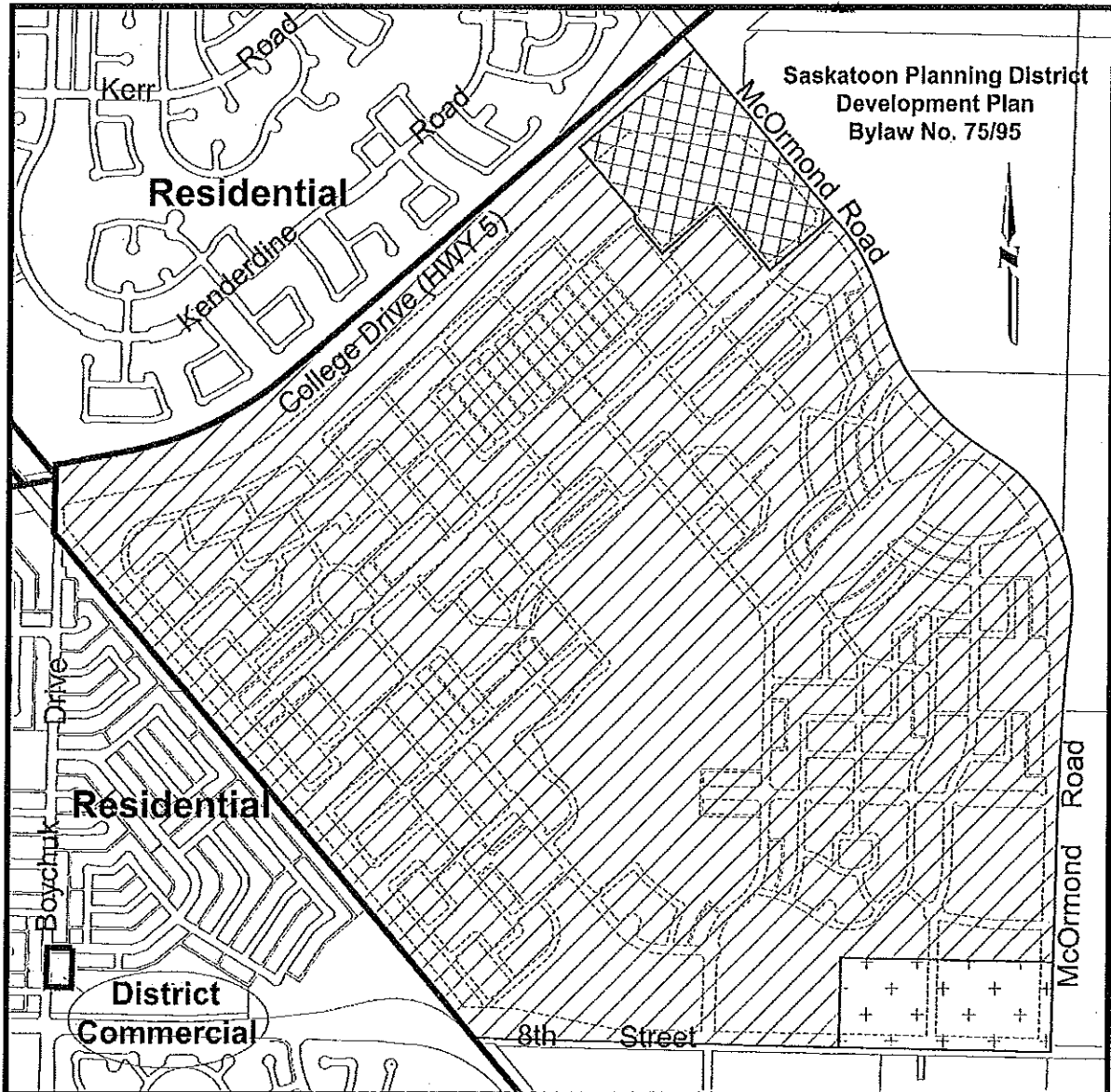

 Randy Grauer, General Manager
 Community Services Department
 Dated: April 24/2014

Approved by:



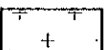

 Murray Totland, City Manager

Dated: April 24/14.

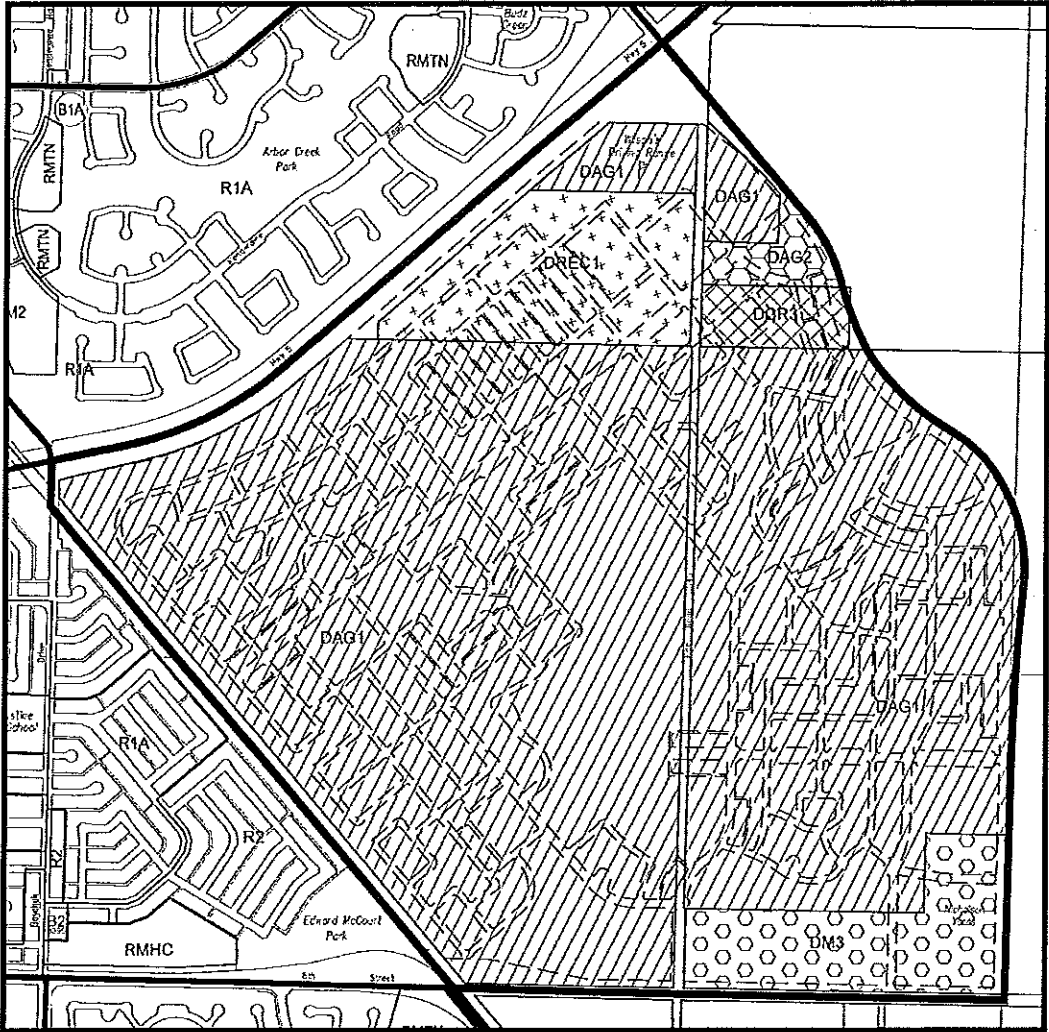
Location Plan – OCP – Land Use Map Amendment



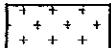
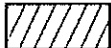



AMENDMENT TO THE OFFICIAL COMMUNITY PLAN
LAND USE MAP

-  From Saskatoon Planning District Development Plan Bylaw No. 75/95 to Residential
-  From Saskatoon Planning District Development Plan Bylaw No. 75/95 to District Commercial
-  From Saskatoon Planning District Development Plan Bylaw No. 75/95 to Arterial Commercial

Location Plan – Zoning Bylaw No. 8770 Amendment

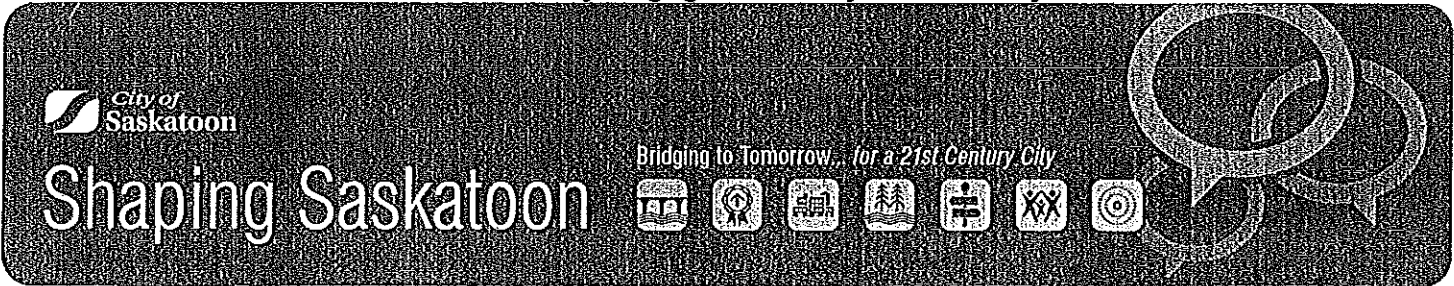


REZONING

-  From DREC1 to FUD
-  From DAG1 to FUD
-  From DAG2 to FUD
-  From DCR3 to FUD
-  From DM3 to FUD



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Project Name: Public Open House and Shaping Saskatoon
Proposed Brighton Neighbourhood Concept Plan
Applicant: Dundee Developments
File: PL. 4131-40

Community Engagement Summary

Project Description

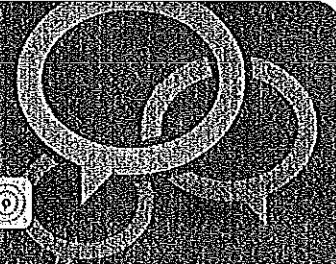
A public open house was held for the proposed Brighton Concept Plan. Information about the proposed Concept Plan was also posted on the Shaping Saskatoon online engagement tool (Shaping Saskatoon).

This proposed Concept Plan is the first neighbourhood to be developed in the Holmwood Sector. The proposed residential neighbourhood consists of a total land area of 350.83 ha / 866.87 ac. The neighbourhood is bounded on the west by the CPR rail line and College Park East neighbourhood, on the north by College Drive Street East, and on the east by agricultural lands.

The open house was held in the auditorium of the McClure United Church on March 13, 2014 from 5pm to 8pm. The Ward Councillor was in attendance.

Community Engagement Strategy

Purpose	To inform and consult. Participants were provided an overview of the proposal and an opportunity to ask questions of both City staff and the developer. Written comments were accepted at the open house and on Shaping Saskatoon for 2 weeks following the open house.
How will the information be used	Comments gathered from the open house and on Shaping Saskatoon will be used to inform the decision making process.
Tools used	Information boards were presented at the public open house and were posted on Shaping Saskatoon. Participants were given the opportunity to discuss the proposal with City staff and the developer. Comment sheets were provided at the open house. Comments could also be provided on Shaping Saskatoon for two weeks following the open house. Individuals could also provide comments to the Planning and Development Division directly (contact information was included on the public notices and on Shaping Saskatoon).
Notification	3786 public open house notices outlining the details of the proposal were sent to property owners as well as neighbouring property owners using Canada Post Admail as well as addressed mail. The Willowgrove / University Heights, Briarwood, College Park East and Arbor Creek / Erindale Community Associations were also notified. The open house and Shaping Saskatoon was also advertised in the Star Pheonix for two weeks prior to open house.



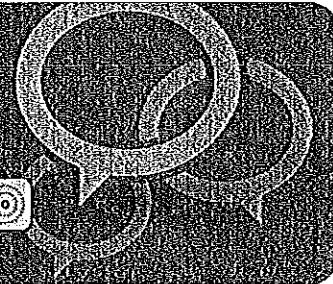
Summary of Community Engagement Feedback
Public Open House Attendees: 93 signed in

Written comments received at the Open House and on Shaping Saskatoon:

- 1) Bike Lanes : Bike lanes are a positive addition however, there were some concerns about bikes on McOrmond (busy road, appropriate for separated lane). Other comments about bike lanes included snow removal for bike lanes, ensuring appropriate provisions for those who are not comfortable cyclists, drainage that impedes bike lanes, using the child view approach to street design, special attention at intersections for cyclists, cycling route safety toward the downtown and the university, how are bike lanes incorporated beyond the neighbourhood, how will cyclists access businesses on other side of service roads (lanes should be on other side of boulevard). Saskatoon Cycles felt the design was passé and suggested use of the NACTO guide for complete streets.
- 2) Wetlands : Why were constructed wetlands used vs existing wetlands? Were the significant wetlands identified? How will drainage concerns be dealt with? Is there a need for insect control? How will water quality be controlled / monitored?
- 3) Road Design : Should consider pedestrian and bike circulation in centre median.
- 4) Zoning : Will the zoning be determined early and adhered to? (used Stonebridge as an example where there have been multiple changes)
- 5) Access : Need to consider more accesses in / out of the neighbourhood.
- 6) Timing / Event : Seemed more like a selling event then an information gathering event. Event should have been earlier in the process.
- 7) Passive solar gain not considered in design. City should be directing developers in this regard.
- 8) Transit : The plan needs to ensure appropriate transit opportunities are provided.

Next Steps

Action	Anticipated Timing
Planning and Development Report prepared and presented to Municipal Planning Commission (MPC). MPC reviews the proposal and recommends approval or denial to City Council.	May 6th
Public Notice – report prepared and Public Hearing date set. The Willowgrove / University Heights, Briarwood, College Park East and Arbor Creek / Erindale Community Associations, Community consultant, and the Ward Councillor will be provided with direct notice of the Public Hearing.	May 2nd
Public Hearing – Public Hearing conducted by City Council, with the opportunity provided for interested persons or groups to present. The proposal is considered together with the reports of the Planning and Development Division, MPC and any written or verbal submissions received by City Council.	May 20th
Council Decision – may approve or deny the proposal.	May 20th



PUBLIC OPEN HOUSE

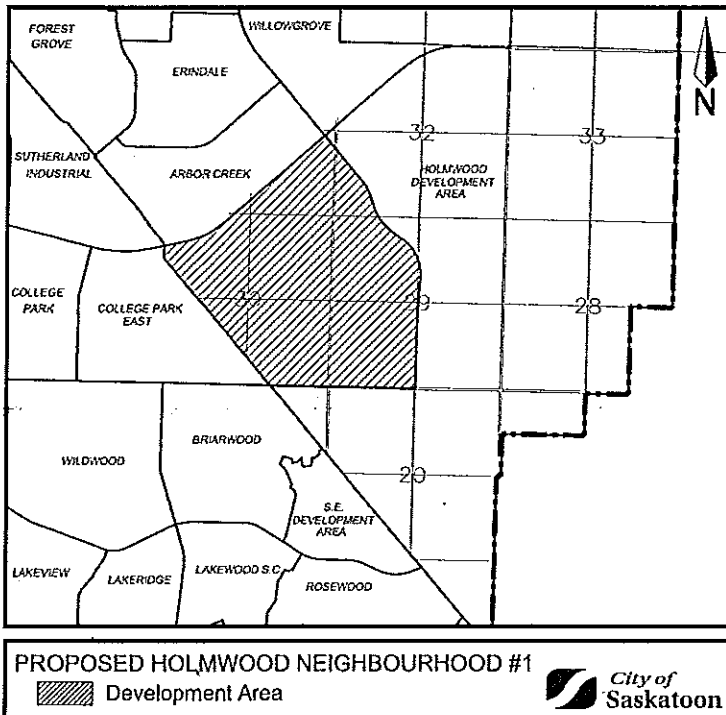
Holmwood Neighbourhood 1* Concept Plan

Thursday, March 13, 2014

5:00 - 8:00 PM (Come-and-Go)

Location: McClure United Church (Multi-Purpose Room)
4025 Taylor Street East

Holmwood Neighbourhood 1* is a new proposed residential neighbourhood, consisting of 826 acres, and is the first neighbourhood to be developed in the Holmwood Suburban Development Area. The neighbourhood is bounded on the west by the CPR rail line and College Park East neighbourhood, on the north by College Drive (Hwy. 5) and Arbor Creek neighbourhood, on the south by 8th Street East, and on the east by agricultural lands.



The neighbourhood has been designed to be walkable with amenities, transit and recreational open space in close proximity to residences. Neighbourhood elements will include constructed wetlands, a linear park system and a complete streets design concept for McOrmond Drive and 8th Street East. The neighbourhood will accommodate a variety of housing, including one-unit and semi-detached dwellings, low density townhouses, medium density multiple-unit dwellings, and mixed use development combining residential with retail, office, and service uses. Upon completion, the neighbourhood will be home to approximately 15,259 residents.

The open house will provide an opportunity to view the proposed Neighbourhood Concept Plan and to ask questions to City of Saskatoon staff and development partners.

Can't make the open house? Visit www.shapingsaskatoon.ca/discussions to view details of the concept plan and to share your thoughts. Details of the proposal will be made available online on March 13th.

*Please note: An official name for this neighbourhood has not yet been chosen.

For more information, please contact:
Christine Gutmann, Senior Planner
Planning & Development Division, Community Services Department, City of Saskatoon
222-3rd Avenue North Saskatoon, SK S7K 0J5
Email: christine.gutmann@saskatoon.ca PH: (306) 975-2993 Fax: (306) 975-7712



City of
Saskatoon
Office of the City Clerk

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

May 9, 2014

City Clerk

Dear City Clerk:

**Re: Municipal Planning Commission Report for Public Hearing
Proposed Official Community Plan Amendment and
Zoning Bylaw Amendment – Brighton Neighbourhood
(File No. CK. 4351-014-005, CK. 4110-46)**

The Municipal Planning Commission considered a report of the Community Services Department, dated April 16, 2014, with respect to the above proposed Official Community Plan Amendment and Zoning Bylaw Amendment and supports the following recommendation:

- "1) that the proposed amendment to Official Community Plan Bylaw 8769 - Land Use Map, to redesignate the properties identified in the Location Plan – Official Community Plan – Land Use Map amendment, attached to the report of the General Manager, Community Services Department, dated April 16, 2014, be approved; and
- 2) that the proposed amendment to Zoning Bylaw 8770, to rezone the properties identified in the Location Plan – Zoning Bylaw 8770 amendment, attached to the report of the General Manager, Community Services Department, dated April 16, 2014, be approved."

Yours truly,

A handwritten signature in cursive script that reads "Elaine Long".

Elaine Long, Secretary
Municipal Planning Commission

EL:sj

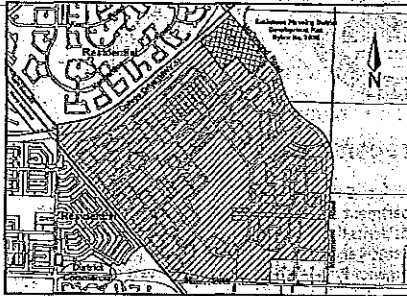
**THE STARPHOENIX, SATURDAY, MAY 3, 2014 and
SUNDAY PHOENIX, MAY 4, 2014**

**OFFICIAL COMMUNITY
PLAN NOTICE
BRIGHTON NEIGHBOURHOOD**




**PROPOSED AMENDMENT TO THE OFFICIAL
COMMUNITY PLAN – LAND USE POLICY MAP
BYLAW NO. 9185**

Saskatoon City Council will consider an amendment to the Official Community Plan, Bylaw No. 8769. By way of Bylaw No 9185, The Official Community Plan Amendment Bylaw 2014 (No. 3), the property shown in the map below will be reclassified from Saskatoon Planning District Development Plan Bylaw No. 75/95 to Residential, District Commercial and Arterial Commercial land uses within the Official Community Plan Land Use Map.

REASON FOR THE AMENDMENT – The proposed Official Community Plan Land Use Map amendment will accommodate the Brighton Neighbourhood Concept Plan. Brighton is the first neighbourhood to be developed in the Holmwood Sector. The neighbourhood will mainly be comprised of residential uses, with some district and arterial commercial uses. As the neighbourhood is developed, further amendments may be necessary to fully implement the Neighbourhood Concept Plan.



**PROPOSED AMENDMENT TO THE OFFICIAL COMMUNITY PLAN –
LAND USE MAP**

-  From Saskatoon Planning District Development Plan Bylaw No. 75/95 to Residential
-  From Saskatoon Planning District Development Plan Bylaw No. 75/95 to District Commercial
-  From Saskatoon Planning District Development Plan Bylaw No. 75/95 to Arterial Commercial

City of Saskatoon

LEGAL DESCRIPTION – Portions of Sections 29, 30, 31 and 32, Twp. 36, Rge 4, W3M

INFORMATION – Questions regarding the proposed amendment or requests to view the proposed amending Bylaw, the City of Saskatoon Zoning Bylaw and Zoning Map may be directed to the following without charge:
Community Services Department
Planning and Development
Phone: 306-975-2993 (Christine Gutmann)

PUBLIC HEARING – City Council will hear all submissions on the proposed amendment, and all persons who are present at the City Council meeting and wish to speak on Tuesday, May 20, 2014, at 6:00 p.m. in City Council Chamber, City Hall, Saskatoon, Saskatchewan.

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

All submissions received by the City Clerk by 10:00 a.m. on Tuesday, May 20, 2014, will be forwarded to City Council. City Council will also hear all persons who are present and wish to speak to the proposed Bylaw.

3. d)

BYLAW NO. 9186

The Zoning Amendment Bylaw, 2014 (No. 9)

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as *The Zoning Amendment Bylaw, 2014 (No. 9)*.

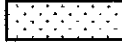
Purpose

2. The purpose of this Bylaw is to amend the Zoning Bylaw to rezone the lands formerly part of the Saskatoon Planning District Development Plan Bylaw No. 75/95 and as described in the Bylaw from a DREC1- Recreational 1 District, a DAG1 – Agricultural 1 District, a DAG2 – Agricultural 2 District, a DCR3 – Country Residential 3 Overlay District and a DM3 – Rural Industrial 3 District, respectively, to an FUD District.


Zoning Bylaw Amended

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

DREC1 – Recreational 1 District to FUD District

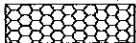
4. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown  on Appendix "A" to this Bylaw from a DREC1 - Recreational 1 District to an FUD District:
 - (a) Surface Parcel No. 161665083
Legal Land Description: Parcel B – Plan 101897062 Ext 0
As described on Certificate of Title 131285718;
and,
 - (b) Surface Parcel No. 161665061
Legal Land Description: Parcel A – Plan 101897062 Ext 0
As described on Certificate of Title 131121784.

DAG1 – Agricultural 1 District to FUD District


5. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown  on Appendix "A" to this Bylaw from a DAG1- Agricultural 1 District to an FUD District:
- (a) Portion of Surface Parcel No. 114865985
Legal Land Description: SE 29-36-04-3 Ext 124
As described on Certificate of Title 133282010;
 - (b) Portion of Surface Parcel No. 118512187
Legal Land Description: NE 29-36-04-3 Ext 0
As described on Certificate of Title 137090088;
 - (c) Surface Parcel No. 131794027
Legal Land Description: SW 29-36-04-3 Ext 2
As described on Certificate of Title 109328104;
 - (d) Surface Parcel No. 135699722
Legal Land Description: LSD 11 NW 29-36-04-3 Ext 28
As described on Certificate of Title 110024154;
 - (e) Surface Parcel No. 135699744
Legal Land Description: LSD 12 NW 29-36-04-3 Ext 29
As described on Certificate of Title 110024176;
 - (f) Surface Parcel No. 135910638
Legal Land Description: LSD 13 NW 29-36-04-3 Ext 69
As described on Certificate of Title 142402531;
 - (g) Portion of Surface Parcel No. 135910650
Legal Land Description: LSD 14 NW 29-36-04-3 Ext 70
As described on Certificate of Title 142402542;
 - (h) Surface Parcel No. 131615535
Legal Land Description: NE 30-36-04-3 Ext 0
As described on Certificate of Title 134253806;
 - (i) Surface Parcel No. 118525260
Legal Land Description: NW 30-36-04-3 Ext 0
As described on Certificate of Title 136192709;
 - (j) Surface Parcel No. 118555959
Legal Land Description: SE 30-36-04-3 Ext 0
As described on Certificate of Title 137429398;

- (k) Surface Parcel No. 118555960
Legal Land Description: SW 30-36-04-3 Ext 0
As described on Certificate of Title 137429400;
- (l) Surface Parcel No. 161665072
Legal Land Description: Parcel X – Plan 01SA27946 Ext 2
As described on Certificate of Title 131121852;
and
- (m) Surface Parcel No. 144883075
Legal Land Description: Parcel A – Plan 94S05078 Ext 1
As described on Certificate of Title 142402564.

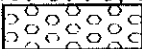
DAG2 – Agricultural 2 District to FUD District

- 6. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown  on Appendix "A" to this Bylaw from a DAG2 - Agricultural 2 District to an FUD District:
 - (a) Portion of Surface Parcel No. 135910694
Legal Land Description: SW 32-36-04-3 Ext 73
As described on Certificate of Title 142402553.

DCR3 – Country Residential 3 Overlay District to FUD District

- 7. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown  on Appendix "A" to this Bylaw from a DCR3 - Country Residential 3 Overlay District to an FUD District:
 - (a) Portion of Surface Parcel No. 144883086
Legal Land Description: Parcel B – Plan 00SA23204 Ext 1
As described on Certificate of Title 142400090.

DM3 – Rural Industrial 3 District to FUD District

- 8. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown  on Appendix "A" to this Bylaw from a DM3 - Rural Industrial 3 District to an FUD District:
 - (a) Surface Parcel No. 131630475
Legal Land Description: Parcel AA – Plan 101446118 Ext 4
As described on Certificate of Title 108989601;

- (b) Surface Parcel No. 131794049
Legal Land Description: Parcel A – Plan 61S03694 Ext 3
As described on Certificate of Title 136577302;
- (c) Surface Parcel No. 118554914
Legal Land Description: Parcel F – Plan 90S21602 Ext 0
As described on Certificate of Title 130026327;
- (d) Surface Parcel No. 118554925
Legal Land Description: Parcel E – Plan 90S21602 Ext 0
As described on Certificate of Title 130026462;
- (e) Surface Parcel No. 118555049
Legal Land Description: Parcel C – Plan 69S21387 Ext 0
As described on Certificate of Title 108989588;
- (f) Surface Parcel No. 131794173
Legal Land Description: Parcel H – Plan 02SA09095 Ext 0
As described on Certificate of Title 143955298;
and,
- (g) Surface Parcel No. 131794151
Legal Land Description: Parcel G – Plan 02SA09095 Ext 0
As described on Certificate of Title 143955287.

Coming Into Force

9. This Bylaw shall come into force upon the approval of Bylaw No. 9185, *The Official Community Plan Amendment Bylaw, 2014 (No. 3)* by the Minister of Government Relations.

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

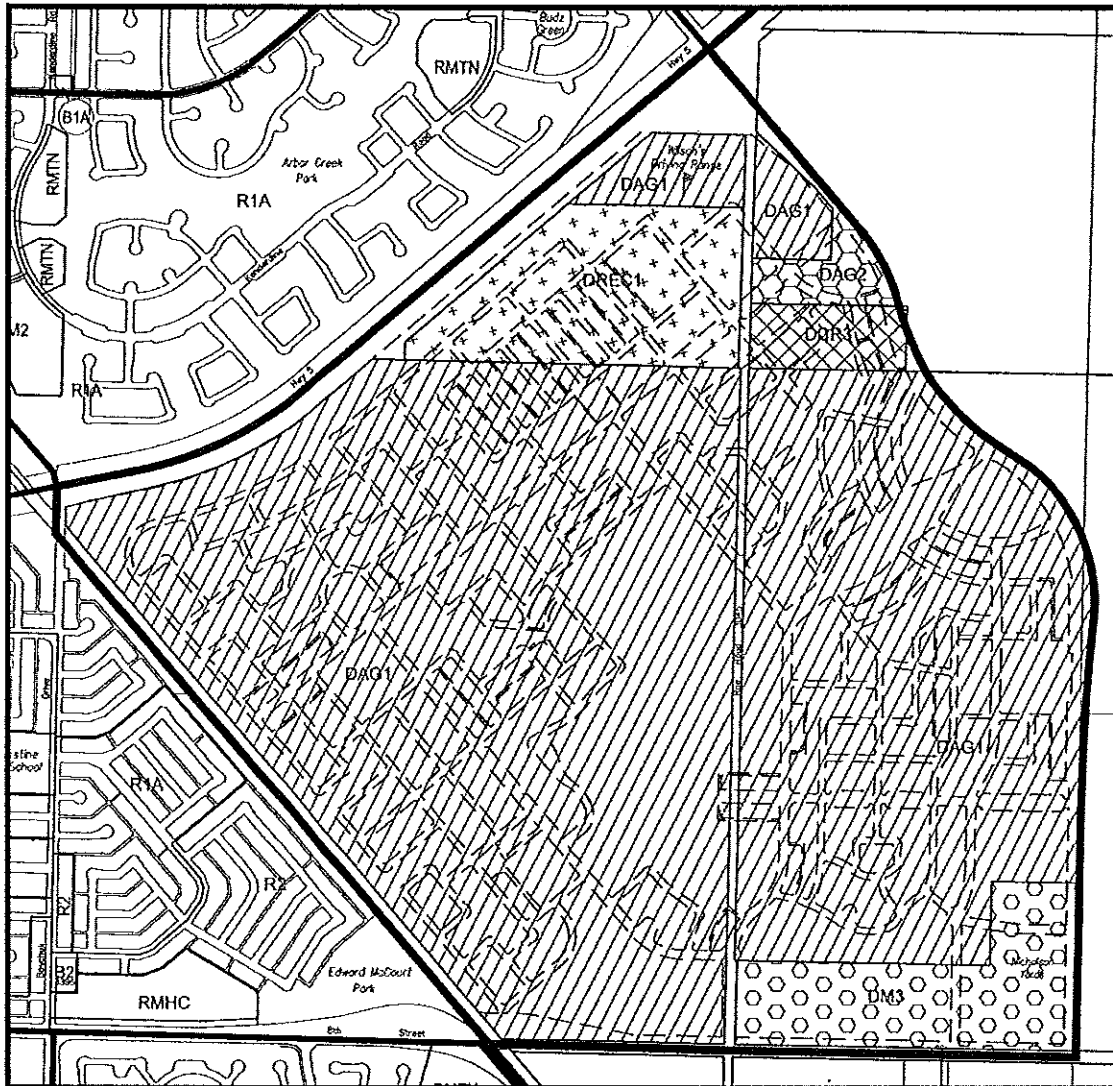
Read a second time this _____ day of _____, 2014.

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

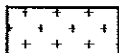
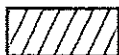
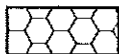

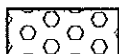
Mayor

City Clerk

Appendix "A" to Bylaw No. 9186



REZONING

-  From DREC1 to FUD
-  From DAG1 to FUD
-  From DAG2 to FUD
-  From DCR3 to FUD
-  From DM3 to FUD



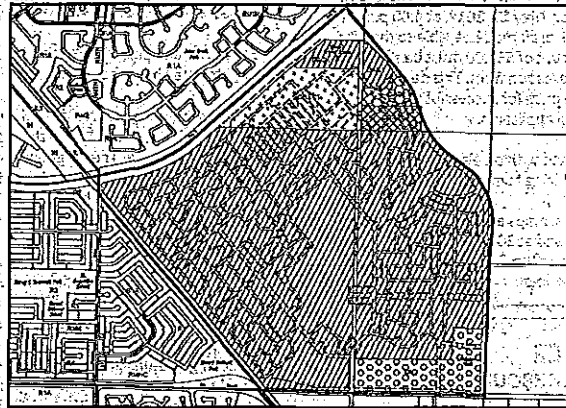
**THE STARPHOENIX, SATURDAY, MAY 3, 2014 and
SUNDAY PHOENIX, MAY 4, 2014**

**ZONING NOTICE
BRIGHTON NEIGHBOURHOOD**

PROPOSED ZONING BYLAW AMENDMENT BYLAW NO. 9186

Saskatoon City Council will consider an amendment to the City's Zoning Bylaw (No. 8770). By way of Bylaw No. 9186, the Zoning Amendment Bylaw 2014 (No. 9), the properties in the Brighton neighbourhood, as shown in the map below will be rezoned from DREC1 - Residential 1 District, DAG1 - Agricultural District 1, DAG2 - Agricultural 1 District, DCR3 - Country Residential 3 Overlay District and DM3 - Rural Industrial 3 District (as defined in the Saskatoon Planning District Zoning Bylaw No. 69/96) to FUD - Future Urban Development District.

LEGAL DESCRIPTION - Portions of Sections 29, 30, 31 and 32, Twp. 36, Rge 4, W3M



PROPOSED REZONING

	From DREC1 to FUD		From DCR3 to FUD
	From DAG1 to FUD		From DM3 to FUD
	From DAG2 to FUD		

File No. RZ08-2014

REASON FOR THE AMENDMENT - The proposed rezoning will accommodate the Brighton Neighbourhood Concept Plan. The lands will initially be rezoned to "Future Urban Development", rezoning to specific zoning districts needed for various types of residential, commercial, and mixed use developments will be brought forward as the neighbourhood is developed.

INFORMATION - Questions regarding the proposed amendment or requests to view the proposed amending Bylaw, the City of Saskatoon Zoning Bylaw and Zoning Map may be directed to the following without charge:
Community Services Department, Planning and Development
Phone: 306-975-2993 (Christine Gutmann)

PUBLIC HEARING - City Council will hear all submissions on the proposed amendment, and all persons who are present at the City Council meeting and wish to speak on Tuesday, May 20, 2014 at 6:00 p.m. in City Council Chamber, City Hall, Saskatoon, Saskatchewan.

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

All submissions received by the City Clerk by 10:00 a.m. on Tuesday, May 20, 2014, will be forwarded to City Council. City Council will also hear all persons who are present and wish to speak to the proposed Bylaw.

Lease Agreement

Between:

The City of Saskatoon, a municipal corporation pursuant to the provisions of *The Cities Act*, S.S. 2002, c. C-11.1 (the "City")

- and -

Victory Church of Saskatoon Inc., is a charitable corporation carrying on business in the City of Saskatoon, in the Province of Saskatchewan (the "Church")

Background

- A. The City owns park lands designated as municipal reserve that is named Sifton Park.
- B. The Church owns and operates Lighthouse Victory Church which is on lands adjacent to Sifton Park at 2802 Rusholme Road.
- C. The Church has requested and the City has agreed to lease to the Church a portion of the lands in Sifton Park immediately adjacent to the Lighthouse Victory Church.
- D. The parties recognise that the Church has been occupying the lands since 2008, with the approval of the City, and this Agreement merely formalizes that arrangement.

Now therefore the parties agree as follows:

Lease

- 1. The City hereby leases to the Church, on the terms and conditions set out in this Agreement, those portions of the parking lot located in Sifton Park as outlined in red in the map attached to this Agreement as Schedule "A" (the "Land").

Term

2. The term of this Agreement is for twenty (20) years commencing January 1, 2014, and ending December 31, 2033, however, unless, the City requires the Land for further park development or the Church ceases to operate a church near the Land, this Agreement may be renewed in accordance with Section 4 (the "Term").

Rent

3. In lieu of rent for the Land, the Church shall perform and be responsible for the maintenance and terms as outlined in section 6 of this Agreement.

Right to Renew

4. Subject to section 2, provided the Church is not in default of any term of this Agreement and continues to operate Lighthouse Victory Church, the Church shall have the option to extend the Term for a period of twenty (20) years, subject to the parties agreeing on any rental amount for the Land. The extended Term shall commence on the expiration of this Agreement and all terms and covenants of this Agreement shall apply to the extended Term with the exception of the amount of the rent and this covenant to renew.

Utilities

5. The Church shall pay all electrical and water rates and other utility charges assessed against the Land during the Term.

Church's Covenants

6. The Church covenants with the City as follows:
 - (a) to maintain the Land, including the parking lot identified in Schedule "A", in a clean, sanitary and safe condition;
 - (b) to permit the City access to the Land for the purposes of inspecting the Land;
 - (c) to comply with all laws which affect the Land or the use of same;

- (d) to peaceably yield up the Land to the City at the expiration of or the termination of the Term;
- (e) not to permit any waste to be committed with respect to the Land;
- (f) not to construct any foundation or permanent building or affix any building or structure to the Land without the written consent of the City;
- (g) not to permit any Builders' or liens for work, labour, services or materials to be filed or registered or attached to the Land; and
- (h) to permit the Land to be used as a parking lot for patrons to Sifton Park when the same is not required for use by the Church.

Quiet Enjoyment

7. The Church, upon paying the rent and observing the covenants herein contained, shall quietly enjoy the Land without interruption by the City.

Use of Land

8. (1) The Church shall use the Land only for the purpose of providing parking for the church and for that purpose, subject to section 6(g), may pave, fence or gravel the Land.
- (2) The parties covenant and agree that any buildings, structures or fences placed on the Land shall be completed with proper workmanship and paid for entirely by the Church and shall be solely at the risk of the Church.
- (3) Upon the expiration of the Term or any extended Term, the Church shall, at its own expense, remove any buildings, structures or fences from the Land and yield up the Land in a state of good repair. In the event that the Church does not remove the buildings, structures or fences from the Land at such expiration, all right and title to the same shall vest in the City.

Indemnification

9. The Church shall be solely liable for and indemnify the City against all losses, damages, claims or demands which may be made against the City and which may in any way arise out of, or be occasioned, either directly or indirectly, by the Church's use of the Land or its actions.

City Not Liable for Injury

10. The City shall not be liable for any injury or damage to the Church, its agents, employees, students, invitees, or their property while on the Land, regardless of the cause of such injury or damage, except such injury or damage which may be caused by the negligence of the City, its agents, servants or employees.

Insurance

11. The Church shall maintain and keep in force during the term of this Agreement general liability insurance with regards to the Land in an amount not less than Two Million (\$2,000,000.00) Dollars in a form satisfactory to the City which shall name the City as an additional insured, the Church shall, upon request, provide proof of such insurance to the City.

No Waiver

12. The failure of the City to insist upon strict performance of this Agreement or to exercise any right or option under this Agreement shall not be construed or operate as a waiver or relinquishment for the future of any such right or option and no waiver shall be inferred from or implied by anything done or omitted by the City save only express waiver in writing. The acceptance of any rent or the performance of any obligation under this Agreement by a person other than the Church shall not be construed as an admission by the City of any right, title or interest of such person as a sub-tenant, assignee, transferee or otherwise in the place of the City.

Environmental Hazards

13. (1) The Church shall not produce on the Land or allow to be brought on to the Land any toxic or hazardous substance which if it were to remain on or escape from the Land would contaminate the Land or any other property it came in contact with.

- (2) The Church shall be responsible for any environmental damage to the Land or any other property as a result of the Church's use of the Land.

Nuisance

14. The Church shall not permit anything to be done on the Land which may be or become a nuisance or cause damage to the City, the Land, or to the owners or occupiers of neighbouring lands and buildings.

No Representation

15. The Church agrees that it has leased the Land after examining the same and that no representations, warranties or conditions have been made other than those expressed in this Agreement, and that no other agreement shall be binding on the City unless it is made in writing and signed on behalf of the City.

Non-Assignment

16. The Church shall not sublet the Land or any portion thereof, or assign this Agreement, or part with the possession of the Land, without the prior written consent of the City which consent shall not be unreasonably withheld.

Applicable Law

17. The laws of the Province of Saskatchewan shall apply and bind the parties in any and all questions pertaining to this Agreement.

Enurement

18. This Agreement shall enure to the benefit of and be binding upon the parties and their heirs, executors, administrators, successors and permitted assigns.

Overholding

19. If the Church should overhold after the original Term or any extended Term, such overholding shall be deemed to be a tenancy from month to month only. Such month-to-month tenancy shall be governed by the terms and conditions hereof as are applicable to a month-to-month tenancy.

Termination

20. (1) The City may terminate this Agreement and re-enter the Land if the Church should be in breach of any of the Board covenants herein.
- (2) Notwithstanding the provisions of section 2 of this Agreement, the Church may terminate this Agreement at any time by giving at least 12 months prior written notice of such termination.
- (3) Notwithstanding the provision of section 2 of this Agreement, the City may terminate this Agreement at any time by giving at least 12 months prior written notice of such termination if the Land is required as part of a redevelopment of Sifton Park.

Notices

21. All notices given pursuant to this Agreement shall be sufficiently given if mailed, prepaid and registered, or personally delivered, in the case of the City addressed to it as follows:

City of Saskatoon
City Hall
222-3rd Avenue North
Saskatoon SK S7K 0J5
Attention: City Clerk

and in the case of the Church addressed to it as follows:

Victory Church of Saskatoon Inc.
2802 Rusholme Road
Saskatoon SK S7L 0H2

The date of receipt of any such notice, if mailed, shall conclusively be deemed to be 3 days after such mailing.

Expanded Meanings

22. Wherever the singular or masculine is used, the same shall be construed as meaning the plural or feminine or body corporate or politic as the context may require.

Signed by The City of Saskatoon this _____ day of _____, 2014.

The City of Saskatoon

Mayor

c/s

City Clerk

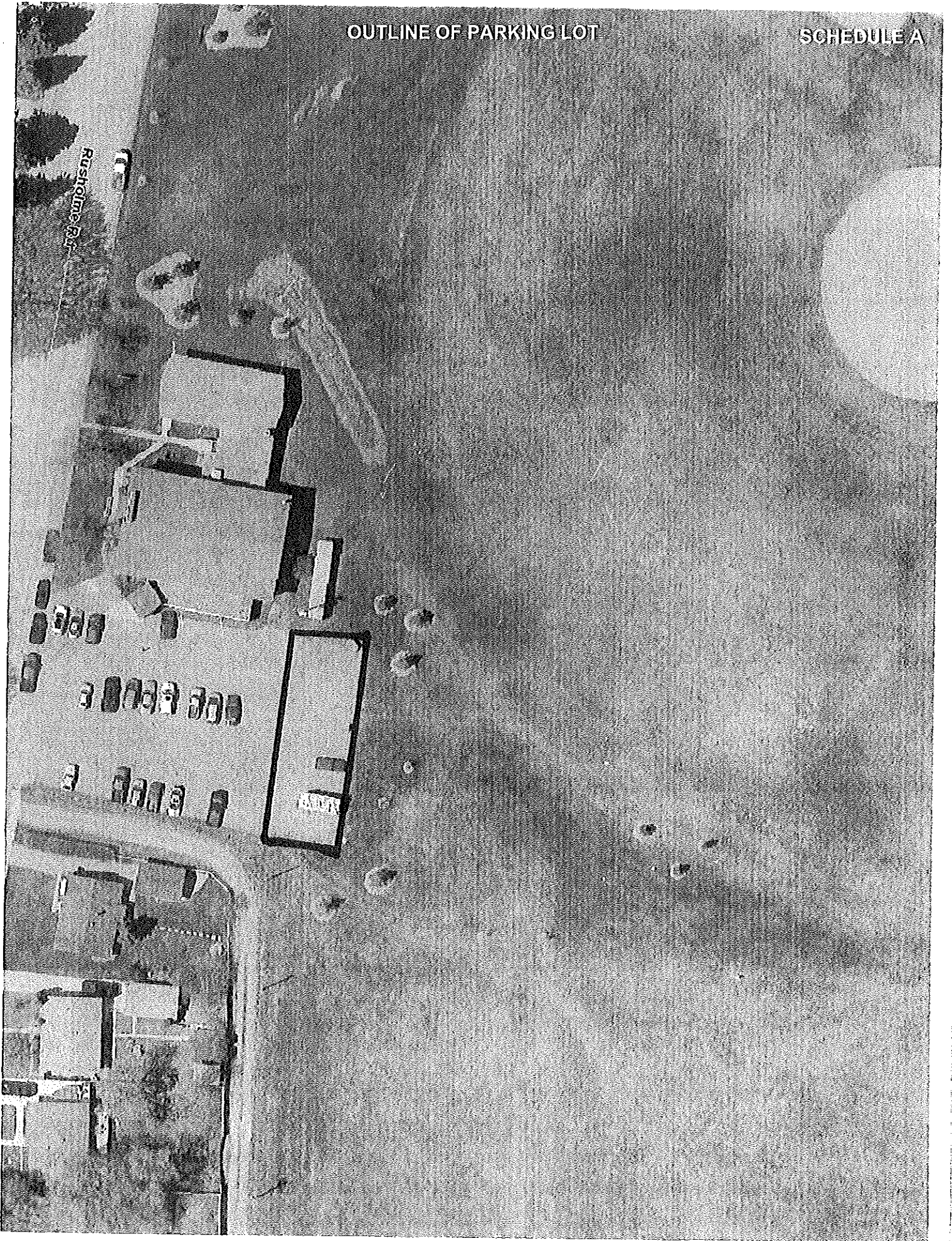
Signed by Victory Church of Saskatoon Inc., this ___ day of _____, 2014.

Victory Church of Saskatoon Inc.

c/s

OUTLINE OF PARKING LOT

SCHEDULE A





City of
Saskatoon
Office of the City Clerk

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

May 15, 2014

City Clerk

Dear City Clerk:

Re: **Lighthouse Victory Church Lease Agreement**
(Files CK. 4225-1 and RS. 6120-1)

The Planning and Operations Committee has considered a report of the General Manager, Community Services Department, dated April 23, 2014, with respect an agreement between the City of Saskatoon and Victory Church of Saskatoon Inc., for shared use of the parking lot at 2802 Rusholme Road and Sifton Park and supports the following recommendation:

- 1) that City Council approve the lease agreement for the shared parking lot between the City of Saskatoon and Victory Church of Saskatoon Inc.; and
- 2) that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

Your Committee respectfully requests that the above report be considered by City Council at the time the proposed lease agreement is before City Council.

Yours truly,

A handwritten signature in cursive script that reads "Elaine Long".

Elaine Long, Secretary
Planning and Operations Committee

:el

THE STARPHOENIX, SATURDAY, MAY 3, 2014 and
SUNDAY PHOENIX, MAY 4, 2014

PUBLIC NOTICE

Saskatoon City Council will consider a request by Lighthouse Victory Church to lease a portion of park land at 2802 Rusholme Road and 615 Witney Avenue to share the use of the parking lot.

LEGAL DESCRIPTION – Parcel B, Plan 60S04751

CIVIC ADDRESS – a shared parking lot between 2802 Rusholme Road and 615 Witney Avenue.

INFORMATION – Questions regarding the proposal or requests to view the proposed parking lot location may be directed without charge:
Community Services Department, Recreation and Sport
Phone: 306-975-3342 (Elan Ballantyne)

PUBLIC HEARING – City Council will consider all submissions on the proposed parking lot and hear all persons who are present at City Council meeting and wish to speak on **Tuesday May 20, 2014 at 6:00 p.m. in City Council Chamber, City Hall, Saskatoon, Saskatchewan.**

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

All submissions received by the City Clerk by **10:00am on Tuesday May 20, 2014** will be forwarded to City Council.

His Worship the Mayor and City Council
The City of Saskatoon

REPORT
of the
MUNICIPAL PLANNING COMMISSION

Composition of Commission

Ms. Janice Braden, Chair
Mr. Karl Martens, Vice-Chair
Councillor Charlie Clark
Ms. Colleen Christensen
Mr. Al Douma
Mr. John McAuliffe
Ms. Sydney Smith
Mr. Andy Yuen
Mr. Stan Laba
Mr. Shaun Betker
Ms. Kathy Weber
Mr. James Yachyshen
Mr. Jeff Jackson

1. Proposed Evergreen Concept Plan Amendment
(File No. CK. 4110-41)

- RECOMMENDATION:**
- 1) that advertising with respect to the proposals to amend the Evergreen Neighbourhood Concept Plan, Official Community Plan Bylaw 8769, and Zoning Bylaw 8770, as outlined in the report of the General Manager, Community Services Department, dated April 11, 2014, be approved;
 - 2) that the General Manager, Community Services Department, be requested to prepare the required notices for advertising the proposed amendments;

- 3) that the City Solicitor be requested to prepare the required bylaws to amend Official Community Plan Bylaw No. 8769 and Zoning Bylaw No. 8770;
- 4) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to the Evergreen Neighbourhood Concept Plan, be approved, subject to the removal of the 1 metre buffer strip along McOrmond Drive north of Fedoruk Drive, should the functional plan for McOrmond Drive determine that the 1 metre buffer strip is not required;
- 5) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Official Community Plan Bylaw No. 8769 - Land Use Policy Map to redesignate the properties identified in the Location Plan – Official Community Plan Bylaw No. 8769 Amendment from "Residential" to "District Village Commercial," attached to the report of the General Manager, Community Services Department dated April 11, 2014, be approved; and
- 6) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770 to rezone the properties identified in the Location Plan – Zoning Bylaw No. 8770 Amendment from R1A - One-Unit Residential District to RMTN1 - Medium-Density Townhouse Residential District; B1B – Neighbourhood Commercial - Mixed-Use District; B4A – Special Suburban Centre and Arterial Commercial District; M3 - General Institutional Service District; RM3 - Medium-Density Multi-Unit District; and AG - Agricultural District to RM3 - Medium-Density Multi-Unit District, attached to the report of the General Manager, Community Services Department, dated April 11, 2014, be approved.

Report No. 2-2014
Municipal Planning Commission
May 20, 2014
Page 3

Attached is a report of the General Manager, Community Services Department, dated April 11, 2014, with respect to the proposed Evergreen Concept Plan Amendment.

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

Respectfully submitted,

Karl Martens, A/Chair

TO: Secretary, Municipal Planning Commission
FROM: General Manager, Community Services Department
DATE: April 11, 2014
SUBJECT: Proposed Evergreen Concept Plan Amendment
FILE NO.: CK. 4110-41, PL. 4131-3-9-3, PL. 4115-OCP13/14, PL. 4350-Z21/13

RECOMMENDATION: that a copy of this report be submitted to City Council recommending:

- 1) that City Council approve the advertising, in respect to the proposals to amend the Evergreen Neighbourhood Concept Plan, Official Community Plan Bylaw No. 8769, and Zoning Bylaw No. 8770, as outlined in this report;
- 2) that the General Manager, Community Services Department, be requested to prepare the required notices for advertising the proposed amendments;
- 3) that the City Solicitor be requested to prepare the required bylaws to amend Official Community Plan Bylaw No. 8769 and Zoning Bylaw No. 8770;
- 4) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to the Evergreen Neighbourhood Concept Plan, be approved, subject to the removal of the 1 metre buffer strip along McOrmond Drive north of Fedoruk Drive, should the functional plan for McOrmond Drive determine that the 1 metre buffer strip is not required;
- 5) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Official Community Plan Bylaw No. 8769 - Land Use Policy Map to redesignate the properties identified in the attached Location Plan – Official Community Plan Bylaw No. 8769 Amendment from "Residential" to "District Village Commercial," be approved; and

- 6) that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770 to rezone the properties identified in the attached Location Plan – Zoning Bylaw No. 8770 Amendment from R1A - One-Unit Residential District to RMTN1 - Medium-Density Townhouse Residential District; B1B – Neighbourhood Commercial - Mixed-Use District; B4A – Special Suburban Centre and Arterial Commercial District; M3 - General Institutional Service District; RM3 - Medium-Density Multi-Unit District; and AG - Agricultural District to RM3 - Medium-Density Multi-Unit District, be approved.

TOPIC AND PURPOSE

The purpose of this report is to consider an application from Saskatoon Land to amend the Evergreen Neighbourhood Concept Plan (Concept Plan), and Zoning Bylaw No. 8770. The report also considers an amendment to Official Community Plan (OCP) Bylaw No. 8769 – Land Use Map. The proposals will accommodate the new alignment of McOrmond Drive for the North Commuter Parkway and Bridge. The proposals will also facilitate the development of a District Village and residential land uses.

REPORT HIGHLIGHTS

1. The proposed Concept Plan amendment is consistent with the approved University Heights Sector Plan and will accommodate the new alignment for the North Commuter Parkway and Bridge.
2. The proposed OCP Bylaw No. 8769 amendment will redesignate the lands from “Residential” to “District Village Commercial”.
3. The proposed Zoning Bylaw No. 8770 amendment is consistent with proposed Concept Plan amendment and proposed OCP Bylaw No. 8769 amendment.

STRATEGIC GOAL

Under the Strategic Goal of Sustainable Growth, this proposal supports the strategies of creating complete communities in new neighbourhoods that feature employment opportunities, main streets, suburban centres, and greater connectivity both internally and externally.

BACKGROUND

During its June 1, 2009 meeting, City Council approved the Concept Plan, which included a District Village to be located in the northeast corner of the neighbourhood at the intersection of two arterial roads – Fedoruk Drive and McOrmond Drive. The District Village is intended to be a mixed-use area with the primary focus being commercial services for residents of two to five neighbourhoods.

During its October 7, 2013 meeting, City Council approved amendments to the University Heights Sector Plan, including a new alignment for McOrmond Drive to facilitate the proposed North Commuter Parkway and Bridge.

REPORT

Proposed Concept Plan Amendment

The proposal to amend the Concept Plan, as shown in Attachment 1, will result in a land use change that supports the character and intent for the District Village area as envisaged in the Concept Plan, as well as a reconfiguration of multi-unit residential land uses that abut the District Village.

The proposed amendment will accommodate:

- a) the realignment of McOrmond Drive to be consistent with the approved University Heights Sector Plan to accommodate the North Commuter Parkway and Bridge;
- b) an additional access point into the neighbourhood, which will increase access into the District Village area and the proposed Aspen Ridge neighbourhood;
- c) land uses appropriate for a District Village, including commercial and institutional land uses that would serve several neighbourhoods within the University Heights Suburban Development Area; and
- d) a reconfiguration of proposed residential land uses in order to accommodate the new street network.

A revised Evergreen neighbourhood boundary has also been proposed to accommodate the new McOrmond Drive alignment and to ensure that the neighbourhood size is unchanged. Both the original and amended neighbourhood boundaries have a gross developable area of approximately 655 acres.

Population

The proposed Concept Plan Amendment will result in a slight increase of 307 people to the projected population of Evergreen. This will result in a projected population for the neighbourhood, at maximum buildout of 12,643 persons with a neighbourhood gross density of 8.5 units per acre (47.71 persons per hectare).

Transportation

The Transportation and Utilities Department has no objection to the proposed Concept Plan Amendment, subject to a 1 metre buffer strip being provided along the frontage of McOrmond Drive, north of Fedoruk Drive. The need for this buffer strip will be determined through the functional plan for McOrmond Drive. Should it be determined that the buffer strip is not required, the Administration will remove the buffer strip. Until the need for the buffer strip has been evaluated, the developer has agreed not to proceed with any further development applications on the affected lands.

Official Community Plan Bylaw No. 8769

The area is currently designated as “Residential” on the OCP Bylaw No. 8769 – Land Use Map. Redesignation to “District Village Commercial” will be required to accommodate the proposed Concept Plan amendment, as shown in Attachment 2. The amendment area includes commercial and institutional land uses that will serve several neighbourhoods within the University Heights Suburban Development Area.

The proposed amendment is consistent with the objectives and policies of the OCP Bylaw No. 8769 with regards to District Village Commercial. OCP Bylaw No. 8769 notes that District Commercial Areas, which are significantly oriented to pedestrians, due to existing or proposed site and building configurations, may be designated as District Village Commercial Areas. The intent is to encourage development adjacent to the sidewalk, provide a stimulating pedestrian environment, and create a form of development that encourages alternative forms of transportation.

Zoning Bylaw No. 8770 Amendment

This proposal will require an amendment to Zoning Bylaw No. 8770, as shown in Attachment 3. Zoning Districts appropriate for the District Village Commercial designation are proposed, including mixed use and institutional uses. Low/medium density multi-unit and medium/high density multi-unit land uses are proposed for the lands that abut the District Village Commercial Area.

Comments from Other Divisions and Agencies

Comments other than those noted under “Proposed Concept Plan Amendment” are outlined in Attachment 4 – Comments from Other Divisions and Agencies.

Growing Forward! Shaping Saskatoon

A report was presented to the Growing Forward! Shaping Saskatoon Steering Committee. The report identifies how the proposed Concept Plan amendment meets the principles of the Growing Forward! Shaping Saskatoon initiative. Due to the proximity of the proposed Concept Plan amendment to the proposed Aspen Ridge

Concept Plan, this amendment was presented together with the proposed Aspen Ridge Concept Plan. The report is included in Attachment 5.

OPTIONS TO THE RECOMMENDATION

City Council could deny the proposed amendment. The Administration does not recommend this option as this would preclude the implementation of the University Heights Sector Plan.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There are no financial implications as a result of the proposed Concept Plan Amendment, OCP Bylaw No. 8769 – Land Use Map amendment, and Zoning Bylaw No. 8770 amendment.

Infrastructure costs associated with this proposal are funded through prepaid service rates imposed on development to cover the costs of direct and off-site services.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

A public open house was held on March 18, 2014, for residents and property owners within the Evergreen neighbourhood to obtain information on the proposed Evergreen amendments and the Aspen Ridge Neighbourhood Concept Plan. A total of 899 public notices were mailed out to property owners within the Evergreen neighbourhood and surrounding property owners. The Willowgrove/University Heights and the Silverspring Community Associations were also notified. The Ward Councillor was in attendance and 53 people attended the public open house. The Community Engagement Project Summary has been included as Attachment 6.

COMMUNICATION PLAN

Public hearing notices will be advertised two weeks prior to City Council's meeting date. No further consultation is planned beyond the stakeholder involvement noted above.

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 was conducted as part of the Concept Plan Administrative Review process. Comments and concerns identified in the review were addressed and mitigated before moving the Concept Plan amendment forward for City Council's approval.

PUBLIC NOTICE

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

ATTACHMENTS

1. Evergreen Concept Plan Amendment
2. Location Plan – OCP Bylaw No. 8769 Amendment
3. Location Plan – Zoning Bylaw No. 8770 Amendment
4. Comments by Other Divisions and Agencies
5. Growing Forward! Shaping Saskatoon Report
6. Community Engagement Summary

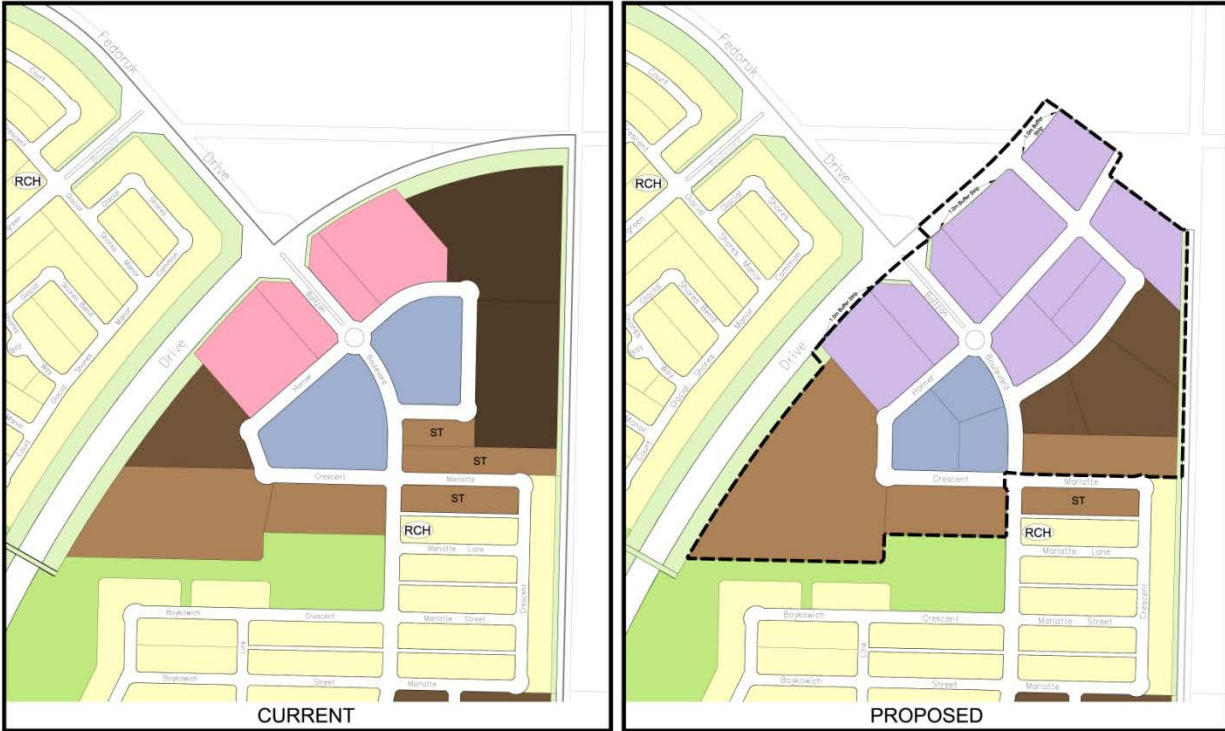
Written by: Christine Gutmann, Senior Planner

Reviewed by: “Alan Wallace”
 Alan Wallace
 Director of Planning and Development

Approved by: “Randy Grauer”
 Randy Grauer, General Manager
 Community Services Department
 Dated: “April 17, 2014”

Approved by: “Marlys Bilanski”
 For Murray Totland, City Manager
 Dated: “April 22, 2014”

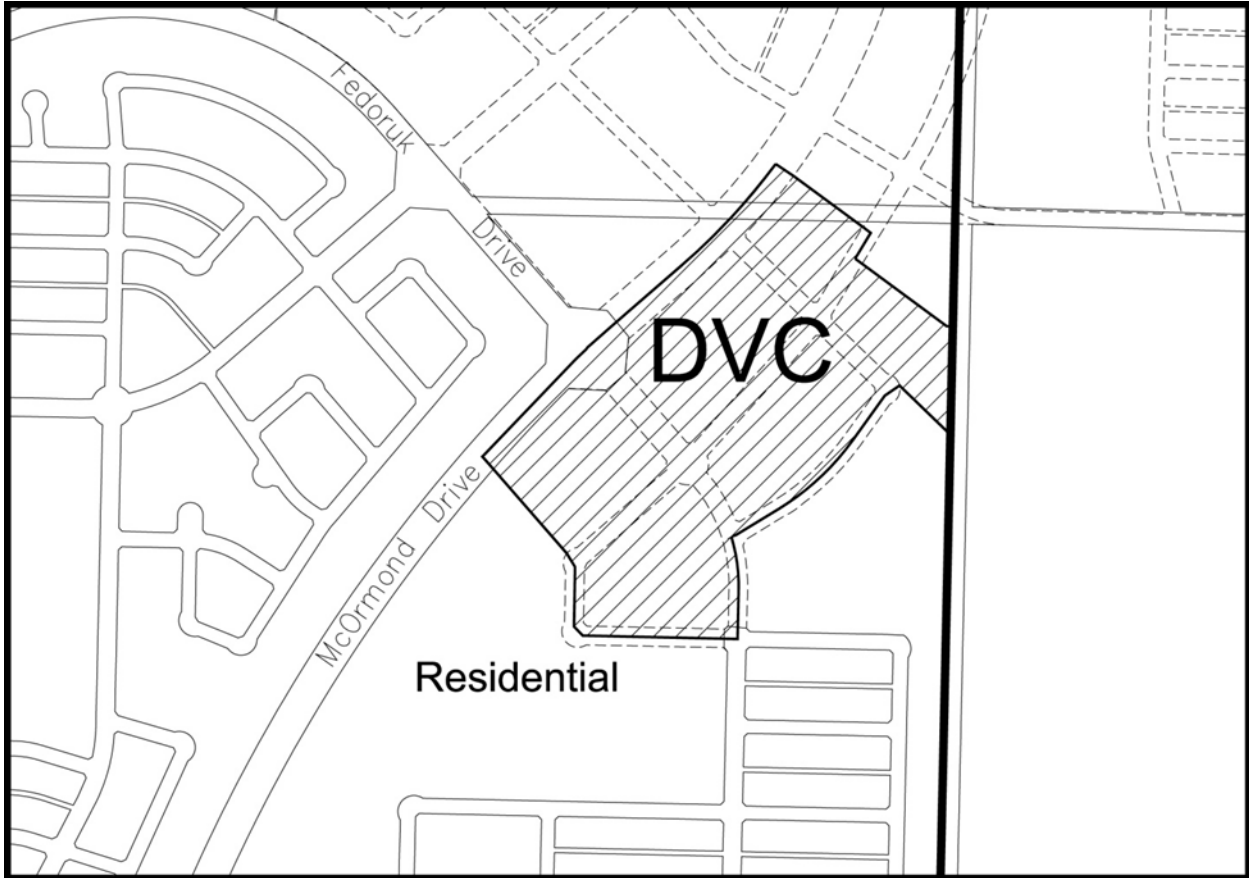
EVERGREEN CONCEPT PLAN AMENDMENT



LOW/MEDIUM DENSITY MULTI-UNIT	INSTITUTIONAL	AMENDMENT BOUNDARY
LOW/MEDIUM DENSITY MULTI-UNIT (STREET TOWNHOUSE)	MIXED USE (COMMERCIAL/RESIDENTIAL/INSTITUTIONAL)	CURRENT NEIGHBOURHOOD BOUNDARY
MEDIUM/HIGH DENSITY MULTI-UNIT	COMMERCIAL	PROPOSED NEIGHBOURHOOD BOUNDARY
HIGH DENSITY MULTI-UNIT	BUFFER STRIP	

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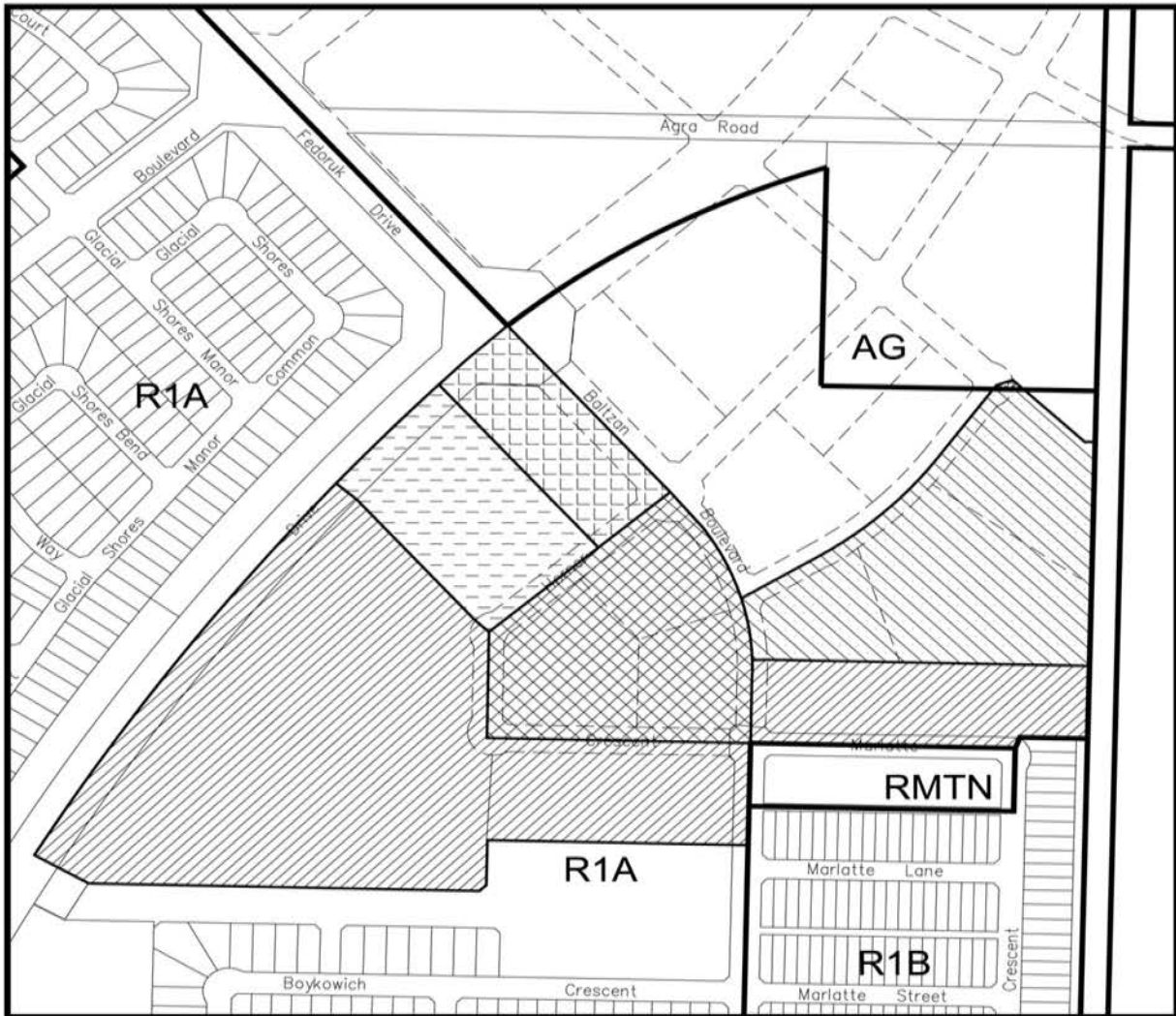
Location Plan – OCP Bylaw No. 8769 Amendment




PROPOSED AMENDMENT TO THE OFFICIAL COMMUNITY PLAN - LAND USE MAP

 From Residential to District Village

Location Plan – Zoning Bylaw No. 8770 Amendment



REZONING

- | | |
|-------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|
|  From R1A to RMTN1 |  From R1A to M3 |
|  From R1A to B4A |  From R1A to B1B |
|  From R1A to RM3 |  From AG to RM3 |



ATTACHMENT 4

Comments by Other Divisions and Agencies

AGENCY	COMMENT	RESPONSE
Fire	Concerns regarding traffic circles.	The Transportation and Utilities Department has confirmed the ability of fire trucks to manoeuver through these roundabouts.
	The size of boulevards or medians effect the turning radius of the apparatus and access. Depending on road widths, there may be issues with parking in these areas. Are there supposed to be service roads in this area?	A minimum of a 20 m road width will be provided in this area (typically these road widths are 16 m). Service roads are proposed along McOrmond Drive.
SaskPower	SaskPower will continue to install underground electrical distribution throughout this phase of the subdivision.	No response required.
	The easements that were previously requested will have to be adjusted.	No response required.
SaskTel	One cell tower is proposed for the Evergreen neighbourhood and two for the proposed Aspen Ridge neighbourhood. An additional cell tower may be required in the Evergreen neighbourhood; however, it is too early to tell.	No response required.
CPTED	CPTED Review Committee supports the proposal.	No response required.
	Parcel SS is a very large site and could reduce the feelings of community, belonging, safety, and their ability to exert any control in the area. Recommendation is to reduce the size of Parcel SS.	This comment is a carry-over from the approved concept plan.
Saskatoon Light and Power	Saskatoon Light and Power will install approximately two metered control points to be placed in the right of way in close proximity to a SaskPower transformer.	No response required.
	The lighting poles are on the front street located at the property line with a maximum spacing of 50 m and will be	No response required.

	0.3 m back of the sidewalk. The lighting system will meet the minimum illuminance requirements.	
Canada Post	Mail delivery will be via Community Mail Boxes or Lock Box Assemblies. Locations to be determined once detailed plans received.	No response required.
SaskEnergy	SaskEnergy is working with the City of Saskatoon regarding easements and the required District Regulator Station northeast of this area (now Aspen Ridge).	No response required.

TO: Growing Forward, Shaping Saskatoon Steering Committee
SUBJECT: Proposed Aspen Ridge Neighbourhood Concept Plan
Proposed Evergreen Neighbourhood Concept Plan Amendment
DATE: March 27, 2014

This report is to provide an overview of the application of Growing Forward, Shaping Saskatoon Principles for New Development for the proposed Aspen Ridge Neighbourhood Concept Plan (Concept Plan) and the Evergreen Neighbourhood Concept Plan Amendment (District Village). A copy of the proposed Concept Plan and proposed Evergreen Neighbourhood Concept Plan Amendment are attached.

Application of Growing Forward! Shaping Saskatoon Principles

The proposed Concept Plan and proposed Evergreen Neighbourhood Concept Plan Amendment have incorporated the Growing Forward, Shaping Saskatoon principles as outlined in the Bridging Document as follows:

Incorporate public transit	Transit routes are proposed along McOrmond Drive and an internal collector road. Transit routes are anticipated to continue northward along McOrmond into the next neighbourhood. Higher density residential land uses, as well as retail and mixed uses are proposed along the routes.
Design the street layout to support all road users	The proposed Concept Plan incorporates a grid network where possible. A complete streets design concept is proposed along McOrmond Drive.
Maximize opportunities for access to amenities	The developer has incorporated amenities that are accessible to as many residents as possible. Examples include: <ul style="list-style-type: none"> • the Core Park is centrally located with school sites abutting it; • a transit route has been planned with higher density land uses abutting the route; • retail and mixed use land uses are planned for within the neighbourhood and in the District Village; and • the proposed District Village will provide services within walking distance for residents of both neighbourhoods.
Design open spaces to provide connections to surrounding areas	The developer has incorporated a linear park system and pocket parks throughout the neighbourhood for the purposes of both programming space and pedestrian connectivity. Furthermore, the developer has proposed a greenway along the edge of the Northeast Swale. The greenway will provide access to the Northeast Swale and is intended to connect to a city-wide active transportation network.
Promote affordability	The developer has incorporated a variety of residential land uses from single family to multi-unit residential, as well as mixed use land uses.
Provide for employment opportunities within the community	Retail and mixed use land uses are planned for within the neighbourhood. The proposed District Village will provide employment opportunities within walking distance for residents of both Aspen Ridge and Evergreen.
Maintain / enhance environmental and historical features.	The developer is providing for a greenway along those portions of the Aspen Ridge neighbourhood, which abut the Northeast swale. The greenway has been developed to provide an appropriate buffer from the abutting residential land uses to the swale.
Consider water and sewer capacity requirements	Water and sewer capacity requirements have been addressed in the review of the neighbourhood concept plan.
Strive to use green infrastructure for storm water management	A forebay is proposed in the northwest of the Aspen Ridge neighbourhood to allow stormwater to be physically and biologically treated before it drains into the Northeast Swale.



Project Name: Public Open House and Shaping Saskatoon Discussion Forum
Proposed Evergreen Neighbourhood Concept Plan Amendment, Official Community Plan Amendment and Rezoning (District Village and Residential)

Applicant: Saskatoon Land

File: PL. 4131-3-9-3, PL-4350-Z21/13, PL-4115-OCP13/14

Community Engagement Summary

Project Description

A public open house was held regarding proposed amendments to the Evergreen Concept Plan, the Official Community Plan Bylaw No. 8769 (OCP) – Land Use Map and the Zoning Bylaw No. 8770 to accommodate the District Village and surrounding residential lands in the Evergreen Neighbourhood. Information about the proposed amendments was also posted on the Shaping Saskatoon On-Line Discussion Forum.

The proposals will accommodate the new alignment of McOrmond Drive for the North Commuter Parkway and Bridge. The proposals will also facilitate the development of a District Village and residential land uses. The open house and the Shaping Saskatoon On-Line Discussion Forum provided residents an opportunity to learn more about the proposal, to comment on the proposal and ask any questions they may have.

The open house was held in the auditorium of the Alice Turner Library on March 18, 2014 from 5pm to 8pm. The Ward Councillor was in attendance.

Community Engagement Strategy

Purpose	To inform and consult. Participants were provided an overview of the proposal and an opportunity to ask questions of both City staff and the developer. Written comments were accepted at the open house and on the Shaping Saskatoon Discussion Forum for 2 weeks following the open house.
How will the information be used	Comments gathered from the open house and on the Shaping Saskatoon Discussion Forum will be used to inform the decision making process about the proposals.



Tools used	Information boards were presented at the public open house and were posted on the Shaping Saskatoon Discussion Forum. Participants were given the opportunity to discuss the proposal with City staff and the developer. Comment sheets were provided at the open house. Comments could also be provided on the Shaping Saskatoon Discussion Forum for two weeks following the open house.
Notification	899 public open house notices outlining the details of the proposal were sent to Evergreen residents as well as residents of any neighbouring properties using Canada Post Admail as well as addressed mail. The open house and the Shaping Saskatoon website was also advertised in the Star Pheonix for two weeks prior to open house.

Summary of Community Engagement Feedback

Public Open House Attendees: 53 signed in

Written comments received at the Open House:

- Exciting to see the plans for the North-east.
- Eliminate right turn on red for pedestrian / bike safety. Need safe connectivity between neighbourhoods for cycling and walking. Encourage focus on active transportation – need access to services (destinations).
- Dark sky lighting compliance.
- McOrmond not wide enough for future LRT. Need BRT in place. Need to provide more frequent bus service.
- Need to consider roads in and out of neighbourhood – prevent bottlenecks.
- Concerned about people walking across Lowe Road onto Pohorecky Cres. Also, chain link fence has lots of weeds growing up it.

Next Steps

Action	Anticipated Timing
Planning and Development Report prepared and presented to Municipal Planning Commission (MPC). MPC reviews the proposal and recommends approval or denial to City Council.	May 6
Public Notice – report prepared and Public Hearing date set. The University Heights Community Associations, Community consultant, and the Ward Councillor will be provided with direct notice of the Public Hearing.	May 12

Shaping Saskatoon



<p>Public Hearing – Public Hearing conducted by City Council, with the opportunity provided for interested persons or groups to present. The proposal is considered together with the reports of the Planning and Development Division, MPC and any written or verbal submissions received by City Council.</p>	<p>May 26</p>
<p>Council Decision – may approve or deny the proposal.</p>	<p>May 26</p>

Prepared by:

Christine Gutmann, Senior Planner
 Planning and Development Division
 March 19, 2014

Attachments: Notice of Public Open House



PUBLIC OPEN HOUSE

Aspen Ridge Neighbourhood Concept Plan

&

Amendment to the Evergreen Neighbourhood Concept Plan

Tuesday, March 18, 2014

5:00 - 8:00 PM (Come-and-Go)

**Location: Alice Turner Library (Auditorium)
110 Nelson Road**

Aspen Ridge Neighbourhood Concept Plan

Aspen Ridge is a new proposed residential neighbourhood, consisting of 639 acres, and is the next neighbourhood to be developed in the University Heights Suburban Development Area. The neighbourhood is bounded on the south by the Evergreen neighbourhood and University of Saskatchewan lands, on the northeast by the proposed Perimeter Highway route, and on the northwest by the Northeast Swale.

The neighbourhood has been designed to be walkable with amenities, transit and recreational open space in close proximity to residences. Neighbourhood elements will include a complete streets design concept for McOrmond Drive, a village square, a multi-use greenway abutting the Northeast Swale and a linear park system. The neighbourhood will accommodate a variety of housing forms, including one-unit dwellings, low density townhouses, medium density multiple-unit dwellings, and mixed use development combining residential with retail, office, and service uses. Upon completion, the neighbourhood will be home to approximately 12,956 residents.

Amendment to the Evergreen Neighbourhood Concept Plan

An amendment to the Evergreen Neighbourhood Concept Plan is proposed to accommodate changes to the District Village in the northeast corner of the neighbourhood. The changes will support the transition of McOrmond Drive to the complete streets design concept as it enters Aspen Ridge, and foster better connections between the two neighbourhoods.

Amendments to the Zoning Bylaw are also proposed in relation to this concept plan amendment.

The open house will provide an opportunity to view the proposals and to ask questions to City of Saskatoon staff and development partners.

Can't make the open house? Visit www.shapingsaskatoon.ca/discussions to view details of the proposals and to share your thoughts. Details of the proposal will be made available online March 18th.

Please see the reverse side of the page for a map depicting the Aspen Ridge development area and Evergreen Concept Plan amendment area.

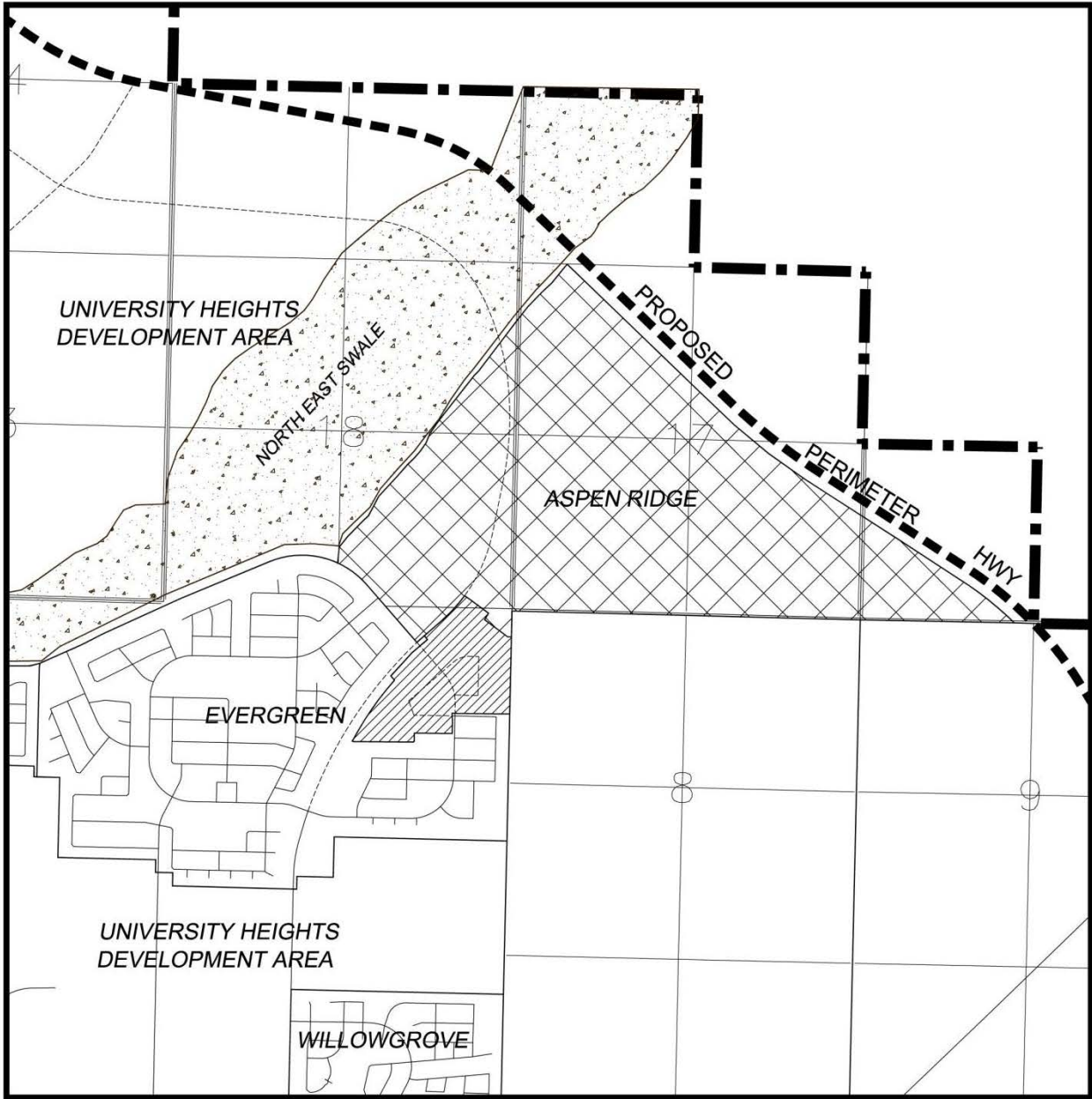
For more information, please contact:

Christine Gutmann, Senior Planner

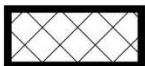
Planning & Development Division, Community Services Department, City of Saskatoon

222-3rd Avenue North Saskatoon, S7K 0J5

Email: christine.gutmann@saskatoon.ca PH: (306) 975-2993 Fax: (306) 975-7712



Proposed Evergreen Concept Plan Amendment Area



Proposed Aspen Ridge Development Area



North East Swale



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 April 3, 2014 and May 7, 2014
(For Information Only)
(Files CK. 4000-5, PL. 4131-3-9-1, PL. 4132, PL. 4355-D, PL. 4115, PL. 4350
and PL. 4300)**

RECOMMENDATION: that the information be received.

The following applications have been received and are being processed:

Concept Plan Amendment

- Address/Location: Kensington Boulevard/Nightingale Road
Applicant: Saskatoon Land
Legal Description: Lots 1 - 9, Block 226 and Lots 1 - 10, Block 225
Purpose of Amendment: Single Family District to Street Townhouse
Neighbourhood: Kensington
Date Received: March 26, 2014

Condominium

- Application No. 6/14: 114 - 111th Street West (5 New Units)
Applicant: Webb Surveys for Angeline, Chad, Shawn, and Trevor Wehage
Legal Description: Lots 18, 19, and 20, Block 4, Plan No. I5611
Current Zoning: RM4
Neighbourhood: Sutherland
Date Received: April 8, 2014
- Application No. 7/14: 3144 Laurier Drive (75 New Units)
Applicant: Webb Surveys for Confederation Park Family Housing
Legal Description: Condominium Plan No. 91S543618
Current Zoning: M3
Neighbourhood: Confederation Suburban Centre
Date Received: April 8, 2014

Discretionary Use

- Application No. D8/14: 706 Evergreen Boulevard
Applicant: Sunlight Developments Ltd.
Legal Description: Lot 10, Block 633, Plan No. 102088953
Current Zoning: R1A
Proposed Use: Type II Care Home
Neighbourhood: Evergreen
Date Received: April 28, 2014
- Application No. D9/14: 702 Evergreen Boulevard
Applicant: Sunlight Developments Ltd.
Legal Description: Lot 11, Block 633, Plan No. 102088953
Current Zoning: R1A
Proposed Use: Type II Care Home
Neighbourhood: Evergreen
Date Received: April 28, 2014
- Application No. D10/14: 310 Piggot Crescent
Applicant: Pillar Properties
Legal Description: Lot 10, Block 224, Plan No. 102064777
Current Zoning: IH2
Proposed Use: Manufacturing of Chemicals
Neighbourhood: Marquis Industrial
Date Received: May 2, 2014

Official Community Plan

- Amendment No. OCP 17/14: 410 5th Avenue North
Applicant: Saskatoon Land
Legal Description: Lots 29 and 30, Block 181, Plan No. 99SA24455
Current Land Use Designation: High-Density Residential
Proposed Land Use Designation: Special Area Commercial
Neighbourhood: City Park
Date Received: April 3, 2014

Official Community Plan

- Amendment No. OCP 20/14: 318 and 320 Avenue F South
Applicant: Ryan Meili
Legal Description: Lots 28 – 31, Block 21, Plan No. 5618
Current Land Use Designation: Low-Density Residential
Proposed Land Use Designation: Mixed Use
Neighbourhood: Riversdale
Date Received: April 15, 2014

Rezoning

- Application No. Z8/14: Brighton
Applicant: Dundee Developments
Legal Description: Part of Sections 29, 30, 31, and 32
Twp. 36, Range 4, W3M
Current Zoning: DREC1, DAG1, DAG2, DCR3, and DM3
Proposed Zoning: FUD
Neighbourhood: Brighton
Date Received: April 23, 2014
- Application No. Z18/14: 410 – 5th Avenue North
Applicant: Saskatoon Land
Legal Description: Lots 29 and 30, Block 181, Plan No. 99SA24455
Current Zoning: M3
Proposed Zoning: B5
Neighbourhood: City Park
Date Received: April 3, 2014
- Application No. Z19/14: 103 – 175 Tweed Lane
Applicant: C of S Planning and Development for Randy Pichler
Legal Description: Lots 1 – 19, Block 5, Plan No. 102109711
Current Zoning: R1A
Proposed Zoning: R1B
Neighbourhood: Rosewood
Date Received: April 23, 2014

- Application No. Z21/14: 318 and 320 Avenue F South
Applicant: Ryan Meili
Legal Description: Lots 28 – 31, Block 21, Plan No. 5618
Current Zoning: R2
Proposed Zoning: MX1
Neighbourhood: Riversdale
Date Received: April 15, 2014
- Application No. Z23/14: Rosewood Boulevard West/Phelps Way
Applicant: Boychuk Investments Ltd.
Legal Description: Part of Parcel AA, Plan No. 101875394 and
Part of Parcel F, Plan No. 94S17318
Current Zoning: R1A
Proposed Zoning: B1B
Neighbourhood: Rosewood
Date Received: March 20, 2014

Subdivision

- Application No. 20/14: 3415 Fairlight Crescent/3330 Fairlight Drive
Applicant: Webb Surveys for 101090588 Saskatchewan Ltd.
c/o Confederation Inn
Legal Description: Lot 1, Block 580 and Part Closure Lane LS,
Plan No. 65S06904; Consolidated with Lot A,
Block 580, Plan No. 76S07218
Current Zoning: R2
Neighbourhood: Fairhaven
Date Received: April 3, 2014
- Application No. 21/14: 2310 Millar Avenue
Applicant: Webster Surveys for
2310 Millar Avenue Properties
Legal Description: Lot 4, Block 381, Plan No. 59S01097
Current Zoning: IL1
Neighbourhood: North Industrial
Date Received: April 3, 2014

Subdivision

- Application No. 23/14: 215 Rajput Way
Applicant: Larson Surveys for Montana Homes
Legal Description: Parcel T, Plan No. 102135024
Current Zoning: RMTN
Neighbourhood: Evergreen
Date Received: April 3, 2014
- Application No. 24/14: 833 Cynthia Street
Applicant: Webb Surveys for Global Exteriors
Legal Description: Closure of Lane L1, Plan No. 69S07233,
Consolidated with Lot 1, Block 792,
Plan No. 75S10686
Current Zoning: IL1
Neighbourhood: Airport Business Area
Date Received: April 4, 2014
- Application No. 25/14: East of Zimmerman Road
Applicant: Webster Surveys for Casablanca Holdings
c/o Arbutus Properties
Legal Description: Part Road Allowance between SW 1/4 16 and
SE 1/4 17, and Parts of Parcel C, Plan Nos.
101317508 and DT2262
Current Zoning: FUD
Neighbourhood: Rosewood
Date Received: April 4, 2014
- Application No. 26/14: Jeanneau Way
Applicant: Webster Surveys for Boychuk Investments
Legal Description: Parcel BB, Plan No.101875394
Current Zoning: FUD/R1A
Neighbourhood: Rosewood
Date Received: April 8, 2014

Subdivision

- Application No. 27/14: Centennial Drive/Childers
Applicant: Webster Surveys for Dream Asset Management
Legal Description: Lot 13, Block 208, Plan No. 102149445 and
Lot 21, Block 209, Plan No. 102150807
Current Zoning: RMTN
Neighbourhood: Kensington
Date Received: April 11, 2014
- Application No. 28/14: Eidem Road/Brodsky Avenue/Arthur Rose Avenue
71st Street and 72nd Street
Applicant: Meridian Surveys for City of Saskatoon and
Superior General Partner Inc.
Legal Description: Part of Plan No. 63S01093
Current Zoning: IH2
Neighbourhood: Marquis Industrial
Date Received: April 15, 2014
- Application No. 29/14: 108 – 105th Street West
Applicant: Larson Surveys for Vic Lam and Mei Yang
Legal Description: Lots 11 and 12, Block 6, Plan No. G122 and
Lot 33, Block 6, Plan No. 101338927
Current Zoning: R2
Neighbourhood: Sutherland
Date Received: April 15, 2014
- Application No. 30/14: 1328 Avenue D North
Applicant: Webb Surveys for 101221120 Sask. Ltd.
Legal Description: Lots 27 and 28, Block 14, Plan No. 101541114
Current Zoning: R2
Neighbourhood: Mayfair
Date Received: April 17, 2014
- Application No. 31/14: 200 Hedley Street
Applicant: Webb Surveys for Patrick and Nora Conway
c/o Realistic Homes
Legal Description: Lot 16, Block 7, Plan G171
Current Zoning: R2
Neighbourhood: Forest Grove
Date Received: April 17, 2014

Subdivision

- Application No. 32/14: Evergreen Boulevard/Manek Road
Applicant: Digital Mapping Systems for City of Saskatoon
Legal Description: Parcel HH, Plan No. 102107135
Current Zoning: R1A
Neighbourhood: Evergreen
Date Received: April 23, 2014

- Application No. 33/14: 25 - 25th Street
Applicant: Digital Mapping Systems for City of Saskatoon
Legal Description: Part Parcel XX and Parcel H, Plan No. 102111253
Current Zoning: RA1
Neighbourhood: Central Industrial
Date Received: April 28, 2014

- Application No. 34/14: Kolynchuk Crescent
Applicant: Webster Surveys for Dream Asset Management Corp.
Legal Description: Parcel A, Block 203, and Parcel A, Block 208, all in
Plan No. 102147285
Current Zoning: RMTN
Neighbourhood: Stonebridge
Date Received: April 28, 2014

- Application No. 35/14: Betts Avenue/Hart Road
Applicant: Neil MacKay (MacPherson Leslie & Tyerman) for
Saskatoon West Shopping Centre Ltd.
Legal Description: Part of Parcel A, Plan No. 101879174
Current Zoning: DCD6
Neighbourhood: Blairmore Suburban Centre
Date Received: May 1, 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 Concept Plan Amendment for Kensington
2. Plan of Proposed Condominium Plan No. 6/14

3. Plan of Proposed Condominium Plan No. 7/14
4. Plan of Proposed Discretionary Use No. D8/14
5. Plan of Proposed Discretionary Use No. D9/14
6. Plan of Proposed Discretionary Use No. D10/14
7. Plan of Proposed Official Community Plan Amendment OCP 17/14
8. Plan of Proposed Official Community Plan Amendment OCP 20/14
9. Plan of Proposed Rezoning No. Z8/14
10. Plan of Proposed Rezoning No. Z18/14
11. Plan of Proposed Rezoning No. Z19/14
12. Plan of Proposed Rezoning No. Z21/14
13. Plan of Proposed Rezoning No. Z23/14
14. Plan of Proposed Subdivision No. 20/14
15. Plan of Proposed Subdivision No. 21/14
16. Plan of Proposed Subdivision No. 23/14
17. Plan of Proposed Subdivision No. 24/14
18. Plan of Proposed Subdivision No. 25/14
19. Plan of Proposed Subdivision No. 26/14
20. Plan of Proposed Subdivision No. 27/14
21. Plan of Proposed Subdivision No. 28/14
22. Plan of Proposed Subdivision No. 29/14
23. Plan of Proposed Subdivision No. 30/14
24. Plan of Proposed Subdivision No. 31/14
25. Plan of Proposed Subdivision No. 32/14
26. Plan of Proposed Subdivision No. 33/14
27. Plan of Proposed Subdivision No. 34/14
28. Plan of Proposed Subdivision No. 35/14

**A2) Award of Contract for Recreation and Parks Master Plan
(Files CK. 5500-1 and RS. 5500-1)**

- RECOMMENDATION:**
- 1) that RC Strategies be awarded the contract for the development of the Recreation and Parks Master Plan for a total of \$141,512, net of GST; and
 - 2) that the City Solicitor be requested to prepare the necessary agreement and His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

TOPIC AND PURPOSE

The Community Services Department is requesting that City Council approve awarding the contract for the development of the Recreation and Parks Master Plan to RC Strategies.

REPORT HIGHLIGHTS

1. The Request for Proposal (RFP) for the development of a Recreation and Parks Master Plan (Master Plan) was released on April 8, 2014, and closed on May 1, 2014.
2. Four proposals were received, and all proposals included the required components and deliverables identified within the RFP. Also, all bids were within the identified upset limit of \$150,000 for the completion of the Master Plan.
3. All proposals were reviewed and evaluated based on the established criteria and dollar cost averaging method outlined in the RFP. Based on this review, the Administration is recommending award of the contract to RC Strategies.

STRATEGIC GOAL

The provision of recreation, sport, culture, parks, facilities, and programs is a core service for the residents of Saskatoon and is strongly connected to the outcomes of a number of the City of Saskatoon's (City) Strategic Goals; the strongest connection is to the Strategic Goal of Quality of Life.

BACKGROUND

The last Public Recreation Policy Plan was completed in 1996, and much has changed since that time. The community has experienced substantial growth; social, economic, and demographic trends have shifted; recreation infrastructure is aging; and leisure participation patterns and expectations have changed significantly. These, and other factors, have led to the need to develop a comprehensive Master Plan for the City.

