

ORDER OF BUSINESS

REGULAR MEETING OF CITY COUNCIL

TUESDAY, OCTOBER 11, 2011, AT 6:00 P.M.

1. **Approval of Minutes** of the regular meeting held on September 26, 2011.

2. **Public Acknowledgements**

PRESENTATION - 2011-2012 Budz-Guenter Memorial Scholarship to Mark Rodger

3. **Hearings (6:00 p.m.)**

a) **Proposed Official Community Plan Amendment
To Amend a Portion of the City Park Land Use Policy Map
Heavy Industrial to Light Industrial
City Park Local Area Plan Implementation
624 Lauriston Street
Proposed Bylaw No. 8964
(File No. CK. 4351-011-8)**

The purpose of this hearing is to consider proposed Bylaw No. 8964.

Attached is a copy of the following material:

- Proposed Bylaw No. 8964;
- Report of the General Manager, Community Services Department dated July 25, 2011, recommending that City Council approve amendments to the Official Community Plan Bylaw No. 8769, City Park Land Use Policy Map in accordance with the land designations indicated on City Park Proposed Land Use Policy Map (see Attachment 3 of this report);
- Letter dated August 22, 2011 from the Secretary of the Municipal Planning Commission advising the Commission supports the above-noted recommendation; and
- Notice that appeared in the local press under dates of October 1 and 8, 2011.

**b) Proposed Zoning Bylaw Map Amendment
To Rezone Properties in the City Park Neighbourhood
IH District to IL1 District
City Park Local Area Plan Implementation
624 Lauriston Street
Proposed Bylaw No. 8965
(File No. CK. 4351-011-8)**

The purpose of this hearing is to consider proposed Bylaw No. 8965.

Attached is a copy of the following material:

- Proposed Bylaw No. 8965;
- Report of the General Manager, Community Services Department dated July 25, 2011, recommending that City Council approve amendments to the Zoning Bylaw No. 8770 in accordance with the proposed Zoning Districts identified in City Park Proposed Zoning Map (see Attachment 5 to this report) (**see Attachment 3a**);
- Letter dated August 22, 2011 from the Secretary of the Municipal Planning Commission advising the Commission supports the above-noted recommendation (**see Attachment 3a**); and
- Notice that appeared in the local press under dates of October 1 and 8, 2011.

**c) Proposed Official Community Plan Amendment
To Amend a Portion of the City Park Land Use Policy Map
Light Industrial to Mixed Use
City Park Local Area Plan Implementation
300 to 800 Blocks of Duchess Street
Proposed Bylaw No. 8966
(File No. CK. 4351-011-8)**

The purpose of this hearing is to consider proposed Bylaw No. 8966.

Attached is a copy of the following material:

- Proposed Bylaw No. 8966;

- Report of the General Manager, Community Services Department dated July 25, 2011, recommending that City Council approve amendments to the Official Community Plan Bylaw No. 8769, City Park Land Use Policy Map in accordance with the land designations indicated on City Park Proposed Land Use Policy Map (see Attachment 3 of this report) **(see Attachment 3a)**;
- Letter dated August 22, 2011 from the Secretary of the Municipal Planning Commission advising the Commission supports the above-noted recommendation **(see Attachment 3a)**; and
- Notice that appeared in the local press under dates of October 1 and 8, 2011 **(see Attachment 3a)**.

d) **Proposed Zoning Bylaw Map Amendment
To Rezone Properties in the City Park Neighbourhood
IL1 District to MX1 District
City Park Local Area Plan Implementation
300 to 800 Blocks of Duchess Street
Proposed Bylaw No. 8967
(File No. CK. 4351-011-8)**

The purpose of this hearing is to consider proposed Bylaw No. 8967.

Attached is a copy of the following material:

- Proposed Bylaw No. 8967;
- Report of the General Manager, Community Services Department dated July 25, 2011, recommending that City Council approve amendments to the Zoning Bylaw No. 8770 in accordance with the proposed Zoning Districts identified in City Park Proposed Zoning Map (see Attachment 5 to this report) **(see Attachment 3a)**;
- Letter dated August 22, 2011 from the Secretary of the Municipal Planning Commission advising the Commission supports the above-noted recommendation **(see Attachment 3a)**; and
- Notice that appeared in the local press under dates of October 1 and 8, 2011 **(see Attachment 3b)**.

- e) **Proposed Official Community Plan Amendment
To Amend a Portion of the City Park Land Use Policy Map
High Density Residential to Medium Density Residential
City Park Local Area Plan Implementation
906 Duchess Street
Proposed Bylaw No. 8968
(File No. CK. 4351-011-8)**
-

The purpose of this hearing is to consider proposed Bylaw No. 8968.

Attached is a copy of the following material:

- Proposed Bylaw No. 8968;
- Report of the General Manager, Community Services Department dated July 25, 2011, recommending that City Council approve amendments to the Official Community Plan Bylaw No. 8769, City Park Land Use Policy Map in accordance with the land designations indicated on City Park Proposed Land Use Policy Map (see Attachment 3 of this report) (see **Attachment 3a**);
- Letter dated August 22, 2011 from the Secretary of the Municipal Planning Commission advising the Commission supports the above-noted recommendation (see **Attachment 3a**); and
- Notice that appeared in the local press under dates of October 1 and 8, 2011 (see **Attachment 3a**).

- f) **Proposed Zoning Bylaw Map Amendment
To Rezone Properties in the City Park Neighbourhood
RM5 District to RM4 District
City Park Local Area Plan Implementation
906 Duchess Street
Proposed Bylaw No. 8969
(File No. CK. 4351-011-8)**
-

The purpose of this hearing is to consider proposed Bylaw No. 8969.

Attached is a copy of the following material:

- Proposed Bylaw No. 8969;

- Report of the General Manager, Community Services Department dated July 25, 2011, recommending that City Council approve amendments to the Zoning Bylaw No. 8770 in accordance with the proposed Zoning Districts identified in City Park Proposed Zoning Map (see Attachment 5 to this report) (**see Attachment 3a**);
- Letter dated August 22, 2011 from the Secretary of the Municipal Planning Commission advising the Commission supports the above-noted recommendation (**see Attachment 3a**); and
- Notice that appeared in the local press under dates of October 1 and 8, 2011 (**see Attachment 3b**).

**g) Proposed Official Community Plan Amendment
To Amend a Portion of the City Park Land Use Policy Map
Light Industrial to Special Use Commercial
City Park Local Area Plan Implementation
400 Block and Eastside of 500, 600 and 700 Blocks of 2nd Avenue North
Proposed Bylaw No. 8970
(File No. CK. 4351-011-8)**

The purpose of this hearing is to consider proposed Bylaw No. 8970.

Attached is a copy of the following material:

- Proposed Bylaw No. 8970;
- Report of the General Manager, Community Services Department dated July 25, 2011, recommending that City Council approve amendments to the Official Community Plan Bylaw No. 8769, City Park Land Use Policy Map in accordance with the land designations indicated on City Park Proposed Land Use Policy Map (see Attachment 3 of this report) (**see Attachment 3a**);
- Letter dated August 22, 2011 from the Secretary of the Municipal Planning Commission advising the Commission supports the above-noted recommendation (**see Attachment 3a**); and
- Notice that appeared in the local press under dates of October 1 and 8, 2011 (**see Attachment 3a**).

**h) Proposed Zoning Bylaw Map Amendment
To Rezone Properties in the City Park Neighbourhood
IL1 District to B5 District
City Park Local Area Plan Implementation
400 Block and Eastside of 500, 600 and 700 Blocks of 2nd Avenue North
Proposed Bylaw No. 8971
(File No. CK. 4351-011-8)**

The purpose of this hearing is to consider proposed Bylaw No. 8971.

Attached is a copy of the following material:

- Proposed Bylaw No. 8971;
- Report of the General Manager, Community Services Department dated July 25, 2011, recommending that City Council approve amendments to the Zoning Bylaw No. 8770 in accordance with the proposed Zoning Districts identified in City Park Proposed Zoning Map (see Attachment 5 to this report) (**see Attachment 3a**);
- Letter dated August 22, 2011 from the Secretary of the Municipal Planning Commission advising the Commission supports the above-noted recommendation (**see Attachment 3a**); and
- Notice that appeared in the local press under dates of October 1 and 8, 2011 (**see Attachment 3b**).