During its December 3, 2013 meeting, City Council resolved:

“that the Administration proceed with the development of a Recreation Master Plan for the City of Saskatoon, as outlined in the November 19, 2013, report of the General Manager, Community Services Department.”

During its March 31, 2014 meeting, City Council received an informational report with overview of the terms of reference for the RFP being issued for the Master Plan, including the intended scope, key deliverables, and timelines for the project.

REPORT

RFP

The RFP for the Master Plan was released on April 8, 2014, and closed on May 1, 2014, and was coordinated through the City's Purchasing Services Section.

Proposal Compliance

In total, four proposals were received through Purchasing Services, and all four were in compliance with the base proposal requirements.

Evaluation of Proposals

All proposals submitted to the RFP were evaluated based on the following criteria:

- a) project understanding and quality of proposal – 25 percent;
- b) project management – 25 percent;
- c) community engagement – 15 percent
- d) timeline, schedule and methodology – 15 percent;
- e) knowledge of the community – 10 percent; and
- f) cost of the study/services provided – 10 percent.

Since RC Strategies' bid is within budget, and ranked highest using the evaluation criteria noted above, the Administration is recommending the contract be awarded to RC Strategies.

OPTIONS TO THE RECOMMENDATION

There are no options to the recommendation.

POLICY IMPLICATIONS

As per Purchase of Goods, Services and Work Policy No. C02-030, City Council is required to award contracts exceeding \$100,000.

FINANCIAL IMPLICATIONS

The total project cost to the City for the proposal submitted by RC Strategies is as follows:

Total Project Upset Value (net of GST)	\$141,512
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The total Capital budget approved for the Master Plan is \$200,000, of which \$150,000 was set aside to hire a qualified consultant to develop the Master Plan.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

The Master Plan will be a collaborative undertaking by the various divisions within the City that will need to be involved and/or consulted during the development of the plan, including: Community Development, Recreation and Sport, Parks, Facilities, Planning and Development, and Transportation.

In developing the Master Plan, the work will reflect on and incorporate information and input already gathered from citizens, such as Community Vision, Corporate Strategic Plan, Municipal Culture Plan, Leisure Needs Assessment studies, Civic Satisfaction surveys, and the Future Sport and Recreation Facility Development Model.

There will also be formal community engagement with community-based organizations and the general public in the development of the Master Plan.

COMMUNICATION PLAN

A communication plan for the Master Plan is being developed through the Marketing Section of the Community Services Department that will highlight significant milestones, where and how the community can get involved, and provide input and timelines for the project.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

Upon awarding the contract, work on the Master Plan will begin in May/June 2014 with completion of the draft Master Plan in spring 2015.

More specifically, the Administration has the following stages and timelines for development of the Master Plan:

- a) award of contract - May 2014;
- b) start-up meetings - May 2014;
- c) plan development - June to December 2014;
- d) draft Master Plan - February 2015; and
- e) presentation of plan to City Council - May 2015.

The Administration will report back to City Council at regular intervals throughout the development of the Master Plan.

ENVIRONMENTAL IMPLICATIONS

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

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

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.

**A3) Discussions with the YMCA for a New City Centre Recreation Facility
(Files CK. 610-1 and RS. 610-25)**

- RECOMMENDATION:**
- 1) that the Administration be authorized to continue discussions related to a partnership with the YMCA to develop a City Centre Recreation Facility and a draft Agreement in Principle;
 - 2) that the discussions with the YMCA also consider the potential inclusion of other project partners for a City Centre Recreation Facility; and
 - 3) that the Administration report further to the appropriate Standing Committee of City Council on the progress toward developing an Agreement in Principle.

TOPIC AND PURPOSE

This report is to provide an overview of recent discussions with the YMCA regarding the possibility of a future partnership with the City of Saskatoon (City) to develop a City Centre Recreation Facility (CCRF) and the key principles for the partnership to move forward.

REPORT HIGHLIGHTS

1. In early 2013, City Council identified a four-year priority to build a leisure centre located within the core neighbourhoods. In response, the Administration has been investigating potential options for a new facility within the city centre area.
2. In late 2013, the YMCA approached the City to begin preliminary discussions related to the potential for partnership opportunities between the City and the YMCA to develop a new CCRF.
3. With both organizations identifying a new CCRF in their business plans, the YMCA and the Administration have begun initial discussions about a potential partnership for a CCRF. Through these discussions, a number of key principles/agreements of a partnership have been identified as foundational in order to move forward.

4. If approved to proceed with partnership discussions, an Agreement in Principle (AIP) will be drafted, outlining a joint understanding of the project and common commitment to the delivery of recreation services in the city centre.

STRATEGIC GOALS

Under the Strategic Goal of Quality of Life, the establishment of a CCRF is a four-year priority. Should the City decide to proceed in partnership with the YMCA in the design and construction of a new recreation facility in the city centre, this would also support the Strategic Goal of Asset and Financial Sustainability. The four-year priority of investigating funding strategies and pricing solutions for services and infrastructure, and the long-term strategy of reducing reliance on residential property tax by funding new programs and services through possible partnerships, would also be addressed.

BACKGROUND

City Centre Recreational Facility – a Four-Year Priority

In early 2013, during its Strategic Planning session, City Council identified the need for a CCRF within the four-year priorities for the City of Saskatoon 2014 to 2024 Business Plan.

In 2013, the City was also made aware that the YMCA Board and Strategic Planning Committee were considering the long-term viable future of the current YMCA building. Related to this, in Fall 2013, YMCA Strategic Planning Committee approached the City to begin preliminary discussions related to the potential for partnership opportunities between the City and the YMCA to develop a new CCRF.

The Administration saw this as providing the opportunity for a potential future partnership between the City and the YMCA to develop a new CCRF. The YMCA Strategic Planning Committee confirmed in their strategic plan that they have identified a potential new YMCA facility within the next five to seven years, also to be located somewhere within the city centre area.

REPORT

In late 2013, the Administration began discussions with the YMCA Executive Director about consideration for potential collaboration and/or partnership on a new CCRF. This report provides an update on recent discussions related to the possibility of a future partnership.

Exploring the Potential Partnership

To begin discussions about a potential partnership, it was necessary to have a more comprehensive understanding of:

- a) each other's organization;
- b) the top priorities of a potential partnership;
- c) expectations of a partnership; and
- d) the non-negotiable partnering conditions.

To facilitate this information sharing, each organization completed a "Partnership Workbook", which included information about each other's organization and the potential partnership.

Exploring Partnership Models and Key Principles/Agreements to Move Forward

The Administration and the YMCA have researched a number of partnership models with Municipalities and YMCAs across Canada. There are several good examples, the two most recent being in Brandon, Manitoba; and Coquitlam, British Columbia. Related to a formal AIP document, the Administration and the YMCA have also been discussing the general terms and framework for information to include for a conceptual partnership in the development of a CCRF.

For the Administration to now proceed with more formal discussions about a potential partnership with the YMCA on a CCRF, the following key principles/agreements/approvals must be addressed:

- a) endorsement by City Council and the YMCA Board to continue with discussions to deliver recreational services;
- b) interest from both parties to find a location that works for both;
- c) agreement that both parties will commit funding to the facility;
- d) agreement that this will be a long-term commitment;
- e) agreement that public engagement and public accountability are key to the success; and
- f) agreement that programs and services provided in the CCRF reflect the following fundamental principles and values:
 - i) sustainability – socially, economically, fiscally, organizationally, operationally, and environmentally;
 - ii) inclusivity – accessible by all local citizens;
 - iii) belonging – where everyone feels welcome, valued, and has a sense of belonging;

- iv) volunteerism – will be valued and incorporated into service delivery;
- v) partnership – is valued and strengths of each party emphasized;
and
- vi) responsiveness – citizen focused and responsive to local needs.

Agreement in Principle

Subject to City Council and the YMCA Board's approval to proceed, and the conclusion of satisfactory discussions, a draft AIP will be prepared, and a detailed report presented to the Planning and Operations Committee with recommended actions.

The AIP will outline a joint understanding of the project and common commitment to the delivery of recreation services in the city centre. The AIP will cover the major points and terms (such as location of the facility, the business case for such a facility, the access to the facility, who pays for what, etc.) and by signing the AIP, indicates that both parties have reached some level of consensus and that it is the agreed intention to move forward on the project.

Significant items for inclusion in an AIP between the City and the YMCA to develop a CCRF include:

- a) the business case (need) for a CCRF;
- b) stated purpose and goals of a new CCRF;
- c) stated principles and values to be incorporated and prevalent in a new CCRF;
- d) services to be provided that complement and add value to already existing City programs, services, and facilities;
- e) modes of access to the CCRF;
- f) timelines;
- g) funding commitments; and
- h) summary of partnership roles and consideration for other partners to be part of the CCRF.

Following this AIP and confirmation of a number of the final details (i.e. Business Case, Capital Budget, and site selection), this AIP would be replaced with a formal Partnership Agreement, or a Master Agreement, which will have legal effect and which both parties will sign. This Master Agreement would be the subject of a further report and more in-depth discussions.

OPTIONS TO THE RECOMMENDATION

An option for consideration is for City Council to direct the Administration to cease discussions with the YMCA on possible collaboration on a CCRF. This option is not recommended because City Council has identified, as a four-year priority, the building of a new leisure centre within the core neighbourhoods. Further, the City currently has no identified source of funding for a new leisure centre, so partnership is a way of leveraging any potential funding and mitigating the capital and operating requirements for a new leisure centre.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

Funding contributions for a partnered CCRF is undetermined at this time. Before proceeding further in this regard, contribution levels will have to be defined and presented in a detailed report to the Planning and Operations Committee for consideration and approval.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

To date, the Administration has held a number of meetings with the Executive Director at the YMCA. Also, there has been one meeting with His Worship and City Administration, the YMCA Executive Director, and the YMCA Strategic Planning Committee.

The City and the YMCA both agree that public and stakeholder involvement would be an integral part of the design and construction of a new recreation facility. Should City Council provide direction for Administration to proceed with this project in partnership with the YMCA, a detailed public engagement strategy would be developed in the next stages of the project and brought forward in due course.

COMMUNICATION PLAN

Development of a communication plan would be prepared in alignment with milestones projected in the project plan and with the community engagement strategy.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

A report regarding the draft AIP document will be brought forward to the Planning and Operations Committee for consideration as soon as draft terms are agreed to, anticipated to be in early Fall 2014. Following approval of the AIP, then 12 to 18 months would be required to negotiate a formal partnership 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 would be part of the planning of this project, and the process would be developed further in the next stages of the project.

PUBLIC NOTICE

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

A4) Neighbourhood Infill Development Strategy – Zoning Bylaw Text Amendment to Amend the Development Standards for Primary Dwellings in Established Neighbourhoods – Approval of Advertising (Files CK. 4350-63 and PL. 4350-Z26/14)

- RECOMMENDATION:**
- 1) that the advertising in respect to the proposed text amendment to Zoning Bylaw No. 8770, be approved;
 - 2) that the General Manager, Community Services Department, be requested to prepare the required notices for advertising the proposed amendment to Zoning Bylaw No. 8770;

- 3) that the City Solicitor be requested to prepare the required bylaws to amend Zoning Bylaw No. 8770; and
- 4) that at the time of the public hearing, consideration be given to the Municipal Planning Commission's recommendations related to the proposal outlined in this report.

TOPIC AND PURPOSE

The purpose of this report is to request advertising approval for an amendment to Zoning Bylaw No. 8770. The proposed amendment will provide development standards for infill development for primary dwellings in the established neighbourhoods.

REPORT HIGHLIGHTS

The Administration is recommending amendments to Zoning Bylaw No. 8770 that will implement development standards with the goal of balancing the demand for contemporary housing with the existing built form in established neighbourhoods, as identified in the Neighbourhood Level Infill Development Strategy.

STRATEGIC GOAL

This report supports the City of Saskatoon's (City) Strategic Goal of Sustainable Growth by ensuring that infill development is compatible with the existing built form. Developing design guidelines to promote infill development in existing neighbourhoods is specifically identified as a four-year strategy.

BACKGROUND

The Neighbourhood Level Infill Development Strategy (Strategy) was endorsed by City Council on December 16, 2013. The Strategy outlined best practices, design guidelines, and regulations that, upon implementation, will provide flexibility and increased opportunity for small-scale residential infill development. The Strategy addresses development standards, parking requirements, site servicing, and infill lot grading to accommodate infill development and minimize impact on neighbouring property owners. New forms of development were identified in the Strategy, including garden and garage suites and four-unit dwellings on corner lots.

A report was considered by the Planning and Operations Committee on March 25, 2014, which included an overall implementation plan for the Strategy. The implementation plan included developing regulations and design guidelines for primary dwellings in established neighbourhoods.

REPORT

Zoning Bylaw No. 8770 Amendment

The Strategy recommended that existing development standards, in particular those that regulate building height and massing, be amended to ensure that new infill development does not detract from the character of an existing neighbourhood. In this regard, the Administration is proposing amendments to the development standards for one- and two-unit dwellings, and semi-detached dwellings in the R1 - Large Lot One-Unit Residential District, R1A – One-Unit Residential District, and R2 One- and Two-Unit Residential District in the established neighbourhoods.

As identified in the Strategy, established neighbourhoods may be further divided into two categories based on their development pattern and characteristics. Category 1 neighbourhoods include City Park, Caswell Hill, Westmount, Riversdale, Pleasant Hill, King George, Nutana, Varsity View, Buena Vista, North Park, Haultain, and Exhibition. These neighbourhoods are generally characterized by a grid design with narrow residential streets and large mature trees and vegetation. Much of the original development in this area occurred prior to 1945. Category 2 neighbourhoods are the remainder of the established neighbourhoods. A map showing Category 1 and Category 2 neighbourhoods is contained in Attachment 1

The proposed amendments are outlined in Attachment 2 and include changes to maximum building height and massing, building wall length, site width, and front yard encroachment for porches. Other regulations for primary dwellings, such as site depth, building setbacks from property lines, and site coverage are not proposed to be changed. The following is an explanation of the proposed changes:

- a. Building Height – The current maximum building height is 8.5 metres and is measured from grade level to the highest point of the roof for flat roofs, and to mean height level between the eaves and the ridge for a peaked roof. It is proposed that the use of a “building envelope” be implemented to regulate side wall height and mass. Attachment 3 illustrates how the amended regulation will be applied.

- b. Building Wall Length - There are currently no restrictions for the length of a wall of a one- and two-unit dwelling or semi-detached dwelling. This may result in a side wall from infill development extending further into the rear yard, beyond the wall of an adjacent dwelling.

The proposed standard of a maximum wall length will provide regulations to ensure wall lengths are generally consistent with adjacent dwellings and mitigate some of the effects that adjacent property owners experience in regard to shading and privacy. The proposed standards are as follows:

- i) 14 metres for sites 35 metres or less in depth;
- ii) 16 metres for lots 35.1 to 45 metres in depth; and
- iii) 20 metres for lots with depths greater than 45 metres.

- c. Site Width – The current development standard for minimum site width for one-unit dwellings is 15 metres in the R1 District, 12 metres in the R1A District, and 7.5 meters in the R2 District. The site width for the construction of new one-unit dwellings in established neighbourhoods shall be at least 70 percent of the average site width for one-unit dwelling sites fronting on the subject block face and the opposite block face, but in no case shall the site width be less than the minimum site width required in the applicable zoning district. The intent of this provision is to ensure that lots have consistent widths along a block face; however, this has inadvertently resulted in the development of an abundance of semi-detached dwellings.

In Montgomery Place, the minimum site width is 18.25 metres. This minimum site width is not proposed to be changed and will not be impacted by the proposed amendments.

It is proposed to remove this provision in Category 1 neighbourhoods and provide a site width as stated in the zoning district. For Category 2 neighbourhoods, the Administration is recommending that the 70 percent rule be changed to 60 percent of the average lot width. The provision to change from 70 percent to 60 percent will increase the number of lots available for one-unit dwellings and maintain the character of blocks with wider lots.

- d. Front Porch Encroachment into Front Yard – The current provision does not allow a front porch to extend into the required front yard as it is considered part of the structure. The proposed amendments will allow for front porches to encroach, provided that they do not exceed 75 percent of the width of the facade and cannot encroach more than 3 metres.

Approval Process and Implementation

One- and two-unit dwellings, and semi-detached dwellings will continue to be permitted uses, and the approval process will not change.

OPTIONS TO THE RECOMMENDATION

City Council has the option of not approving the advertising for the proposed bylaws. Further direction from City Council would be requested.

POLICY IMPLICATIONS

Amendments to Zoning Bylaw No. 8770 are outlined in this report.

FINANCIAL IMPLICATIONS

There are no financial implications at this time.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

A Community Advisory Committee (Committee), comprised of civic staff, land developers, and interested members, was assembled to provide direction and oversee the Strategy. The Committee provided input into the development standards outlined in the report.

Between January and April 2014, meetings have been held with stakeholders, and correspondence has been received. Changes have been incorporated into this report based on this feedback.

A public information meeting was held on May 7, 2014, at City Park Collegiate to present the proposed regulations. The Municipal Planning Commission will be provided with an update of this meeting when they consider this application.

COMMUNICATION PLAN

If this application is approved for advertising by City Council, a notice will be placed in The StarPhoenix once a week for two consecutive weeks.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The Administration will provide City Council with a report after the regulations have been in effect for approximately two years.

ENVIRONMENTAL IMPLICATIONS

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

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review is not required.

PUBLIC NOTICE

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

ATTACHMENTS

1. Category 1 and Category 2 Neighbourhoods
2. Proposed Changes To The Existing Development Standards
3. Building Height and Massing - Explanatory Diagrams

**A5) Neighbourhood Infill Development Strategy – Zoning Bylaw Text Amendment
R2 Zoning District – Approval to Advertise – Three and Four Dwellings per Corner Site
(Files CK. 4350-63 and PL. 4350-Z25/14)**

- RECOMMENDATION:**
- 1) that the advertising, in respect to the proposed text amendment to Zoning Bylaw No. 8770, be approved;
 - 2) that the General Manager, Community Services Department, be requested to prepare the required notices for advertising the proposed amendment to Zoning Bylaw No. 8770;
 - 3) that the City Solicitor be requested to prepare the required bylaws to amend Zoning Bylaw No. 8770; and
 - 4) that at the time of the public hearing, consideration be given to the Municipal Planning Commission's recommendations related to the proposal outlined in this report.

TOPIC AND PURPOSE

The purpose of this report is to consider an amendment to Zoning Bylaw No. 8770 (Zoning Bylaw), which will allow for three and four-unit dwellings on corner sites, as a discretionary use in the R2 – One and Two-Unit Residential Zoning District.

REPORT HIGHLIGHTS

The Administration is recommending amendments to the Zoning Bylaw to allow for the development of three and four-unit dwellings in the R2 Zoning District on corner sites in the established neighbourhoods as identified in the Neighbourhood Level Infill Development Strategy (Strategy).

STRATEGIC GOAL

This report supports the City of Saskatoon's (City) long-term Strategic Goal of Sustainable Growth, by allowing for an additional form of infill development. Increasing infill development is specifically identified as a ten-year strategy for achieving this goal.

BACKGROUND

At its December 16, 2013 meeting, City Council endorsed the Strategy. The Strategy outlined best practices, design guidelines, and regulations that upon implementation will provide flexibility and increased opportunity for small scale residential infill development. The Strategy addresses development standards, parking requirements, site servicing, and infill lot grading to accommodate infill development and minimize impact on neighbouring property owners. New forms of development were identified in the Strategy, including garden and garage suites, and four-unit dwellings on corner lots.

A report was considered by the Planning and Operations Committee on March 25, 2014, which included an overall implementation plan for the Strategy. The plan included proceeding with amendments to allow for up to four-unit dwellings on corner sites.

REPORT

Zoning Bylaw Amendment

The Administration is proposing that the Zoning Bylaw be amended to provide for three and four-unit dwelling units on corner sites in the R2 Zoning District as a discretionary use. A corner site is defined in the Zoning Bylaw as a site at the intersection or junction of two (2) or more streets and where a side site line may be separated from the street by a buffer strip. The development standards to be applied are included in Attachment 1.

The proposed amendment to provide for three and four-unit dwellings on corner sites would only apply to established neighbourhoods as indicated on the map in Appendix B of the Zoning Bylaw (refer to Attachment 2). All sites must have a rear lane and be located on arterial or collector streets as defined by the Transportation and Utilities Department. Consideration may be given to other corner sites based on adjacent land uses, street widths, and any relevant Local Area Plan (LAP) policies.

An example of a site plan and elevations for a four-unit dwelling is included in Attachment 3.

To recognize infill opportunities in the R2 Zoning District, including three and four-unit dwellings on corner sites, the Administration is also recommending that the purpose of the R2 Zoning District be amended to identify that certain small scale infill development will be accommodated in this District.

Approval Process and Implementation

The Administration recommends that three and four-unit dwellings on corner sites in the R2 Zoning District be considered a discretionary use. It is recommended that the discretionary use approval be delegated to the Administration and an application fee of \$1,500 be applied, as this will be considered a “complex” application. An inspection will be conducted to ensure that all existing uses are legally permitted. The Administration may approve, approve with conditions, or deny the application. Applicants may have City Council review the decision of the Administration if the application is denied. Applications referred to City Council will first be reviewed by the Municipal Planning Commission, who would then provide a recommendation. Neighbouring property owners would be notified prior to the public hearing. City Council’s decision on the application is final and there will be no further appeals.

OPTIONS TO THE RECOMMENDATION

City Council has the option of not approving the advertising for the proposed bylaws. Further direction from City Council would be requested.

POLICY IMPLICATIONS

Amendments to the Zoning Bylaw are outlined in this report.

FINANCIAL IMPLICATIONS

There are no financial implications.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

A Community Advisory Committee (Committee) comprised of civic staff, land developers, and interested members was assembled to provide direction and to oversee the Strategy. The Committee provided input into the development standards for four-unit dwellings on corner sites and will continue to convene through implementation of the strategy.

A public information meeting was held on May 7, 2014, at City Park Collegiate to present the proposed regulations for four-unit dwellings on corner sites. The development standards for primary dwellings were also presented at this meeting. The feedback received at this meeting will be presented to the Municipal Planning Commission when they review this proposal.

COMMUNICATION PLAN

If this application is approved for advertising by City Council, a notice will be placed in The StarPhoenix once a week for two consecutive weeks.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The Administration will provide City Council with a report after the regulations have been in effect for approximately two years.

ENVIRONMENTAL IMPLICATIONS

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

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review is not required.

PUBLIC NOTICE

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

ATTACHMENTS

1. Draft Zoning Bylaw Provisions in the R2 Zoning District, Section 8.4.3, Zoning Bylaw No. 8770
2. Established Neighbourhoods - Appendix B of the Zoning Bylaw
3. Four-Unit Dwelling Example

A6) Proposed Aspen Ridge Concept Plan, Official Community Plan Bylaw No. 8769 Amendment, and Zoning Bylaw No. 8770 Amendment – Approval of Advertising
(Files CK. 4131-32, PL. 4131-41, PL. 4115-OCP9/14, PL. 4350-Z10/14)

- RECOMMENDATION:**
- 1) that the advertising in respect to the proposals for the Aspen Ridge Concept Plan, an amendment to Official Community Plan Bylaw No. 8769 – Land Use and Phasing Map, and an amendment to Zoning Bylaw No. 8770, be approved;
 - 2) that the General Manager, Community Services Department, be requested to prepare the required notices for advertising the proposed Aspen Ridge Concept Plan, the amendment to Official Community Plan Bylaw No. 8769 – Land Use and Phasing Map, and the amendment to Zoning Bylaw No. 8770;
 - 3) that the City Solicitor be requested to prepare the required bylaws to amend Official Community Plan Bylaw No. 8769 – Land Use and Phasing Map, and Zoning Bylaw No. 8770; and
 - 4) that at the time of the public hearing, consideration be given to the Municipal Planning Commission's recommendations related to the proposal outlined in this report.

TOPIC AND PURPOSE

The purpose of this report is to request approval to advertise for public hearings for the proposed Aspen Ridge Concept Plan (Concept Plan), an amendment to Official Community Plan Bylaw No. 8769 (OCP) – Land Use and Phasing Map, and an amendment to Zoning Bylaw No. 8770 (Zoning Bylaw).

REPORT HIGHLIGHTS

1. The proposed Concept Plan will provide for a proposed residential neighbourhood consisting of 258.49 ha (638.71 acres) and is the next

neighbourhood to be developed in the University Heights sector. Upon completion, the neighbourhood will be home to approximately 12,609 residents.

2. The Administration is requesting approval to advertise for the proposed Concept Plan, an amendment to the OCP – Land Use and Phasing Map, and an amendment to the Zoning Bylaw to implement the Concept Plan.

STRATEGIC GOAL

Under the City Of Saskatoon's (City) Strategic Goal of Sustainable Growth, this report supports the creation of complete communities in new neighbourhoods that feature employment opportunities, main streets, suburban centres, and greater connectivity both internally and externally and will ensure that new commercial areas include parks, paths, and routes that encourage walking, cycling, and transit use.

BACKGROUND

At its October 7, 2013 City Council meeting, approval was given to amend the University Heights Sector Plan. Aspen Ridge is the next neighbourhood to be developed in the University Heights sector.

REPORT

Concept Plan

The proposed Concept Plan will provide for a residential neighbourhood, consisting of 258.49 ha (638.71 acres) and is the next neighbourhood to be developed in the University Heights sector. A copy of the proposed Concept Plan, presented at the public open house on March 18, 2014, is included in Attachment 1. The neighbourhood has been designed to be walkable with amenities, transit, and recreational spaces close to homes. It will include a variety of housing, such as one-unit dwellings, townhouses, multiple-unit dwellings, and mixed-use development combining residential with retail and office space. Elements of the neighbourhood will include:

- a) a complete streets design concept for McOrmond Drive;
- b) a village square;
- c) a multi-use greenway abutting the Northeast Swale;
- d) a linear park system; and
- e) pre-designated sites for attainable housing.

Upon completion, the neighbourhood will be home to approximately 12,609 residents. The Quick Facts Sheet regarding the proposed neighbourhood has been included in Attachment 2.

Growing Forward! Shaping Saskatoon

A report was presented to the Growing Forward! Shaping Saskatoon Steering Committee. Due to the proximity of Aspen Ridge to the Evergreen neighbourhood, the proposed Concept Plan was presented to the Growing Forward! Shaping Saskatoon Steering Committee, together with the proposed Evergreen Concept Plan amendment for the District Village. The report identifies how the proposed Concept Plan meets the principles of the Growing Forward! Shaping Saskatoon initiative. The report is included in Attachment 3.

Some of the key initiatives incorporated into the design of the neighbourhood include:

- a) higher density land uses along transit corridors;
- b) all collector roadways built to support transit;
- c) a District Village to provide employment opportunities within walking distance for residents of both the Aspen Ridge and Evergreen neighbourhoods;
- d) a variety of residential land uses from one-unit to multi-unit residential in order to promote affordability; and
- e) a greenway along those portions of the neighbourhood that abut the Northeast swale.

Approval to Advertise

The Administration anticipates bringing forward two reports with recommendations for the proposed Concept Plan and the associated amendments to the OCP – Land Use and Phasing Map and the Zoning Bylaw for the public hearing scheduled on June 23, 2014, as follows:

- a. The Concept Plan report will be presented to the Municipal Planning Commission and the Planning and Operations Committee prior to bringing the report forward to the public hearing.
- b. The OCP – Land Use and Phasing Map and the Zoning Bylaw amendment report will be presented to the Municipal Planning Commission prior to bringing the report forward to the public hearing.

In order to accommodate the Administration's ability to bring forward the proposals to a public hearing on June 23, 2014, this report is to request approval to advertise, as required by the City's Public Notice Policy No. C01-02.

OPTIONS TO THE RECOMMENDATION

The request to advertise could be denied. Should the request be denied, the Administration would request further direction.

FINANCIAL IMPLICATIONS

Financial implications will be attached to the Concept Plan report.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Comments from Other Divisions and Agencies

The proposal was circulated to the appropriate divisions or agencies as part of the review process. Comments from other divisions and agencies will be attached to the Concept Plan report.

Public Engagement

A public open house was held on March 18, 2014, for residents and property owners in and around the neighbourhood. A total of 899 public notices were distributed to all property owners and the surrounding property owners. The Willowgrove/University Heights and the Silverspring Community Associations were also notified. The Ward Councillor was in attendance and 53 people attended the public open house. The Community Engagement Project Summary has been included in Attachment 4.

COMMUNICATION PLAN

Public hearing notices will be advertised two weeks prior to City Council's meeting date. No further consultation is planned beyond the stakeholder involvement noted above.

PUBLIC NOTICE

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

ATTACHMENTS

1. Aspen Ridge – Proposed Land Use Concept Plan
2. Aspen Ridge Neighbourhood Quick Facts
3. Growing Forward! Shaping Saskatoon Report
4. Community Engagement Summary

**A7) Friends of the Bowl Foundation – Title Sponsorship Rights
Gordon Howe Bowl
(Files CK. 4205-7-2 and RS. 291–5)**

- RECOMMENDATION:**
- 1) that the Yausie and Weenk Family be approved as the title sponsor for the Bowl at Gordon Howe Park;
 - 2) that the new name of Saskatoon Minor Football Field for the Bowl at Gordon Howe Park be approved; and
 - 3) that the City Solicitor be requested to prepare the appropriate donation and naming rights agreement and that His Worship the Mayor and the City Clerk be authorized to execute the Agreement under the Corporate Seal.

TOPIC AND PURPOSE

This report requests City Council's approval for the Yausie and Weenk Family to be the title sponsor for the Bowl at Gordon Howe Park and that the new name for the Bowl be known as "Saskatoon Minor Football Field" at Gordon Howe Park.

REPORT HIGHLIGHTS

1. The Friends of the Bowl Foundation (Foundation) has secured the Yausie and Weenk Family as a title sponsor for the Bowl at Gordon Howe Park.
2. The Yausie and Weenk Family requested that the new name for the Bowl be "Saskatoon Minor Football Field" at Gordon Howe Park.
3. The City of Saskatoon (City), the Foundation, and the Yausie and Weenk Family will enter into a donation and naming rights agreement for a 30-year term which represents two life-cycles of the artificial turf. The Yausie and Weenk Family is

contributing \$1.5 million toward capital upgrades to the Bowl at Gordon Howe Park.

STRATEGIC GOALS

Under the City's Strategic Goal of Asset and Financial Sustainability, this report supports the long-term strategy to increase revenue sources and reduce the reliance on residential property taxes. This report also supports the long-term strategy, within the Strategic Goal of Quality of Life, to ensure existing and future leisure centres and other recreational facilities are accessible physically and financially and meet the community needs.

BACKGROUND

At its September 9, 2013 meeting, City Council granted permission to the Foundation to solicit donor recognition for naming rights and asset naming opportunities, as outlined in the report of the General Manager, Community Services Department, dated August 27, 2013, subject to City Council having final approval of an agreement for the naming rights for the Bowl.

At its May 5, 2014 meeting, City Council approved the amended site plan and the lease of park land to Saskatoon Football Inc. for a storage facility to meet their programming needs at the Bowl at Gordon Howe Park.

REPORT

Title Sponsor and Donation

The Foundation, through its fundraising efforts, has secured a title sponsor for the Bowl at Gordon Howe Park. Through the leadership and generosity of the Yausie and Weenk Family in support of the campaign to revitalize the Bowl at Gordon Howe Park, they are donating \$2.0 million. The Family has predetermined that \$1.5 million be allocated to capital upgrades to the Gordon Howe Bowl and that \$500,000 be allocated to the Saskatoon Football Inc. storage facility.

Naming of the Bowl at Gordon Howe Park

The Yausie and Weenk Family, with the assistance of a local advertising agency, developed a new name for the Bowl. The Family wanted a name that represented the importance of minor football and to help underscore the first home of our community's athletes as they develop and begin their path to becoming leaders on and off the football field.

The name being proposed is "Saskatoon Minor Football Field" at Gordon Howe Park. To the Yausie and Weenk Family, minor football is where youth and young adults learn the sport of football and the life skills and spirit the sport delivers: respect, humility, dedication, teamwork and perseverance. The "Saskatoon Minor Football Field" will truly be the home of football in Saskatoon.

The Yausie and Weenk Family has requested that the name "Saskatoon Minor Football Field" (SMF Field) be featured on a donor recognition feature at Gordon Howe Park. The acronym "SMF Field" will be proudly displayed on the decorative trellis of the new scoreboard.

Donation and Naming Rights Agreement

The City, the Foundation, and the Yausie and Weenk Family will enter into an agreement for a 30-year term or two life-cycles of the artificial turf replacement, whichever comes later. The term will commence once Phase 1 construction (i.e. artificial turf, score clock, field lighting, and sound system) is complete. The Family has agreed that \$1 million be provided for Phase 1, with payment made on or before September 30, 2014, and \$500,000 be provided toward the construction of Phase 2 (i.e., service building, landscaping, and entry plaza). The Family will have a first right of refusal to renew the term, subject to the parties agreeing on any new terms. The key terms of the Agreement (see Attachment 1) between the City, the Foundation, and the Yausie and Weenk Family will be outlined in a Sponsorship Agreement.

POLICY IMPLICATIONS

Sponsorship Policy No. C09-028 facilitates opportunities for entering into sponsorship agreements and naming rights agreements for City-owned assets for the purpose of enhanced financial sustainability.

The policy indicates that City Council provide concept approval for all sponsorship arrangements that are of a sensitive nature or with the total value in excess of \$100,000, and all naming rights arrangements and sale of naming rights before sponsors are approached or agreements made. The policy states that there be a fixed term of up to a maximum of ten years. City Council has the authority to depart from policy as outlined in this report.

FINANCIAL IMPLICATIONS

The total cost to complete Phase 1 and Phase 2 of the project is \$10.05 million. The \$1.5 million sponsorship donation by the Yausie and Weenk Family represents a 14.9 percent contribution toward the total project cost.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

The Foundation supports the Yausie and Weenk Family as the title sponsor and the naming of the Bowl at Gordon Howe Park as “SMF” Field.

COMMUNICATION PLAN

The Foundation, in partnership with the City's Recreation & Sport Division, will conduct a media briefing to announce the title sponsorship and naming of the Bowl at Gordon Howe Park.

ENVIRONMENTAL IMPLICATIONS

There are not environmental implications

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review is not required.

PUBLIC NOTICE

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

ATTACHMENT

1. Donation and Naming Rights Key Terms

Section B – ASSET AND FINANCIAL MANAGEMENT

B1) Saskatoon Airport Authority Request for Property Tax Exemption (2014 – 2018) (Files CK. 1965-1 and AF. 1965-1)

- RECOMMENDATION:**
- 1) that the Saskatoon Airport Authority be granted property tax exemption for the runways, taxiways and aprons, based on the terms outlined in this report, for 5 years (2014 to 2018 inclusive); and
 - 2) that the City Solicitor's Office be requested to prepare the appropriate agreement, in consultation with the Saskatoon Airport Authority, and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

TOPIC AND PURPOSE

The Saskatoon Airport Authority (SAA) has been exempt from paying property taxes on the runways, taxiways, and aprons (runways) as long as the SAA has been the assessable owner of the local airport and the runways have been assessed. The exemption has been by means of the City of Saskatoon (City) granting the exemption under the authority of *The Cities Act*. The most recent five-year exemption, for the years 2009 to 2013 inclusive, has expired. The SAA has requested that the City continue the exemption. The maximum length of exemption that the City can consider is five years.

REPORT HIGHLIGHTS

1. An exemption has been in place as long as both the SAA has been the assessable owner and the runways have been assessed.
2. The Administration recommends the continued exemption for the runways for the SAA for five years (2014 to 2018 inclusive).
3. The exemption is unique to the SAA.

STRATEGIC GOALS

The recommended exemption directly supports the strategic goals of Asset and Financial Sustainability by creating a predictable property taxation scenario for all parties impacted by the recommendation.

The indirect benefits of this predictable taxation environment allows the SAA to operate in a manner that fits both its present needs and future needs of supplying adequate servicing levels to meet the increasing air-traffic needs of an expanding population.

This meets the Strategic Goals of Continuous Improvement, Quality of Life, Sustainable Growth, and Economic Diversity and Prosperity.

BACKGROUND

Her Majesty the Queen in Right of Canada (Her Majesty the Queen) is the owner of the land upon which the Airport is located.

Her Majesty the Queen and the SAA entered into a ground lease dated January 1, 1999, under which the SAA became responsible for the management, development and operation of the Airport.

Under the terms of the ground lease, the SAA is responsible for the payment of all municipal property taxes for which the City, prior to 1999, would have received a grant-in-lieu of real property tax from Her Majesty the Queen.

When the Airport was operated by Her Majesty the Queen, the Minister of Public Works paid the City a grant-in-lieu of property tax in respect of the Airport. However, aircraft runways were not included as federal property for which grants were paid.

In the ground lease negotiations between Her Majesty the Queen and the SAA, the parties did not contemplate that the aircraft runways would be taxable after the management and operation of the Airport was transferred to the SAA.

REPORT

Property Tax Exemption

The runways, shown in Attachment 1, have been given an exemption from property tax by the City. The land that these improvements are located on has not been exempted from taxation.

The exemption has been in place through past renewals, as long as the SAA has been the assessable owner and the runways have been assessed.

A separate partial property tax abatement has been in place to address the Air Terminal and the associated lesser structures and land. This other partial abatement is based on a formula that uses prior year passenger volumes to determine the taxes to be paid, resulting in a predictable taxation scenario with a resulting variable abatement.

The other partial abatement ensures that the SAA and taxing authorities have predictable property taxes.

This exemption for the runways provides for an exemption from property taxes on portions of the assessment that the former operator was not required to consider as a federally operated facility.

The past agreements have exempted all assessed value associated with the runways as improvements, but not the land they are located on. The exemption applied to only the assessment value related to earthwork, concrete, paving, etc. The agreement also contemplated future development of same and ensured that the exemption would apply to new, similar improvements or upgrades.

There is no fixed assessment amount that is exempted from taxation, as the assessment amount can vary due to quadrennial reassessments and any future expansion needed to support the service for a growing population.

Request for Exemption

The SAA is requesting a continuation of the tax exemption from the City for the airside runways at the Airport (Attachment 2). Under Section 263 of *The Cities Act*, the City has the authority to grant an exemption.

The exemption has been in place through past renewals, as long as the SAA has been the assessable owner for the facility (operator) and the runways have been assessed.

If approved, the assessment value exempted for 2014 will be approximately \$41 million.

OPTIONS TO THE RECOMMENDATION

The following are options to the recommendation:

- Re-initiate ad valorem property taxation (property taxes dependent on assessment values);
- Determine a partial exemption in agreement with the SAA;
- Determine a different length of term; or
- Any combination of the above.

POLICY IMPLICATIONS

The recommendation is a continuation of the existing exemption. This exemption is unique in Saskatoon and does not apply to any other property. As it is not policy-based, there should be no implications beyond the targeted property. This ongoing exemption over the past decade has not been applied beyond the subject property.

FINANCIAL IMPLICATIONS

If the exemption is approved, there will be no changes.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Public involvement is not required. Stakeholder involvement is limited to the SAA which is seeking a continuation of the exemption for the runways.

COMMUNICATION PLAN

Upon City Council's decision regarding the continuation of the current exemption, the SAA will receive notification.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

If the recommendation is approved, follow-up will be required. At that time, all taxation options will be reconsidered.

At that same time, both the partial abatement for the terminal and the exemption for the runways can be considered simultaneously.

ENVIRONMENTAL IMPLICATIONS

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

PRIVACY IMPLICATIONS

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CEPTED 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. Schedule "A" (map of airport)
2. Letter from SAA - April 17, 2014

B2) Acquisition of Land for 33rd Street Multi-Use Corridor (Files CK. 4020-1, AF. 4020-1, LA. 4020-014-006 and LA. 0375-2)

- RECOMMENDATION:**
- 1) that the Real Estate Manager be authorized to acquire a portion of Parcel G Plan, No. CR3112, Ext 0 (95 – 33rd Street East, see Attachment 1), comprising of approximately 520 square metres from Horizon Milling ULC for \$1.00;
 - 2) that the City Solicitor's Office administer the required documentation to complete this transaction; and
 - 3) that the Capital Project 1137, Bicycle Facilities (33rd Street Multi-Use Corridor) be used as the funding source for the land acquisition and costs associated with site alterations, legal costs, administrative costs, and disbursements.

TOPIC AND PURPOSE

The purpose of this report is to obtain approval for the purchase of a portion of Parcel G, Plan No. CR3112, Ext 0 (95 – 33rd Street East) for the extension of the 33rd Street Multi-Use Corridor to the west of 3rd Avenue.

REPORT HIGHLIGHTS

1. Acquisition price for the land is \$1.00.
2. The construction of this section of the 33rd Street Multi-Use Corridor will provide an additional 180 meters of safe pedestrian and cyclist travel along 33rd Street.

STRATEGIC GOAL

The 33rd Street Multi-Use Corridor supports the City of Saskatoon's (City) Strategic Goal of Moving Around by providing a critical pedestrian and cyclist link between SIAST Kelsey Campus and Spadina Crescent.

BACKGROUND

The 33rd Street Multi-Use Corridor Master Plan was approved in principle at the June 27, 2011, City Council meeting.

REPORT

The proposed alignment of the 33rd Street Corridor requires the acquisition of a strip of land from a number of properties along the south side of 33rd Street, including approximately 180 linear meters from Horizon Milling ULU (Horizon).

The City's Real Estate Services section has negotiated an agreement with the property owner, Horizon. Details of the agreement include:

- purchase price is \$1.00;
- conditions precedent: City Council approval by May 20, 2014;
- the City is responsible for the relocation of fences, electrical panels, parking stall plug-ins, and gates that are impacted by the proposed path;
- the City will ensure the surface condition of the site is left in a satisfactory condition;
- the City will supply and install four light standards and two parking bollards to enhance parking safety/functionality on the Horizon site; and
- possession of the land upon City Council approval.

OPTIONS TO THE RECOMMENDATION

There are no other options.

POLICY IMPLICATIONS

There are no identified policy implications at this time.

FINANCIAL IMPLICATIONS

Sufficient funds for this land acquisition and site alterations exist within Capital Project 1137, Bicycle Facilities (33rd Street Multi-Use Corridor). Site alterations are estimated at \$47,900. Electrical relocations and site lighting account for \$43,400 of these estimated costs.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Discussions regarding the acquisition of this section of the corridor have involved the City's Transportation, Real Estate Services, and Development Review Sections, as well as the City Solicitor's Office. In addition, Horizon and Crosby Hanna & Associates have had significant involvement.

COMMUNICATION PLAN

There is no communication plan required at this time.

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

Two more land acquisition reports for this section of the 33rd Street Multi-Use Corridor will be brought forward for City Council's approval once negotiations are finalized. This section of the corridor is targeted to be operational by fall of 2014.

ENVIRONMENTAL IMPLICATIONS

The extension of this corridor will promote alternative modes of transportation, and ideally reduce vehicle trips in the area.

PRIVACY IMPLICATIONS

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review is in progress.

PUBLIC NOTICE

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

ATTACHMENT

1. Lands Subject to the Agreement

**B3) Saskatoon Regional Economic Development Authority Inc. (SREDA)
Annual Reporting
(Files CK. 1870-10 and AF. 3500-1)**

- RECOMMENDATION:**
- 1) that the information be received;
 - 2) that a bonus payment totalling \$92,625 be approved based on the achievement of the agreed-upon annual performance targets; and
 - 3) that the 2014 performance targets be approved.

TOPIC AND PURPOSE

This report provides information to City Council on the 2013 activities of the Saskatoon Regional Economic Development Authority Inc. (SREDA), including the results of the 2013 performance measures and 2014 performance targets. This is consistent with the reporting requirements outlined in the Funding Agreement between the City of Saskatoon (City) and SREDA.

STRATEGIC GOALS

As identified in the Funding Agreement, the services performed by SREDA are required to be consistent with both the City's Strategic Plan, in particular, the Strategic Goal of Economic Diversity and Prosperity, as well as SREDA's Strategic Goals.

BACKGROUND

On October 7, 2013, City Council approved a revised Funding Agreement with SREDA and the performance measures and targets developed by SREDA. The agreement

requires that an annual report containing audited financial statements and information on SREDA's activities be provided to City Council no later than May 31 each calendar year.

In addition, SREDA shall report on its achievement of the agreed-upon performance measures. If the City and SREDA agree that SREDA has met the performance measures, a bonus payment shall be provided.

The agreement also requires that SREDA's strategic and business plans and budget for 2014 be presented to City Council no later than December 15, 2013.

REPORT

The SREDA 2013 Annual Report (Attachment 1) includes a summary of activities and their audited financial statements. Attachment 2 is the annual reporting of statistics related to SREDA Administered Incentives for the years 2004 to 2013.

Attachment 3 is a copy of the 2013 SREDA Key Performance Indicators Scorecard which outlines the approved performance measures, targets, results and ratings. The ratings are calculated by pro-rating the weighting based on actual results. The total for 2013 is 74.1%.

The Funding Agreement provides for a bonus payment of up to \$125,000 annually, based on the successful achievement of the agreed-upon annual performance measure targets. Accordingly, the bonus payment to SREDA for 2013 totals \$92,625. The funding source is from industrial property sale proceeds that reside within the Property Realized Reserve.

Neither SREDA's current Strategic Plan (2012 – 2015) or 2014 business plan and 2014 budget were previously provided to City Council; they are attached (Attachments 4 and 5).

SREDA's 2014 Performance Targets (Attachment 6) are currently in draft form only. While the SREDA Executive has approved them, approval by the Board is still outstanding. Future reporting on both the targets and business plan and budget will be in line with the timelines specified in the agreement.

OPTIONS TO THE RECOMMENDATION

No options are available related to the bonus payment to SREDA as this is outlined within the funding agreement. However, City Council can ask for additional information relating to the 2014 targets.

POLICY IMPLICATIONS

The recommendations are consistent with the Funding Agreement between the City and SREDA.

FINANCIAL IMPLICATIONS

Funding for the bonus payment exists within the Property Realized Reserve.

COMMUNICATION PLAN

No communication plan is required.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

A fall update will be provided to City Council including SREDA's updated strategic and business plans, together with their 2015 budget and performance targets.

PUBLIC NOTICE

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

ATTACHMENTS

1. SREDA Annual Report 2013
2. Statistics Report - SREDA Administered Incentives
3. 2013 SREDA Key Performance Indicators Scorecard
4. SREDA Strategic Plan 2012 – 2015
5. SREDA 2014 Operational Plan
6. SREDA 2014 Draft Performance Targets

Section C – CORPORATE PERFORMANCE

C1) Composting Program Bulk Sales (Files CK. 1720-1, x 7830-5 and CP. 7832-6)

- RECOMMENDATION:**
- 1) that bulk sale prices for compost be established for 2014 as follows:
 - \$65 per cubic meter for loads smaller than 5 cubic meters
 - \$20 per cubic meter for loads greater than 5 cubic meters
 - \$15 per cubic meter for purchases greater than 25 cubic meters;
 - 2) that a bulk sale price of \$26 per cubic meter be established for mulch; and
 - 3) that the Administration be authorized to provide mulch in bulk quantities at no charge from the McOrmond Drive Compost Depot prior to the decommissioning of the site.

TOPIC AND PURPOSE

The purpose of this report is to establish rates for the sale of compost and mulch in bulk quantities.

REPORT HIGHLIGHTS

1. A significant volume of mature compost (12,300 cubic meters) and mulch (16,000 cubic meters) will be available this season. The Administration has proposed a set of bulk sale prices to facilitate the sale of this material to citizens.
2. Two sales channels are proposed to ensure that sales can proceed safely, and to facilitate the decommissioning of the McOrmond Drive Compost Depot (McOrmond Depot) later this year. Bulk sales to residents will occur at Compost Sale Saturdays at the Highway 7 Depot. Sales of larger quantities of compost will occur at the McOrmond Depot.
3. The Administration proposes to sell mulch to residents at a bulk sale price of \$26 per cubic meter. Commercial haulers interested in larger quantities may remove mulch from the McOrmond Depot at no charge.

STRATEGIC GOALS

The initiatives described in this report support the Strategic Goal of Environmental Leadership by facilitating city-wide composting and recycling, and helping to eliminate the need for a new landfill. Composting also contributes to the long-term strategy to reduce the City of Saskatoon's (City) greenhouse gas emissions.

BACKGROUND

Finished compost material was made available for sale to the general public for the first time in 2013. City Council approved rates for compost and mulch at \$5 per 20-litre bag or pail.

REPORT

Increasing Quantities of Mature Compost and Mulch

The total quantities of leaves, grass, and other yard waste materials dropped off at the two compost depots has averaged approximately 20,000 tonnes in the last few years. Processing this material into mature compost has typically taken two seasons. In 2014, specialized composting equipment (a windrow turner) will be used to speed up the composting process.

This year, 15,000 cubic meters of mature compost will be ready for sale from the McOrmond Depot, and another 3,600 cubic meters of compost will be available from the compost depot at the junction of Highway 7 and 11th Street West (Highway 7 Depot).

Of the total 18,600 cubic meters, the Administration estimates that approximately 6,300 cubic meters of material may be used in city parks and community gardens this season, leaving 12,300 cubic meters of mature compost available for sale to the community.

16,000 cubic meters of mulch is also available; 14,000 cubic meters at the McOrmond Depot, and 2,000 cubic meters at the Highway 7 Depot.

"Compost Sale Saturdays" at Highway 7 Depot

There is a greater volume of mature compost available than can reasonably be used for civic purposes. Therefore, the Administration proposes that bulk sale prices for compost be established for 2014.

“Compost Sale Saturdays” will occur in May and September. In addition to providing bagged material to residents at a price of \$5 each, bulk sales will allow residents interested in larger volumes of compost to have their pickup trucks or small trailers safely loaded by on-site equipment without the cumbersome step of bagging. Compost will be provided in volumes of ½ yard, 1 yard, 1.5 yard, and 2 yard quantities.

Bulk Sales in Larger Quantities from McOrmond Depot

Due to the popularity of the composting program, it is not uncommon for 200 vehicles to visit each depot per day to drop off yard waste material.

To ensure appropriate safety measures are in place, bulk sales will be managed between the two depots with sales to residents occurring at “Compost Sale Saturdays” events at the Highway 7 Depot. Commercial haulers purchasing material in larger quantities will be directed to the McOrmond Depot throughout the season. Haulers will be required to use commercial dump trailers or dump trucks greater than 5 cubic meters in size, as they will be loaded by front end loader.

OPTIONS TO THE RECOMMENDATION

City Council may choose to set different rates for the sale of compost and mulch in bulk quantities.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

In 2013, the cost to produce mature compost was \$75 per cubic meter, and the cost to produce mulch was \$5 per cubic meter. The proposed prices for bulk sales consider the cost to produce the material and current market prices. Based on current market prices, the proposed bulk sales prices do not fully recover the cost of production.

“Compost Sales Saturdays” – Bulk Sales to Residents at Highway 7 Depot

The Administration proposes a price of \$65 per cubic meter (\$50 per yard) be established for unbagged compost. This price is similar to retail prices for topsoil mixes and manure available in Saskatoon today.

The mulch produced by the compost depots is an unrefined and mixed species product.

The Administration suggests that a bulk sale price of \$26 per cubic meter be established for mulch. While there is no direct comparable product available in the marketplace, this price is within the range of other similar landscape materials.

The additional cost to provide bulk sales of compost and mulch during “Compost Sale Saturdays” is \$3,150. During the five sale events planned this year, 3,600 cubic meters of compost and 2,000 cubic meters of mulch will be available for sale to the general public. The revenue expected from bulk sales to the public is \$10,000.

Bulk Sales in Larger Quantities from McOrmond Depot

The McOrmond Depot must be decommissioned later this year. Of the 15,000 cubic meters of compost available at the depot, the Administration hopes to sell 8,700 cubic meters of mature compost, and utilize an additional 6,300 cubic meters for civic purposes.

For businesses interested in larger quantities of material, a price of \$20 per cubic meter is proposed for loads greater than 5 cubic meters, and a price of \$15 per cubic meter for purchases greater than 25 cubic meters. These prices are similar to a wholesale price and provide sufficient room for landscape businesses to transport, stockpile, market, and retail the mature compost at rates similar to other topsoil mixes or manure. Anticipated program revenue from the sale of compost is \$300,000.

As reported in April, the McOrmond Depot will close permanently later this year and must be decommissioned. The Administration recommends that mulch at the McOrmond Depot be provided at no charge to businesses seeking larger quantities. This ensures the material is removed prior to decommissioning. Mulch that cannot be removed from the McOrmond Depot prior to decommissioning must be transported off-site. The expected cost of removal is \$6 per cubic meter (\$84,000). By providing the mulch for free, it is anticipated that these costs will not be incurred.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Commercial businesses that sell compost and mulch at retail rates have been consulted.

COMMUNICATION PLAN

“Compost Sale Saturdays” will be promoted to the public through print and radio ads, the City’s website, social media, and promoted at festivals and events. Additionally, all

subscribers to the Green Cart Program will be provided with a voucher for a free bag of both compost and mulch.

Commercial customers will be contacted directly by phone, mail, or email. The information will also be posted on the City's website, and a City Page ad will be placed in *The StarPhoenix*.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The Administration will evaluate the bulk sale program throughout the 2014 season and report results as part of the 2014 Integrated Waste Management Annual Report.

ENVIRONMENTAL IMPLICATIONS

As a policy options report, no environmental and/or greenhouse gas implications have been identified at this time.

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.

C2) 2013 Contract Negotiations (2013 – 2016)
The Canadian Union of Public Employees, Local No. 47
(Files CK. 4720-3 and HR. 4722-2)

- RECOMMENDATION:**
- 1) that the proposed changes set out in the Revision to the Collective Agreement with respect to the 2013 – 2016 Collective Agreement with The Canadian Union of Public Employees, Local No. 47 be approved; and
 - 2) that His Worship the Mayor and the City Clerk be authorized to execute the revised contract under the Corporate Seal.

STRATEGIC GOAL

This report supports the goal of Asset and Financial Sustainability through open, accountable and transparent decisions on allocation of resources.

REPORT

The bargaining team of the City of Saskatoon and The Canadian Union of Public Employees, Local No. 47 reached a Memorandum of Agreement for a term of four (4) years from January 1, 2013 to December 31, 2016. The Union has ratified the terms of the Memorandum of Agreement.

Attachment 1 is the Revision to the Collective Agreement and identifies the wage adjustments recommended and other Collective Agreement changes.

PUBLIC NOTICE

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

ATTACHMENT

1. The Canadian Union of Public Employees Local No. 47 Revision to the Collective Agreement – May 13, 2014.

Section D – TRANSPORTATION & UTILITIES

D1) 2014 Roadway Condition Assessment Program Award of Engineering Services (Files CK. 6315-1 and IS. 6050-104-1)

- RECOMMENDATION:**
- 1) that the proposal submitted by Tetra Tech EBA Inc. for engineering services for the completion of the 2014 Roadway Condition Assessment Program, at a total estimated cost, on a lump sum basis, to an upset limit of \$525,973 (including P.S.T. and G.S.T.), be accepted; and
 - 2) that the City Solicitor be instructed to prepare the necessary Engineering Services Agreement for execution by His Worship the Mayor and the City Clerk under the Corporate Seal.

TOPIC AND PURPOSE

This report is to obtain City Council's approval to award an engineering services agreement for roadway condition assessment for the entire paved road network throughout the City of Saskatoon, to Tetra Tech EBA Inc.

REPORT HIGHLIGHTS

1. A more thorough and repeatable industry standard approach to data collection of multiple surface distresses, ride quality and structural adequacy for the assessment of the roadway network is needed to systematically manage and improve the City's road network in the most cost effective way.
2. This study will assess 100% of the paved road network. This includes all paved local roads, collector roads, arterial roads, expressways, boundary roads and back lanes.
3. The condition data will serve as a baseline of the current road network condition. It will be utilized to enhance the decision making and asset preservation management systems.
4. The Administration is recommending that the engineering services agreement for the 2014 Roadway Condition Assessment Program be awarded to Tetra Tech EBA Inc.

STRATEGIC GOALS

The recommendations in this report support the City of Saskatoon Strategic Goals of Asset and Financial Sustainability, and Moving Around as the project is a key

component in the Administration's efforts to develop and improve the City's road network and the Building Better Roads plan.

BACKGROUND

The City of Saskatoon has a roadway network consisting of a paved area equivalent to 4,005 lane kilometres. Currently, and in the past, roadways were rated using a manual method for the local and collector roadways on a four-year cycle. Through these manual methods, roadways were inspected under three criteria: durability, ride quality and surface integrity. Due to safety, arterial and expressway roadways were rated using a dashboard visual survey.

REPORT

The City requires a more thorough and repeatable industry standard approach to data collection of multiple surface distresses, ride quality and structural adequacy for the assessment of the roadway network. This study will assess 100% of the paved roadway network. This includes all paved local roads, collector roads, arterial roads, expressways, and boundary roads and back lanes.

The condition data will serve as a baseline of the entire road network condition. It will be utilized to enhance the decision making and asset preservation management systems. This data will be collected through automated and semi-automated means and will be used to produce an updated and more comprehensive report card of the entire paved roadway network throughout the City.

A Request for Proposal for engineering services for the 2014 Roadway Condition Assessment Program closed on April 10, 2014. Seven proposals were received. Following a comprehensive review, the proposal from Tetra Tech EBA Inc. was determined to be the highest scoring proposal, at a total estimated cost, on a lump sum basis, to an upset limit of \$525,973 (including G.S.T. and P.S.T.).

OPTIONS TO THE RECOMMENDATION

No other options were considered.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The estimated net cost to the City for the engineering services as submitted by Tetra Tech EBA Inc. is as follows:

Base Fees	\$500,927
G.S.T.	<u>25,046</u>
Sub-Total	\$525,973
G.S.T. Rebate	<u>(25,046)</u>
Net Cost to the City	<u>\$500,927</u>

There is sufficient funding available within the following capital projects to complete this work:

- Capital Project #1531 - Local Roadway Preservation;
- Capital Project #0835 - Collector Roadway Preservation;
- Capital Project #0836 - Arterial Roadway Preservation; and,
- Capital Project #1890 - Expressway Roadway Preservation.

Budgeted	Unbudgeted	Capital	Operating	Non-Mill Rate	External Funding
X		\$525,973			

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Public and/or stakeholder involvement is not required.

COMMUNICATION PLAN

As part of the 2014 increased investment in roads, the City of Saskatoon has the resources to carry-out an industry standard method of testing to assess the condition of the entire road network. The City will utilize this assessment study as a baseline to improve on. The data from the study will be used to strategically determine which roadways will receive treatment, what kind of treatment, and when best to treat the road. Residents will receive information on this study through multiple communication activities that may include the City's website (Saskatoon.ca), news media, and social media. The Building Better Roads microsite will also be used to educate and update residents on projects and road restrictions.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

A follow-up report is not required.

ENVIRONMENTAL IMPLICATIONS

The activities relating to the roadway condition assessment program are associated with consumption of resources (fuel use) and greenhouse gas emissions. The overall impact on greenhouse gas emissions has not been quantified at this time.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review is not required.

PUBLIC NOTICE

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

**D2) Award of Contracts
2014 Pothole Patching Assistance
(Files CK. 6315-1 and PW. 6315-5)**

- RECOMMENDATION:**
- 1) that the proposal submitted by ASL Paving Ltd. for the 2014 Pothole Patching Assistance Contract, at a total estimated cost of \$358,344.00, including G.S.T. and P.S.T., be accepted;
 - 2) that the proposal submitted by Precision Asphalt for 2014 Pothole Patching Assistance Contract, at a total estimated cost of \$393,120.00, including G.S.T. and P.S.T., be accepted; and

- 3) 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

This report is to obtain City Council approval for the award of contracts for 2014 Pothole Patching Assistance to augment the City's current pothole patching forces for road maintenance work. The work was procured through Request for Proposal (RFP), and as such requires Council approval.

REPORT HIGHLIGHTS

1. Contracted services will be utilized to provide pothole patching assistance on the City's freeway, collector, arterial, and residential roads.
2. Request for Proposals (RFPs) were issued to private contractors for 2014 Pothole Patching Assistance.
3. After a comprehensive review, the proposals from ASL Paving Ltd. and Precision Asphalt were deemed to be highest scoring proposals. Two companies are being recommended in order to meet the required availability to complete the work.

STRATEGIC GOALS

Award of the 2014 Pothole Patching Assistance contracts support the Strategic Goals of Continuous Improvement as it will provide for a coordinated approach to customer service with quick and accurate responses, and Moving Around as it will ensure that the flow of people and goods in and around the city is optimized and that the service levels for the upkeep of our roads, streets, lanes, sidewalks and bridges are maintained.

BACKGROUND

Once snow melts on streets and hot mix asphalt is available, a spring pothole blitz is initiated to patch driving lanes on the City's freeway, collector, and arterial road over a two to three week period. Potholes on residential and other streets will be addressed during the summer program, unless they are determined to be severe enough to require action sooner.

REPORT

Request for Proposals

The RFPs issued for Pothole Patching Assistance closed on March 13, 2014. Four proposals were received. The following two proposals are being recommended as they were determined to be the highest scoring and have crews available to meet the City's requirements.

The proposal from ASL Paving Ltd. includes:

- \$316.00 per hour worked per patching crew. The patching crew will be furnished with one foreman, three labourers, one single axle truck for transportation of Hot Mix Asphalt and one signage truck.
- Assurance to supply four crews until May 2, one crew from May 2 to end of June working eight hours per day and two crews from May 2 to end of June working 16 hours per each week.

The proposal from Precision Asphalt includes:

- Rate for patching crew in the amount of \$325.00 per hour worked per each patching crew. The patching crew will be furnished with one foreman, two labourers, one single axle truck for transportation of hot mix asphalt and one signage truck.
- Assurance to supply two crews until end of June working eight hours per day.

Proposal Review

A comprehensive review of the proposals was conducted, based on the following criteria:

Overall cost	35%
Production value	30%
Program methodology	20%
Contractor experience	10%
Proposal presentation	5%

After review, the proposal from ASL Paving Ltd., at a total estimated cost of \$358,344.00, and the proposal from Precision Asphalt, at total estimated cost of \$393,120.00 (including G.S.T. and P.S.T.) were determined to be the highest scoring proposals.

OPTIONS TO THE RECOMMENDATION

There are no options recommended.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The net cost to the City for the proposal submitted by ASL Paving Ltd. is as follows:

Base Quotation (P.S.T. Included)	\$341,280.00
G.S.T.	<u>17,064.00</u>
Total Contract Price	\$358,344.00
Less G.S.T. Rebate	<u>(17,064.00)</u>
Net cost to the City	\$341,280.00

The net cost to the City for the proposal submitted by Precision Asphalt is as follows:

Base Quotation (P.S.T. Included)	\$374,400.00
G.S.T.	<u>18,720.00</u>
Total Contract Price	\$393,120.00
Less G.S.T. Rebate	<u>(18,720.00)</u>
Net cost to the City	\$374,400.00

The net cost to the City for the proposal submitted by Precision Asphalt and ASL Paving Ltd. will be as follows:

ASL Paving Ltd.	\$341,280.00
Precision Asphalt	374,400.00
G.S.T.	<u>35,784.00</u>
Total Contract Price	\$751,464.00
Less G.S.T. Rebate	<u>(35,784.00)</u>
Net cost to the City	\$715,680.00

Sufficient funding has been requested within the 2013-2014 Operating Budget to award these contracts with a reasonable amount of risk, depending on the total number of potholes encountered and hours worked to patch them.

Budgeted	Unbudgeted	Capital	Operating	Non-Mill Rate	External Funding
X			\$715,680.00		

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Public and/or stakeholder involvement is not required.

COMMUNICATION PLAN

Project information and traffic restriction will be communicated to residents through multiple channels including the news, social media and the City's website.

ENVIRONMENTAL IMPLICATIONS

The recommendations will have negative greenhouse gas emissions implications due to increased consumption of diesel fuel and the utilization of heavy equipment manufactured using detrimental greenhouse gas producing materials and methods. The overall impact on greenhouse gas emissions has not been quantified at this time.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review is not required.

PUBLIC NOTICE

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

**D3) Capital Project #2407 – IS North Commuter Bridge
North Commuter Parkway and Traffic Bridge Replacement Project
Award of Advisory Services
(Files CK. 6050-10, x 6050-8 and IS. 6050-104-044)**

- RECOMMENDATION:**
- 1) that the proposal submitted by KPMG LLP for Financial and Business Advisory Services for the North Commuter Parkway and Traffic Bridge Replacement project, at a total estimated cost of \$567,235 (plus G.S.T.), be accepted;
 - 2) that the proposal submitted by Blake, Cassels & Graydon LLP for Legal Advisory Services for the North Commuter Parkway and Traffic Bridge Replacement project, at a total estimated cost of \$712,000 (plus G.S.T.), be accepted;
 - 3) that the proposal submitted by JD Campbell & Associates for Fairness Advisory Services for the North Commuter Parkway and Traffic Bridge Replacement project, at a total estimated cost of \$73,365 (plus G.S.T.), be accepted;
 - 4) that a contingency allowance of \$300,000 be provided;
 - 5) that an adjustment of \$1,652,600 to the 2014 Capital Budget be approved for Capital Project #2407 – North Commuter Parkway;
 - 6) that the \$1,652,600 adjustment be funded from the Property Realized Reserve from the amount set aside for Capital Project #787 - Traffic Bridge; and
 - 7) that His Worship the Mayor and the City Clerk be authorized to execute the above-noted Advisory Services Contracts, as prepared by the City Solicitor, under the Corporate Seal.

TOPIC AND PURPOSE

This report is to obtain City Council's approval to award the agreements for various advisory services required as part of the Public Private Partnership (P3) procurement for the North Commuter Parkway and Traffic Bridge Replacement project.

REPORT HIGHLIGHTS

1. The Request for Proposals to retain key advisors (Financial and Business, Legal, and Fairness) to support the procurement process and project delivery were issued on March 25, 2014.
2. The Administration is recommending that: the Financial and Business Advisor Services Agreement be awarded to KPMG LLP; the Legal Advisor Services Agreement be awarded to Blake, Cassels & Graydon LLP; and the Fairness Advisor Services Agreement be awarded to JD Campbell & Associates.

STRATEGIC GOALS

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

BACKGROUND

City Council, at its meeting held on May 21, 2013, during consideration of Clause 2, Report No. 10-2013 of the Executive Committee, regarding the North Commuter Parkway project, adopted the following recommendations:

- "1) that the Administration proceed with the North Commuter Parkway project based on the bridge and arterial roadway configuration recommendations of the Functional Planning Study;
- 2) that the Traffic Bridge Replacement project be combined with the North Commuter Parkway project; and
- 3) that the Administration continue to pursue available funding for this project from the Federal and Provincial Governments."

At its meeting on June 10, 2013, City Council approved the award of Technical Advisory Services for the North Commuter Parkway to CIMA+ at a total estimated cost, on a time and materials basis, to an upset limit of \$4,016,143.95 (including P.S.T. and G.S.T.).

At its meeting on June 17, 2013, the Executive Committee received an informational report from the General Manager, Corporate Services Department, advising that a screening application had been submitted to PPP Canada for funding of 25 per cent of the direct construction cost of this project.

At its meeting on August 14, 2013, City Council received an informational report from the General Manager, Infrastructure Services Department, advising that the Administration had proceeded with procurement of a P3 Business Case Advisor and that the target completion date would be delayed if PPP Canada and Provincial funding was not confirmed and the Design-Build-Finance-Maintain (DBFM) Request for Proposal process was not initiated prior to April/May 2014. The report also advised that the construction of the project must begin by early 2015 to meet the original target deadline. This would require that the DBFM Request for Qualification be issued by January/February 2014.

At its meeting on September 23, 2013, City Council approved the award for the North Commuter Parkway Project P3 Business Case to KPMG LLP for a total estimated cost of \$69,500 (plus G.S.T.).

At its meeting on December 16, 2013, City Council received an informational report from the General Manager, Transportation & Utilities Department, providing a project status update.

At its meeting on March 31, 2014, City Council approved that the North Commuter Parkway and Traffic Bridge Replacement project use a P3 delivery model, subject to the City's approval of a funding application to PPP Canada, and that upon receiving funding approval from PPP Canada, and before the procurement process commences, the Administration report further on the final funding plan.

REPORT

Role of the Advisors

Financial and Business, Legal, and Fairness advisory services are required for the North Commuter Parkway and Traffic Bridge Replacement project to assist in the development of the P3 procurement documents, including the Request for

Qualifications, Request for Proposals, and Project Agreement. These advisors, in conjunction with the Technical Advisors for the project, will also provide expert advice throughout the procurement process.

Request for Proposals Response and Evaluation

The Request for Proposals (RFP) for these three advisors was issued on March 25, 2014 and closed on April 24, 2014. The RFPs were promoted through the City's website, a listing on the Merx website (online listing of all government public tenders), a listing on the SaskTenders website, an email sent to a list of interested and prospective firms compiled by Administration, and an advertisement in the Saskatoon *StarPhoenix*.

Five proposals were received for the Fairness Advisor RFP. After a comprehensive evaluation, in accordance with the criteria stipulated in the RFP, the proposal from JD Campbell & Associates was determined to be the preferred proposal, at a total estimated cost, on a time and materials basis, of \$73,365 (plus G.S.T.).

Three proposals were received for the Financial and Business Advisor RFP. After a comprehensive evaluation, in accordance with the criteria stipulated in the RFP, the proposal from KPMG LLP was determined to be the preferred proposal, at a total estimated cost, on a time and materials basis, of \$567,235 (plus G.S.T.).

Twelve proposals were received for the Legal Advisor RFP. After a comprehensive evaluation, in accordance with the criteria stipulated in the RFP, the proposal from Blake, Cassels & Graydon LLP was determined to be the preferred proposal, at a total estimated cost, on a time and materials basis, of \$712,000 (plus G.S.T.).

OPTIONS TO THE RECOMMENDATION

No other options were considered.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The estimated net cost to the City for the Advisors is as follows, based on an assumption of hourly rates proposed by the proponents:

Fairness Advisor (JD Campbell & Associates):	
Estimated Base Fees (with P.S.T.)	\$55,125
G.S.T.	2,625
Estimated Reimbursable Expenses	<u>18,240</u>
Sub-Total	\$75,990
G.S.T. Rebate	<u>(2,625)</u>
Estimated Net Cost to the City	<u>\$73,365</u>

Financial and Business Advisor (KPMG LLP):	
Estimated Base Fees (with P.S.T.)	\$547,235
G.S.T.	27,362
Estimated Reimbursable Expenses	<u>20,000</u>
Sub-Total	\$594,597
G.S.T. Rebate	<u>(27,362)</u>
Estimated Net Cost to the City	<u>\$567,235</u>

Legal Advisor (Blake, Cassels & Graydon LLP):	
Estimated Base Fees	\$672,000
G.S.T.	33,600
Estimated Reimbursable Expenses	<u>40,000</u>
Sub-Total	\$745,600
G.S.T. Rebate	<u>(33,600)</u>
Estimated Net Cost to the City	<u>\$712,000</u>

In addition, an overall contingency allowance of \$300,000 for these three advisors is recommended.

These advisors will be providing their services on an hourly basis, and the fees as proposed, are based on estimated hours for the project. Thus, a contingency would cover potential changes in the fees, based on the actual hours spent on the project.

In 2012, \$10,000,000 was set aside in the Property Realized Reserve as a funding source for work relating to Capital Project #787 - Traffic Bridge.

- \$925,000 of this funding has been expended on the Traffic Bridge to accomplish the Span 1 Demolition, Pier Load Testing, and temporary accommodation of Saskatoon Light and Power's 15kV transmission line.
- In 2013, \$7,100,000 of this funding was allocated to Capital Project #2407 – North Commuter Parkway for land assembly.

- In May 2014, \$87,290.35 of this funding was allocated to Stantec Consulting Ltd. to assist in adapting the technical specifications for the Traffic Bridge as appropriate for the P3 delivery model.

This leaves \$1,887,709.65 currently allocated from the Property Realized Reserve as a source of funding until the final funding plan for the project is confirmed.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

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

COMMUNICATIONS PLAN

A communications agency has been retained through the Technical Advisor for the project, and a phased-in communications plan will be developed for the life of the project. Webpages for the North Commuter Parkway and Traffic Bridge Replacement have been updated, and will continue to be updated as new information is made available. Regular project updates will be provided to City Council by the Project Manager, and more broadly to the general public, through the media.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The Administration is currently operating on a realistic target completion date for the North Commuter Parkway project of October 2018. Every opportunity to deliver this project in 2017 will be pursued.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review is not required.

PUBLIC NOTICE

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

D4) Sole Source Emergency Water & Sewer Repairs (Files CK. 7820-1 and PW. 8020-1)

RECOMMENDATION

- 1) that City Council approve payment for sole sourced emergency water and sewer repair services, and
- 2) that Purchasing Services issue the appropriate purchase orders.

TOPIC AND PURPOSE

The purpose of this report is to obtain the approval of City Council for payment on sole sourced emergency water and sewer repair services that have occurred this year to date.

REPORT HIGHLIGHTS

1. This winter, the Water and Sewer Maintenance Group contacted over 20 different contractors to assist with repairing water main breaks, and awarded work based on their availability.
2. Five different contractors assisted, for a total estimated cost of \$606,503.05.

STRATEGIC GOALS

The emergency contractor repair services support the Strategic Goal of Continuous Improvement by ensuring that the City of Saskatoon's level of service in response to excess water main breaks remains high.

BACKGROUND

To maintain a high level of service, the City of Saskatoon must restore essential services within a timely manner. The 2014 winter season was unusually cold and thus caused exceptionally high numbers of water and sewer interruptions, mostly in the form of water main breaks. For example, approximately 234 water interruptions (127 water

main breaks) occurred during the months of February and March 2014, compared to 143 water interruptions (61 water main breaks) in 2013. The breaks often occurred together, resulting in peak periods which overwhelmed the City's capacity to keep up with repairs.

The Water and Sewer Maintenance Group has their own crews and typically fixes most interruptions themselves. Most years, very little work is contracted out. During the 2014 winter season, interruptions were being reported faster than the Water and Sewer Maintenance crews could respond. As the backlog of jobs grew, the group needed to source contractor services to perform additional repairs. Since the primary goal was to restore essential services as soon as possible, sole sourcing was the only option.

REPORT

Contractor Search

More than 20 different contractors from the City of Saskatoon's list of licensed water and sewer contractors were contacted on a daily/weekly basis to determine their future availability. This information was tracked on a spreadsheet that was updated frequently. Each job was sole sourced independently as interruptions were reported by referring to this spreadsheet and contacting those who were available. Since interruptions typically occurred in batches, most, if not all contractors were unavailable on such short notice. The number of repair jobs in the queue continued to accumulate; therefore, any contractor that became available was given work. The Water and Sewer Maintenance Group did not favor any particular contractor in their delegation of work.

Contractor Awards

Although over 20 contractors were contacted, only five were ever available to perform repairs. The five contractors and their totals are summarized in Table 1. The total spent on contractors was \$606,503.05. The average cost for each job was \$10,456.95.

Contractor	Total No. of Jobs	Cost
Acadia	2	\$ 34,166.80
Brunner's	21	305,346.75
Garnett	7	109,836.47
Hamm	1	20,973.95
SCS	27	136,179.08
Total	58	\$606,503.05

Table 1 - Total of ALL contractor work.

OPTIONS TO THE RECOMMENDATION

Two other options were available other than sole sourcing contractors:

1. The Water and Sewer Maintenance Crews repair every interruption - This would have led to wait times of up to 2 weeks.
2. Prepare a tender – This would have led to wait times of up to 3-6 weeks.

Both of these options would have resulted in unacceptable wait times for the restoration of essential services.

POLICY IMPLICATIONS

The recommendation is in accordance with the Corporate Purchasing Procedure (Administrative Policy A02-027). Although each job was an independent sole source, the total amount of all of the jobs is over \$75,000 and thus requires the approval of City Council.

FINANCIAL IMPLICATIONS

2014 year-to-date, the Water and Sewer Maintenance Group sole sourced \$606,503.05 for contractor repair work. The net cost to the City of Saskatoon is shown below:

Cost	\$577,621.95
GST (5%)	<u>28,881.10</u>
Subtotal	\$606,503.05
GST Rebate	<u>(28,881.10)</u>
Net Cost to the City	<u>\$577,621.95</u>

The budget for these services is included in the Water Services Utility Service Line of the Utilities Business Line in the 2014 approved budget. It is estimated that the Water Utilities Services Line will be over expended in 2014 due to the increase in water disruptions and water main breaks in early 2014; however, it is anticipated that there will be sufficient funding in the Water Utility Stabilization Reserve to cover this over expenditure in 2014.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Public and/or stakeholder involvement is not required.

COMMUNICATION PLAN

A communications plan is not required.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED review is not required.

PUBLIC NOTICE

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

Respectfully submitted,

Randy Grauer, General Manager
Community Services Department

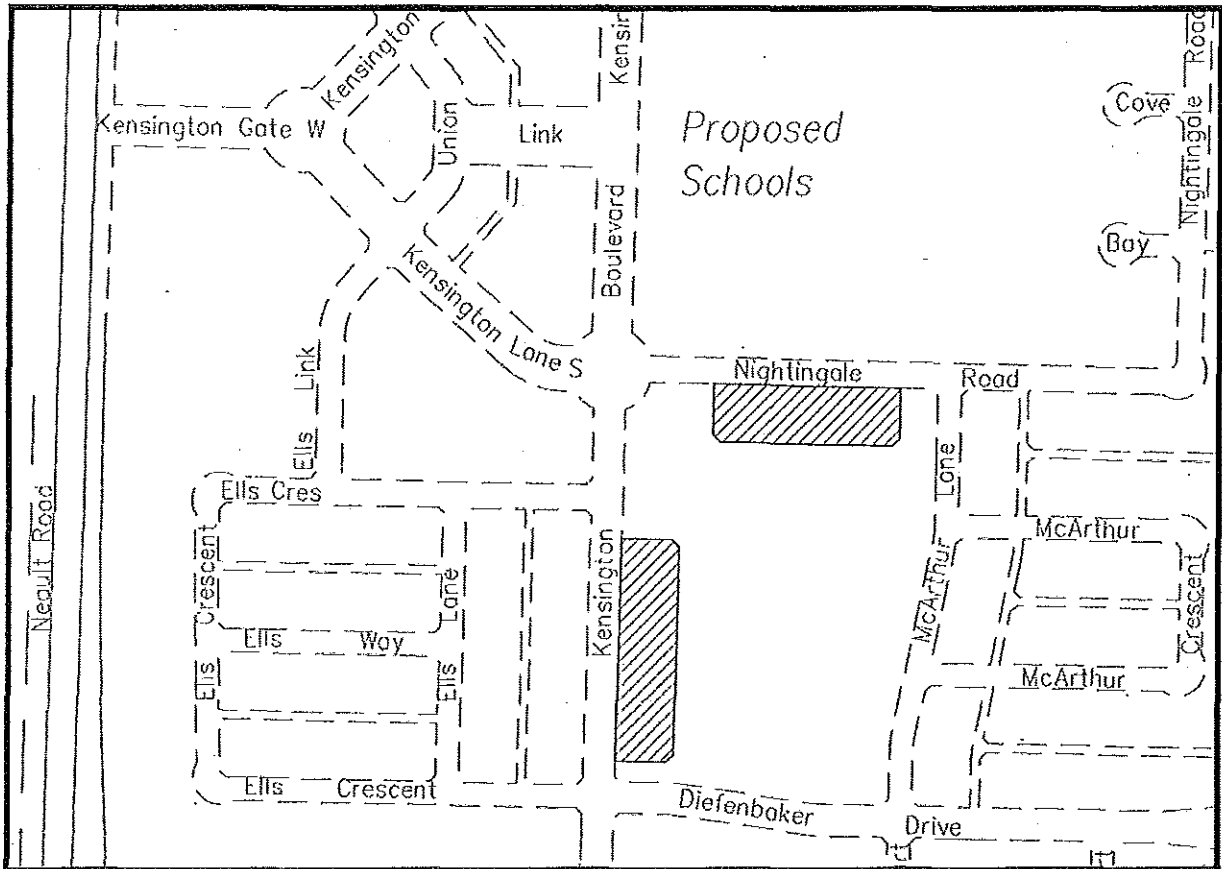
Marlys Bilanski, General Manager
Asset and Financial Management

Catherine Gryba, General Manager
Corporate Performance Department

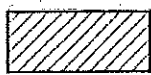
Jeff Jorgenson, General Manager
Transportation & Utilities Department

A1)

Proposed Amendment to Kensington Concept Plan



PROPOSED AMENDMENT TO THE KENSINGTON CONCEPT PLAN



From Single Family Detached to Multi Unit (Street Townhouses)



SHEET NUMBER 1 OF 2
SITE PLAN & LEGEND



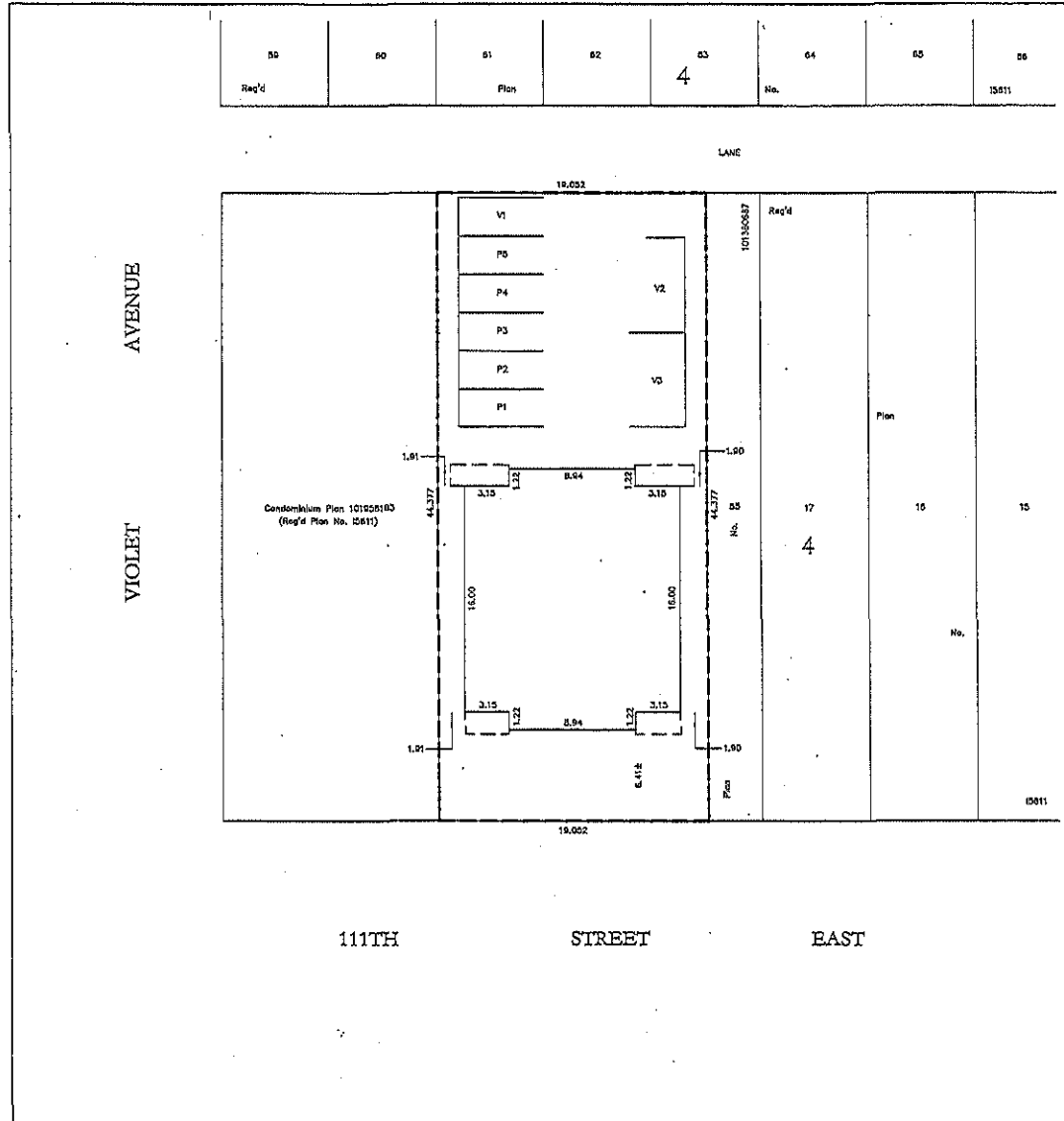
PLAN OF SURVEY SHOWING SURFACE BUILDING CONDOMINIUM FOR Lot 18, 19, & 20 in Block 4 Reg'd Plan No. I5611 N.E. 1/4 OF SECTION 35 TWP. 36, RGE. 5, W. 3rd MER. SASKATOON, SASKATCHEWAN BY T.R. WEBB, S.L.S. SCALE AS SHOWN FEBRUARY 2013 - MARCH 2013

LEGEND

1. Dimensions shown are in metres and decimals thereof.
2. Measurements indicating the position of the building in relation to the outer boundaries of the parcel are taken to the concrete foundation at ground level.
3. Unit numbers are shown as 1, 2, 3, etc. on sheet 2.
4. Unit boundaries are shown on Sheet 2 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.
5. The doors and windows form part of the unit.
6. All exterior surfaces are common property.
7. The corner of each unit shall have exclusive use of that balcony to which that unit has sole access.
8. For the assignment of exclusive use parking stalls, see attached parking schedule on Sheet 2.
9. Parking spaces shown on Sheet 1 are designated as P1, P2, P3, etc.
10. Visitor parking spaces shown on sheet 1 are designated as V1, V2, and V3.
11. Parking spaces are in accordance with Section 11(1)(a) of The Condominium Property Act.
12. All areas not designated with a unit number are common property.
13. Area to be approved is outlined by a heavy dashed line.
14. The parcel within the line of approval has an Extension O.

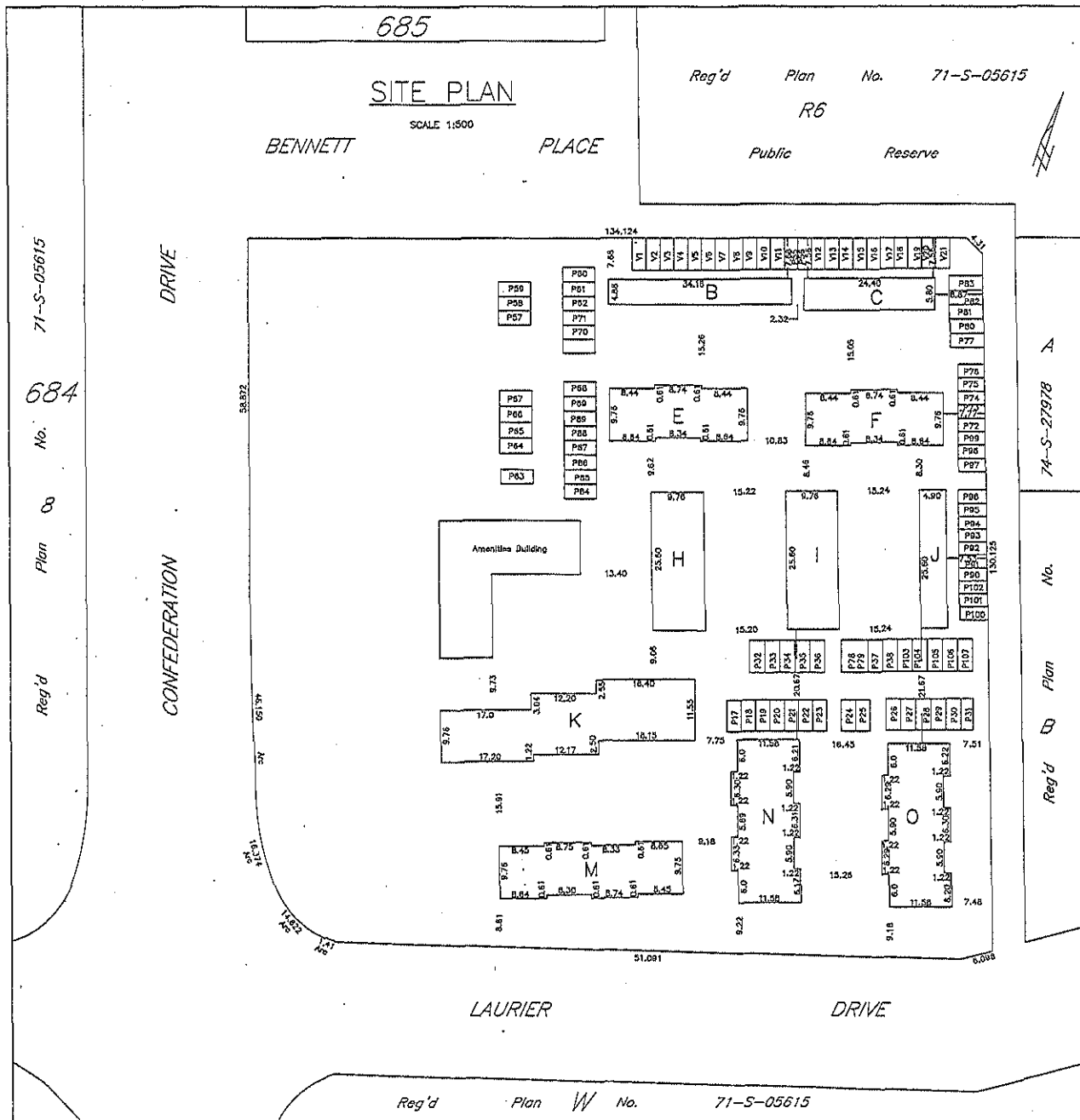
Prepared by

© 2013
12-2413sw MLD



111TH STREET EAST

Proposed Condominium No. 6/14



SITE PLAN & LEGEND
SHEET 1 OF 4 SHEETS SCALE AS SHOWN

CONFEDERATION PARK
FAMILY HOUSING
PLAN OF SURVEY SHOWING
SURFACE BUILDING CONDOMINIUM
REPLACEMENT OF
CONDOMINIUM PLAN
NO. 91S43618
LOTS 41 & 42,
BLOCK 685,
REG'D PLAN NO. 71S05615
IN ACCORDANCE WITH
SECTION 17 OF THE
CONDOMINIUM PROPERTY ACT, 1993
S.E. 1/4 SEC.36-TWP.36-
RGE.6-W.3rd MER.
SASKATOON, SASKATCHEWAN
BY: T.R. WEBB, S.L.S.
SEPTEMBER 1991-OCTOBER 2013
SCALE: AS SHOWN

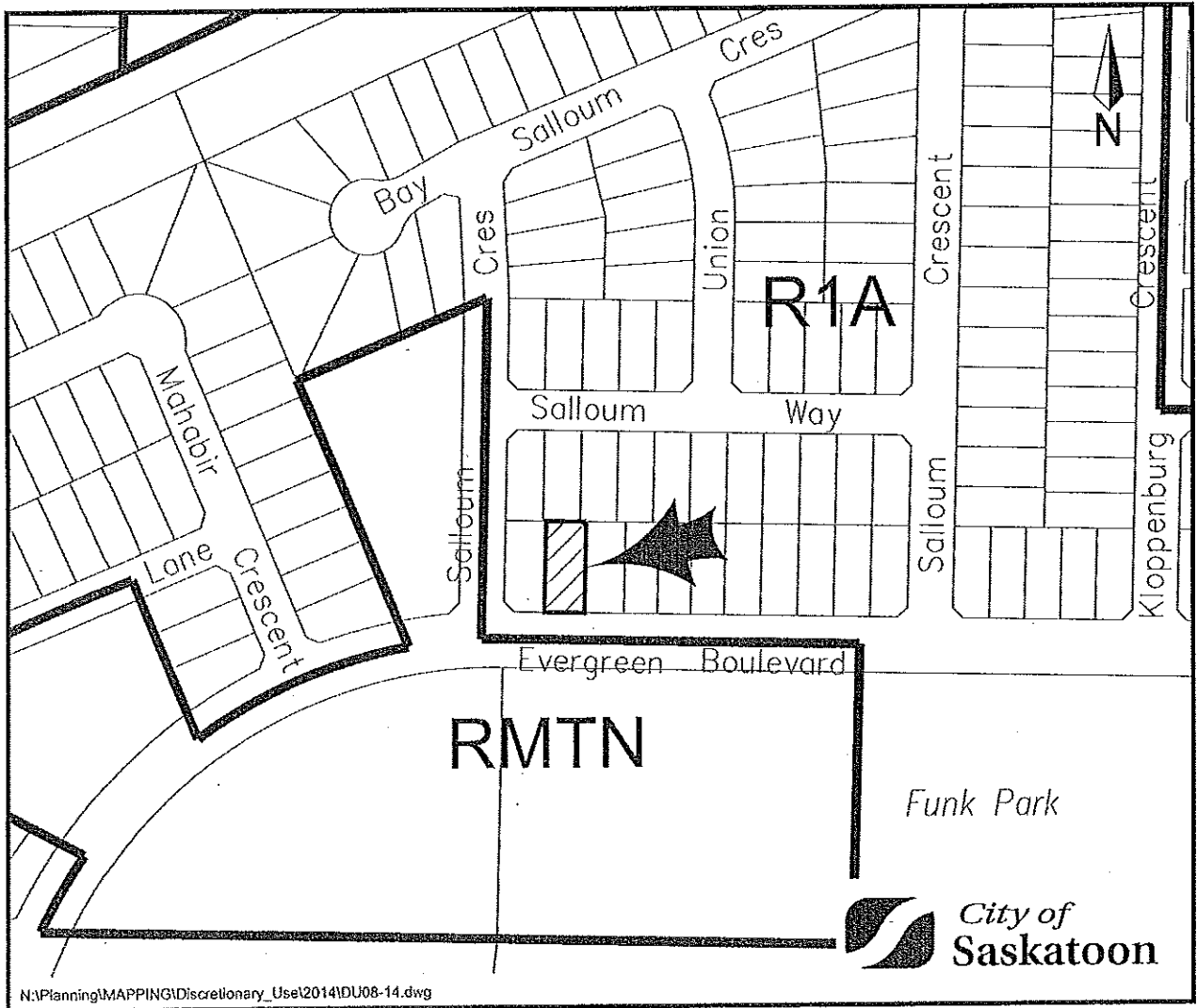
LEGEND

1. Dimensions shown are in metres and decimals thereof.
2. Measurements indicating the position of the building in relation to the outer boundaries of the parcel are taken to the concrete foundation at ground level.
3. Residential unit numbers are shown as 1, 2, 3, etc. on sheets 2 to 4.
4. Regular residential unit boundaries are shown on Sheets 2, 3 and 4 by a heavy solid line and are defined as follows:
 - the exterior plywood surface of all exterior unit walls and the extension thereof across all doors and windows,
 - the exterior of all concrete foundation walls except common foundation walls where the boundary shall be the centreline,
 - the centreline of all common walls,
 - the bottom of basement floors,
 - 0.000 into ceilings.
5. The doors and windows form part of the regular residential units.
6. All exterior surfaces are common property.
7. The owner of each regular residential unit shall have exclusive use of that balcony to which that unit has sole access.
8. Parking spaces are in accordance with Section 11(1)(a) of the Condominium Property Act.
9. Visitor parking spaces are labelled V1, V2 etc.
11. All areas not designated with a unit number are common property.
12. Area to be approved is outlined by a heavy dashed line.
13. The parcel within the line of approval has an Extension G.

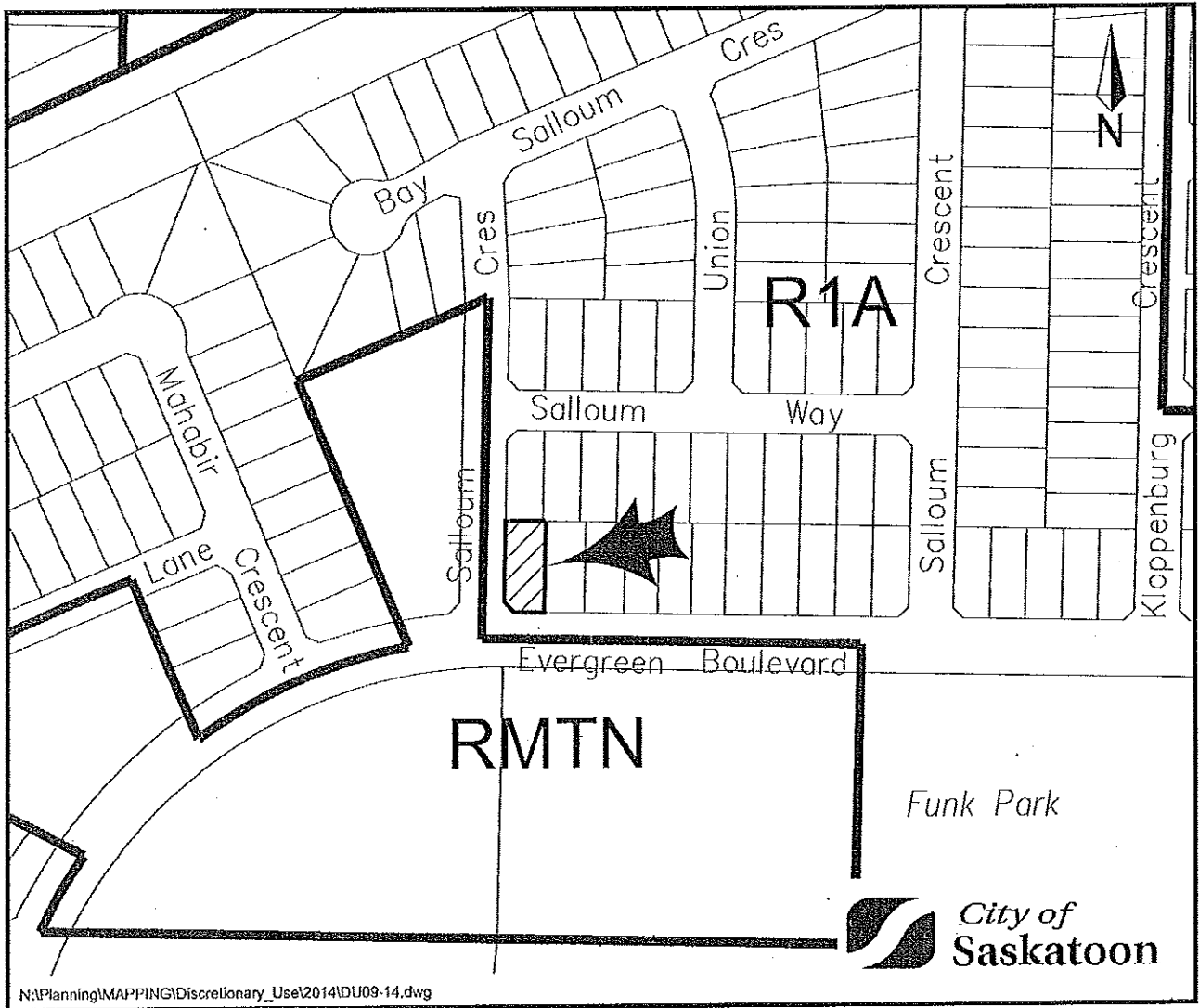
Prepared by
Webb Surra
13-2578aa CAD

Proposed Condominium No. 7114

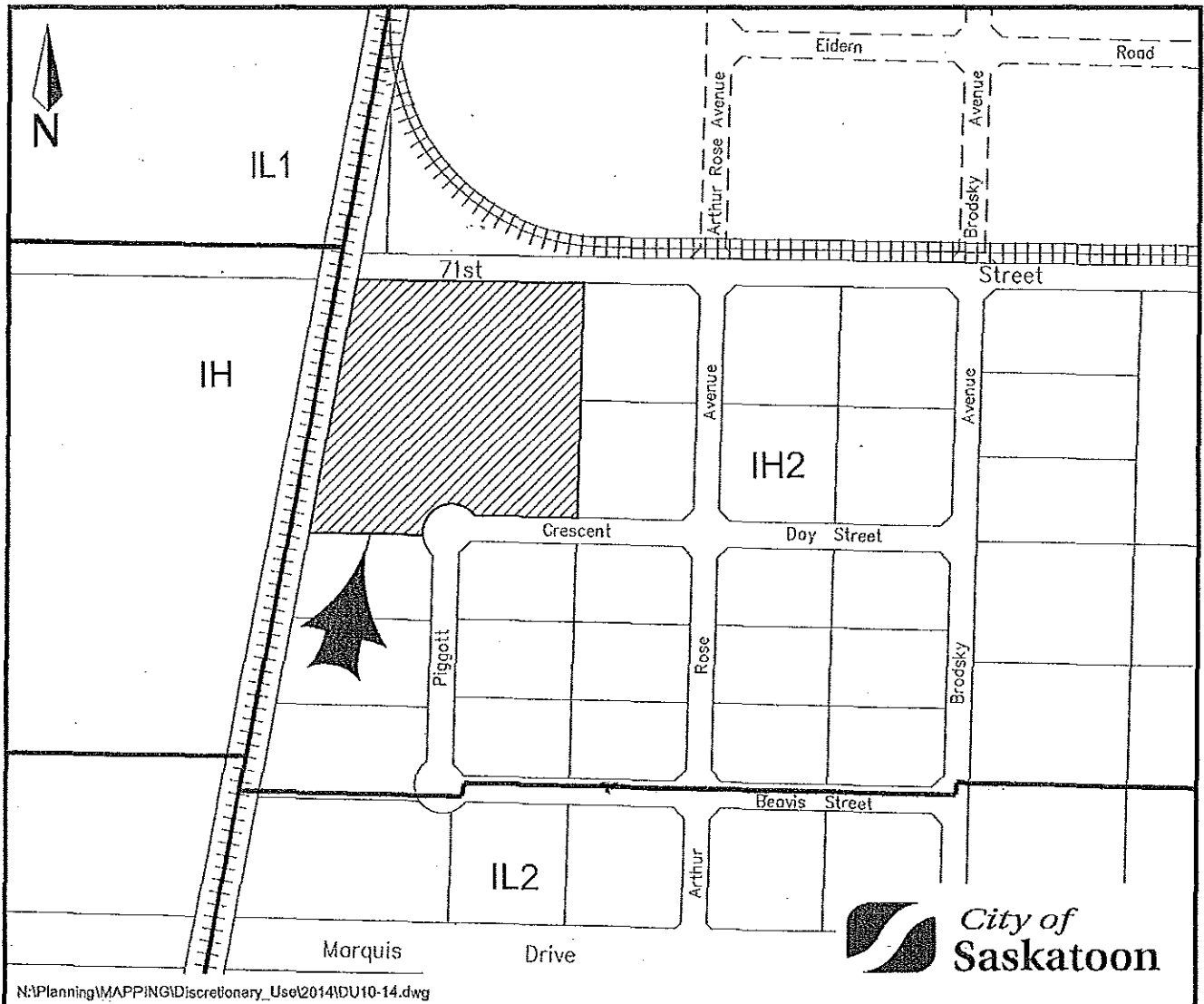
Plan of Proposed Discretionary Use No. D8/14

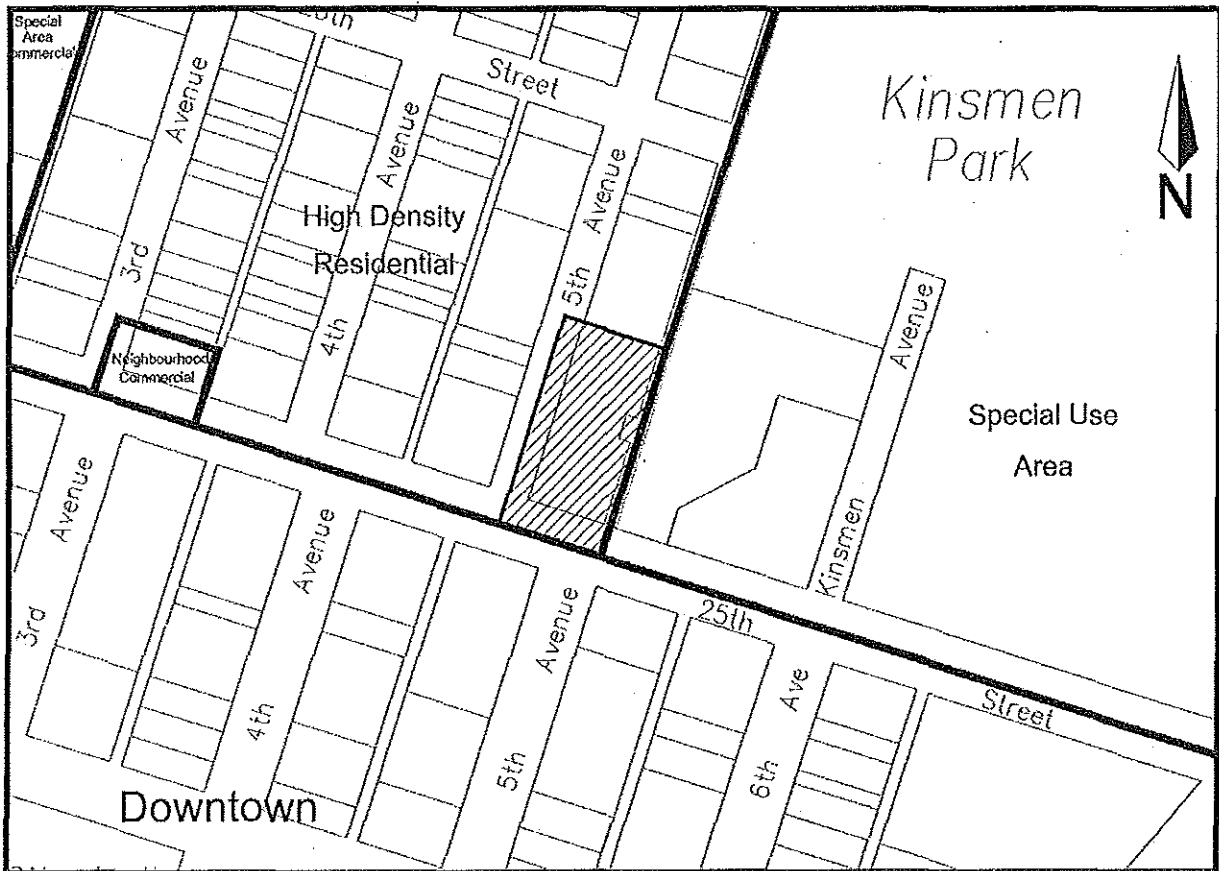


Plan of Proposed Discretionary Use No. D9/14



Plan of Proposed Discretionary Use No. D10/14

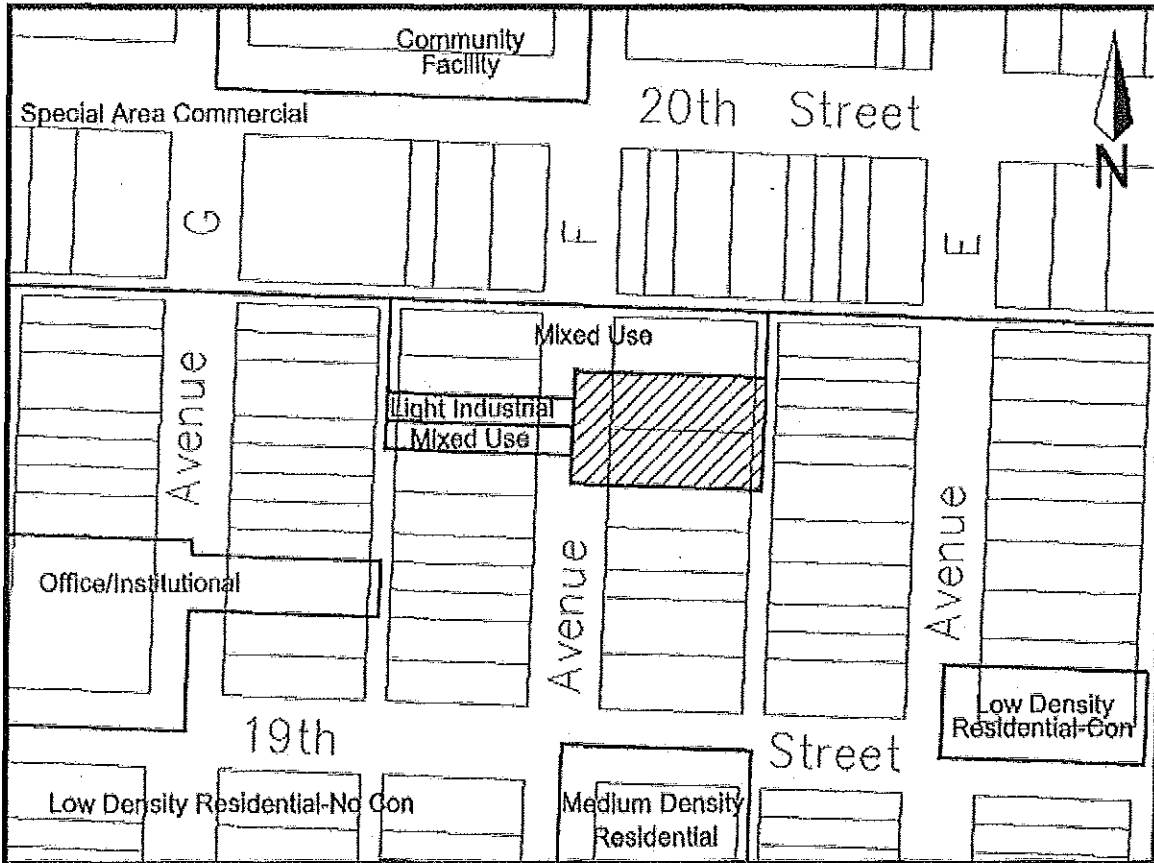




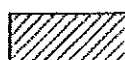
PROPOSED AMENDMENT TO THE OFFICIAL COMMUNITY PLAN
CITY PARK LAND USE POLICY MAP

 From High Density Residential
to Special Area Commercial

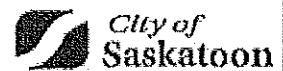




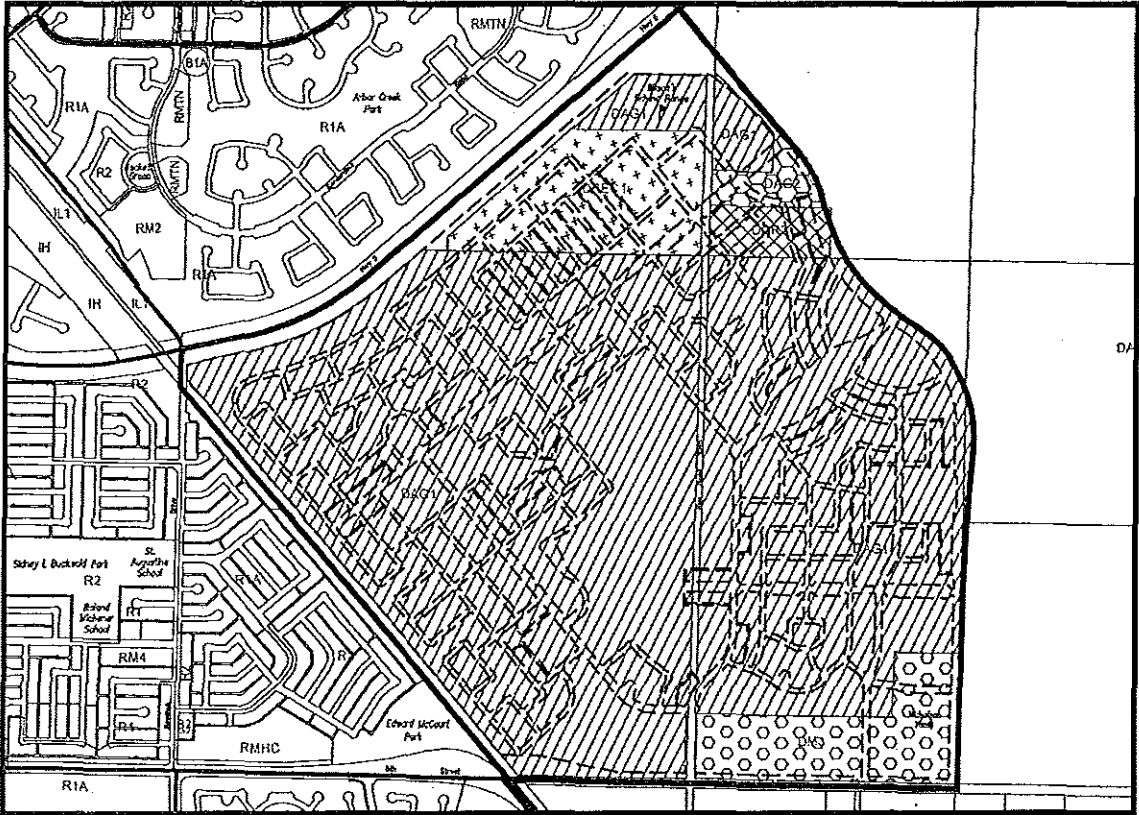
PROPOSED OFFICIAL COMMUNITY PLAN AMENDMENT
RIVERSDALE LAND USE POLICY MAP

 From Low Density Residential (No Conversions)
to Mixed Use

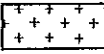

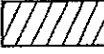


File No. OCP20-2014





Proposed Rezoning No. Z8/14



PROPOSED REZONING

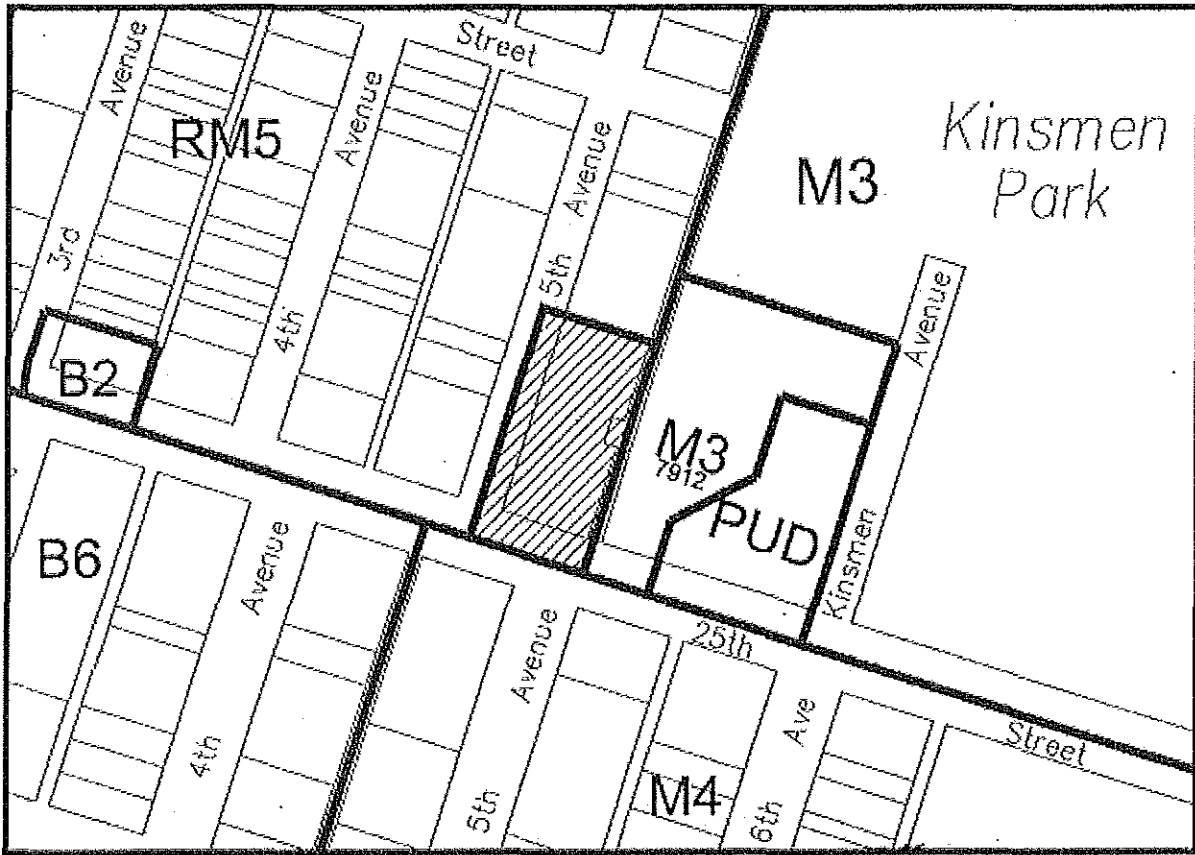
 From DREC1 to FUD	 From DCR3 to FUD
 From DAG1 to FUD	 From DM3 to FUD
 From DAG2 to FUD	


 N


**City of
Saskatoon**

File No. RZ08-2014

Plan of Proposed Rezoning No. Z18/14



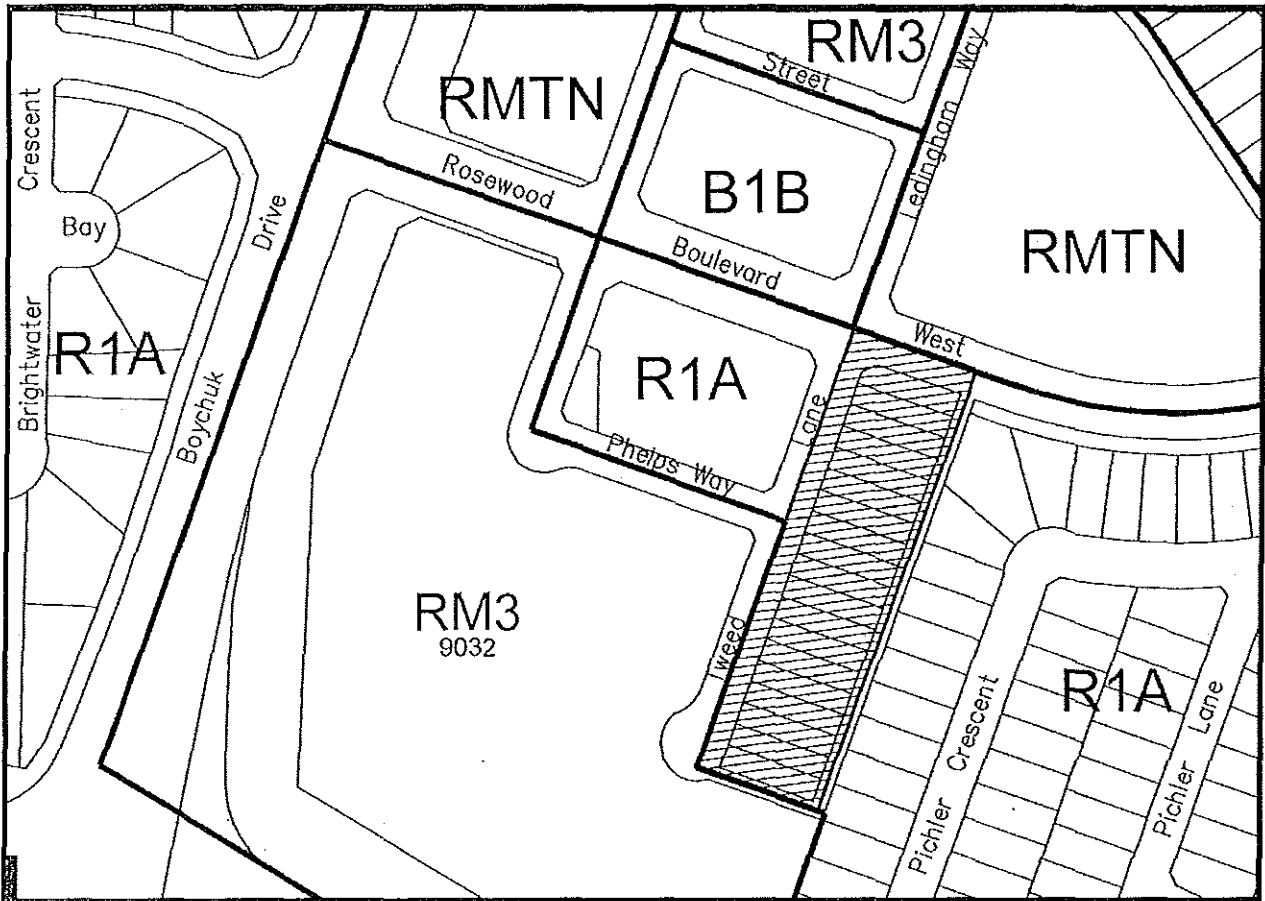
PROPOSED REZONING



From M3 to B5



Plan of Proposed Rezoning No. Z19/14

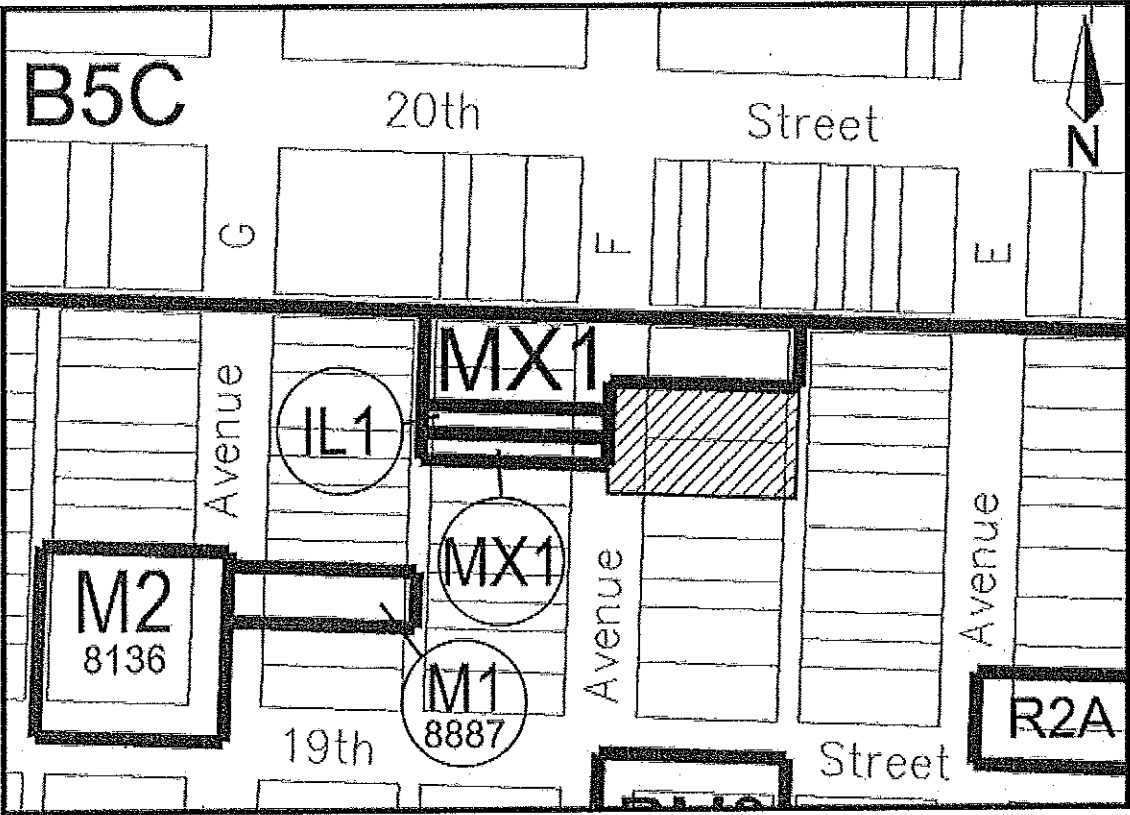


PROPOSED REZONING



From R1A to R1B



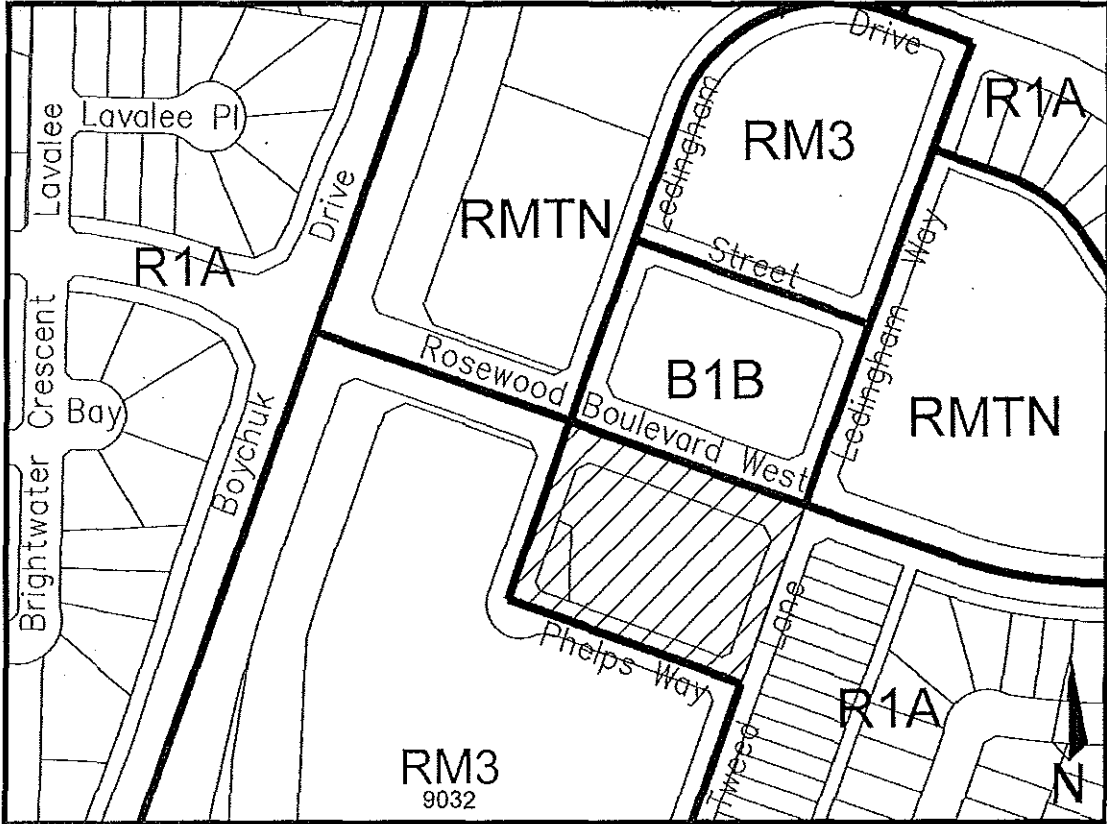


PROPOSED ZONING AMENDMENT

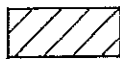
 From R2 to MX1



Proposed Rezoning No. Z23/14

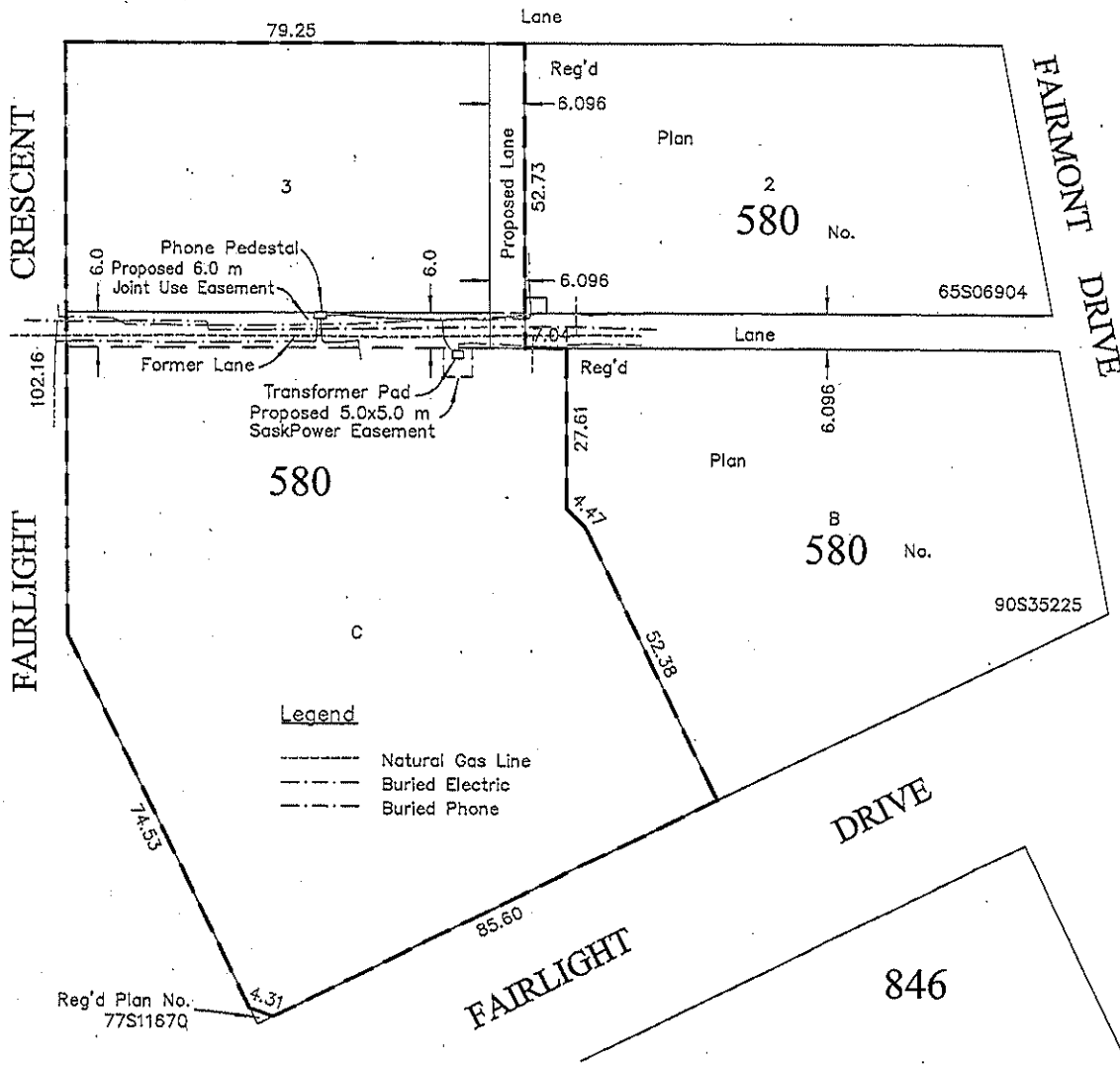


PROPOSED ZONING AMENDMENT

 From R1A to B1B

File No. RZ23-2014





PLAN OF PROPOSED
 SUBDIVISION OF
 LOT 1, BLOCK 580
 REG'D PLAN NO. 65S06904 &
 PARTIAL CLOSURE OF LANE L5
 REG'D PLAN NO. 65S06904 FOR
 CONSOLIDATION WITH
 LOT A, BLOCK 580
 REG'D PLAN NO. 76S07218
 N.E. 1/4 SEC. 25
 TWP. 36, RGE. 6, W. 3RD MER.
 3415 FAIRLIGHT CRESCENT
 3330 FAIRLIGHT DRIVE &
 SASKATOON, SASKATCHEWAN
 BY T.R. WEBB, S.L.S.
 SCALE 1:1000

- Dimensions shown are in metres and decimals thereof.
- Portion of this plan to be approved is outlined with a bold, dashed line and contains 1.33± ha (3.29± ac.).
- Distances shown are approximate and may vary from the final plan of survey by ± 0.5 m
- Proposed joint use Easement includes 3.0m SaskPow 3.0m SaskEnergy Easement & 6.0m Sasktel Easemen

T.R. Webb
 T.R. Webb March 31, 2014
 Saskatchewan Land Surveyor

Se

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

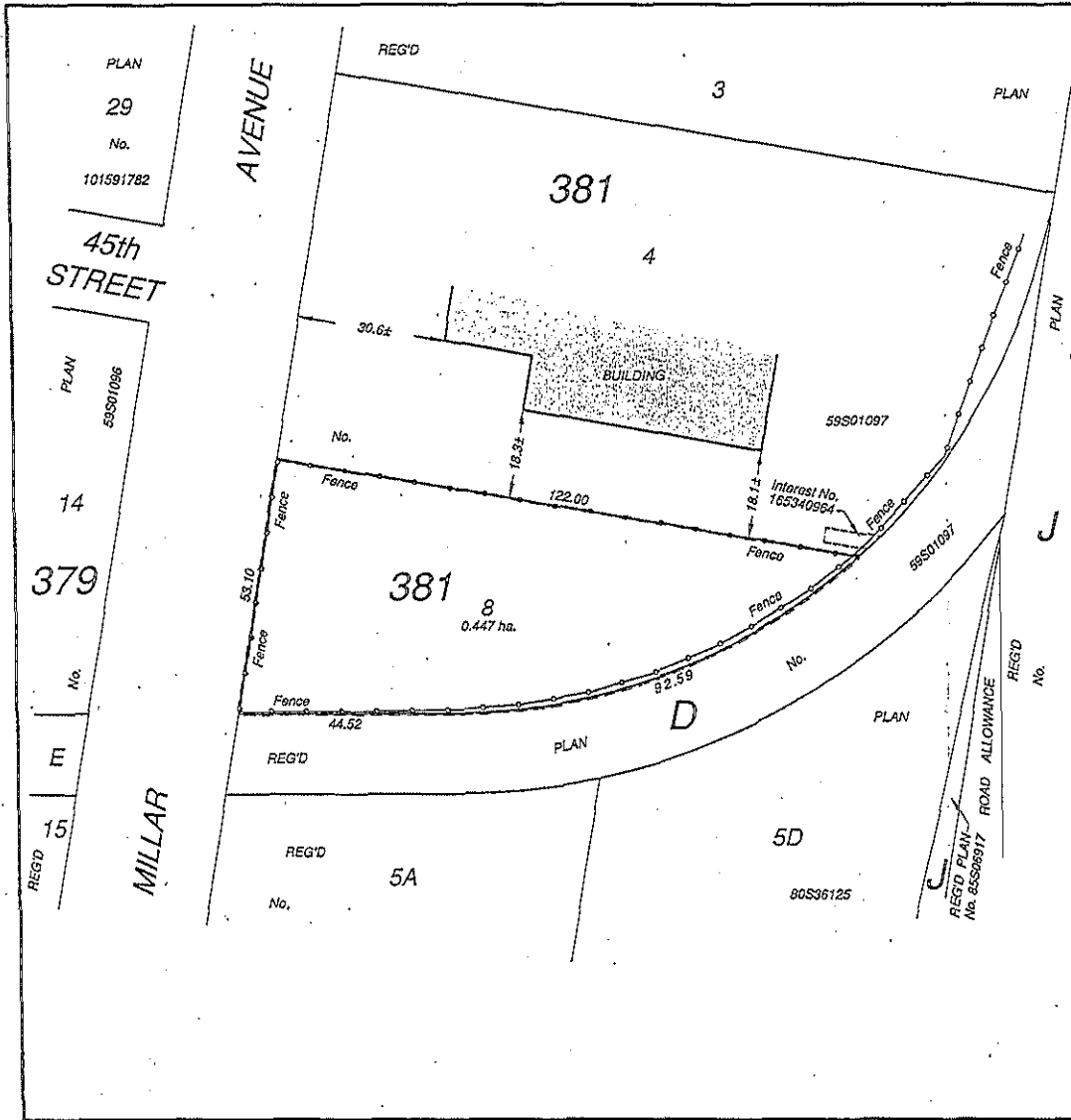
 Date
 Community Services Department

Prepared by

Webb

© 2014
 14-2617sc

Proposed Subdivision No. 2014



PLAN OF PROPOSED SUBDIVISION
 OF PART OF
LOT 4, BLOCK 381, REG'D PLAN No. 59S01097
 WITHIN
S.E. ¼ SEC. 9-TWP. 37-RGE. 5-W. 3 Mer
SASKATOON, SASKATCHEWAN
2014
 SCALE 1:1000

NOTE:
 PORTION TO BE SURVEYED IS OUTLINED IN A HEAVY DASHED LINE, AND CONTAINS
 0.447 ha. (1.10 acres)
 MEASUREMENTS ARE IN METRES AND DECIMALS THEREOF.
 LINEAR DIMENSIONS SHOWN ARE ACCURATE TO ±1 METRES.
 NO UNDERGROUND FACILITIES ARE SHOWN ON THIS PLAN.
 PRIOR TO ANY GROUND DISTURBANCE SASK FIRST CALL SHOULD BE CONTACTED.

Approval: Owner
 LOT 4, BLOCK 381, REG'D PLAN No. 59S01097

[Signature]
 2310 Millar Avenue Properties Ltd.

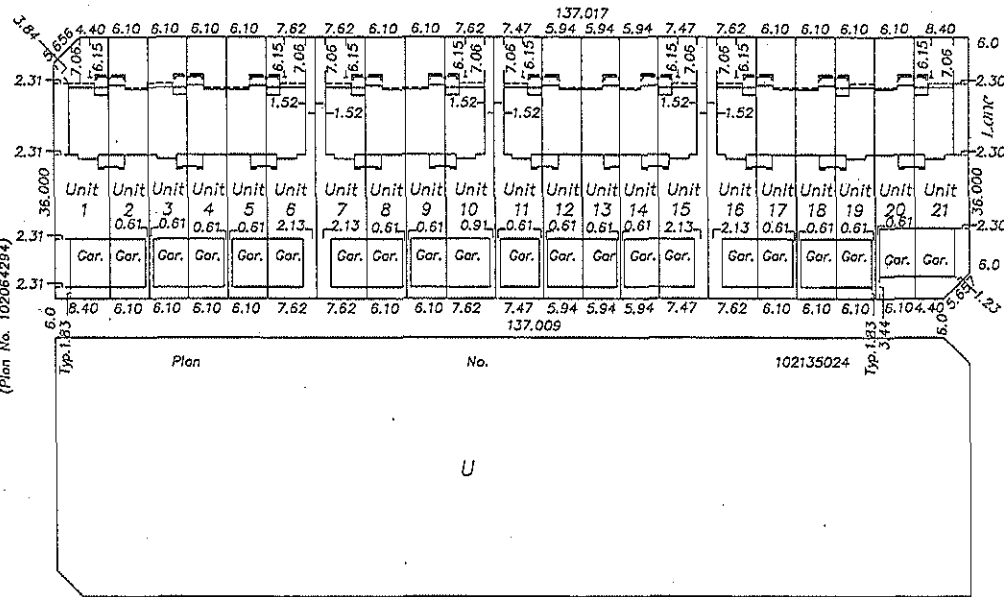
EXAMINED : CITY OF SASKATOON : Approved under the provisions of
 Bylaw No. 6537 of the City of Saskatoon.

General Manager of the Community Services Department

Date: _____, A.D. 2014

Plan
No.
102064294

Johns Road
(Plan No. 102064294)



Maningas Bend
(Plan No. 102064294)

V AA

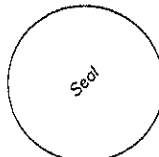
Proposed Surface Bare Land
Condominium Plan
in Parcel T, Plan 102135024
in the N.W. 1/4 Sec.7,
Twp.37, Rge.4, W.3 Mer.
Saskatoon, Saskatchewan
Howard A. Larson S.L.S.
2014

Scale 1:750

Measurements are in metres
Area to be subdivided is outlined thus

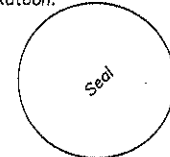
March 31, 2014

Howard A. Larson
Saskatchewan Land Surveyor



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

Community Services Department



PLAN OF PROPOSED
 CLOSURE OF LANE L1
 REG'D PLAN NO 69S07233
 & CONSOLIDATION WITH
 LOT 1, BLOCK 792
 REG'D PLAN NO 75S10686
 SE 1/4 SEC 8-37-5-3
 833 CYNTHIA STREET
 SASKATOON, SASK.
 SCALE 1:500

Seal

I.R. Webb
 I.R. Webb, April 2nd, 2014
 Saskatchewan Land Surveyor

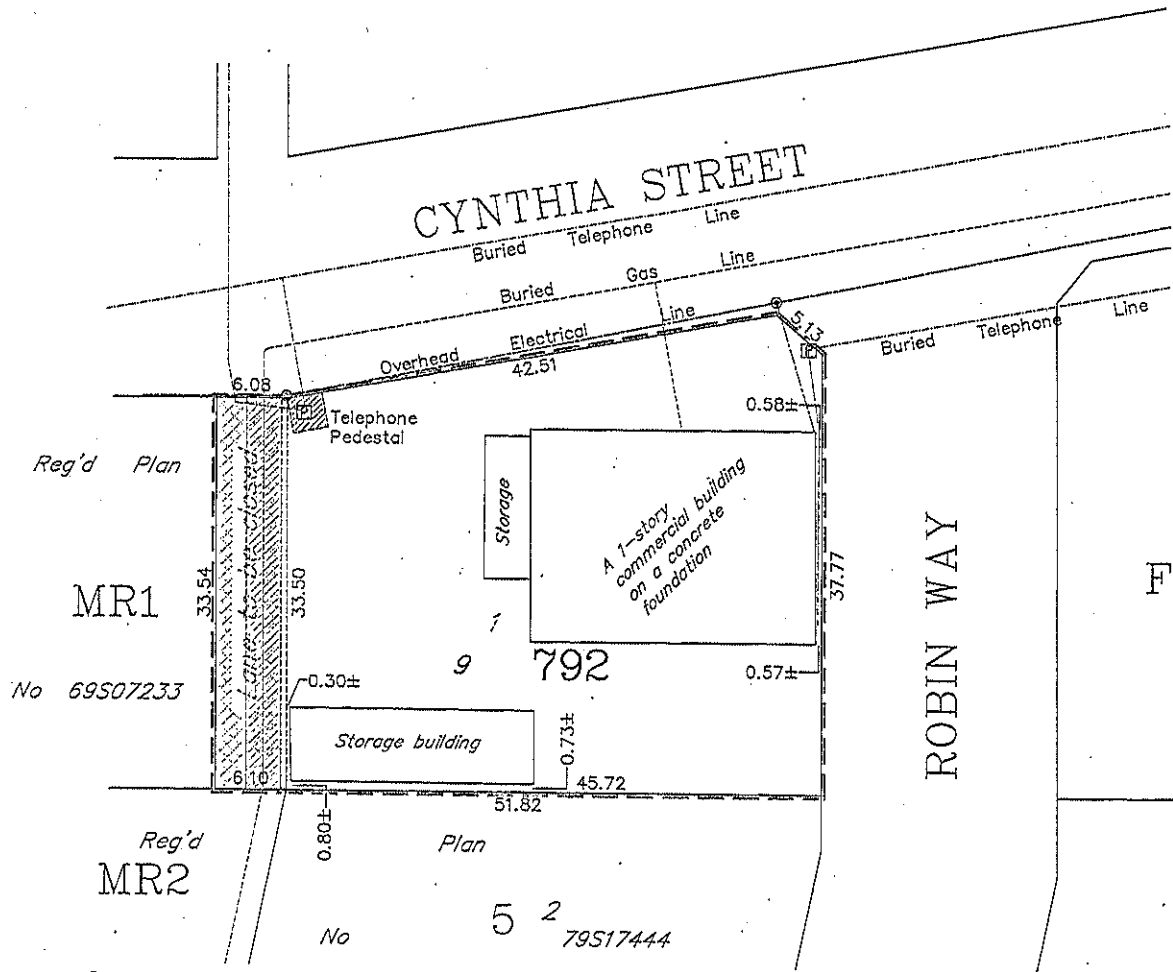
Dimensions shown are in metres and decimals thereof. Portion of this plan to be subdivided is outlined in red with a bold, dashed line and contains 0.19± ha (0.47± ac.) Distances are approximate and may vary from the final plan of survey by 0.50± metres.

- ☐ Telephone pedestal
- ⊙ Power pole
- ▨ Proposed 3.0x3.0 metre SaskTel easement
- ▧ Proposed 3.0 metre SaskEnergy easement

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

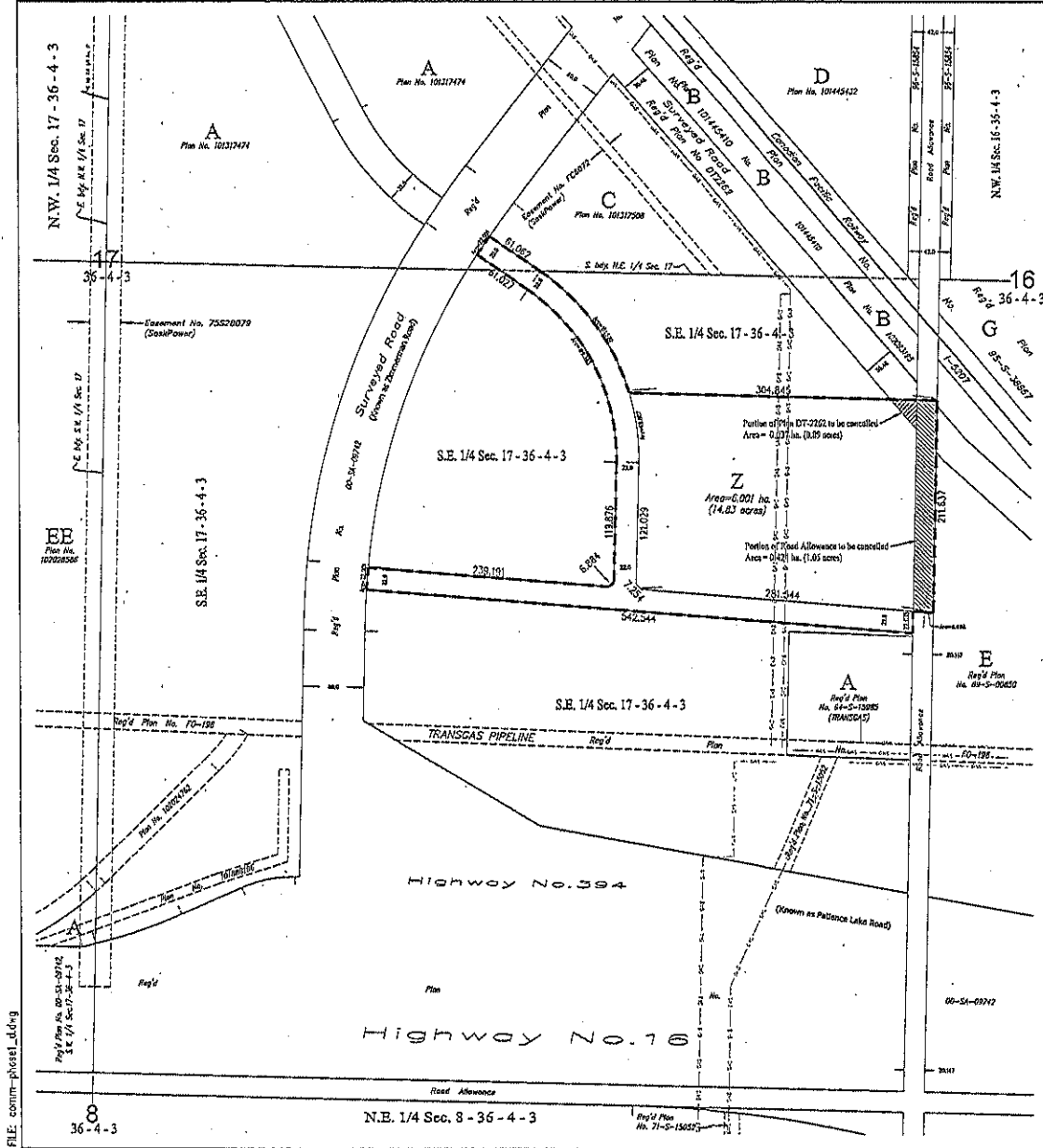
 Date
 Community Services Department

Proposed Subdivision No. 24/14



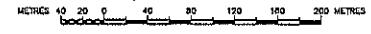
Prepared by

 13-2606sg CAS



ROSEWOOD

PLAN SHOWING PROPOSED SUBDIVISION OF
 A PORTION OF ROAD ALLOWANCE
 BETWEEN S.W. 1/4 SEC. 16 & S.E. 1/4 SEC. 17
 AND PARTS OF
**PARCEL C, PLAN NO. 101317508 AND
 REG'D PLAN NO. DT-2262**
 IN
**S.E. 1/4 SEC. 17
 AND PART OF
 S.E. 1/4 SEC. 17**
 ALL IN
**TWP. 36 - RGE. 4 - W.3rd MER.
 SASKATOON, SASKATCHEWAN.**
 BY : M. G. RADOUX, S.L.S.



M. G. Radoux
 Saskatchewan Land Surveyor January 30th, 2014

LEGEND:
 Distances dimensioned show size in metres and decimals thereof.
 Distances are approximate and may vary by S&D metrics.
 Areas shown are approximate and may change upon completion of survey.
 Portion of this plan prepared for submission is outlined with a heavy broken line, and
 contains 2.0824 hectares (51.914 acres).
 Distances on curves are not legible.

- 1 3m SaskEnergy
- 1 3m SaskPower, SaskTel, and Shaw Cables/Pipelines
- 1 3m SaskEnergy, SaskPower, SaskTel, and Shaw Cables/Pipelines

- 1 Portion of Road Allowance to be cancelled contains 0.424 hectares and is shown thus
- 1 Portion of Road on Plan DT2262 to be cancelled contains 0.037 hectares and is shown thus

EXAMINED: CASABLANCA HOLDINGS INC.
 OFFICER: S.E. 1/4 Sec. 17 and Parcel C in S.E. 1/4 Sec. 17

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

: General Manager of the Community Services Department
 Date : _____, A.D. 2014.

**Meridian
 Surveys Ltd.**



Proposed Subdivision No. 25/14

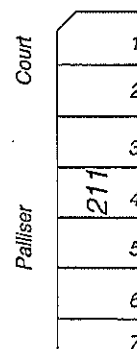
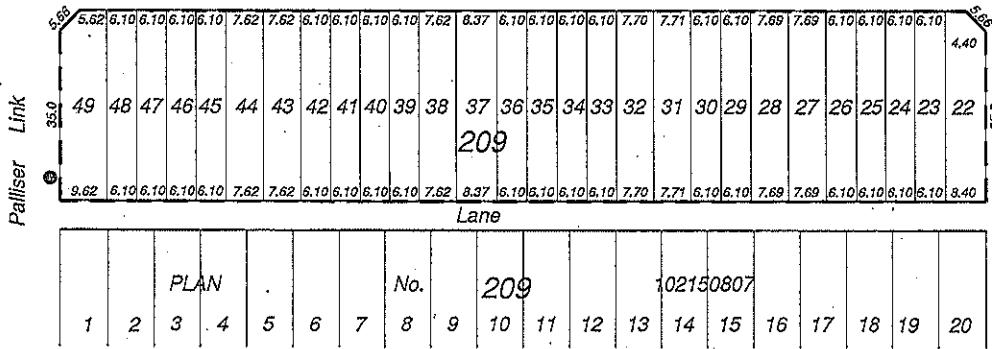
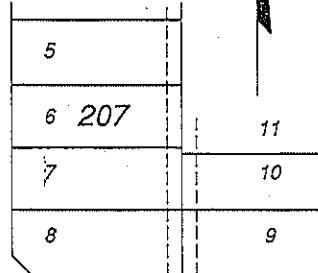
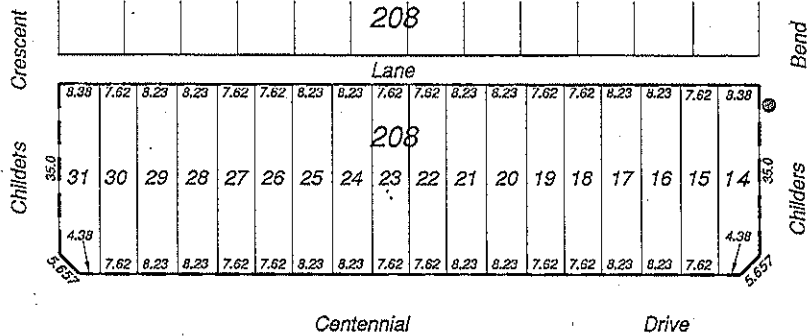
FILE: comm-placet_dwg

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

General Manager of the Community Services Department

Date : _____, A.D. 2014.

KENSINGTON
PLAN SHOWING PROPOSED SURFACE
SUBDIVISION OF ALL OF
LOT 13, BLOCK 208, PLAN No. 102149445 &
LOT 21, BLOCK 209, PLAN No. 102150807
SASKATOON, SASKATCHEWAN
BY : M.G. RADOUX, S.L.S.
SCALE 1:1000
FEBRUARY 2014



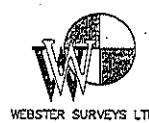
LEGEND

- : Distance dimensions shown are in metres and decimals thereof.
- : Distance dimensions are approximate and may vary by ±0.5 metres.
- : Portions of this plan to be subdivided are outlined with a heavy dashed line and contain 0.738 ha.±.
- : Mail Box location are shown thus

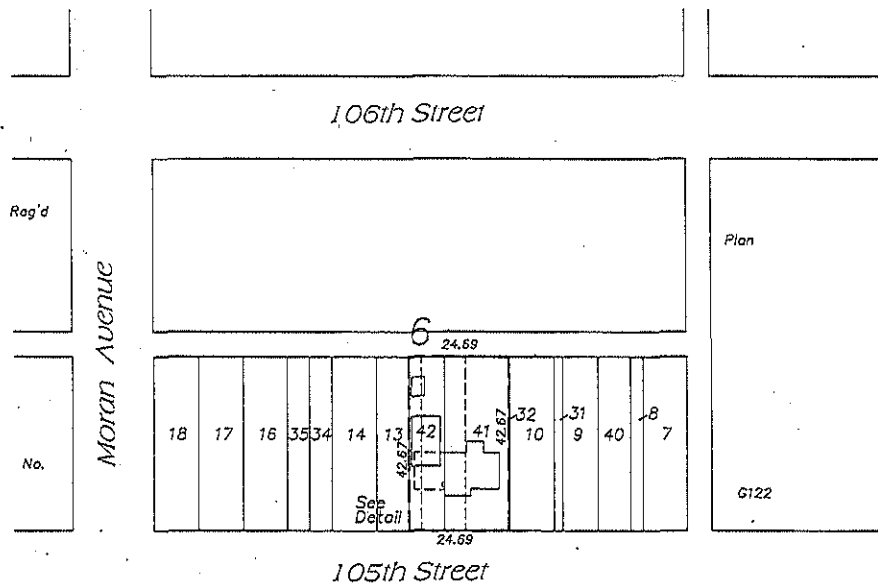
Chull _____ April 7 _____
 Saskatchewan Land Surveyor Date: _____, 2014

1 EXAMINED : DEVELOPER : DREAM ASSET MANAGEMENT CORPORATI
 2 Date: _____

3 _____
 4 *David Luppa*
 5 _____
 6 _____
 7 _____

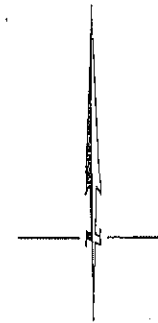


Proposed Subdivision No. 27/14



Saskatoon
 Plan of Proposed Subdivision
 of Lots 11 and 12, Block 6,
 Reg'd Plan No. G122 and
 Lot 33, Block 6, Plan 101338927
 in the S.E. 1/4 Sec. 35,
 Twp. 36, Rge. 5, W.3 Mer.
 Saskatchewan,
 by Howard A. Larson, S.L.S.
 2014

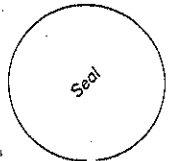
Scale 1:1200



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

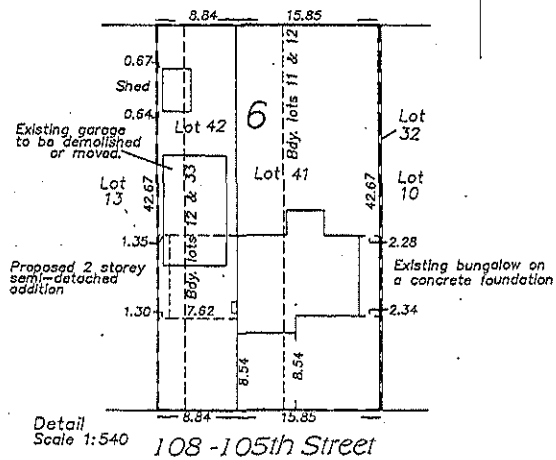
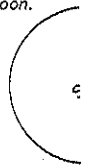
April 14, 2014

Howard A. Larson
 Saskatchewan Land Surveyor



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

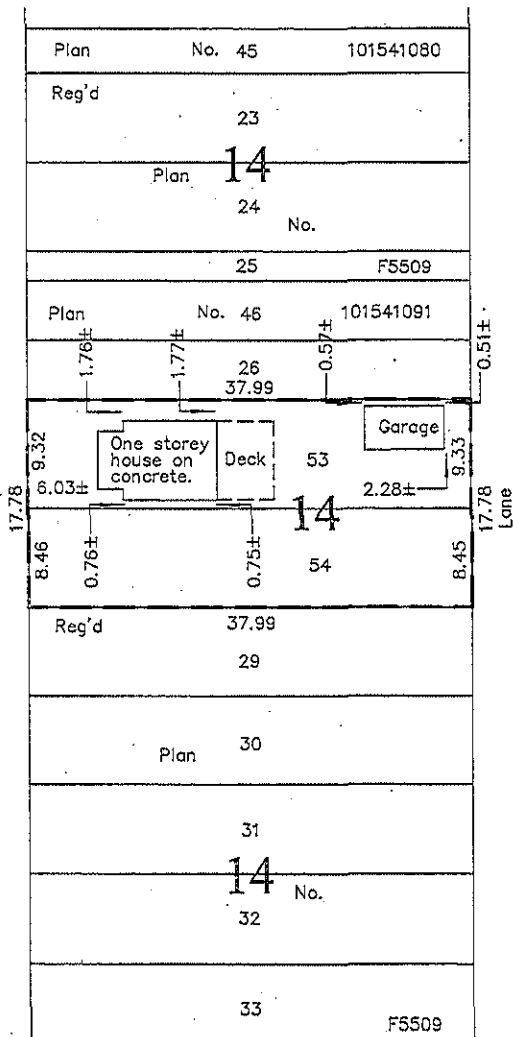
Community Services Department



Proposed Subdivision No. 29/14

D

AVENUE



Reg'd Plan 19	No. F5509
Plan No. 44	101541136
Plan No. 42	101541147
Reg'd Plan 17	No. F5509
Plan No. 41	101541147
Plan No. 43	101541158
Reg'd	15
	14
	14
Plan	13
	12
	11 No.
	10
	F5509
Plan No. 52	101541169
Reg'd Plan 9	No. F5509
Plan No. 51	101541170

**PLAN OF PROPOSED
SUBDIVISION OF
LOTS 27 & 28, BLOCK 14
REG'D PLAN NO. F5509 &
LOT 48, BLOCK 14
PLAN NO. 101541114
S.E. 1/4 SEC. 5
TWP. 37, RGE. 5, W. 3RD MER.
1328 AVENUE D NORTH
SASKATOON, SASKATCHEWAN
BY T.R. WEBB, S.L.S.
SCALE 1:500**

Dimensions shown are in metres and decimals thereof.

Portion of this plan to be approved is outlined with a bold, dashed line and contains 0.07± ha (0.17± ac.).

Distances shown are approximate and may vary from the final plan of survey by ± 0.1 m

T.R. Webb March 16, 2014
Saskatchewan Land Surveyor

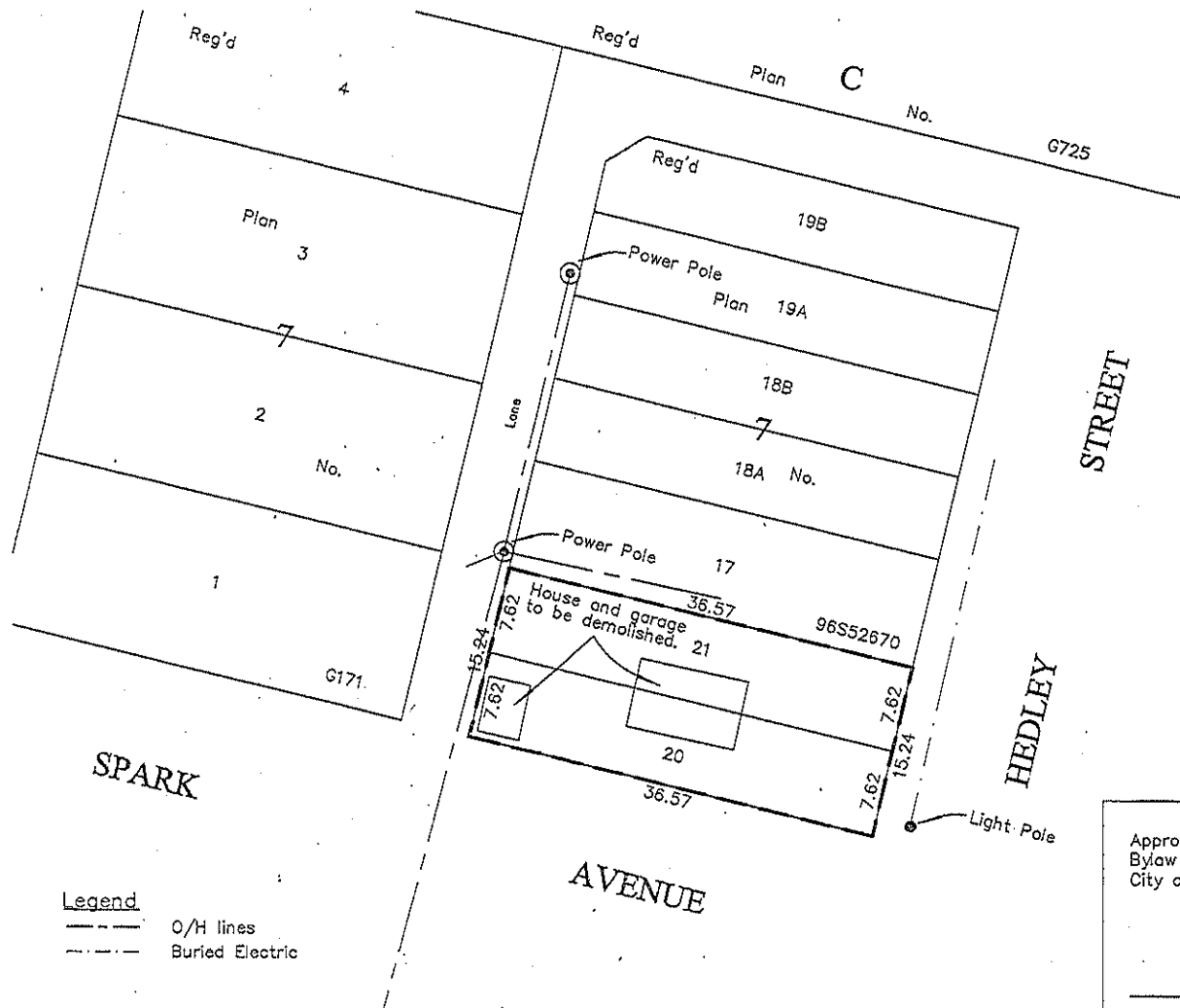
Sea

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

Date
Community Services Department

Prepared by
Webb & Co
© 2014
14-2529ss NLC

Proposed Subdivision No. 30/14



PLAN OF PROPOSED
 SUBDIVISION OF
 LOT 16, BLOCK 7
 REG'D PLAN NO. G171
 N.W. 1/4 SEC. 36
 TWP. 36, RGE. 5, W. 3RD MER.
 200 HEDLEY STREET
 SASKATOON, SASKATCHEWAN
 BY T.R. WEBB, S.L.S.
 SCALE 1:500

Dimensions shown are in metres and decimals thereof.

Portion of this plan to be approved is outlined with a bold, dashed line and contains 0.06± ha (0.14± ac.).

Distances shown are approximate and may vary from the final plan of survey by ± 0.1 m

T.R. Webb
 T.R. Webb March 20, 2014
 Saskatchewan Land Surveyor

See

Legend
 --- O/H lines
 --- Buried Electric

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

_____ Date _____
 Community Services Department

Prepared by

 © 2014
 14-2633sr NLD

Proposed Subdivision No. 31/14

Plan 102088953

636

Plan 102107135

637

EE

Evergreen Boulevard

MR16

Parcel Q
3.23 ha (7.99 ac)

DD

662

Plan 102132447

658

Manek Road

MR17

X

Plan 102135024

S

Plan 102088953

MR15

648

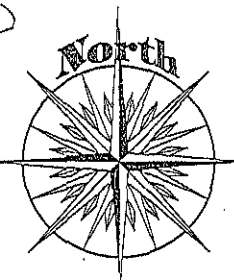
649

Plan 102069042

Plan 102109025

Plan 102109025

R = 14.0
Arc = 51.44



Plan of Proposed Subdivision of Parcel HH - Plan 102107135 NW 1/4 Sec 7 Twp 37 Rge 4 West 3 Mer Saskatoon - Saskatchewan

November, 2013 AD Scale 1:2000

20 0 20 50 100 metres

Notes:

All dimensions are in metres and decimals thereof.
Portion to be subdivided is outlined in heavy broken line and contains 9.31 ha.

Land Surveyor

M. Muriel

Saskatchewan Land Surveyor

City of Saskatoon

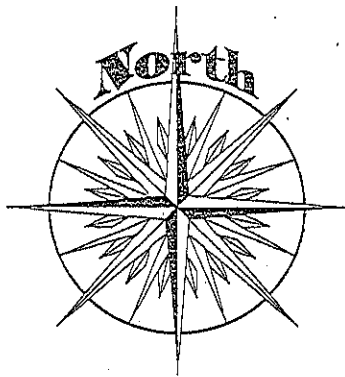
Community Services Department

Owner

Saskatoon
Land Surveyors
Digital Mapping Systems

Computer Aided

Proposed Subdivision No. 32/14



SPS

Plan 102111253

25th Street Place

BG

25th Street

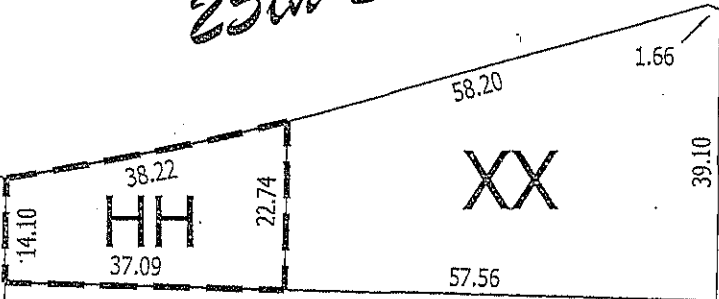
SHR

Wall Street

11

Plan 102111253

Pacific Ave



Plan of Proposed Subdivision of

part of Parcel XX - Plan 102111253
and all of Parcel H - Plan 102111253
SW 1/4 Sec 33 Twp 36 Rge 5 West 3 Mer

Saskatoon - Saskatchewan

November, 2013 AD _____ Scale 1:1000

10 0 10 20 50 metres

Notes:

All dimensions are in metres and decimals thereof.
Portion to be subdivided is outlined in heavy broken line and contains 0.07 ha.

Land Surveyor _____

M. M. M. M. M.

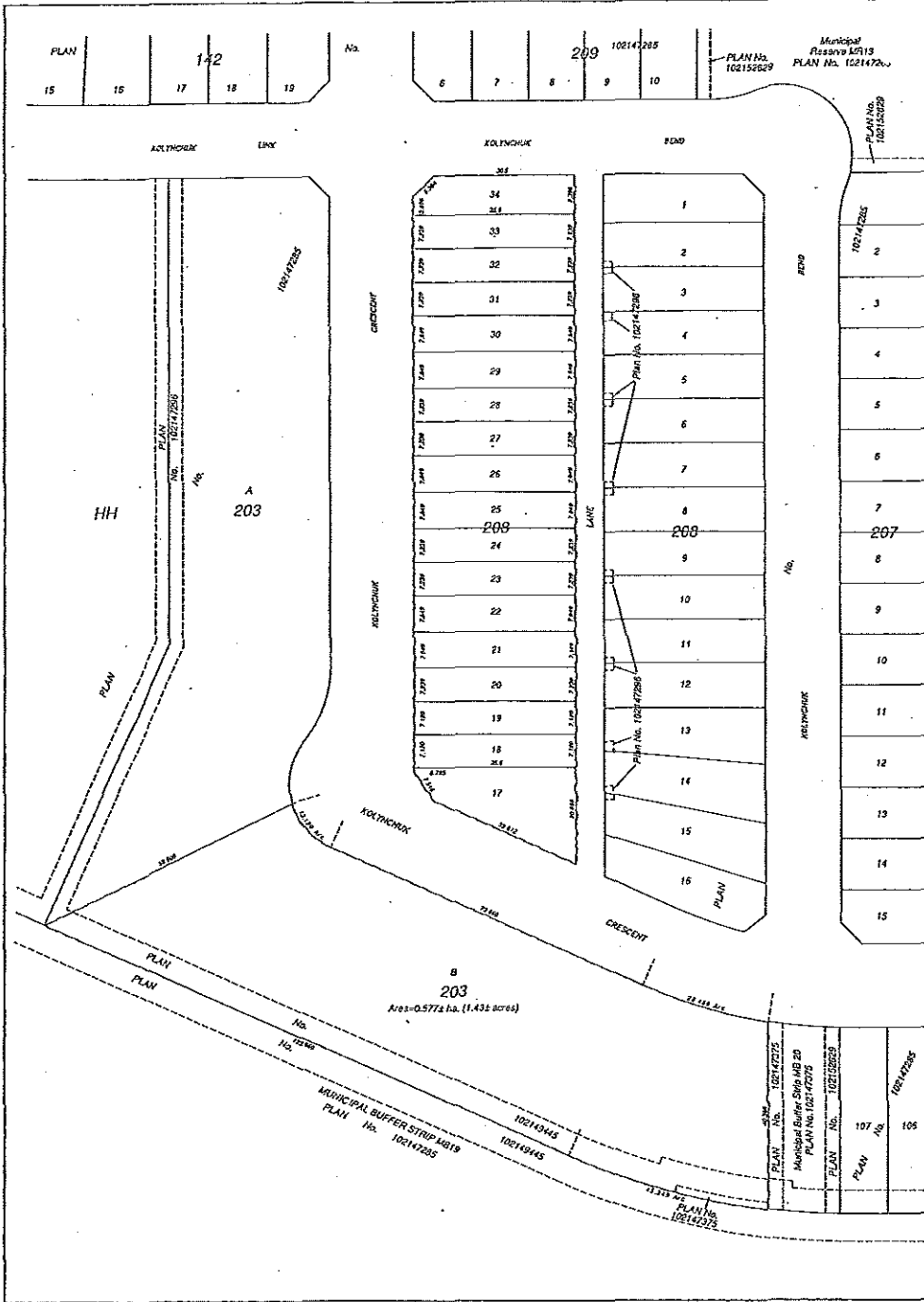
Saskatchewan Land Surveyor

Owner _____

Saskatoon
Land Surveyors
Digital Mapping Systems

Computer Aided Draft

Proposed Subdivision No. 33/14



**SURFACE SUBDIVISION
OF
LOT A, BLOCK 208
AND PART OF
LOT A, BLOCK 203,
PLAN No. 102147285
SASKATOON, SASKATCHEWAN
BY: M.G. RADOUX, S.L.S.
SCALE 1:500
FEBRUARY 2014**

[Signature]
Saskatchewan Surveyor

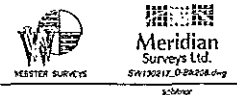
MARCH 14, 2014
Revised: April 15th, 2014

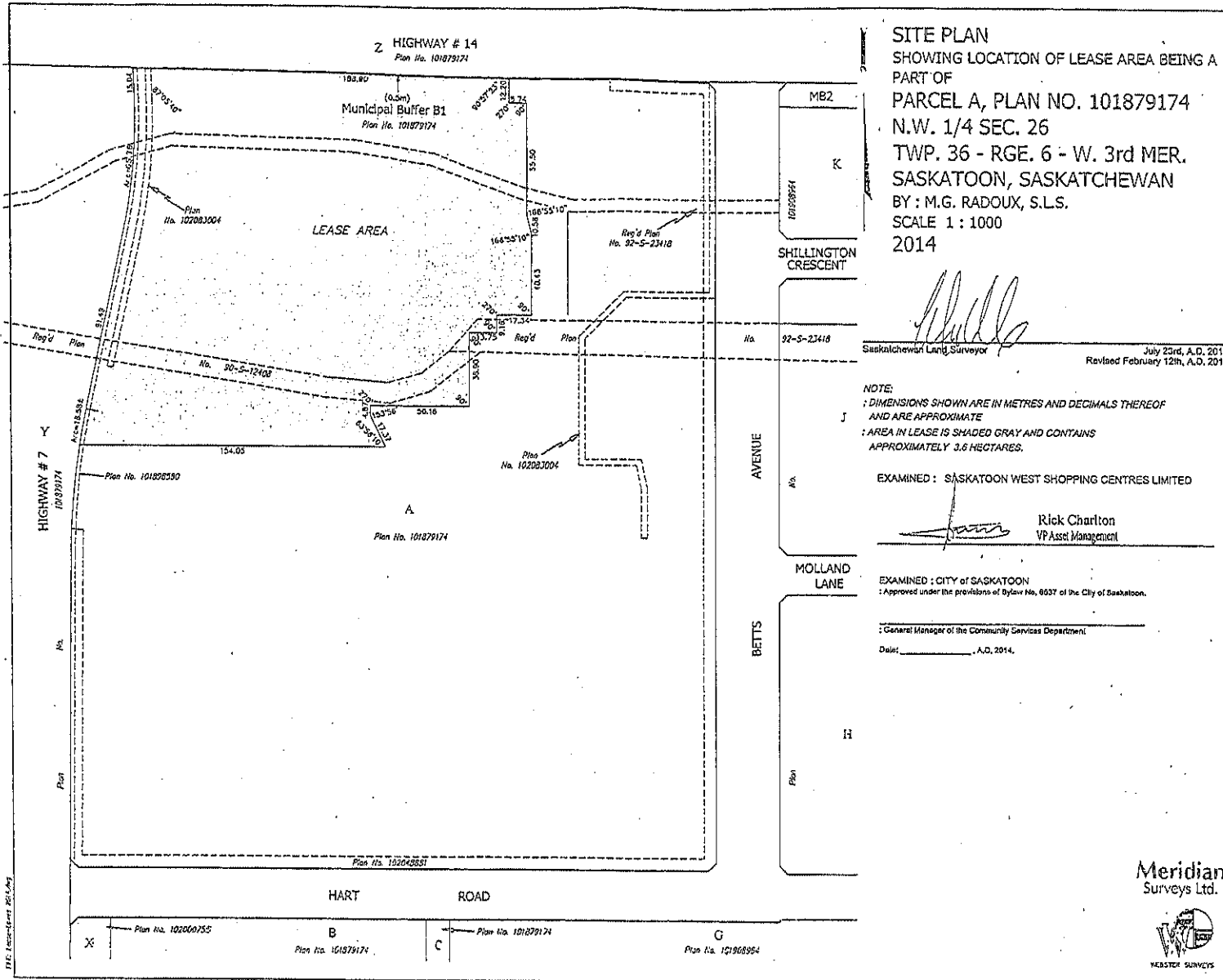
LEGEND
: Distances dimensions shown are in metres and decimals thereof.
: Distances dimensions are approximate and may vary by 20.3 metres.
: Portions of this plan to be subdivided are outlined with a heavy dashed line and contain LOTs to be subdivided.

[Signature]
DREAM ASSET MANAGEMENT CORPORATION
A.D. 2014

EXAMINED: CITY OF SASKATOON
I approved on the proposal of
Bylaw No. 6517 of the City of Saskatoon.

General Manager of the Community Services Department
Date: _____, A.D. 2014





SITE PLAN
SHOWING LOCATION OF LEASE AREA BEING A PART OF
PARCEL A, PLAN NO. 101879174
N.W. 1/4 SEC. 26
TWP. 36 - RGE. 6 - W. 3rd MER.
SASKATOON, SASKATCHEWAN
BY : M.G. RADOUX, S.L.S.
SCALE 1 : 1000
2014

Saskatchewan Land Surveyor
July 23rd, A.O. 2012
Revised February 12th, A.O. 2014

NOTE:
: DIMENSIONS SHOWN ARE IN METRES AND DECIMALS THEREOF AND ARE APPROXIMATE
: AREA IN LEASE IS SHADED GRAY AND CONTAINS APPROXIMATELY 3.6 HECTARES.

EXAMINED : SASKATOON WEST SHOPPING CENTRES LIMITED

Rick Charlton
VP Asset Management

EXAMINED : CITY OF SASKATOON
: Approved under the provisions of Bylaw No. 6037 of the City of Saskatoon.

: General Manager of the Community Services Department

Date: _____, A.O. 2014.

Meridian
Surveys Ltd.






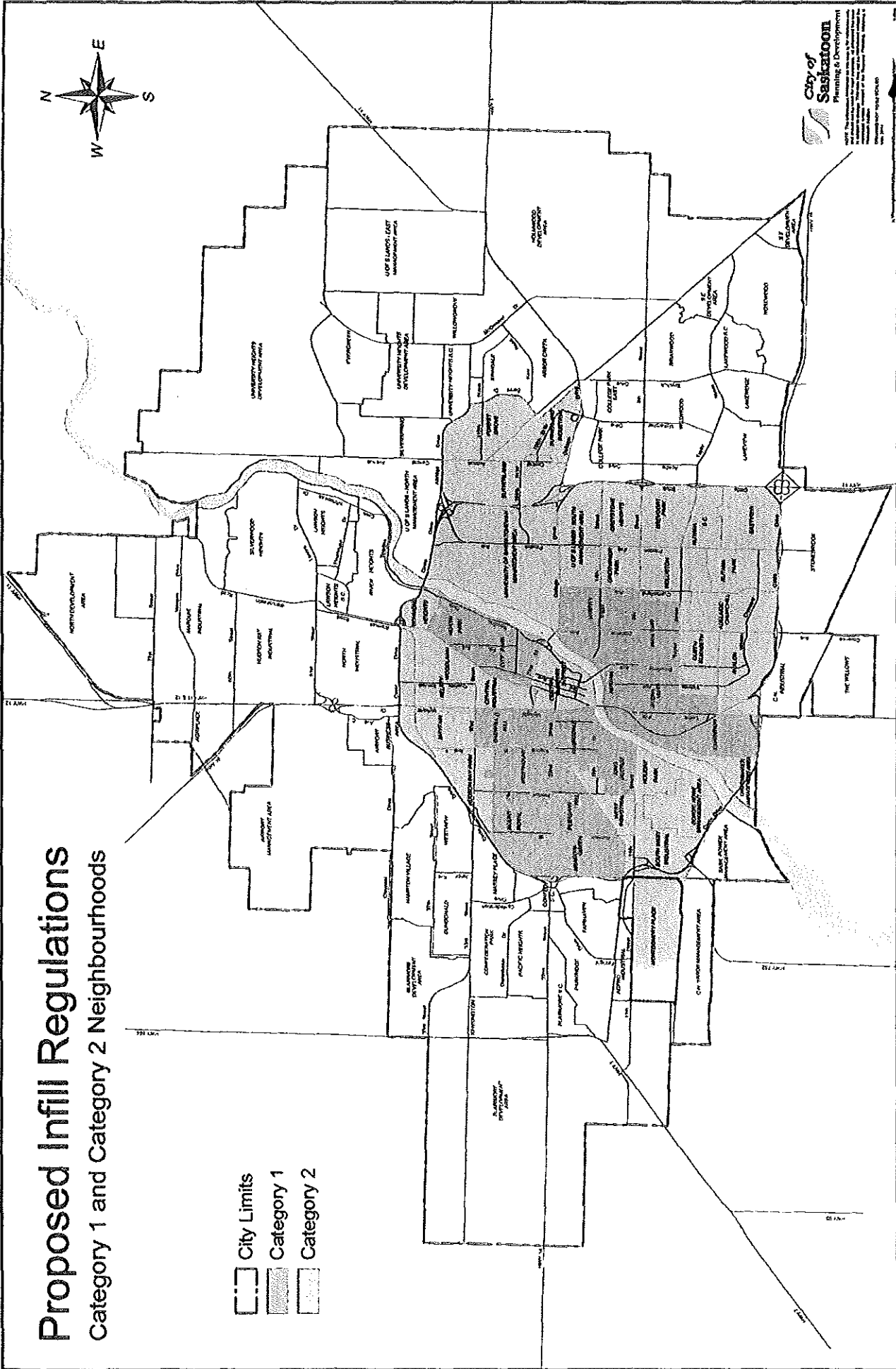
Proposed Subdivision No. 35/14

A4)

Proposed Infill Regulations

Category 1 and Category 2 Neighbourhoods

-  City Limits
-  Category 1
-  Category 2



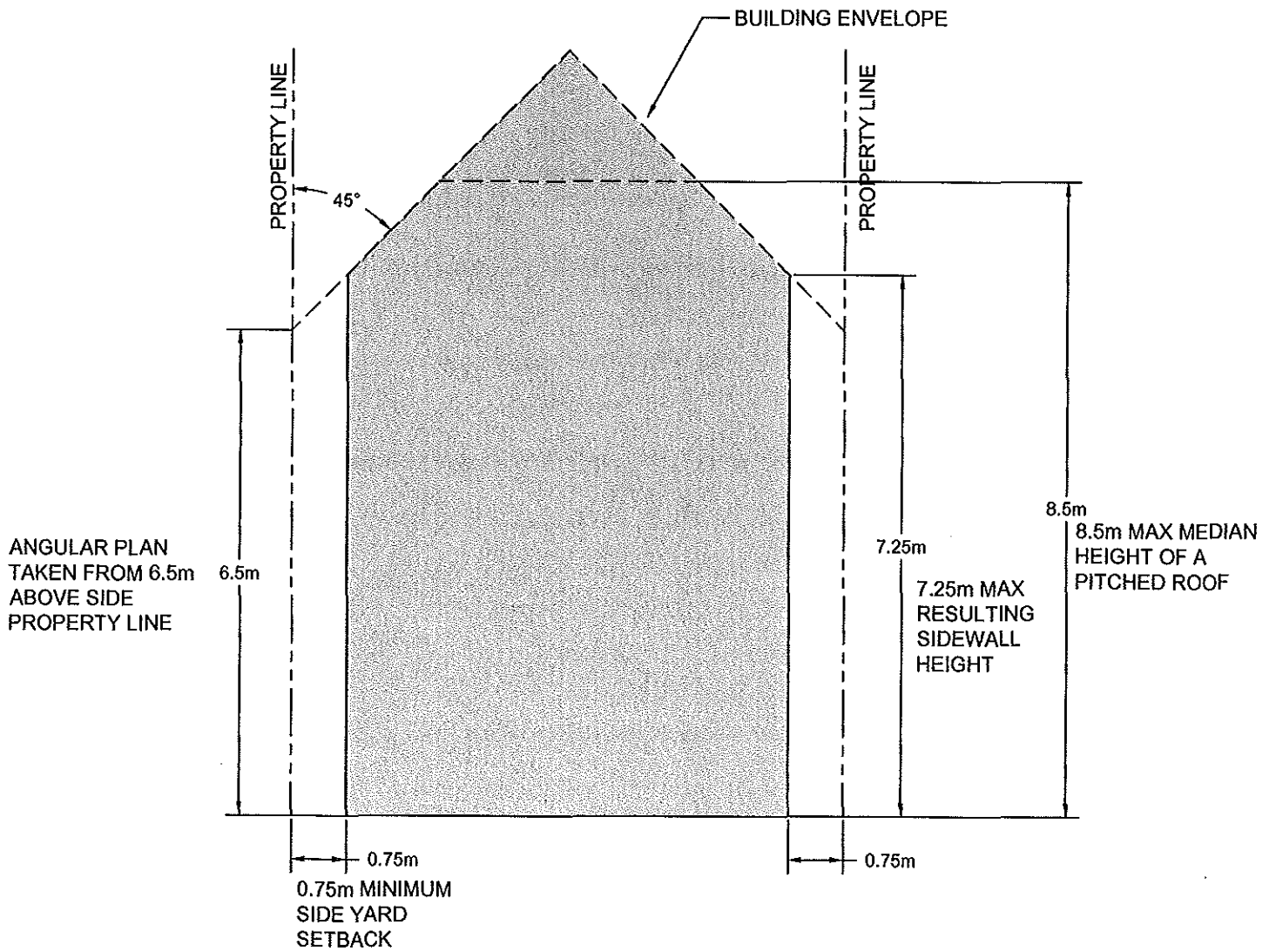
City of Saskatoon
 Planning & Development
 The City of Saskatoon is committed to providing a high quality of life for its residents. This map is intended to provide information about the proposed infill regulations for Category 1 and Category 2 neighborhoods. For more information, please contact the Planning & Development Department at (306) 975-2000.

Proposed Changes To The Existing Development Standards

Development Standard	Existing	Proposed	Rationale								
Building height and massing for one-unit, two-unit, and semi-detached dwellings	8.5 metres (measured to the mid-point of a peaked roof)	<p>8.5 metres above the finished grade, where finished grade is defined as the geodetic elevation from points outside the perimeter of the property. The maximum height applies to the height of a flat roof or the median height of a peaked roof.</p> <p>The massing of the building should be contained within a 45 degree angular plane, measured from a height of 6.5 metres from the side property lines. (see Attachment 3)</p> <p>If the orientation of the eaves is parallel to the front site line, then the application of the angular plane will be applied from front to back of the site.</p>	Decrease the overall building mass of dwelling to mitigate shading and privacy overlook of neighbouring properties.								
Building wall length for one-unit, two-unit and semi-detached dwellings	None	<table border="1" data-bbox="646 1003 1117 1205"> <thead> <tr> <th data-bbox="646 1003 878 1100">Site Depth (metres)</th> <th data-bbox="878 1003 1117 1100">Maximum Wall Length (metres)</th> </tr> </thead> <tbody> <tr> <td data-bbox="646 1100 878 1136">Up to 35</td> <td data-bbox="878 1100 1117 1136">14</td> </tr> <tr> <td data-bbox="646 1136 878 1171">35.1 to 45</td> <td data-bbox="878 1136 1117 1171">16</td> </tr> <tr> <td data-bbox="646 1171 878 1205">Greater than 45</td> <td data-bbox="878 1171 1117 1205">20</td> </tr> </tbody> </table>	Site Depth (metres)	Maximum Wall Length (metres)	Up to 35	14	35.1 to 45	16	Greater than 45	20	Decrease mass of side wall to ensure that new developments do not dwarf adjacent residents.
Site Depth (metres)	Maximum Wall Length (metres)										
Up to 35	14										
35.1 to 45	16										
Greater than 45	20										
Site width for one-unit dwellings in Category 1 areas	<p>Minimum R1 – 15 metres* R1A – 12 metres* R2 – 7.5 metres*</p> <p>*The site width for the construction of new one-unit dwellings in established neighbourhoods shall be at least 70% of the average site width for one-unit dwelling sites fronting on the subject block face and the opposite block face, but in no case shall the site width be less than minimum standard metres.</p>	<p>Minimum site width to remain unchanged.</p> <p>The provision, which requires that the site width be 70% of the average, will be removed.</p>	The result of the provision had been construction of two-unit and semi-detached dwellings. In Category 1 areas, the development of detached one-unit dwellings is more compatible with the existing character.								

Development Standard	Existing	Proposed	Rationale
Site width for one-unit dwellings in Category 2 areas	<p>Minimum R1 – 15 metres* R1A – 12 metres* R2 – 7.5 metres*</p> <p>*The site width for the construction of new one-unit dwellings in established neighbourhoods shall be at least 70% of the average site width for one-unit dwelling sites fronting on the subject block face and the opposite block face, but in no case shall the site width be less than minimum standard metres.</p>	<p>Minimum site width to remain unchanged.</p> <p>Minimum site width of 18.25 metres in the Montgomery neighbourhood to remain unchanged.</p> <p>The site width for the construction of new one-unit dwellings in established neighbourhoods shall be at least 60% of the average site width for one-unit dwelling sites fronting on the subject block face and the opposite block face, but in no case shall the site width be less than minimum standard metres.</p>	<p>The reduction in the provision will allow for additional sites for one-unit dwellings, while ensuring that lot width along the block face remains consistent.</p>
Front porch encroachment for one-unit, two-unit, and semi-detached dwellings	<p>Not permitted to encroach into required front yard</p>	<p>Can encroach up to 3 metres into the required front yard and shall be no greater than 75% of the facade width to a maximum of 3 metres.</p>	<p>The Strategy identified that a front porch was a desirable feature.</p>

Building Height and Massing - Explanatory Diagram



A5)

ATTACHMENT 1

**Draft Zoning Bylaw Provisions in the R2 Zoning District
Section 8.4.3, Zoning Bylaw No. 8770**

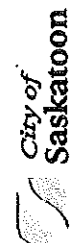
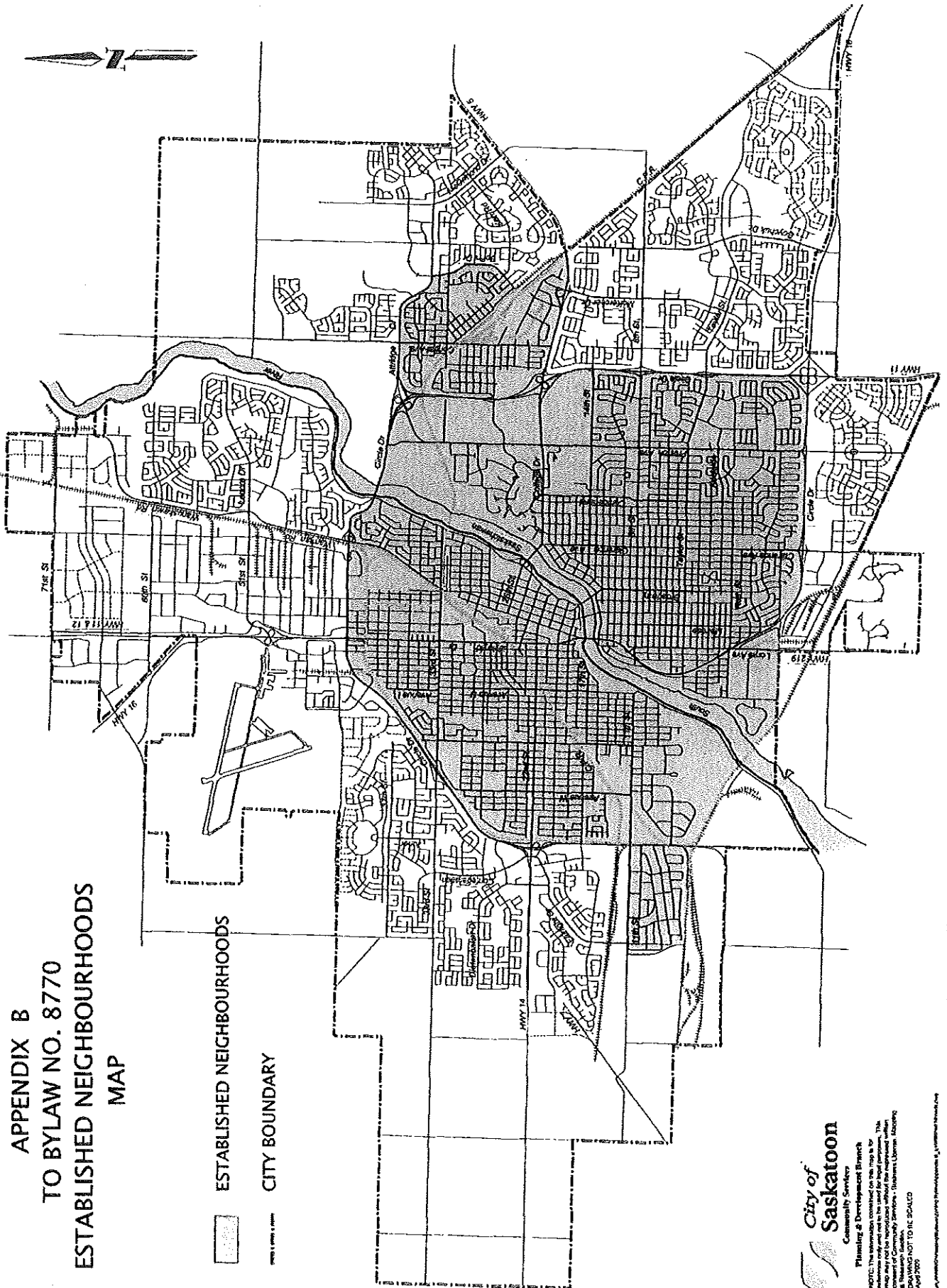
R2 District	Minimum Development Standards (in Metres)								
8.4.3 Discretionary Use	Site Width	Site Depth	Site Area (m ²)	Front Yard	Side Yard (flanking street)	Side Yard (flanking adjacent site)	Rear Yard	Building Height (max.)	Amenity space per unit (m ²)
Multiple Unit Dwellings (up to 3 units)	15	30	550	6	1.2	2	6	8.5	18
Multiple Unit Dwellings (up to 4 units)	15	38	570	6	1.2	2	8	8.5	18

Additional Development Standards

- a) must be located on corner site in the established neighbourhoods;
- b) one street must be classified a collector or an arterial from the City of Saskatoon's classification system;
- c) one parking space for each dwelling unit and must be located off the lane;
- d) parking is not permitted in the required front yard; and
- e) front entrances for each dwelling unit needs to be accessible from the front or flanking street.