**i) Proposed Official Community Plan Amendment
To Amend a Portion of the City Park Land Use Policy Map
Low Density Residential to Community Facility
City Park Local Area Plan Implementation
820 – 9th Avenue North
Proposed Bylaw No. 8972
(File No. CK. 4351-011-8)**

The purpose of this hearing is to consider proposed Bylaw No. 8972.

Attached is a copy of the following material:

- Proposed Bylaw No. 8972;

- Report of the General Manager, Community Services Department dated July 25, 2011, recommending that City Council approve amendments to the Official Community Plan Bylaw No. 8769, City Park Land Use Policy Map in accordance with the land designations indicated on City Park Proposed Land Use Policy Map (see Attachment 3 of this report) **(see Attachment 3a)**;
- Letter dated August 22, 2011 from the Secretary of the Municipal Planning Commission advising the Commission supports the above-noted recommendation **(see Attachment 3a)**; and
- Notice that appeared in the local press under dates of October 1 and 8, 2011 **(see Attachment 3a)**.

4. Matters Requiring Public Notice

a) Proposed Amendment to Hampton Village Neighbourhood Concept Plan Applicant: Dundee Developments (File No. CK. 4131-1)

The purpose of this matter requiring public notice is for Council to consider proposed amendments to the Hampton Village Neighbourhood Concept Plan.

Attached is a copy of the following material:

- Report of the General Manager, Community Services Department dated August 29, 2011, recommending that the proposed amendment to the Hampton Village Neighbourhood Concept Plan, as shown an Attachment 1, be approved subject to the developer supplying a revised copy of the Concept Plan amendment, designating the northwest corner lot at the intersection of Lehrer Crescent and Lehrer Close as a Residential Care Home Site;
- Letter dated October 3, 2011 from the Secretary of the Municipal Planning Commission advising the Committee supports the above-noted recommendation; and
- Notice that appeared in the local press on October 1, 2011.

5. Unfinished Business

6. Reports of Administration and Committees:

- a) Administrative Report No. 18-2011;
- b) Legislative Report No. 12-2011;
- c) Report No. 14-2011 of the Planning and Operations Committee; and
- d) Report No. 6-2011 of the Naming Advisory Committee.

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

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

9. Question and Answer Period

10. Matters of Particular Interest

11. Enquiries

12. Motions

13. Giving Notice

14. Introduction and Consideration of Bylaws

- Bylaw No. 8964 - The Official Community Plan Amendment Bylaw, 2011 (No. 5)
- Bylaw No. 8965 - The Zoning Amendment Bylaw, 2011 (No. 16)
- Bylaw No. 8966 - The Official Community Plan Amendment Bylaw, 2011 (No. 6)
- Bylaw No. 8967 - The Zoning Amendment Bylaw, 2011 (No. 17)
- Bylaw No. 8968 - The Official Community Plan Amendment Bylaw, 2011 (No. 7)
- Bylaw No. 8969 - The Zoning Amendment Bylaw, 2011 (No. 18)
- Bylaw No. 8970 - The Official Community Plan Amendment Bylaw, 2011 (No. 8)
- Bylaw No. 8971 - The Zoning Amendment Bylaw, 2011 (No. 19)
- Bylaw No. 8972 - The Official Community Plan Amendment Bylaw, 2011 (No. 9)
- Bylaw No. 8974 - The Traffic Amendment Bylaw, 2011 (No. 3)

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

3a)

BYLAW NO. 8964

The Official Community Plan Amendment Bylaw, 2011 (No. 5)

The Council of The City of Saskatoon enacts:

Short Title

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


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 from Heavy Industrial (H) to Light Industrial (L).