APPENDIX B
TO BYLAW NO. 8770
ESTABLISHED NEIGHBOURHOODS
MAP

-  ESTABLISHED NEIGHBOURHOODS
-  CITY BOUNDARY



Community Services
Planning & Development Branch
NOTE: The information contained on this map is for
information only. It is not intended to be used as a
basis for any legal proceedings. The information
may vary and is not to be used as a basis for
any legal proceedings. Saskatoon Urban Planning
Department
DRAWINGS NOT TO BE SCALED
April 2005

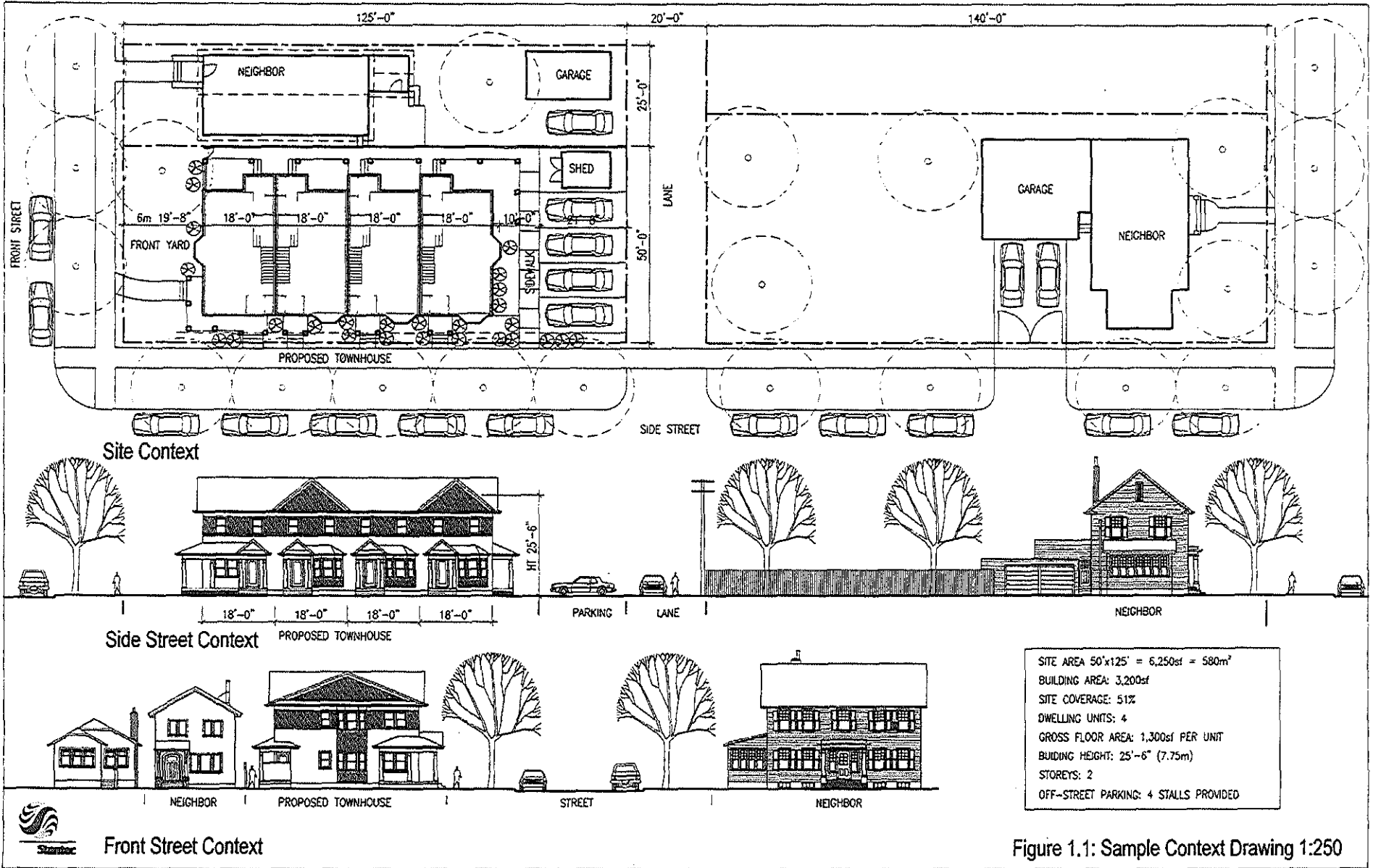
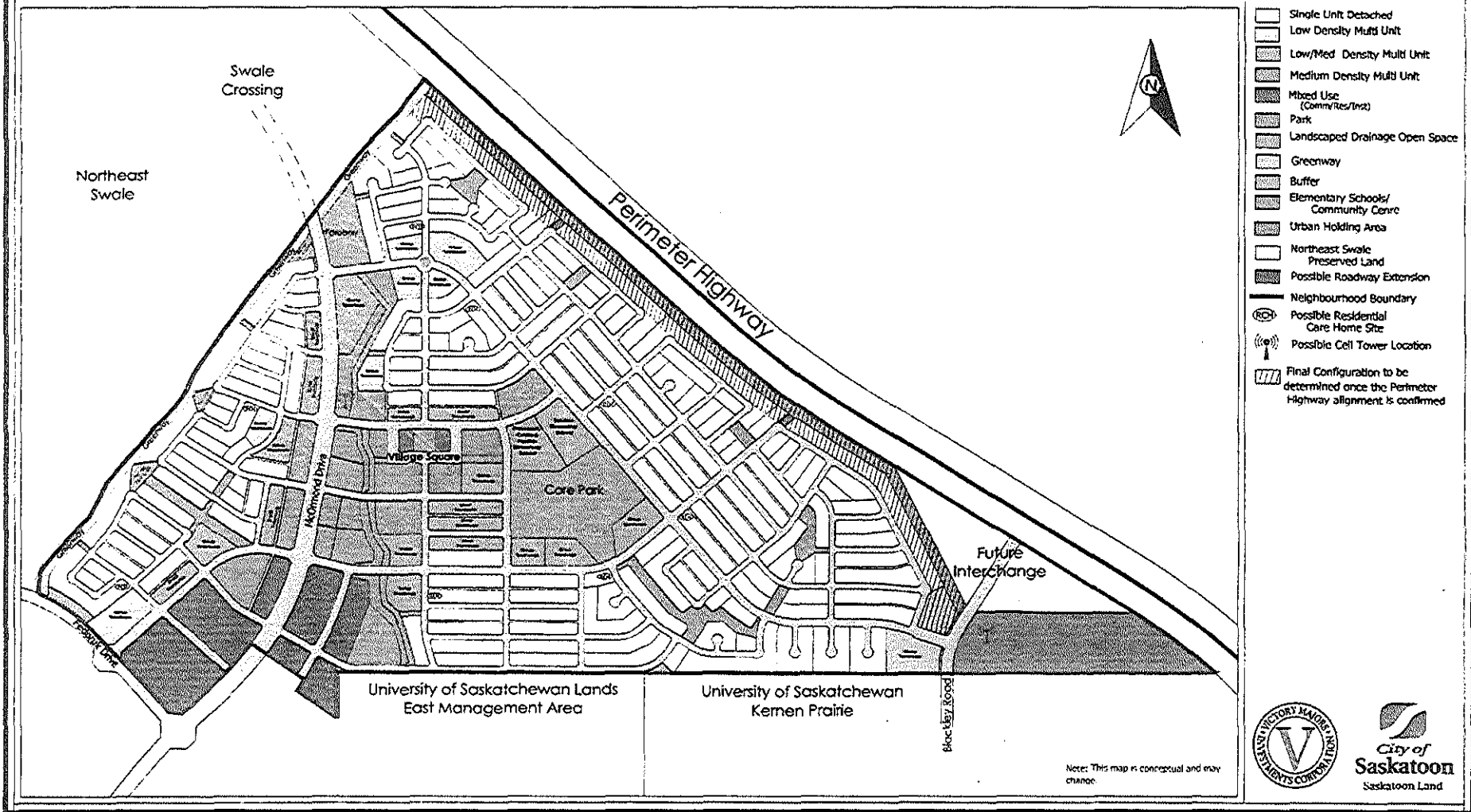


Figure 1.1: Sample Context Drawing 1:250

Aspen Ridge - Proposed Land Use Concept Plan



Legend

- Single Unit Detached
- Low Density Multi Unit
- Low/Med Density Multi Unit
- Medium Density Multi Unit
- Mixed Use (Comm/Res/Inst)
- Park
- Landscaped Drainage Open Space
- Greenway
- Buffer
- Elementary Schools/Community Centre
- Urban Holding Area
- Northeast Swale Preserved Land
- Possible Roadway Extension
- Neighbourhood Boundary
- Possible Residential Care Home Site
- Possible Cell Tower Location
- Final Configuration to be determined once the Perimeter Highway alignment is confirmed



Note: This map is conceptual and may change.

A6)

ASPEN RIDGE Neighbourhood Quick Facts	
GROSS LAND AREA	638.71 ac (258.49 ha)
PROJECTED POPULATION (MAXIMUM BUILD OUT)	12,609 persons
NEIGHBOURHOOD GROSS DENSITY	8.95 units per acre (49 persons per hectare)
NEIGHBOURHOOD NET DENSITY (DENSITY OF SALEABLE LAND)	14.33 units per acre (78.15 persons per hectare)
PROJECTED ELEMENTARY SCHOOL POPULATION (MAXIMUM BUILD OUT)	1,717 students (peak enrolment)
ESTIMATED TOTAL NUMBER OF UNITS	5,715 units Single unit dwellings: 2177 units Multi-unit dwellings: 3539 units
TOTAL NEIGHBOURHOOD RESIDENTIAL UNIT SPLIT	Single Unit (lots): 38% Multi-Units: 62%
NEIGHBOURHOOD PARK	38.96 ac (15.77 ha) 17 acres of Core Park (6.88 ha) 18.59 acres of Linear Park (7.52 ha) 2.42 acres divided between 3 Pocket Parks (0.98 ha) 0.95 acres of Village Square (0.38 ha)

* With the exception of Gross Land Area and Neighbourhood Park areas, all above noted values are estimates based on past development and population trends.

TO: Growing Forward, Shaping Saskatoon Steering Committee
SUBJECT: Proposed Aspen Ridge Neighbourhood Concept Plan
 Proposed Evergreen Neighbourhood Concept Plan Amendment
DATE: March 27, 2014

This report is to provide an overview of the application of Growing Forward, Shaping Saskatoon *Principles for New Development* for the proposed Aspen Ridge Neighbourhood Concept Plan and Evergreen Neighbourhood Concept Plan Amendment (District Village). A copy of the proposed Concept Plan and proposed Amendment are attached.

Application of Growing Forward, Shaping Saskatoon Principles

The proposed Concept Plan and proposed Amendment have incorporated the Growing Forward, Shaping Saskatoon principles as outlined in the Bridging Document as follows:

Incorporate public transit	Transit routes are proposed along McOrmond Drive and an internal collector road. Transit routes are anticipated to continue north-ward along McOrmond into the next neighbourhood. Higher density residential land uses as well as retail and mixed uses are proposed along the routes.
Design the street layout to support all road users	The proposed Aspen Ridge Concept Plan incorporates a grid network where possible. A complete streets design concept is proposed along McOrmond Drive.
Maximize opportunities for access to amenities	The developer has incorporated amenities that are accessible to as many residents as possible. Examples include: <ul style="list-style-type: none"> • the Core Park is centrally located with school sites abutting it; • a transit route has been planned with higher density land uses abutting the route; • retail and mixed use land uses are planned for within the neighbourhood and in the District Village; and, • the proposed District Village will provide services within walking distance for residents of both neighbourhoods.
Design open spaces to provide connections to surrounding areas	The developer has incorporated a linear park system and pocket parks throughout the neighbourhood for the purposes of both programming space and pedestrian connectivity. Furthermore, the developer has proposed a greenway along the edge of the Northeast Swale. The greenway will provide access to the Northeast Swale and is intended to connect to a city wide active transportation network.
Promote affordability	The developer has incorporated a variety of residential land uses from single family to multi-unit residential, as well as mixed use land uses.
Provide for employment opportunities within the community	Retail and mixed use land uses are planned for within the neighbourhood. The proposed District Village will provide employment opportunities within walking distance for residents of both Aspen Ridge and Evergreen.
Maintain / enhance environmental and historical features.	The developer is providing for a greenway along those portions of the Aspen Ridge neighbourhood which abut the Northeast swale. The greenway has been developed to provide an appropriate buffer from the abutting residential land uses to the swale.
Consider water and sewer capacity requirements	Water and sewer capacity requirements have been addressed in the review of the neighbourhood concept plan.
Strive to use green infrastructure for storm water management	A forebay is proposed in the northwest of the Aspen Ridge neighbourhood to allow stormwater to be physically and biologically treated before it drains into the Northeast Swale.



Shaping Saskatoon

Bridging to Tomorrow... for a 21st Century City



Community Engagement Summary

Project Name: Public Open House and Shaping Saskatoon
Proposed Aspen Ridge Neighbourhood Concept Plan
Applicant: Saskatoon Land
File: PL. 4131-41

Project Description

A public open house was held for the proposed Aspen Ridge Concept Plan. Information about the proposed Concept Plan was also posted on the Shaping Saskatoon online engagement tool (Shaping Saskatoon).

Aspen Ridge is a new proposed residential neighbourhood, consisting of 258 ha (639 acres), and is the next neighbourhood to be developed in the University Heights Suburban Development Area. The western portion of the neighbourhood also includes a District Village. The neighbourhood is bounded on the south by the Evergreen neighbourhood and University of Saskatchewan lands, on the northeast by the proposed Perimeter Highway route, and on the northwest by the Northeast Swale.

The open house was held in the auditorium of the Alice Turner Library on March 18, 2014 from 5pm to 8pm. The Ward Councillor was in attendance.

Community Engagement Strategy

Purpose	To inform and consult. Participants were provided an overview of the proposal and an opportunity to ask questions of both City staff and the developer. Written comments were accepted at the open house and on Shaping Saskatoon for 2 weeks following the open house.
How information will be used	Comments gathered from the open house and on Shaping Saskatoon will be used to inform the decision making process about the proposal.
Tools used	Information boards were presented at the public open house and were posted on Shaping Saskatoon. Participants were given the opportunity to discuss the proposal with City staff and the developer. Comment sheets were provided at the open house. Comments could also be provided on Shaping Saskatoon for two weeks following the open house. Individuals could also provide comments to the Planning and Development Division directly (contact information was included on the public notices and on Shaping Saskatoon).

Shaping Saskatoon



Notification	899 public open house notices outlining the details of the proposal were sent to property owners as well as neighbouring property owners using Canada Post Admail as well as addressed mail. The open house and Shaping Saskatoon website was also advertised in the Star Pheonix for two weeks prior to open house.
--------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Summary of Community Engagement Feedback

Public Open House Attendees: 53 signed in

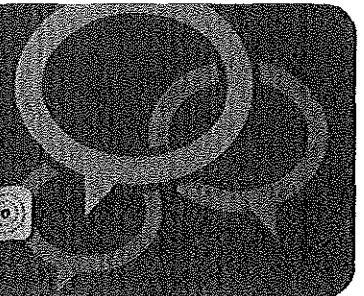
Written comments received at the Open House and on Shaping Saskatoon:

- Exciting to see the plans for the North-east.
- Give consideration to style of housing (not like Stonebridge where nothing but roof tops from the Highway).
- Why is there no buffer between the roads and the residences abutting the Kernan Prairie. Needs same rules as the Swale.
- Greenway should be wider.
- Need architectural controls for outdoor lighting. (Swale and Kernan Prairie considerations)
- Pocket parks are a waste of space. Parks are adhoc.
- Speed of development will outstrip the ability to protect the swale from damage. Need to fast-track protection of natural areas.
- Location of bike-lane a concern. Should be between sidewalk and tree-ed boulevard. Also need to consider snow removal on bike-lanes. Eliminate right turn on red for pedestrian / bike safety. Need safe connectivity between neighbourhoods for cycling and walking. Encourage focus on active transportation – need access to services (destinations).
- McOrmond not wide enough for future LRT. Need BRT in place. Need to provide more frequent bus service.
- Need to consider roads in and out of neighbourhood – prevent bottlenecks.
- Need to consider appropriate access to the Perimeter Highway.
- Need to consider dark sky lighting compliance.

Next Steps

Action	Anticipated Timing
Planning and Development Report prepared and presented to Municipal Planning Commission (MPC). MPC reviews the proposal and recommends approval or denial to City Council.	June 10
Public Notice – report prepared and Public Hearing date set. The University Heights Community Associations, Community consultant, and the Ward Councillor will be provided with direct notice of the Public Hearing.	June 6

Shaping Saskatoon



Public Hearing – Public Hearing conducted by City Council, with the opportunity provided for interested persons or groups to present. The proposal is considered together with the reports of the Planning and Development Division, MPC and any written or verbal submissions received by City Council.	June 23
Council Decision – may approve or deny the proposal.	June 23

Prepared by:

Christine Gutmann, Senior Planner
Planning and Development Division
March 19, 2014

Attachments: Notice of Public Open House

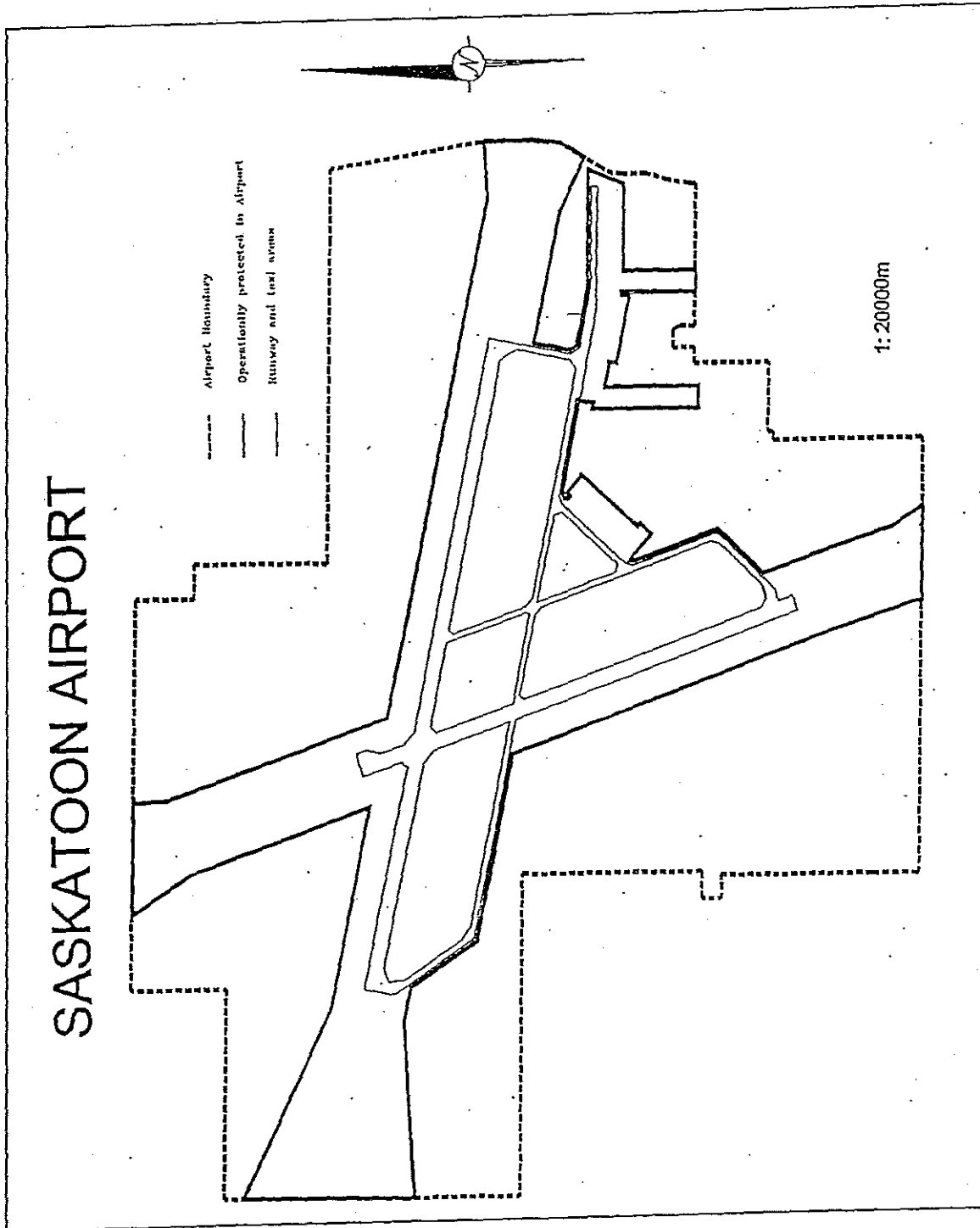
A7)

Donation and Naming Rights Agreement for
The Bowl at Gordon Howe Park
Summary of Terms

- Three party agreement between the City of Saskatoon, the Foundation, and the Yausie and Weenk family (the "Donors").
- The terms of payment would be as follows:
 1. \$1.0 million for Phase 1, which construction will proceed in Spring 2014, with payment to be made on or before September, 2014; and
 2. \$.5 million for Phase 2, subject to the construction of Phase 2, which work should proceed in a timely fashion, and with the expectation of the parties that Phase 2 would be concluded by end of 2015.
- The length of the naming rights obligation would be 30 years, with the term commencing once Phase 1 has been completed.
- The Donors would receive the appropriate tax receipt.
- All funds received from the Donors would only be used for construction of Phase 1 or Phase 2, respectively.
- The name to apply to the Bowl will be Saskatoon Minor Football Field.
- The Donors, in addition to the naming rights and recognition, set out above, would be entitled to receive the following recognition:
 1. the Foundation would organize a personalized Donors activation/recognition event;
 2. the Donors would have a first right of refusal to renew the term, subject to the parties agreeing on any new terms;
 3. subject to field availability, the Donors would be entitled to use the Bowl and/or the clubhouse for an event of their own for 4 non-consecutive days during each calendar year;
 4. the Donors would receive a suitable number of complimentary tickets to, and would be the guests of honour, at a grand opening of the Bowl;
 5. the Donor's story(ies) would be placed on any Bowl website and would be a featured story(ies) in one Foundation campaign material or e-newsletter;
 6. the Donors would be recognized in a paid newspaper advertisement; and
 7. the Donors would be featured on a donor recognition feature at the Bowl.

BI)

Schedule "A"





April 17, 2014

Our File: 1004-1

Les Smith
Director, Property Assessment and Taxation
Corporate Services, City of Saskatoon
2nd Floor, 325 – 3rd Avenue North
Saskatoon, SK.
S7K 0J5

Dear Mr. Smith:


Re: Saskatoon Airport Authority – Tax Exemption Agreement Renewal – Your File 197.3465

As you are aware, the City of Saskatoon and the Saskatoon Airport Authority have an agreement that exempts runways, taxiways and aprons from City taxes. We are requesting that the City consider a further 5 year extension of this agreement as identified under point 4 of the agreement.

Should the City grant a further exemption we ask that the required instrument be drafted by the city for review by both parties as it would appear that the City prepared the existing agreement.

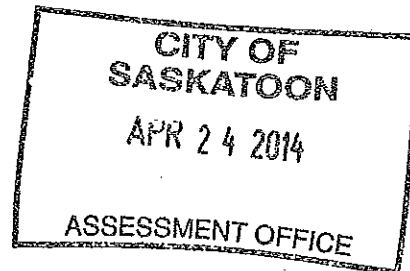
Thank you for your consideration of this request. We look forward to reviewing and renewing the agreement.

Sincerely,

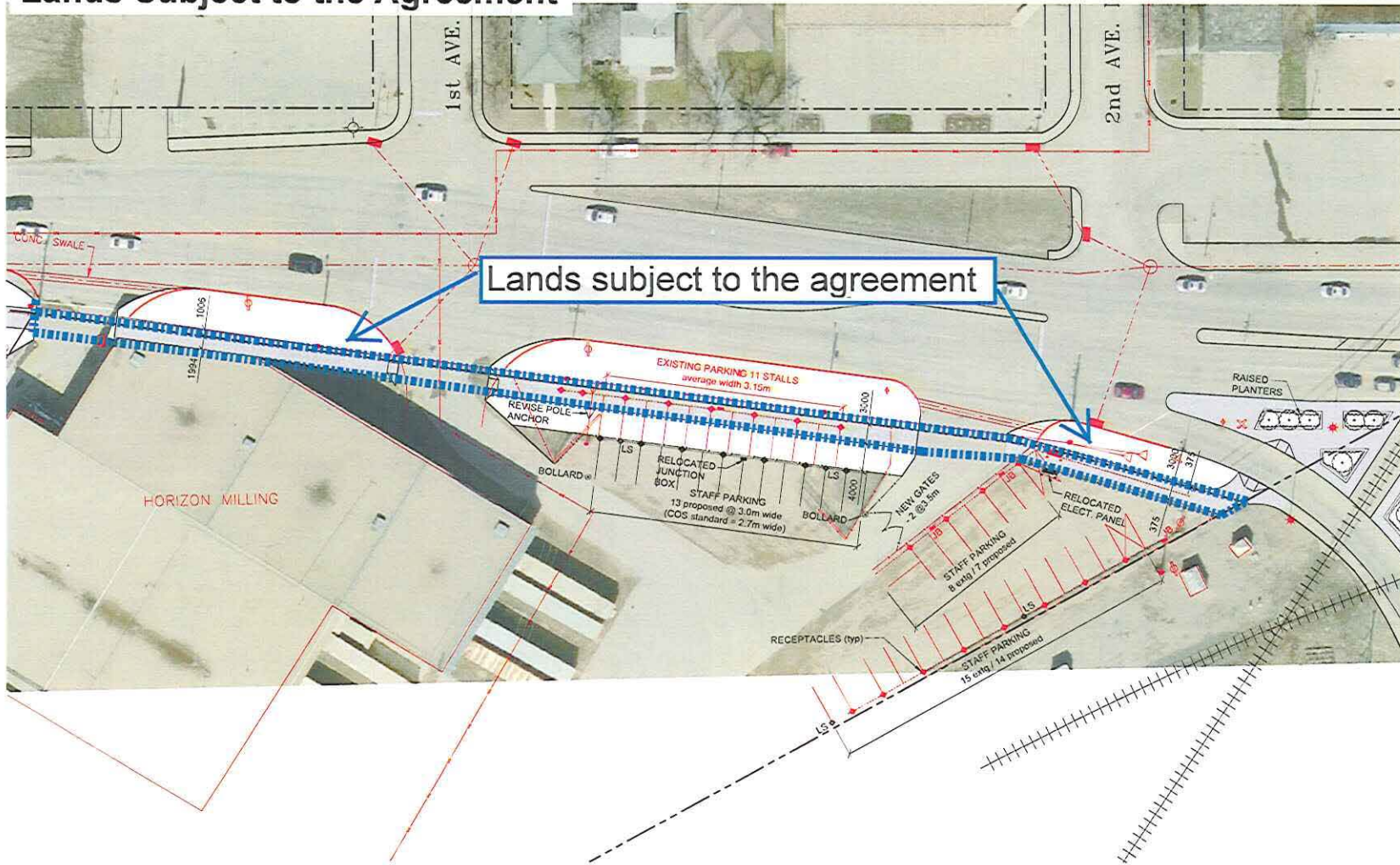


Stephen Maybury,
President and CEO

cc: Drew Britz, Saskatoon Airport Authority



Lands Subject to the Agreement



- General Notes
- EXISTING TREES - to be retained
 - EXISTING TREES - to be removed
 - EXISTING FENCE
 - EXISTING PLUG RAIL
 - PROPOSED FENCE
 - PROPOSED PLUG RAIL
 - PROPOSED PATH - 3m wide
 - DRYLAND TURF

Revision _____ Date _____

PRELIMINARY
NOT FOR CONSTRUCTION

CROSBY HANNA & ASSOCIATES
LANDSCAPE ARCHITECTURE
COMMUNITY PLANNING

407 1st Ave, North
Saskatoon, SK S7N 1G5
www.crosbyhanna.ca
T 306 665-3441
F 306 652-9613

**33rd STREET
MULTI-USE PATH
PHASE 3**

Project Title

**DEVELOPMENT PLAN
HORIZON MILLING**

Drawing Title

Drawn	SD	Checked	F
Scale	1:300	Date	2014/04/
Project No.	13037	Drawing	PL-

B2-)



Annual Report 2013



Saskatoon

Regional Economic Development Authority

**"A GREAT CITY
DESERVES
GREAT ART."**

THE REMAI ART GALLERY OF SASKATOON

SHARE YOUR VIEW remai.ca/online



contents 2013

- message from chair and CEO 2
- our people 3
- priority sectors 4
- economy overview 5
- year in review - 2012 7
- financials 8
- private sector investors 9

Message from the Chair



sreda.com
livingsaskatoon.com

Visit us online for more details.

Looking back at 2013, one cannot help but be impressed by the economic performance of the Saskatoon Region. Saskatoon's continued record GDP growth at 6.5% captured attention around the world.

On behalf of the SREDA Board of Directors and staff, we encourage the community to recognize and believe in the vast potential of the Saskatoon region.

Please review the 2013 Annual Report document to see your contributions to the SREDA efforts in achieving our sustained economic prosperity.

Thank you to the volunteer Board of Directors for their commitment towards making SREDA Saskatoon's hub for knowledge and information on key economic drivers.

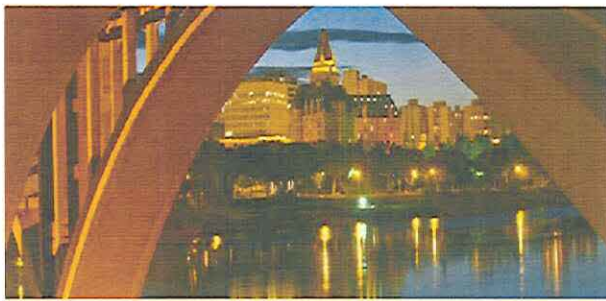
Thanks to the dedicated SREDA staff, the execution of the prosperous goals was achieved locally and globally.

We know 2013 does not allow us to be complacent going into 2014.

Bruce Richet
Chairman of the Board

Although it would appear we were in the right place at the right time, we planned for success and achieved it through dedication and diligence. While the growing global demands for resources and services stimulated the Saskatoon economy, we strove for a long-term goal of sustained economic prosperity.

The Saskatoon Regional Economic Development Authority (SREDA) Board of Directors envisioned success and positivity in 2013 and contended constraints to meet this goal. Due to the collaboration with The City of Saskatoon, Regional partners, the private sector, government and academia enabled some unique partnerships, resulting in many programs that created positive contributions.



The sum of our parts.

2012/2013 SREDA Board of Directors

Introductions from left to right

Top Row

Bruce Richet- Chairman
Mayor Don Atchison
Darrell Balkwill
Merin Coutts
Curt Dittmer

Second Row

Jonathan Huntington
Clay Dowling
Judy Harwood
Eric Olauson
Wanda Hunchak

Third Row

Ann Iwanchuck
David Ostertag
Dion Protzak
Bryan Leverick

Fourth Row

Glen Schuler
Kelly Thompson
Trevor Thiessen

SREDA Staff

Jim George
Terra Fehr
Kelly Martin
Chad Leier-Berg
Bernie Ness
Brad Kraft
Nicole Vassos-Hustej



Find it. Analyze it. Build it. Move it.

Priority Sectors

Mining

Saskatchewan is a commodity-rich province and this is no exception when it comes to mining. Saskatchewan is the world's largest producer of potash. Saskatchewan is blessed with other natural resources, including the world's largest kimberlite diamond field; Canada's richest Greenstone belt with a wealth of base, rare earth, and precious metals.

Energy

Newly discovered coal deposits and extensive oil and gas reserves, as well as applications in alternative energies, are paving the way to future success.

Biotechnology/Life Sciences

The Saskatoon Region is the centre for agricultural biotechnology with the majority of firms clustered around the

University of Saskatchewan and Innovation Place.

Clustering occurs here due to the proximity to highly skilled researchers and world class research facilities such as the Canadian Light Source Synchrotron, NRC-PBI, Saskatchewan Research Council, POS Pilot Plant and the Vaccine and Infectious Diseases Organization (VIDO) to name a few.

Manufacturing

The Saskatoon Region contains a host of manufacturing firms that possess strong industry capabilities in fabrication, machining, electronics and instrumentation, and innovation. Our manufacturing firms supply specialized goods and services to key sectors in Canada and around the world. Food, Chemical, Fabricated Metal and Machinery Manufacturing have been the

long-standing pillars of the manufacturing industry in the Saskatoon Region.

Transportation

The Saskatoon Region is known internationally as one of Canada's "Hub Cities". From its central location, the Saskatoon Region has excellent highway, air, and rail transportation links to markets throughout North America. Our transportation and logistics firms are highly skilled and innovative when it comes to moving goods in any type of conditions. Our region is uniquely positioned as a central location in North America, featuring two intermodal facilities, excellent infrastructure, competitive business costs and a strong presence of skilled transportation firms.

What We Do

Our overall goal is to assist in growing the economy. SREDA works in the areas of business attraction, business retention and expansion, and promotion of the Saskatoon Region, along with working on regional and Aboriginal economic development projects. SREDA also collaborates with others outside its regional boundaries to further business and economic development initiatives for the Province of Saskatchewan and beyond.

Business Attraction

SREDA works with businesses to encourage new investment in the region and provides services including provision of economic and business development information, connecting groups for site

selection, facilitating business connections, negotiating tax incentives & working with governments to provide a competitive environment for new business.

Business Retention and Expansion

SREDA provides services to assist existing businesses in the Saskatoon Region to remain viable, grow and expand. It does this through actively developing and/or engaging in development initiatives, facilitating expansions by negotiating and administering tax incentives, assisting businesses to overcome business development challenges & promoting of the Saskatoon Region's existing business base.

Promotion of the Saskatoon Region

Another important core service provided by SREDA is the promotion of the Saskatoon Region as a place to live, work, invest and prosper at regional, provincial, national & international levels. SREDA actively promotes economic and business development opportunities that the Saskatoon Region (and the Province of Saskatchewan) has to offer through attendance at targeted industry trade shows, actively marketing the Saskatoon Region through various media and providing information to corporate executives, political dignitaries and other relevant stakeholders on the opportunities available in the Saskatoon Region.

Strategic Goals

Goal #1 To retain, grow, and expand local business in targeted sectors.

- Assist 25-30 businesses annually
- Create and manage strategic partnerships for growth and to increase sector activity
- Preserve local business and jobs
- Expand the Saskatoon Region's commercial tax base
- Increase the supply of skilled, unskilled and professional workers in the workforce

Goal # 2 To attract new investment in focus areas.

- Establish successful Foreign Direct Investment Program
- Number of new business ventures
- Value of project investment and number of jobs created
- Increase capital available for continued investment

Goal #3 To ensure the Saskatoon Region is the place to live, work, invest and prosper.

- Promote the competitive advantages of the Saskatoon Region around the world place to live, work, invest and prosper.
- Proactively research, compile and analyze global best practices for continuous improvement
- Maintain strategic partnerships with City of Saskatoon, the Province of Saskatchewan, community and other regional organizations to ensure seamless cooperation for economic and business development

A winning economy.

The Saskatoon Regional Economy Overview

The Saskatoon economy continued to post impressive gains in 2013, growing by 6.1 per cent compared to 2012. The strength of the economy continues to be the leading driver for attracting people to the Saskatoon Region. In 2013, an additional 8,500 working-age individuals moved to the Saskatoon Region. A significant amount of construction investment continued to spur growth in the region, with over \$1 Billion invested in the past year. The Primary Industries (Agriculture, Mining, Oil & Gas) were a significant part of the growth in the region over the past year, with output from those sectors increasing by 16.2%. Over 11,100 jobs (+7.4% growth) were created in 2013 and almost all positions were full-time. Goods producing industries lead employment growth in the region, with the Manufacturing and the Agriculture, Mining, Oil & Gas sectors creating 3,400 jobs. Increased exports and demand for imports helped create 2,200 jobs in the Transportation and Warehousing sector.

Economic Indicators – Saskatoon CMA

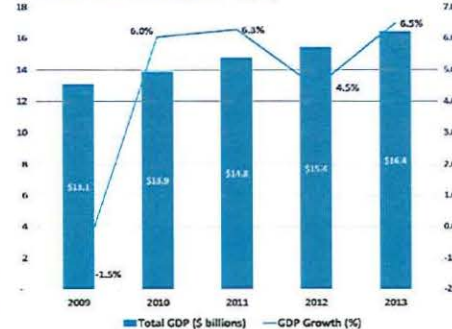
	Annual			
	2013	2012	Difference	% Change
Real GDP (\$ millions)	16,714	15,750	964	6.1%
Total Value of Building Permits (\$000s)	1,085,412	1,080,170	150,757	16%
Residential (\$,000s)	619,515	654,362	(34,847)	-5.3%
Non-Residential (\$,000s)	465,897	425,808	40,089	9.4%
Total Housing Starts	2,980	3,753	(773)	-20.6%
Single Family Dwellings	1,658	2,025	(367)	-18.1%
Multi-family Dwellings	1,322	1,728	(406)	-23.5%
Working Age Population (000s)	234.7	226.2	8.5	3.8%
Labour Force (000s)	169.0	159.8	9.2	5.8%
Employment (000s)	161.9	150.8	11.1	7.4%
Full-time (000s)	134.1	123.5	10.6	8.5%
Part-time (000s)	27.9	27.3	0.6	2.0%
Unemployment (000s)	7.1	9.0	-1.8	-20.5%
Not in Labour Force (000s)	65.6	66.4	-0.8	-1.1%
Unemployment Rate (%)	4.2	5.6	-1.4	-25.3%
Participation Rate (%)	72.0	70.7	1.4	1.9%
Consumer Price Index (2002=100)	125.8	124.3	1.5	1.2%
Retail Sales (\$Millions)	6,264.6	6,318.2	144.4	2.2%
New Business Licenses	1,328	1,286	(42)	2.6%

Source: Conference Board of Canada, Statistics Canada, City of Saskatoon, CMHC

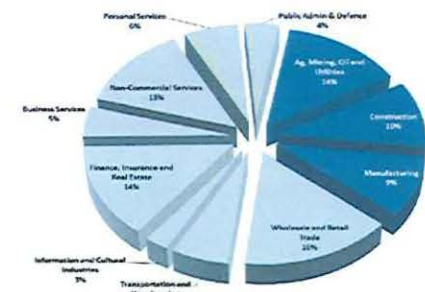
Gross Domestic Product

The economy continued to grow significantly in the Saskatoon Region in 2013. Due to growth in the Primary Industries (Agriculture, Mining, Oil & Gas) (+16.2%), as well as the demand for imported and exported goods driving growth in Transportation and Warehousing sector (+6.1%), GDP grew by an estimated 6.5% to \$16.7 Billion.

Saskatoon GDP Growth (2009 – 2013)



Composition of Saskatoon's Economy - 2013



Gross Domestic Product - Saskatoon CMA

	Annual			
	2013	2012	Difference	% Change
Total GDP (\$ millions)	16,714	15,750	963.9	6.1%
Goods Producing Industries	7,335	6,672	662.6	9.9%
Primary and Utilities*	3,957	3,405	552.1	16.2%
Construction	1,894	1,842	51.8	2.8%
Manufacturing	1,485	1,426	58.7	4.1%
Service-Producing Industries	9,379	9,078	301.3	3.3%
Transportation and Warehousing	977	921	55.9	6.1%
Information and Cultural Industries	348	330	18.3	5.5%
Wholesale and Retail Trade	1,752	1,720	31.5	1.8%
Finance, Insurance and Real Estate	1,977	1,907	69.9	3.7%
Business Services	834	817	17.3	2.1%
Personal Services	751	688	63.2	9.2%
Public Administration and Defence	692	718	(26.3)	-3.7%
Non-Commercial Services	2,049	1,977	71.4	3.6%

* - Primary Industries denote Agriculture, Mining, Oil & Gas

Source: Conference Board of Canada

Value of Building Permits - Saskatoon

	Annual			
	2013	2012	Difference	% Change
Total Non-Residential	465,897	425,808	40,089	9.4%
Commercial	165,322	230,253	(64,931)	-28.2%
Institutional	17,287	12,814	4,473	34.9%
Industrial	111,120	104,942	6,178	5.9%
Assembly	160,032	61,383	98,649	160.7%
Misc / Temp	12,136	16,416	(4,280)	-26.1%

Source: City of Saskatoon

Construction investment totaled over \$1 Billion for a second year in a row.

Non-Residential Construction

The value of non-residential construction permits rose again for the fourth year in a row. Commercial construction remained high, with \$97M invested in new construction and \$68M on improvements. Investment in new industrial facilities such as warehouses and manufacturing facilities totaled over \$87M, with \$25M invested in improvements to existing facilities.

There was a significant increase in construction of facilities for Assembly such as educational buildings occurred in 2013. This includes construction at the University of Saskatchewan and the new art gallery at River Landing.

Residential Construction

Driven by employment and population growth, the demand for housing in Saskatoon continues at a significant rate. Following a record year in 2012, the number of housing starts returned to the 2011 levels.

As construction continues at a significant pace, housing prices continue to increase in Saskatoon. However, with additions to the ownership and rental universe, prices increased at a slower pace than the past five years.

New Business Licences in 2013 - City of Saskatoon

Sector	Commercial	Home Based Business	Total
Agriculture, forestry, fishing and hunting	2	-	2
Mining, quarrying, and oil and gas extraction	9	2	11
Construction	42	321	363
Manufacturing	20	18	38
Wholesale trade	22	19	41
Retail trade	107	32	139
Transportation and warehousing	3	30	33
Information and cultural industries	7	12	19
Finance and insurance	15	9	24
Real estate and rental and leasing	7	10	17
Professional, scientific and technical services	42	133	175
Management of companies and enterprises	1	5	6
Administrative and support, waste management	16	116	132
Educational services	6	24	30
Health care and social assistance	16	12	28
Arts, entertainment and recreation	5	23	28
Accommodation and food services	55	7	62
Other services (except public administration)	82	95	177
Public Administration / Defence	-	3	3
Total New Businesses	457	871	1,328

Source: City of Saskatoon

New business licenses 1,528 1,206 (42) 2.0%

Source: Conference Board of Canada, Statistics Canada, City of Saskatoon, CMHC

Employment Indicators

The Saskatoon Region continues to create jobs and attract people from across the country and around the world. In 2013, over 11,000 jobs were added, almost all of them full time jobs. Even though people migrated to the city (+8,500), the unemployment rate decreased to 4.2%, as there are many opportunities for employment and advancement.

Workforce Statistics - Saskatoon CMA

	Annual			
	2013	2012	Difference	% Change
Working Age Population (000s)	234.7	226.2	8.5	3.8%
Labour Force (000s)	169.0	159.8	9.2	5.8%
Employment (000s)	161.9	150.8	11.1	7.4%
Full Time	134.1	123.5	10.6	8.5%
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Unemployment Rate (%)	4.2	5.6	-1.4	-25.3%
Participation Rate (%)	72.0	70.7	1.4	1.9%
Employment Rate (%)	69.0	66.7	2.3	3.5%

Source: Statistics Canada

A look back.

2013 Year in Review

The Saskatoon Regional Economic Development Authority team continues to work to position Saskatoon as the place to live, work, and invest. The team hosted 10 SREDA Private Sector Investor networking events in 2013 with increased attendance overall. Our work in 2013 included the successful launch of livingsaskatoon.com and a new sreda.com website equipped with easy navigation. Another key initiative was the Saskatoon Regional Growth Summit. The Summit was a first of its kind bringing together key decision makers to hear from leading experts on the importance of regional planning for growth.

In 2013, SREDA helped create connections by leading three trade missions. Two of which were in partnership with the Consider Canada City Alliance who are Canada's largest cities that travel the world promoting trade and investment opportunities. Cities visited during the mission included: China, Hong Kong, Shenzhen, Beijing, Amsterdam, Milan, and Madrid.

Over the past year, SREDA and The Conference Board of Canada partnered to complete "Strategic Challenges of Growth: Saskatoon's Regional Economic Map Report." This report emphasized the value of long-term thinking as leaders and citizens weigh investment decisions amid this environment of high-paced growth. The report captured the Saskatoon Region's current economic landscape – its size, concentration of industrial output and services, labour market conditions, and other key drivers. The report focused on three scenarios for long-term growth, and explored issues, challenges, and opportunities that will help determine Saskatoon's future economic path.

Our Initiatives:

In 2013, SREDA continued to offer its core services with the goal of taking on meaningful economic development projects that would further capitalize on the growth of the Saskatoon Region's economy. SREDA participated in several projects and activities; here is a summary:

Growth Summit

o Summit was held November 20 & 21, 2013 at Prairieland Park with 280 registered for the event. Building on the momentum from the Summit next steps are to explore the establishment of a working group to guide in the creation of a foundational structure of Policy and Technical/Administration.

Grow Opportunity Business Retention and Expansion Project – Phase III

o Surveyed small and home based businesses from 2011-2013 to identify plans for growth and expansion.

Met with 381 Saskatchewan Immigrant Nominee Program clients

o Many of these clients are looking to start up a new business or purchase an existing business that might be looking for a successor.

Continued to administer the City of Saskatoon's Business Development Incentive Program

o Worked with 14 businesses, including two new applications.

Increase Private Sector Investor/Regional Engagement

*o Four Private Sector Investor Appreciation Breakfasts
o Business Mixer Golf Tournament
o Hosted the Mayor & Council Networking Social, McNair Breakfast, Annual General Meeting, Fall Economic Forum and Growth Summit*

Our Performance:

*3 Foreign Direct Investment Trade Missions
10 Signature Events
53 Business Attraction Clients
61 Business Retention and Expansion Clients
381 Saskatchewan Immigrant Nominee Program Clients*

By the numbers.

Financial Summary

FINANCIAL RESULTS FOR THE YEAR ENDING DECEMBER 31

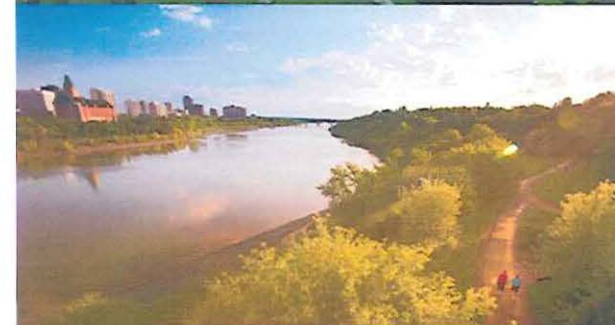
Table 1 | Financial Summary - Summary Statement of Receipts and Expenditures

	2013	2012
Receipts	\$1,141,994	\$952,073
Operating and Program Expenditures	\$1,356,096	\$1,112,989
Net Operating Income for the Year	(214,102)	(160,916)

Table 2 | Summary Statement of Financial Position

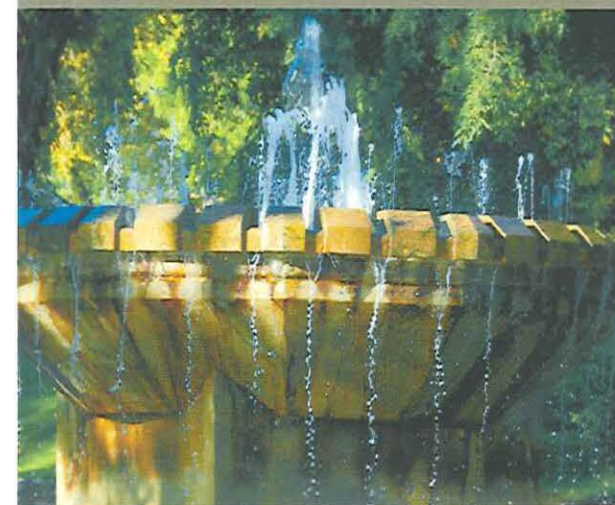
	2013	2012
Assets		
Current Assets	\$370,571	\$665,374
Long-term Investments	-	-
Tangible Capital Assets	\$1,871	\$3,686
Total Assets	\$372,442	\$669,060
Liabilities		
Current Liabilities	\$128,625	\$89,966
Deferred Grant Revenue	-	\$135,175
Employee Future Benefit Obligations	\$56,000	\$42,000
Total Liabilities	\$184,625	\$267,141
Net Assets		
Net Assets Invested in Tangible Capital Assets	\$1,871	\$3,686
Internally Restricted Net Assets	\$185,946	\$398,233
Unrestricted Net Assets	-	-
Net Assets	\$187,817	\$401,919
Net Assets and Liabilities	\$372,442	\$669,060

- SREDA's Chief Executive Officer and the Audit and Administration Committee, a sub-committee of the Board of Directors, adhere to responsible policies and procedures to ensure fiscal responsibility. - SREDA holds itself fiscally accountable to its core financial contributors, regional members and PSI members.



**2013 Private Sector
Cash Investment
\$260,261**

**In-Kind Investment
\$57,650**





Investing in the Saskatoon Region

SREDA Private Sector Investor Program

Regional Partners

- RM of Aberdeen
- RM of Blucher
- RM of Corman Park
- RM of Dundurn
- Town of Aberdeen
- Town of Dalmeny
- Town of Delisle
- Town of Dundurn
- Town of Langham
- Town of Osler
- Town of Rosthern
- Town of Waldheim
- City of Saskatoon
- Whitecap Dakota First Nation

Board of Governors

- Cameco Corporation
- Concorde Group of Companies
- Potash Corporation of Saskatchewan
- University of Saskatchewan

Equity Partners

- AREVA Resources Canada Inc.
- Novozymes BioAg Limited
- Saskatchewan Institute of Applied Science and Technology (SIAST)
- Saskatoon Region Association of Realtors (SRAR)
- Wright Construction

Corporate Leaders

- ABC Manufacturers of Canada Ltd.
- Agrium—Vanscoy Potash Operations
- BHP Billiton
- Dundee Developments
- Mitsubishi Hitachi Power Systems Canada
- Innovation Place
- North Ridge Development Corp.
- PIC Investment Group Inc.
- Prairie Pride Natural Foods Ltd.
- RBC Royal Bank
- SaskTel
- Whitecap Dakota First Nation

In-Kind Sponsors

- Ag-West Bio Inc.
- Apple Pi Consulting
- Canadian Association of Family Enterprise (CAFÉ)
- CBC News/Canada Now
- CBC Radio & TV
- CJWW 600/Hot 93 FM/Magic 98.3
- CTV Saskatchewan
- Global Television
- Greater Saskatoon Chamber of Commerce
- Hunter Creative Services
- Regina Regional Opportunities Commission (RROC)
- Saskatoon Express
- Sunrise Publishing
- The Saskatoon StarPhoenix/Saskatoon Sun
- Tourism Saskatoon
- West Wind Aviation
- The James Hotel
- William Joseph Communications

Investment Partners

- Ace Manufacturing Inc.
- Action Office Interiors
- Advance-Tek Consulting Inc.
- AECOM
- Affinity Credit Union
- Alliance Energy Ltd.
- ALS Laboratory Group
- ASL Paving Ltd.
- Associated Engineering
- Banda Marketing Group Inc.
- Becker Underwood
- Bioriginal Food & Science Corp.
- Brunson Junor Johnson Appraisals Ltd.
- Business Furnishings (Sask) Ltd.
- Butler Byers Insurance Ltd.
- Canada-Saskatchewan Career & Employment Services
- Canadian Light Source Inc. (CLS)
- Canadian Western Bank
- Canadian Youth Business Foundation
- Canpotex Limited
- Cherry Insurance
- Colliers McClocklin Real Estate Corp.
- Comco Manufacturing Ltd.
- Conex Credit Union
- Crestline Coach Ltd.
- Croatia Industries Ltd.
- Cuelenaere Kendall Katzman & Watson
- Culligan Water Conditioning
- Davis Machine Company (1960) Ltd.
- Deloitte
- Delta Bessborough
- DyMark Industries Inc.
- DynaVenture Corp.
- Ens Lexus Toyota Ltd.
- EPR Saskatoon, Certified General Accountants
- ERCO Worldwide
- Ernst & Young
- Farm Credit Canada
- Federated Co-operatives Ltd.
- First Nations Bank of Canada
- Fortress Properties
- Genome Prairie

- Gensource Capital Corp
- Ghost Transportation Services
- Golder Associates Ltd.
- Hamm Construction Ltd.
- Handy Group of Companies
- Henry Moulin & Associates
- Hilton Garden Inn
- HJ Linnen Associates
- Horizon Computer Solutions Inc.
- Humboldt Electric Ltd.
- ICR Commercial Real Estate
- Impact Marketing Services Ltd.
- Inland Heidelberg Cement Group
- Innovative Rehabilitation Consultants
- International Road Dynamics
- IWL Steel Fabricators Ltd. JABA Construction Limited
- JNE Welding
- KPMG LLP

Saskatoon and
district continues to
be an economic
exception in Canada.

- Legacy Homes Ltd.
- Linnaeus Plant Sciences Inc.
- Loraas Disposal Services Ltd.
- March Consulting Associates Inc.
- McDougall Gauley LLP
- Meewasin Valley Authority
- Mercan Group of Companies
- Meridian Surveys
- MNP
- Michelangelo Marble & Granite Co. Ltd.
- Mister Print /Printwest
- National Bank of Canada
- Norseman Structures Inc.
- Northern Resource Trucking Ltd. Partnership
- Northern Strands
- Northstar Business Centre/Auditorium Holdings
- P&H Milling Group

- Pacific & Western Bank of Canada
- Pan-Provincial Vaccine Enterprise (PREVENT)
- POS Bio-Sciences
- PricewaterhouseCoopers LLP
- Projectline Solutions Inc.
- Quorex Construction Ltd.
- Radisson Hotel Saskatoon
- Remax Guardian Commercial Real Estate Services Ltd.
- Robertson Stromberg LLP
- Saskatchewan Food Industry Development Centre Inc.
- Saskatchewan Indian Institute of Technologies (SIIT)
- Saskatchewan Research Council (SRC)
- Saskatchewan Trade & Export Partnership (STEP)
- Saskatoon & Region Home Builders Association Inc.
- Saskatoon Airport Authority
- Saskatoon Business College
- Saskatoon Colostrum Company
- Saskatoon Fastprint Ltd.
- Saskatoon Inn Hotel and Conference Centre
- Saskatoon Metal Manufacturing Ltd.
- Saskatoon Tribal Council
- Scotiabank
- Sheraton Cavalier
- SJ Irvine Fine Foods
- SpringBoard West Innovations Inc.
- Standard Machine
- Stantec
- Star Egg Company Ltd.
- Suncorp Valuations Ltd.
- TD Commercial Banking
- The Employment Solution
- TR Labs Inc.
- Travelodge Saskatoon
- Vaccine and Infectious Disease Organization (VIDO)
- Venmar CES Inc.
- Virtus Group LLP
- Wallace Meschishnick Clackson Zawada
- Weldfab Ltd.
- Westbridge Capital
- Wiegers Financial & Benefits
- Wilger Industries Ltd.
- WRT Equipment Ltd.



Saskatoon

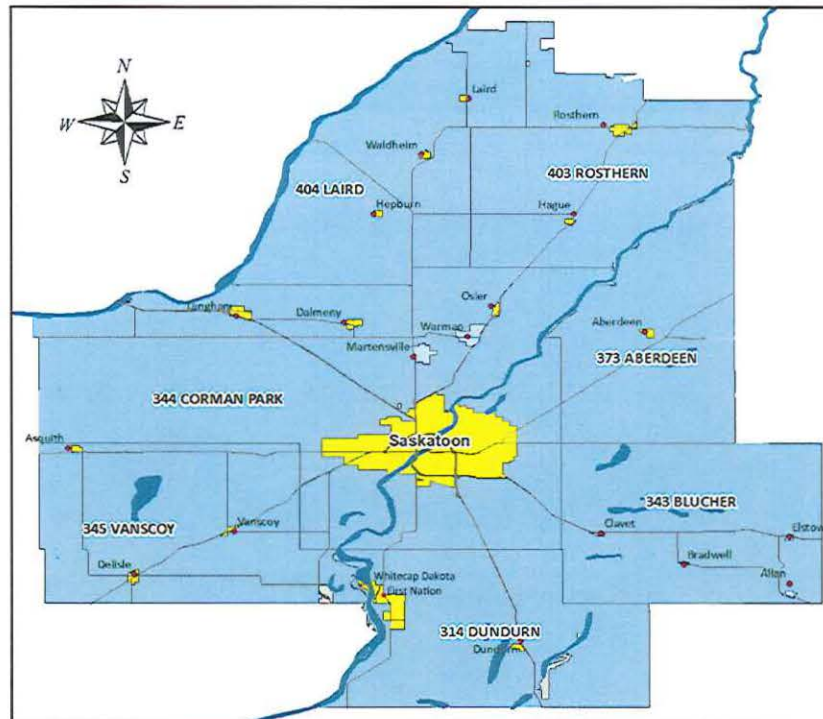
Regional Economic Development Authority

The Saskatoon Regional Economic Development Authority (SREDA)
is a non-profit independent economic development
organization whose initiatives contribute to fostering economic development.

visit us online at

www.sreda.com

www.livingsaskatoon.com



Statistics Report - SREDA Administered Incentives

Business Development Incentive Policy C09-014

Policy Objective	Measure	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Encourage businesses to locate or expand their operations in Saskatoon in order to create long term, skilled or semi-skilled jobs	Number of applications:										
	• Number received						4	0	7	4	2
	• Number approved	7	9	6	8	0	0 ¹	0	4	3	2
	• Number declined	0	0	2	0	0	0	0	2 ²	1 ³	0
	Number of approved applications related to:										
	• Location (i.e., new to Saskatoon)	2	2	1	2	N/A	2	0	0	0	0
	• Expansion	5	7	5	6	N/A	2	0	4	3	2
	Number of jobs created:										
	• Proposed at time of application	537	612	175	437	N/A	95	0	32	N/A	236
• Actual jobs created	592 est.	590 est.	TBD	TBD	N/A	TBD	0	0	903	450	
Provide tax relief that will flow to companies creating new jobs	Total value of abatements applied to current year	\$1.17M	\$941,140	\$997,521	\$692,676	N/A	\$699,194	0	N/A	N/A	N/A
Place Saskatoon in a competitive position in attracting businesses that it would not otherwise occupy	GDP growth in Saskatoon (Conference Board of Canada)										
	• Annual	3.9%	4.4%	3.8%	4.9%	5.4%	-0.8%	3.8%	3.9%	2.9%	6.5%
	• Ranking in Canada (Out of 28CMAs)	4	3	3	1	1	6	13	2	5	1

¹ Alstom Power, BHP Billiton, InfraReady Products, and Standard Machine were recommended for approval by SREDA's Incentive Sub-Review Committee in February, 2010

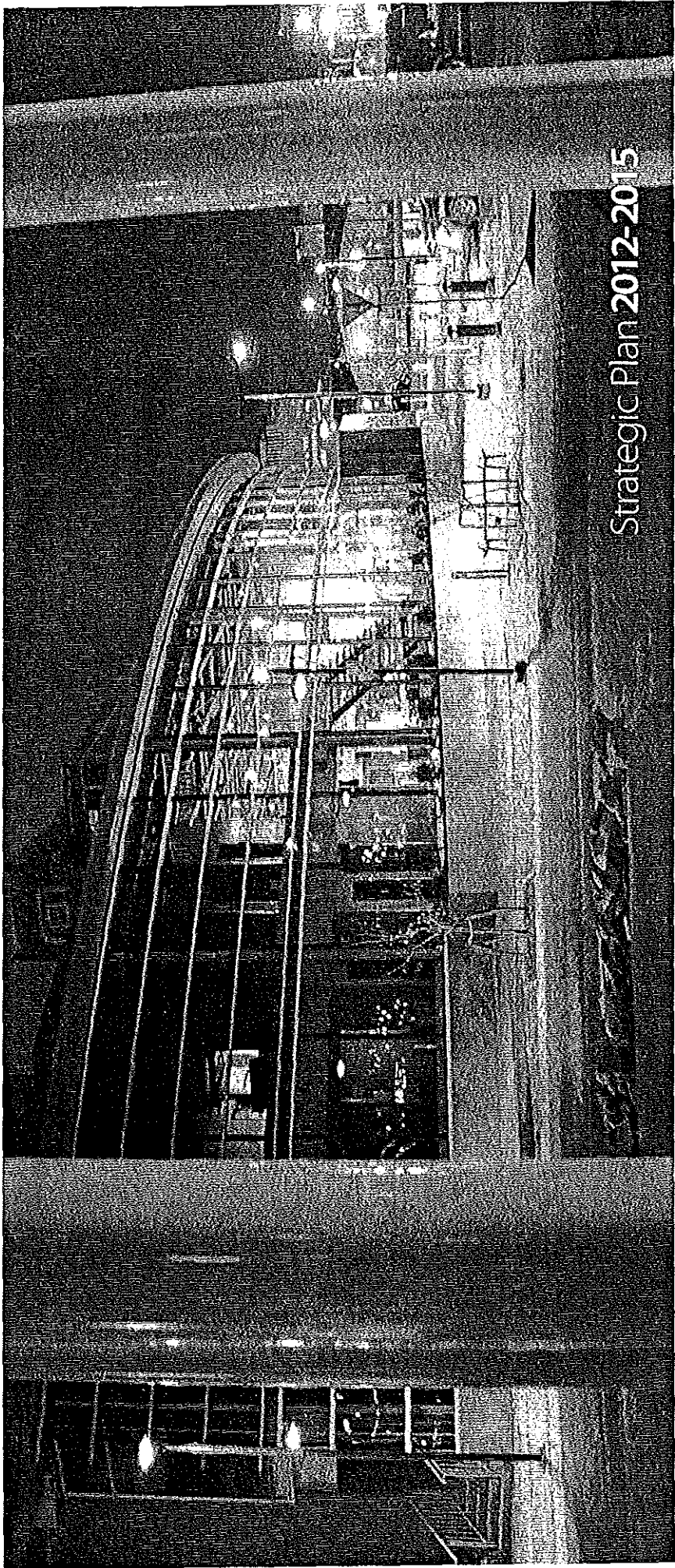
² One of the two declined is due to an assessment that was done on expansion improvements and these resulted in no new incremental increase in property tax values.

³Not approved due to applicant applied for program after construction was completed

2013 SREDA KEY PERFORMANCE INDICATORS SCORECARD

Strategic	Objective	Measure	Target	Result	Rating %	Weighting
Business Attraction - Create a sustainable economy for Saskatoon and region (40%)	Attract business and investment to the Saskatoon region (Direct SREDA Involvement) <i>**2013 to be set as a benchmark year for future target numbers</i>	# of businesses attracted to the Saskatoon region	3% of total qualified leads	24/434 (5.5%)	100%	20%
		Dollar value of investment	\$25,000,000	\$4.77M	19%	20%
Business Retention & Expansion - Ensure opportunities to expand our business base are not missed (50%)	Actively support the business community with knowledge expertise and services to help them grow and expand	# of businesses expanded,utilizing the incentives/tax abatement program	3 new in 2013	2	66.7%	15%
		New building permits \$1.080B in 2012 (record breaking year)	5% growth year over year	\$1.085B (0.5%)	10%	5%
		# of business licences 1,286 in 2012	1% growth	1,328 in 2013 (3.3%)	100%	15%
		Net jobs created (10,000 in 2012 – 6.4% over 2011)	Target 8,000 in 2013 (3.6%)	11,100 (7.4%)	100%	15%
Organizational Effectiveness (10%)	Build support for SREDA's mandate through key stakeholdes	Support the business community by representing SREDA at public forums and sector specific initiatives	# of formal requests/presentations 10	55	100%	5%
	Build a highly successful and motivated team	Set yearly employee goals and objectives in individual performance plans	90% average completion rate on employee performance plans	87.1%	96.7%	5%

TOTAL: 74.1/100



Strategic Plan 2012-2015

Introduction

The Saskatoon Regional Economic Development Authority (SREDA) Board of Directors meets annually to review and reassess priorities to ensure that the overall strategic direction of SREDA remains timely and relevant. To do so, the strategic priorities are measured against the latest economic information and global trends. The SREDA Board of Directors volunteer their valuable time to plan for the Saskatoon Region's economic future. Once that process is complete, SREDA management and staff meets to discuss the overall corporate vision and how to turn that vision into reality. The result of all of that hard work is contained in the following pages of the rolling four-year strategic plan.

The Saskatoon Region continues to be an economic powerhouse with diverse industries driving growth. The top economic trends expected over the next five years are: continued population growth, the strength of the mining sector, a tightening labour market and strong GDP growth. The 2012-2015 strategic plan addresses these trends by focussing on three strategic goals: (1) to retain, grow, and expand local business in targeted sectors, (2) to attract new investment in focus areas, and (3) to ensure the Saskatoon Region is the place to live, work, invest and prosper. Specialized projects are planned to meet the economic trends and strategic goals that have been set forth, including new projects such as the Saskatoon Region Supply Chain Analysis Project, the SREDA Labour Force Strategy and an enhanced partnership between SREDA and Ideas Inc., Saskatoon's business incubator.

With SREDA's 20th Anniversary in 2012, the SREDA Board of Directors and staff look forward to continuing to translate potential into reality by creating more opportunities for business development and economic growth in the Saskatoon Region.

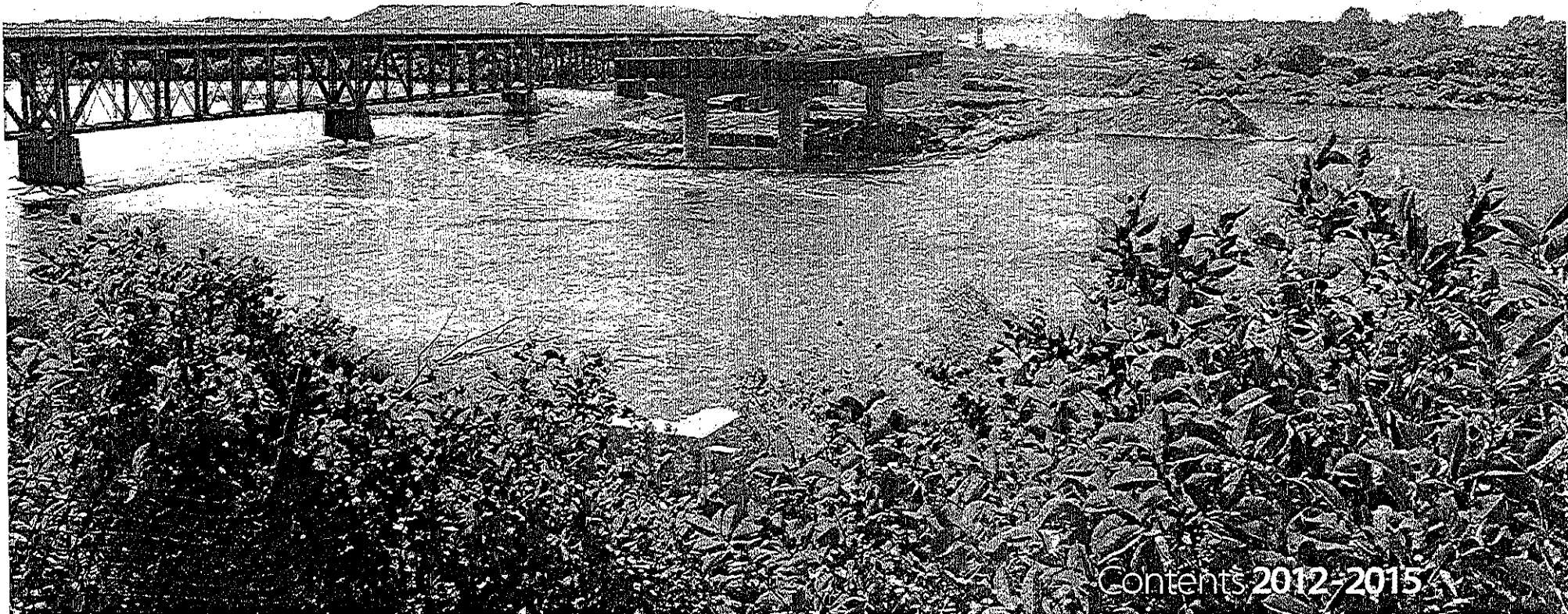


Bryan Leverick
Chairman of the Board



Tim LeClair
Chief Executive Officer

Covers The Saskatoon Performing
Theatre at River Landing. Opposite:
Saskatoon is growing making
construction sights such as the Circle
Drive South Bridge project common
place.



Contents 2012-2015

the history of SREDA 2
who we are 5
what we do 6
saskatoon regional economy 8
strategic goals 12

"...one of the first in Canada."

The History of SREDA

In the 1960's, the City of Saskatoon established an Industrial Development Department, which was subsequently renamed the Economic Development Department. In the early 1990's considerable discussion began among members of City Council and the business community, from which the philosophy emerged that an arm's length authority would be a more effective structure through which to deliver economic development services for the City of Saskatoon.

In September 1992, Saskatoon City Council passed Bylaw 7308 which created the Economic Development Authority of Saskatoon (EDA). Although City Council maintained control of the organization, the bylaw did permit the Authority to operate as an independent organization under the direction of a Board of Directors with the ability to develop its own programming, budget and organizational structure.

During that same period, the Economic Development Department of the Province of Saskatchewan began promoting the new Partnership for Renewal program. Part of the program called for the creation of 27 regional economic development authorities (REDAs) throughout the province to provide economic development services for their constituents.

As part of this program, the EDA signed a formal Memorandum of Understanding with the Saskatoon Regional Rural Development Corporation (which consisted of the Rural Municipality of Corman Park and the Towns of Dalmeny, Martensville, Warman, Osler and Langham) to form the Saskatoon Regional Economic Development Authority (SREDA) in February of 1993. SREDA now serves 31 municipalities across the region.

Having experienced considerable growth in influence, programming and regional representation from 1992 to 1996, SREDA developed the need to have greater independence from the City of Saskatoon and to have the legal status of a private corporation. Following negotiations with Saskatoon City Council, the EDA Bylaw was rescinded on December 31, 1996 making way for a new corporation, the Saskatoon Regional Economic Development Authority Inc., to take responsibility for the provision of economic development services in the Saskatoon Region commencing January 1, 1997.

2012 marks the 20th Anniversary of SREDA and although there have been changes over the years, one thing remains the same. SREDA is committed to making the Saskatoon Region the best place to live, work, invest and prosper.

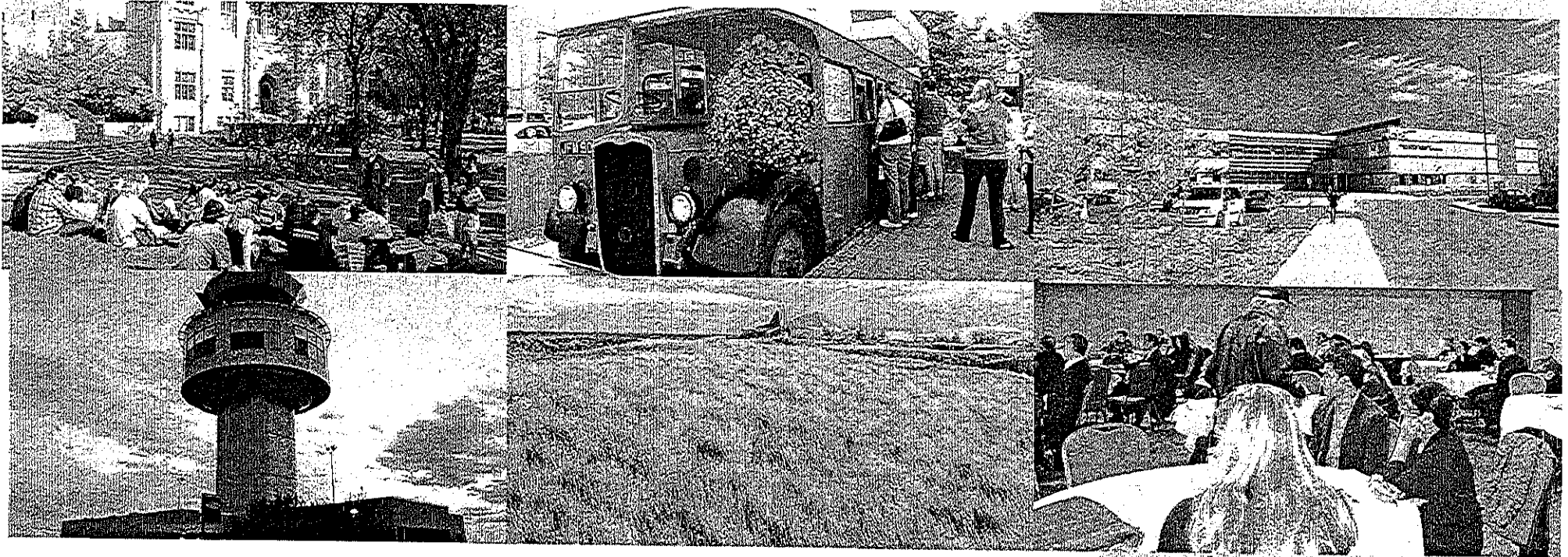
Photo: 1. Meewasin Valley Skating Rink: "The Best Outdoor Skating Spot in Canada" - Readers Digest 2. This statue overlooking the new River Landing, commemorates the meeting of the city's founders - Chief WhiteCap and John Lake 3. Aerial; University of Saskatchewan 4. Potash mining equipment underground Lanigan.



Strengthening Economic
Development in
Saskatoon and Region
for 20 years.



Partnerships Make the Difference:



We believe partnerships are the foundation to help grow our economy. Strategic linkages with municipalities, businesses, and people provide a framework for new ideas, innovative thinking and progress on economic development.

Some of our partners include City of Saskatoon and regional communities, education institutions, groups and associations, local businesses, and industry.

Photos (clockwise): University of Saskatchewan; The Bus Stop Refreshments in downtown Saskatoon; Warman High School; John G. Diefenbaker International Airport; Wanuskewin Heritage Park; First Nations Land Development Forum 2011

The Sum of Our Parts.

RM of Great Bend #405

Town of Radisson
Village of Borden

RM of Laird #404

Town of Waldheim
Village of Hepburn

RM of Rosthern #403

Town of Hague
Town of Rosthern
Village of Laird

RM of Corman Park #344

City of Saskatoon
Town of Dalmeny
Town of Langham
City of Martensville
Town of Osler
Town of Warman

RM of Aberdeen #373

Town of Aberdeen

RM of Colonsay #342

Town of Colonsay
Village of Meacham

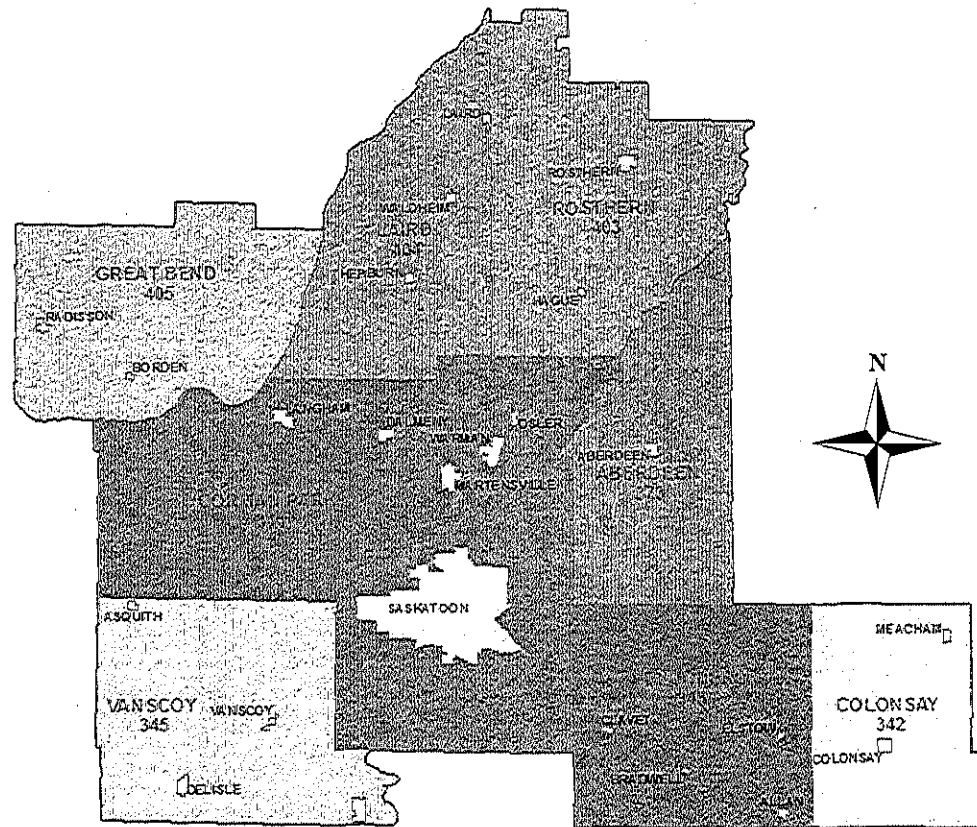
RM of Vanscoy #345

Town of Asquith
Town of Delisle
Village of Vanscoy

RM of Blucher #343

Town of Allan
Village of Bradwell
Village of Claver
Village of Elstow

SREDA Region Boundary Map



Building Bridges to Industry.

Who We Are

Our Vision

SREDA is dedicated to translating potential into reality by facilitating the retention and expansion of existing business and encouraging investment in the key growth sectors of the economy in the Region.

Our Values

The values that guide SREDA each day when dealing with its stakeholders, clients and colleagues are:

- Honest, direct and open communication
- Respect and trust
- Positive energy and enthusiasm
- Resourcefulness, creativity and initiative
- Diligence and pride of achievement (going the extra mile)
- Courage

Our Focus

SREDA uses a focused approach to maximize its overall effectiveness in the Saskatoon Region.

We focus on high impact initiatives that contribute to long-term economic growth.

SREDA is focused on proactively building these sectors in the Saskatoon Region's economy:

- Biotechnology/Life Sciences
- Energy

- Manufacturing
- Mining
- Transportation

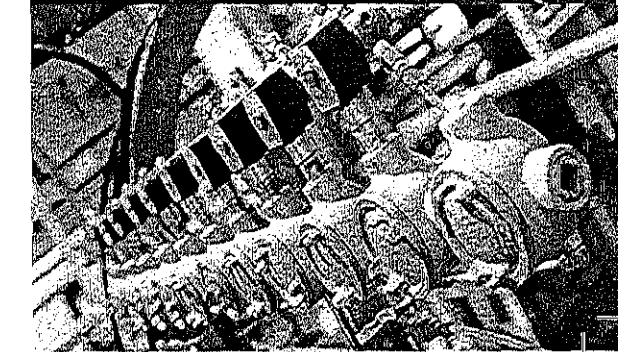
Additional targeted sectors that compliment the main sectors of the Saskatoon Region's economy include:

- Aerospace
- Accommodation and Hospitality
- Agriculture
- Construction
- Retail Trade
- Real Estate Development
- Professional, Scientific and Technical Services

Our Funding Partners

SREDA receives generous contributions from municipal and provincial leaders who understand the importance of growing the economy and have made significant financial commitments for the good of all who live, work and invest here. SREDA works with the City of Saskatoon, the Province of Saskatchewan, the surrounding rural communities and business leaders to build and grow the region's economy. SREDA is primarily funded by the City of Saskatoon, private sector investors, rural communities and rural municipalities.

Photo: 1. 4. Innovation Place is home to approximately 140 clients in Saskatoon, employing more than 3,000 people in 19 buildings across the park. The location provides custom processing on a contract basis for the nutraceutical, cosmetic and agri-food industries. 2. Established in 1963, the Western College of Veterinary Medicine is the regional veterinary college for Canada's four western provinces and the northern territories. 3. Saskatoon is located on the Yellowhead Highway spur of the Trans-Canada Highway system (Highway 16) which connects Saskatchewan, Manitoba, Alberta, and British Columbia.



"We focus on high impact initiatives that contribute to long-term economic growth."

**Administration of the City of
Saskatoon Business Development**

Incentives Policy (C09-14)

As part of its commitment to business attraction and business expansion, SREDA administers the City of Saskatoon's Business Development Incentives Policy. These tax abatement incentives were created to encourage attraction and expansion of businesses and facilitate long-term job creation. Corporations meeting the eligibility requirements for a property tax incentive may qualify for a tax abatement of up to 100% of new or incremental taxes in year one, 80% in year two, 70% in year three, 60% in year four, and 50% in year five.

Value Added Economic Development Tools.

What We Do

Our overall goal is to assist in growing the economy. SREDA works in the areas of business attraction, business retention and expansion, and promotion of the Saskatoon Region, along with working on regional and Aboriginal economic development projects. SREDA also collaborates with others outside its regional boundaries to further business and economic development initiatives for the Province of Saskatchewan and beyond.

Business Attraction

SREDA works with businesses to encourage new investment in the region and provides services including provision of economic and business development information, connecting groups for site selection, facilitating business connections, negotiating tax incentives and working with governments to provide a competitive environment for new business.

Business Retention and Expansion

SREDA provides services to assist existing

businesses in the Saskatoon Region to remain viable, grow and expand. It does this through actively developing and/or engaging in development initiatives, facilitating expansions by negotiating and administering tax incentives, assisting businesses to overcome business development challenges and promoting of the Saskatoon Region's existing business base.

Promotion of the Saskatoon Region

Another important core service provided by SREDA is the promotion of the Saskatoon Region as a place to live, work, invest and prosper at regional, provincial, national & international levels. SREDA actively promotes economic and business development opportunities that the Saskatoon Region (and the Province of Saskatchewan) has to offer through attendance at targeted industry trade shows, actively marketing the Saskatoon Region through various media and providing information to corporate executives, political dignitaries and other relevant stakeholders on the opportunities available in the Saskatoon Region.

Germinate, Facilitate, Communicate.

Regional Economic Development

SREDA actively works on initiatives to facilitate growth and prosperity in the entire Saskatoon Region. SREDA's Region encompasses thirty-one municipalities, including eight rural municipalities, two cities, thirteen towns and eight villages. Regional economic development projects range in size and scope and involve working with various levels of governments, economic development stakeholders and partners to facilitate regional economic development initiatives to build a stronger regional economy.

Projects may include, but are not limited to:

- Assisting communities on zoning and development planning
- GIS Mapping
- Marketing/branding efforts

- Infrastructure projects that have economic benefits associated with them
- Regional business attraction/BR and E projects

While SREDA does not make a distinction between the services it provides Aboriginal and non-Aboriginal communities, our organization does recognize some of the differences

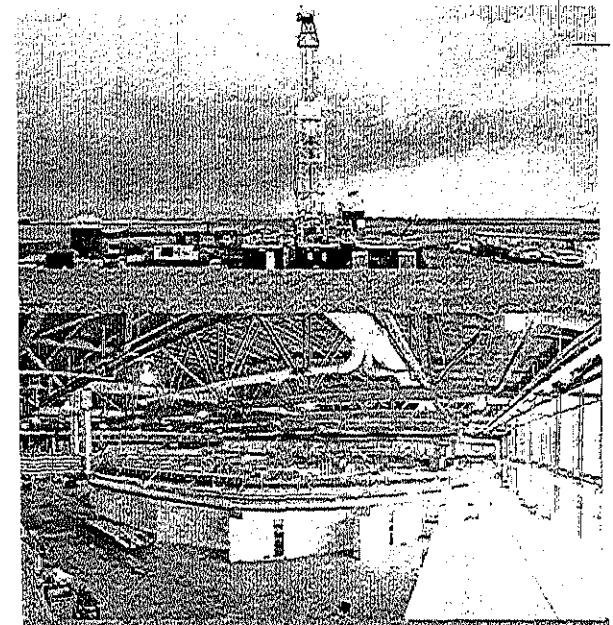
associated with conducting business on Aboriginal lands and landholdings as compared to other municipal bodies.

In order to provide

information and build capacity in the business community, SREDA works with Aboriginal business and economic development stakeholders in the Saskatoon Region to enhance the current business environment and establish initiatives to attract, retain and expand business ventures.

sreda.com

Visit us online for more details.



We're working to enhance the current Aboriginal business environment.



Photo: 1. Various grains, livestock, oil and gas, potash, uranium, gold, diamond, coal and their spin off industries fuel the local economy. 2. One of forty-two such facilities in the world. The Canadian Light Source synchrotron occupies a footprint the size of a football field on the grounds of the University of Saskatchewan. 3. Bernice Ness, Director of Business Development, SREDA. 4. Innovation Place has one of the most advanced greenhouse systems in the world with private, individually controlled greenhouse and associated laboratory space.

The SREDA Board of Directors and Staff analyzed the current economic indicators and future forecasts before determining the corporate vision and overall strategy for its 2012-2015 Strategic Plan.

Current Economic Overview

Key Economic Findings:

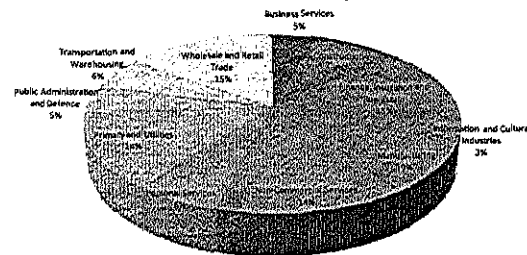
- In 2011 the Saskatoon Census Metropolitan Area (CMA) ranked #3 in Canada for Real GDP growth. In 2012 Saskatoon is expected to be the #1 Census Metropolitan Area for GDP growth in Canada .
- Saskatoon CMA population growth has increased, on average, 2.7% per year over the past 4 years due to immigration, in-migration and natural population growth

Consumer Price Index (2002=100)

	2011	2010	Annual % Change
All Items Saskatoon	122.6	119.6	2.5%
Shelter	144.5	142.0	1.8%
Rented Accommodations	134.7	131.7	2.3%
Owned Accommodations	150.8	147.7	2.1%
Water, Fuel & Electricity	133.6	133.4	0.1%
All Items Canada	119.9	116.5	2.9%
All Items Saskatchewan	122.0	118.7	2.8%
All Items Regina	122.4	118.9	2.9%

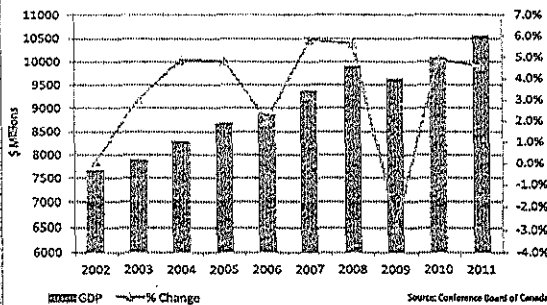
Source: Statistics Canada

2011 Saskatoon CMA GDP by Sector



Source: Conference Board of Canada

Saskatoon CMA Gross Domestic Product



Source: Conference Board of Canada

Table 1 | Annual Economic Indicators

	2011	2010	Annual Change	%Change
Population (Age 15-64) ('000s)	220.4	215.1	5.3	2.5%
Labour Force ('000s)	153.4	154.2	-0.8	-0.5%
Employment ('000s)	144.7	145.9	-1.2	-0.8%
Participation Rate (%)	69.6	71.7	-2.1	-2.9%
Unemployment Rate (%)	5.6	5.4	0.2	3.7%
Total Building Permits Saskatoon CMA	1,152,786	859,515	293,271	34.1%
Residential Building Permits	707,406	491,140	216,266	44.0%
Non-Residential Building Permits	445,380	368,375	77,005	20.9%
Commercial	51,859	63,517	-11,658	-18.4%
Industrial	279,706	219,956	59,750	27.2%
Institutional & Government	113,815	84,902	28,913	34.1%
Housing Starts (starts)	2994	2381	613	25.7%
Saskatoon	2447	1818	629	34.6%
Surrounding Areas	547	563	-16	-2.8%
Average Home Sales Price Saskatoon (\$)	309,835	296,378	13,457	4.5%
Existing Home Sales (Units)	4,027	3,558	469	13.2%
Existing Home Listings (Units)	7,051	6,757	294	4.4%
Consumer Price Index (2002=100)	122.6	119.6		2.5%
Retail Sales (\$Millions)	5,649	5,315	334	6.3%

Source: City of Saskatoon, Conference Board of Canada, CMHC

2011 Real Gross Domestic Product (GDP) results showed an overall increase of 4.6% in the Saskatoon CMA over 2010 Real GDP (from \$10.56 Billion to \$10.98 Billion). In terms of GDP as a percentage by sector, gains were made in 2011 over 2010 in the wholesale and retail trade and primary and utilities.

The performance of the Saskatoon economy over the past five years has consistently outperformed economic predictions. Gross domestic product has strongly performed and increased steadily over time, with the exception of a dip in 2009 due

to the global recession.

The 5 major Canadian banks and the Conference Board of Canada now predict slower real GDP growth in Canada ranging from 1.8% to 2.7% in 2012 due to the slow US recovery and European debt crisis fuelling global uncertainty. Saskatchewan and the Saskatoon CMA are expected to continue to lead the nation in real GDP growth in 2012 ranging from 2.3% to 4.1% for Saskatchewan and 4.0% for the Saskatoon CMA respectively.

Saskatoon is home to Canada's fastest growing economy, says Conference Board

Population Growth:

The Saskatoon Region has had strong population growth of 2.7% per annum over the past 4 years. The sources of this growth have been international immigration, as the leading contributor, with inter-provincial in-migration second and natural population growth third. The Saskatoon CMA population was estimated at 272,000 people in 2011 and to be 298,000 people by 2016 (an increase of 9.6% over a 5-year period). At the end of 2011 the City of Saskatoon was estimated to have a population of 234,200.

Income Growth:

Saskatoon also has experienced positive growth over time in personal income levels. According to the Conference Board of Canada's Winter Metropolitan Outlook, residents had more money to spend with the average personal income level per capita of \$38,401 in 2011, higher than the Saskatchewan average of \$37,740 over that same time frame. Saskatoon's average personal income in 2010 was 6.3% higher than the Saskatchewan average and 4.1% higher than the Canadian average.

Labour Market:

The Conference Board of Canada reports that the Saskatoon Census Metropolitan (CMA) posted strong population growth of 2.5%; growing to 272,000 people in 2011. Statistics Canada reported that while the overall population of

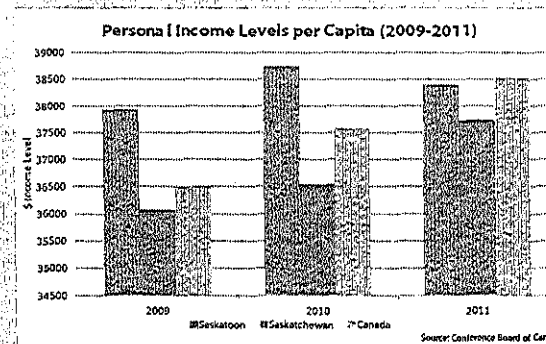
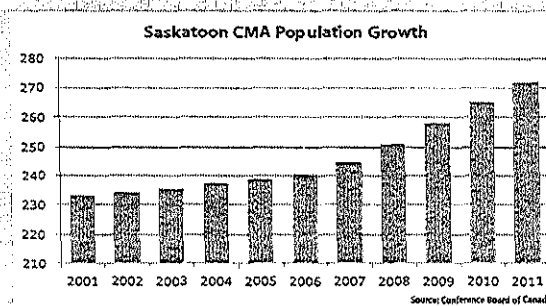
Saskatoon increased, the labour force dropped by 0.5%. Available labour will continue to be an issue as the Conference Board of Canada predicts the 2012 unemployment rate to drop to 4.7%.

2012 Economic Forecasts:

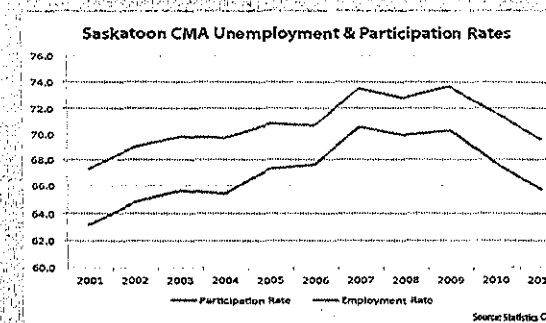
Emerging trends that all the experts agree on is that Saskatoon Region will continue to have population growth, continued strength of the mining sector, a tightening labour market and strong GDP growth. In this section, we look at the forecasts for 2012 and what they mean for the Saskatoon Region's economy.

Key Economic Findings:

- The 5 major Canadian banks and the Conference Board of Canada now predict slower real GDP growth in Canada ranging from 1.8% to 2.7% in 2012 due to the slow US recovery and European debt crisis fuelling global uncertainty
- Saskatchewan and the Saskatoon CMA are expected to continue to lead the nation in real GDP growth in 2012 ranging from 2.3% to 4.1% for Saskatchewan and 4.0% for Saskatoon CMA respectively
- Population growth and lower unemployment rates are projected for Canada, Saskatchewan and Saskatoon CMA



	2011	2010	Annual Change	Percentage Change
Population ('000s)	220.4	215.1	5.3	2.5%
Labour Force ('000s)	153.4	154.2	-0.8	-0.5%
Employment ('000s)	144.7	145.9	-1.2	-0.8%
Full Time ('000s)	117.6	118.9	-1.3	-1.1%
Part Time ('000s)	27.1	27.0	0.1	0.4%
Unemployment ('000s)	8.6	8.3	0.3	3.6%
Unemployment Rate (%)	5.6	5.4	0.2	3.7%
Participation Rate (%)	69.6	71.7	-2.1	-2.9%



Conference Board of Canada Economic Indicators (2011-2014)

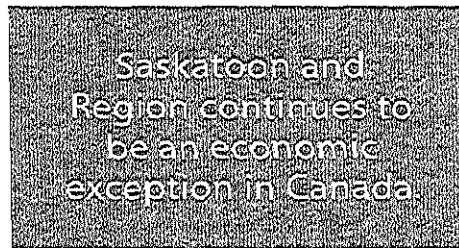
The Conference Board of Canada forecasts that due to a slow US recovery, Canada's economic growth will remain soft with real GDP growth of 2.1% in 2011 and projected rates of 2.4% in 2012, 3.3% in 2013 and 2.8% in 2014. There are some noted global threats that may affect these forecasts, including the debt crisis in Europe that may contribute to further economic slowdown. Saskatchewan is forecast to remain strong, with real GDP growth of 5.1% in 2011, 2.8% in 2012, 4.0% in 2013 and 3.4% in 2014 respectively. The Saskatoon CMA fares even better due to its diversified, strong economy once again leading the nation with real GDP growth forecast at 4.6% in 2011, 4.0% in 2012, 4.4% in 2013 and 4.0% in 2014.

Both Canada and Saskatchewan show small percentage gains in employment growth from 2011-2016 ranging from 0.8% to 2.1% over the 5 year period. The Saskatoon CMA is expected to experience employment growth of 4.7% in 2012, 3.4% in 2013 and 2.8% in 2014. Unemployment rates are forecast to decline from 2011 to 2014, creating a tightening labour market.

Population growth is projected to continue in Canada, Saskatchewan and the Saskatoon CMA. From 2011 to 2014, the Saskatoon CMA is projected to grow at a projected 5.5% growth rate (15,000 people) due to immigration, in-migration from other Canadian jurisdictions and natural population growth. Personal incomes are also forecast to rise in Canada and Saskatchewan with the Saskatoon CMA increasing by 18.7% from 2011

to 2016. The Consumer Price Index (CPI) for the nation, province and Saskatoon CMA remains fairly steady with forecasted rates between 1.9% to 3.0%. The Bank of Canada is expected to keep interest rates low due to the expected slower growing Canadian economy.

Overall, according to the Conference Board of Canada, the Saskatoon CMA will continue to lead the 13 other CMAs in Canada in terms of forecasted real GDP growth in 2012. Continued strong GDP growth is attributed to a highly



diverse economy with acceleration in the services industry, a healthy construction industry, a strong mining sector and a manufacturing industry that is expected to bounce back in 2012 after three years of overall decline due to a high Canadian dollar and weak US economy. Other forces such as continued immigration and in-migration will fuel population growth, increasing housing demand and housing starts.

Economic Summary and Trends:

Canada and the US will continue to grow slowly in 2012. According to BMO economists, there is only

a 40% chance of another US recession in 2012 (and slightly less of a chance in Canada). Central bank rates will remain low to encourage spending and everyone will be watching to see what transpires with the European debt crisis and how this will affect the overall global economy.

Looking a little closer to home, Saskatchewan is expected to once again be one of the leading growth provinces in 2012. Strong real GDP growth, employment growth, population growth and personal income growth all contribute to the strong showing of Saskatchewan in 2012.

The Saskatoon CMA is expected to lead the country again in 2012 with real GDP growth projected at 4.0%. Mirroring the Saskatchewan growth, reasons for this impressive showing include employment growth, population growth, personal income growth and a very strong, diverse economy creating economic balance in the region.

A strong mining sector, service sector, construction and manufacturing sectors contribute to the strength of the Saskatoon Region's economy.

Based on the information collected from the Conference Board of Canada and the 5 major Canadian banks, it is clear that the Saskatoon Region continues to be an economic powerhouse with diverse industries driving growth. The top economic trends expected over the next number of years are continued population growth, the strength of the mining sector, a tightening labour market and strong GDP growth

Saskatoon Region Economic Trends 2011-2015

Continued Population Growth.

In 2010 the Saskatoon CMA grew by 2.8%. From 2011-2015, the Conference Board of Canada is estimating the region to grow by an additional 21,000 people.

The Strength of The Mining Sector.

Major potash projects, such as the BHP Billiton Jansen Mine, development and expansions at PotashCorp mines will require new infrastructure upgrades, labour, goods and services.

A Tightening Labour Market.

With participation rates rising and unemployment rates dropping the labour market will become more competitive.

Strong GDP Growth.

The 5 major Canadian banks and the Conference Board of Canada expect Saskatoon to lead Canada in GDP growth in 2012 with the Conference Board predicting that trend until 2015.

The Changing Face of Business in Saskatoon.

In 2010 67.89% of all new businesses and 38.5% of all businesses were home based businesses. How and if these businesses transition into commercial and industrial space will affect how the region physically takes shape and will start to dictate infrastructure needs.

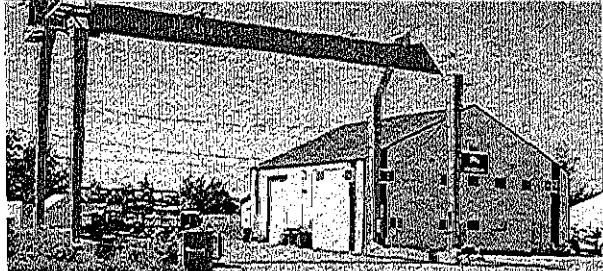
Increasing Earnings and Retail Sales.

Income per capita is expected to rise by 11% with expected retail sales growth of 15% over the next four years.

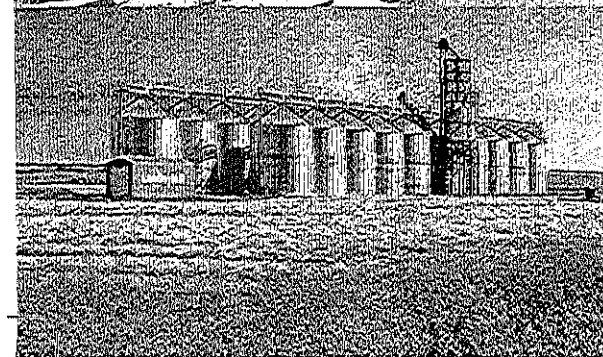
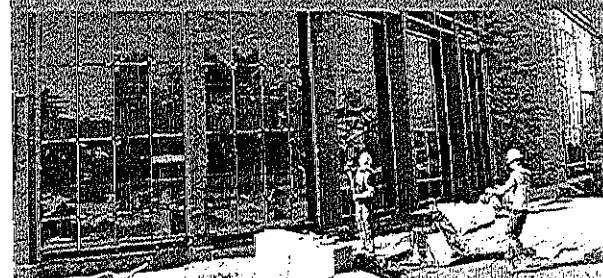
Conference Board of Canada Economic Indicators

	Canada	Saskatchewan	Saskatoon CMA
Real GDP Growth (% change)			
2010	3.2	4.4	4.9
2011	2.1	5.1	4.6
2012f	2.4	2.8	4.0
2013f	3.3	4.0	4.4
2014f	2.8	3.4	4.0
Employment Growth (% change)			
2010	1.4	0.9	-0.8
2011	1.7	0.4	-1.0
2012f	2.0	1.8	4.7
2013f	2.0	2.1	3.4
2014f	1.6	1.7	2.8
Unemployment Rate (%)			
2010	8.0	5.2	5.4
2011	7.4	4.9	5.6
2012f	6.8	4.4	4.7
2013f	6.4	4.3	4.6
2014f	6.1	4.2	4.5
Personal Income per Capita			
2010	37,579	36,548	38,749
2011	38,528	37,740	38,401
2012f	39,533	38,808	39,956
2013f	40,890	40,025	41,375
2014f	42,206	41,376	42,842
Population (000s)			
2010	34,059	1,042	265
2011	34,409	1,056	272
2012f	34,815	1,069	277
2013f	35,229	1,082	282
2014f	35,647	1,095	287
Consumer Price Index (% change)			
2010	1.8	1.3	1.2
2011	2.8	2.7	2.4
2012f	2.0	1.8	1.7
2013f	2.2	2.3	2.2
2014f	2.2	2.2	2.2

Source: Conference Board of Canada



Recognized by
Canadian Federation of
Independent Business in
2011 as "Canada's Most
Business Friendly City"



SREDA'S Strategic Goals

Strategic Goals

Goal #1: To retain, grow, and expand local business in targeted sectors.

- Assist 25-30 businesses annually
- Create and manage strategic partnerships for growth and to increase sector activity
- Preserve local business and jobs
- Expand the Saskatoon Region's commercial tax base
- Increase the supply of skilled, unskilled and professional workers in the workforce

Goal #2: To attract new investment in focus areas.

- Establish successful Foreign Direct Investment Program
- Number of new business ventures
- Value of project investment and number of jobs created
- Increase capital available for continued investment

Goal #3: To ensure the Saskatoon Region is the place to live, work, invest and prosper.

- Promote the competitive advantages of the Saskatoon Region around the world as an excellent place to live, work, invest and prosper.
- Proactively research, compile and analyze global best practices for continuous improvement
- Maintain strategic partnerships with City of Saskatoon, the Province of Saskatchewan, community and other regional organizations to ensure seamless cooperation for economic and business development

Priority Sectors

Mining

Saskatchewan is a commodity-rich province and this is no exception when it comes to mining. Saskatchewan is the world's largest producer of potash with global leaders such as PotashCorp, Mosaic and BHP Billiton undertaking significant mine developments and expansions totalling billions of dollars. Our province is blessed with other natural resources, including the world's largest kimberlite diamond field, Canada's richest Greenstone belt with a wealth of base, rare earth, and precious metals.

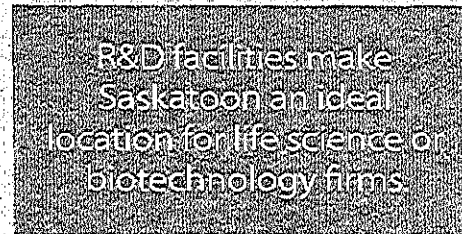
Energy

Extensive oil, gas and alternative energy sources are amply found in Saskatchewan. With the assistance and research of groups like the Canadian Light Source, the National Research Council and Saskatchewan Research Council new technologies are being applied. Newly discovered coal deposits and extensive oil and gas reserves, as well as applications in alternative energies, are paving the way to future success.

Biotechnology/Life Sciences

The Saskatoon Region is the centre for agricultural biotechnology with the majority of firms clustered around the University of Saskatchewan and Innovation Place. Clustering

occurs here due to the proximity to highly skilled researchers and world class research facilities such as the Canadian Light Source Synchrotron, NRC-PBI, Saskatchewan Research Council, POS Pilot Plant and the Vaccine and Infectious Diseases Organization (VIDO) to name a few. In addition to biotechnology, the Western College of Veterinary Medicine is one of the leading veterinary facilities in Canada. Research and development capabilities of the Saskatoon Region, coupled with the competitive advantages



of Saskatoon versus other North American cities, make Saskatoon an ideal location for a biotechnology or life sciences firm.

Manufacturing

The Saskatoon Region contains a host of manufacturing firms that possess strong industry capabilities in fabrication, machining, electronics and instrumentation, and innovation. Our manufacturing firms supply specialized goods and services to key sectors in Canada and around the world. Food, Chemical, Fabricated Metal and Machinery Manufacturing

have been the long-standing pillars of the manufacturing industry in the Saskatoon Region. They remain so due to the continued research, development and innovation that our firms employ to create new products, create better efficiencies and improve productivity. Our manufacturing firms are highly adaptable problem solvers who are able to customize their manufactured goods to meet industry needs.

Transportation

The Saskatoon Region is known internationally as one of Canada's "Hub Cities". From its central location, the Saskatoon Region has excellent highway, air, and rail transportation links to markets throughout North America. Our transportation and logistics firms are highly skilled and innovative when it comes to moving goods in any type of conditions. Our region is uniquely positioned as a central location in North America, featuring two intermodal facilities, excellent infrastructure, competitive business costs and a strong presence of skilled transportation firms. The John G. Diefenbaker International Airport connects Saskatoon to all major centres in North America, including direct flights to major gateway cities such as Denver and Chicago.



The Saskatoon Regional Economic Development Authority (SREDA)
is a non-profit independent economic development
organization whose initiatives contribute to fostering economic development.

2014

Saskatoon Regional Economic Development Authority Inc. 2014 OPERATIONAL PLAN

In 2014 SREDA will continue to lead the way in business and economic development for the Saskatoon Region. SREDA will be focused on continuing to build the knowledge base of its staff, investors and partners through its focused initiatives and continued work on important economic development issues facing the Saskatoon Region. Our organization will continue to challenge the status quo through innovative thinking to assist in shaping the future of the regional economy.

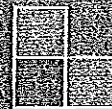


Saskatoon

Regional Economic Development Authority

SUBMITTED TO THE SREDA BOARD OF DIRECTORS

JANUARY 29, 2014



SREDA IN 2014

In 2014, SREDA will lead the way for further growth and success of the Saskatoon Region. To accomplish this, our organization will continue to build our knowledge base in the areas of foreign direct investment, business attraction and business expansion through targeted initiatives and training for SREDA staff, investors and other stakeholders.

Through data collection, analysis and forecasting, SREDA will ensure that the Saskatoon Region keeps informed on its current economic state as well as future economic projections. SREDA's economic research and analysis activities will assist the business community in making informed investment and expansion decisions.

SREDA will continue to evaluate the factors required for economic success through our regional economic development efforts. Our organization will provide influence to ensure adequate infrastructure, planning, policies and programs exist for businesses and communities to thrive now and in the future.

Our organization is undertaking exciting new initiatives as well as continuing work on important ongoing initiatives to assist communities and business in innovative ways in 2014. SREDA carefully researches and prepares for its initiatives to maximize project resources and to ascertain whether the initiative meets the needs of our organization's strategic goals.

In short, SREDA will continue to challenge the status quo in 2014 in all that it does to ensure that the Saskatoon Region remains one of the top economies in Canada.



2014 Key Initiatives

- SREDA's Economic Map
 - Input/Output Analysis
 - Sector Engagement Series
- Saskatoon Region Supply Chain Analysis (SRSCA) Project- Phase II
- Canada Business Network Program (Business Infosource)
- Regional Housing Strategy- Phase II
- Regional Growth Summit
- Community Readiness Initiatives
- 2014 SK Business Challenge (formerly P2C)
- Foreign Direct Investment: Japan and Taipei trade missions
- Saskatchewan Immigrant Nominee Program (SINP) economic development
- Grow Opportunity Program and the Saskatoon GO Challenge

ABOUT THE SASKATOON REGIONAL ECONOMIC DEVELOPMENT AUTHORITY

Started in 1992, the Saskatoon Regional Economic Development Authority (SREDA) Inc. was one of the first independent economic development agencies in Canada. Today, it is one of the most successful. SREDA works with the City of Saskatoon, the Province of Saskatchewan, the surrounding communities and more than 200 private sector investors to build and grow the region's economy.

Vision

To see Economic growth in the Saskatoon Region is at its full potential through SREDA's dedication to superior economic development.

Strategic Goals

SREDA has four main goals:

- Provide business and economic development leadership to the Saskatoon Region.
- Attract business activity from outside the region.
- Encourage the growth of local business.
- Operate SREDA effectively.

Focus

A Focussed Approach

SREDA uses a focussed approach to maximize its overall effectiveness in the Saskatoon Region. We focus on high impact initiatives that contribute to long-term economic growth. SREDA is focused on building the sectors below and also works in the following complimentary additional sectors, including: Aerospace; Accommodation and Hospitality; Agriculture; Construction; Retail Trade; Real Estate Development; and Professional, Scientific and Technical Services.

Mining

Saskatchewan is a resource-rich province and this is no exception when it comes to mining. Saskatchewan is the world's largest producer of potash with global leaders such as PotashCorp, Cameco, Areva Resources Canada Inc., K+S Potash Canada, Mosaic and BHP Billiton undertaking significant mine developments and expansions totalling billions of dollars. Our province is blessed with other natural resources, including the world's largest kimberlite diamond field; Canada's richest Greenstone belt with a wealth of base, rare earth, and precious metals.

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CORE SERVICES

SREDA provides in depth economic and industry specific expertise to growing companies interested in locating or expanding their business in the Saskatoon Region. Our overall goal is to grow the local economy through business attraction, business retention and expansion and promotion of the Saskatoon Region including foreign direct investment. General services include referral of professional and financial services, Economic Forecasting and collection of statistical data on the Saskatoon Region and its economy, local business intelligence; industry research, as well as networking events throughout the year.

Business Attraction

SREDA works with businesses to encourage new investment in the region. Our business attraction services include economic and business development research and analysis, connecting groups for site selection, facilitating business connections, negotiating business incentives and working with governments to provide a competitive environment for new business.

Business Retention & Expansion

Our organization understands the inherent economic benefits created by the Saskatoon Region's existing business base. SREDA works with existing business to remain viable, grow and expand through extensive analysis of the business climate and creation of initiatives to support continued growth. Our business retention and expansion services include facilitating business connections/partnerships for expansion, negotiating business incentives, assisting businesses to overcome business development challenges and working with governments to ensure that existing business continues to thrive.

Promotion of the Saskatoon Region

SREDA is actively involved in the promotion of the Saskatoon Region as a place to live, work, invest and prosper. Our organization promotes the Saskatoon Region at regional, provincial, national and international levels. SREDA actively promotes economic and business development opportunities that the Saskatoon Region has to offer through its Foreign Direct Investment initiatives, attendance at targeted industry trade shows, actively marketing the Saskatoon and provision of information to corporate executives, political dignitaries and other relevant stakeholders.

Foreign Direct Investment

Through its Foreign Direct Investment (FDI) initiatives, SREDA works with its Private Sector Investors and potential regional partners to facilitate foreign investment opportunities and partnerships to bring new capital to the Saskatoon Region. SREDA's team advises foreign

investors on the local market and existing opportunities, assists in clarifying local regulatory requirements and acts as a liaison between government and industry. Our organization participates in targeted trade missions that support Saskatoon Region businesses and maximize investment potential.

Regional Economic Development

SREDA actively works on initiatives to facilitate growth and prosperity across the entire Saskatoon Region. SREDA works with its member communities on regional economic development projects that range in size and scope, involving various levels of governments, economic development stakeholders and partners to build a stronger regional economy. Our organization works with the Saskatoon Region and key stakeholders on projects that have regional economic implications such as infrastructure; housing; commercial, industrial and residential planning; and needs assessments and community readiness initiatives.

SREDA's Strategic Goals and 2014 Operational Summary

Strategic Goal (1): Provide business and economic development leadership to the Saskatoon Region.	
Strategies	
Increase investment by mapping out the future of the Saskatoon Region economy over a 5-10 year timeframe.	Ongoing identification of existing and future opportunities for the Saskatoon Region's supply chain.
Initiatives	
SREDA's Economic Map	Saskatoon Region Supply Chain Analysis (SRSCA) Phase II
<ul style="list-style-type: none"> - Continue to use key findings from the Economic Map for economic advocacy - Determine the feasibility of creating committees to work on issues in areas affecting the economy (such as labour force etc) 	<ul style="list-style-type: none"> - Continue to focus on filling in supply chain gaps by meeting/surveying procurement managers - Engage PSI members on results of Supply Chain Analysis (sharing key information such as procurement requirements- ISO, safety standards etc) - Partnering with key stakeholders on a mining conference in 2015 - Be in partner not leader for the mining conference 2015
Performance Measures	
<ul style="list-style-type: none"> - # of initiatives undertaken as a result of Economic Map data - # of strategies developed to determine areas of focus for the regional economy 	<ul style="list-style-type: none"> - # of meetings with procurement managers - # of PSI contacts regarding supply chain results - Success of mining conference 2015 (# participants in attendance, media coverage, PSI engagement)
Budget Allocation & Staff Resources Required	
Budget allocated out of special line item Jim George – Lead Kayla Brien – Support	Budget allocated out of special projects line item Jim George – Lead Kayla Brien and Chad Leier-Berg – Support

2014 OPERATIONAL PLAN

Strategic Goal (1): Provide business and economic development leadership to the Saskatoon Region.	
Strategies	
Continue to provide valuable business and economic development resources to the Saskatoon Region.	Continue to provide events/networking opportunities for participants in the Saskatoon Region.
Initiatives	
2014 SK Business Challenge (formerly P2C) Business InfoSource/Global Business Centre (special Project with own Budget and operational plan)	SREDA Events Fall Forum Building Bridges for Success
<ul style="list-style-type: none"> - Expand SREDA's current services to include direct support of regional entrepreneurs by undertaking operation of Business Infosource with RROC (increase of 3 FT employees in Saskatoon, 1 FT employee in Regina) - Continue to partner with RROC on 2014 SK Business Challenge (formerly P2C) Business Planning Competition - Continue research/working in areas of entrepreneurship, business incubation, global incentives and so on to maintain current knowledge of business and economic development issues 	<ul style="list-style-type: none"> - Continue to successfully coordinate, plan and host SREDA key events in 2014: <ul style="list-style-type: none"> • President's Reception • Mayor & Council Reception • Fall Economic Forum • Building Bridges for Success (Aboriginal Business Development Event)
Performance Measures	
<ul style="list-style-type: none"> - Successful integration of Business InfoSource into SREDA/RROC organizations - # of activities (number of clients, calls, emails, meetings and packages developed) - # of referrals to other agencies - Successful completion of 2014 SK Business Challenge (formerly P2C) Business Planning Competition 	<ul style="list-style-type: none"> - # of successful events hosted - # of participants at each event - Earned media coverage for events - Increased attendance to events
Budget Allocation & Staff Resources Required	
Budget allocated <i>BA/BRE</i> line items All staff participating	Budget allocated out of <i>PSI Program Expenses</i> line item All staff participating

Strategic Goal (1): Provide business and economic development leadership to the Saskatoon Region.	
Strategies	
Work with participating jurisdictions in the Saskatoon Region.	Continue to lead initiatives that enable the Saskatoon Region to be ready for business and economic development.
Initiatives	
SREDA Regional Committee Regional Economic Development	Saskatoon Regional Housing Strategy- Phase II Regional Growth Summit Community Readiness Initiatives
<ul style="list-style-type: none"> - Continue to provide liaison and advisory services to regional member communities and their key contacts - Continue to facilitate regional committee meetings to identify, address and assist with rural issues 	<ul style="list-style-type: none"> - Continue to lead the Saskatoon Regional Housing Strategy - Phase II (Action/Implementation) - Continue to partner on Regional Growth Summit II (if Growth Summit I is successful) - Continue to lead Community Readiness Initiatives: <ul style="list-style-type: none"> • Phase I: Community Needs Assessment • Phase II: Assisting with Phase I Recommendations - Continue participating in Planning for Growth project - Continue participating on the Yellowhead Northern Gateway (Perimeter Highway) Initiative
Performance Measures	
<ul style="list-style-type: none"> - 6 Rural Committee meetings held in 2014 - # of regional community visits, meetings and projects developed 	<ul style="list-style-type: none"> - Successful completion of Regional Housing Strategy Phase II - Regional Growth Summit II partnership (# of participants, relevant information shared) - # of Community Readiness initiatives undertaken - # of project meetings attended for Planning for Growth project - # of project meetings attended for Perimeter Highway initiative
Budget Allocation & Staff Resources Required	
Budget allocated out of <i>Regional Programs</i> line item Tim LeClair and Nicole Vassos-Hustej – Leads	Budget allocated out of <i>Regional Programs</i> line item Nicole Vassos-Hustej – Lead

Strategic Goal (2): Attract business activity from outside the region.	
Strategies	
Continue to respond to inquiries from external potential investors and businesses and focus on currently defined "sector list".	Work effectively with other groups and agencies in the promotion of the Saskatoon Region.
Initiatives	
Business Attraction Activities	BA/BRE Activities Saskatoon Living Website; SREDA Corporate Website
<ul style="list-style-type: none"> - Work in a timely fashion to answer inquiries and follow up with business attraction clients/investors - Continue tracking calls, emails and meetings with business attraction clients in BCM and for SREDA Board Report - Continue to gain sector information from targeted events/conferences to create connections and aid in the business attraction process - Disseminate sector-specific industry and economic information through data analysis and research reports, client meetings, stakeholder meetings and events - Continue facilitating local business connections and assist with site selection where applicable - Continue to administer Business Development Incentives Program for City of Saskatoon 	<ul style="list-style-type: none"> - Continue to build relationships between SREDA and partners to promote the Saskatoon Region - Work collaboratively on projects/initiatives with other partners and stakeholders to promote the Saskatoon Region - Continue to build relationships between SREDA, regional communities, Aboriginal groups and individual businesses to maximize promotion efforts - Continue to update website and use social media to promote the Saskatoon Region
Performance Measures	
<ul style="list-style-type: none"> - # of business attraction activities (# of clients, calls, emails, meetings and packages developed) - # of new businesses attracted to Saskatoon Region - # of Business Development Incentives clients - \$ value of new investments made - # of new jobs created - 4 targeted sector events/conferences attended to gain sector knowledge 	<ul style="list-style-type: none"> - # of partnerships, Boards, committees and professional organizations SREDA participates on for the purposes of promotion - # of committee meetings/projects - Continued promotion of Saskatoon Region through Saskatoon Living Website and SREDA corporate website
Budget Allocation & Staff Resources Required	
Budget allocated out of <i>Business Attraction</i> line item All staff participating	Budget allocated out of <i>BA/BRE</i> line items All staff participating

Strategic Goal (2): Attract business activity from outside the region.	
Strategies	
Work on Foreign Direct Investment (FDI) initiatives to promote the Saskatoon Region as a location for foreign direct investment opportunities.	Work with immigrant entrepreneurs to provide economic/business development information and promote the Saskatoon Region as a place to do business.
Initiatives	
FDI Activities	Business Visitation Program (Brightonview Project) Saskatchewan Immigrant Nominee Program (SINP)
<ul style="list-style-type: none"> - Continue working with Consider Canada (C11) Alliance - Enhance SREDA FDI program to be better prepared both internally and externally including: <ul style="list-style-type: none"> • Staff FDI training in Quebec • Guidelines, materials and processes for FDI lead generation, partners, investment readiness and project list • Keep up media interest for trade missions • Continue to obtain funding from outside funding agencies such as DFAIT - Participate in targeted trade missions including Japan and Taipei in February 2014 and smaller city trips throughout the year 	<ul style="list-style-type: none"> - Facilitate new Business Visitation Program (Brightonview Project) to assist Chinese investors in locating in the Saskatoon Region - Continue to work with SINP/immigrant entrepreneurs through provision of SREDA presentations and immigrant information packages - Focus on working more closely with landed and approved immigrants to expedite new business ventures
Performance Measures	
<ul style="list-style-type: none"> - # of Consider Canada (C11) meetings/events attended - Completion of guidelines, materials and processes for SREDA FDI services 	<ul style="list-style-type: none"> - Successful development and facilitation of Brighton Project - # of SREDA SINP/immigrant entrepreneur presentations - # of SINP/immigrant information packages - # of new business ventures started by landed/approved immigrants
Budget Allocation & Staff Resources Required	
Budget allocated out of <i>Core Services and Marketing</i> line items Tim LeClair – Lead	Budget allocated out of <i>Business Attraction</i> line item Tim LeClair – Lead; all staff participating

Strategic Goal (3): Encourage the growth of local businesses.	
Strategies	
Continue to provide economic and business development information to the existing business base.	Continue to gather information from existing businesses to assist in their continued success in the Saskatoon Region.
Initiatives	
Business Retention and Expansion Activities	Grow Opportunity (GO) Program
<ul style="list-style-type: none"> - Work in a timely fashion to answer inquiries and follow up with BR and E clients - Continue tracking calls, emails and meetings with BR and E clients in BCM and for SREDA Board Report - Continue to gain sector information from targeted events/conferences to create connections and aid in the Br and E process - Disseminate sector-specific industry and economic information through data analysis and research reports, client meetings, stakeholder meetings and events - Continue facilitating local business connections and assist with expansion initiatives where applicable 	<ul style="list-style-type: none"> - Continuation of targeted BR and E surveying - Explore the need for business succession planning - Implementation of the Saskatoon GO Challenge (a business expansion competition open to companies with max 20 employees companies; new business location as prize) - Reporting results to PSIs and Stakeholders
Performance Measures	
<ul style="list-style-type: none"> - # of BR and E activities (number of clients, calls, emails, meetings and packages) - # of retained and/or expanded firms in the Saskatoon Region - \$ value of new investments made - # of jobs created and/or retained - 4 targeted sector events/conferences attended to gain sector knowledge 	<ul style="list-style-type: none"> - # of GO interviews completed - Successful implementation of the Saskatoon GO Challenge (# of participants, # of mentors, # of attendees at events, media coverage)
Budget Allocation & Staff Resources Required	
Budget allocated out of <i>Business Retention and Expansion</i> line item All staff participating	Budget allocated out of <i>Business Retention and Expansion</i> line item Nicole Vassos-Hustej – Lead (GO BRE Surveying) All staff participating – Lead (Saskatoon GO Challenge)

Strategic Goal (3): Encourage the growth of local businesses.	
Strategies	
Continue involvement with the Incentive Program.	Lever the Private Sector Investors as sources of information on local business expansion opportunities.
Initiatives	
Saskatoon Business Development Incentive Program (Policy #C09-14)	PSI Program Development
<ul style="list-style-type: none"> - Continue working with business incentive clients for the City of Saskatoon - Establish new marketing materials to help promote the program to prospective clients - Work with the Incentive Sub Review Committee to research and establish improved policies where required 	<ul style="list-style-type: none"> - Continue regular meetings with PSIs to gain competitive intelligence on local issues - Assist in business connections between PSIs and non-PSIs where applicable - Foster continued dialogue between SREDA staff and PSIs through in-person meetings, social media and networking opportunities - Implementation of \$250 "e-membership" for small businesses - Facilitate CEO/executive roundtable meetings for PSI top tier members - Facilitate sector engagement series
Performance Measures	
<ul style="list-style-type: none"> - # of Incentive Sub-Review committee meetings held - # of business incentive clients - # of business expansions in the Saskatoon Region - \$ value of new investments made - # of new jobs created 	<ul style="list-style-type: none"> - 6-8 PSI membership presentations held - Successful implementation of PSI engagement series - Min 100 SREDA PSI mtgs completed - # of business connections made to help the regional economy - 10 to 15 new SREDA investors attracted
Budget Allocation & Staff Resources Required	
Budget allocated out of <i>BA/BRE</i> line items Bernie Ness – Lead	Budget allocated out of <i>PSI Program Expenses</i> All staff participating

Strategic Goal (4): Operate SREDA effectively.	
Strategies	
Continue to obtain new funding sources for SREDA.	Continue to enhance SREDA database and reporting mechanisms.
Initiatives	
SREDA Operational Funding	SREDA Reporting SREDA Client Relationship Management (CRM) System
Actions:	
<ul style="list-style-type: none"> - Continue lobbying for new funding through various sources - Continue to research and determine federal and provincial funding opportunities that fit within SREDA's goals and activities - Continue working on increasing PSI funding levels and attracting new investors - Work on attracting event sponsors where it makes sense to do so 	<ul style="list-style-type: none"> - Continue to enhance SREDA reporting mechanisms to ensure funding agencies receive required, accurate information - Implement new CRM system to enable SREDA staff to effectively track clients, activities, meetings and so on for efficient, effective reporting
Performance Measures	
<ul style="list-style-type: none"> - Increased operational funding - # of new funding partners engaged (where applicable) - # of new PSI members - \$ of PSI funding - # of event sponsors 	<ul style="list-style-type: none"> - Implementation of new CRM system for better reporting and internal communication
Budget Allocation & Staff Resources Required	
Projected Budget: N/A All staff participating	Budget allocated out of <i>Operating Expenses</i> line item All staff participating

2014 Marketing/Communications Initiatives	
Initiatives	
Social Media	Promotional Materials/Website
Actions	
<ul style="list-style-type: none"> - Develop corporate social media document that includes the following: <ul style="list-style-type: none"> • Identified theme/guidelines for posting SREDA social media content (ie: SIAST underlying theme was “fun, edgy”) • Determine what SREDA is able to discuss online: <ul style="list-style-type: none"> ▪ Anything in media releases ▪ Asking businesses, investors etc for their permission to share information ▪ Overall goal of social media is to provide a “teaser” and drive people to SREDA website ▪ Social media content should answer the question “what is this going to do for me”? SREDA is helping you to... (fill in the blank) - Social media posts completed by all staff (micro blogging, blogging) - PSI and Stakeholders are reached and are in the “Know” 	<ul style="list-style-type: none"> - Continue to rebrand SREDA’s promotional materials including: <ul style="list-style-type: none"> • Sector Profiles • Regional Profiles • FDI Packages • General SREDA brochure - Ongoing corporate website design/maintenance (content updated by all staff) - Continue to produce “The Regional” newsletter - Continue to produce the “E-Bulletin”
Performance Measures	
<ul style="list-style-type: none"> - Corporate social media guideline document - Monthly blogs on website (12/year) - # Daily micro blogs (tweets) - # Weekly micro blogs (tweets) - # PSI guest blogs 	<ul style="list-style-type: none"> - # of rebranded promotional tools completed - # of “The Regional” newsletters produced - # of the “E-Bulletin” produced - Updated website design/content - # of inquiries referred to website - # of website hits/page - # of downloads/page - Quality feedback csi report ie. promotional index
Budget Allocation & Staff Resources Required	
Budget allocated out of <i>Marketing</i> line item Brad Kraft- Lead; All staff participating	Budget allocated out of <i>Marketing</i> line item Brad Kraft- Lead

2014 Marketing/Communications Initiatives	
Initiatives	
Paid Media and In-Kind Media	Targeted Marketing/Communications
Actions	
<ul style="list-style-type: none"> - Undertake the following paid-media activities: <ul style="list-style-type: none"> • Continue to work with Saskatoon Express on SREDA features • Revisit working with the Star Phoenix (subject costs/budgetary constraints) • Radio and general advertising - Work with various media outlets to capture in-kind advertising opportunities as part of SREDA's overall media relations strategy (ie: Business Saskatoon, Clark's Crossing Gazette etc) 	<ul style="list-style-type: none"> - Develop specific marketing and communications activities for the City of Saskatoon (SREDA's largest funding source) including: <ul style="list-style-type: none"> • Presentation of the 2014 SREDA Operational Plan and Budget • Presentation of SREDA's Annual Report • Ensure that City Council and key city employees are kept up to date on SREDA initiatives through internal city newsletter, email updates and meetings as required • Continue to build relationships/partner on initiatives with the City of Saskatoon and local MPs on communication - Communicate SREDA's "E-Bulletin" across Saskatchewan to MLAs and MPs
Performance Measures	
<ul style="list-style-type: none"> - # of paid advertisements/features across various media outlets (newspaper, radio, online) - \$ value of in-kind contributions from media outlets 	<ul style="list-style-type: none"> - # of presentations to City Council - # of SREDA articles/updates in internal city newsletter - # of SREDA/City of Saskatoon joint initiatives - # of MLAs and MPs receiving "E-Bulletin"
Budget Allocation & Staff Resources Required	
Budget allocated out of <i>Marketing</i> line item Brad Kraft- Lead	Budget allocated out of <i>Marketing</i> line item Brad Kraft- Lead

Saskatoon Regional Economic
Development Authority Inc.
APPENDICES & 2014 BUDGET DOCUMENTS

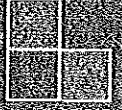
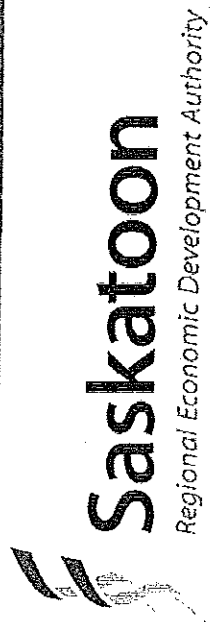
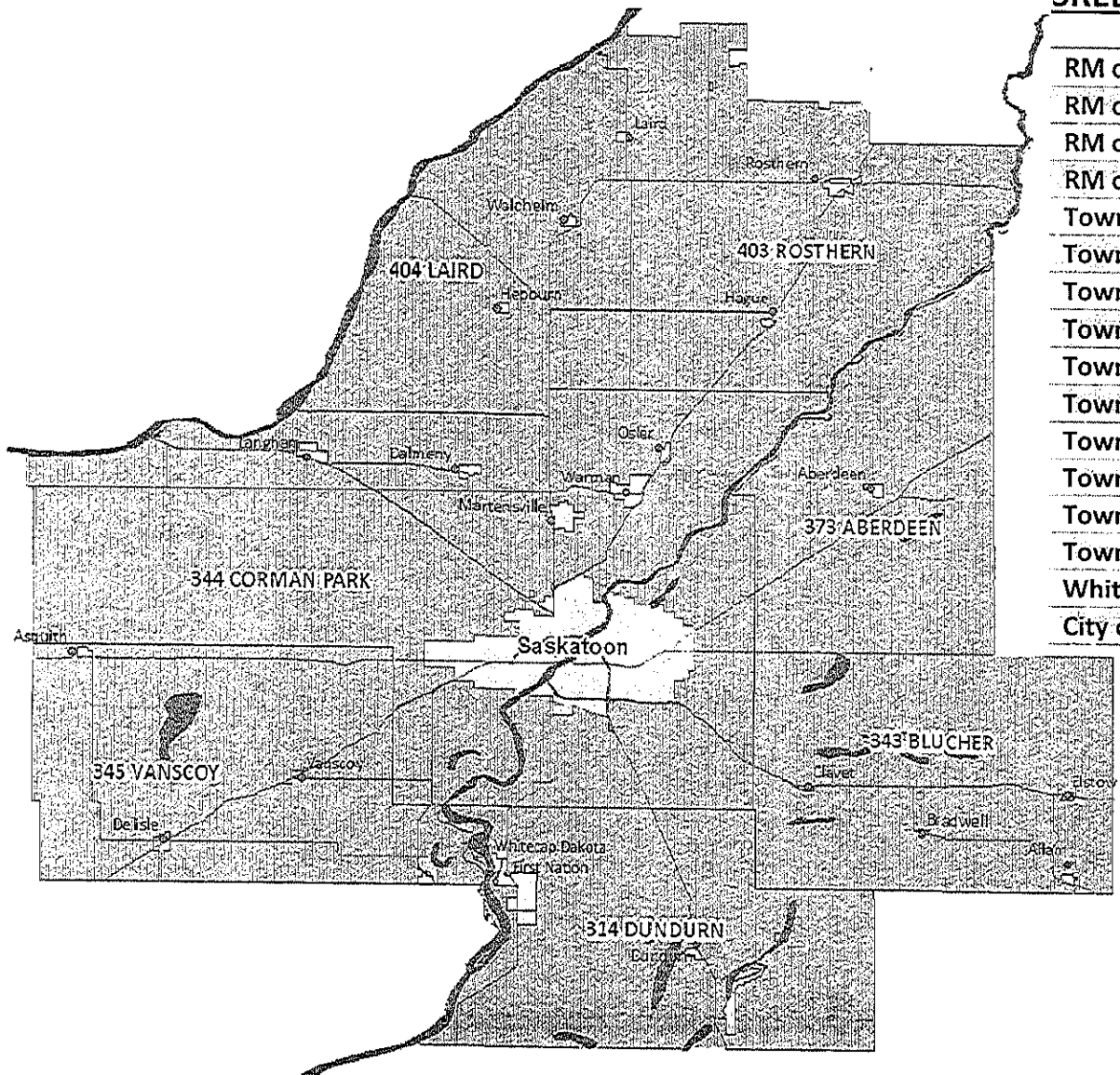


FIGURE 1. SREDA REGIONAL BOUNDARY MAP

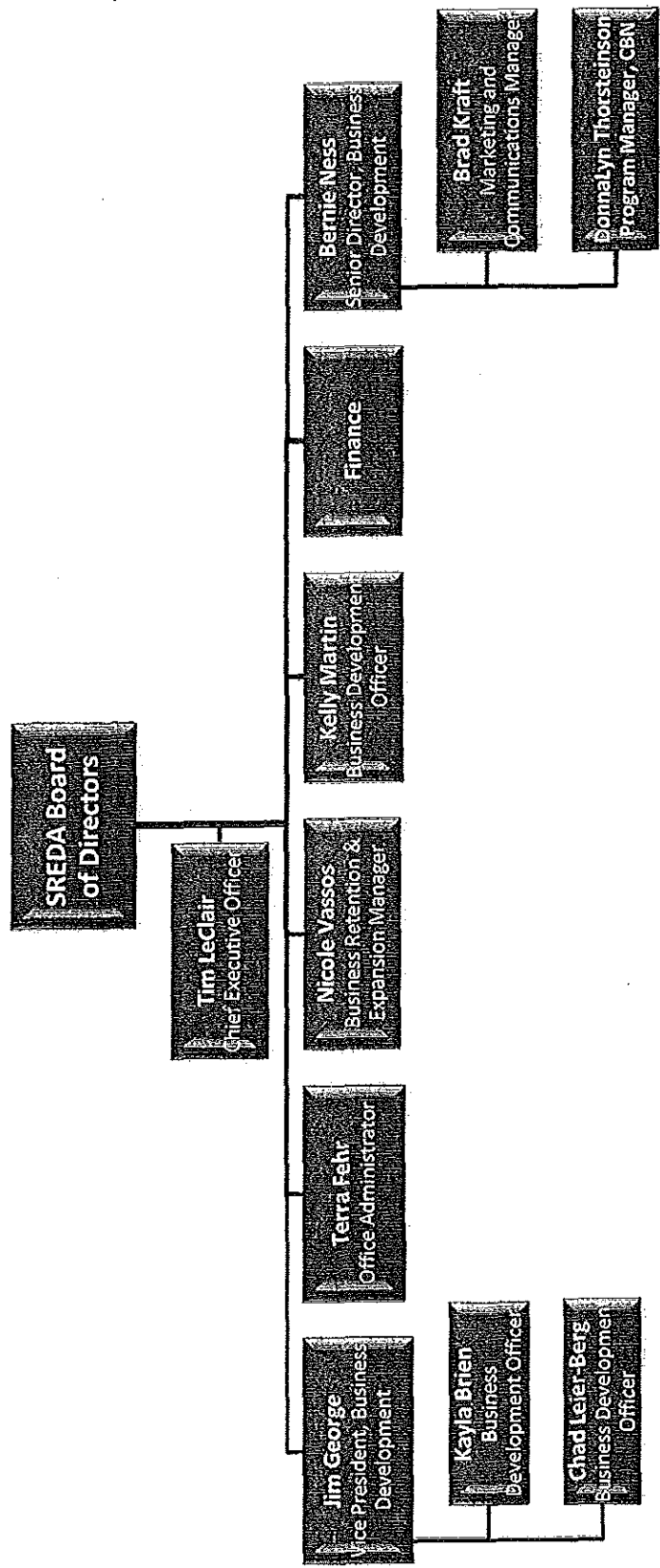


SREDA Regional Members

RM of Aberdeen #373	1016
RM of Blucher #343	1787
RM of Corman Park #344	8354
RM of Vanscoy #345	2714
Town of Aberdeen	599
Town of Asquith	603
Town of Dalmeny	1702
Town of Delisle	975
Town of Dundurn	693
Town of Hague	878
Town of Langham	1290
Town of Osler	1088
Town of Rosthern	1572
Town of Waldheim	1035
Whitecap Dakota First Nation	462
City of Saskatoon	222189

*Census 2011 Populations

FIGURE 2. 2014 SREDA ORGANIZATIONAL CHART



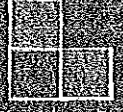
Saskatoon Regional Economic Development Authority Inc.

SECTION THREE | 2014 BUDGET DOCUMENTS



Saskatoon

Regional Economic Development Authority



Appendix A: 2014 Consolidated Budget

	Jan 2014	Feb 2014	Mar 2014	Apr 2014	May 2014	Jun 2014	Jul 2014	Aug 2014	Sept 2014	Oct 2014	Nov 2014	Dec 2014	2014 Budget	2013 Budget
Income														
Interest	469	469	469	469	469	469	469	469	469	469	469	469	5,633	5,633
Investor Funding														
- Cash	-	-	37,500	37,500	37,500	37,500	37,500	37,500					225,000	225,000
- In-kind	1,375	1,375	1,375	1,375	1,375	1,375	1,375	1,375	1,375	1,375	1,375	1,375	17,140	15,033
Miscellaneous	2,084	2,083	2,083	2,084	2,083	2,083	2,084	2,083	2,083	2,084	2,083	2,083	25,000	25,000
Other Gov't Funding						50,000							50,000	-
PSI Exploratory Program														-
SINP Entrepreneur Program													125,000	
Reserve Allocation (includes special projects)	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	60,000	235,000
Service fee - City of Saskatoon	248,500	-	-	148,500	-	-	148,500	-	-	148,500	-	75,000	769,000	611,000
Service fee - Regional Members	-	-	-	13,750	13,750	13,750	13,750	-	-	-	-	-	55,000	75,000
Total Income	257,428	8,927	46,427	208,678	60,177	110,177	208,678	46,427	8,927	157,428	8,927	83,927	1,331,773	1,191,666
Expense by Cost Center														
Admin and General														
Operating Expenses	14,399	14,399	14,399	14,399	14,399	14,399	14,399	14,399	14,399	14,399	14,399	14,399	172,783	186,814
Payroll Expenses	6,679	6,679	6,679	6,679	6,679	6,679	6,679	6,679	6,679	6,679	6,679	6,679	80,151	606,284
Corporate Marketing, Research & Communications	6,250	6,250	6,250	6,250	6,250	6,250	6,250	6,250	6,250	6,250	6,250	6,250	75,000	75,000
Private Sector Investor Program	1,783	1,783	1,783	1,783	1,783	1,783	1,783	1,783	1,783	1,783	1,783	1,783	21,400	20,000
Professional Development	1,438	1,438	1,438	1,438	1,438	1,438	1,438	1,438	1,438	1,438	1,438	1,438	17,250	7,450
Total Administrative	30,549	30,549	30,549	30,549	30,549	30,549	30,549	30,549	30,549	30,549	30,549	30,549	366,584	895,548
Balance remaining for programs	226,880	(21,621)	15,879	178,130	29,629	79,629	178,130	15,879	(21,621)	126,880	(21,621)	53,379	965,189	296,118
Core Services														
Business Attraction	22,105	22,105	22,105	22,105	22,105	22,105	22,105	22,105	22,105	22,105	22,105	22,105	265,258	62,500
Business Retention and Expansion	32,564	32,564	32,564	32,564	32,564	32,564	32,564	32,564	32,564	32,564	32,564	32,564	390,763	72,653
Promotion of Saskatoon Region	21,139	21,139	21,139	21,139	21,139	21,139	21,139	21,139	21,139	21,139	21,139	21,139	253,667	43,150
Statistics and Research	-	-	7,500	-	-	5,000	-	-	-	-	-	-	25,500	12,815
Workforce Development	417	417	417	417	417	417	417	417	417	417	417	417	5,000	5,000
Special Projects													25,000	100,000
Total Services/Projects	76,224	76,224	83,724	76,224	76,224	81,224	76,224	76,224	76,224	76,224	76,224	76,224	965,189	296,118
Net on all operations	150,656	(97,845)	(67,845)	101,906	(46,595)	(1,595)	101,906	(60,345)	(97,845)	50,656	(97,845)	(22,845)	0	-
Total Expense	106,773	106,773	114,273	106,773	106,773	111,773	106,773	106,773	106,773	106,773	106,773	106,773	1,331,773	1,191,666
Net Income (Loss)	150,656	(97,845)	(67,845)	101,906	(46,595)	(1,595)	101,906	(60,345)	(97,845)	50,656	(97,845)	(22,845)	0	-

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Budget Notes: \$50,000 listed in other government funding is DFATD funding; \$383,000 in additional government funding to be determined for Business InfoSource and Brightenview projects
City of Saskatoon Performance Incentive allocation is a very conservative estimate
Staff salaries are now allocated into SREDA's Core Services of Business Attraction, Business Retention and Expansion and Promotion of Saskatoon Region.

Appendix B: 2010-2014 Year Over Year Budget

	2010 Budget	2011 Budget	2012 Budget	2013 Budget	2014 Budget
Income					
Enterprise Region Funding	375,000	375,000	375,000	-	-
Interest	3,850	4,500	5,633	5,633	5,633
Investor Funding					
- Cash	250,000	300,000	250,000	225,000	225,000
- In-kind			15,033	15,033	17,140
Miscellaneous	12,000	25,515	18,073	25,000	25,000
Other Gov't Funding	70,000	155,000	158,950	-	50,000
PSI Exploratory Program					-
SINP Entrepreneur Program					125,000
Reserve Allocation (Including special projects)				235,000	60,000
Service fee - City of Saskatoon	467,900	467,900	486,000	611,000	769,000
Service fee - Regional Members	39,423	39,800	75,912	75,000	55,000
Total Income	1,218,173	1,367,715	1,384,601	1,191,666	1,331,773
Expense by Cost Center					
Admin and General					
Operating Expenses	197,873	205,788	219,226	186,814	172,783
Payroll Expenses	629,142	753,804	700,118	606,284	80,151
Corporate Marketing, Research & Communications	99,500	125,000	129,200	75,000	75,000
Private Sector Investor Program	28,500	40,155	37,994	20,000	21,400
Professional Development	20,520	21,341	21,941	7,450	17,250
Total Admin and General	975,535	1,146,088	1,108,479	895,548	366,584
Balance remaining for Core Services	242,638	221,627	276,122	296,118	965,189
Core Services					
Business Attraction	96,319	105,330	81,365	62,500	265,258
Business Retention and Expansion	146,319	70,677	89,945	72,653	390,763
Promotion of Saskatoon Region		45,620	51,996	43,150	253,667
Total Core Services	242,638	221,627	223,306	178,303	909,689
Other Services					
Statistics and Research	-	-	17,815	12,815	25,500
Workforce Development	-	-	10,000	5,000	5,000
Special Projects	-	-	-	100,000	25,000
Total Other Services	0	0	27,815	117,815	55,500
Total Expense	1,218,173	1,367,715	1,384,601	1,191,666	1,331,773
Not Income (Loss)	-	-	-	-	-

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Note: Staff salaries are now allocated into SREDA's Core Services of Business Attraction, Business Retention and Expansion and Promotion of Saskatoon Region.

Appendix C: 2014 General and Administration

C-1: Operating Expenses	2014 Budget	2013 Budget
Audit Fees	7,800.00	7,500.00
Bank Charges	500.00	541.53
Board and Committee Expenses	2,000.00	2,500.00
Cellular Expenses	4,500.00	4,500.00
Computer		
Software & Accessories	2,800.00	5,000.00
Technician Consulting	7,500.00	8,500.00
Contract Labour	6,500.00	15,300.00
Depreciation	11,033.35	11,038.35
Insurance	2,200.00	1,988.60
Interest	1,500.00	1,528.89
Meals/Entertainment/Hosting	2,000.00	2,807.96
Memberships and Dues	1,000.00	5,000.00
Miscellaneous Expenses	-	-
Office Supplies and General Expenses		
Office Supplies	8,500.00	6,500.00
Photocopying and Printing	3,000.00	7,500.00
Postage and Courier Fees	1,500.00	2,000.00
Parking Fees	500.00	273.52
Recruitment Expenses	250.00	1,000.00
Rent	96,900.00	90,835.62
Staff Meeting Expenses	1,500.00	1,500.00
Telephone and Internet	11,300.00	11,000.00
Total Operating Expenses	172,783.35	186,814.47

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C-2: Payroll Expenses	2014 Budget	2013 Budget
Employer CPP	18,848.00	16,792.79
Employer E.I.	8,454.00	6,979.35
Health & Fitness Program	1,400.00	1,225.00
Group Insurance	20,000.00	20,000.00
Payroll Service Fee	964.78	964.78
RSP Contribution - ER (Taxable)	22,609.00	17,109.00
Parking	7,875.00	3,150.00
Salaries	-	540,063.00
Total Payroll Expenses	80,150.78	606,283.92

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Note: Staff salaries are now allocated into SREDA's Core Services of Business Attraction, Business Retention and Expansion and Promotion of Saskatoon Region.

C-3: Corporate Marketing, Research and Communications Expenses

	2014 Budget	2013 Budget
Advertising		
Collateral/Promotional Items	5,000.00	10,000.00
Media Buys	20,000.00	30,000.00
Media Events/Support	500.00	500.00
Contract Labour	2,500.00	6,000.00
Photocopying and Printing	2,000.00	2,000.00
Public Relations	2,000.00	2,000.00
Seminars/Events/Conferences	1,500.00	1,000.00
Sponsorships	2,000.00	1,500.00
Statistics and Research	1,000.00	1,000.00
Website	10,000.00	21,000.00
DFATD Marketing FDI	28,500.00	-
Total Corporate Marketing and Communications Expenses	75,000.00	75,000.00

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C-4: Private Sector Investor Program (PSI) Expenses	2014 Budget	2013 Budget
Meals/Entertainment/Hosting	5,000.00	7,000.00
Incidentals	500.00	1,000.00
Vehicle- rental/mileage	1,000.00	2,000.00
	<u>6,500.00</u>	<u>10,000.00</u>
Seminars/Events/Conferences		
Mayor and Council Reception	2,000.00	-
President's Reception	2,000.00	-
SREDA AGM and Reception	1,000.00	2,500.00
Fall Economic Forum (Annual Flagship Event)	5,000.00	7,500.00
PSI Presentations	2,500.00	-
CEO/Executive Roundtable Events	2,400.00	-
Total Seminars and Events	<u>14,900.00</u>	<u>10,000.00</u>
Total Private Sector Program Expenses	<u>21,400.00</u>	<u>20,000.00</u>

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C-5: Professional Development Expenses	2014 Budget	2013 Budget
Airfare	1,500.00	-
Contract Labour	-	1,500.00
Hotel and Incidentals	1,000.00	750.00
Meals/Entertainment/Hosting	250.00	750.00
Memberships and Dues	1,500.00	750.00
Vehicle- rental/mileage	-	300.00
Registration/Tuition Fees	13,000.00	3,400.00
Total Professional Development Expenses	17,250.00	7,450.00

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Appendix D: 2014 Core Services

D-1: Sector Breakdown

Core Services	Sector Programs/Project Expenses												Sector Totals						
	Regional Programs		Manufacturing		Mining		Energy		Bio/Life Sciences		Aboriginal Programs		Other Sectors		Other Projects		Sector Totals		
	2014 Budget	2013 Budget	2014 Budget	2013 Budget	2014 Budget	2013 Budget	2014 Budget	2013 Budget	2014 Budget	2013 Budget	2014 Budget	2013 Budget	2014 Budget	2013 Budget	2014 Budget	2013 Budget	2014 Budget	2013 Budget	
D-1 Business Attraction																			
Airfare																			
Meals/Entertainment/Hosting	1,000.00	1,000.00	1,000.00	1,000.00	101.75	200.00			2,500.00	3,000.00	1,000.00	1,500.00	4,000.00	2,000.00			8,500.00	7,500.00	
Foreign Direct Investment									1,000.00	500.00	500.00	500.00	500.00	500.00			2,701.75	1,500.00	
Hotel and Incidental									1,000.00	1,500.00	1,000.00	1,500.00	14,000.00	10,000.00			15,000.00	11,500.00	
Vehicle rental/mileage									250.00	500.00	250.00	500.00	3,000.00	2,000.00			5,000.00	5,000.00	
Other Project Expenses									250.00	500.00	250.00	500.00					500.00	850.00	
Photocopying and Printing	5,000.00	20,000.00							1,500.00	2,500.00	500.00	2,000.00	500.00	500.00			5,000.00	20,000.00	
Seminars/Events/Conferences	1,000.00	1,000.00							2,500.00	4,000.00	1,000.00	1,000.00	1,000.00	1,000.00			5,000.00	6,000.00	
Total Business Attraction	8,000.00	21,000.00	1,700.00	3,200.00	1,101.75	2,200.00	500.00	1,500.00	9,750.00	13,500.00	3,750.00	6,000.00	23,000.00	14,500.00			43,801.75	62,500.00	
D-2 Business Retention and Expansion																			
Airfare																			
Meals/Entertainment/Hosting									500.00	500.00	500.00	500.00	1,500.00	1,500.00			2,500.00	2,750.00	
Hotel and Incidental									500.00	500.00	250.00	200.00	250.00	200.00			750.00	450.00	
Vehicle rental/mileage									100.00	100.00	100.00	100.00	250.00	250.00			350.00	350.00	
Other Project Expenses									750.00	1,500.00	1,000.00	5,000.00	1,000.00	5,000.00			2,750.00	11,500.00	
Photocopying and Printing									1,500.00	2,500.00	1,500.00	2,500.00	1,500.00	1,500.00			4,500.00	6,500.00	
Seminars/Events/Conferences									3,350.00	4,500.00	2,750.00	3,500.00	2,750.00	3,500.00			6,900.00	10,500.00	
Total Business Retention and Expansion	8,000.00	15,000.00	1,900.00	2,671.22	1,001.75	500.00	200.00	800.00	9,750.00	13,500.00	2,750.00	6,700.00	23,000.00	30,781.50			42,351.75	71,651.72	
D-3 Sector Promotion and Marketing																			
Advertising									500.00	1,000.00	500.00	1,000.00	500.00	1,000.00			1,500.00	3,000.00	
Airfare									750.00	1,000.00	500.00	500.00	500.00	500.00			1,750.00	2,500.00	
Collateral/Promotional Items									500.00	1,000.00	1,000.00	1,000.00	1,000.00	1,000.00			3,500.00	4,000.00	
Meals/Entertainment/Hosting									500.00	1,500.00	1,000.00	1,500.00	150.00	150.00			2,150.00	2,650.00	
Hotel and Incidental									100.00	1,000.00	500.00	1,000.00					1,600.00	2,500.00	
Vehicle rental/mileage									500.00	1,000.00	500.00	500.00					1,500.00	2,000.00	
Other Project Expenses									1,000.00	1,500.00	500.00	500.00					2,000.00	2,500.00	
Photocopying and Printing									3,850.00	8,500.00	4,500.00	5,000.00	1,000.00	1,000.00			9,350.00	14,500.00	
Seminars/Events/Conferences									16,950.00	20,500.00	11,000.00	15,500.00	27,900.00	28,350.00			45,850.00	49,350.00	
Total Sector Promotion and Marketing	20,250.00	47,500.00	3,450.00	7,271.22	2,351.75	4,700.00	950.00	4,100.00	16,950.00	20,500.00	11,000.00	15,500.00	27,900.00	28,350.00	44,781.50	51,101.75	111,017.75	178,301.72	

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D-2: Other Core Services

	2014 Budget	2013 Budget
Statistics and Research		
General economic data	23,500.00	7,814.89
Contract Labour	2,000.00	5,000.00
	25,500.00	12,814.89
Workforce Development		
Special Projects	5,000.00	5,000.00
Total Other Services Expenses	30,500.00	17,814.89

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2014 SREDA PERFORMANCE TARGETS

Strategic Goal	Objective	Measure	Target	Result	Rating %	Weighting
Business Attraction - Create a sustainable economy for Saskatoon and region (40%)	Attract business and investment to the Saskatoon region (Direct SREDA Involvement)	# of businesses attracted to the Saskatoon region 434 in 2013	50 qualified leads			20%
		Dollar value of investment	\$7,500,000			20%
Business Retention & Expansion - Ensure opportunities to expand our business base are not missed (50%)	Actively support the business community with knowledge expertise and services to help them grow and expand	# of businesses expanded, utilizing the incentives/tax abatement program	3 new in 2014			15%
		New building permits 5 year average: 918,009,400	0.3% growth over the 5 year average			5%
		# of business licences 1,328 in 2013	1% growth			15%
		Net jobs created	Target 8,000 in 2014			15%
Organizational Effectiveness (10%)	Build support for SREDA's mandate through key stakeholders	Support the business community by representing SREDA at public forums and sector specific initiatives	55 formal requests/presentations			5%
	Build a highly successful and motivated team	Set yearly employee goals and objectives in individual performance plans	85% average completion rate on employee performance plans			5%

TOTAL: /100

Last updated May 7, 2014

**The Canadian Union of Public Employees Local No. 47
Revision to the Collective Agreement
May 13, 2014**

C2)

Negotiations between the Board and The Canadian Union of Public Employees Local No. 47 began on January 23, 2014 and a Memorandum of Agreement was reached on May 6, 2014. The Union has ratified the terms of the Memorandum of Agreement. The contract is for a term of 4 years, from January 1, 2013 to December 31, 2016.

Wages

The following wage adjustments will be applied.

January 1, 2013	2.50%
January 1, 2014	2.20%
January 1, 2015	2.65%
January 1, 2016	2.65%

Term

The term of the Agreement is for four (4) years. The term is for the period of January 1, 2013 to December 31, 2016.

Other Collective Agreement Changes

1. Article 6 – New Positions and Vacancies

When filling apprenticeships, in addition to seniority, selection will now also be based on whether the candidate is sufficiently competent.

2. Article 7 – Seniority

When seniority will be lost has now been identified.

- When an employee resigns, retires or leaves the bargaining unit;
- His employment ends;
- Is on layoff for a period greater than 12 months;
- Is on an approved leave of absence for a period of greater than 12 months unless mutually agreed between the City and the Union; or
- Is absent without approved leave and without reasonable cause.

3. Article 10 – Annual Vacation

Effective April 1, 2015, employees with thirty (30) years or more of accumulated service shall be entitled to one (1) additional day of vacation. They will continue to receive one (1) additional day of vacation for each subsequent year to a maximum of seven (7) weeks' vacation. This is a phased in approach.

After April 1, 2015, employees that subsequently reach thirty (30) years of accumulated service shall be entitled to one (1) additional day for each subsequent year completed to a maximum of seven (7) weeks.

Employees who become ill or injured while on vacation will only have the appropriate vacation time converted to sick leave if they are hospitalized and they provide appropriate medical evidence within three (3) days of their return to work.

4. Article 14 - Grievances

Now includes a requirement for an informal process prior to the filing of a grievance and deadlines for filing the grievance, meetings, and responses has now been spelled out.

5. Article 28 – Clothing

Clothing points were increased by four (4) for all who currently receive clothing points.

6. Article 35 – Premium Pay

Shift Differential:

- Effective January 1, 2015, shift differential shall be increased to \$1.05.
- Effective January 1, 2016, shift differential shall be increase to \$1.10.

Weekend Premium:

- Effective January 1, 2015, weekend premium shall be increased to \$1.75.

His Worship the Mayor and City Council
The City of Saskatoon

LEGISLATIVE REPORTS

Section B – OFFICE OF THE CITY SOLICITOR

B1) Revenue - Tax Searches and Certificates (File No. CK. 1720-1)

RECOMMENDATION: that City Council consider Bylaw No. 9189.

TOPIC AND PURPOSE

The purpose of this report is to provide City Council with Bylaw No. 9189 which implements City Council's decision to increase the fees charged for online and in-person Tax Certificate requests, and for in-person tax or assessment searches.

REPORT

City Council, at a Special Meeting of Council held on December 6 and 7, 2011, considered a report of the General Manager, Corporate Services Department dated November 17, 2011 requesting approval to increase the fees charged for online and in-person Tax Certificate requests, and for in-person tax or assessment searches to better reflect the costs of providing these services. City Council resolved that the fees charged for Tax Certificate requests and tax or assessment searches be increased as outlined in the General Manager's report and that the City Solicitor prepare the necessary bylaw amendment.

In accordance with City Council's instructions, we are pleased to submit Bylaw No. 9189, *The Assessment and Tax Certificates and Searches Amendment Bylaw, 2014* for Council's consideration.

ATTACHMENT

1. Proposed Bylaw No. 9189, *The Assessment and Tax Certificates and Searches Amendment Bylaw, 2014*.

**B2) Designation of Temporary Off Leash Recreation Area and
and Amendment to the Animal Control Bylaw, 1999, Bylaw No. 7860
(File No. CK. 4205-1)**

RECOMMENDATION: that City Council consider Bylaw No. 9175.

TOPIC AND PURPOSE

The purpose of this report is to provide City Council with Bylaw No. 9175, which implements City Council's decision to amend *The Animal Control Bylaw, 1999* to establish a new temporary off-leash recreation area within the Caswell Hill neighbourhood on a two-year basis and to attend to a housekeeping item.

REPORT

City Council, at its meeting held on December 16, 2013, considered a report of the General Manager, Community Services Department dated November 28, 2013, requesting approval to amend Bylaw No. 7860, *The Animal Control Bylaw, 1999* (the "Bylaw") to establish a one-acre section of land located in the Caswell Hill neighbourhood between Avenue F and Avenue G, and 31st and 32nd Street as a new temporary off-leash recreation area ("OLRA") on a two-year basis.

Also, a housekeeping amendment is required to Schedule No. 2 of the Bylaw, specifically, to remove all reference to acreage.

In accordance with City Council's instructions, we are pleased to submit Bylaw No. 9175, *The Animal Control Amendment Bylaw, 2014*, for Council's consideration.

ATTACHMENT

1. Proposed Bylaw No. 9175, *The Animal Control Amendment Bylaw, 2014*.

**B3) Proposed Amendment to *The Noise Bylaw, 2003*
(Files CK. 375-2 and x185-15)**

RECOMMENDATION: that the information be received and that City Council consider the proposed amendments to *The Noise Bylaw, 2003*.

TOPIC AND PURPOSE

This report offers proposed amendments to *The Noise Bylaw, 2003* in accordance with the earlier direction of City Council to “prepare an amendment to Bylaw No. 8244, *The Noise Bylaw, 2003*, which would create the offence of operating any vehicle in such a manner as to disturb the public, and which would include a specific provision setting decibel limits for motorcycle noise.”

REPORT HIGHLIGHTS

This report provides proposed amendments for consideration, in accordance with the earlier recommendation, and offers the outline of a communication and enforcement program. The proposed amendments seek to regulate all vehicles, not just motorcycles, and would serve as an alternative enforcement mechanism for the regulation of vehicle noise.

STRATEGIC GOAL

This initiative would align with the strategic goal of contributing to the Quality of Life for our community.

BACKGROUND

As noted in previous reports, vehicle noise of all types are frequently the source of concerns and complaints from the general public. These concerns will typically increase during the summer months when people are more likely to be outside. There is not one type of vehicle that is more likely to be the source of the concerns or complaints. The vehicles involved might be cars, large trucks or motorcycles. As well, it is often the manner of driving that is an issue rather than whether the vehicle has a suitable exhaust system.

The Saskatoon Police Service is the only enforcement group that can handle such complaints and the members rely on the provisions of *The Traffic Safety Act* to ticket violators for making excessive noise.

The proposed amendments to *The Noise Bylaw, 2003*, add additional enforcement tools: a general provision that would apply to all vehicles and a provision that would establish decibel level limits for motorcycles.

REPORT

The general proposed amendment would apply to all vehicles and could be used by any member of the Saskatoon Police Service who receives or investigates a loud vehicle complaint. It is similar to the other general provisions respecting noise violations, in that, one needs evidence of excessive noise, and the member investigating the matter takes into account the location of the event, the type of noise, its duration and the other factors that are set out.

As with the other general provisions, what is unreasonably loud or excessively noisy is a subjective test. If such a charge were to proceed to Court it would be a question of fact for the trial judge to decide based on the evidence heard that the charge has been made out.

The specific sections for decibel limits is objective and applies to motorcycles. Some jurisdictions, notably in the Pacific Northwest of the United States, impose decibel limits for all vehicles; however, only in the case of motorcycles is there an accepted roadside decibel testing procedure. It may be that in the near future there is a standardized roadside testing procedure for all vehicles, and if this happens the matter could be revisited.

It is our understanding, based on discussions with motorcycle industry representatives that any stock motorcycle from any manufacturer will pass the test limits that are set in the proposed Bylaw. It is only in the case of motorcycles that have been modified or not maintained that one is likely to encounter an issue. It is also important to note that motorcycle owners will not be targeted or subjected to random tests to confirm compliance. The enforcement program addresses some of these concerns.

Like any regulation of noise, these proposed amendments seek to strike a suitable balance between those who enjoy robust vehicles and the general public that, in our relatively short outdoor season, like to be outside.

Communications Plan

In consultation with the Communications Division and the Saskatoon Police Service it is recognized that additional communication is required about the proposal amendment, particularly with respect to motorcycles. Therefore, if the proposed amendment is passed, the changes would be communicated to the public through the following means:

- public announcements and web notices;
- arrange meetings with Saskatoon motorcycle sales representatives and invite national representative of motorcycle industry manufacturers to advise as to the changes;
- conduct an amnesty testing program for motorcycles that would include information on the provisions, this would afford motorcycle riders to have their motorcycle tested without fear of receiving a notice of violation or demand for modification; and
- examine areas of the City where the prevalence of parking areas and outdoor or outside seating areas are in close proximity and install the appropriate signage to encourage drivers to leave the area quietly.

Enforcement Protocol

The general provision for all vehicles, as it relies on information collected by a member of the Saskatoon Police Service, will be enforced upon passage of the amendment.

With respect to the decibel limit section, if adopted, the Saskatoon Police Service would contact the Edmonton Police Service and arrange for suitable introductory training on the equipment necessary for the motorcycle testing procedures.

The motorcycle measures require the acquisition of the necessary equipment, training of staff and deployment in the field; therefore, for 2014 this is likely to have limited enforcement. The Saskatoon Police Service has advised that when the system is deployed there would not be random stops of all motorcycles. Rather, it is the expectation that the motorcycle testing area would be established by members of the Traffic Section that had the requisite training on the equipment and that the motorcycles that would be put through the test would have been those identified by a member of the Saskatoon Police Service as being unusually loud. The testing would be done to confirm compliance or non-compliance with the provisions of the Bylaw.

As well, when the system has been established and stops have been made, it is the expectation of the Saskatoon Police Service that enforcement of the motorcycle provisions would begin with warnings rather than notices of violation. In conclusion, the goal of the program, similar to most other Bylaw measures, is to achieve Bylaw compliance.

Options to the Recommendation

City Council could decline to pass the bylaw and ask the Saskatoon Police Service to continue to employ the current enforcement measures.

Legislative Report No. 5-2014
Section B – Office of the City Solicitor
Tuesday, May 20, 2014
Page 6

ATTACHMENT

1. Bylaw No. 9190, *The Noise Amendment Bylaw, 2014*.

Respectfully submitted,

Patricia Warwick, City Solicitor

BYLAW NO. 9189

B1)
Attachment 1

**The Assessment and Tax Certificates and Searches
Amendment Bylaw, 2014**

The Council of The City of Saskatoon enacts:

Short Title

- 1. This Bylaw may be cited as *The Assessment and Tax Certificates and Searches Amendment Bylaw, 2014*.

Purpose

- 2. The purpose of this Bylaw is to increase the fees to be charged for furnishing a tax certificate or making a search of the assessment or tax roll.

Bylaw No. 8103 Amended

- 3. *The Assessment and Tax Certificates and Searches Bylaw, 2012* is amended in the manner set forth in this Bylaw.

Schedule "A" Amended

- 4. Schedule "A" is repealed and the schedule marked as Schedule "A" to this Bylaw is substituted.

Coming into Force

- 5. This Bylaw shall come into force on the first day of its 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 No. 9189

Schedule "A"

Fees for Assessment and Tax Certificates and Searches

1. On-Line Services
 - (1) Tax Certificates \$25 per certificate
 - (2) Tax Searches \$5 per search

2. Services Other than On-Line
 - (1) Tax Certificates \$30 per certificate
 - (2) Tax or Assessment Searches \$10 per search

BZ)

BYLAW NO. 9175

The Animal Control Amendment Bylaw, 2014

The Council of The City of Saskatoon enacts:

Short Title

- 1. This Bylaw may be cited as *The Animal Control Amendment Bylaw, 2014*.

Purpose

- 2. The purpose of this Bylaw is to amend *The Animal Control Bylaw, 1999* to establish a temporary off-leash area within the Caswell Hill neighbourhood, next to Mayfair Pool, between Avenue F and Avenue G, and 31st and 32nd Streets, on a two-year trial basis.

Bylaw No. 7860 Amended

- 3. Bylaw No. 7860, *The Animal Control Bylaw, 1999* is amended in the manner set forth in this Bylaw.

Schedule No. 2 Amended

- 4. Schedule No. 2 is repealed and the Schedule attached as Schedule "A" to this Bylaw is substituted.

Coming into Force

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

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

City Clerk

Schedule "A"

Schedule No. 2

Areas Where Dogs May Be Off-Leash

- (a) Parcel Number: 120066229
 Title Number: 109769552
 Reference Land Description: Blk/Par AA-Plan 74S06447 Ext 0
 As described on Certificate of Title 75S02586

Area in vicinity of intersection at Glasgow Street and Yorath Avenue, south of Glasgow Street. This off-leash area is fenced;

- (b) Parcel Number: 118974730
 Title Number: 111663637
 Reference Land Description: Blk/Par A-Plan G375 Ext 0
 As described on Certificate of Title 86S52822

Area along Junor Avenue, one mile north of 37th Street;

- (c) Parcel Number: 131794027
 Title Number: 109328104
 Reference Land Description: SW Sec 29 Twp 36 Rge 04 W3 Ext 2
 As described on Certificate of Title 90S11417,
 description 2

Area 0.4 km north of 8th Street on McOrmond Drive on the east side;

- (d) East portion of:
 Parcel Number: 119062076
 Title Number: 108820278
 Reference Land Description: Lot A, Blk/Par 5, Plan 85S42163 Ext 0
 As described on Certificate of Title 90S11414

Parcel Number: 131598164
 Title Number: 108897812
 Reference Land Description: Blk/Par MR1, Plan 85S42163 Ext 0
 As described on Certificate of Title 91S13754

North portion of:
 Parcel Number: 119063606
 Title Number: 108820335
 Reference Land Description: Blk/Par C, Plan 85S42163 Ext 0
 As described on Certificate of Title 85S46321

Riverbank area and uplands adjacent to the east end of Silverwood Golf Course north to the City limits and with a southerly border perpendicular to the middle of the east end of Silverwood Golf Course. For reference, the area is identified on the map on the following page as "Marquis Off Leash Area";

(e) Parcel Number: 136267566
 Title Number: 111226799
 Reference Land Description: Lot 1, Plan G128, Ext 0
 As described on Certificate of Title 62S08916

Parcel Number: 136267544
 Title Number: 111226777
 Reference Land Description: Lot 2, Plan G128, Ext 2
 As described on Certificate of Title 62S08916,
 description 2

Parcel Number: 136267588
 Title Numbers: 111226812 and 111226889
 Reference Land Description: Lot 2, Plan G128, Ext 3
 As described on Certificate of Title 82S36528,
 description 3

Parcel Number: 136267601
 Title Numbers: 111226834 and 111226902
 Reference Land Description: Lot 3, Plan G128, Ext 0
 As described on Certificate of Title 82S36528

Parcel Number: 136267612
 Title Numbers: 111226845 and 111226913
 Reference Land Description: Lot 4, Plan G128, Ext 0
 As described on Certificate of Title 82S36528

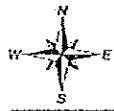
A portion of the riverbank area and uplands, in the area commonly known as "Sutherland Beach", located on the east side of the South Saskatchewan River, north of the Circle Drive Bridge and west of the University of Saskatchewan Research Farm. This off-leash area is fenced; and

- (f) Parcel Number: 147244068
Title Number: 116294159
Reference Land Description: Parcel C, Plan 101398877, Ext 1
As described on Certificate of Title 63S17688

The area north of the east/west road between Valley Road and Cedar Villa Estates approximately 1.3 km west of the turnoff from Valley Road to Cedar Villa Estates. This off-leash area is fenced. For reference, the area is identified on the map on the following page as "SW Off-Leash Area".

- (g) Parcel Number: 120284995
Title Number: 110774819
Reference Land Description: Lot 23, Blk/Par 26, Plan G4296, Ext 0
As described on Certificate of Title 71S02153

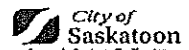
Caswell Hill area located at 1025 Avenue F North, next to Mayfair Pool. For reference, the area is identified on the subsequent map titled "Caswell Hill Off Leash Recreation Area", located between Avenue F and Avenue G, and 31st and 32nd Street.



MARQUIS OFF LEASH AREA



- ■ ■ ■ ■ ■ City Limits
- ■ ■ ■ ■ ■ Off Leash Area



Information provided for informational purposes only. This map is not to be used for legal purposes. The City of Saskatoon is not responsible for any errors or omissions. For more information, please contact the City of Saskatoon at 311-800-6611 or visit our website at www.saskatoon.ca.

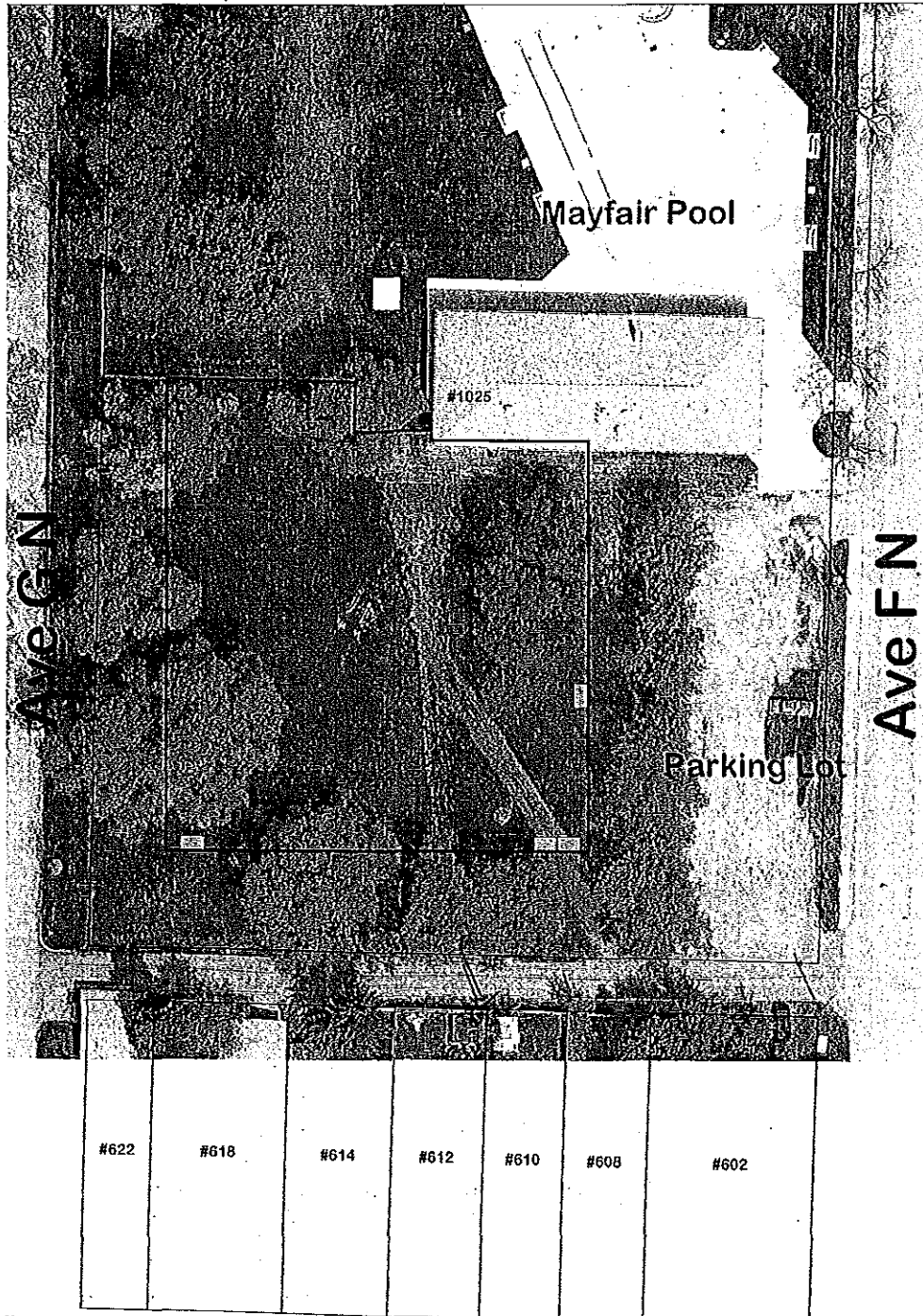
South West Off Leash Recreation Area

© Waste Receptacle



Caswell Hill Off Leash Recreation Area

• Trash Receptacles



BYLAW NO. 9190

The Noise Amendment Bylaw, 2014

The Council of The City of Saskatoon enacts:

Short Title

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

Purpose

2. The purpose of this Bylaw is to amend *The Noise Bylaw, 2003*:
 - (a) to regulate unreasonably loud or excessive motor vehicle exhaust noise; and
 - (b) to prescribe specific maximum sound limits for motorcycle exhaust noise.

Bylaw No. 8244 Amended

3. *The Noise Bylaw, 2003* is amended in the manner set forth in this Bylaw.

Section 3 Amended

4. Section 3 is amended:
 - (a) by adding the following after clause (b):

"(b.1) "dB(A)" means the sound pressure measured in decibels using the 'A' weighted scale of a sound level meter;"
 - (b) by adding the following after clause (g):

"(g.1) "motorcycle" means a motorcycle within the meaning of *The Traffic Safety Act*, S.S. 2004, Chapter T-18.1;" and
 - (c) by adding the following after clause (m):

"(m.1) "sound level meter" means a device used to measure sound pressure, which meets the applicable American National Standards Institute, S1.4-1983(R2006), the International Electro-Technical Council Standard No. 123, or the British Standard No. 3539 Part 1, or the U.S.A. Standard S1.4-1961;"

New Sections 5.1, 5.2 and 5.3

5. The following sections are added after Section 5:

"Motor Vehicle Noise Prohibition

5.1 Without limiting the generality of section 5, for the purpose of regulating motor vehicle noise, the following provisions shall apply:

- (a) no person shall operate a motor vehicle in such a manner that it makes, continues, causes to be made or continues or suffers or permits to be made or continued any unreasonably loud or excessive noise;
- (b) in determining whether the noise from a motor vehicle is unreasonably loud or excessive, a justice may consider any of the factors mentioned in subsection 5(2); and
- (c) no person shall operate a motorcycle within the City of Saskatoon that is capable or emitting any sound exceeding 92 dB(A), as measured by a sound level meter at 50 centimeters from the exhaust outlet while the engine is at idle; or emitting any sound exceeding 96 dB(A), as measured by a sound level meter at 50 centimeters from the exhaust outlet while the engine is at any speed greater than idle.

Sound Level Meter Certificate

5.2 A certificate issued by the manufacturer of a sound level meter shall be admitted into evidence as *prima facie* proof the meter meets the applicable standard set out in clause 3(m.1).

Testing Permitted

5.3 The operator of any motor vehicle shall, upon the request of a police officer, take the motor vehicle to any site designated by the police officer and have the motor vehicle tested for sound."

Coming into Force

6. 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

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. Innovative Housing Incentives Applications
New Rental Construction Land Cost Rebate Program
Innovative Residential Inc. – 402 Manek Road
(Files CK. 750-4 and PL. 952-6-22)**

RECOMMENDATION:

- 1) that funding of \$381,372 for the construction of 80 purpose-built rental units to be built at 402 Manek Road by Innovative Residential Inc., be approved;
- 2) that a five-year tax abatement of the incremental taxes be applied to the subject properties, commencing the next taxation year, following the completion of construction; and
- 3) that the City Solicitor be instructed to prepare the necessary tax abatement and incentive agreements with Innovative Residential Inc., and that His Worship the Mayor and the City Clerk be authorized to execute these agreements under the corporate seal.

Attached is a report of the General Manager, Community Services Department dated April 24, 2014, regarding an application from Innovative Residential Inc., for the New Rental Construction Land Cost Rebate Program to create 80 purpose-built rental units in the Evergreen neighbourhood.

Your Committee considered the matter and supports the above recommendations.

**2. Award of Contract for Kinsmen Park Carousel Animal Paint Rejuvenation
Sharon Deason Objects Conservator
(Files CK. 4205-9-3 and RS. 4206-KI-12)**

- RECOMMENDATION:**
- 1) that Sharon Deason Objects Conservator be awarded a contract for the paint rejuvenation for the carousel animals at Kinsmen Park for a total of \$105,420, net of GST; and
 - 2) that the City Solicitor be instructed to prepare the necessary agreement for execution by His Worship the Mayor and the City Clerk under the Corporate Seal.

Attached is a report of the General Manager, Community Services Department dated April 25, 2014, requesting approval to award the contract for paint rejuvenation of the carousel animals at Kinsmen Park.

Your Committee has reviewed the matter and supports the above recommendations.

**3. Proposed Policy Changes
Innovative Housing Incentives Policy No. C09-002
(Files CK. 750-4 and PL. 950-27)**

- RECOMMENDATION:** that Innovative Housing Incentives Policy No. C09-002 be amended as indicated in the April 24, 2014 report of the General Manager, Community Services Department.

Attached is a report of the General Manager, Community Services Department dated April 24, 2014, requesting approval for proposed amendments to Innovative Housing Incentives Policy No. C09-002.

Your Committee has reviewed the matter and supports the above recommendation.

**4. Capital Project #1615 – IS Water Distribution
Water Main Lining Project Delivery
Contract No. 14-0033 – Water Main Lining West
Contract No. 14-0034 – Water Main Lining East
(Files CK. 7820-5 and IS. 7820-62)**

RECOMMENDATION: that the information be received.

Attached is a report of the General Manager, Transportation and Utilities Department dated April 24, 2014, regarding changes made to the 2014 Water Main Lining contracts that will result in better customer service during construction.

Your Committee has reviewed the matter and is submitting it to City Council for information.

Respectfully submitted,

Councillor M. Loewen, Chair

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: April 24, 2014
SUBJECT: Innovative Housing Incentives Applications – New Rental Construction Land Cost Rebate Program - Innovative Residential Inc. 402 Manek Road
FILE NO.: CK. 750-4 and PL. 952-6-22

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

- 1) that funding of \$381,372 for the construction of 80 purpose-built rental units to be built at 402 Manek Road by Innovative Residential Inc., be approved;
- 2) that a five-year tax abatement of the incremental taxes be applied to the subject properties, commencing the next taxation year, following the completion of construction; and
- 3) that the City Solicitor be instructed to prepare the necessary tax abatement and incentive agreements with Innovative Residential Inc., and that His Worship the Mayor and the City Clerk be authorized to execute these agreements under the corporate seal.

TOPIC AND PURPOSE

Innovative Residential Inc. submitted an application to the New Rental Construction Land Cost Rebate Program to create 80 purpose-built rental units in the Evergreen neighbourhood.

REPORT HIGHLIGHTS

1. Innovative Residential Inc. is proposing to build 80 purpose-built rental units in Evergreen.
2. These units are in an area of the City of Saskatoon (City) with a need for rental housing.
3. This project qualifies for a grant and an Incremental Property Tax Abatement.
4. Innovative Residential Inc. will be required to enter into an Incentive Agreement to ensure the units are completed on time and remain as rental stock for 15 years.

STRATEGIC GOAL

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

BACKGROUND

During its September 26, 2011 meeting, City Council approved a Cost-Sharing Agreement with the Province of Saskatchewan (Province) to help fund the New Rental Construction Land Cost Rebate Program. Under this agreement, the Province covers the cost of the cash grant by matching the value of the Incremental Property Tax Abatement with a cash grant of up to \$5,000 per unit. The agreement includes funding for a total of 1,874 units from 2011 to 2015 and requires that all units be complete by March 31, 2016. To date, City Council has approved 1,308 units under this agreement.

REPORT

On March 7, 2014, the City received an application from Innovative Residential Inc. for funding assistance under the New Rental Construction Land Cost Rebate Program.

Innovative Residential is Proposing to Build 80 Purpose-Built Rental Units in Evergreen

The proposal calls for the construction of five, two and a half storey, stacked townhouse buildings on the site located at 402 Manek Road in the Evergreen neighbourhood (see Attachment 1). Each building contains 16 residential townhouse units with three-bedroom townhouses stacked on top of two-bedroom ground level walkout units (see Attachment 2). Parking stalls and garages are located in the interior of the site, with each three-bedroom townhouse unit having a detached garage and a parking stall and each two-bedroom unit having one parking stall (see Attachment 2). The homes will be modular built and the expected completion date is December 31, 2014.

The Need for Rental Housing in Saskatoon

There continues to be a great need for rental housing in Saskatoon. The 2013 apartment vacancy rate in Saskatoon was 2.7 percent (Canada Mortgage and Housing Corporation). Generally speaking, a vacancy rate below 3 percent indicates a shortage of rental housing. The northeast section of the City, which includes the Evergreen neighbourhood, has a 1.8 percent apartment vacancy rate (Canada Mortgage and Housing Corporation).

There are currently limited options for rental units within the Evergreen neighbourhood or the neighbouring Erindale, University Heights, and Willowgrove neighbourhoods; therefore, demand for these units is expected to be high.

This Project Qualifies for a Grant and Incremental Property Tax Abatement

After a thorough review of this application, the Administration has concluded that this project will qualify for an Incremental Property Tax Abatement and a cash grant of up to \$5,000 per unit under Innovative Housing Incentives Policy No. C09-002. The

Assessment and Taxation Division estimates the value of this abatement to be approximately \$71,833 annually or \$381,372 over five years (presuming average tax increases of 3 percent annually).

The funding source for the cash grant is from the Provincial Cost Sharing Agreement, which will provide funding equal to the estimated value of the five-year incremental property tax of \$381,372 or \$4,767.15 per unit.

The Incentive Agreement

In order to ensure that the units are completed on time and remain as rental stock for 15 years, as per Innovative Housing Incentives Policy No. C09-002, the applicant will be required to enter into an Incentive Agreement. The Incentive Agreement will include the requirement that construction of the units be complete no later than March 31, 2016. Further ensuring that the units remain rentals, City Council could deny approval of any condominium conversion application for these units while the Incentive Agreement is in effect. Funding will only be provided upon completion of the project and closure of all building permits.

OPTIONS TO THE RECOMMENDATION

City Council could choose to decline funding for this project. Choosing this option would represent a departure from Innovative Housing Incentives Policy No. C09-002. The Administration is not recommending this option.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The funding source for the cash grant of \$381,372 is the Affordable Housing Reserve; however, the Province will reimburse the City within three months for this amount.

This project will also result in foregone revenue of the municipal portion of property taxes of approximately \$213,568 as a result of the proposed Incremental Property Tax Abatement.

Budgeted	Affordable Housing Reserve	External Funding	Foregone Tax Revenue
\$381,372	\$381,372	\$381,372	\$213,568

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Public and/or stakeholder involvement is not required.

COMMUNICATION PLAN

A communication plan is not required.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The project is estimated to be completed by December 31, 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)

A CPTED review is not required.

PUBLIC NOTICE

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

ATTACHMENTS

1. Map of Proposed Project Location – 402 Manek Road
2. Site Plan for 402 Manek Road with Rendering

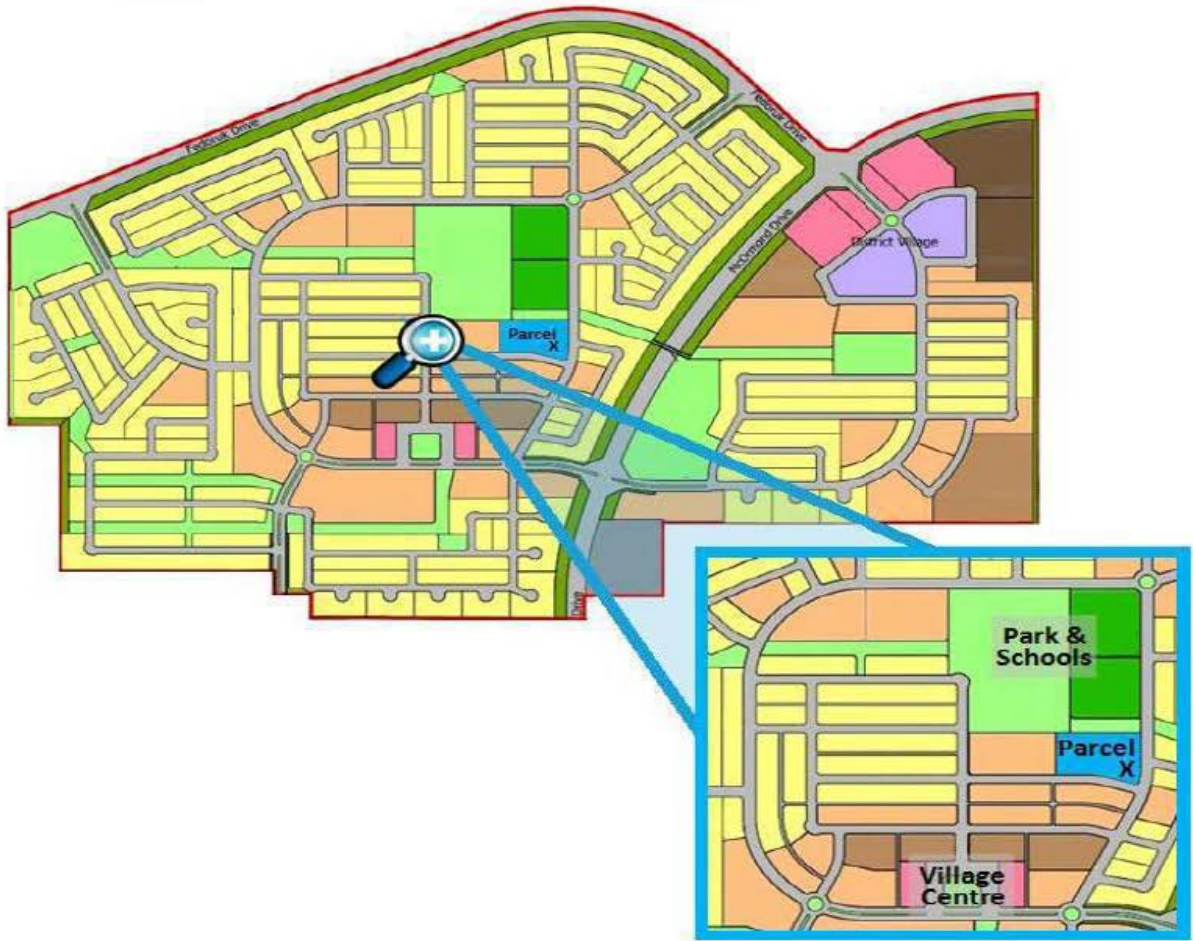
Written by: Keith Folkersen, Planner

Reviewed by: “Alan Wallace”
 Alan Wallace
 Director of Planning and Development

Approved by: “Lynne Lacroix”
 For Randy Grauer, General Manager
 Community Services Department
 Dated: “April 29, 2014”

Approved by: “Murray Totland”
 Murray Totland, City Manager
 Dated: “May 3, 2014”

Map of Proposed Project Location – 402 Manek Road



Site Plan for 402 Manek Road with Rendering



TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: April 25, 2014
SUBJECT: Award of Contract for Kinsmen Park Carousel Animal Paint Rejuvenation – Sharon Deason Objects Conservator
FILE NO.: CK. 4205-9-3 and RS. 4206-KI-12

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

- 1) that Sharon Deason Objects Conservator be awarded a contract for the paint rejuvenation for the carousel animals at Kinsmen Park for a total of \$105,420, net of GST; and
- 2) that the City Solicitor be instructed to prepare the necessary agreement for execution by His Worship the Mayor and the City Clerk under the Corporate Seal.

TOPIC AND PURPOSE

City Council is being requested to approve awarding of the contract for the paint rejuvenation of the carousel animals at Kinsmen Park.

REPORT HIGHLIGHTS

1. A Request for Proposal (RFP), calling for a proponent with expertise in painting and restoration, was released to the public in February 2014 with only one Proposal received. The proponent was evaluated based on experience, project approach, fees, and project delivery.
2. The Administration recommends awarding the contract to Sharon Deason Objects Conservator (Conservator) based on the Conservator's expertise and experience working with various restoration projects.

STRATEGIC GOAL

The Strategic Goal of Quality of Life indicates that citizens have access to facilities and programs that promote active living, and enjoy the natural beauty and benefits of parks, trails, and the river valley that brings people together.

Restoration of the carousel animals at Kinsmen Park coincides with the vision for rejuvenation of Kinsmen Park and will enhance the natural beauty of the park, while providing new amenities, both active and passive, that are enjoyable for people of all ages.

BACKGROUND

One of the original rides at Kinsmen Park was the carousel, which was funded by the Kinsmen Club and installed in the early 1960's. In 1974, the current carousel was

purchased and installed; in 1995 the carousel received a new canopy. The carousel is a significant historic monument within the park and is in need of restoration. The last scheduled improvement was approximately 20 years ago. The restoration of the carousel is one of many key components in the Kinsmen Park Rejuvenation Project.

REPORT

Proponent Evaluation Criteria Through the RFP Process

In February 2014, an RFP calling for a proponent with expertise in painting and restoration was released to the public, including targeted companies with prior experience. The successful proponent would be responsible for project management, administration, and insurance, in addition to communicating with the City throughout the duration of the project.

There are 36 unique animals on the carousel. These animals are collector's items due to the age of the original frame and the intricacy of the designs. The intent of the restoration is to repaint the animals according to the colour palette provided by the consultants and Space2Place, and in accordance with the design and colour palette for Kinsmen Park Phase One.

The RFP closed on March 4, 2014, and one Proposal was received. The proponent was evaluated based on the following:

- 1) previous experience on related projects, references and team;
- 2) project approach: colour design, description of methodology, design approach;
- 3) fees; and
- 4) project delivery: scheduling plan, project management, and coordination.

Contract Award to Sharon Deason Objects Conservator

The Administration is recommending that City Council approve the award of the contract to the Conservator, based on the following supportive attributes of the Proposal received:

- 1) Proposal falls within budget, and is the only Proposal received;
- 2) meets the design requirements;
- 3) Proposal includes a professional and well laid out schedule based on the overall project moving forward;
- 4) proponent is experienced in preservation, restoration, conservation, and paint rejuvenation using a variety of different methods and mediums; and
- 5) meets the RFP required objectives, services, and deliverables.

OPTIONS TO THE RECOMMENDATION

There are no options.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The total project cost to the City for the Proposal submitted by Conservator is as follows:

- **Total Base Bid (net of GST) \$105,420**

Funds for this project have been approved by City Council and are available in the 2013 Capital Budget – Project No. 2471 Kinsmen Park and Area Master Plan. Within Kinsmen Park Project No. 2471, the budget for the Carousel Paint Rejuvenation Contract is \$110,000.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

No additional stakeholder involvement is required at this time.

COMMUNICATION PLAN

A communication plan for Kinsmen Park is being developed through the Marketing Section of the Community Services Department that will highlight significant milestones and focus on the positive changes in the timeline and initiatives, such as the carousel rejuvenation. As construction progresses, Marketing is working towards posting video updates to generate excitement for the upcoming developments.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The Carousel Animal Paint Rejuvenation Project is scheduled to begin in May 2014, with a completion date of April 2015.

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 was conducted by the CPTED Review Committee on the development plan for Phase One construction. The recommendations were reviewed and revised based on discussions with Space2Place. All recommendations have been addressed within the detailed design.

PUBLIC NOTICE

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

Written by: Chelsie Schafer, Open Space Consultant

Reviewed by: “Cary Humphrey”
Cary Humphrey
Director of Recreation and Sport

Approved by: “Lynne Lacroix” for
Randy Grauer, General Manager
Community Services Department
Dated: “May 1, 2014”

Approved by: “Murray Totland”
Murray Totland, City Manager
Dated: “May 3, 2014”

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: April 24, 2014
SUBJECT: Proposed Policy Changes – Innovative Housing Incentives Policy No. C09-002
FILE NO.: CK. 750-4 and PL. 950-27

RECOMMENDATION: that a report be submitted to City Council recommending that Innovative Housing Incentives Policy No. C09-002 be amended, as indicated in this report.

TOPIC AND PURPOSE

The purpose of this report is to present City Council with proposed amendments to Innovative Housing Incentives Policy No. C09-002, as recommended by the Auditor (Garmin, Weimer and Associates).

REPORT HIGHLIGHTS

1. The Administration has been following generally accepted practices for paying out Innovative Housing Incentives and retaining holdbacks to ensure the completion of housing projects.
2. The Administration is recommending guidelines for releasing financial incentives and holdbacks for grants under Innovative Housing Incentives Policy C09-002.

STRATEGIC GOAL

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

BACKGROUND

Innovative Housing Incentives Policy No. C09-002 was adopted by City Council on September 10, 1990, and has been amended by City Council on a number of occasions to keep it up to date as new housing programs were created. Innovative Housing Incentives Policy No. C09-002 does not provide any direction on when financial incentives are paid out or how holdbacks are to be applied to ensure completion of the housing project.

During its March 3, 2014 meeting, City Council received, for information, the Audit Report on the City's Affordable Housing Incentives, as prepared by Garman Weimer and Associates Ltd. The Audit Report included a recommendation that guidelines be developed which outline the circumstances under which holdbacks will be applied against incentive payments.

REPORT

The City's Practice on Paying Out Financial Incentives and Holdbacks

The City's practice has been to pay out grants for housing projects in full, upon completion of the project. This practice worked well until 2008 when all affordable housing projects were managed by the Saskatchewan Housing Corporation (SHC). SHC made regular progress payments to the builders, including advances on the City's grant, as work progressed. The City's grant was not required until the project was complete and was paid out after all permits were closed and development standards met.

The 2008 - 2012 Housing Business Plan introduced new housing programs, including the New Rental Land Cost Rebate Program and the Mortgage Flexibilities Support Program, that have different cash flow requirements from SHC managed projects. These projects tend to be built in phases and typically have units ready for occupancy before all site work is complete. Tasks, such as final grading and landscaping, are weather dependent and are often not complete until months after the first units are occupied.

The Administration has responded to the cash flow needs of builders that are participating in these programs by providing grant payments in phases when units were complete and occupied. Holdbacks of 10 percent of the total approved grant have been retained to ensure project completion.

The size of holdbacks has been reduced to 5 percent when there has been other security in place, such as a bond or letter of credit with the Provincial Ministry of Justice, which is typical in condominium construction. Holdbacks have been released after all permits have closed, development standards are met, and final inspections completed.

The Administration is, therefore, recommending that these practices be adopted by City Council as policy, as recommended by the City's Auditor.

Proposed Guidelines for Releasing Financial Incentives and Holdbacks

It is recommended that Innovative Housing Incentives Policy No. C09-002 be amended to include the following new Section 5, which will document when Housing Incentive Grants are paid and the circumstances under which holdbacks are applied:

5. Releasing Financial Incentives and Holdbacks

5.1 Affordable Housing Capital Contribution and Purpose-Built Rental Housing Capital Contribution

- a) Grant payments will not be made in whole or in part until units are ready for occupancy (rental) or occupied (ownership).
- b) Grant payments may be made in phases if some units or phases in a project are complete before other units.

- c) The City will hold back payment of 10 percent of the total grant approved by City Council for the project until all work is complete as defined in Section 5.1 (f).
- d) The City's holdback can be reduced to as little as 5 percent of the total grant approved for the project if there is other financial security in place to ensure completion of the project, such as funding being held back by another level of government or a letter of credit or bond held by the Provincial Ministry of Justice. The amount the holdback is reduced will be equal to the value of the other financial security to a maximum of 5 percent of the total grant approved for the project.
- e) The holdback retained for any project is not to be less than \$5,000.
- f) A project will be considered complete when the following occurs:
 - i) all building and plumbing permits are closed;
 - ii) an inspection to ensure compliance with Zoning Bylaw No. 8770 has been completed;
 - iii) there is no unrepaired damage to municipal infrastructure as a result of construction;
 - iv) the site is fully landscaped and free of construction debris; and
 - v) in the case of an ownership project, the units have been sold to eligible homebuyers, the condominium corporation has been created, (if applicable), or any other condition set out in the Incentive Agreement is met.

5.2 Down Payment Grants under the Mortgage Flexibilities Support Program

- a) City contributions of down payment grants approved for low and moderate-income homebuyers under the Mortgage Flexibilities Support Program must be paid in trust to the lawyer acting on behalf of the homebuyer.
- b) Prior to issuing the down payment grant, the City must receive documentation from the mortgage lender verifying that the names on the mortgage documents are consistent with the individual or individuals approved for the down payment grant and that the mortgage is being provided by a Canada Mortgage and Housing Corporation or Genworth Canada approved lender.

5.3 Secondary Suite Incentives

- a) Permit rebates for the creation or legalizing of secondary suites will not be made until the secondary suite is complete.
- b) A secondary suite will be considered complete when all plumbing and building permits relating to the secondary suite and principal dwelling are paid and closed and a Legalizing an Existing Suite Occupancy Permit has been issued (where applicable).
- c) The payment will be made to the individual(s) or corporation that owned the property on the date that the secondary suite was complete.

It is further recommended that the existing Section 5 – Responsibilities, be renumbered as Section 6.

OPTIONS TO THE RECOMMENDATION

City Council may choose not to adopt these policy recommendations. If these policy recommendations are not approved, City Council will need to provide the Administration with direction on appropriate policy amendments.

POLICY IMPLICATIONS

There are several amendments to Innovative Housing Incentives Policy C09-002 proposed in this report.

FINANCIAL IMPLICATIONS

There are no financial implications.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

The Administration regularly consults with housing providers, builders, and other levels of government in regard to administering housing incentives.

COMMUNICATION PLAN

The Planning and Development Division will provide the policy changes to the builders who are accessing the incentives under Innovative Housing Incentives Policy C09-002, and send the policy changes to the Saskatoon Housing Initiatives Partnership (SHIP) for their information.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The City's Housing Business Plan, housing programs, and related policy are reviewed annually. An annual report on the Housing Business Plan will be provided by April 2015.

ENVIRONMENTAL IMPLICATIONS

No environmental and/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)

There are no CPTED implications.

PUBLIC NOTICE

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

Written by: Daryl Sexsmith, Housing Analyst

Approved by: “Alan Wallace”
Alan Wallace
Director of Planning and Development

Approved by: “Lynne Lacroix”
For Randy Grauer, General Manager
Community Services Department
Dated: “May 1, 2014”

Approved by: “Murray Totland”
Murray Totland, City Manager
Dated: “May 6, 2014”

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Transportation & Utilities Department
DATE: April, 24, 2014
SUBJECT: Capital Project #1615 – IS Water Distribution
Water Main Lining Project Delivery
Contract No. 14-0033 - Water Main Lining West
Contract No. 14-0034 - Water Main Lining East
FILE NO: CK. 7820-5 and IS. 7820-62

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

TOPIC AND PURPOSE

Water Main lining is a relatively new treatment for the City of Saskatoon, and is intended to both reduce the costs of water main rehabilitation and also lessen disruption to residents. However, the 2013 program did result in scheduling and construction issues, which caused more resident disruption than expected. This report is intended to inform City Council of the changes made to the 2014 Water Main Lining contracts that will result in better customer service during construction.

REPORT HIGHLIGHTS

1. Changes to the 2014 Water Main Lining contracts are expected to improve construction schedules and coordination, which will reduce homeowner inconvenience.
2. Homeowner communication is being enhanced through increased advanced notices and the creation of a project webpage to keep homeowners up-to-date on the project.

STRATEGIC GOALS

The information in this report supports the City of Saskatoon Strategic Goals of Continuous Improvement and Quality of Life. Making changes to this year's Water Main Lining contracts will allow the City to provide high quality service that meets the expectations of our citizens.

This report also supports the City of Saskatoon Strategic Goal of Asset and Financial Sustainability as work completed within the Water Main Lining contracts will ensure failing infrastructure is repaired in a manner that is least disruptive and most cost effective.

BACKGROUND

Construction & Design is responsible to tender a water main lining contract to repair failing sections of aging water mains at various locations throughout the City. There are multiple steps required to perform this type of work, including:

- installation of temporary water lines to each affected property
- preparation of excavation pits
- cleaning and lining of the water main
- road restoration

The entire process results in periods of time where no work may take place at any given location, which is necessary to complete all the work in the most effective manner. Water main lining is the most cost effective and least intrusive method for repairing water mains.

In 2013, feedback received from home owners impacted by the work identified that it was necessary for Construction and Design to review the project delivery method. Common concerns brought forth by residents included: project taking much longer to complete than communicated, no communication of changes to schedule, decrease in water pressure, total loss of water service, and general inconvenience.

REPORT

Upon review of the 2013 water main lining project, it was determined that the majority of concerns were a result of a lack of communication and poor contractor performance. As a result, homeowner communication is being enhanced through increased advanced notices and the creation of a project webpage to keep homeowners up-to-date on the project. Additionally, changes have been added to the 2014 Water Main Lining contracts to decrease the impact to homeowners and encourage the timely completion of locations to reduce homeowner inconvenience.

2014 Water Main Lining Contract Changes

Construction & Design has incorporated bonus/penalty changes in its water main lining contracts intended to ensure the timely completion of locations. Contractor's tender submissions are required to include the number of days that they intend to occupy each location and they are either awarded a bonus or charged a penalty depending upon whether they are early or late in its completion. Site rental fees take effect once the contractor begins to install temporary water service infrastructure and will remain in effect until the rehabilitated water main is fully put back into service.

In response to concerns pertaining to the untimely responses to temporary water main emergencies (i.e. service interruptions and system leaks), the City has clarified the contractor's obligation in the contract documents. A 90 minute time limit has been established and will be monitored through dispatch for the contractor to respond to such emergencies, with incremental penalties being imposed for late responses.

In order to enhance public safety at water main lining jobsites, the 2014 contract includes higher standards for the protection of access pits. For narrower streets, steel plating has been specified for use over any access pits left unattended. This will allow

the streets to be open to traffic. The standard has been elevated in order to reduce the risk of plates becoming compromised by vehicle loadings or vandalism. For streets deemed to be wide enough that pits can be left in a fenced-off state, 1.8 m steel fencing has been mandated around access pits in order to increase the level of public safety.

Homeowner Communication

Given that water main work imposes substantial inconveniences to affected residents, it has been identified that notification of this work should be communicated as early as possible. For the 2014 season, affected homeowners will receive an additional notification compared to last year, giving them a general heads-up of the upcoming work and relaying information about the project well in advance of commencement. It is expected that the extra notice will be appreciated by homeowners, as it will allow them more time to become prepared for the project.

As a result of the extended timelines experienced in 2013, many homeowners experienced frustration not knowing when they could expect things to return to normal in their neighbourhood. It is expected that the incentives and penalties described above will have a significant effect on the timelines for construction. However, should the original project schedule experience changes, a project webpage will be available to homeowners to view any updates. Homeowners will be informed of and directed to the project webpage in a notice letter distributed prior to the onset of the work. In addition to schedule updates, the webpage will also contain any other pertinent information deemed to be beneficial to the public.

OPTIONS TO THE RECOMMENDATION

As an information report, no options have been identified.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There are no financial implications.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Although the content of this report pertains primarily to residents impacted by the 2014 Water Main Lining project, public and/or stakeholder involvement is not required.

COMMUNICATION PLAN

Letters will be delivered to residents adjacent to construction in advance of the 2014 Water Main lining project start date and if the project is to be significantly delayed. The

letters will include details on the project and direct residents to the City's website (Saskatoon.ca) for an up- to-date project schedule.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

Construction and Design will report back prior to the 2015 construction season to communicate as to whether the changes made in 2014 were successful.

ENVIRONMENTAL IMPLICATIONS

The construction activities associated with the water main lining program will result primarily in the consumption of natural resources (fuel) and related greenhouse gas emissions. However, the cured-in-place-pipe (CIPP) method of water main rehabilitation requires a smaller construction footprint, and therefore, a smaller overall environmental impact, when compared to traditional open cut methods. The overall impact on greenhouse gas emissions has not been quantified at this time.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED Review is not required.

PUBLIC NOTICE

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

Written by: Lucas Storey, Project Engineer, Construction and Design

Reviewed by: Sohrab Khan, Sr. Project Management Engineer
Construction and Design

Reviewed by: Chris Hallam, Director of Construction and Design

Approved by: "Jeff Jorgenson"
Jeff Jorgenson, General Manager
Transportation & Utilities Department
Dated: "May 5, 2014"

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. Bicycle Program Update – Feasibility of Protected Bike Lanes
(Files CK. 6000-5, TU. 0375-2, and PL. 6330-4)

- RECOMMENDATION:**
- 1) that the use of unidirectional bike lanes on 24th Street (from Spadina Crescent to Idylwyld Drive) and 4th Avenue (from 19th Street to 24th Street) as a demonstration project be endorsed, including providing information to adjacent property owners/businesses and ongoing consultation throughout the duration of project, to ensure appropriate integration with existing land uses; and
 - 2) that if the demonstration project is not initiated by July 15, 2014, it be deferred to spring 2015.

Attached is a report of the General Manager, Community Services Department dated April 23, 2014, in response to a resolution from City Council regarding the installation of separated bike lanes in the downtown.

Your Committee was informed the provision of protected bike lanes will affect the amount of street parking by reducing the number of spaces on 4th Avenue and 24th Street. It was emphasized that the revenue impact on the reduced parking spaces noted in the report is worst-case scenario, not taking into account any excess parking capacity on other streets or any increase in Downtown patronage during the pilot project.

The goal is to implement the pilot project summer of 2014 however there may be delays with roadway resurfacing projects on 4th Avenue and 24th Street. Your Committee supports deferring the project until spring of 2015 if implementation is too late in the 2014 summer season.

Following review of this matter, your Committee supports an 18-month protected bike lane demonstration project and puts forward the above recommendations.

**2. Enquiry – Former Councillor G. Wyant (September 2, 2008)
Free Parking Downtown for Motor Scooters
(File CK. 6120-5)**

- RECOMMENDATION:**
- 1) that the information be received; and
 - 2) that the matter of maximizing parking opportunities and revenues for motorcycles/scooters be referred to the Administration to include with its discussion on parking strategies.

Attached is a report of the General Manager, Transportation and Utilities Department, dated April 22, 2014, in response to an enquiry from former Councillor Wyant requesting a report on introducing amendments to Bylaw 7200, *The Traffic Bylaw*, allowing motor scooters to park free downtown.

Your Committee reviewed this matter and expressed an interest in investigating maximizing parking opportunities and revenues, by having more than one motorcycle/scooter per stall. It was noted that the three Business Improvement Districts are not in favour of providing free parking for scooters.

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

3. Building Better Roads – 2014 Roadway Preservation and Rehabilitation Construction Project Delivery
(Files CK. 6315-1 x6220-1)

- RECOMMENDATION:**
- 1) that the information be received; and
 - 2) that the Administration report to the Administration and Finance Committee at its next meeting to be held May 26, 2014, providing a general overview of the communications plan for residential, commercial, and general projects.

Attached is a report of the General Manager, Transportation and Utilities Department, dated May 5, 2014, providing an overview of the delivery of the 2014 roadway preservation and rehabilitation construction projects.

Your Committee expressed interest in seeing the proposed three-year plan. The Administration noted that all of the information will be available on the new microsite for up-to-date road repair, maintenance and construction programs, approximately in August with further reporting required regarding financing and funding of proposed projects.

Your Committee was informed that communications plans are specific to each location, separated into residential, commercial, and group projects. The Communications Team develops a strategy for each location, with door notices being most effective for residential work, service alerts for all projects, and PSAs for larger projects. Your Committee requested a general overview of the communications plan for residential, commercial, and general projects.

Following review of this matter, your Committee submits the above recommendation.

Respectfully submitted,

Councillor T. Paulsen, Chair

TO: Secretary, Administration and Finance Committee
FROM: General Manager, Community Services Department
DATE: April 23, 2014
SUBJECT: Bicycle Program Update – Feasibility of Protected Bike Lanes
FILE NO.: CK. 6000-5; TU. 0375-2; and PL. 6330-4

RECOMMENDATION: that a report be submitted to City Council recommending that the use of unidirectional bike lanes on 24th Street (from Spadina Crescent to Idylwyld Drive) and 4th Avenue (from 19th Street to 24th Street) as a demonstration project be endorsed, subject to further consultation with adjacent property owners, to ensure appropriate integration with existing land uses.

TOPIC AND PURPOSE

This report provides a description of a proposed demonstration project for the installation of dedicated protected bike lanes in the Downtown. The demonstration project is intended to assess the feasibility of installing permanent protected bike lanes in the Downtown as proposed in the City Centre Plan (City Centre Plan), and by Saskatoon Cycles through the Better Bike Lanes initiative.

REPORT HIGHLIGHTS

1. In 2009, the City of Saskatoon (City) embarked on a program to improve cycling conditions in the Downtown that included the marking of conventional bike lanes on 4th Avenue and the placement of sharrow markings in traffic lanes on 24th Street.
2. Protected bike lanes provide a higher level of comfort to cyclists; however, they also require more street space than conventional bike lanes and may impact the amount of parking and/or number of travel lanes.
3. A protected bike lane demonstration project is recommended for a period of 18 months to evaluate the operation of the street during all seasons, including winter. The provision of protected bike lanes will affect the amount of street parking by reducing the number of spaces on 4th Avenue and 24th Street by 28 percent and 51 percent, respectively. In all cases, at least one traffic lane per direction can be maintained on every block.

STRATEGIC GOAL

Improving the comfort and attractiveness of cycling in the Downtown supports the Strategic Goal of Moving Around by creating a more cycling-friendly Downtown and promoting active transportation. The City Centre Plan identified the need for improved facilities for cycling within the City Centre, which includes the Downtown.

BACKGROUND

On December 16, 2013, City Council received the City Centre Plan. One of the strategies highlighted in the City Centre Plan is the installation of dedicated bike lanes in the City Centre. City Council resolved, in part:

“that the key strategies of the City Centre Plan be endorsed.”

During its January 20, 2014 City Council meeting, Saskatoon Cycles representatives presented a petition for the installation of separated bike lanes in Downtown Saskatoon as a demonstration project; specifically, that physically separated bicycle lanes be built on 4th Avenue and 24th Street throughout the Downtown. City Council considered the matter and resolved:

“that the feasibility of installing separated bike lanes, as a pilot project, for the upcoming cycling season be referred to the Administration for a report.”

REPORT

Cycling Conditions from 2009 to Current

In 2009, the City embarked on a program to improve cycling conditions in the Downtown. The “Downtown Bike-Friendly” initiative included the marking of conventional bike lanes on 4th Avenue, between 24th Street and 19th Street, and the placement of sharrow markings in traffic lanes on most other Downtown streets, including 24th Street. This initiative was well received as it was felt that it was the first time that it was acknowledged that cyclists were welcome to use Downtown streets. These measures contributed to a more bike-friendly Downtown, but they haven’t created an environment for cyclists of all ages and abilities. Motorists have indicated that they do not always feel comfortable sharing traffic lanes with cyclists in the Downtown.

Protected Bike Lanes

Conventional bike lanes provide a marked lane 1.5m wide for cyclists only. It is placed to the right of traffic lanes and to the left of street parking, if it is provided. While this style of bike lane provides dedicated space for cyclists, it is not comfortable for all users as the lanes are directly adjacent to moving traffic and potentially unsafe if parking motorists open their car doors into oncoming cyclists.

Protected bike lanes provide a dedicated marked lane, 1.5m wide for cyclists, that is to the right of the traffic lane or street parking (if provided) and is “protected” from moving traffic by street parking and a 1.0m painted buffer or physical barrier. This places the cyclists directly adjacent to the boulevard and sidewalk. Protected bike lanes provide a higher level of comfort and feeling of safety for cyclists as they are physically separated from moving traffic and are off-set from opening doors of parked vehicles. Dedicated

bike lanes require more street space than conventional bike lanes and may impact the amount of parking and/or number of travel lanes.

Several design features were discussed with stakeholders, including the type of barrier to be used between the parking and cycling lanes. Pavement markings and flex-posts were the desired temporary barrier with the option of improving this barrier if the lanes become permanent.

Intersection treatments were also discussed with stakeholders. Discussions concerning cycling turning movements yielded mixed reviews. There are several treatments that can be used to perform left turns. These include:

- 1) mixing with traffic at the intersection;
- 2) single-stage left turns; and
- 3) two-stage left turns.

There was no consensus on the preferred method from the stakeholders. As this is a demonstration project, it is recommended that cyclists be required to accomplish left turns by the two-stage method. Cyclists would proceed straight through the intersection to a refuge area on the far side; stop and turn their bike; proceed through the intersection on the next green light. While this is less convenient for cyclists than other turn types, it is less complicated for both cyclists and motorist to accomplish safely. Among other details, alterations will be required for the pavement markings and vehicle stop bar locations.

Demonstration Project

It is recommended that a trial period of 18 months be considered in order to evaluate the operation of the street during all seasons, including winter. This would allow for new traffic patterns to be established for all users and allow sufficient time to measure usage and public acceptance.

A. Optional Layouts

In order to select the most desirable approach to the installation of protected bicycle lanes, three optional layouts were developed to be compared with existing conditions. These options were developed for both 4th Avenue and 24th Street. The three options included:

- 1) Unidirectional Protected Bike Lanes while maximizing the amount of street parking;
- 2) Unidirectional Protected Bike Lanes to minimize the loss of traffic lanes; and
- 3) Bidirectional Protected Bike Lanes while maximizing the amount of street parking.

Bike Lane Concept Plans for these three optional layouts were developed, followed by consultation with internal and external stakeholders. Each layout

was evaluated in comparison with existing conditions for cyclists and other street users (see Attachment 1).

From this process emerged a strong preference for Option 1 - Unidirectional Protected Bike Lanes with street parking. A drawing for a typical block is shown in Attachment 2. A typical intersection is shown in Attachment 3.

Retaining street parking availability was considered to be a more valuable use of street space, as long as at least one traffic lane or more could be maintained in each direction. The preference of stakeholders was to provide unidirectional lanes for cyclists so that they were moving in the same direction as other traffic.

B. Impact on Parking

Street parking is an important element of parking within the Downtown as it provides the highest direct access to businesses adjacent to the street. There are currently 166 parking spaces on 4th Avenue, and 105 parking spaces on 24th Street.

The provision of protected cycling lanes impacts the amount of parking spaces in two ways:

- 1) on narrow street cross-sections, there may not be enough road space to provide a bike lane, two traffic lanes, and street parking; and
- 2) to provide visibility between motorists and cyclists at intersections and driveways, parked vehicles cannot be allowed.

In the preferred option (Option 1), it is possible to retain 119 parking spaces on 4th Avenue (loss of 47 stalls), and 51 parking spaces on 24th Street (loss of 54 stalls). This represents a loss of 28 percent of the parking spaces on 4th Avenue and 51 percent of the parking spaces on 24th Street. On the narrow blocks of 24th Street (4th Avenue to Spadina Crescent), there is insufficient road space for any street parking.

The recently adopted City Centre Plan includes recommendations with respect to parking, including:

- 1) new incentives to increase more off-street parking, both private and public;
- 2) potential to increase the amount of parking on 19th and 24th; and
- 3) developing a partnership with a private owner to develop a new parking structure in the Downtown.

C. Impact on Traffic

Downtown streets serve the function of providing traffic circulation within the Downtown, as well as for trips through the Downtown. While the number of traffic lanes was reduced, at least one traffic lane per direction can be maintained on every block. On 4th Avenue, the existing four traffic lanes were reduced to two through-traffic lanes with a centre two-way left turn lane (for a total of three

lanes). This is also the case for 24th Street between 1st Avenue and 4th Avenue. On the narrower blocks of 24th Street (Idylwyld Drive to 1st Avenue and 4th Avenue to Spadina Crescent), there is only sufficient road space for one traffic lane in each direction. There was no formal traffic impact analysis undertaken for this feasibility study.

D. Demonstration Evaluation Criteria

To evaluate the demonstration project, the following indicators will be observed:

- 1) changes in cyclists' use of 4th Avenue and 24th Street;
- 2) changes in the number of cyclists in the Downtown;
- 3) cyclists' conflict with other street users.
- 4) impact on businesses adjacent to the bike lanes; and
- 5) changes in the amount of sidewalk cycling on 4th Avenue and 24th Street.

OPTIONS TO THE RECOMMENDATION

1. The City may consider a single street within the demonstration project. For example, the demonstration could be reduced to 4th Avenue only. This is not recommended as it does not provide information about the suitability of an east-west protected bike lane.
2. The City may consider a shorter route. For example, the 4th Avenue route could be reduced from 20th to 24th Street. Or, the 24th Street route could be reduced from Spadina to 1st Avenue. This option is not recommended as it creates artificial start and end points for the protected bike lanes. If the objective is to move cyclists through the downtown on protected bike lanes, the demonstration should provide a full assessment of the bike lanes on routes, which are complete and logical.
3. The City will consider the impacts of other Public Works projects, such as street resurfacing and/or bridge maintenance projects, which may affect the protected bike lane demonstration. The City reserves the option of conducting the demonstration project beginning in 2015, if such Public Works projects will affect the assessment of the bike lane demonstration or cause undue congestion within the Downtown. In the case of resurfacing projects, the bike lane demonstration will follow resurfacing, and non-durable markings will be used.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

Cost Impact

It is estimated that the cost of undertaking this trial project will be \$225,000. This would include the costs for materials and installation of road painting, flexible posts, and signage. The cost estimate also includes a public awareness/educational campaign to help motorists, cyclists, and pedestrians to use the facilities appropriately and safely.

This project will be accommodated within the \$375,000 budget available for infrastructure construction in the 2014 Capital Plan.

Snow removal and street sweeping operations will be affected by the demonstration project. These streets are currently swept and cleared but the operation with protected bike lanes will be different, and therefore, there may be an incremental cost. That differential cost has not been calculated as a part of this feasibility study.

Durable markings were installed on three blocks of 4th Avenue in 2013 during street resurfacing. Those marking would need to be removed in order to reallocate street space for protected bike lanes. The removal of those markings has been included in the implementation cost; however, the "lost investment" of the durable markings has not.

Revenue Impact

It has been estimated that the revenue lost on removing these metered parking spaces could reach approximately \$200,000 annually.

A \$200,000 decrease in parking revenues would result as follows:

- A. Streetscape Business Improvement District (BID) Reserve:
\$195,000 estimated maximum reduction in revenue to the Streetscape BID Reserve

The Community Support Program (officers), allocation to the BIDs, and contribution to the Vacant Lot Incentive Reserve will not be affected as these are fixed amounts.

- B. Parking Capital Reserve:
 • **\$5,000** reduction

It is very important to note: The estimated reduction in revenue is a maximum amount, not taking into account any excess parking capacity on other streets (i.e.: meters not in use) or any increase in Downtown patronage during the demonstration.

Budgeted	Unbudgeted	Capital	Operating	Non-Mill Rate	External Funding
\$225,000		\$225,000			

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Saskatoon Cycles, the Cycling Advisory Group, and the Executive Director of The Partnership (Downtown BID) have all been involved in the review of the Bike Lane Concept Plans. The optional layouts were also reviewed by Transportation and Utilities Department staff. Feedback on the three options was solicited from these groups at a meeting held February 12, 2014. These stakeholders will continue to be involved in the design and implementation of the bike lane demonstration project.

COMMUNICATION PLAN

At this stage, there has been no direct consultation with the property or business interests immediately adjacent to the streets where the protected bike lanes are being evaluated. Prior to implementation, a stakeholder meeting will be arranged with the property owners who are adjacent to the demonstration route. It is important to have open and on-going communications with these interests. This has been the experience of all of the other cities that have recently undertaken protected bike lane projects.

As protected bike lanes move toward implementation, stakeholders will continue to be involved in the design and implementation of the demonstration project. Communication activities to inform the public could include print media, information on the City's website, and social media.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The protected bike lanes could be installed as early as the summer of 2014. Installation will be coordinated with the resurfacing projects being undertaken on the proposed streets this year.

An evaluation report will be prepared after the trial period has concluded, outlining the impacts and successes of the demonstration project.

ENVIRONMENTAL IMPLICATIONS

Cycling has been recognized to have a positive impact towards reducing energy consumption and greenhouse gas production. The initiatives proposed contribute to increasing the ability of people to use their bicycles for practical purposes, therefore, substituting automobile trips for bicycle trips. Although not quantified for this report, the net benefit to the environment would be positive.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

There is no requirement for a CPTED review of this project at this stage.

PUBLIC NOTICE


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

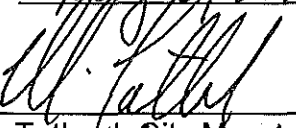
ATTACHMENTS

1. Evaluation of Optional Layouts
2. Protected Bike Lanes with Parking
3. Protected Bike Lanes at Intersections

Written by: Don Cook
Long Range Planning Manager

Reviewed by: 
Alan Wallace
Director of Planning and Development

Approved by: 
Randy Grauer, General Manager
Community Services Department
Dated: May 6, 2014

Approved by: 
Murray Totland, City Manager
Dated: May 7, 14

Attachment 1: Evaluation of Optional Layouts

Layout	Cyclist Stress	Cyclist Convenience	Traffic Flow	Parking Spaces Available
Existing	Bike lane adjacent to moving traffic and within door-zone. Left turns require use of traffic lanes with motorists.	Double parking by deliver vehicles block bike lane.	General purpose traffic lanes throughout. Cyclists/motorists share traffic lanes on 24th Street. Few instances of turn designated traffic lanes.	4th Ave - 166, 24th St - 105
Option 1 - Unidirectional Protected Bike Lanes - Maximize Parking	Bike lane physically separated from traffic lanes and beyond door zone. Cyclist still need to watch for turning traffic at driveways and intersections.	Bike lane may be blocked by vehicles exiting driveways. Two-stage left turn takes more time to complete.	Motorists no longer sharing traffic lanes with cyclists. Extensive use of left turn lanes throughout with appropriate lane balance.	4th Ave - 119, 24th St - 51
Option 2 - Unidirectional Protected Bike Lanes - Retain Traffic Lanes	Bike lane physically separated from traffic lanes and beyond door zone. Cyclist still need to watch for turning traffic at driveways and intersections.	Bike lane may be blocked by vehicles exiting driveways. Two-stage left turn takes more time to complete.	Motorists no longer sharing traffic lanes with cyclists. Extensive use of left turn lanes throughout with appropriate lane balance.	4th Ave - 42, 24th St - 63
Option 3 - Bidirectional Protected Bike Lanes - Maximize Parking	Bike lane physically separated from traffic lanes and beyond door zone. Cyclist need high vigilance for turning traffic at driveways and intersections. Cyclists need to transition to right side of the road when facility ends.	Bike lane may be blocked by vehicles exiting driveways. Two-stage left turn takes more time to complete.	Motorists no longer sharing traffic lanes with cyclists. Extensive use of left turn lanes throughout with appropriate lane balance.	4th Ave - 158, 24th St - 97

Description

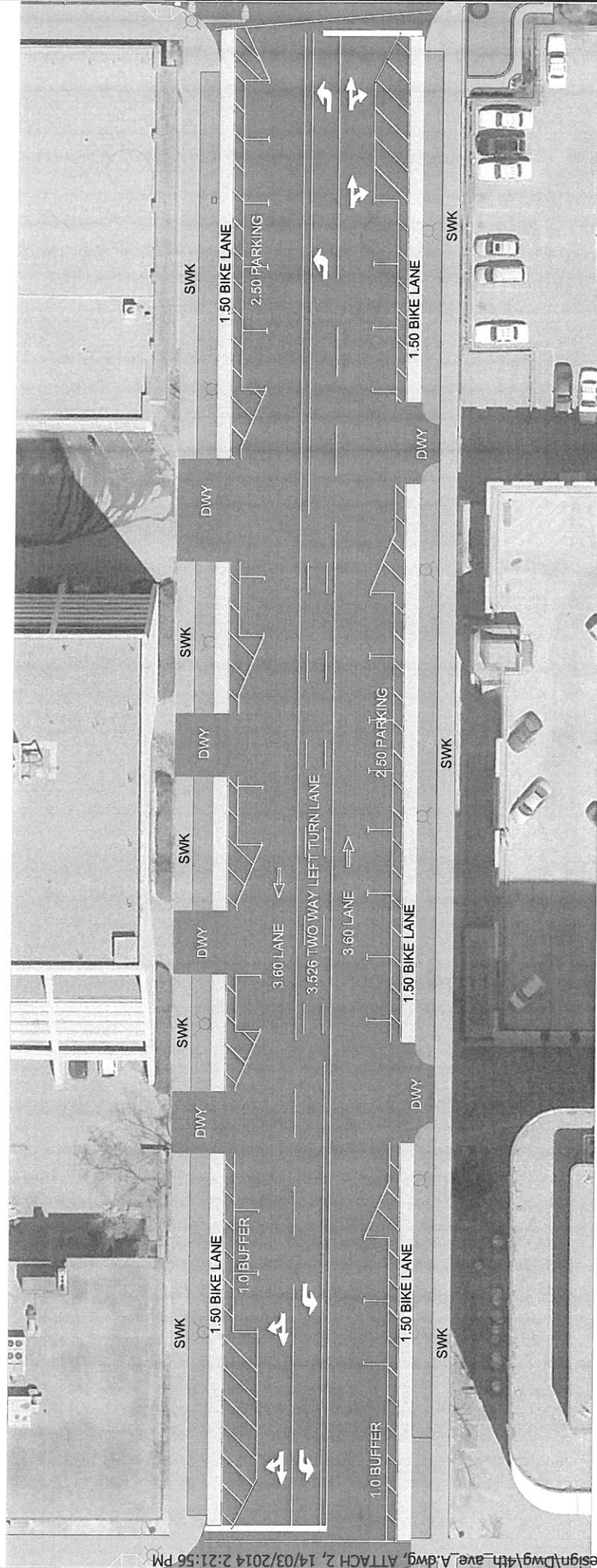
Cyclists Stress -- A reflection of the comfort or "feeling of safety" for cyclists using the facility.

Cyclist Convenience -- Is the facility easy to use and free of delay for cyclists.

Traffic Flow -- Is the street easy to use and free of delay for motorists.

Parking Spaces Available -- A measure of the available street parking spaces.

PROTECTED BIKE LANES WITH PARKING



LEGEND

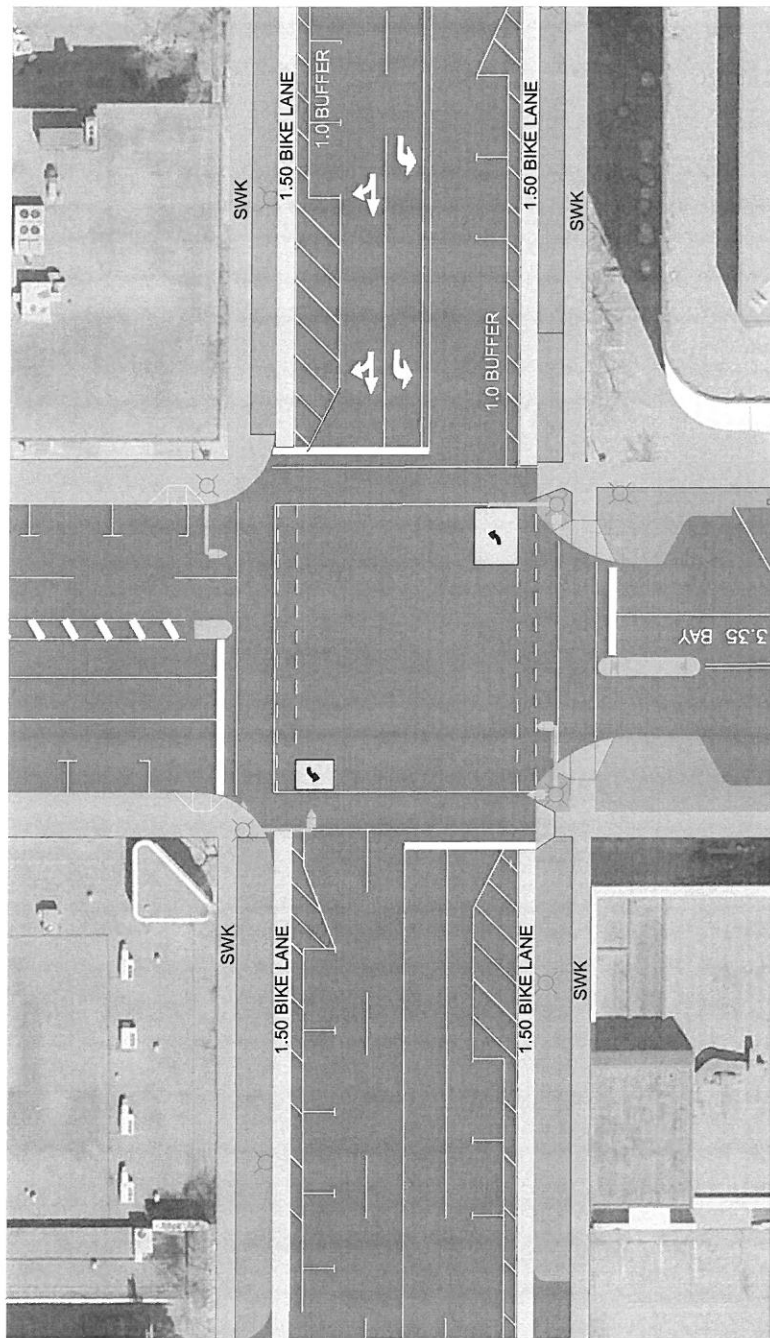
— BIKE LANE

▨ PAINTED BUFFER

ATTACHMENT 2 TYPICAL LAYOUT EXAMPLE 4TH AVENUE

SCALE 1:600

PROTECTED BIKE LANE AT INTERSECTIONS



LEGEND

BIKE LANE

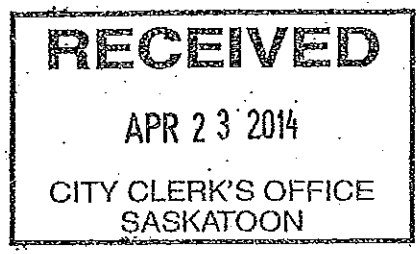
BIKE BOX

PAINTED BUFFER

ATTACHMENT 3 TWO-STAGE LEFT TURN WITH BIKE BOX

6000-5

To:
Subject: RE: Better Bike Lanes Update



From: Better Bike Lanes [mailto:betterbikelanes@saskatooncycles.org]
Sent: April 20, 2014 1:01 PM
To: Saskatoon Cycles
Subject: Better Bike Lanes Update

Your Worship and City Councillors,

We wanted to provide a brief update on the progress of Better Bike Lanes, in case you are not aware of how things have progressed since we presented to you back in late January.

In mid-February City Administration, led by Don Cook, held a consultation meeting with the Cycling Advisory Group, Saskatoon Cycles, and the Downtown Partnership, to provide a first look at three proposed options for separated bike lanes on 24th St and 4th Ave.

The Saskatoon Cycles representatives were very impressed with the level of planning and detail put into three potential configurations for the separated lanes. We also provided some constructive feedback regarding the good and bad of each of the proposals and indicated our preferred option. In particular, we spoke strongly for the need to pay attention to how the lanes would be configured at each intersection.

We had expected to see the separated bike lane report make its way back to A&F in early April and then City Council on April 14th. Unfortunately, after making its way through the various approval levels within Administration we were told that the report was pulled back by the City Manager for further discussion.

Unfortunately, this delay, along with the pending changes to City Council's meeting structure, means that the earliest the report will come to Committee is the week of May 5th. If approved by Committee it won't be back to City Council until May 26th at the earliest.

Regardless of this delay, Saskatoon Cycles remains fully supportive of the efforts of City Administration to bring forward this report to you on relatively tight timelines. We look forward to speaking in favour of the recommendations and we will still be asking that the lanes be installed this summer.

Thank you again for your overwhelming support for our Better Bike Lanes proposal in January and we look forward to standing before you in the near future to continue making strong strides in transforming Saskatoon into the best cycling city in Canada!

If you have any questions about the information provided in this email or on any another cycling related issue, please don't hesitate to get in touch with Saskatoon Cycles at any time (info@saskatooncycles.org).

Best Regards,

Better Bike Lanes Team
(A Saskatoon Cycles Project)
www.betterbikelanes.ca

TO: Secretary, Administration and Finance Committee
FROM: General Manager, Transportation & Utilities Department
DATE: April 22, 2014
SUBJECT: Enquiry – Councillor G. Wyant (September 2, 2008)
Free Parking Downtown for Motor Scooters
FILE NO: CK 6120-5

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

TOPIC AND PURPOSE

This report provides information in response to an enquiry from Councillor Wyant requesting a report on introducing amendments to Bylaw 7200, The Traffic Bylaw allowing motor scooters to park free downtown.

REPORT HIGHLIGHTS

1. The City of Toronto Pay and Display Parking technology began in 1999 and resulted in free parking for motorcycles and motor scooters.
2. Modern multi-space parking meter infrastructure does not cause problems for scooters or motorcycles, and the environmental benefits of free parking for these modes of transportation is not known.
3. No bylaw changes are recommended at this time.

STRATEGIC GOAL

The information in this report supports the City of Saskatoon Strategic Goal of Moving Around by ensuring turnover to free up parking space, and provide accessible and efficient ways of transportation such as walking, cycling and public transit to alleviate congestion.

BACKGROUND

The following enquiry was made by Councillor G. Wyant at the September 2, 2008, meeting of City Council:

“Would the Administration please report on introducing amendments to our parking bylaw allowing motor scooters to park free downtown. Toronto and others have introduced such changes partially in recognition of the environmental benefits which occur when such vehicles are used vs. automobiles.”

The information was referred to the Administration for a report.

REPORT

City of Toronto's Experience

In 1999, the Toronto Parking Authority proceeded with a pilot program to implement Pay and Display Parking on a number of on-street and off-street parking locations. By 2005, the Authority fully implemented Pay and Display Parking as the preferred parking technology for the City of Toronto.

The Pay and Display Parking technology resulted in an issue as to where to place a purchase receipt to display on a motorcycle or motor scooter. The City of Toronto at that time implemented free parking for motorcycles and motor scooters, which resolved this issue.

In September 2013, Toronto's City Council contemplated removing the free motorcycle and motor scooter parking once Pay by Plate technology is implemented. Toronto resolved to maintain free parking for motorcycles and motor scooters, but have identified specific on-street locations where motorcycles and scooters would be permitted to park.

Environmental Benefits

The use of motorcycles or motor scooters may have a positive impact on reducing greenhouse gas emissions if the operator chooses to use this class of vehicle over the standard automobile. However, providing free parking may encourage existing transit users, cyclists or pedestrians to choose motorcycles or motor scooters over their current method of travel. In addition, new automotive technologies such as hybrid gas/electric or electric vehicles may have similar benefits as motorcycles or scooters. It would be difficult to confirm whether there is an overall net benefit to the environment by providing free parking for motorcycles and motor scooters.

Taking this into consideration, the Administration does not recommend that Bylaw 7200, The Traffic Bylaw be amended to accommodate free parking for this class of vehicle. The newer generations of multi-space parking meters, should they be implemented, address the issue that the City of Toronto originally faced.

OPTIONS TO THE RECOMMENDATION

Council may choose an alternate parking rate for these types of vehicles.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There are no financial implications.

PUBLIC AND /OR STAKEHOLDER INVOLVEMENT

Informal discussions have been held with the Parking Committee, in particular the Business Improvement Districts (BID's). All three BID's are not in favour of providing free parking for motorcycles and scooters.

COMMUNICATION PLAN

There is no communication plan required.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

There will be no follow up report.

ENVIRONMENTAL IMPLICATIONS

To implement free parking for motorcycles or motor scooters may have a slight impact on reducing greenhouse gas emissions. Savings would occur only if the operator chooses to use this class of vehicle over the standard automobile. Otherwise, free motorcycle parking or motor scooter parking would encourage an increase in greenhouse gas emissions as opposed to alternative transportation methods such as cycling or the use of Transit.

PRIVACY IMPACT

There is no privacy impact.

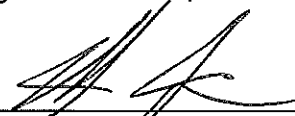
PUBLIC NOTICE

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

Written by: Phil Haughn, Parking Services Manager, Transportation

Reviewed by: Angela Gardiner, Director of Transportation

Approved by:



 Jeff Jorgenson, General Manager
 Transportation & Utilities Department
 Dated: May 5/2014

TO: Secretary, Administration and Finance Committee
FROM: General Manager, Transportation & Utilities Department
DATE: May 5, 2014
SUBJECT: Building Better Roads - 2014 Roadway Preservation and Rehabilitation Construction Project Delivery
FILE NO: IS 6000-04

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

TOPIC AND PURPOSE

The purpose of this report is to give an overview of the delivery of the 2014 roadway preservation and rehabilitation construction projects.

REPORT HIGHLIGHTS

1. Seven types of treatments are being used for the 2014 roadway preservation and rehabilitation.
2. Construction contracts are structured around road classification and the presence of residential neighbourhoods.
3. Work will be conducted on select streets on a 24/7 basis, and others will be completed at night only.
4. Damaged concrete curbs and sidewalks, adjacent to the roadway preservation and rehabilitation locations, will also be repaired.

STRATEGIC GOALS

The 2014 roadway preservation and rehabilitation construction projects support the Strategic Goal of Moving Around by ensuring that roads, streets, sidewalks and bridges are in working order and in a good state of repair.

This report also supports the Strategic Goals of Asset and Financial Sustainability, and Continuous Improvement by establishing levels of service for rehabilitation of assets and identifying supporting financial strategies.

BACKGROUND

The Building Better Roads Plan grew out of the 2013 Civic Services Survey which identified road conditions as the single most important issue facing Saskatoon. The roadway preservation and rehabilitation construction projects are part of this program.

In 2013, feedback received from drivers impacted by the work identified that it was necessary for Construction and Design to do a review of the project delivery method, specifically around work scheduling and detour coordination.

REPORT

Types of Roadway Preservation and Rehabilitation

The 2014 roadway preservation and rehabilitation construction projects consist of the application of seven different roadway treatments:

- resurfacing
- ultra-thin overlay
- reconstruction
- microsurfacing
- chip sealing
- patching
- rubberized crackfill

These types of roadway treatments have been used in the past to preserve and repair the condition of the City's roadways and lanes. Blade level treatments are delivered by City forces and are not included within this report.

Construction Contract Structure and Hours

Individual contracts for 2014 were formed by taking all of the resurfacing and ultra-thin overlay treatments on expressway and major arterial class roads that are not within residential areas and placing them into a single contract. In the past, contracts were created by geographic areas without consideration to the road classification of each location. The tender process enabled construction to take place outside of normal daytime hours. Locations that were candidates to have work on them completed outside of daytime hours were tendered with three options: daytime work hours, nighttime work hours and 24-hour work. After receiving the bids, all contracts that included these options were awarded under the 24-hour work option. Twenty-four-hour work was selected as the primary method as this allows for the shortest disruption to the public at each location and is the most efficient way of delivering the work. The Administration will work with successful contractors on detailed schedules, and some roadways will be moved to night-only construction. Construction staging at each location will be coordinated by Transportation division to optimize traffic flow as much as possible. However, even with this coordinated approach, roadways must be closed during repair, and traffic disruptions are unavoidable.

Contract Status and Locations

Three resurfacing and ultra-thin overlay contracts were tendered across 39 work locations, one reconstruction contract across 6 work locations and one rubberized crack fill contract across 76 locations. Two microsurfacing contracts across 65 locations are currently out for tender. One chip sealing contract that includes 11 locations and one patching contract are yet to be tendered. A map of the treatment types and locations is provided as Attachment 1. A list of all locations to be completed in 2014, along with

treatment types, can be found in Attachment 2. Additional locations may be added if funding allows after all tenders have closed.

Work on the resurfacing and ultra-thin overlay locations, which will be completed on a 24-hour work basis, are as follows:

Location	From	To
51 st Street and Idylwyld Drive Overpass		
51 st Street East	Warman Road	Faithfull Avenue
Millar Avenue	43 rd Street East	Molaro Place
Millar Avenue	60 th Street East	250m North of 60 th Street East
Faithfull Avenue	50 th Street East	North Leg of Faithfull Crescent
Circle Drive Southbound	Taylor Street Overpass	Highway 11/16 Overpass
Circle Drive Northbound	Highway 11/16 Overpass	Taylor Street Overpass
Highway 11 to Highway 16 Ramps		
Circle Drive Eastbound	West of Highway 11/16 Overpass Bridge Deck	East of Highway 11/16 Overpass Bridge Deck
Circle Drive Westbound	East of Highway 11/16 Overpass Bridge Deck	West of Highway 11/16 Overpass Bridge Deck
Hwy 5 Eastbound from tracks to McKercher Drive overpass		
College Drive Westbound	McKercher Drive Overpass	Circle Drive Overpass
Circle Drive and College Drive Ramps		
Circle Drive Westbound	Attridge Drive Overpass	Circle Drive Bridge
4 th Avenue South	21 st Street East	22 nd Street East
Miners Avenue	54 th Street East	56 th Street East

Work on patching locations, which will be completed on a 24-hour work basis, are as follows:

- North West Ramp at Circle & Warman interchange
- South West Ramp, Circle/Warman interchange
- Idylwyld Freeway (Northbound near Ruth Street)
- Idylwyld Freeway (Southbound near Ruth Street)

Work will be completed at all other locations listed in Attachment 2 during daytime hours.

Concrete Work

All of the 2014 locations of roadway treatments, excluding rubberized crackfill locations, have concrete curb and sidewalk repairs paired to the roadway treatments. In the past, roadway and sidewalk locations were selected and repaired separately.

OPTIONS TO THE RECOMMENDATION

There are no options to the recommendation.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There was an approximate 5% premium cost for the selection of 24-hour work. Considering the significant positive impact to the public, this premium is warranted for work on high volume roadways. There was approximately a 7% premium cost for night work.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

There is no public or stakeholder involvement.

COMMUNICATION PLAN

Each location is assessed by road classification, estimated duration of work and impact to the public. This assessment is used to develop specific communications for each roadway.

Higher impact projects require increased communication and a variety of communication tools. These tools can differ depending on the project and may include letters to residents, news media, updates on the City website (Saskatoon.ca), social media and the *StarPhoenix* City Page ads. Advance message boards and/or custom signage may also be used at the construction location. The Building Better Roads microsite will provide education and updates to residents on how the dedicated road levy will be used toward improving and rehabilitating roads in 2014.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

A follow up report will be provided in the spring of 2015.

ENVIRONMENTAL IMPLICATIONS

The activities associated with the 2014 roadway preservation and rehabilitation construction projects will result in the consumption of natural resources and the generation of greenhouse gas emissions. The overall environmental impact of the project has not been quantified at this time.

PRIVACY IMPACT

There are no privacy impacts.

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. 2014 Roadway Preservation and Rehabilitation Construction Map
2. 2014 Roadway Preservation and Rehab Location List

Written by: Rob Dudiak P.Eng Senior Project Management Engineer
Construction and Design

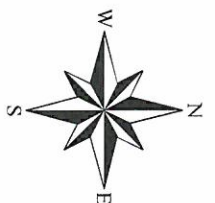
Reviewed by: Chris Hallam, Director of Construction and Design

Approved by: 

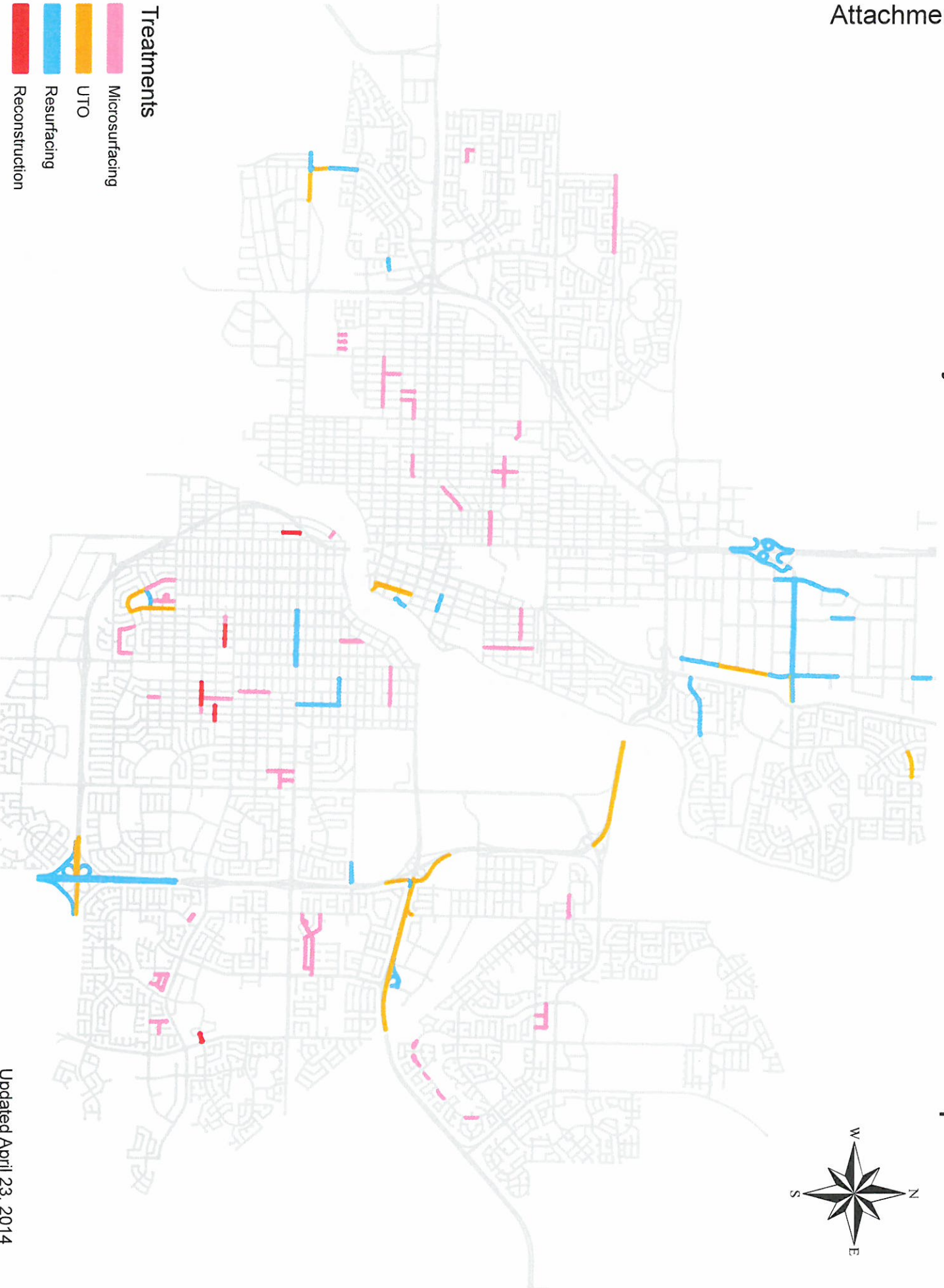
Jeff Jorgenson, General Manager
Transportation & Utilities Department
Dated: May 7/2014

Copy City Manager
AF RD - 2014 Roadway Preservation Rehab Construction Project Delivery

2014 Roadway Preservation & Rehabilitation Construction Map



- Treatments**
- Microsurfacing
 - UTO
 - Resurfacing
 - Reconstruction



2014 Roadway Preservation and Rehab Location List

Resurfacing and Ultra-Thin Overlay:

Location:	From:	To:
8th Street East	Broadway Avenue	Lansdowne Avenue
11th Street West	Chappell Drive	Crescent Boulevard
12th Street East	McKinnon Avenue South	Wiggins Avenue
14th Street East	Arlington Avenue	Circle Drive
24th Street East	3rd Avenue North	5th Avenue North
Adilman Drive	Egnatoff Crescent	Russell Road
Broadway Avenue	Ruth Street East	Wilson Crescent
Cascade Street	Wilson Crescent	Broadway Avenue
Fairlight Drive	11th Street West	Pendygrasse Road
Forrester Road	Pendygrasse Road	Fairmont Drive
Spadina Crescent	21st Street East	22nd Street East
Wiggins Avenue	8th Street East	12th Street East

Reconstruction:

Location:	From:	To:
Heritage Crescent	Heritage View East Leg	Boychuk Drive
Hilliard Street East	Haultain Avenue	Wiggins Ave
Isabella Street East	Wiggins Avenue	Cumberland Avenue South
Maple Street	Dufferin Avenue	York Avenue
Cassino Crescent	Cassino place	Haida Avenue
Coy Avenue	6th Street West	8th Street West

Microsurfacing:

Location:	From:	To:
19th Street West	Avenue W South	Avenue Q South
21st Street West	Avenue R South	Avenue P South
21st Street West	Avenue I South	Avenue L South
29th Street West	Idylwyld Drive North	Avenue E North
30th Street West	Avenue H North	Avenue L North
31st Street West	Avenue P North	McMillian Avenue
37th Street West	Hughes Avenue	Sumner Crescent
117th Street West	Reid Road	Central Avenue
8th Avenue North	Duke Street	Duchess Street
Anderson Crescent	Harrington Street	Balfour Street East Leg
Anglin Crescent	Nemeiben Road	Brudell Road
Anglin Place	Anglin Crescent	Anglin Crescent

Avenue J North	29th Street West	31st Street West
Avenue R South	20th Street West	21st Street West
Avenue S South	20th Street West	21st Street West
Avenue U South	19th Street West	20th Street West
Balfour Street	Acadia Drive	McKercher Drive
Cairns Avenue	Cascade Street	Bute Street
Cairns Avenue	Hilliard Street East	Taylor Street East
Carling Place	Appleby Drive	Appleby Drive
Cherry Street	Saskatchewan Crescent West	Poplar Crescent
Duke Street	3rd Avenue North	7th Avenue North
Dundurn Place	Appleby Drive	Appleby Drive
Grosvenor Avenue	5th Street East	8th Street East
Harrington Street	Acadia Drive	Anderson Crescent
John Hair Crescent	Royal Avenue	Royal Avenue
Johnson Crescent	Johnson Crescent North Leg	Johnson Crescent East Leg
Keeley Crescent	Stillwater Drive West Leg	Stillwater Drive East Leg
Keeley Way	Keeley Crescent	Keeley Crescent
Keevil Crescent	Berini Drive	Keevil Way
Keevil Crescent	Keevil Way North Leg	115th Street East
Keevil Way	Keevil Crescent	115th Street West
Kenderdine Road (1100 Block Even)	Local Road	Local Road
Kenderdine Road (1400/1500 Block Even)	Local Road	Local Road
Kenderdine Road (700 Block Even)	Local Road	Local Road
Kenderdine Road (700 Block Odd)	Local Road	Local Road
Kenderdine Road (800 Block Even)	Local Road	Local Road
Kenderdine Road (800 Block Odd)	Local Road	Local Road
Kenderdine Road (900 Block Even)	Local Road	Local Road
Kingsmere Place	Kingsmere Boulevard	Kingsmere Boulevard
Lansdowne Avenue	Temperance Street	12th Street East
McAskill Crescent	Wilson Crescent	Turner Avenue
McCool Avenue	7th Street East	8th Street East
Morgan Avenue	7th Street East	8th Street East
Munroe Avenue	1st Street East	5th Street East
Royal Avenue	Cascade Street	Ruth Street East
Sommerfeld Avenue	7th Street East	8th Street East
Temperance Street	Clarence Avenue South West Leg	Wiggins Avenue East Leg
Walmer Road	Avenue E North	Avenue H North
Wilson Crescent	Ruth Street East	Broadway Avenue
Maple Street	William Avenue	Dufferin Avenue
Munroe Avenue	Taylor Street East	1st Street East
Univer/SasK Cr	Broadway Ave.	13th Street E.

Univer/Sask Cr	13th Street E.	14th Street E.
Univer/Sask Cr	14th Street E.	15th Street E.
Univer/Sask Cr	15th Street E.	16th Street E.
Univer/Sask Cr	16th Street E.	17th Street E.
Univer/Sask Cr	17th Street E.	18th Street E.
Univer/Sask Cr	18th Street E.	Clarence Ave.
4th Ave/5th Ave	Duke St	Duchess St
6th Ave/7th Ave	Duke St	Duchess St
8th Ave/9th Ave	Duke St	Duchess St
6th Ave/7th Ave	Queen St	King St
6th Ave/7th Ave	King St	Princess St
7th Street East	Louise Street	Preston Avenue

Chip Sealing:

Location:	From:	To:
Buckle Av.	Fletcher Rd.	Schuyler St.
57 St. E.	Miners Av.	Millar Av.
58 St. E.	Wells Av.	Millar Av.
Wells Av.	57 St. E.	59 St. E.
Maple St.	Broadway Ave	William Ave
7th st E	Louise st.	Grosvenor Ave
Morgan Ave	7th St E	8th St E
Sommerfeld Ave	7th St E	8th St E
Hilliard St E	Ewart Ave	Cumberland Ave S.
47 St. E.	Northridge Dr.	Millar Av.
Idylwyld drive, south of river to circle south limited areas, Small spot treatments		

Patching:

Location:
Primrose (SB), @ Pinehouse
37th St. W. @ Peterson
Calder Cres.: Pl. > < Cr.
#1315 & #1523 Haslam Way
19th St. E., approaching 2nd Ave.

Rubberized Crackfill:

Location:	From:	To:
29 St. W.	Idylwyld Dr.	Idylwyld Dr. N.
37 St. W.	Hughes Av.	Sumner Cr.

Balfour St.	Acadia Dr.	McKercher Dr.
Wilson Cr.	Cascade St	Ruth St. E.
117 St. W.	Reid Rd.	Central Av.
19 St. W.	W Av. S.	Q Av. S.
21 St. W.	R Av. S.	P Av. S.
21 St. W.	L Av. S.	I Av. S.
30 St. W.	L Av. N.	H Av. N.
31 St W	P Av. N.	McMiilan Av
7 St. E.	Louise St.	Preston Av.
8 Av. N.	Queen St.	Duchess St.
Anderson Cr.	Harrington St.	Balfour St.
Anglin Cr.	Nemeiben Rd.	Brudell Rd.
Anglin Pl.	Anglin Cr.	
Cairns Av.	Cascade St.	Bute St.
Cairns Av.	Hilliard St. E.	Taylor St. E.
Carling Pl.	Appleby Dr.	
Cherry St.	Saskatchewan Cr. W.	Poplar Cr.
Duke St.	3 Av. N.	7 Av. N.
Dundurn Pl.	Appleby Dr.	
Grosvenor Av.	5 St. E.	8 St. E.
Harrington St.	Acadia Dr.	Anderson Cr.
J Av. N.	29 St. W.	31 St. W.
John Hair Cr.	Royal Av.	Royal Av.
Johnson Cr.	Johnson Cr.	Johnson Cr.
Keeley Cr.	Stillwater Dr.	Keeley Wy.
Keeley Wy.	Keeley Cr.	Keeley Cr.
Keevil Cr.	Berini Dr.	115 St. E.
Keevil Cr.	Keevil Wy.	
Keevil Wy.	Keevil Cr.	115 St. W.
Kenderdine Rd. (1100 BLK Even)		
Kenderdine Rd. (1400/1500 BLK Even)		
Kenderdine Rd. (700 BLK Even)		
Kenderdine Rd. (700 BLK Odd)		
Kenderdine Rd. (800 BLK Even)		
Kenderdine Rd. (800 BLK Odd)		
Kenderdine Rd. (900 BLK Even)		
Kingsmere Pl.	Kingsmere Bd.	
Lansdowne Av.	Temperance St.	12 St. E.
McAskill Cr.	Wilson Cr.	Wilson Cr.
McCool Av.	7 St. E.	8 St. E.
Morgan Av.	7 St. E.	8 St. E.
Munroe Av.	1 St. E.	5 St. E.
R Av. S.	20 St. W.	21 St. W.
Royal Av.	Cascade St.	Ruth St. E.
S Av. S.	20 St. W.	21 St. W.
Sommerfeld Av.	7 St. E.	8 St. E.
Temperance St.	Clarence Av. S.	Wiggins Av.

U Av. S.	19 St. W.	20 St. W.
Walmer Rd.	H Av. N.	E Av. N.
Saskatchewan Cr. E.	14 St. W.	Clarence Av. S.
11 St. W.	Undefined Street	Dundonald Av.
20 St. W.	H Av. S.	D Av. S.
8 St. E.	Arlington Av.	Clarence Av. S.
Boychuk Dr.	Taylor St. E.	Briarwood Rd. NL
Clarence Av S.	8 St. E.	12 St. E.
Claypool Dr.	Hampton Gate N	McClocklin Rd
Confederation Dr	Milton St.	22 St. W.
McKercher Dr	Holland Rd.	8 St. E.
McOrmond Dr	Stensrud Rd. + 330m North	Evergreen Blvd.
Preston Av.	Louise Av.	Taylor St. E.
Taylor St	Rosewood Gate North	Slimmon Rd
Waneskewin Rd Southbound	71 St.	Fire Hall
33 St. E.	Idylwyld Dr.	Warman Rd.
Circle Dr.	1 Av. N.	C Av. N.
Marquis Dr. E	Arthur Rose Av.	Kochar Av.
Millar Av.	Molaro Pl.	60 St. E.
22nd St. W On Ramp	22nd St. W.	Hwy 7 SB
22nd St. W. WB	Circle Dr. Off Off Ramp	Circle Dr. Off On Ramp
8th St. Off Ramp	8th St. W	Circle Dr. SB Gore
Circle Dr. NB	Taylor St. Off Ramp Gore	14th St. Overpass
Hwy 7 (new Hwy 7 alignment)	Tracks	22nd St. W. Gore
Idylwyld NB and SB at Marquis Drive	-200m	+200m
Off Ramp	Circle Dr SB	8th St W
On Ramp	Warman Rd	Circle Dr EB

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 – Saskatoon Light and Power – Payroll System Audit
(File No. CK. 1600-9)

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 – Saskatoon Light and Power – Payroll System Audit.

The summary report has been placed on the City's website www.saskatoon.ca under "A" for Audit Reports.

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

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 – Landfill Revenue Collection System.

Report No. 4-2014
Audit Committee
Tuesday, May 20, 2014
Page 2

The summary report has been placed on the City's website www.saskatoon.ca under "A" for Audit Reports.

Respectfully submitted,

Councillor M. Loewen, A/Chair



January 26, 2014

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

Audit Report – Saskatoon Light & Power Payroll System Audit

The 2011-2012 Corporate Audit Plan included provision to conduct a financial system audit of the Saskatoon Light & Power Payroll System.

The Saskatoon Light & Power 2012 operating budgeted compensation for the 68.85 staff years is \$5,931,000. The employees fall within the following collective agreements: International Brotherhood of Electrical Workers (IBEW) - Local 319, Saskatoon Civic Middle Managers Association (SCMMA) and Saskatoon Exempt Staff Inc. (ESA). Salaried employees receive their base pay on both the fifteenth and last day of the month. Salaried employees who receive exception pay (e.g., overtime, acting pay or standby pay) are paid in the following pay period. Hourly employees receive pay for the hours they work including exception pay seven days after the cutoff period.

Hourly timesheets are entered directly into the Timberline system and the payroll details are uploaded into the Corporate Payroll system. Salaried timesheets are first entered into a MS Access database, imported into the Timberline system and then uploaded into the Corporate Payroll system for processing.

The objectives of the audit were to determine whether adequate systems, practices and controls are in place to ensure:

- The accuracy of payroll direct deposits in terms of payee,
- The accuracy of payroll direct deposits in terms of gross pay,
- Complete and accurate accounting for all leave and banked time, and
- Opportunities for theft, fraud and misappropriation are minimized.

Management is currently working on implementation of the recommendations.

Respectfully submitted,

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

401 – 333 25th Street East, Saskatoon, SK S7K 0L4



April 22, 2014

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

Audit Report – Landfill Revenue Collection System

The 2013-2014 Corporate Audit Plan included provision to conduct a financial system audit of the Saskatoon Regional Waste Management Centre’s (Landfill) revenue collection system.

The Landfill is located off of Valley Road, south of Circle Drive South. Both waste disposal and recycling services are offered. As set out in Bylaw No. 8310 “The Waste Bylaw, 2004” fees are charged for each vehicle entering the landfill. An entry fee of \$10 is payable for each vehicle¹, with additional fees also being applied based on the weight and type of waste being disposed of (e.g., general household/commercial waste, dead animals, special waste, roof shingles, etc.).

For the general public, payment terms are cash, credit card or debit card. Commercial customers can establish an account and are billed through the Sundry Accounts Receivable (SAR) system on a monthly basis. Budgeted revenue for 2013 is \$5,978,800.

Table 1: Landfill Revenue and Key Operational Statistics 2009 - 2012

	2009	2010	2011	2012
Budgeted Revenue	\$3,446,000	\$4,196,700	\$5,280,000	\$6,425,000
Actual Revenue	\$3,172,917	\$4,268,489	\$4,445,736	\$4,396,844
Variance (Under)/Over Budget	(\$273,083)	\$71,789	(\$834,264)	(\$2,028,156)
Total Chargeable Tonnage	62,267.9	73,789.0	66,334.4	53,296.8
Paying Vehicles	95,036	94,940	88,551	83,586
Total Non-Chargeable Tonnage (no-charge accounts, clean fill)	43,265.5	54,571.3	39,188.9	29,919.2

The objectives of the audit were to determine whether adequate controls are in place to ensure:

- complete, accurate and timely billing and collection of revenues,
- adjustments are valid and accurately processed, and
- opportunities for theft, fraud and misappropriation are minimized.

Management is currently working on implementation of the recommendations.

Respectfully submitted,

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

¹ With the exception of civic Garbage Collection vehicles and clean fill loads.

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. North Downtown Master Plan – Interim Report #2 **(File No. CK. 4130-13)**

RECOMMENDATION:

- 1) that the North Downtown Master Plan include the concept of a Bridge Park over the CP rail line with a combination of a park and traffic bridge;
- 2) that the North Downtown Master Plan be completed and the concept plan be submitted to City Council for approval; and
- 3) that the Administration report further on the Area Revitalization Program as an option to finance the North Downtown Project.

Report No. 8-2014
Executive Committee
Tuesday, May 20, 2014
Page 2

Your Committee has reviewed and submits the attached report of the General Manager, Corporate Performance Department dated May 5, 2014, providing a status of the North Downtown Master Plan project as a draft master plan nearing completion.

2. Election to FCM National Board of Directors
(File No. CK. 155-2)

RECOMMENDATION: that Councillor Paulsen be authorized to put her name forward to stand for election to the Federation of Canadian Municipalities (FCM) National Board of Directors.

Your Committee submits the above recommendation authorizing Councillor Paulsen to put her name forward to stand for election to the Federation of Canadian Municipalities (FCM) Board of Directors.

Respectfully submitted,

His Worship Mayor D. Atchison, Chair

TO: City Clerk, Executive Committee
FROM: General Manager, Corporate Performance Department
DATE: May 5, 2014
SUBJECT: North Downtown Master Plan – Interim Report #2
FILE NOS: CK. 4130-13, CP. 4100-24 and LA. 4100-24

RECOMMENDATION: that a copy of this report be forwarded to City Council recommending:

- 1) that the North Downtown Master Plan include the concept of a Bridge Park over the CP rail line with a combination of a park and traffic bridge;
- 2) that the North Downtown Master Plan be completed and the concept plan be submitted to City Council for approval; and
- 3) that the Administration report further on the Area Revitalization Program as an option to finance the North Downtown Project.

TOPIC AND PURPOSE

This report outlines the status of the North Downtown Master Plan (the Plan) project as a draft master plan nearing completion. The Bridge Park concept is described through project goals, marketability, business case, implementation and community engagement.

REPORT HIGHLIGHTS

- 1) The Plan is substantially complete. The concept is based on a Bridge Park that spans the railway to reconnect the city, its transportation patterns, and its green spaces.
- 2) A market and financial analysis informs the design and the feedback from local and national developers suggested that the Bridge Park would provide the kind of major public amenity necessary to stimulate positive growth.
- 3) Funding the project through an Area Revitalization Program is being considered.
- 4) The steps to complete the Plan include a final community engagement event, technical feedback, a presentation to the Municipal Planning Commission, and then to City Council for approval in June.

STRATEGIC GOALS

The Plan supports a notable number of the City of Saskatoon's (City) Strategic Goals across the full spectrum of categories (Attachment 1).

BACKGROUND

On July 18, 2012, City Council accepted the Terms of Reference for the Plan which established the following vision:

“The North Downtown is an environmentally sustainable, complete community. It is a vibrant, people-friendly neighbourhood that it is easy to get around, supports living and working for people of all ages and enhances the city’s green space network. The built heritage of the site, dating from Saskatoon’s inception, provides the foundation for this new, unique and desirable district within the city.”

An interim report outlining the status of the Plan at the mid-way point, including community engagement feedback and design options, was received by the Executive Committee on May 27, 2013.

REPORT

Completing the North Downtown Master Plan

The Plan is substantially complete and is ready for the formal planning review process. The Plan articulates a phased redevelopment of the site including streets, green spaces, infrastructure, development parcels, community identity and a set of built-form guidelines. Implementation is anticipated over 25 years. The vision to convert this brownfield to a vital community is founded upon the goals of marketability, connections, inscribed history, open space network, a vibrant mix of uses, sustainability, liveable density, diverse districts and embracing winter.

Market and Financial Analysis

A preliminary market and financial analysis was carried out by Coriolis Consulting Corp. The report provided expert analysis of the demand for multi-family units and office space in the city and broader study area. The financial viability of different types and forms of development was also examined. The project vision and objectives were assessed against data drawn from local, regional, and national markets, helping to create some of the first principles for design specific to density, building materials, land use and phasing. Furthermore, it introduced the importance of making a unique neighbourhood with amenities and quality urban space, in order to create an attractive choice for customers looking for multi-family residential product.

Local Developers Contribute to Shaping the Plan

The project places an emphasis on community consultation, and feedback from developers was sought to ensure that the Plan’s vision and direction are sound and marketable (Attachment 2). Effectively, this emphasis helped define this project as more than a master plan, but also a preliminary development plan geared toward implementation. Local developers and realtors were consulted at three key stages, in parallel with the Community Conversation milestones.

Market-sounding: How Would the Plan Perform Relative to the National Market?

Following the preparation of the draft plan in July 2013, a market-sounding with national developers was held to gain feedback from those familiar with ambitious brownfield redevelopments (Attachment 3). The purpose of the meeting was first to draw from their experience and get their opinion on the potential for success of the Plan. Secondly, it provided soft marketing for the site to familiarize this group with the project and timing with the hopes of nurturing future investment interest.

Bridge Park Amenity

In the interim report, two options were outlined. One option proposed medium densities across the new neighbourhood and a central park concept. The other option was the Bridge Park concept that tackles the problem of bridging the CP line with a combination of a park and traffic bridge through the creation of a land bridge. At the Community Conversations in March, a clear preference for the Bridge Park option was stated by all of the groups consulted. Following the meetings in March, the Bridge Park option was developed further and its potential as a successful development assessed. The Plan's big moves include a park that bridges the gap, a pattern of rail history, and a new kind of urban neighbourhood (Attachment 4). The Plan projects a population of approximately 7,600 people and a neighborhood density of 36 units per acre (Attachment 5).

The Bridge Park is the recommended option for many reasons, building on the preference stated at the Community Conversations in March. The Bridge Park creates a catalyst for positive growth and development in the North Downtown and the adjacent areas. Its amenities create benefits not just to the neighbourhood in which it is situated, but to the broader city as a whole. The strengths of the Bridge Park can be understood through its ability to meet a broad variety of the City's Strategic Goals and the specific goals of the Growth Plan to 500,000 people. Furthermore, the Bridge Park models the principles for success set out by developers based on the creation of value through public investment in amenities and a high-quality urban realm.

Completing the Plan

The steps to complete the Plan include a final community engagement event in early June, further technical feedback, a presentation to the Municipal Planning Commission, and a report to City Council in June. This report recommends proceeding through this process with the Bridge Park Plan.

OPTIONS TO THE RECOMMENDATION

Option 1: Remove the Bridge Park

A simplified "break even" plan providing for a more traditional neighbourhood-scaled park has been prepared (Neighbourhood Park Concept – Attachment 6). This option theoretically covers the costs of development with revenues, but it has been identified by developers that this modest option may not create enough amenities to draw

customers to this redevelopment. The Neighbourhood Park Concept is also more limited in how it addresses the Strategic Plan in comparison with the preferred option and is not recommended.

Option 2: Reject the North Downtown Master Plan and Subdivide the Area for Sale as Industrial Land

A second option would be to sell the land under its existing zoning, without further city-site development (Base Condition – Attachment 6). Because of the land economics on this site, in this scenario it is most likely that the developer would place new industrial uses on the industrial-zoned property, as that would provide the highest return on investment. This option is not recommended because it does not support the goals set out in the City's Strategic Plan.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

As this work evolved, cost estimates and analysis of potential revenues were prepared for the Bridge Park, the more modest Neighbourhood Park, and the sell-as-is options (Attachment 6). The Bridge Park business case currently shows that a public investment or a new approach to financing city-building is required.

Financial Analysis: Bridge Park

Net Revenues	\$ 72M
Total Costs	\$ 130M
Revenues Less Costs	\$ (58M)

Financing the Project through an Area Revitalization Program

Opportunities exist to use an Area Revitalization Program for the Plan area. This is a financing model where future tax revenues from the redevelopment are directed toward the costs of public amenities and infrastructure. The project attracts private investment to the area and as the tax base increases, the additional monies are used to pay down the debt. In Calgary, a program was created called the Community Revitalization Levy, which was used to borrow \$240M to fund its East Village Project.

An initial analysis of an Area Revitalization Program for the North Downtown found that the project would have the ability to pay for itself if the program was established for a 25 - 30 year period and the neighbourhood redevelopment moved ahead as anticipated. When the loan from the program is fully paid out, an additional \$7M - \$8M would be added to the annual tax revenue from this redeveloped area. Further detail on the Area Revitalization Program will be brought forward with the completed Master Plan.

The 2014 Capital Budget provided funding for the investigation of financing options for the Plan, including examination of a Land Development Corporation. An Area

Revitalization Program and implementation through a Land Development Corporation are complementary approaches which will be reported on further later this year.

PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

On January 20, 2013, the Plan process began the first Community Conversations to gather a broad spectrum of feedback (Attachment 7). A final community engagement event is planned for early June, where the Plan will be presented for information. Developers, Stakeholders and the Public will be invited to attend a presentation of the completed plan by the consultant, review presentation panels, and to provide feedback. The stages of implementation work following the completed Master Plan will be communicated at this time.

COMMUNICATION PLAN

Communications, in alignment with the community engagement, will continue. Community events will be advertised across a broad range of media, and regular updates to the City's website will continue as the project reaches major milestones.

DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

The Master Plan will be presented to City Council in June 2014. Further information on the Financing Report will be brought forward following the approval of the Master Plan, prior to the end of the year.

ENVIRONMENTAL IMPLICATIONS

Sustainability is a key driver for this project. The Plan will create a new neighbourhood which is ecologically sustainable, as well as a vibrant and liveable place – a demonstration project for a bold new direction in Saskatoon's planning, policy and urban development. Innovative approaches to planning and development introduced in the Plan will direct growth sustainably, illustrating best practice to the public and the private sectors.

PRIVACY IMPLICATIONS

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED Review Report was issued in September 2013. There were six recommendations, all of which would be directly addressed during the implementation stages of the project.

PUBLIC NOTICE

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

ATTACHMENTS

1. The Strategic Alignment
2. Local Developers and Realtors Engagement and Feedback
3. Developers External to Saskatoon
4. The Preferred Plan
5. Development Statistics: Full Build-out
6. Preliminary Financial Analysis by Coriolis Consulting Corp. (Excerpt)
7. Community Conversations: Themes Common to All Groups

Written by: Jeanna South, Special Projects Manager, Environmental and Corporate Initiatives

Reviewed by: Brenda Wallace, Director of Environmental and Corporate Initiatives, Corporate Performance Department

Approved by: “Catherine Gryba”
Catherine Gryba, General Manager
Corporate Performance Department
Dated: May 5, 2014

Approved by: “Murray Totland”
Murray Totland, P. Eng., MBA
City Manager
Dated: May 6, 2014

The Strategic Alignment

The Master Plan Goals

Cohesive City

Connect the site to the surrounding city grid and to the River with the 'Bridge Park' Connection for all Modes.

A Green Network

The 'Bridge Park' becomes a city-wide destination, creating a more comprehensive open space network for the city using the site to connect key open spaces.

Heritage + Identity

Draw out the distinctive nature of the historic warehouse district and showcase the unique elements of the rail yards to capture a sense of the site's past and future.

Sustainable Site Systems

District energy utility + stormwater strategy.

Employment + Vitality

Build on existing industrial businesses to introduce a new mix of uses that weaves industry with commercial and live/work. Open space + amenities increase appeal and vibrancy, 'Bridge Park' enhances appeal to district or city-wide use.

Connect To Transit

Utilize existing transit infrastructure to capitalize on central location, and enhance service levels with increased connectivity. Improved connections and new transit route through site, with enhanced connections through the park.

Manage The Car

Ensure that cars and parking are dealt with to benefit liveability, walkability, business activity, and visual enjoyment. The "Park Once" strategy provides a place to park, but also encourages walking to destinations once parked. Amenities include on-street and structured parking.

Recognizable 'Place' on Day One

Ensure the first phase of development is a memorable place with real people appeal. The Grocery store and the beginning of the CN Linear Park are initiatives early in the development. The first phase of the 'Park Bridge' would be completed within the first decade of development.

Embrace The Winter City

Celebrate all aspects of Saskatoon's winter ensuring places and activities that take full advantage of the unique possibilities of winter weather. The 'Bridge Park' offers enhanced winter activities for city-wide use, plus CN corridor active transportation and parklets.

The Strategic Directions

Asset and Financial Stability

- Funding strategies for new capital expenditures.
- Alternate sources of revenue for operations.
- Increased revenue sources and reduced reliance on property taxes.

Quality of Life

- A mix of housing types.
- The Municipal Culture Plan in action.
- Affordable housing options.
- Community-building.
- Winter city.
- Age-friendly initiatives.
- Expenditures toward amenities in neighbourhoods.
- Refocus on primary services.

Environmental Leadership

- New sources of green energy.
- Clean soil.
- Leader in Cold Climate Energy Efficiency.
- Access to ecological systems and spaces.
- Better quality storm water in reduced amounts going into the river.
- No need for a new landfill.
- Conventional energy sources replaced with green energy technologies.

Sustainable Growth

- Integrated growth related to transportation, servicing, transit and land use.
- The City Centre is a cultural and entertainment district.
- Infill development and corridors balance growth.
- Heritage buildings and historical landmarks preserve neighbourhood character.
- "Complete communities" feature employment opportunities, main streets and greater connectivity.
- Liveable density.
- Design guidelines promote infill development.
- Commercial, industrial and residential areas include parks, paths and routes.
- Growth is integrated in relation to transportation, servicing, transit, and land use.

Moving Around

- The transportation network is practical and useful for vehicles, buses, bikes and pedestrians.
- Roads, streets, sidewalks and bridges are in working order and in a good state of repair.
- People and goods flow in and around the city.
- Rapid mass transit corridors guide investment and decision-making.
- Curb, sidewalk and facility accessibility increased.

Economic Diversity

- A business-friendly environment where the economy is diverse.
- Investment in infrastructure to attract new businesses and workers to the city.
- Corporate offices and other major developments/projects in the city.

The Strategic Alignment, con't

The project supports the Strategic Goal of Environmental Leadership by: improving the quality and reducing the quantity of storm water run-off going into the river; creating new sources for green energy; addressing soil quality issues on CCity-owned properties; improving access to ecological systems and spaces; and becoming a recognized leader in cold-climate energy efficiency.

The Plan supports strategies for Sustainable Growth through an integrated approach to growth related to transportation, servicing, transit and land use. It aims to establish the City Centre as a cultural and entertainment district with employment, corporate offices, and store-front retail, and preserve the character for heritage buildings and historical landmarks.

Economic Diversity and Prosperity will be addressed through planning and investment in infrastructure needed to attract and support new businesses and skilled workers to the City in the City Centre.

The vision and goals for the project were drawn from, and have a strong alignment with, the Strategic Plan, the City Centre Plan, and the objectives for the Growth Plan to 500,000.

Local Developers and Realtors

Meeting One

Participants: Developers and Realty Management firms with interests in Saskatoon

Where: City Hall Committee Room E

When: 2:30-4:00 p.m., 24 January 2013

Framework: The development community in Saskatoon were eager and thoughtful participants. At this initial meeting a comprehensive presentation was delivered by the design team followed by a facilitated discussion.

Findings:

Cost: Price of land, zoning and clear direction will determine the developers that participate.

Smaller parcels aimed at smaller developers and builders should be made available.

Relationship with Downtown: A fine balance needs to be struck so that North Downtown does not compete, nor is seen to be competing with downtown. This is especially applicable to office buildings ("High density office towers are not a good fit!") and residential towers. Developers felt that those should be downtown, while North Downtown focuses on 5-6 stories and a different product.

Phasing: If towers are considered, they should be built in the second or third generation of development. There should be incentives to attract pioneer buyers and First Home Buyers.

Quality: Keep costs down and quality high; architectural guidelines should be rigorous, consistent and clear.

Amenities: There is a market for this type of development; "The reason Riversdale is so attractive is that Broadway became too expensive, and there were amenities like the Farmers' Market that made it attractive". Amenities need to be in place in order to attract buyers. The question "Where can I go within 10 minutes?" should be able to be answered.

Parking: Saskatoon was considered to be a 'car oriented' city. Parking is important to anyone moving into the downtown and North Downtown.

Following this initial meeting, the project team had in-depth conversations with several of the developers.

Meeting Two

Participants: Developers and Realty Management firms with interests in Saskatoon

Where: Committee Room A City Hall

When: 10:00 a.m.-12:00 p.m., 22 March 2013

Framework: The developers returned for another round table discussion. The design team presented the new option, which had incorporated many of the suggestions made in the previous consultations.

Findings:

Mixed use planning: Participants cautioned a conservative approach to mixed use planning citing several examples of mixed use retail/housing that has not been successful in Saskatoon. They suggested including more retail along green space, suggesting this would create a demand for upscale retail. Light industrial dependent of the rail would not likely find the site attractive due to lack of spur line, access and anticipated costs. Light industrial along CPR tracks would only reinforce the existing unattractive character of this area.

Factors for success/Phasing: Developers felt that success was dependent on the City's investment in the public realm and amenities. As well, they suggested that incentives be provided to early adopters—those businesses, like a grocery store, or developers that took a risk to begin the process. Early phases should be anchored around the amenities to give certainty to first buyers. Creating a buzz through 3-4 storey mixed use, diverse and synergistic uses would be welcome. Consideration should be given to creating momentum in the first phase of the project with 5 or 6 developers working simultaneously and drawing attention to a North Downtown under transformation. Architectural controls were endorsed as a way of keeping standards high and 'keeping the free riders' from building sub-standard product.

Make the area a destination: Participants wanted high quality, unique retail to make the area destination for shoppers. Having a distinctive identity will set the area apart and attract consumers in both the retail and residential sectors. Taking full advantage of the spur line leading to Midtown Plaza could create a 'funky' low rise street. They suggested combining the two options, suggesting that the land bridge is a signature element that masks the rail and creates housing and development frontage onto a green space. It also creates a good opportunity to keep large trucks and delivery services off of the streets by putting deliveries and garbage removal services underground. A future LRT station could reinforce this amenity.



Figure 3.4 - An example of an appropriate high-rise building typology for the development

Housing product: High rises around the parks were seen to be problematic due to cost and perceived lack of uptake in the early stages of the plan. Consideration for different residential occupants: townhouse forms will attract young families if there are public amenities and green space. Participants wanted there to be consideration of the needs of various types of residential occupants; for example, family units need extra space and places for children to play, while young professionals look for a vibrant economic and social area.

Participants wanted there to be consideration of the needs of various types of residential occupants; for example, family units need extra space and places for children to play, while young professionals look for a vibrant economic and social area.

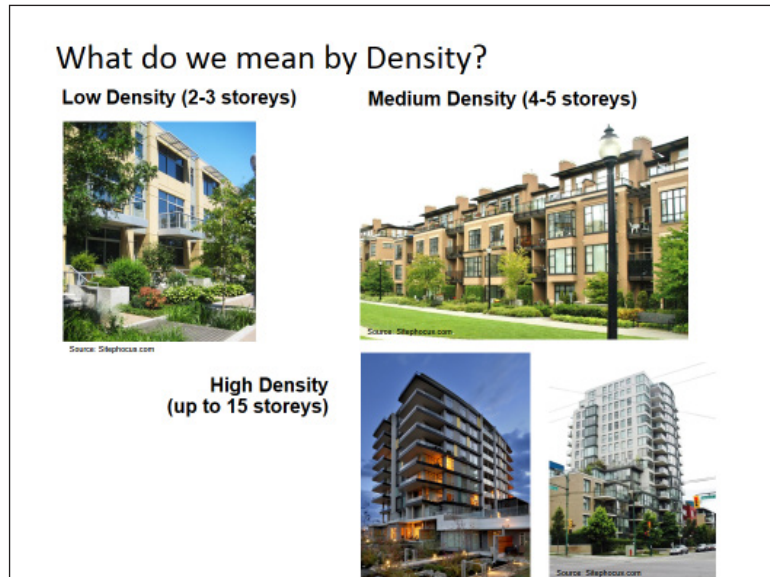


Figure 3.5 - The concept of density was made explicit during presentations with examples of different types of housing that have create highly livable neighbourhoods in other cities

Developers External to Saskatoon

Participants: Representatives from Harvard Development (Regina), Bluetree Homes (Vancouver), Brookfield (Toronto), Kilmer Brownfield Management (Toronto) and Harris Consulting (Vancouver); Jeanna South, Frank Long, Linda Andal (City of Saskatoon); and members of the consultant team – Joyce Drohan, Catarina Gomes (Perkins+Will), Blair Erb (Coriolis) and Troy Smith (Group2).

Where: Teleconference

When: July 2013

Framework: Each participant received an information package before the meeting including an overview of the preferred direction as presented to the public in June 2013 and a few questions for consideration.

Findings:

These questions guided the discussion and led to the following recommendations:

Phase 1 Success

- Attract a food retailer with a recognizable brand that is looking for an urban opportunity
- Start development at the edge of the neighbourhood that is closest to existing neighbourhoods to create a contiguous urban fabric
- Invest in ground-oriented housing, student housing and in the re-use of existing buildings in the first stages
- Deliver the project in complete phases, so open space and community amenities go hand-in-hand with housing – amenities will be key to attracting buyers to this site
- Connectivity across the tracks is essential to success of this project

Delivering Amenities, Services and Parking

- Enhance the social capital of Saskatoon i.e. promote connection among people in ways that are familiar to Saskatonians
- Invest in a community hub that can include any combination of: school, seniors centre, senior transition housing, daycare and community centre
- Promote use and connect to amenities already available in the downtown
- Create a hub of activity, potentially around the John Deere Building
- Reduce overall parking requirements and surround above grade parking with veneer uses. Look into visitor parking within walking distance and not always under the building.

Phasing, Housing Choice and Affordability

- Implement the plan in 5-year increments. Keep it flexible to adapt to a changing market
- Investigate the potential for tax increment financing (TIF) to lessen the cost of development early on
- Look for opportunities to partner with private parties to achieve some of the amenities
- Look into the feasibility of seniors housing given its proximity to downtown amenities, and student housing to support SIAST
- Three and four-storey buildings will likely be feasible in the first stages

Adjacent Communities

The project team, and particularly the project manager paid special attention to those communities and residences directly adjacent to the site. Separate meetings were held with each of the surrounding communities with special attention being paid to the potential impact of the development on their neighbourhood.

5 THE PREFERRED PLAN

This chapter describes the preferred plan starting with the big ideas that drive it. Building on these, the various layers of the concept are presented including street design and movement networks, the overall approach to green space design and community arts and cultural programming. The chapter concludes with the more technical aspects related to municipal engineering.

5.1 The Big Ideas

Saskatoon is at a crossroads in its evolution as an urban centre and the North Downtown site is key to this. The ‘Big Ideas’ that drive the plan are aimed at taking full advantage of this large, mostly open site to create an exceptional new piece of the city that all Saskatonians can enjoy, especially through a rich network of open spaces. The underlying ideas also capture the city’s goal to create a new kind of urban community for Saskatoon benefiting from a highly livable form as well as from renewable energy. The ideas are as follows:

A Park That Bridges the Gap

Reconnecting the city and providing a unique new identity for Saskatoon, a destination park is proposed to span the wide gap of the CPR corridor. Not only will this link the two sides of the site in a robust and compelling way but also, it will create a generous, seamless open space through which all modes of movement – pedestrians, bicycles and vehicles – can move easily, a key tenet of the City’s Strategic Plan. Paths and streets extending from the land bridge into the surrounding neighbourhoods provide access to this remarkable new public amenity for all residents in the City Centre. Finally, the area below the park could accommodate much-needed parking and sustainable infrastructure facilities like the District Energy Centre – resulting in a highly memorable public space with energy and revenue-generating potential.



Figure 5.1 - A new bridge park will be a remarkable new public open space amenity for all residents in the City Centre

Pattern of Rail History

The vast rail yards that once occupied the site are long gone but vestiges of this richly active past are retained and enhanced as part of the plan. The CN Spur Line becomes a linear greenway connecting directly to the City Centre through a series of diverse landscape experiences; the ongoing repurposing of historic buildings in the warehouse district is complemented by new forms and creates opportunities for remaining buildings, like the John Deere, to become landmarks within the North Downtown fabric. The Mills provide a prominent northerly anchor for honouring the site's industrial history – tied intimately to the railway.

A New Kind of Urban Neighbourhood

The plan draws from the scale of the surrounding older city neighbourhoods in order to create a new residential community in the heart of the city. The new urban fabric is enlivened and given character through key districts that reflect the unique characteristics of the immediate area like the Mills and Warehouse Districts.

A “courtyard” type of building is introduced to ensure that green and open space and natural day light are integrated into each parcel especially on the multi-family housing sites. The result is a new kind neighbourhood unlike anything else in Saskatoon, which provides an exceptional living environment and creates a highly memorable place in the Downtown.

This kind of urban living will likely be most attractive to generation Y and seniors. These two demographic groups are drawn to areas where there is easy access to cultural and community activities within walking distance or short transit ride, have smaller households and less need for private outdoor space, all characteristics that are present in the North Downtown.

5.2 Streets and Movement

5.2.1 Approach

Mixing residential and employment is the prime catalyst for creating a dynamic and inclusive neighbourhood along with supporting commercial activities at different times of the day and week. It will provide strong synergies by balancing transportation demands over the day; creating opportunities for people to live close to where they work; and, minimizing new transportation and parking infrastructure through more efficient use.

The benefits of this approach are already visible in other major Canadian cities, including Toronto, Calgary and Vancouver, which have become much more pedestrian and cycling oriented in the central areas.

Permeability is one of the key transportation themes for the North Downtown. The new grid of walkways, bicycle routes, and streets will extend out to the neighbouring communities, making the Plan fully inclusive and accessible. Critical to this approach will be the interfaces with Idylwyld Drive, 2nd Avenue, 33rd Street, and 25th Street, and in particular how safe and direct pedestrian and cyclists connections can be achieved without overly encouraging vehicle through movements, which is a major concern for the community.

New streets will be designed to discourage non-local vehicle movements through the use of 4-way stop controls, street parking, crosswalks, etc., which will contribute to slowing vehicles down. Monitoring and reviewing changes to transportation patterns in the area, as the development builds-out, will be important feedback for the neighbouring community and will guide the need for new transportation infrastructure, including traffic calming measures. It will also help the City grow more comfortable with the positive potential dynamics that such new communities contribute to lowering transportation demands and creating dynamic neighbourhoods.

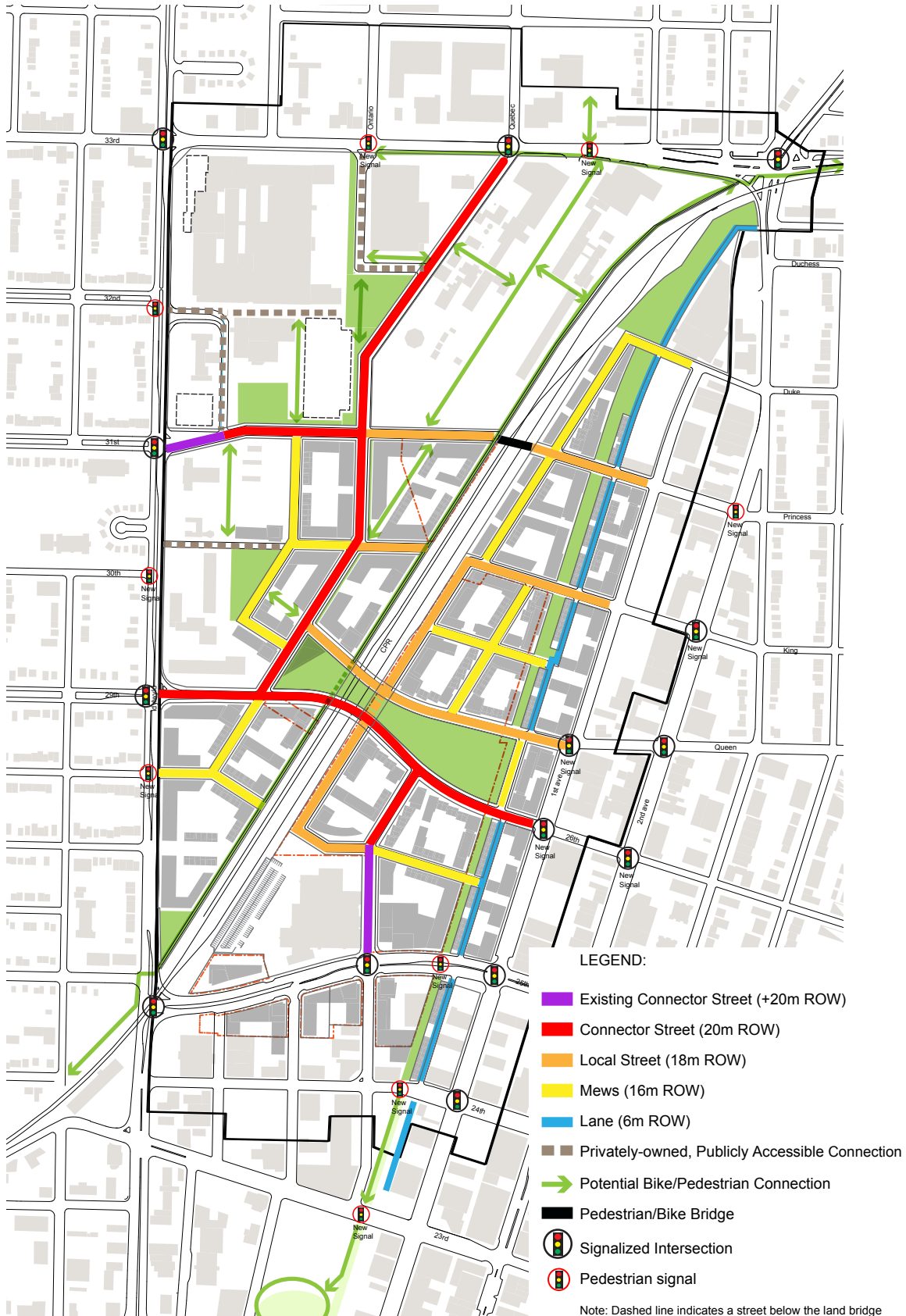


Figure 5.5 - Street Family



Figure 5.6 - Connector street example at UniverCity in Burnaby, BC

5.2.2 Family of Streets

The Plan relies on an interconnected street system that balances the travel demands of pedestrians, cyclist and vehicles to create a safe, walkable and inviting urban environment. The grid pattern of streets provides for great mobility and dispersal of vehicle movements especially east-west through the introduction of two bridges extending 26th Street and Queen Street to the west side of the CPR tracks. Both streets rise at a gentle 5% slope from the east, and land at a slope no greater than 7.5% on the west side. An accessible path in the park would allow people of all ages and abilities to move from one side to the other with ease while enjoying this great new amenity.

The grid pattern of streets, together with short development blocks and frequent intersections will encourage mobility for pedestrians and cyclists. The directionality of the streets suggests the long-term possibility to stitch them across the tracks should that opportunity arise in the future.

The Plan purposefully adopts new categories of streets as an indication of a new way of approaching street design. Narrow rights-of-way and lane widths, abundant on-street parking and street trees as well as frequent intersections all contribute to slow vehicles down and create a safer environment for pedestrians and cyclists

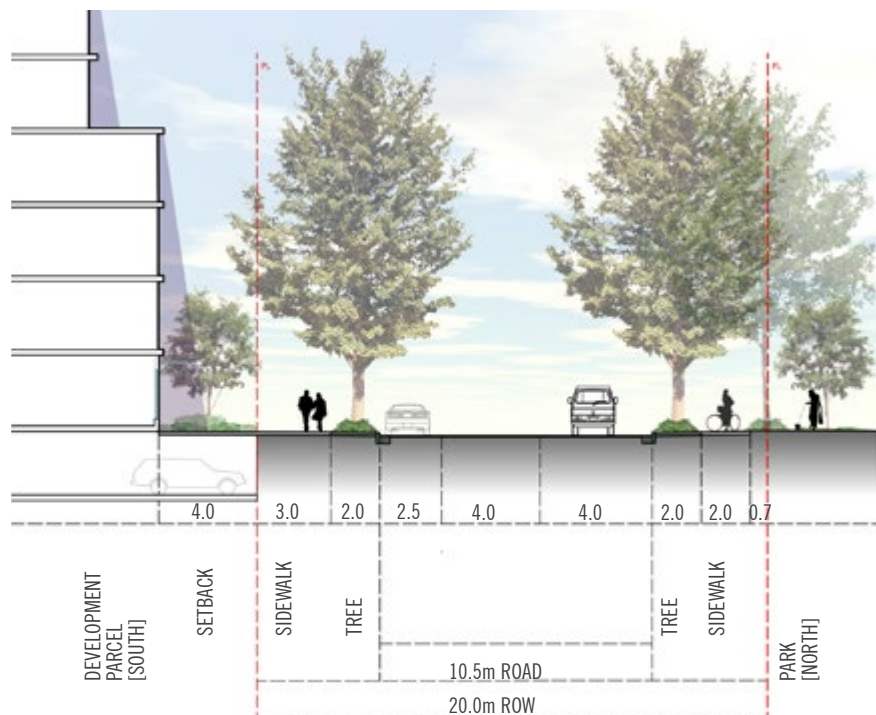


Figure 5.7 - Connector Street - South side of park

Connector Streets

Connector Streets are the main links to the surrounding neighbourhoods and designed to support local transit. The connector street flanking the south side of the Park includes parallel parking on the development side and generous sidewalks lined with large deciduous trees. Cyclists will be encouraged to use the paths in the park given the roadway will be shared with buses. The connector street linking to SIAST accommodates parallel parking on both sides of street and promotes the shared use of the roadway by vehicles and cyclists. Large deciduous trees bring shade and greenery to this street, and further separate pedestrians from vehicles. As a way to encourage cross-country skiing, the Plan allows for a surface right-of-way along the east side of the street, designed as a continuous grassy strip that extends through several blocks.



Figure 5.9 - Connector street key map

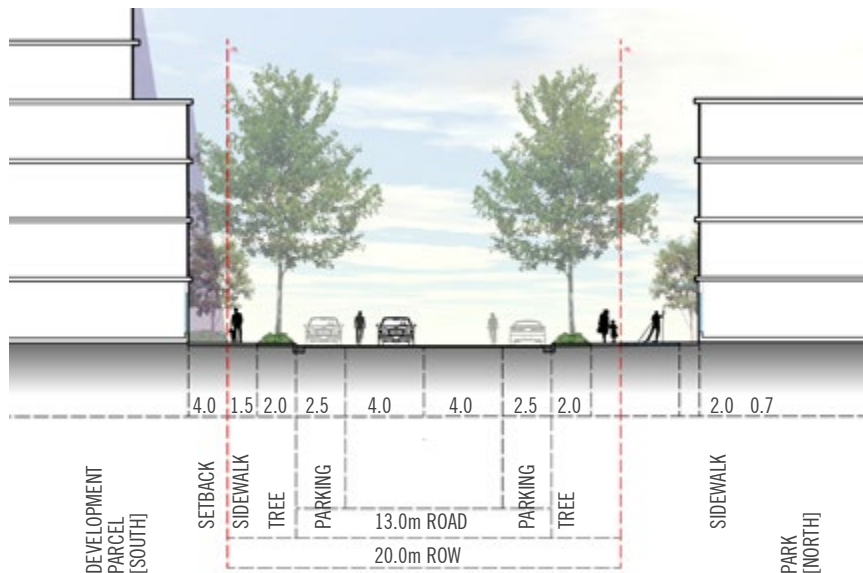


Figure 5.8 - Connector Street - Link to SIAST

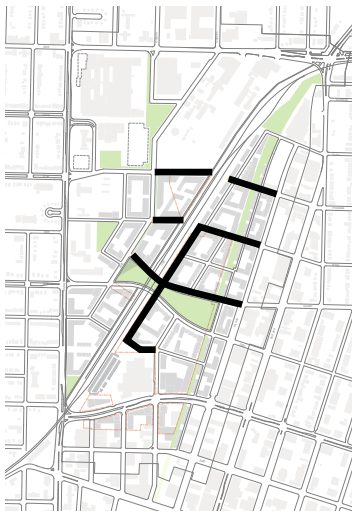


Figure 5.10 - Local street key map

Local Streets

Local Streets are essentially for access to buildings within the North Downtown, including to the potential parking garage (and District Energy Plant) located under the park. Mostly, they will look residential in nature with narrow lanes, curb-side parking on the development side along with smaller deciduous trees and rain gardens along the sidewalks.

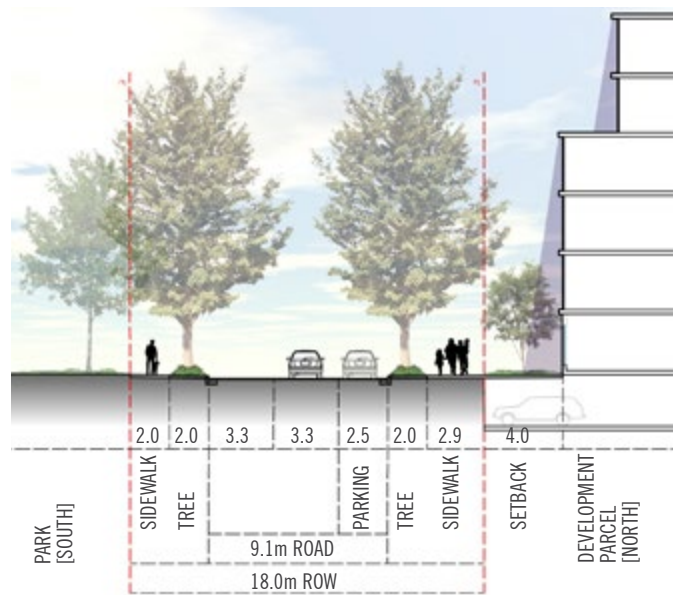


Figure 5.11 - Local Street - North side of Bridge Park



Figure 5.13 - Local street example

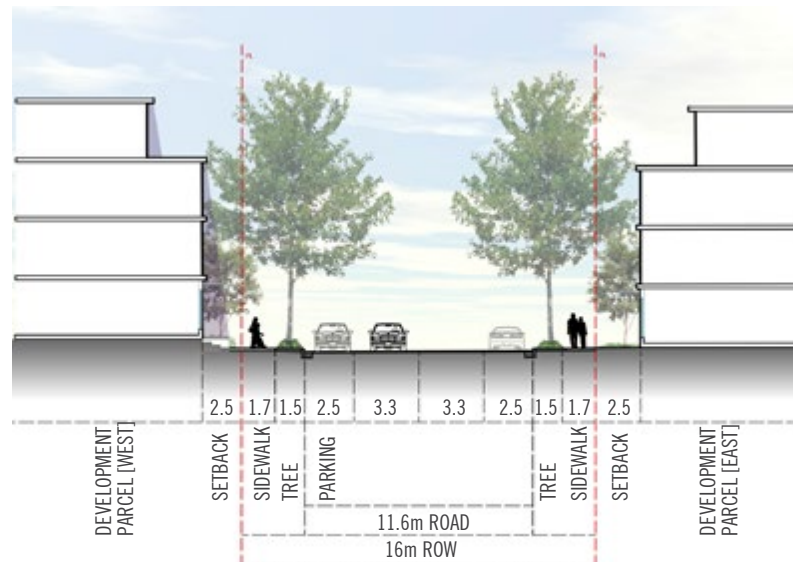


Figure 5.12 - Local street - Typical section

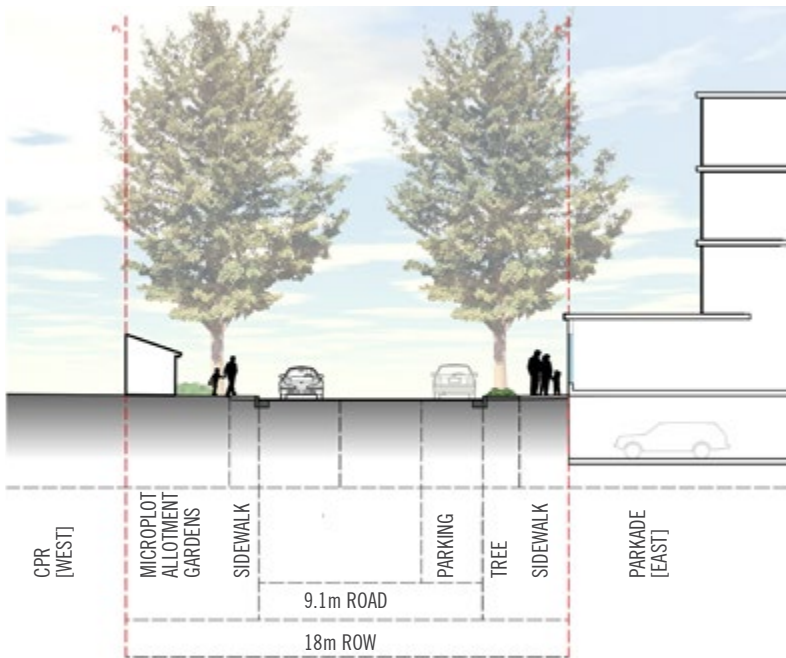


Figure 5.14 - Local street - East side of CPR

Mews

Mews are a quiet and narrow form of local streets and will feel even more intimate. Cyclists will share the street with slow moving cars while pedestrians can enjoy a quaint street where residents are invited to occupy stoops, terraces and front gardens. Street parking would be located in pockets with curb bulges at intersections, allowing priority for pedestrians.

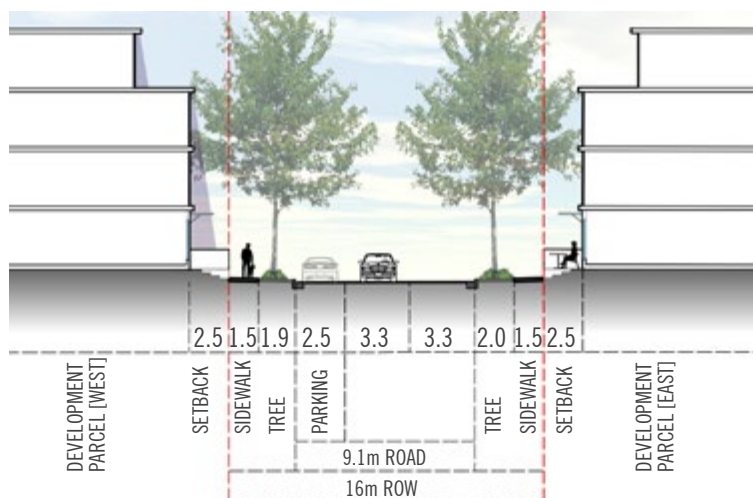


Figure 5.15 - Mews - Typical Section

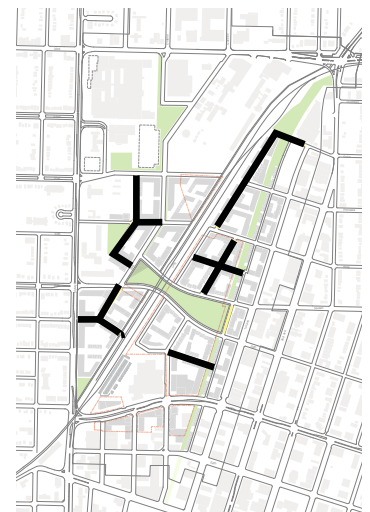


Figure 5.16 - Mews key map

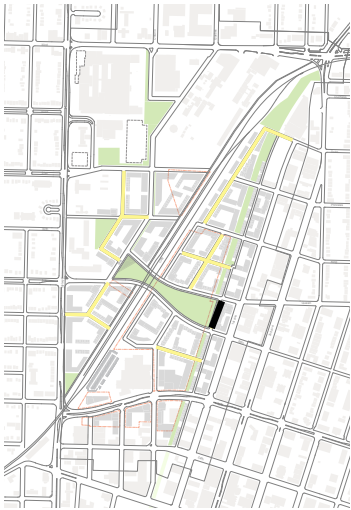


Figure 5.17 - Mews fronting east side of Bridge Park

Mews Fronting the Bridge Park

Flanking the east side of the Bridge Park, these mews will be a sun filled place for cafes, restaurants and other neighbourhood amenities. Slow moving cars allow for frequent and safe crossing between the two sides of the street.

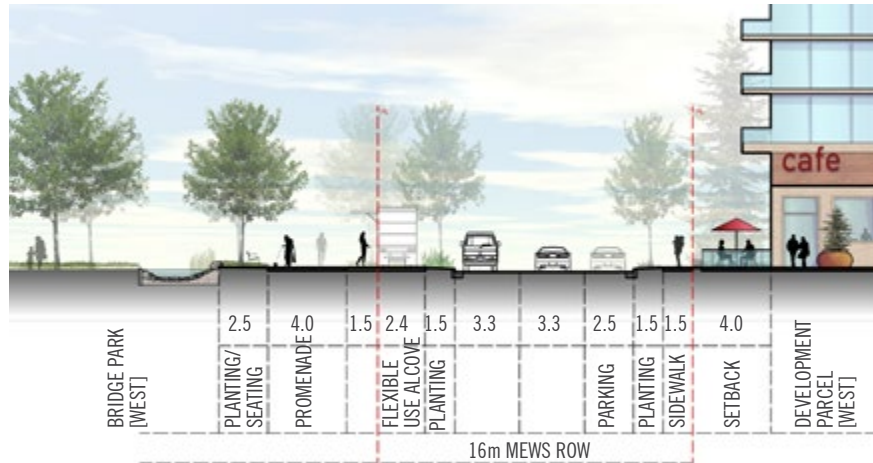


Figure 5.18 - Mews fronting the Bridge Park



Figure 5.20 - Mews precedent in Vancouver's Olympic Village



Figure 5.19 - Generous seating faces Jamison Park in Portland, Oregon

Laneways

Laneways enable access to parking, garbage and loading to existing development facing 1st Avenue and to the new townhouses facing the Greenway. They will reduce the need for driveways along 1st Avenue, enabling a better pedestrian environment along this street.

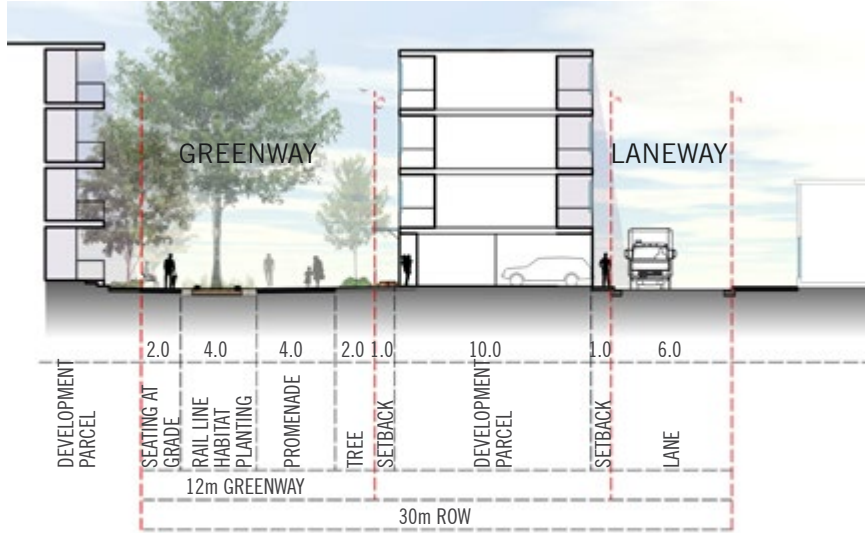


Figure 5.21 - Laneway section



Figure 5.22 - Access to parking tucked under development in Seattle, WA

Privately-owned, publicly accessible connections

Privately-owned, publicly accessible connections will be essential for people and vehicles to access Idylwyld Drive and 33rd Street through very large existing development blocks.



Figure 5.23 - Laneway key plan

5.2.3 Cycling Network

Cyclists of all abilities will be accommodated in the City Centre through a combination of facilities: separated routes, street bike lanes, and slow-moving local streets. It will create a network of options to cater for both commuters and recreational users alike and will connect through to the adjacent neighbourhoods together with the downtown core.

Prominent among the separated facilities will be the north-south bicycle route following the decommissioned CN Spur Line along with the one running along the west side of the CPR corridor (see Condition C, Figure 6.6 on page 157). These routes will provide important stepping points for communities in the north of the City in accessing the downtown core.

Interlaced with these will be new east-west routes connecting between the Caswell Hill and City Park neighbourhoods (and onward to the Spadina Trail). The Bridge Park will provide the southern connection across the CPR while a future pedestrian / bicycle bridge connection could provide a northern crossing (along 31st / Princess alignment) should it be desirable to supplement the existing 33rd Street multi-use path.

Crossing treatments at minor and major streets will be an important design consideration and in particular to have features which prioritize and support walking and cycling activities.



Figure 5.24 - Raised crossings along Forsythe Way in Boston

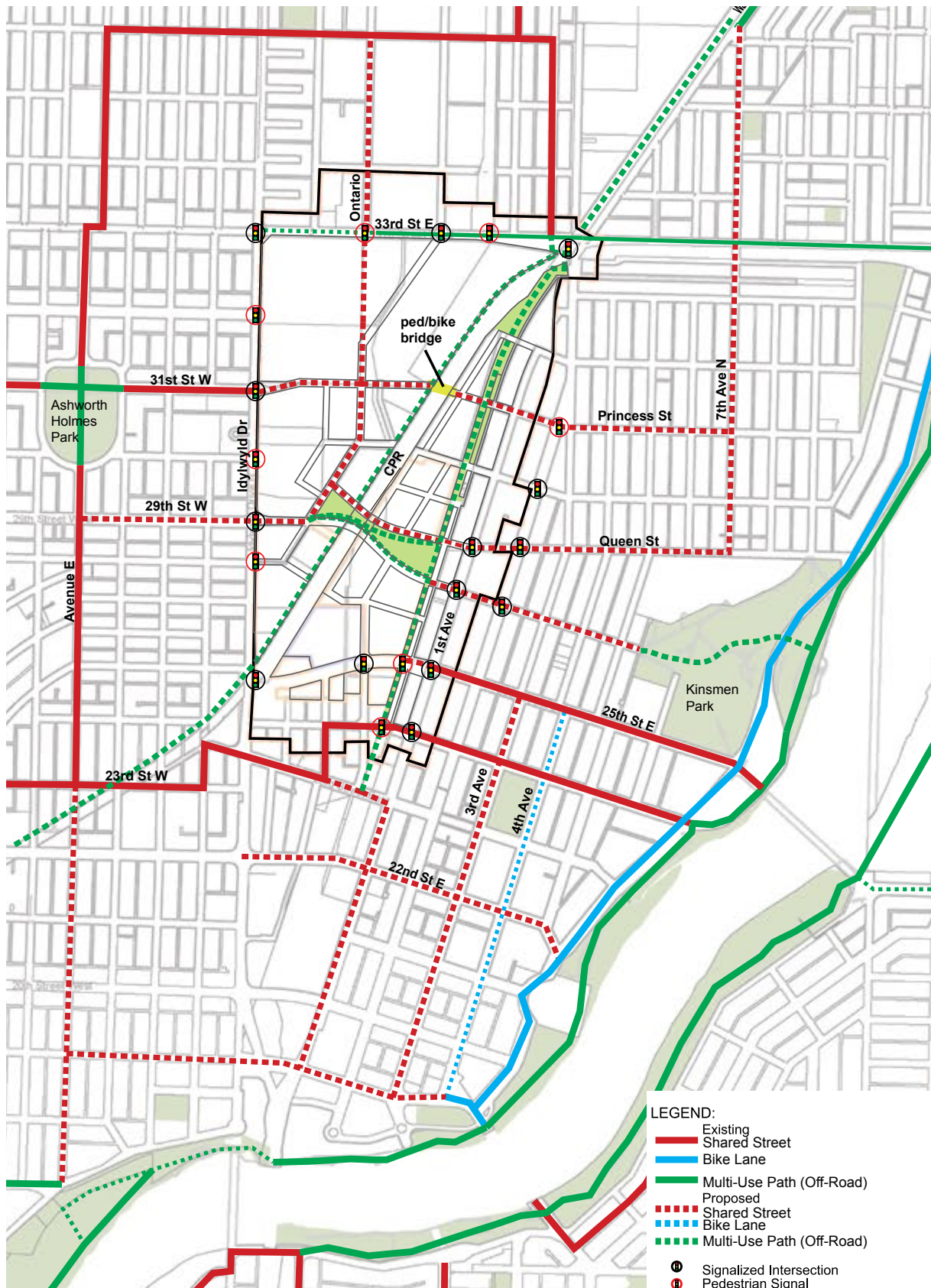


Figure 5.25 - Cycling network

5.2.4 Transit Network

With North Downtown's close proximity to the downtown core, there is already existing strong transit network of routes serving the site. Most future residents will be 400-metres from a service or 5-minute walk away from a bus stop. Future route options through the site can be provided along the Connector Streets, including the east-west route linking the two sides of the neighbourhood, should this be desirable.

Idylwyld Drive is expected to continue to be the main bus corridor for the area given its directness and concentration of routes. Future rapid transit is expected to operate on this corridor. Therefore the focus for Idylwyld Drive should be aimed at enhancing the pedestrian environment for passengers on this street, through improving crosswalks, public realm, and waiting areas.

5.2.5 Parking Management

Parking bylaws are inherently based on providing parking for each individual building, but for mixed use communities the opportunity exists for sharing to encourage better and more flexible use of the available supply, which in turn can lower demands by 10% to 20% depending on the land use composition mix and availability street parking supply. Appendix B draws upon the examples of other Prairie cities to present a recommendation for minimum and maximum parking rates for each of the main land uses within the North Downtown.

Opportunities also assist for Transportation Demand Management (TDM) measures, e.g. ride-share, car sharing vehicles, subsidized transit, high quality bicycle parking, etc., to further support lower parking demands, and provide improved choice for future residents, employees and visitors.

Street parking would be controlled (either pay meters or time-restricted) and it is expected that some form of charging mechanism would be in place for off-street employee and commercial parking.

Land Use	Parking Rates	
	Minimum	Maximum
Office	1.5 spaces/100 square meters	2.5 spaces/100 square meters
Commercial	2.0 spaces/100 square meters	3.0 spaces/100 square meters
Residential	0.8 spaces/unit	1.2 spaces/unit
Residential Visitor	0.05 spaces/unit	0.15/unit

Figure 5.26 - Recommended parking rates for Saskatoon North Downtown

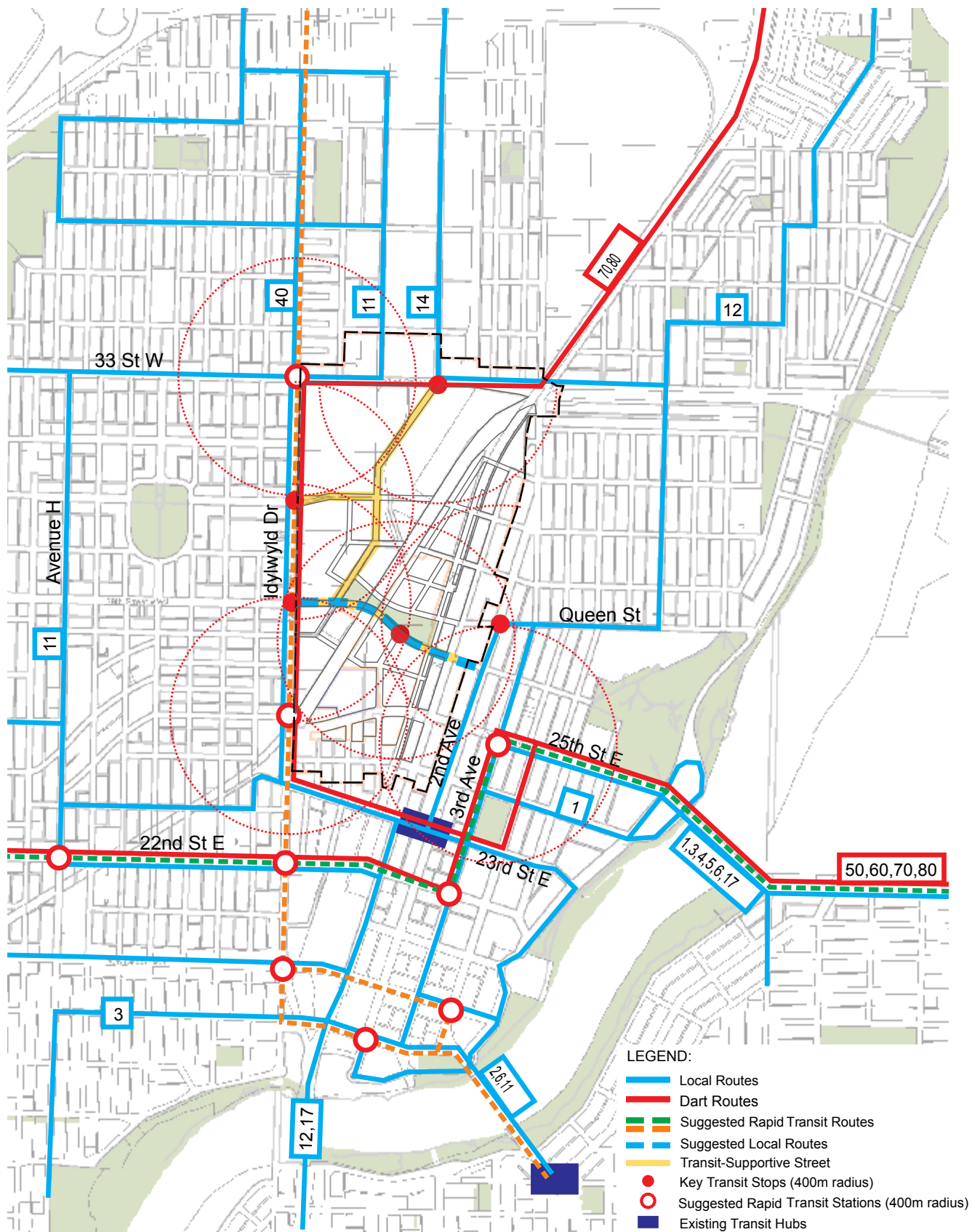


Figure 5.27 - Transit network

5.3 Green Network



Figure 5.28 - Creating a cohesive green network

“The more successfully a city mingles everyday uses and users in its everyday streets, the more successfully people thereby enliven and support well-located parks that give back grace and delight to their neighborhoods instead of vacuity.”

- Jane Jacobs
The Death and Life of Great American Cities

5.3.1 Principles and Intent

The development of this significant site at the heart of Saskatoon presents a unique opportunity to connect existing green spaces to create a network of public open spaces. Located between the Henry Kelsey and Pierre Radison Parks and the Ashworth Holmes Parks to the west, the riverfront to the east and Woodlawn Cemetery to the north, there is great potential to extend past site boundaries and create meaningful linkages to significant existing parks.

On site, the open spaces will provide a variety of spaces and experiences. Green space is available at a variety of scales, from interior courtyards on development parcels to neighbourhood parks. Layering of program elements for public art, play, habitat, and urban agriculture with storm water management ensures that spaces will be dynamic and multifunctional.

Saskatoon is a city that embraces its winter season. The landscape plan allows for a wide range of uses at all times of the year, and provides winter protection for both special events and daily use by pedestrians.

The landscape plan responds to existing conditions and character. Significant heritage buildings and landscapes (The Mills, The John Deere Building, CN rail line) are given treatment that suits their scale and prominence. Important existing views to downtown are preserved or enhanced.

All open space development on site will employ best management practices in sustainability.

5.3.2 Complete Network

The open space network includes streets, parks, and the greenway along the old CN spur line.

Streets with generous boulevards and tree plantings are planned to connect with existing tree-lined streets at adjacent Caswell Hill and City Park neighbourhoods. These neighbouring streets are seen as having a high landscape value, and provide a strong precedent for development in the North Downtown.

A new above grade vehicular and pedestrian connection across the site is created through the addition of a district park that bridges over the CPR Rail Line at the block between Queen Street and 26th Street. Mending the current break in the street network, this major move re-connects the previously separated halves of this site and adjacent communities.

Neighbourhood parks are planned at key locations. A pocket park at the Harry Bailey Aquatic Centre allows for programmed outdoor recreational activities. A park at SIAST could be programmed for use by students and include skateboarding and small court sports such as basketball. Neighbourhood parks east of Victory Church and at Idylwyld and 26th Street would provide play opportunities for young children in nearby developments.

The inactive CN Rail Spur running parallel to 1st Avenue is given new life as a greenway which is described in more detail later on.



Figure 5.30 - Winter scene in Oslo, Norway

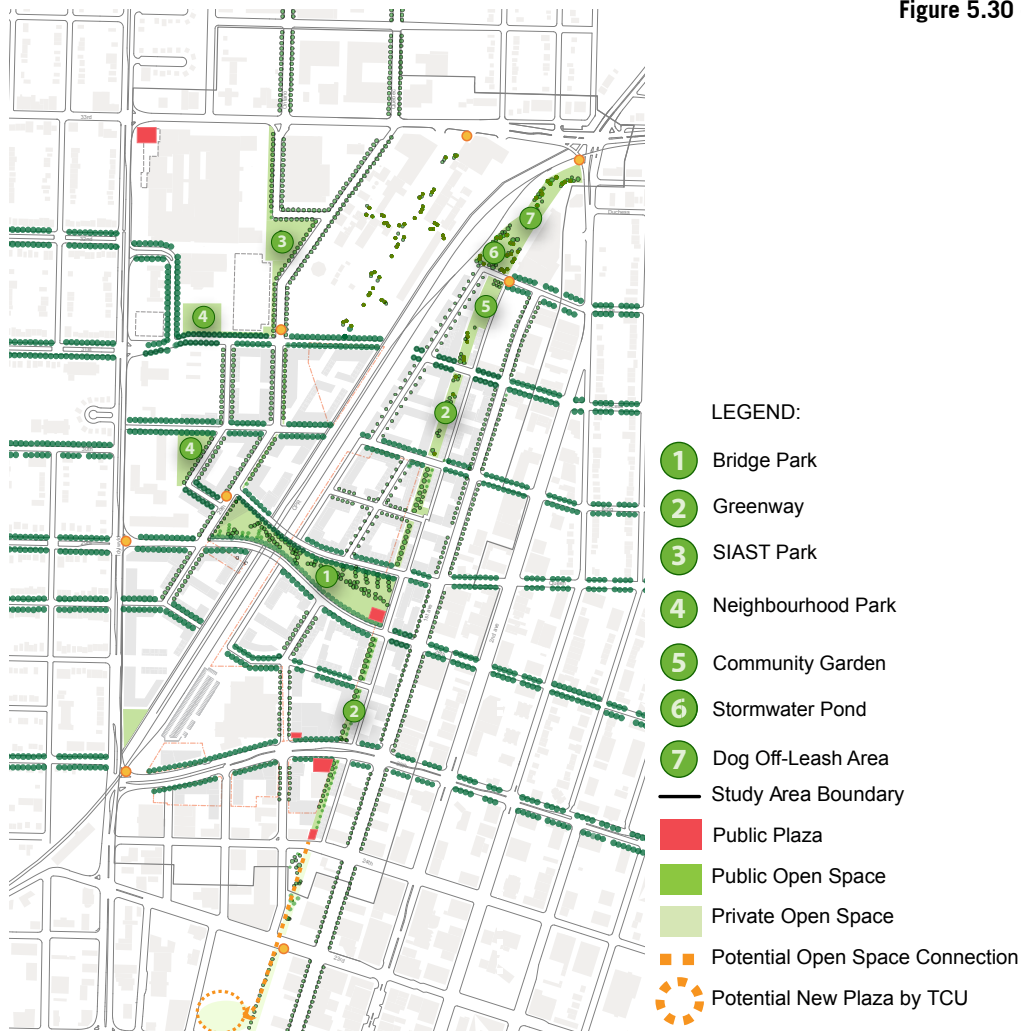


Figure 5.29 - Site green network

5.3.3 Bridge Park

The Bridge Park addresses the most significant challenge of the site. Connecting both sides of the site and joining them to the larger street network, the Bridge Park creates a safe and efficient way for both vehicles and pedestrians to pass over the tracks. A parkade is proposed beneath the bridge allowing the City to meet demand for parking in the downtown core, and to generate income.

Located at the heart of North Downtown, this elevated park accentuates already significant views to the south east and will itself be an iconic structure and identity-giving space for the development. Protection from winter winds is provided by adjacent buildings on the north and west side of the park. This large, high amenity green space will be a tremendous addition to the development.

WEST SLOPE



UPPER PARK TERRACE



EAST SLOPE



Figure 5.31 - Bridge Park precedents



Figure 5.32 - Bridge Park illustrative plan



Figure 5.34 - Community garden plan

5.3.4 Greenway

The existing 1.5 kilometer long CN Rail Spur will become a linear park system with connections to Woodlawn Cemetery to the north and to TCU Place to the south. Varying in width from 60 meters to 12 meters wide, the greenway accommodates a variety of uses.

The northern section of the greenway will have a more natural character, and become more urban as it extends south. Programmed spaces will include a dog park, community garden, nature play, a tot lot and a series of warming huts to offer shelter in the winter.

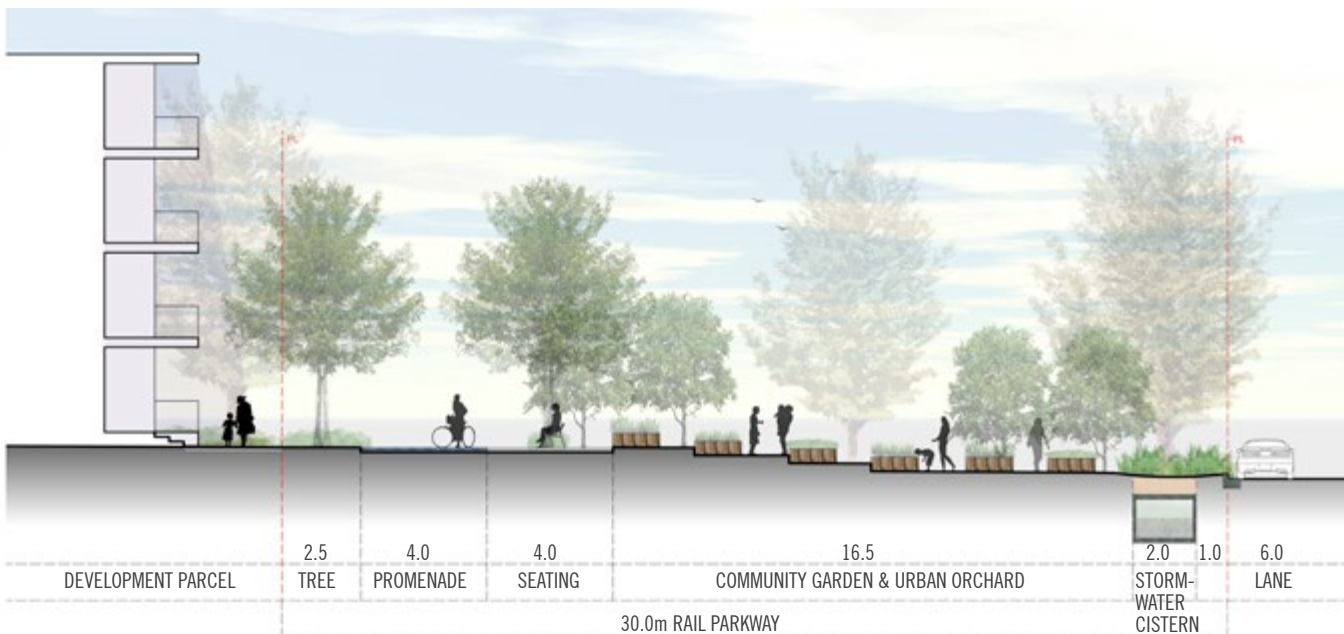


Figure 5.35 - Section B - Community Garden

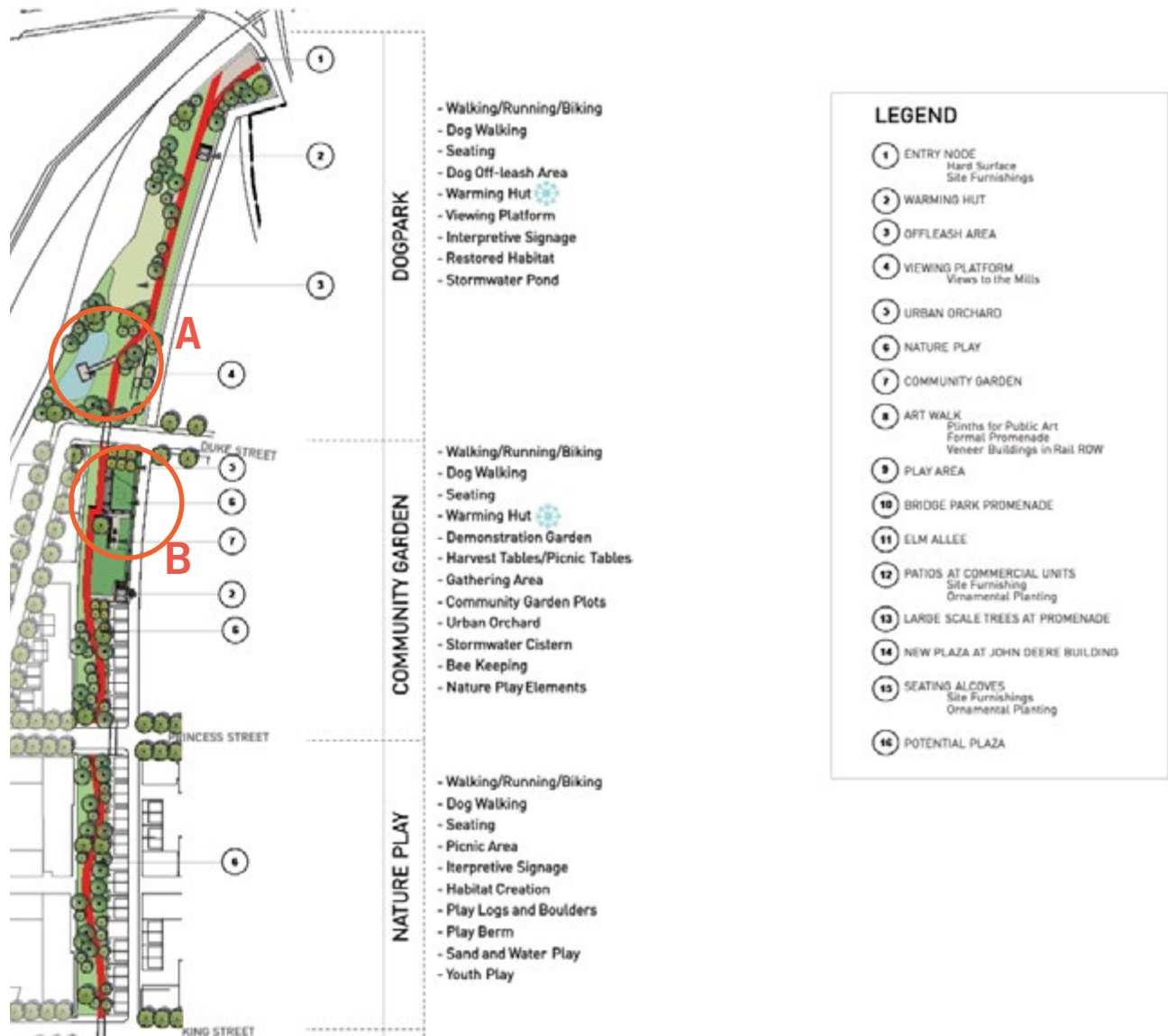


Figure 5.36 - Greenway plan - north section

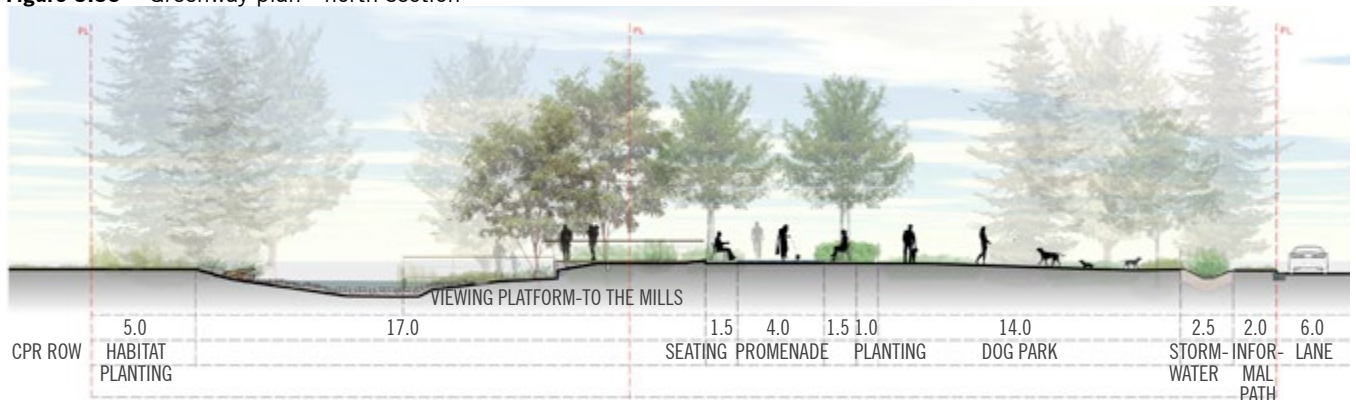


Figure 5.37 - Section A - Dog park

Narrowing to accommodate townhouses south of the community garden, the greenway becomes a 12m wide promenade for pedestrians and cyclists. Throughout, the rail line will be remembered in site details; sections of rail line may be left in place or recalled in paving patterns.



Figure 5.38 - View of Greenway looking south

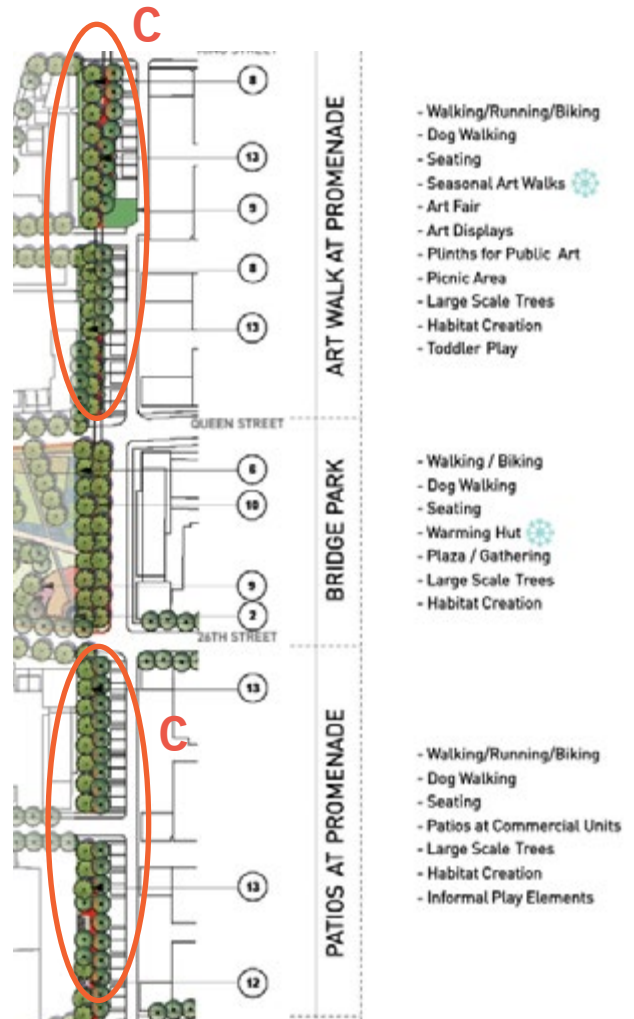


Figure 5.39 - Greenway plan - mid section

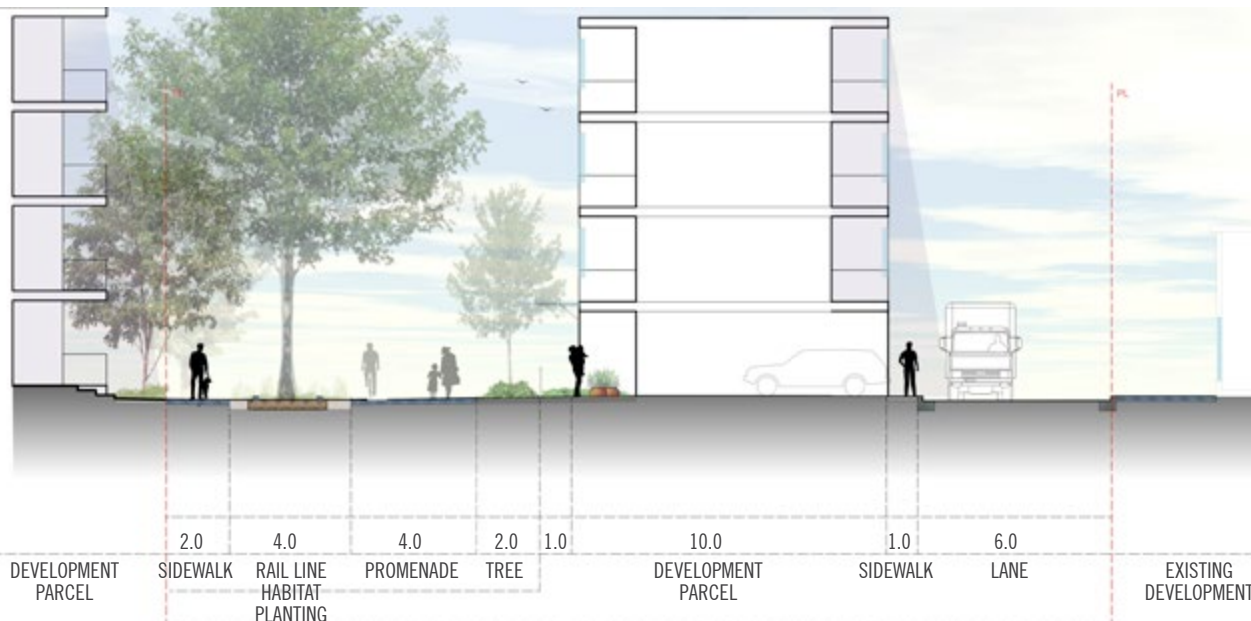


Figure 5.40 - Section C - Promenade

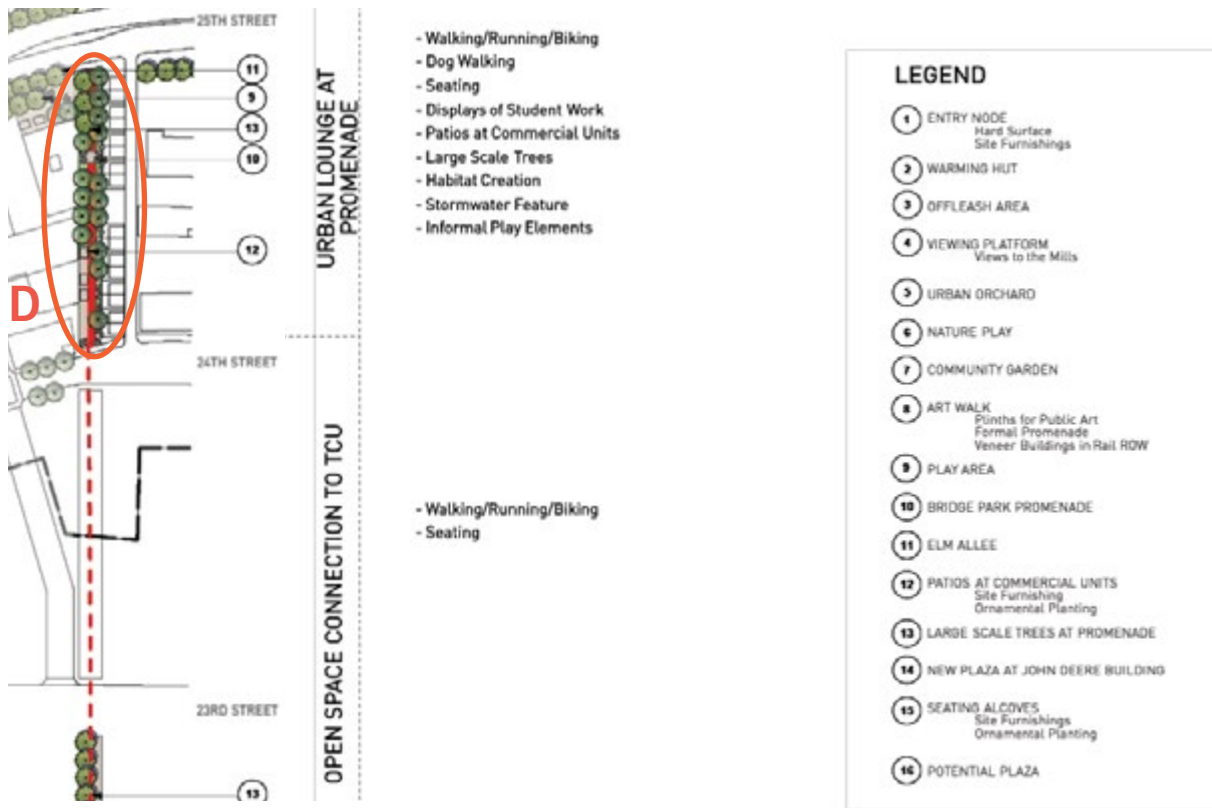


Figure 5.41 - Greenway plan - south section

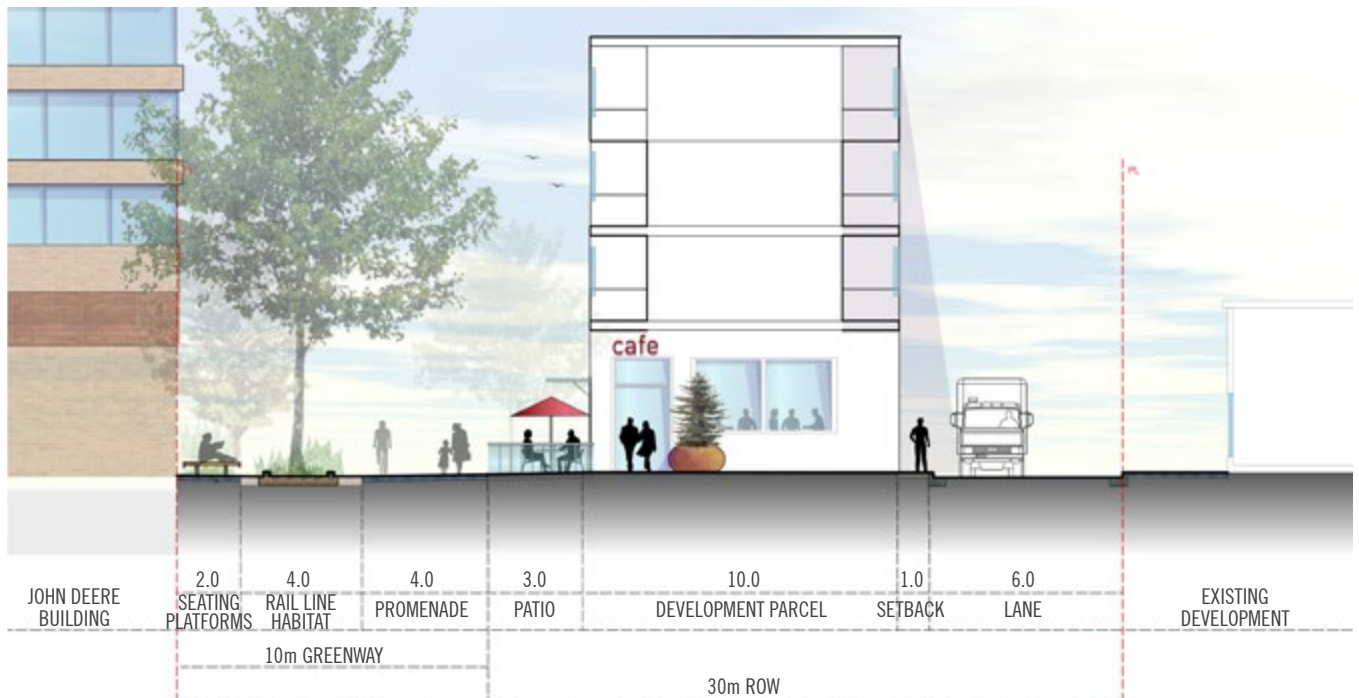


Figure 5.42 - Section D - John Deere Block



Figure 5.43 - Play areas geared to winter activities

5.3.5 Play Areas

Play areas are incorporated throughout the neighbourhood at differing scales and are seen as an important part of the open space network.

Plans inside interior courtyards at private development parcels create opportunities for small scale play spaces. A tot lot is shown off the greenway south of King Street; micro-parks may be woven into the fabric of the community where spaces between parcels allow. Larger neighbourhood parks are spaced throughout the site to ensure that all residents have easy access to open space for play. All play areas should be integrated into the open space design and take on a natural character.

The Greenway may also be seen as a play area in itself, with opportunities for running and cycling. Warming huts along its length make it an attractive walking route in winter as well as summer.



Figure 5.44 - Water as an integral play element





LEGEND:
 Play Space
 Potential Open Space Connection

Figure 5.45 - Play areas diagram

5.3.6 Habitat

Areas for habitat have been incorporated at all green spaces. Continuous linkages of habitat are most advantageous to wildlife, and these have been provided through areas of native and ornamental plantings. Shrubs and trees with persistent fruits are to be used to provide birds with winter food source.

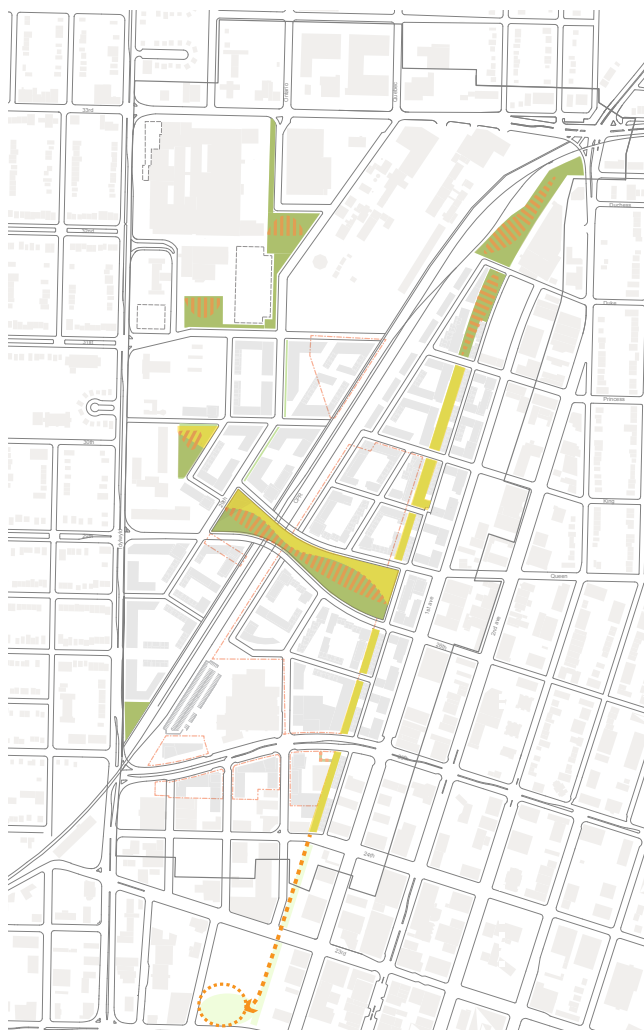


Figure 5.46 - Habitat zone diagram

- LEGEND:
- Ornamental Landscape Habitat: *Gardens, Sports Fields, Lawn Areas*
 - Restored Natural Habitat: *Prairie grassland, Meadow, Forest, Riparian Edge, Wetland*
 - Mixed zone: Ornamental and Native Plant Habitat
 - Potential Open Space Connection



Figure 5.47 - Restorative habitat example



Figure 5.48 - Ornamental and native plant habitat

5.3.7 Trees and Street Trees

Trees in the proposed parks and open spaces as well as in the new streets are a critical aspect of the North Downtown Master Plan. Sufficient and quality growing medium should be considered to ensure healthy and robust trees during detailed design of the parks, open spaces and streets. In street rights-of-way this may be achieved with the use of structural soil cells.



Figure 5.49 - Urban agriculture as an inclusive and educational element

5.3.8 Urban Agriculture

Urban agriculture was identified through public consultation as being important to Saskatonians. In response, opportunities to grown food have been included at various scales throughout the open space plan. Significant gardening space is provided at the community garden and allotment plots adjacent to the CPR rail line. Urban agriculture is incorporated into plans for the SIAST park, and Bridge Park.



Figure 5.50 - Urban agriculture diagram

5.3.9 Storm Water Management

Storm water management plans include spaces for snow storage, snow melt, and to retain rain water before it goes into the storm sewer system. Retention strategies include swales, dry ponds, storm water features and planted rain gardens.



Figure 5.51 - Storm water strategy diagram



Figure 5.52 - Storm water swale at Dockside Green in Victoria

5.4 Community, Arts and Culture

This section builds upon the six Key Directions represented within the City of Saskatoon Culture Plan 2011:

- Direction 1 Arts and Culture Sector: Build capacity within the cultural sector.
- Direction 2 Heritage: Ensure cultural heritage is conserved and valued.
- Direction 3 Youth: Cultivate conditions for youth and young professionals to thrive.
- Direction 4 Diversity: Value and celebrate diversity and strengthen opportunities for cultural interaction.
- Direction 5 Neighbourhoods: Support and enable cultural development at the neighbourhood level.
- Direction 6 City Centre: Develop the city centre as a cultural district.

Based on the directions outlined in the Culture Plan and the development of the master plan, five areas of cultural activity are planned for the North Downtown:

Creative Hub (Phase 1)

This hub builds upon the creative energy generated by the presence of the University of Saskatchewan Architecture School that may occupy the historic John Deere Building in the Warehouse District. The development of live/work/studios along the Greenway further encourages this type of enterprise through permanent locations for creative businesses and business owners. Opportunities for public art along the Greenway connecting to TCU Place to the south extend the focus on creativity from this hub south to the downtown.

Key Directions: 1, 2, 3, & 6

Street Plaza (Phase 2)

The secondary nature of the northern-most street flanking the Bridge Park provides the opportunity for this infrastructure element to function at specific times as a street plaza for community and civic events. A cultural building serves as an anchor at the west end of the Park, providing for amenities including washrooms and potentially an indoor environment to support winter activities.

Key Directions: 1, 3, 4, 5 & 6

Social Hub (Phase 2)

This component focuses on providing services for residents of the community with space available for programmed elements such as a daycare, seniors' centre, community kitchen and an adult learning centre. To contribute to the social vibrancy of the area it is key that this hub be located near the Bridge Park. Connecting the area to food production and preparation allows a contemporary realization of urban agriculture to tie back to the historical focus on the movement of wheat and other food staples.

Key Directions: 1, 2, 3, 4 & 5

Community Recreation Hub (Phase 2)

Existing recreation services provided at Harry Bailey Aquatic Centre will be further augmented to meet the needs of the existing communities to the north and west, SIAST students, faculty and staff as well as the new residents of North Downtown.

Key Directions: 1, 3 & 5

SIAST Public Space Node

The creation of a new face to SIAST at a central location within the campus provides additional opportunities to connect the North Downtown area to this important post-secondary institution that is an integral component of the master plan.

Key Directions: 1, 2, 3, 4 & 5



Figure 5.53 - Community and cultural zones

The diagram below suggests locations for public art, including temporary structures by the students of the future architecture school. Warming huts are also a great opportunity to engage the local design community in the creation of public arts installations.

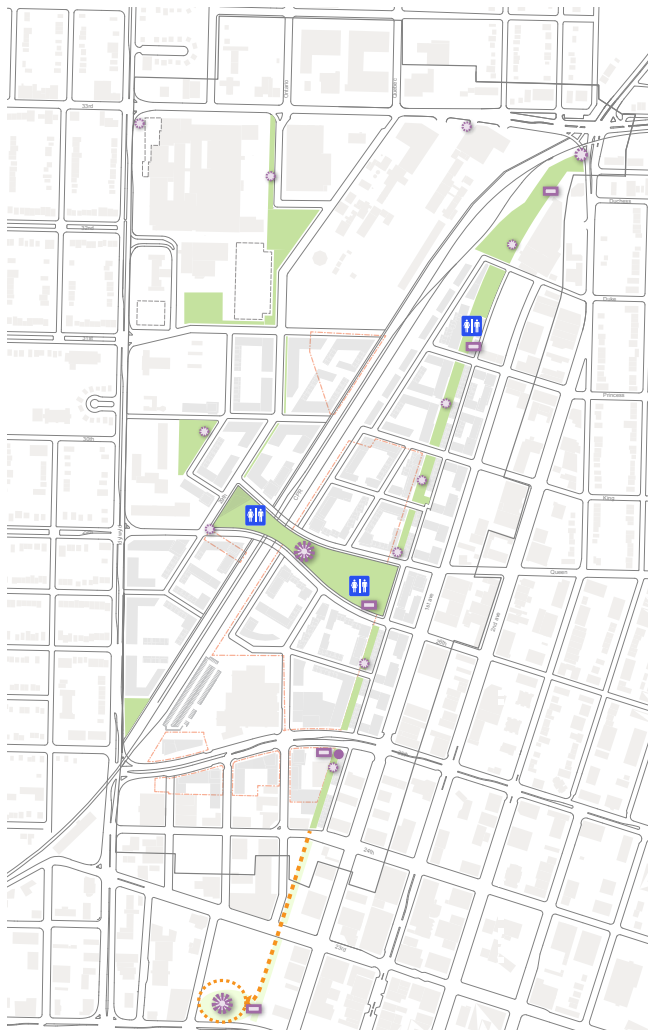


Figure 5.56 - Location of Public Art, Warming Huts and Public Washrooms

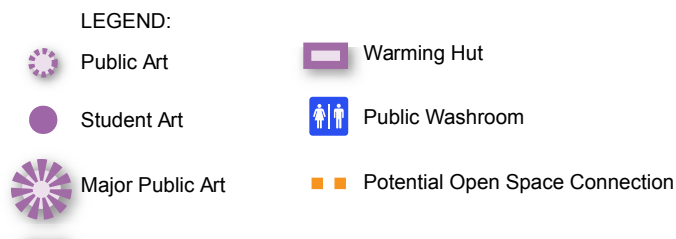


Figure 5.54 - Warming huts for winter use



Figure 5.55 - Old tracks become part of the new surface treatment



Figure 5.57 - Public art installations enhance the quality and character of the public realm

5.5 Infrastructure

5.5.1 Storm Water Management

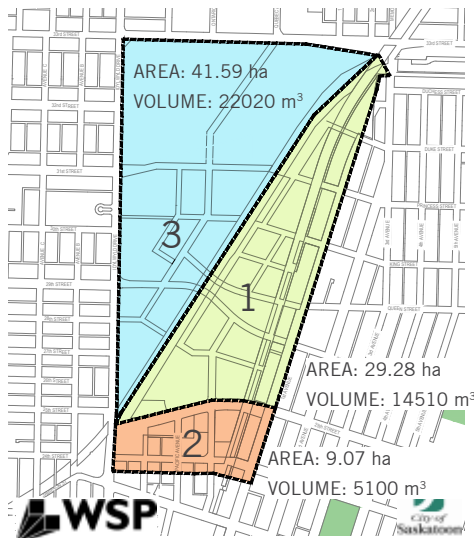


Figure 5.58 - Drainage areas

The proposed minor system for storm water management is shown on the Storm Sewer Concept plan on the opposite page. The minor system to drain the west catchment area makes use of existing storm sewers that discharge from the site via the 750mm storm trunk at Idylwyld Drive and 28th Street. The proposed development in the east of the CPR including Bridge Park will require demolition or abandonment of existing storm sewers and re-routing of existing minor system flows. However the overall outlet for the minor system east of the CPR will remain via a new connection to the 900mm storm trunk in 1st Avenue.

The City of Saskatoon Technical Steering Committee indicated that the existing storm sewers in the vicinity of this project area are near capacity and at risk to periodic surcharge during severe storms. Consequently, the final detailed design for storm water management in the North Downtown area will need to include storm water storage facilities capable of holding back the 1:100 year storm water flows. In order to evaluate the post-development storage requirements, the post development flow characteristics were estimated from the overall land use plan. The 1:100 year storm water accumulation for the post development condition was modelled using PCSWMM and the City of Saskatoon 1:100 year hyetograph. For this simulation, the area was divided into three catchment areas, one west of the CPR and two east of the CPR. A summary of the 100 year storm volume and delineation of these catchment areas is shown in the Drainage Areas diagram and summarized in the table below:

	AREA 1		AREA 2		AREA 3	
	Existing	Proposed	Existing	Proposed	Existing	Proposed
1. Catchment Area (ha)	29.28	29.28	9.07	9.07	41.59	41.59
a. Greenspace (ha)	2.70	6.33	0.00	0.00	3.73	5.37
b. Hard Surface (ha)	26.58	22.95	9.07	9.07	27.86	36.22
2. Average Runoff Coefficient	0.89	0.81	0.95	0.95	0.89	0.87
3. 1:100 Year Intensity (mm/hr)	106.53	106.53	124.57	124.57	86.30	86.30
4. 1:100 Year Flow (m ³ /s)	7.72	7.02	2.98	2.98	8.90	8.90
Runoff Volume (m ³)	N/A	14610	N/A	5100	N/A	22020

Figure 5.59 - Summary of the 100 year storm volume



Figure 5.60 - Storm Sewer Concept Plan

5.5.2 Potable Water

The proposed water distribution system is shown in Figure 5.55. This system shall be looped internally and connected to the 600mm located at 1st Avenue. Based on the various land uses proposed within this development area, the 220 L/s fire flow requirement will need to be met throughout all phases of development. Given the mixed-use nature of this development, the per-capita design flows for single family residential development as outlined in the City of Saskatoon Development Standards Manual would not be applicable in the North Downtown project area. Consequently, the following assumptions for water consumption were used for this study:

- Average Daily Demand = 230L/capita/day
- Peak Day Demand = 483 L/capita/day
- Peak Hour Demand = 736 L/capita/day

A summary of the estimated water consumption based on the population estimates contained within this report are as follows:

- Average Daily Demand = 2732 m3/day
- Peak Day Demand = 5737 m3/day
- Peak Hour Demand = 8743 m3/day

Additional details are shown on the table below:

Land Use	Parcel Area (ha)	Residential Population	Retail/Office Equivalent Population	Water Demand (m3/day)		
				Average Day	Peak Day	Peak Hour
Phase 1A-Mixed Use	1.21	174	679	196.17	411.96	627.75
Phase 1B-Mixed Use	1.25	200	533	168.53	353.91	539.30
Phase 1C-Mixed Use	0.79	84	264	80.13	168.28	256.43
Phase 2A-HD Res.	1.72	602	40	147.77	310.31	472.86
Phase 2B-Med/HD Res.	2.73	950	0	218.50	458.85	699.20
Phase 2C-Mixed Use	3.27	447	1325	407.58	855.91	1304.25
Phase 3-Med/HD Res	2.03	709	0	163.07	342.45	521.82
Phase 4-Mixed Use	16.45	4487	1384	1350.31	2835.66	4321.01
TOTAL FOR PROJECT AREA	29.44	7653	4226	2732	5737	8743

Figure 5.61 - Summary of project area water consumption

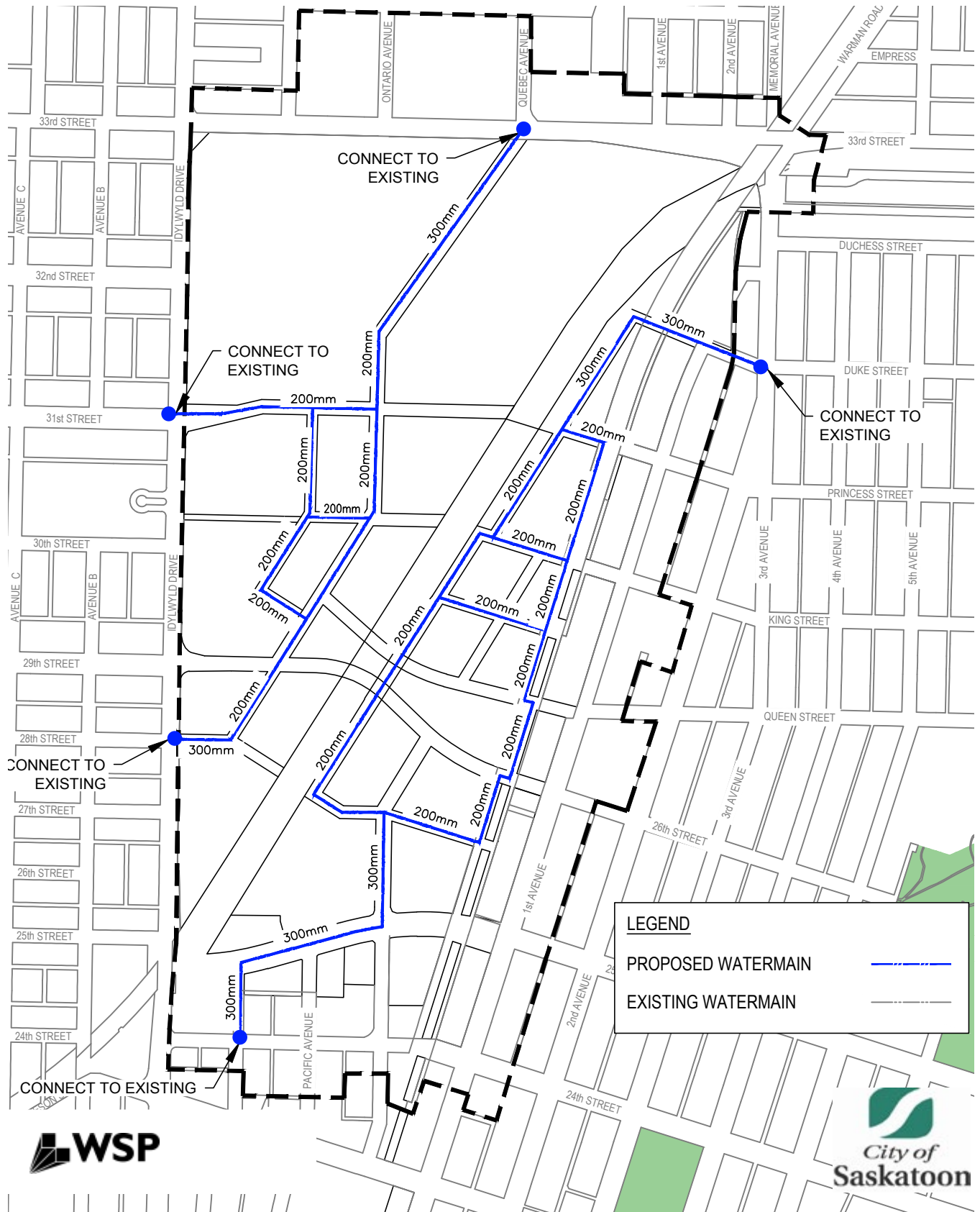


Figure 5.62 - Proposed water distribution diagram

5.5.3 Wastewater Collection System

The proposed wastewater collection system shown in Figure 5.57 conveys flows via the 750mm trunk sewer to the interceptor sewer near the river. As the City of Saskatoon is currently contemplating changes to their standard methods for calculating peak sewage flows, two approaches to this calculation were considered. The first of these is a standard Harmon calculation based on estimated population densities as outlined within this study. The second calculation method uses the proposed, “flow by building type” approach currently under development by Infrastructure Services. As the City has not confirmed this new approach as it pertains to mixed-use buildings, the estimated sewage flows were calculated using the traditional Harmon formula approach with an estimated average daily flow of 230L/capita/day.

The equivalent residential population of the multi-use development areas was provided in the development statistics table. For the office and retail contributions, equivalent populations were generated using projected floor space ratios and a rate of one person per 23 m². The table below summarizes the results of this calculation.

Land Use	Parcel Area (Ha)	Residential Population	Retail/Office Equivalent Population	Harmon Peaking Factor		I&I (L/s)	Combined Peak Flow (L/s)
				Residential	Commercial		
Phase 1A - Mixed Use	1.21	174	679	4.17	3.90	0.21	8.28
Phase 1B - Mixed Use	1.25	200	533	4.15	3.96	0.21	8.32
Phase 1C - Mixed Use	0.79	84	264	4.26	4.10	0.13	8.50
Phase 2A - HD Res	1.72	602	40	3.93	4.33	0.29	8.56
Phase 2B - Med/HD Res	2.73	950	0	3.81	0.00	0.46	4.28
Phase 2C - Mixed Use	3.27	447	1325	4.00	3.72	0.56	8.27
Phase 3 - Med/HD Res	2.03	709	0	3.89	0.00	0.34	4.24
Phase 4 - Mixed Use	16.45	4487	1384	3.29	3.70	2.80	9.79
TOTAL FOR PROJECT AREA	29.44	7653	4226	31.51	23.72	5.00	60.23

*Constants used for Harmon equation: F=230 L/capita/day, K=86400 s/day, I&I=0.17L/s/ha. Equivalent population for commercial based on floor area estimates and 1 person/23m²).

Figure 5.63 - Summary of project area water consumption

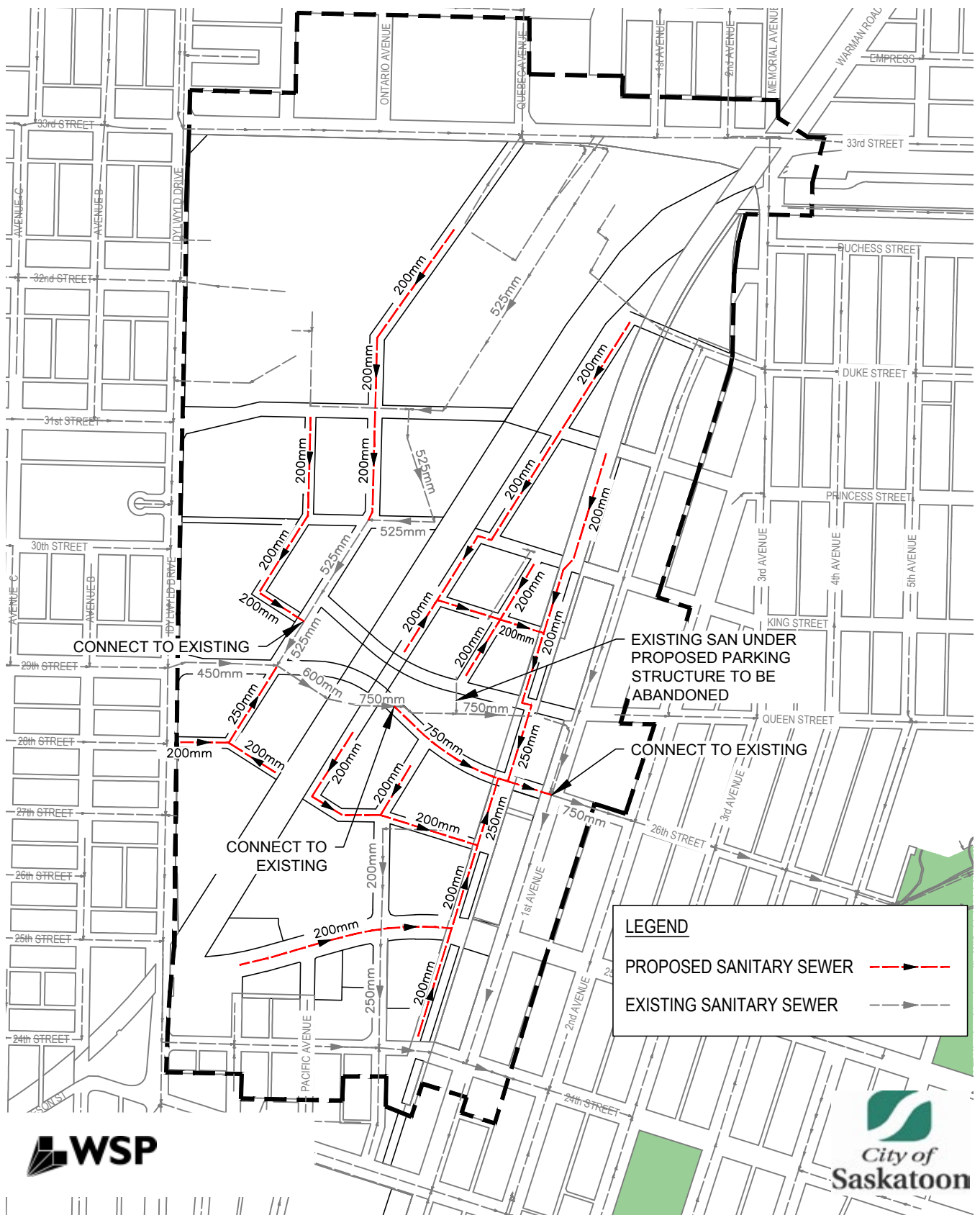


Figure 5.64 - Proposed waste water collection system

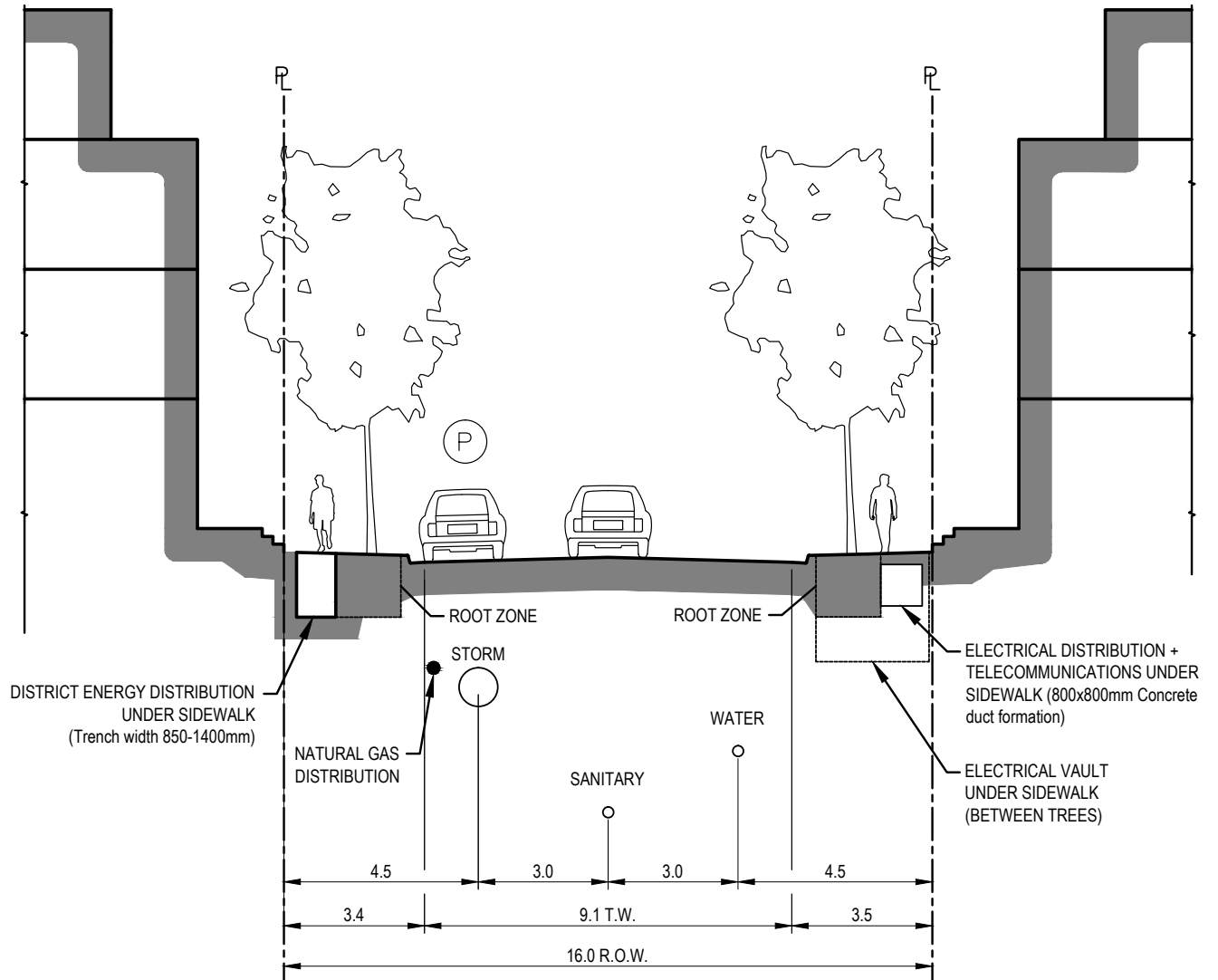
5.5.4 Electrical Considerations

Saskatoon Light & Power (SL&P) is undertaking a study of the Bulk Power System which includes all of the SL&P electrical transmission lines. The transmission line of particular interest regarding the North Downtown Master Plan is a proposal to extend a new transmission line between the North Central Electrical Substation (Princess Street and 1st Avenue) and the Avenue C Electrical Substation (Spadina Crescent and Avenue C). The study underway will be considering multiple options, provide planning level estimates and provide discussion regarding the other implications of the individual right of ways. More detailed analysis of these options will occur following the completion of this study and there will be further consultations. Given the Council vision to make Saskatoon's core area as viable and attractive as possible, including the North Downtown, only an underground transmission line should be considered.

Saskatoon Light & Power has begun an analysis of the two basic options to provide an electrical distribution system for the North Downtown area. One option is an under sidewalk vault concept which would include vaults located in larger buildings or structures. This is the preferred option from an urban design point-of-view which has been illustrated in the cross-section to the right.

The other concept would be to place pad-mount electrical utility equipment at grade level upon the property of a particular development. Saskatoon Light & Power is aware of the need to consider the aesthetics as well as the functionality of the distribution system. Individual developments will have to accept the specific electrical costs related to the specific development.

In addition, there are the offsite costs which must be apportioned reasonably to each development. This is complicated by the expectation that fully developing this area to the Master Plan occupation density could take a substantive period of time. At this time it is not possible to suggest which electrical distribution system concept will be recommended. In the future an electrical distribution system concept will be approved and it is expected to be applied throughout the area excepting servicing which has already occurred.



NOTE:

DEPTHS OF WATER/SEWER/STORM UTILITIES WILL VARY. MINIMUM DEPTH OF COVER BASED ON CONSTRUCTION DEVELOPMENT STANDARDS, AS FOLLOWS:

- STORM - 1.85m
- SANITARY - 2.90m
- WATER - 2.90m

Figure 5.65 - Preliminary location of underground services and utilities in the narrowest right-of-way proposed in the master plan (16.0 metres - Mews)

Development Statistics: Full Build-out

Residential Land Area: 31 ac

Mixed Use Land Area: 40 ac

Green Space: 11 ac

Public Utility: 2 ac

Total Number of Dwelling Units: 4,300

Population: 7,650



Comparison with New Greenfield Suburban

North Downtown

Residential Land Area: 31 ac

Total Units: 4300 units

Net Density: 51 upa

Population: 7650

Raw/Neighbourhood Density: 36 upa

Green Space: 9% of gross land area (11 ac)

Blairmore 2

Residential Land Area: 300 ac

Total Units: 4200 units

Net Density: 13 upa

Population: 9800

Raw/Neighbourhood Density: 8 upa

Green Space: 12% of gross land area (35 ac)

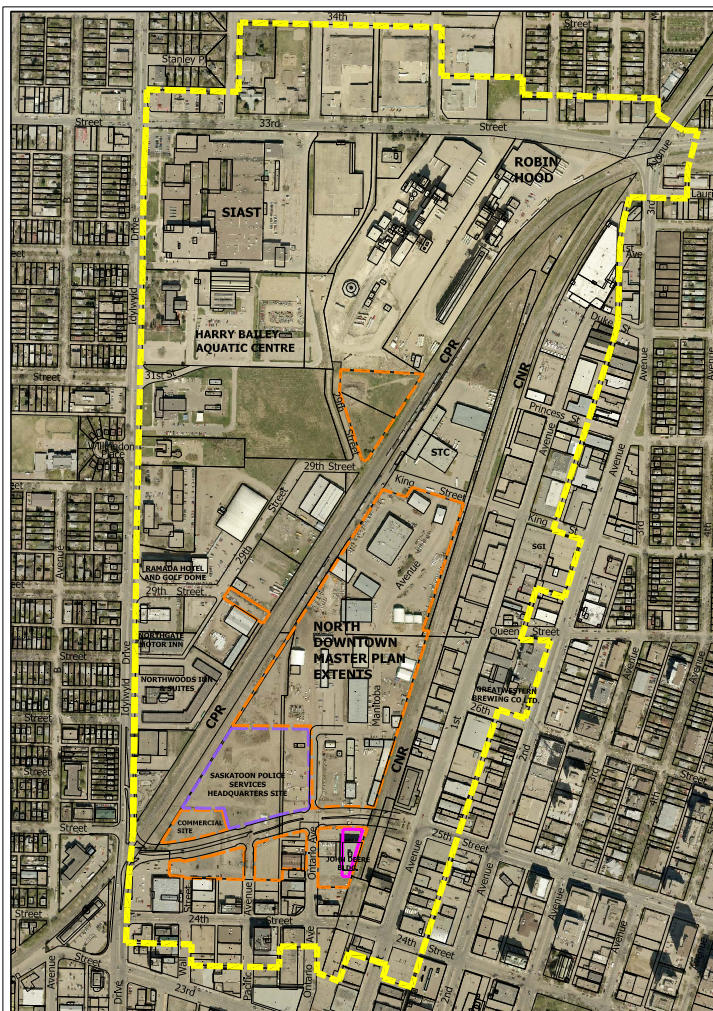
Current Population Estimate for the Central Industrial Area: 210

Preliminary Financial Analysis by Coriolis Consulting Corp. (excerpt)

1. Base Condition: Estimated Value of City-Owned Land under Existing Zoning

Exhibit 1: Estimated Value of City owned Land Under Existing Zoning

Industrial Lands	Estimated Land Area in Acres	Estimated Value Per Acre	Estimated Total Value
West of CPR - Industrial	3.0	\$400,000	\$1,200,000
North of 25th Street - Industrial	21.5	\$400,000	\$8,600,000
Total Value - Industrial	24.5	n/a	\$9,800,000
Less Demolition of Existing City Yards	n/a	n/a	\$500,000
Less Remediation	n/a	n/a	\$6,500,000
Net Value after Demolition and Remediation	n/a	n/a	\$2,800,000
RA1 Lands	Estimated Land Area in Acres	Estimated Value Per Acre	Estimated Total Value
North of 25th Street - RA-1	0.9	\$4,356,000	\$3,920,400
South of 25th Street - RA-1	3.6	\$4,356,000	\$15,681,600
Total South of 25th Street	4.5	n/a	\$19,602,000
Total Estimated Combined Value	Estimated Land Area in Acres	Estimated Value Per Acre	Estimated Total Value
Total Value of Industrial and RA1 Lands	29	n/a	\$22,402,000



Concepts Analyzed

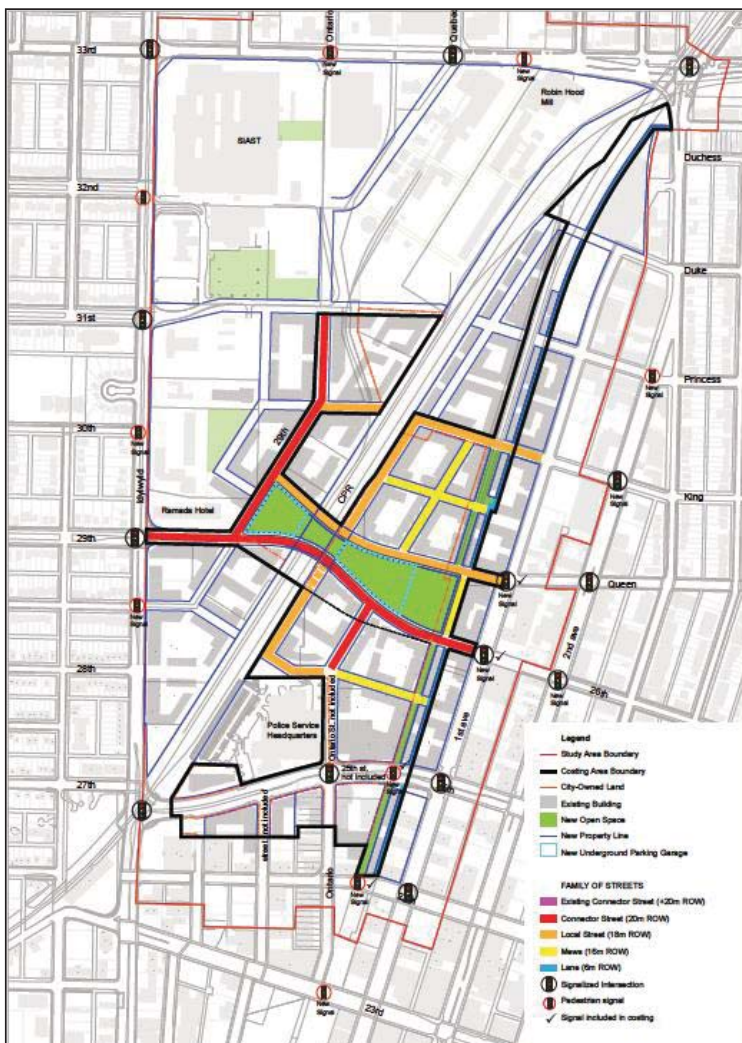
This report summarizes the results of the analysis for two different concepts. They share many similarities, however, a key difference between the two concepts is that one includes the creation of a large park that spans the CP rail corridor which bisects the study area while the other does not. The inclusion of the larger park results in less developable land in this option. In addition (due to the different park locations), there are minor differences in road layouts between the two options.

2. Recommended Option: Bridge Park

1. Scenario 1 includes all of the estimated land development costs
2. Scenario 2, excludes specific land development costs which are not directly associated with developing the City's lands and could be viewed as items that benefit the surrounding property owners (as identified by the City). This includes the pedestrian and bicycle bridge that crosses the CP Rail corridor connecting 31st Street and Princess Avenue and the portion of the proposed greenway (including the associated land acquisition costs) that is located north of King Street (and is not adjacent to the City's property).

Exhibit 3: Summary of Financial Analysis for Option 2 - Bridge Park Concept

Summary of Land Development Revenues and Costs	Scenario 1: All Costs Included	Scenario 2: With Specific Costs Excluded
Gross Revenues Before Inflation	\$71,826,105	\$71,826,105
Inflation on Revenues	\$0	\$0
Commissions	\$0	\$0
Net Revenues	\$71,826,105	\$71,826,105
Land Acquisition	\$5,375,000	\$4,925,000
Land Development Costs	\$94,474,035	\$86,973,035
Soft Costs, Administration, Management, Taxes, Financing	\$19,157,522	\$17,814,827
Contingencies	\$10,835,583	\$9,295,283
Inflation on Costs	\$0	\$0
Total Costs	\$129,842,140	\$119,008,145
Revenues Less Costs	-\$58,016,035	-\$47,182,040



The "Bridge Park". This concept can be summarized as follows:

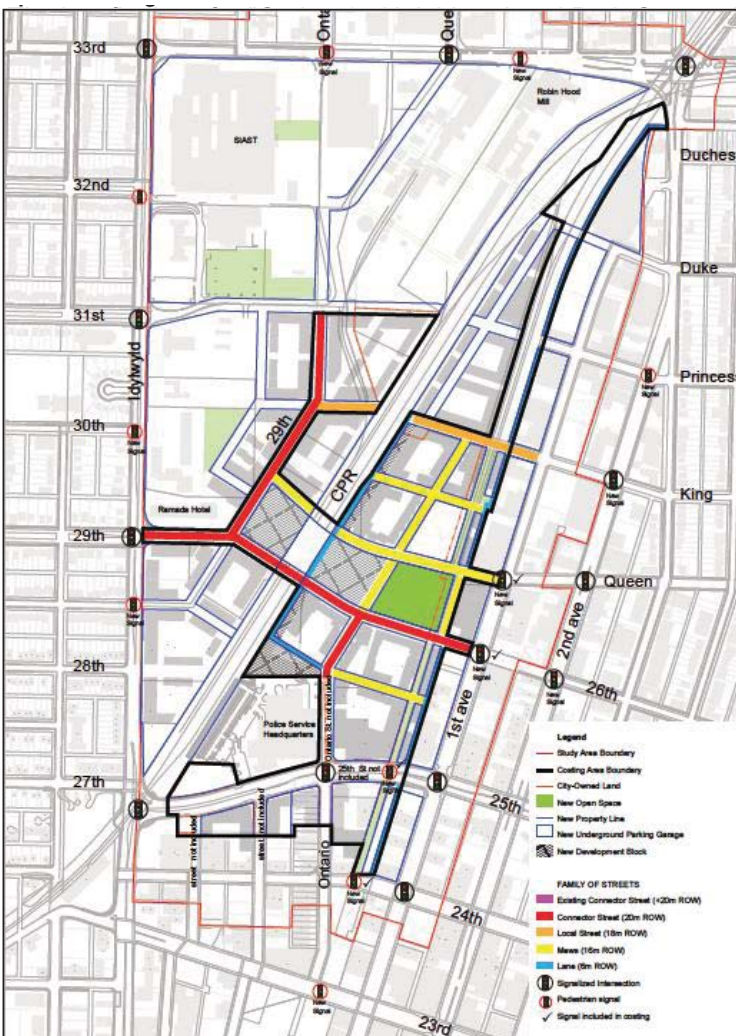
- The concept includes about 23.4 acres of developable land that is already owned by the City or assumed to be acquired as part of the land development process. This includes 7.3 acres identified for mixed-use development and about 16.1 acres identified for multifamily residential development.
- A large (about 5 acre) new elevated park (Bridge Park) spans the CP Rail corridor, connecting the existing and planned new neighbourhoods on each side of rail line.
- The concept includes twin bridges crossing the CP Rail corridor (forming part of Bridge Park), linking the east and west sides of the study area (and existing neighbourhoods).

3. Neighbourhood Park Concept

1. Scenario 1 includes all of the estimated land development costs
2. Scenario 2, excludes specific land development costs which are not directly associated with developing the City's lands and could be viewed as items that benefit the surrounding property owners (as identified by the City). This includes the pedestrian and bicycle bridge that crosses the CP Rail corridor connecting 31st Street and Princess Avenue and the portion of the proposed greenway (including the associated land acquisition costs) that is located north of King Street (and is not adjacent to the City's property).

Exhibit 2: Summary of Financial Analysis for Option 1 - Neighbourhood Park Concept

Summary of Land Development Revenues and Costs	Scenario 1: All Costs Included	Scenario 2: With Specific Costs Excluded
Gross Revenues Before Inflation	\$82,877,297	\$82,877,297
Inflation on Revenues	\$0	\$0
Commissions	\$0	\$0
Net Revenues	\$82,877,297	\$82,877,297
Land Acquisition	\$5,375,000	\$4,925,000
Land Development Costs	\$53,682,634	\$46,011,634
Soft Costs, Administration, Management, Taxes, Financing	\$13,324,604	\$11,948,759
Contingencies	\$9,185,138	\$7,593,838
Inflation on Costs	\$0	\$0
Total Costs	\$81,567,376	\$70,479,231
Revenues Less Costs	\$1,309,921	\$12,398,066



The "Neighbourhood Park". This option was evaluated as a lower cost alternative to the preferred concept that is the focus of the Master Plan report. It can be summarized as follows:

- The concept includes about 27.3 acres of developable land that is already owned by the City or assumed to be acquired as part of the land development process. This includes 7.3 acres identified for mixed-use development and about 20.0 acres identified for multifamily residential development.
- A new 2 acre neighbourhood park is located near the centre of the City's lands (between 26th Street and Queen Street) adjacent to a new north-south greenway (on the former CN rail spur).
- The concept includes a new bridge that crosses the CP Rail corridor, linking the east and west sides of the study area (and existing neighbourhoods).

3.4 Themes Common to All Groups

3.4.1 Connectivity: Connect Parts of the City Historically and Currently Divided

Connectivity was the strongest theme in all three phases. What had previously seemed an impossible dream—‘deal with the vast and gaping hole in the middle of the city by connecting the City from north to south, east to west’ emerged as a powerful unifying vision for the citizens of Saskatoon. People were excited by the potential of a Master Plan that could open up connections to the entire city that were previously unimaginable. Many stories were told of dodging the trains, or cycling convoluted routes to go what should be a very direct route. Opening access to the river with bike paths, walking trails and roadways was applauded and seen as essential for the area. Opportunities to plan and build strong and respectful linkages with the surrounding communities was a common message. It was the thrill of connectivity that led citizens to suggest a hybrid of the two proposed plans. Citizens wanted both the land bridge AND the greenway along the rail spur; incorporating both of these options ensures connection north and south, and east and west. The ability to connect with the downtown core was especially applauded at the June event when the Downtown Plan was being introduced at the same time.

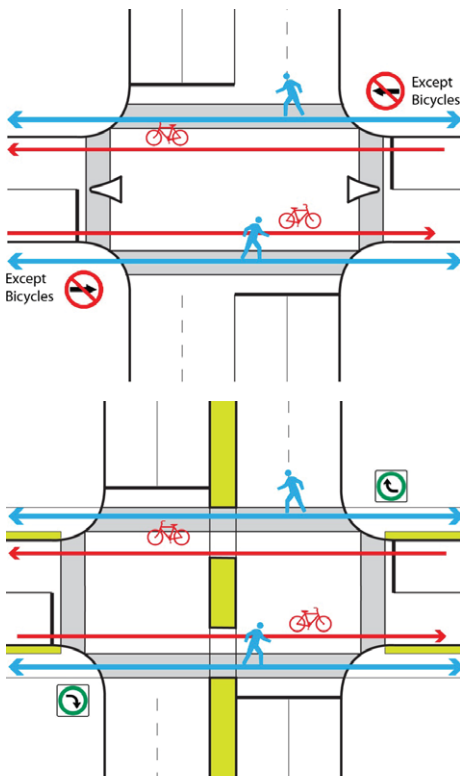


Figure 3.18 - Connecting streets strategies

3.4.2 Transportation

Closely linked to Connectivity was Transportation. Participants want linkages and transportation to include a variety of means, including foot traffic, cycling, LRT, transit, and other alternatives to automobiles. During the third round of consultations, people acknowledged that by the time the plan is implemented and developed, transportation modalities may look quite different than they do today. A common theme among participants focused on how public transportation would move people to and around the parks. While people championed the need for connectivity, there were also those who gave a thumbs down to any consideration of a road across the land bridge, preferring that it be left as one continuous park with pedestrian and cycling access only. Traffic on either side of the land bridge was seen as disruptive by some but endorsed by the majority. Beyond that, participants stressed that traffic flow around the parks and immediate communities would have to be carefully planned and developed, and were particularly concerned with Idylwyld traffic.

3.4.3 Green space and Trail System

Connectivity was very closely followed by park space, sports fields, treed trails, ponds and water features. The ability to connect with agricultural roots through local food production and community gardens was emphasized by all groups.

There was strong support for having green spaces and parks, especially near the downtown core. Participants encouraged expanding the idea of what the parks could be and what activities they could support (public gardens, sports, festivals, etc.). Many participants wanted recreational activities, such as running, cycling, and snowshoeing to be incorporated with the development of the parks. People suggested a skating loop around the land bridge park and alongside the rail spur pathway. Creating a vista and contemplative spaces within the parks, particularly the land bridge was encouraged.

Participants also wanted more green space and community gardens incorporated into the warehouse district; a small number gave a thumbs down to everyone being within 5 minutes access to green space “That’s too far. It should be less”, thus reinforcing the passion that participants have for the green space outlined in the plan. The idea for a fenced off leash area for dog walkers was applauded. “Fenced=Perfect! Thank you!”

3.4.4 Winter City

During the first two consultations, participants were adamant that the reality of a Saskatoon prairie winter be a serious consideration when developing the plan. Respondents noted that there are unique needs and challenges that come with being located in a northern climate faced with prolonged winters. Based on this feedback, the needs and challenges were more fully incorporated into the plan to reflect the reality of winter. Road, path and parking lot snow clearing considerations, climate oriented design, boulevards for snow storage, and winter specific infrastructure were presented in the final presentation. Warming huts along pedestrian and transit routes were encouraged.

This was met with resounding support, with participants citing the acknowledgement of winter as a critical factor as one of their favorite parts of the plan.

“F.L. Olmstead used a vista/path tactic in Central Park to allow the visitor to ‘see’ where they were or are going along the path. One bridge could easily see the other, offering the same type of experience”

“The land bridge is a fabulous idea but once you put cars on it, it singularly limits its function as pure bridge”



Figure 3.19 - The inclusion of areas for warming during winter months was an important concern

3.4.5 Parking

While people acknowledge that this project will become a reality in years to come, they tend to offer feedback through a present day lens. Participants call for parking propels present day transportation modalities—the car—into the future. While it is anticipated that cycling, pedestrian and transit will increase in Saskatoon over the next few years, participants cautioned the project team not to forget that Saskatoon is a car-oriented city. This orientation, coupled with the North Downtown becoming a destination demands that the site have parking for both residents and visitors. Participants emphasized the importance of the North Downtown as a gathering place, and suggested that there would have to be the parking capacity to enable the community to come together. Underground parking associated with the land bridge was seen as an innovative solution to the parking dilemma. One participant, who did view things in a futuristic light suggested that the team “take inspiration from the end scene of Mission Impossible Ghost Protocol and consider automated parking garage buildings which place parking upward vs. outward.” (The garage was built at the Canadian Motion Picture Park in Vancouver. (jerrygarret.wordpress.com/2011/12/22/where-was-that-parking-garage-in-mission-impossible-iv/))

3.4.6 Planning for an Attractive Sustainable Site

Participants were clear that the planning process is crucial to proper execution and development. They applauded the fact that they were being involved and consulted to provide their input. People were clear that planning should be proactive and forward thinking, always bearing in mind the future uses and needs of the community. There was strong support for mixed use planning, as well as high density planning. Participants saw this plan as an exciting opportunity to create a strong identity for the community.

3.4.7 Development and Architectural Guidelines

Participants were emphatic that the City demand high development and architectural guidelines for the North Downtown Development. Some participant's emphasized 'control' would be a stronger demand than 'guidelines'. People want to see "creative and beautiful architecture in housing, store fronts, play structures—everything. Everything needs to be approached with an eye to creating a pleasing aesthetic." There was a strong sentiment that Saskatoon has "just settled for whatever the developer wants to do" and "let's force policies and bylaws to avoid horrible buildings like the new Holiday Inn."

3.4.8 Mid to High Density

People expressed that "unless the development can reach a high enough residential threshold the project will not be successful." The proposal for a mid to high density development was also acknowledged by the participants as being "important if we want to keep our young people here, and attract young a savvy people to make a life in Saskatoon." This meant that a percentage of the properties needed to include attractive price points, and have range of options from townhouses to apartments. "Take advantage of sky space and build-up! If we want to be a big city we HAVE to build up." People also welcomed placing many properties on street level to encourage 'eyes on the street'.

3.4.9 Amenities

A local grocery store was frequently mentioned as the key to success in the North Downtown. Amenities and gathering spots such as coffee shops, bistros, shops and galleries were encouraged. Saskatoon's Broadway district was used as an example of a unique area that celebrated the local Saskatoon culture and created a vibrant community.

3.4.10 Let's Get Building

Participants were enthused by the North Downtown Master Plan and eager for it to be built sooner, rather than later. Many expressed that the "time is now. We should be fast-tracking this while the province is booming!"

COMMUNICATIONS TO COUNCIL

MEETING OF CITY COUNCIL – TUESDAY, MAY 20, 2014

A. REQUESTS TO SPEAK TO COUNCIL

1) Clinton Ek Dahl, Founder of "Day of the Honey Bee" dated April 29

Requesting City Council proclaim May 29, 2014 as Day of the Honey Bee, and requesting permission to address City Council regarding the matter. (File No. CK. 205-5)

RECOMMENDATION:

- 1) that Clinton Ek Dahl be heard; and
- 2) that City Council approve the proclamation as set out above; and the City Clerk be authorized to sign the proclamation, in the standard form, on behalf of City Council.

2) Felix Thomas, Tribal Chief, Saskatoon Tribal Council, dated May 5

Requesting permission to address City Council with respect to core leisure centres. (File No. CK. 610-1)

3) Dean Dodge, YMCA, dated May 13

Requesting permission to address City Council with respect to core leisure centres. (File No. CK. 610-1)

RECOMMENDATION: that Felix Thomas and Dean Dodge be heard during consideration of Clause A3 of Administrative Report No. 9-2014.

4) Murray Bryck, Shear Excellence, dated May 13

Requesting permission to address City Council with respect to proposed protected bicycle lanes. (File No. CK. 6000-5)

5) Ron LeFrancois, President, Edronn Drycleaning Corporation, dated May 13

Requesting permission to address City Council with respect to proposed protected bicycle lanes. (File No. CK. 6000-5)

6) Drew Byers, dated May 13

Requesting permission to address City Council with respect to proposed protected bicycle lanes. (File No. CK. 6000-5)

7) Dave Denny, The Partnership, dated May 13

Requesting permission to address City Council with respect to proposed protected bicycle lanes. (File No. CK. 6000-5)

8) Darren Toews, dated May 13

Requesting permission to address City Council with respect to proposed protected bicycle lanes. (File No. CK. 6000-5)

RECOMMENDATION: that Murray Bryck, Ron LeFrancois, Drew Byers, Dave Denny and Darren Toews be heard during consideration of Clause 1 of Report No. 8-2014 of the Administration and Finance Committee.

9) Joanne Sproule, City Clerk, dated May 14

Submitting list of speakers regarding the Noise Bylaw. (File No. CK. 375-2)

RECOMMENDATION: that Neil Nemeth, Mark Wongstedt, Cynthia Starchuk, Kevin Jones and Russ Deptuch be heard during consideration of Clause B3 of Legislative Report No. 5-2014 and Clause B8 of Communications to Council.

B. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL

1) Catherine Harrison, Site Operations Coordinator, PotashCorp Children's Festival, dated April 30

Requesting an extension to the time amplified noise can be heard, under the Noise Bylaw, from 9:00 a.m. to 1:00 p.m. on Sunday, June 1st, 2014 for PostashCorp Children's Festival of Saskatchewan, Festival Family Day. (File No. CK. 185-9)

RECOMMENDATION: that the request for an extension to the time amplified noise can be heard, under the Noise Bylaw, from 9:00 a.m. to 1:00 p.m. on Sunday, June 1st, 2014 for PostashCorp Children's Festival of Saskatchewan, Festival Family Day be granted.

2) Ray and Doreen Perreault, dated May 2

Commenting on civic issues. (File No. CK. 150-1)

RECOMMENDATION: that the information be received.

3) Doug Pegg, dated May 4

Commenting on Saskatoon Transit. (File No. CK. 7310-1)

RECOMMENDATION: that the information be received.

4) Sandeep Sharma, Sri Sathya Sai Baba Centre, dated May 4

Requesting City Council approve Walk for Values event and to proclaim the week of June 14, 2014 as Walk for Values week. (File No. CK. 205-5)

RECOMMENDATION:

- 1) that permission to be granted to hold a Walk for Values Event, subject to any administrative conditions; and
- 2) that City Council approve the proclamation as set out above; and the City Clerk be authorized to sign the proclamation, in the standard form, on behalf of City Council.

Items Which Require the Direction of City Council
Tuesday, May 20, 2014
Page 2

5) Abebe Biratu, Saskatoon Oromo Self Help Association Corporation
dated May 7

Providing information about a protest held May 9, 2014, against the killing of Oromo university students. (File No. CK. 205-1) (Saskatoon Police Services contacted to inform of this event.)

RECOMMENDATION: that the information be received.

6) Gary Derald

Commenting on the state of the roads in the city. (File No. CK. 6315-1)

RECOMMENDATION: that the information be received.

7) Irwin Blank, Chief Executive Officer, Saskatchewan Assessment
Management Agency, dated May 7

Advising of SAMA 2014 Annual Meeting Resolution. (File No. CK 180-11)

RECOMMENDATION: that the information be received and referred to the Administration for any further handling.

8) Bob Gawdun, dated May 14

Commenting on Noise Bylaw. (File No. CK. 375-2)

RECOMMENDATION: that the letter be considered with Clause B3 of Legislative Report No. 5-2014.

9) Mandy Pravda, dated May 14, 2014

Requesting an extension to the time where amplified sound can be heard, under the Noise Bylaw, beginning at 12:00 Noon on Sunday June 1, 2014, for Saskatoon Fashion and Design Festival 3rd Annual Fashion Show at River Landing Amphitheater. (File No. CK. 185-9)

RECOMMENDATION: that the request for an extension to the time amplified noise can be heard, under the Noise Bylaw, beginning at 12:00 Noon on Sunday June 1, 2014, for Saskatoon Fashion and Design Festival 3rd Annual Fashion Show at River Landing Amphitheater be granted.

10) **Elaine Long, Secretary, Development Appeals Board, dated May 6**

Advising of hearing of the Development Appeals Board with respect to the property located at 311 Cope Lane. (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

11) **Elaine Long, Secretary, Development Appeals Board, dated May 12**

Advising of hearing of the Development Appeals Board with respect to the property located at 27 Beurling Crescent. (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

C. ITEMS WHICH HAVE BEEN REFERRED FOR APPROPRIATE ACTION

1) Larry Sinnett, dated April 30

Commenting on multi-unit recycling fee. (File No. CK. 7830-5) (Referred to the Administration for further handling and response to the writer.)

2) Bob Eaton, Chair, Board of Directors, Saskatchewan Jazz Festival dated April 30

Commenting on the policing of events serving alcohol in Saskatoon Parks. (File No. CK. 5000-1 & 205-1) (Referred to the Administration for further handling and response to the writer.)

3) Pat Danyluk, dated May 2

Commenting on garbage can tags. (File No. CK. 7830-3) (Referred to the Administration to respond to the writer.)

4) Jim McAllister, dated May 5

Commenting on garbage can tags. (File No. CK. 7830-3) (Referred to the Administration to respond to the writer.)

5) Sharon Elder, dated May 6

Commenting on possible repairs to University Bridge. (File No. CK. 6050-7) (Referred to the Administration to respond to the writer.)

6) Peter Kasco, dated May 3

Commenting on road marking. (File No. CK. 6315-1) (Referred to the Administration for further handling and response to the writer.)

7) Allan Herman, dated May 6

Commenting on street sweeping. (File No. CK. 6315-1) (Referred to the Administration for further handling and response to the writer.)

Items Which Have Been Referred for Appropriate Action
Tuesday, May 20, 2014
Page 2

8) Clint Greenhough, dated May 5

Commenting on the state of fire-damaged property. (File No. CK. 4400-1) (Referred to the Administration for further handling and response to the writer.)

9) Dennis Kavaz, dated May 5

Commenting on noise and speed levels on McClocklin Road. (File No. CK. 375-2) (Referred to the Administration for further handling and response to the writer.)

10) Erin Humphrey, dated May 6

Commenting on taxi service in Saskatoon. (File No. CK. 175-1) (Referred to the Administration for further handling and response to the writer.)

11) Colleen Miller, dated May 9

Commenting on the City Park Residential Parking Permit Program. (File No. CK. 6120-4-4) (Referred to the Administration for further handling and response to the writer.)

RECOMMENDATION: that the information be received.

D. PROCLAMATIONS

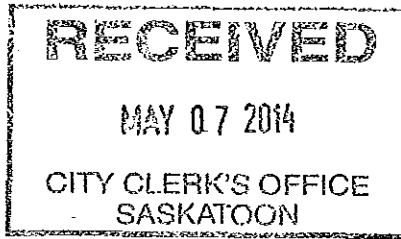
1) Mar Complido, dated May 13

Requesting City Council proclaim June 12, 2014 as Filipino Canadian Day and requesting a flag raising. (File No. CK. 205-5)

2) Natalie Gierman, Heart and Stroke Foundation, dated May 13

Requesting City Council proclaim the first Saturday in June, 2014, as National Health and Fitness Day and requesting a copy of the proclamation be sent to the Federation of Canadian Municipalities. (File No. CK. 205-5)

- RECOMMENDATION:**
- 1) that the flag raising be approved, subject to any administrative conditions;
 - 2) that City Council approve the proclamations as set out in Section D;
 - 3) that the City Clerk be authorized to sign the proclamations, in the standard form, on behalf of City Council; and
 - 4) a copy of the National Health and Fitness Day proclamation be sent to the Federation of Canadian Municipalities.



305-5
AD

April 29, 2014

Good day Your Worship and Councillors:

Over five years ago, I began an ambitious campaign to change the world and to transform the way people viewed their place in it. This is the fifth time I have written to this Council; and I hope that you will continue to be a part of the change I speak of. I write again about the alarming Honey Bee decline in Canada.

Many people have yet to realise how important Honey Bees are to our way of life. This is troubling because Honey Bees are responsible for a third of all food we eat. Honey Bees are responsible for 70 percent of our food crop pollination. They are also critical in dairy, beef and pork production. They are a keystone species; the very cornerstone to the sustainability of our agriculture and the primary basis of stability for our fragile environment. This issue is ever more severe because Honey Bees continue to die at alarming and catastrophic rates in Canada and in every country where they are raised.

There are many explanations offered to illuminate causes of Honey Bee disappearances. The most sinister among them is irresponsible pesticide use, such as neonicotinoids: clothianidin, thiamethoxam and imidacloprid. This matter is currently a source of passionate debate between Canadian Beekeepers and Federal and Provincial Governments. Yet, the average person continues to be left in the dark regarding these concerns which have direct and profound impact on the health of not only wildlife but all citizens of this country. Bernard Vallat, the Director-General of The World Organisation for Animal Health, warned, that "Bees contribute to global food security, and their extinction would represent a terrible biological disaster." Indeed, the demise of the Honey Bee would ensure the extinction of thousands of dependant animal and plant species, bring about the collapse of the food chain and guarantee the destruction of sustainable agriculture, our economy and the environment. As Honey Bees continue to perish, this represents a severe threat to the security of our Nation.

According to the Canadian Honey Council, "The value of honey bees to pollination of crops is estimated at over \$2 billion annually." The Canadian Association of Professional Apiarists (CAPA) suggested that Canada sustained a national average of honey bee deaths of 29.3 % in 2011. Another source indicated that in 2012 almost 99,000 hives died or became unproductive. Also according to CAPA, in 2013 the national average of honey bee deaths was 28.6%. This same 2013 report confirms that one Canadian province lost almost half of its bees and no province was shown to have a sustainable loss of 15% or lower. The national loss of honey bees is twice what is considered sustainable. Alarmingly, Honey Bees have been disappearing at

percentages considered unsustainable for over fifteen years. Yet, the populace is largely unaware of this threat or what it truly represents.

The primary of all known solutions to this crisis is education, awareness and proactive government participation. Without understanding that there is a problem, we have seen that the general public will take for granted the severity of this global crisis. It is for this reason that I began the "Day of the Honey Bee" campaign in 2009. While it proudly originated in Saskatoon Saskatchewan, it did not end until it spread from coast to coast and found root in provinces and municipalities representing over 25% of the country. I had an inspired dream that if municipal governments across Canada were to be unified by a collective, singular proclamation in dedication to the Honey Bee, that more people, through media attention, would be made aware of their alarming decline... ..And resolve to take necessary action to save this critically important creature and prevent a permanent loss of color and vitality in our world. It was further hoped that this support would galvanise the Federal Government to take necessary steps to safeguard this important insect pollinator.

With the support of over 70 municipal governments, May 29, 2010 was recognised as the first annual "Day of the Honey Bee". It was recognised in official declaration by three provinces – Saskatchewan, Manitoba and British Columbia. This important venture was also recorded in the Legislative Assembly Hansard of Alberta.

The Standing Committee on Agriculture and Agri-Food Canada suggested, "That the Government (of Canada) follow in the footsteps of the Province of Saskatchewan... ..by proclaiming May 29, 2010 as the National Day of the Honey Bee and that this be reported to the House." As a result, "Day of the Honey Bee" is currently a Motion in the House of Commons, submitted by Mr. Alex Atamanenko, Member of Parliament for BC Southern Interior.

In 2011, "Day of the Honey Bee" was endorsed for a second time by Saskatchewan, Manitoba and British Columbia; and supported by 163 municipal governments across Canada. In 2012, this day was celebrated by three provinces; and 179 municipal governments; while many were issued in perpetuity! Last year, almost 200 municipal governments issued a proclamation and this day was an even greater success. Additionally, many municipalities sent letters of endorsement to their Provincial Government and the Federal Government of Canada, calling for a declaration of a new National Day in Canada. In other words, since 2010 there have been 328 municipal governments and 3 provincial governments which have supported "Day of the Honey Bee" – or what represents almost 30% of Canada.

Furthermore, because of this amazing support, more people learned about the plight of Honey Bees. All across Canada, hundreds of activities and events were

planned for May 29th and the week surrounding this date. The potential that this day possesses is undeniable. If given official support by this Council "Day of the Honey Bee" can serve to educate the people, stimulate local economy, farmer's markets and fairs; produce revenue for local beekeepers, as well as generate research funding.

Nonetheless, even though almost a third of the population of Canada has supported the establishment of this day, I have not been able to gain the same level of success with many other Provincial Governments or the Federal Government of Canada. However, it is my hope that with my words, you may contribute to this continued success with the wisdom and authority your station affords.

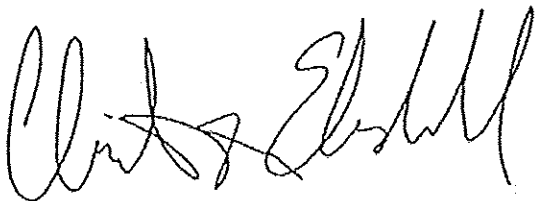
And now therefore, I do humbly request the following:

- (a) That your Worship and Council, on behalf of your citizenry, resolve to proclaim May 29th, 2014 as the fifth annual "Day of the Honey Bee;" and, further, if bylaw allows, that this proclamation be issued in perpetuity (see sample Proclamation below);
- (b) That in the event proclamations are not issued as a matter of policy, that your Worship and Council please consider, for the purposes of educational awareness, making an exemption to that policy in order to greater serve the broader public interest;
- (c) That if there is a municipal ban on beekeeping within your influence, that in collaboration with your provincial apiarist and respecting provincial regulations, that your Worship and Council resolve to lift this ban and formally sanction "backyard" or hobbyist beekeeping within your jurisdiction;
- (d) That your Worship and Council resolve to support the establishment of a recognised "Day of the Honey Bee" by your Provincial Government, by writing a letter of endorsement to your respective Member of the Legislative Assembly, and the Minister of Agriculture for your province and your local media (See Form Letter below).
- (e) That your Worship and Council resolve to support a recognised "National Day of the Honey Bee" by the Federal Government of Canada, by writing a letter of endorsement to your respective Members of Parliament, to Alex Atamanenko, Member of Parliament for BC Southern Interior. alex.atamanenko.a1@parl.gc.ca; and the Honourable Gerry Ritz, Minister of Agriculture and Agri-Food Canada (See Form Letter below).
- (f) And that in the event a proclamation, endorsement and or response are issued, that the original be sent to the address and contact information provided in this correspondence below; for the purpose of keeping accurate tally and record; and that if copies of your response are to be sent to apiarists, beekeeper-groups or other parties, that they be given copies.

By these requests, it is my goal that through collective proclamation, more of your citizenry will be made aware of the dire threats facing the Honey Bee; not only in your region but your province, across Canada and the world.

I thank you for your time and your considerations,

Sincerely,

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

Clinton Shane Ekdahl
Founder of "Day of the Honey Bee"
1040 University Drive
Saskatoon, Saskatchewan, S7N-0K3
1 (306) 651 – 3955 (Residence)
1 (306) 381 – 3172 (Cell)
cccsseeee@hotmail.co.uk

Sample Proclamation:

Proclamation
Day of the Honey Bee
May 29, 2014

Whereas, Clinton Shane Ekdahl has applied to Council to proclaim May 29, 2014 as Day of the Honey Bee and that this day serves the broader public interest;

Whereas, A third of all the food Mankind consumes exists because of the tireless work of Honey Bees and seventy percent of our food crops are pollinated and partially, if not completely, dependent upon this keystone species;

Whereas, Honey Bees are disappearing at alarming and unsustainable rates all over the world for reasons not fully explained by science; but with the most likely cause being pesticides;

Whereas, Survival of the Honey Bee is surely linked with our own;

Whereas, This issue transcends all trivial human barriers of nationality, language, skin color, income, identity, ability, disability, sexuality, gender, religion, age, politics or membership;

Whereas, 328 jurisdictions representing almost 30 percent of Canadians have already endeavored to support "Day of the Honey Bee;"

Now Therefore, I, _____ Mayor of _____
do hereby declare May 29, 2014 as "Day of the Honey Bee" and in issuing this proclamation, ask our citizens to recognise this day.

Official Municipal Seal.

Form Letter of Endorsement.

(Date here)

The Honourable Gerry Ritz
Minister of Agriculture and Agri-Food Canada
1341 Baseline Road
Ottawa, Ontario K1A 0C5:

(c.c. This to your respective Members of the Legislative Assembly and the Minister of Agriculture for your province and your local media.)

Dear Honourable Gerry Ritz,

I, (Your name here), the Mayor of, (Your municipality name here) share a vision with the Founder of "Day of the Honey Bee," Clinton Shane Ekdahl of Saskatoon, Saskatchewan, of a future that requires change. We have received correspondence from Mr. Ekdahl that has convinced us of the merits of supporting a federally recognised "National Day of the Honey Bee" in Canada.

By the authority of my Office, I can speak for the citizens of (Your Municipality name here) and we have endeavored to support this important venture by issuing a Proclamation supporting "Day of the Honey Bee" in our jurisdiction. We have taken this important step because many people still do not realise how important the Honey Bee is to our way of life. This is troubling because Honey Bees are responsible for one of every three bites of food we eat and they are responsible for a vast percent of our food crop pollination. Like Mr. Ekdahl, we agree that Honey Bees are a keystone species; the very cornerstone to the sustainability of our agriculture and the basis of stability for our fragile environment. However, Honey Bees are dying at rates that are not sustainable or acceptable.

Mr. Ekdahl has informed us that there are many explanations offered to shed light on the cause or causes of Honey Bee disappearances; foremost among them being irresponsible pesticide use, such as neonicotinoids: clothianidin, thiamethoxam and imidacloprid. Yet, the average person has been left in the dark regarding these concerns which have direct and profound impact on the health of not only wildlife but all citizens of this country. We wonder what safeguards the Federal Government is taking to ensure the safety and survival of this critically important species.

We believe that the primary of all known solutions is education, awareness and active governmental participation in a resolution to this crisis. We have resolved to take more necessary action to advance education and awareness of the issues facing the

Honey Bee by participating in the "Day of the Honey Bee" initiative and informing our citizens of their importance.

We have joined 327 other jurisdictions, by issuing a Proclamation dedicated to the Honey Bee and we are among almost 30 percent of the population of Canada that has already supported this venture since its inception in 2010.

Because of our support, more people will learn about the plight of Honey Bees. (If you want to add anything specific that the Council or the community is doing this May 29th, you can detail it here) The potential that this day possesses to stimulate our local economy, farmer's markets and generate revenue for thousands of beekeepers; as well as produce research funding, if given official support by the Federal Government, is encouraging as well as incontrovertible.

And now therefore, I (Your Name Here) the Mayor of (Name of municipality) and with full support of Council and our Citizenry do humbly request:

- (g) That your Honour, on behalf of all Canadian citizens, resolve to proclaim May 29th, 2014 as the first annual "National Day of the Honey Bee;" and that this proclamation be issued in perpetuity for the benefit of all future generations;
- (h) That, for the purposes of assisting Honey Bee survival, vitality and species continuation, a public statement be issued from your Office encouraging municipal governments to antiquate Beekeeping prohibitions and encourage "backyard" or "Hobbyist" beekeeping across Canada;
- (i) That in immediate moratorium be placed on Neonicotinoid pesticides until their safe use is ensured;
- (j) That in the event a proclamation and or response are issued, that it be made public so that all Canadian citizens understand the impact that Honey Bees have on our way of life and the consequences that we would face, should their disappearances continue.

By these requests, it is our collective goal that through such proclamation, more of the populace will be made aware of the dire threats facing the Honey Bee across Canada and the world.

I thank you for your time and your considerations,

Sincerely,

(Signature Here)

(Official Municipal Seal Here)



SASKATOON TRIBAL COUNCIL

ASIMAKANISEEKAN ASKIY RESERVE #102A

Suite #200 - 335 Packham Avenue
Saskatoon, Saskatchewan S7N 4S1

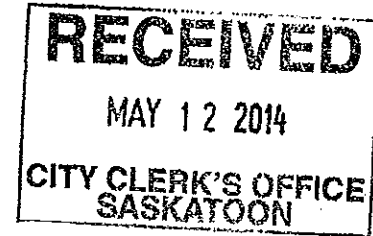
Phone (306) 956-6100 Fax (306) 244-7273



May 5, 2014

Mayor Donald Atchinson
Office of the Mayor
City of Saskatoon
222 Third Avenue North
Saskatoon, Saskatchewan
S7K 0J5

TREATY OFFICE
Office of The Tribal Chief
&
Office of The Tribal Vice-Chief



Dear Mayor Atchinson:

Following a meeting with some of the City of Saskatoon's senior officials today on our respective organization's strategic direction, it became apparent that there was an alignment of objectives.

The Saskatoon Tribal Council's (STC) strategy identifies "Improving the Quality of Life for First Nations" as the underpinning of all our work. Having started 32 years ago with one employee and a budget of \$18,000 to today where STC employs close to 300 with an annual budget approaching \$50 Million - it is important that we identify common areas of interest and work collaboratively to address historic omissions and current concerns.

Addressing the recreational needs of First Nations, Inuit, Metis and community youth in the core neighbourhoods has been a long standing priority. In view that STC is currently the managing partner of the White Buffalo Youth Lodge (a quasi-civic centre) in a community partnership arrangement which includes the City of Saskatoon. It is not surprising that this synergy would occur.

Under Saskatoon's *Bridging to Tomorrow* the "Quality of Life - a welcoming people place" strategy identifies the desire to "develop partnerships and programs with Aboriginal organizations that will assist in enhancing economic, employment and training opportunities". STC and Saskatoon are engaged in several initiatives that have already begun to address these significant, common objectives.

Building upon these successes, STC would like to clearly state our interest and intent in being the proponent and/or partner to "build a leisure centre located within the core neighbourhoods" (as identified in your strategy brochure). Our presence and brand is well established and successful in these neighbourhoods as there is a highly concentrated population of First Nations people who currently engage with or receive services from STC in our four strategic pillars of Health, Education, Economic Development and Safety initiatives.



Page two
May 5, 2014
Mayor Don Atchinson

We look forward to having more in-depth discussion with yourself and your Council on this very important initiative. Further, STC will be in attendance at the City Council meeting of May 20th, 2014 and would like to speak to this opportunity.

Sincerely,

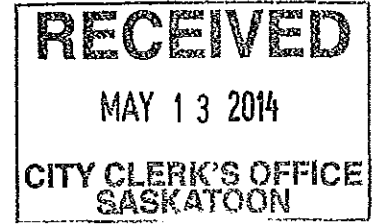
A handwritten signature in cursive script, appearing to read "Felix Thomas".

Felix Thomas
Tribal Chief

cc: City of Saskatoon Members of Council
City Clerk
STC Chiefs

A3)
610-1

From: CityCouncilWebForm
Sent: Tuesday, May 13, 2014 10:38 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Dean Dodge
25 22nd Street East
Saskatoon, Saskatchewan
S7N 0C7

EMAIL ADDRESS:

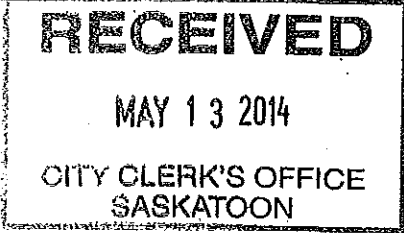
hweseen@ymcasaskatoon.org

COMMENTS:

The YMCA of Saskatoon would like to request to speak to the report on the subject "Discussions with the YMCA for a New City Centre Recreation Facility" at the upcoming City Council meeting.

6000-5. A4)

From: Murray Bryck <hairdresser_2_the_stars@yahoo.ca>
Sent: May 13, 2014 3:38 PM
To: City Council
Subject: Speaking to City Council



To Whom it May Concern,

My name is Murray Bryck. I work at Shear Excellence Salon downtown on Fourth Avenue North. It has come to my attention that there is a proposal by The City of Saskatoon to take away either one side or both sides of metered street parking on said street. I have heard that a bicycle lane/lanes will be replacing the parking stalls.

As a business owner (sole proprietor) it would be INCREDIBLY detrimental to have our client's parking taken away. Our entire salon (10 stylists) fears that this proposal would actually happen. Our businesses would be ruined. We depend on the metered parking. We appreciate metered parking.

I would like a chance to appear before City Council and speak my stand on this issue. Please contact me as to when I can address His Worship the Mayor and the Councillors on this matter.

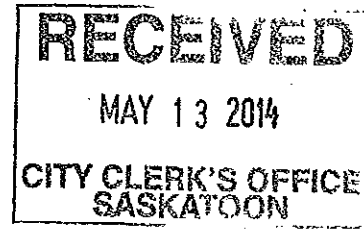
Thank you.

Murray Bryck
Shear Excellence
323 4th Avenue North
Work 306-244-1929 57K 2L8
Cell 306-370-6908
Home 306-956-2200
Email hairdresser_2_the_stars@yahoo.ca

A5)
6000-5

From: Ron <french.man@shaw.ca>
Sent: Tuesday, May 13, 2014 12:02 PM
To: City Council
Subject: 4th Avenue bike lane

Importance: High



As owner of Arthur Rose Drycleaners I will be affected directly by the upcoming proposal to create a bike lane in front of my business .

I am requesting the opportunity to speak to council on Monday the 19th meeting.

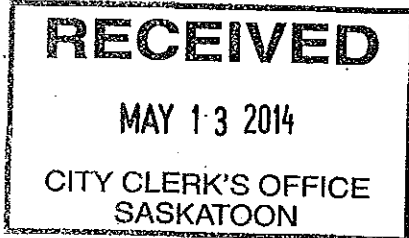
Can you please send me acknowledgement of the request and any further details I will need.

Thank You , Ron LeFrancois, President Edronn Drycleaning Corporation , operating as Arthur Rose Drycleaners and Custom Cleaners

321- 4 th Avenue North, Saskatoon, Sask. S7K 2L8. Phone 306-222-5151

6000 A6)

From: CityCouncilWebForm
Sent: May 13, 2014 3:18 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Drew Byers
301 4th Ave N.
Saskatoon, Saskatchewan
S7K 2L8

EMAIL ADDRESS:

dbyers@butlerbyers.com

COMMENTS:

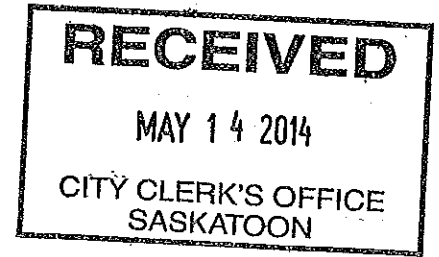
I would like to address City Council to express my objections to the proposed protected bike lanes as outlined in the Star Phoenix article on page A3 Saturday May 10th, 2014. My concerns relate to loss of parking, Safety and restricted traffic flow.

Thanks
Drew Byers

6000-5 (A7)

To: Sproule, Joanne (Clerks)
Subject: RE: Dave Denny has requested to speak to the Bike Lane report coming from A/F

From: Dave Denny <davedenny52@gmail.com>
Date: May 13, 2014 at 6:13:50 PM CST
To: "Grauer, Randy (Community Services)" <Randy.Grauer@Saskatoon.ca>
Subject: Council Meeting



Randy,

Thanks for taking the time to talk today. Charlie has helped arrange for me to also talk with Allan Wallace Thursday.

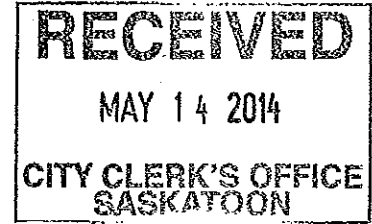
Thanks for offering to submit my application to speak to council on Tuesday may 20th on behalf of The Partnership regarding the proposed bike lanes. I will assume I am on the list of speakers unless I hear otherwise.

Dave Denny
Cell: 222-2066

The Partnership
242 3rd Avenue South
S7K 1L9

6000-5 A8)

From: CityCouncilWebForm
Sent: Tuesday, May 13, 2014 5:01 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Darren Toews
531 Bayview Terra
Saskatoon, Saskatchewan
S7V 1B6

EMAIL ADDRESS:

kkd@sasktel.net

COMMENTS:

To Mayor Don Atchison and members of the City Council,

Some feedback for you on the proposed dedicated bike lanes test project planned for this summer. I'm concerned, for several reasons, that this project is ill considered and will ultimately result in a number of negative unintended consequences.

In this case let me start with the impact on traffic flows that will result from the restrictions on vehicular traffic on 4th Ave. From what is being presented on the Better Bike Lanes website, there are three scenarios that include dedicated bike lanes. All three scenarios propose the elimination of two traffic lanes from the street. As I would expect you all know, 4th avenue is a significant ingress/egress point from the downtown, more so since the elimination of the traffic bridge. Removing lanes will greatly slow that traffic pattern particularly during the morning and evening commuting periods and drive more traffic onto the University Bridge, furthermore it would also restrict access for EMS, Police and Fire Services vehicles. The impact on 24th street is somewhat less clear although I would expect that traffic trying to exit the downtown to the east would increase as a result of the restrictions on 4th ave and increased traffic on 25th street as seems to be the expectation if the plan goes ahead.

Secondly, it should be no surprise to any of you that parking in the downtown is already severely limited and while that is a symptom of progress and not entirely unexpected in a growing city, it seems counter intuitive that you would accept the elimination of over 100 parking spaces in an area that badly needs them. Mr. Allan Wallace suggested in the StarPhoenix this week that people would simply migrate to other parking areas and that there would be little or no impact. I would ask, where exactly they would migrate to? Certainly not westward towards the downtown core and there are few additional spaces to the east that do not involve substantial walks to the downtown businesses that he suggests will benefit from increased bike traffic. As someone who is in the downtown at least 6 days a week during a wide range of times I can attest to the fact that as is there is already a great deal of inconvenience being experienced by the patrons of my business and any removal of parking will far more likely have a negative impact rather than, as Mr. Wallace rather tenuously suggests, a

positive one. Long after the cyclists have left the downtown there will be people still endlessly circling the downtown in the faint hope of parking somewhere within a reasonable range of their destination for an evening event in the downtown core. Consider also the loss in meter revenue that will have to be made up elsewhere in addition to the costs associated with implementing the project.

Thirdly, since the test period is proposed for 18 months, it seems painfully obvious that during the winter months you would see all of the pain associated with the changes and virtually none of the suggested benefits since only the hardiest of the beneficiaries would continue to cycle throughout the winter months,

Thank you for the opportunity to express my concerns. I sincerely hope that on May 20th council will consider all of the consequences of the proposal and furthermore weigh the negative impacts on a large group of Saskatonians based on the benefit to a comparably small group.

Regards,

Darren Toews



City of
Saskatoon
Office of the City Clerk

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

A9)

May 14, 2014

His Worship the Mayor and Members of City Council

**Re: Noise Bylaw
(File No. CK. 375-2)**

At the meeting of City Council held on April 14, 2014, letters requesting to speak were received from the following:

Neil Nemeth, dated April 7
Cynthia Starchuk, dated April 7
Russ Deptuch, dated April 8

Mark Wongstedt, dated April 7
Kevin Jones, dated April 8

The requests to speak were withdrawn at that time with the understanding that they would be brought forward at the time that the Noise Bylaw was considered by City Council.

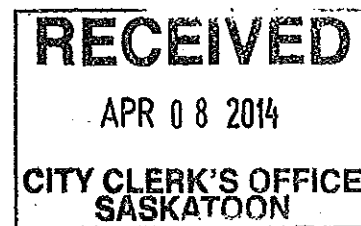
The referenced communications are attached.

Yours truly,

Joanne Sproule
City Clerk

/ko

From: CityCouncilWebForm
Sent: Monday, April 07, 2014 9:28 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Neil Nemeth
24 Leyden Crescent
Saskatoon, Saskatchewan
S7J 2S4

EMAIL ADDRESS:

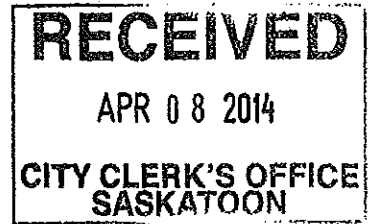
nnemeth@sasktel.net

COMMENTS:

I would like the opportunity to address Council at the upcoming Council meeting scheduled for April 14, 2014 regarding Council's position on City of Saskatoon Noise Bylaw No. 8244.

Please confirm. Thank you.

From: CityCouncilWebForm
Sent: Monday, April 07, 2014 9:01 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Mark Wongstedt
317 Fisher Cres
Saskatoon, Saskatchewan
S7L-5E1

EMAIL ADDRESS:

mark.wongstedt@troylfs.com

COMMENTS:

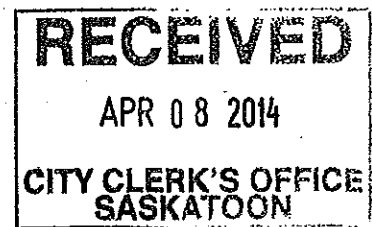
I would like the opportunity to address city council on the 14th of April. This would be in regards to the proposed Noise Bylaw No. 8244.

Respectfully

Mark Wongstedt
Provincial Manager
Troy Life & Fire Safety Limited
Saskatoon Sk.

306-220-7794
306-373-5723

From: CityCouncilWebForm
Sent: Monday, April 07, 2014 10:33 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Cynthia Starchuk
2204 Albert Avenue
Saskatoon, Saskatchewan
S7J 1K2

EMAIL ADDRESS:

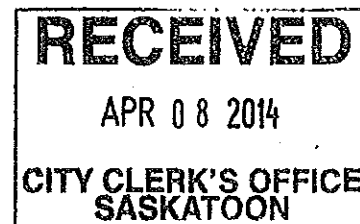
cynthia.starchuk@gmail.com

COMMENTS:

I request placement on the 14 April 2014 Council agenda that I may speak to the decision to amend Noise Bylaw No. 8244.

Cynthia Starchuk

From: CityCouncilWebForm
Sent: Tuesday, April 08, 2014 11:13 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Kevin Jones
Box 209
Cochin, Saskatchewan
S0m0I0

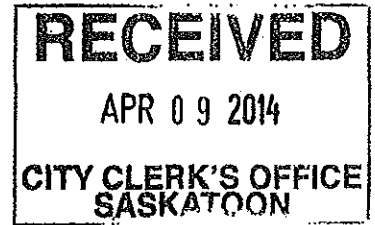
EMAIL ADDRESS:

Canadianlegionofriders@yahoo.com

COMMENTS:

I would like the opportunity to address council on April 14 th meeting regarding the cities proposed noise bylaw amendment.. Please confirm as I'm driving in from out of town. Thank You..Kevin

From: CityCouncilWebForm
Sent: April 08, 2014 4:16 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Russ Deptuch
Comp 17, Site 305 RR3
Saskatoon , Saskatchewan
S7K-3J6

EMAIL ADDRESS:

rdeptuch@hotmail.com

COMMENTS:

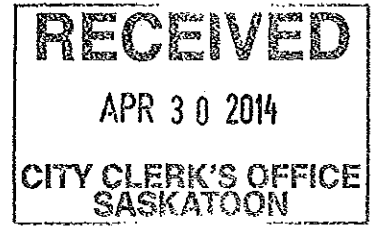
I would like to speak to Mayor and Council on April 14th in regards to the pending noise bylaw.

Please confirm by e-mail

Thank You
Russ Deptuch

BI)
185-9

From: CityCouncilWebForm
Sent: Wednesday, April 30, 2014 10:29 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Catherine Harrison
706-601 Spadina Crescent E
Saskatoon, Saskatchewan
S7K3G8

EMAIL ADDRESS:

operationschildfest@sasktel.net

COMMENTS:

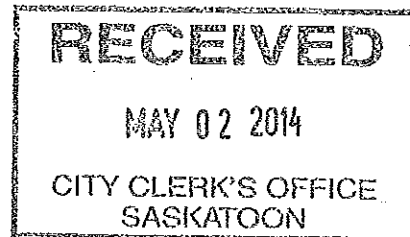
On behalf of the PotashCorp Children's Festival of Saskatchewan, I would like to request an extension of the Noise Bylaw No. 8244 on Sunday June 1st from 9am to 1pm as our festival Family Day begins at 9am.

Thank you and see you at the Festival!

Sincerely,
Catherine Harrison
Site Operations Coordinator
PotashCorp Children's Festival

B2)
150-1

From: CityCouncilWebForm
Sent: Friday, May 02, 2014 8:26 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Ray and Doreen Perreault
124 Carleton Dr.
saskatoon, Saskatchewan
s7h-3n6

EMAIL ADDRESS:

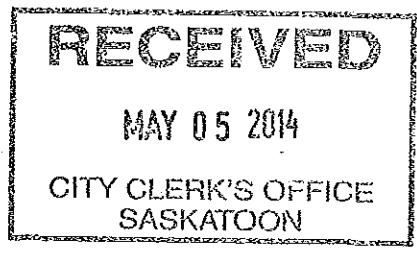
rdfishing@sasktel.net

COMMENTS:

It seems every day we have new charges for something . these add up for us taxpayers. garbage is a very sore point with us and the art commity should be fired. Councile has been hyjacked by a few do-gooders .

7310-1
B3)

From: CityCouncilWebForm
Sent: Sunday, May 04, 2014 11:30 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Doug Pegg
166 Queen St
Saskatoon, Saskatchewan
S7k 5v8

EMAIL ADDRESS:

barrycudda59@gmail.com

COMMENTS:

Dear Mayor and council
I rely on public transit, and in the ten or so years I have been using it, it has gone from bad to worse. The routes keep changing, the terminals are unsafe, the busses keep breaking down, and the drivers seem stressed out. I have heard they are the lowest paid in Canada, maybe that's why. I hope that now that the city has finally realised the importance of maintaining the roads, the transit system will get a boost in funding. Instead of raising taxes again, why not cut back other less important programs like grass cutting, rink and swimming pool maintenance, pest control, among others, control, which can be done just as well and probably cheaper by the private sector.
Thank you.
Susan Pegg

B4)



May 5th 2014

His Lordship Mayor of Saskatoon &

Members of the City Council

Office of the City of Saskatoon,

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

Respected His Lordship Mayor of Saskatoon & Members of the City Council:

Sub: 1. Request to Support WALK For VALUES on Saturday June 14, 2014 &

2. City Council to Proclaim the Week of June 14, 2014 as "Walk for Values Week"

Sri Sathya Sai Baba Centre of Saskatoon is a non-profit, non-denominational Spiritual Organization open for all adults, youths and children drawn from all Faiths to serve the Society, train our children and adults to practice Human Values. We carry out volunteer work for the Meals on Wheels Program, Blood Bank, Food Bank and serve at the Saskatoon Friendship Inn.

Every year, we undertake the community Group work to show our solidarity towards practicing the 5 Basic HUMAN VALUES (TRUTH, LOVE, RIGHT ACTION, PEACE and NON-VIOLENCE) in our daily lives. Towards inculcating the spirit of adhering to these human values, all members of our organization undertake a Walkathon for about one hour on the side walks of Saskatoon once a year singing human values based songs and holding placards toward practicing these values. This is done with a purpose to reinforce these values in those who attend as well as ensure that this message is introduced to all others in our Saskatoon community.

Last year, the event took place on Saturday June 15, 2013 and the City Council gave permission and declared the week as Walk for Values week.


This year we plan to carry out the Walk for Values on Saturday June 14th 2014 between 10.30 a.m. and 12.30 pm. There will be about 50 participants. We have requested all the member organizations under the Multi-Faith to participate in this event.

We have sought the permission of the Infrastructure Services Department, City of Saskatoon through Special events application and are in the process of obtaining their approval to conduct this event. We have also secured required Event Insurance coverage for the participants who will attend this event. Saskatoon Police Services will be contacted to provide security coverage for this event if they deem necessary. Thus, all the formalities and protocol requirements are fulfilled to conduct this event.

By this letter, we are now seeking the permission of your Lordship to approve us to hold the walk for values event in Saskatoon on June 14th and also request the City Council to declare the week of June 14th 2014 as "Walk for Values Week". This will help us create awareness on importance of practicing these values in our Saskatoon community. We would be grateful to have this agenda item going forward on the City Council meeting and the decision conveyed to us before we conduct this event.

We thank Lordship Mayor, and all members of the City Council of Saskatoon for considering our request and encouraging us to conduct this event.

Sincerely yours,



Sri Sathya Sai Baba Centre of Saskatoon

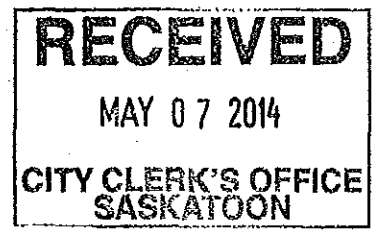
Sandeep Sharma, 1311 Konihowski Road, Saskatoon, S7S1L4, (306) 8504563

Ranga Ranganathan, 639, Delaronde Crescent, Saskatoon, S7J 3Z9, (306) 2441568.

cc. to: Mairin Loewen, Councilor, City of Saskatoon
Tel: (306) 229-5298; E-mail: mairin.loewen@saskatoon.ca

B5)
205-1

From: CityCouncilWebForm
Sent: Wednesday, May 07, 2014 10:22 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Abebe Biratu
92 Leif Erickson Place Saskatoon
Saskatoon, Saskatchewan
SK S7L 2T6

EMAIL ADDRESS:

abebebiratu@gmail.com

COMMENTS:

Your excellency we request for public rally on April 9, 2014 against the gross human right violation by Ethiopian government and mass killing of Oromo university students while they have been on protest. the following letters explains the background in detail.

To City Council

Call for support to stop mass murders against Oromos by the Ethiopian government security forces
Attention: To His Worship Mayor Donald Atchison's and your councils
We are sending you this letter to seek your support in stopping widespread mass murders and gross human rights violations undertaken by the Ethiopian government against the Oromo people. While killings and detentions of tens of thousands of Oromos has been common place during the last 23 years, the latest mass killings are related to peaceful demonstrations led by Oromo University students and the Oromo community at large who went out to protest against an ill-conceived master plan of Addis Ababa, the Capital City of Ethiopia.
As a background, the City is located in the center of Oromia regional government but it was unjustly made an independent federal region. However, the Ethiopian constitution guaranteed that the Oromia regional government will have a special privilege over the Capital. The rationales for this were that: the capital is located in the heart of Oromia, Oromo resources are used in its development and Oromo communities around the Capital are exposed to severe urban pollution. The special privilege remained on paper but in the meantime Oromos suffered from the expansions of Addis Ababa. For instance, most Oromia rivers passing through or near Addis Ababa have been poisoned to catastrophic extents so much that fishing in them has become a thing of the past. Livelihoods of farming communities downstream are completely destroyed. Additionally, Addis Ababa has been deliberately made to aggressively encroach into Oromia region for the last two decades. In the process farmers were evicted forcefully in large numbers from their ancestral lands with compensations that amounted to less than one-thousands of the value at which the authorities sale land to property developers. The once thriving Oromo farming community were made destitute,

thrown onto the streets and making a living by working on property development sites as laborers or, still worse, as beggars on the streets of Addis Ababa.

It was with this background that the ill-fated City master plan was launched for implementation. It was prepared by the government technocrats with no public participation. The City planners revealed that Addis was set to grow by 20 times of its current size. Clearly, the master plan was a deliberate act to weaken the status of the Oromia regional state in Ethiopia's federal structure. The far reaching implications for the Oromia region come in many forms. The city sprawls into a huge chunk of Oromia land. Hundreds of thousands of more farmers would be evicted and turned into beggars. The City becoming ever larger means it would create a huge hole in Oromia and hence it is meant to eventually divide Oromia into two parts, rendering Oromia an unviable regional unit in Ethiopia's federal structure. Consequently, the ominous master plan caused uproars even among Oromia regional authorities who expressed their concerns during a public debate broadcast on Oromia TV. To express their concerns and exercise their democratic rights, Oromo activists led by University students organized peaceful demonstrations in various parts of Oromia, including at University campuses of Ambo, Madda Walabu, Haro Mayaa, Jimma, Adaama, Wallaga and Addis Ababa universities. While the regional police units were sufficient to accompany the peaceful demonstrators, the Ethiopian government chose to send in its elite but notorious security unit, called the federal police, who are known for their cruelty as snipers and vicious killers. In most university towns, the federal police opened fire with live bullets on peacefully demonstrating and innocent students, their parents and the Oromo community at large. Large scale bloodshed took place in most university towns. The same day and hours when John Kerry, the US Secretary of State, was on a visit and making a speech in Addis Ababa, 48 people were shot and killed by the security forces in just one of the towns, Ambo, 125 km West of Addis Ababa as reported by BBC citing eyewitness accounts. There are reports providing substantial evidences to suggest that the number of people killed during that day in Ambo is much larger than reported by the BBC. Bloodsheds of similar extents have been taking place in most other towns and university campuses throughout the Oromia region, other media outlets reported that 79 university students and civilians shot dead in different locations from April 25, 2014 to May 1, 2014. Additionally, large number of innocent students and civilian population are being arbitrarily arrested and put in the infamous concentration camps of the Ethiopian government, which were already congested with tens of thousands of Oromo detainees who have been languishing there for the last two decades.

We are sending you this letter to draw your attention to the mass murders and gross human rights violations that are being perpetrated by security forces of the Ethiopian government against the Oromo people. This has been intensified in recent weeks but it has been happening relentlessly for most part of the time the current regime in Addis Ababa is in power. It should be noted that it is the minority Tigrean ethnic group who monopolized government machinery in Ethiopia. We urge you to use all means available to you and take actions to put pressure on the dictatorial regime in Addis Ababa to refrain from mass killings of innocent citizens and respect democratic rights of Oromos and other people of Ethiopia.

Thank you in advance for your support in improving human rights conditions in Ethiopia.

Respectfully,

Saskatoon Oromo Self Help Association Corporation

6315-B6

RECEIVED
MAY 13 2014
CITY CLERK'S OFFICE,
SASKATOON

From: Gary Deraldall <gderdall@shaw.ca>
Sent: May 12, 2014 11:35 PM
To: Web E-mail - City Clerks
Cc: Garth Brehon
Subject: Attention of City Clerks Office

Hi: I would like a complaint delivered to city council about the terrible condition of the roads in Saskatoon. This has developed over the years as council and administration have completely failed to deal with roads and other infrastructure. Resources have been misallocated to other areas. I have met with visitors from Regina, Calgary and Edmonton who are astonished at the condition of roads in Saskatoon.


I am a retired chemical process specialist with major industrial experience. I have sent the Mayor some technical references from Queens in Kingston and other sources on how to pave and maintain roads. It is not magic and it escapes me how our city government and administration could so completely overlook technology available to those of ordinary skill. And this knowledge has been around for some time.

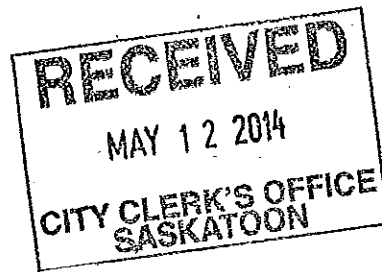
Council has imposed higher taxes on us to overcome its inabilities. Council should pass a motion to retain some outside expertise to look at what has happened and provide ways and means to do things properly.

As things stand, we pay higher taxes and the wretched conditions of road cost us repairs to our good vehicles.

I think there should be resignations at the council and administration levels.

Gary Deraldall PhD MBA retired industrialist
Saskatoon SK
*158 A.E. Adams Cres.
Saskatoon, SK. S7K 5M7*

 This email is free from viruses and malware because avast! Antivirus protection is active.



180-11
B7)

To: All Municipalities

May 7, 2014

From: Irwin Blank, Chief Executive Officer

Re: SAMA 2014 Annual Meeting Resolution

Pursuant to sections 21.1(3) and 22(a) of SAMA's *Annual Meeting Bylaw* (the "Bylaw"), attached are copies of the two resolutions which were considered at SAMA's Annual Meeting on April 16, 2014, along with the results of the voting on each resolution (Appendix A).

Background

Two resolutions were considered at SAMA's 2014 Annual Meeting on April 16, 2014.

The first resolution was submitted by the RM of Corman Park No. 344 (2014-1), received by SAMA on January 28, 2014 which is within the required two months prior to the annual meeting period. Notice to all municipalities of resolution 2014-1 was sent on February 21, 2014. This resolution was amended at the Annual Meeting with a copy being forwarded with this notice.

The second resolution was submitted by the RM of Mervin No. 499 (2014-2), received by email on April 11, 2014. This is six days before the Annual Meeting and is deemed to be an emergent resolution as per section 21.1 of the Bylaw. A copy of this resolution is being forwarded with this notice.

This report provides the content of the resolutions and the results of the voting. As required by section 22(a) of the *Annual Meeting Bylaw*, on or before May 16, 2014, SAMA will notify all municipal councils of the results of the voting on each resolution considered at the Annual Meeting. The SAMA Board will be reviewing the results of the voting on each resolution at their next Board meeting on May 21, 2014 and will notify municipal councils, as soon as possible, of the Board's position on the resolution that was passed.

WHEREAS Commercial Industrial Improvements such as oil wells and related sites are not assessed based on sale values, unlike residential properties which are assessed based on relative sales; and

WHEREAS now that the Provincial Government has implemented a Mill Rate Factor Cap on commercial taxation whereby the cap effects commercial taxation based on any mill rate factors applied within the Municipality and which is set at 9.0 in 2014; and

WHEREAS in calculating the cap to be applied for municipal taxation to commercial properties includes all other taxing classes in the calculation whereby a mill rate factor is applied; and

WHEREAS agriculture land has increased in a reassessment year such as 2013 a similar percentage across the province; and

WHEREAS residential assessed properties vary in their increase across the province based on actual sales; and

WHEREAS if your Municipality has highly assessed residential properties due to its proximity to a city or it has recreational lakes located within it which are popular; and

WHEREAS a Municipality who has low assessed residential properties and which does not have to use mill rate factors to mitigate shifts in taxation in a reassessment year due to the reassessment having little or no effect to residential properties and their commercial taxation; and

WHEREAS a Municipality is responsible for ensuring fair levels of taxation based on the services provided; and

WHEREAS a Municipality that has Heavy Oil production which is extracted incurs excessive infrastructure damage due to the nature of the industry and the resulting heavy volumes of water, oil and sand that have to be moved 24/7/365; and

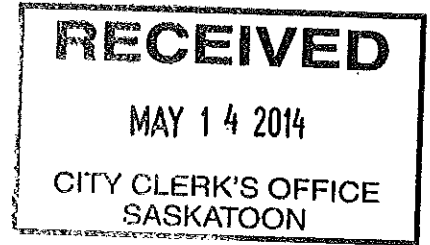
WHEREAS industrial casings bored into the ground to be able to make an oil well productive is presently exempt from being assessed;

BE IT RESOLVED that SAMA lobby the Provincial Government to include the assessment of well casings to ensure industrial wells are being assessed more accurately in terms of the actual equipment being assessed to the site.

PASSED

B8)
375-2

From: CityCouncilWebForm
Sent: May 14, 2014 9:37 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Bob Gawdun
315 Quill Cr.
Saskatoon, Saskatchewan
S7K4V3

EMAIL ADDRESS:

gawdun2@sasktel.net

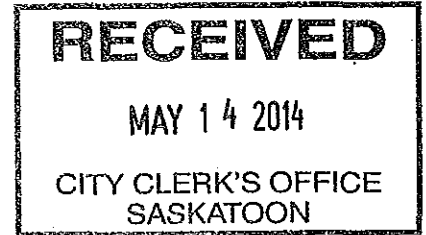
COMMENTS:

Good morning your Worship and members of Council. I am emailing in regards to the "purposed" noise bylaw before Council. Being a car enthusiast I'm concerned with the way noise levels will be monitored. My personal feeling is that excessive noise from all types of motorized vehicles is the result of the person operating the vehicle. I have a 1968 Camaro and yes it can be quite loud but I operate the vehicle in a fashion to respect others and to also be a good influence on my kids. I have had off the cuff conversions with members of the Police service and when asked a lot of them roll their eyes and wonder themselves how they will enforce this fairly. I personally do not fully agree with "loud pipes save lives" especially since Motorcycle Police never complain. Working for a local Car Dealership we sell cars that have horsepower in excess of 600 HP, and these too can be loud. I hear more of a problem with the Diesel 3/4 ton trucks that are modified but again the noise is controlled by the operator of the gas pedal. Just sit on 8th St. watch and listen. There are laws already in place such as disturbing the peace and stunting. I feel we should let the Police service do the great job they do and ticket those who deserve it. Most car enthusiasts obey the traffic laws and vehicle regulations and tend to police themselves when someone is acting up if not caught. Don't let the few who have no interest in the hobby dictated for the few who do. I would consider coming to a future Council meeting to discuss but I understand this is coming before you on Tuesday the 20th and I'm unavailable at that particular time.

Thank you, Bob Gawdun

185 (B9)

From: CityCouncilWebForm
Sent: May 14, 2014 9:13 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Mandy Pravda
131 Wall St
Saskatoon, Saskatchewan
s7k 6c2

EMAIL ADDRESS:

mpravda@onpurpose.ca

COMMENTS:

Good Morning,

On Sunday June 1st Saskatoon Fashion and Design Festival will host our 3rd annual fashion show at River Landing Amphitheater. I would like permission to start the music at noon instead of 1:00pm, we will be finished by 4:30 so will not exceed the noise bylaw.

I appreciate your time and look forward to hearing from you. More information about SFDF Festival is available at www.saskfashion.com

Thanks



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

B10)

May 6, 2014

His Worship the Mayor
and Members of City Council

Ladies and Gentlemen:

**Re: Development Appeals Board Hearing
 Refusal to Issue Development Permit
 Proposed Shopping Centre
 (With Landscape Strip Deficiency, Front Yard Setback Deficiency,
 And Rear Yard Setback Deficiency)
 311 Cope Lane – B2 Zoning District
 Dominador Daplas, North Prairie Developments Ltd.
 (Appeal No. 11-2014)**

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,

Elaine Long, Secretary
Development Appeals Board

EL:ks

Attachment



City of Saskatoon

Saskatoon Development
Appeals Board

c/o City Clerk's Office ph 306•975•3240
222 - 3rd Avenue North fx 306•975•2784
Saskatoon, SK S7K 0J5

NOTICE OF HEARING - DEVELOPMENT APPEALS BOARD

DATE:	Tuesday, May 27, 2014	TIME:	4:00 p.m.
PLACE:	Committee Room "E", Ground Floor, South Wing, City Hall		
RE:	Refusal to Issue Development Permit Proposed Shopping Centre (With Landscape Strip Deficiency, Front Yard Setback Deficiency and Rear Yard Setback Deficiency) 311 Cope Lane - B2 Zoning District Dominador Daplas, North Prairie Developments Ltd. (Appeal No. 11-2014)		

TAKE NOTICE that Dominador Daplas, on behalf of North Prairie Homes Ltd., has filed an appeal under Section 219(1)(b) of *The Planning and Development Act, 2007*, in connection with the City's refusal to issue a Development Permit for a proposed shopping centre at 311 Cope Lane.

The property is zoned B.2 under Zoning Bylaw 8770.

Section 10.4.8(1) of the Zoning Bylaw states that a landscaped strip of not less than three metres in width throughout lying parallel to and abutting the front site line shall be provided on every site.

Section 10.4.2(14) of the Zoning Bylaw states that in a B.2 District, all buildings are required to have a minimum front yard setback of 6 metres and a minimum rear yard setback of 7.5 metres.

Based on the information provided:

- the proposed front landscaping strip on the east of the property is noted as being 1.5 metres, resulting in a front yard landscaping strip deficiency of 1.5 metres;
- The proposed building is noted as having a front yard setback of 1.5 metres, resulting in a front yard deficiency of 4.5 metres; and
- The proposed building is noted as having a rear yard setback of 6.294 metres, resulting in a deficiency of 1.206 metres.

The Appellant is seeking the Board's approval for the Development Permit as submitted.

**Development Appeals Board
Appeal 11-2014**

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 6th day of May, 2014.

Elaine Long, Secretary
Development Appeals Board



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

B11)

May 12, 2014

His Worship the Mayor
and Members of City Council

Ladies and Gentlemen:

**Re: Refusal to Issue Building Permit
Addition to One-Unit Dwelling – Attached Garage
(With Front Yard Setback Deficiency)
27 Beurling Crescent – R1A Zoning District
Jose de Freitas
(Appeal No. 12-2014)**

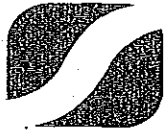
In accordance with Section 222(3)(c) of *The Planning and Development Act, 2007*, attached is a copy of a Notice of Hearing of the Development Appeals Board regarding the above-noted property.

Yours truly,

Elaine Long, Secretary
Development Appeals Board

EL:ks

Attachment



City of
Saskatoon

Saskatoon Development
Appeals Board

c/o City Clerk's Office ph 306•975•3240
222 - 3rd Avenue North fx 306•975•2784
Saskatoon, SK S7K 0J5

NOTICE OF HEARING - DEVELOPMENT APPEALS BOARD

DATE:	Tuesday, May 27, 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 – Attached Garage (With Front Yard Setback Deficiency) 27 Beurling Crescent – R1A Zoning District Kevin Graves on behalf of Jose de Freitas (Appeal No. 12-2014)		

TAKE NOTICE that Kevin Graves, on behalf of Jose de Freitas, 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 a proposed addition to a one-unit dwelling – attached garage at 27 Beurling Crescent.

The property is zoned R1A under Zoning Bylaw 8770.

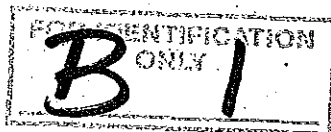
Section 8.2.3.4 of the Zoning Bylaw states that the front yard setback requirement for one-unit dwellings in established neighbourhoods shall not vary by more than 3.0 metres from the average front yard setback of the principal buildings on adjacent, flanking sites provided that in no case shall the setback be less than 6.0 metres.

Based on the information provided, the addition of the garage will move the front building line to within 3.5 metres of the front property line, resulting in a front yard deficiency of 2.5 metres.

The Appellant is seeking the Board's approval for the 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.

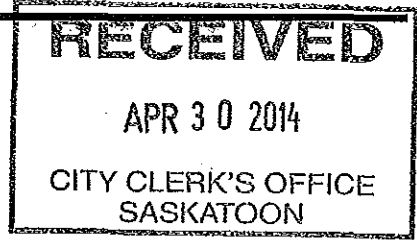
Dated at SASKATOON, SASKATCHEWAN, this 12th day of May, 2014.



Elaine Long, Secretary
Development Appeals Board

7830 (51)

From: Larry <l.sinnett@shaw.ca>
Sent: April 30, 2014 8:32 AM
To: City Council
Subject: FW: Recycle program



Mayor Don

I just received my "Utility Statement" & I am now charged more than the \$4.66 per month for the recycling fee that was passed by council!

Your staff has broken it down to a charge per day of \$0.1606 & if you multiply this out by 365 days; the CITY is over charging everyone. I suppose this is a way to get back the loss that is being incurred by the Condo cheaper rate. Not fair!!

Please have this charge changed to a "FLAT" rate of \$4.66 per month as per Councils motion.

Larry Sinnett
#128-2420 Kenderdine Rd.
Saskatoon, Sk. S7N 4G6
(306) 222 4813 cell
l.sinnett@shaw.ca

From: Larry [<mailto:l.sinnett@shaw.ca>]
Sent: April-20-14 12:05 PM
To: 'city.council@saskatoon.ca'
Subject: Recycle program

I am President of "Kenderdine Court Condo Association" & at our annual meeting last week I was asked to confirm that our "Recycle" charge (that we are charged on our Water & Sewer bill of \$4.66) will be reduced to \$2.51 as per the motion that was passed at the City of Saskatoon Council meeting?

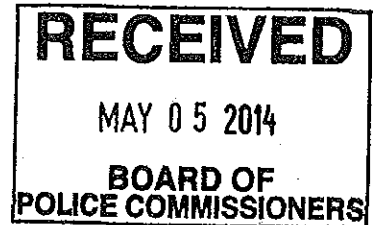
The City delivered the "small Blue bins" to our place last year & we are using them. The residents of our Condo are concerned that the City will not reduce our charge because we have the small bins & not the large bin. We feel that in every other way we are treated as a Condominium (Taxes rate, pavement repair, snow removal & fire hydrant maintenance), so we should be charged \$2.51 like other Condos!

Your response Please

Larry Sinnett
#128-2420 Kenderdine Rd.
Saskatoon, Sk. S7N 4G6
(306) 222 4813 cell
l.sinnett@shaw.ca



50001
x 205-1
(ca)



Bob Eaton
Chair, Board of Directors
Saskatchewan Jazz Festival
701-601 Spadina Crescent East
Saskatoon, SK, Canada, S7K 3G8
April 30, 2014

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

Your Worship, Councilors, and Commissioners:

Initially, you might think that this is a letter of protest but it is not. Please read this letter as one of support and information regarding the issue whether organizations should pay for special police duty officers at their events that served alcohol in Saskatoon parks.

First, some information: On Apr. 29, 2014, The Star Phoenix reported on Monday's meeting of the Executive Committee of Council, "[Police Chief] Weighill noted the affected events are for-profit affairs, rather than charitable events." I want to be clear that the Saskatchewan Jazz Festival is a not-for-profit corporation with charitable status. More particularly, Club Jazz, our event in question, costs the Festival about \$40,000 each year.

Now a bit about Festival attendance: While we proudly say that 85,000 people attend, that is for all events at all fifteen venues. The "beer garden" at Club Jazz is licensed for 650 people. It runs from noon to 10:00 PM for 10 days and only once have we counted 3,000 as the day's attendance. Finally, while I understand that things can get out of hand quickly, I am unaware of a major incident occurring.

City Council & Board of Police Commissioners

April 30, 2014

Page 2

Regardless, the Festival is concerned about the safety of those participating and sees value in having the police present. Our difficulty is that in order to be licensed, SLGA mandates the number of security personnel we must employ at a cost of \$27,500 (est.). The police, at an estimated cost of \$8,232, would be in addition to that.

I look forward to a successful resolution to this problem and am willing to discuss it any time.

Sincerely,

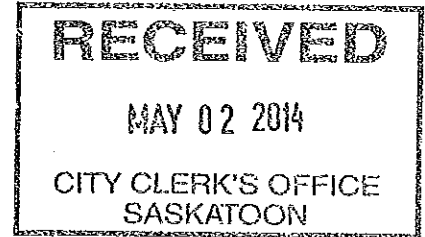
A handwritten signature in black ink, appearing to read "Bob Eaton", written in a cursive style.

Bob Eaton

Chair, Board of Directors

C3)
7830-3

From: CityCouncilWebForm
Sent: Friday, May 02, 2014 12:26 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Pat Danyluk
615 Budz Cres
Saskatoon, Saskatchewan
s7n 4n4

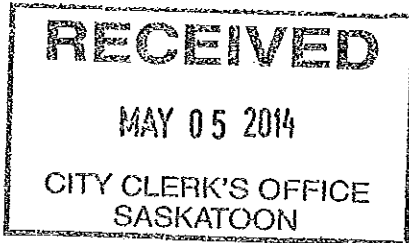
EMAIL ADDRESS:

COMMENTS:

OMG can't believe that we are spending this kind of money to gps our garbage cans!! Have the driver write down on a piece of paper the address of the last house they were at.... cost \$5.00 !!!!! a better use of gps and phone technology is to be able to track were your bus might be and when it will arrive at a certain stop, BUT the garbage, give me a brake, or give the tax payer a brake!!!

7830-3 C4)

From: CityCouncilWebForm
Sent: May 05, 2014 2:59 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Jim McAllister
1691 Lancaster Crescent
Saskatoon, Saskatchewan
S7M 3V8

EMAIL ADDRESS:

coltrev@shaw.ca

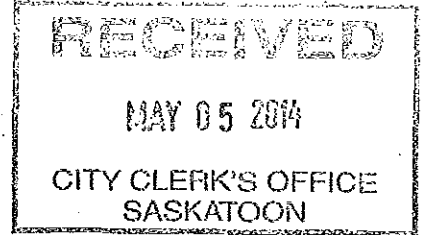
COMMENTS:

I would like an explanation as to how the city justifies spending \$1,200,000.00 on tags for our garbage cans will save the city money. I would think that the Garbage trucks have their route that they will take each day and it will not matter if I put my garbage to the curb or not. Some weeks I do not have much garbage so I do not out my can to the curb. The press release also indicated that this will save thousands of dollars in the missed pickups. Are you telling me and the rest of the taxpayers in Saskatoon that if you miss picking up my garbage you will make a special trip back to my place? This must have been discussed during council meetings; could you please tell me the date of the meeting as I would like to read the discussion and results.
If nothing else please explain to me how this will save the city and us taxpayers money.

CS)

6050-7

From: CityCouncilWebForm
Sent: Saturday, May 03, 2014 2:35 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

1704 Shannon Cres

Sharon Elder
Box 21094, Saskatoon. Sk s7l 5n9
saskatoon, Saskatchewan
s7h5n9

EMAIL ADDRESS:

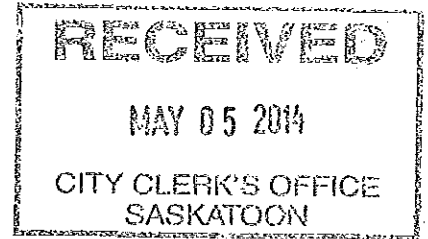
bselder@usa.net

COMMENTS:

have heard that the plan is to close the university bridge for a year or 2 to facilitate repairs. Any chance that the sidewalks will be available for bikers & walkers?

(6)
6315-1

From: CityCouncilWebForm
Sent: Saturday, May 03, 2014 1:39 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Peter Kacso
1007 311 6th Avenue North
Saskatoon, Saskatchewan
S7K 7A9

EMAIL ADDRESS:

pkacso@gmail.com

COMMENTS:

His Worship the Mayor and Members of City Council,

I am writing in regards to the City of Saskatoon's approach to conducting street maintenance, specifically road marking (line painting).

Having worked as a line painter in the Lower Mainland of British Columbia, I feel I could offer some suggestions that would perhaps benefit the City financially and make our City look a little cleaner.

I have two main concerns with how the City marks its roads: first, the City marks (paints) its roads before they are cleaned; secondly, the City marks its roads during the day.

The issue with marking the roads before they are cleaned means that the paint won't adhere properly to the asphalt given the amount of dirt on the road. This poor adhesion leads to premature wear from traffic passing over the markings and from the street cleaners. Often this premature wear necessitates repeat applications within months of the original application. It seems the City pays to have the lines painted, cleans the streets, then paints them again. If we were to clean the streets before painting, we could reduce the number of applications needed; thereby reducing the cost of labour and materials associated to our road maintenance.

The issue of marking the roads during the day means that traffic will run through wet markings, dragging paint into adjacent lanes. I've followed the City's paint truck this season as it painted by the University. It was at about 5:00 pm, a high traffic volume period in this area, and as the truck laid down its markings traffic would drive through the paint as they made lane changes. The paint picked up by the traffic's tires was then dragged into clean lanes leaving ugly paint marks along the street. This could be avoided by having paint crews work at night and by using cones to mark off the fresh lines. By doing so, the City could reduce the amount of paint dragged onto clean pavement and vehicle owners would be at less risk of having wet paint getting onto their vehicle.

I hope that my suggestions will be of some assistance in saving our City money and making it a more beautiful place to live.

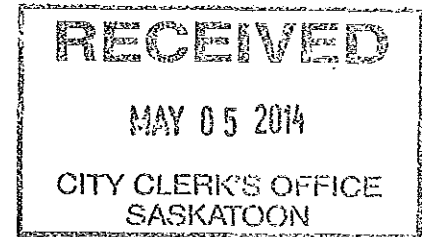
Thank you for taking time to hear my concerns.

Sincerely,

Peter Kacso

6315 (37)

From: CityCouncilWebForm
Sent: Sunday, May 04, 2014 10:01 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Allan Herman
1605 Vickies Ave
Saskatoon, Saskatchewan
S7N2P2

EMAIL ADDRESS:

aldonnah@sasktel.net

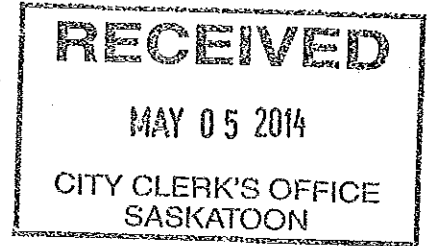
COMMENTS:

While I appreciate the fact that our late spring is putting pressure on civic resources to clean & maintain our streets it appears that some resources are being wasted. Yesterday, May 3, I saw street sweepers working on 115th street where it was obvious that vehicle owners/residents were not given advance notice to move their vehicles. About 30% of the curb lanes were occupied by vehicles and of course the equipment was having to go around them and therefore not doing an effective job of cleaning the streets. It is obvious that this street is going to have to be cleaned again duplicating services that could be applied elsewhere. I wonder how many other times this is being done.

Al Herman

C8)
A400-1

From: CityCouncilWebForm
Sent: May 05, 2014 4:05 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Clint Greenhough
439 Avenue Q South
Saskatoon, Saskatchewan
S7M 2Y4

EMAIL ADDRESS:

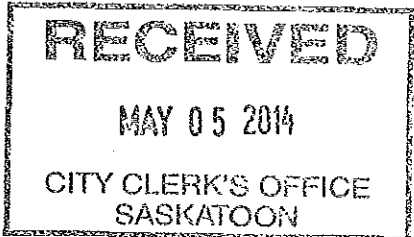
ch_green@shaw.ca

COMMENTS:

417 Avenue Q South had a fire in the home. It has been quite a while since this fire. Is the city going to check as to what will be done to either repair or replace this home. It is not a real eyesore but it would be nice to see it repaired as the windows are boarded up and you can see smoke damage on the exterior.

C9)
3752

From: CityCouncilWebForm
Sent: Monday, May 05, 2014 2:49 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

dennis john kavaz
1515 korol mews
saskatoon, Saskatchewan
s7r 0j6

EMAIL ADDRESS:

zavak123@hotmail.com

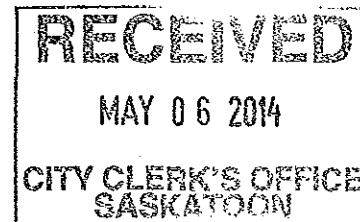
COMMENTS:

I am writing this letter in hopes that something will be done about a serious noise issue that I have been dealing with for 3 painful years. I live in Hampton village, my house backs onto McClocklin rd wich is the road in question. The motorists who use this rd drive on it like it is the Autobahn! The noise that emanates because of this is not normal by any means. It is affecting my health, my childrens health, our livelyhoods and the value of my property. As this area grows the problems will go from worse to unfixable. For 3 years I have contacted the city police, the city departments that deal with these issues, my ward counselors and now you. For 3 years I have listened to excuse after excuse and I am simply sick of it. As a taxpayer to this city I demand something be done about this. 2 years ago the city did a sound attuation test. When it was done they said the results were invalid due to all the consruction going on. This is simply untrue. I guarantee you the results were off the charts. When the condos were complete I asked for another test to be done. The answer was no more tests would be done? this makes no sense at all. In 2012-2013 I tried to sell my house. Every single potential buyer said absolutely no because the noise from the road was completely unacceptable. I have since purchased a decibel reader and have been monitoring the noise. At 80dbs hearing loss starts to occur. The noise behind my house can easily get to over 110dbs at any given time of day or night. Bylaw 8244 is put in place to protect me and my family from excessive noise that affects health, comfort, saftey, peace etc. This Bylaw is being broken every single day. It is inexcusable that the city chooses to do nothing about this. I have talked to many neighbors who live near the road, many have complained over the years all to no avail. What kind of city do we live in, where the city could care less about valid concers from it's tapayers. Especially when laws are being broken. It is absolutely shamefull the way the city has chosen to deal with my, and other citizens valid concerns. Our master bedroom is now a big closet, my back yard is unuseable. Me and the children can not enjoy 1 single day in the yard, because their ears start to hurt from the noise. If the city will not do anything about this, i want my property taxes reduced. Why should I have to pay full taxes for half the property. The value of my house has dropped significantly due to the noise, as I have stated above. I am at a total loss why this road is not being slowed down somehow, And why sound barriers are not being put up along this road. It is not right that because this is a new area we are at the bottom of the list for improvements. My tax dollar is as strong as everyone elses. This road system is a poor design that

encourages motorists to speed. The city planners have seriously miscalculated the amount of vehicles that use this road. I can only hope that after reading my letter something concrete will be done about this.

C10)
175-1

From: CityCouncilWebForm
Sent: Tuesday, May 06, 2014 2:50 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Erin Humphrey
217 27th Street West
Saskatoon, Saskatchewan
S7L0J4

EMAIL ADDRESS:

erin0000@gmail.com

COMMENTS:

Hello

I am just emailing you in regards to the cab service in Saskatoon. My family and I have had several bad experiences with the local cab companies over the last few years. Often times I feel that my safety has been in jeopardy while riding in a cab (poor driving skills or inappropriate behaviour from the cab driver). Frustratingly, on several occasions we have had cab drivers dump our groceries on the dirty side walk and drive away.

We have called the cab companies every single time and nothing has changed.

Would it be possible for the City of Saskatoon to create a Taxi/Cab Commission so there is more safety regulation and protocol with taxi service?

Saskatoon is a great city that deserves good public transportation.

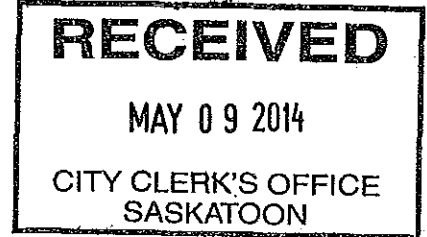
Thanks for your time

Erin Humphrey

C11)

6120-4-4

From: CityCouncilWebForm
Sent: Friday, May 09, 2014 2:51 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Colleen Miller
618 3rd Av N
Saskatoon, Saskatchewan
S7K 2J9

EMAIL ADDRESS:

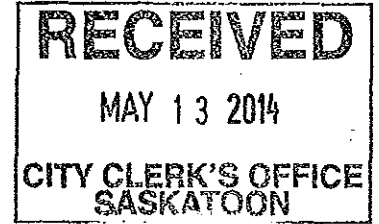
sorsha35@hotmail.com

COMMENTS:

I am very angry at being refused a visitor parking pass for my street in City park. I was refused because I did not have a vehicle registration. People who do not have vehicles still have visitors! This is a bizarre and unfair policy.

DI
205-5

From: CityCouncilWebForm
Sent: Tuesday, May 13, 2014 11:49 AM
To: City Council
Subject: Write a Letter to City Council File CK 205-1



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

Mar Complido
115 Kirkpatrick Crescent
Saskatoon, Saskatchewan
S7L 6Z1

EMAIL ADDRESS:

marbakal@sasktel.net

COMMENTS:

Council
City Clerk's Office

Saskatoon
2nd Floor, City Hall
222 3rd Avenue North
Saskatoon, Sask. S7K 0J5

RE: - Request for the PROCLAMATION of FILIPINO CANADIAN DAY &
- Request to raise the Philippine Flag at City Hall Square on FILIPINO CANADIAN DAY

To: His Worship Donald J. Atchison and Members of City Council:

On June 12, 2014 Filipino's around the world will celebrate the 111th Independence Day of Philippines.

I would like to request to his Worship and the Members of City Council to once again show their support to all Filipino's in Saskatoon, and again proclaim "June 12" as Filipino Canadian Day.

In addition to Filipino Canadian Day, also please take this request to allow The Filipino Canadian Association of Saskatoon (FILCAS) to raise the Philippine Flag on June 14, 2014, at City Hall Square at 10:00am so that we may reflect our day of Independence.

The Filipino Canadian Association of Saskatoon was formally organized in 1973 and incorporated as a non-profit organization in 1981. Our association's primary mandate is to promote mutual understanding among Filipinos, Canadians, and other members of our diverse community.

On this year of Independence, we would like to focus on "Living in Harmony" and what it meant to have diversity, peace and prosperity in the city of Saskatoon.

Again, please take this as my formal request for the City of Saskatoon to proclaim "June 12" as Filipino Canadian Day and to allow the Filipino Canadian Association of Saskatoon raise the Philippine flag at City Hall Square to reflect our day of Independence.

Please send your respond to:

Filipino Canadian Association of Saskatoon, Inc.
14-115 Third Ave South
Saskatoon, SK S7K1L7
Email Address: filcas@sasktel.net

If you have any questions or concerns, please do not hesitate to contact me (marbakal@sasktel.net).
I look forward to your response.

Yours truly,

Mar Complido
President
Filipino-Canadian Association of Saskatoon, Inc. (FILCAS)



HEART &
STROKE
FOUNDATION

His Worship Don Atchison
Mayor City of Saskatoon
222 3rd Avenue North
Saskatoon SK S7K 0J5

May 13, 2014

Dear Mayor Atchison,

Re: National Health & Fitness Day

I am writing to you in my capacity as the Director of Health Policy and Research at the Saskatchewan office of the Heart and Stroke Foundation to urge you to continue to support the growing national movement to mark National Health and Fitness Day on the first Saturday in June.

Since last year, Senator Nancy Greene Raine has introduced Bill S-211, "*An Act to establish a national day to promote health and fitness for all Canadians*" as a Private Member's Bill in Parliament. The first version of the legislation was introduced in the House of Commons by MP John Weston in 2013 and, while receiving all party support, died on the order paper when the session ended last summer. More information is available here: www.johnweston.ca

Enclosed, please find a draft resolution that can be adapted or used by Council to commit to a national program that unites you with other local governments in the promotion of increased participation in physical activities in communities across Canada.

Councils that have endorsed the concept have taken different approaches. Some have simply proclaimed the day (the first Saturday in June) to raise awareness of the importance of increasing physical activity; others have marked the day with local events and initiatives celebrating and promoting the importance and use of local health, recreational, sports and fitness facilities, in order to boost participation in healthy physical activity. Endorsement of the concept should ultimately drive up participation rates and help promote our common interest in encouraging Canadians to live healthier lifestyles.

In addition, most Councils have also notified the Federation of Canadian Municipalities of their support for National Health & Fitness day. Should the FCM receive sufficient support, it will add its endorsement to that of the Canadian Medical Association, the Heart and Stroke Foundation and other organizations. A sample notice to the FCM is also enclosed.

If you support National Health & Fitness Day, please send a copy of your resolution as well as the Notice to FCM to Senator Greene Raine's office so we can monitor the results across Canada.

Thank you for collaborating with us to promote health and fitness day in Saskatchewan! As you know, the Heart and Stroke Foundation is a major catalyst for building health awareness and encouraging Canadians to reduce their risk of heart disease and stroke through physical activity, healthy eating and being tobacco-free. Your support of this initiative will help us create healthy communities across the country and advance our mission. Together we can make it happen.

Kindest regards,

Natalie Gierman
Director, Health Policy and Research
Heart and Stroke Foundation

Enclosed: Draft resolution, Notice to FCM

205-5
D2)
RECEIVED

MAY 14 2014

CITY CLERK'S OFFICE
SASKATOON

Draft resolution for proclamation:

NATIONAL HEALTH AND FITNESS DAY

WHEREAS:

- the Parliament of Canada wishes to increase awareness among Canadians of the significant benefits of physical activity and to encourage Canadians to increase their level of physical activity and their participation in recreational sports and fitness activities;
- it is in Canada's interest to improve the health of all Canadians and to reduce the burden of illness on Canadian families and on the Canadian health care system;
- many local governments in Canada have public facilities to promote the health and fitness of their citizens;
- the Government of Canada wishes to encourage local governments to facilitate Canadian's participation in healthy physical activities;
- the Government of Canada wishes to encourage the country's local governments, non-government organizations, the private sector and all Canadians to recognize the first Saturday in June as National Health and Fitness Day and to mark the day with local events and initiatives celebrating and promoting the important and use of local health, recreational, sports and fitness facilities;
- Canada's mountains, oceans, lakes, forests, parks and wilderness also offer recreational and fitness opportunities;
- Canadian Environment Week is observed throughout the country in early June, and walking and cycling are great ways to reduce vehicle pollution and improve physical fitness;
- declaring the first Saturday in June to be National Health and Fitness Day will further encourage Canadians to participate in physical activities and contribute to their own health and well-being;

THEREFORE:

We proclaim National Health & Fitness Day in our municipality/district /regional district as the first Saturday in June;

(Optional) As a step to increase participation and enhance the health of all Canadians, we commit to mark the day with local events and initiatives celebrating and promoting the importance and use of local health, recreational, sports, and fitness facilities on National Health and Fitness Day; and

In order to leverage the effect of our proclamation, we shall advise the Federation of Canadian Municipalities of our proclamation.

Notice to Federation of Canadian Municipalities

To: Federation of Canadian Municipalities
24 Clarence Street
Ottawa, ON K1N 5P3, Canada

Fax: (613) 241- 7440 Tel: (613) 241-5221

Email: info@fcm.ca

Dear Federation of Canadian Municipalities,

Please be informed that the community of _____ will endorse the first Saturday in June as National Health & Fitness Day.

We will be marking it by: (please check those that apply)

_____ proclaiming the day

_____ marking the day (please describe briefly)

Sincerely,

_____ (insert Senator's contact name and email here) _____

Please copy:

NHFD Project Manager

Fax 613-947-4620 Email [c/o john.weston@parl.gc.ca](mailto:c/o.john.weston@parl.gc.ca)

Senator Nancy Greene Raine

Fax 613-947-4054 Email nancy.raine@sen.parl.gc.ca