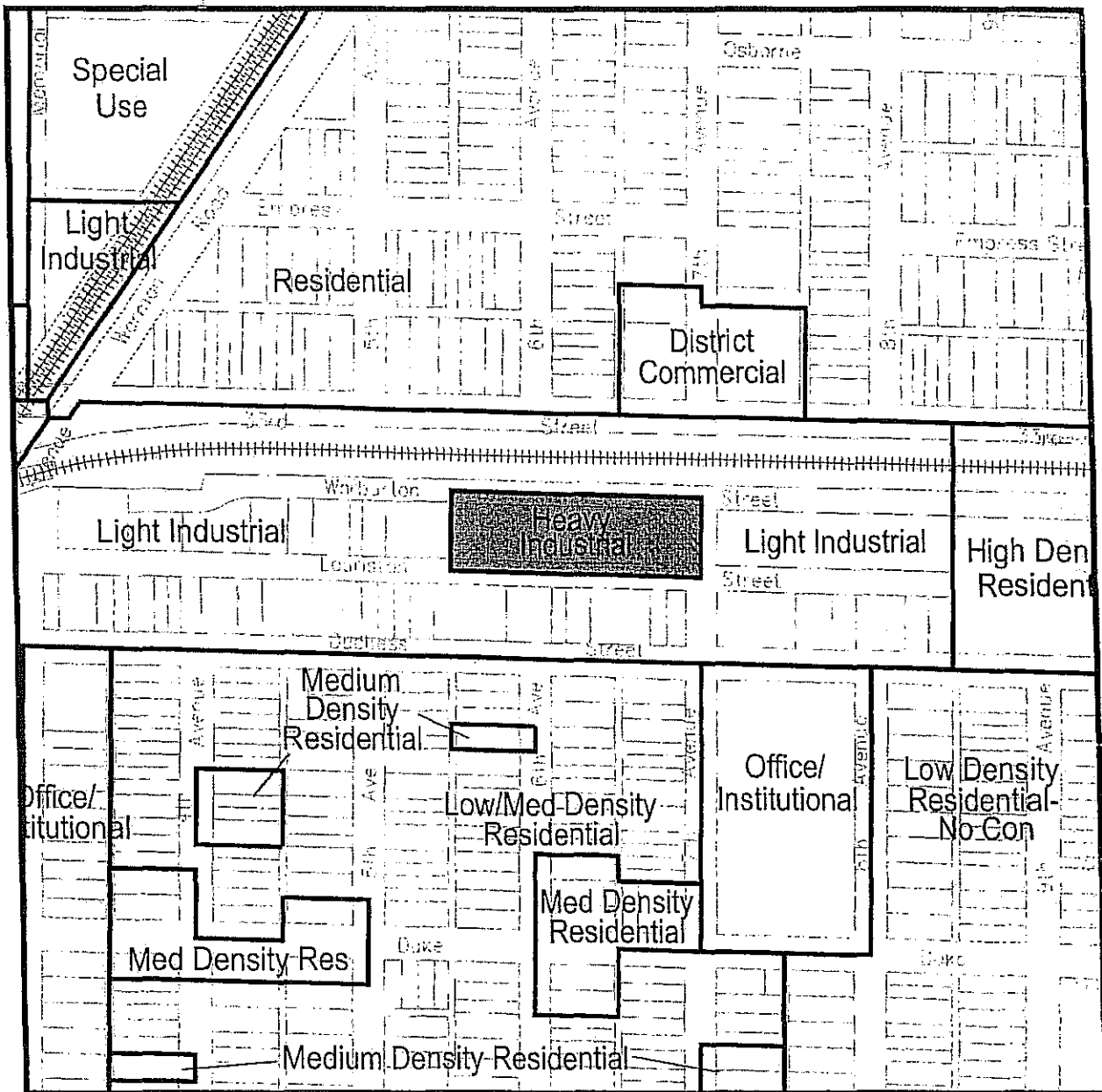
Official Community Plan Amended

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.

Heavy Industrial (H) to Light Industrial (L)

4. (1) The Land Use Policy Map for the City Park Local Area Plan Neighbourhood, which forms part of Section 20.1.1.6 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 Heavy Industrial (H) to Light Industrial (L):
 - (a) Civic Address: 624 Lauriston Street
Surface Parcel Nos.: 136297075, 120176850, 120176849, 120176838,
120176827, 120176816, 120176805, 120176793,
120176782, 120176771, 120176760, 120176759,
120176748, 120176737, 120176726, 120176715,
120176704, 120176692, 120176681 and
120177042.

Appendix "A"



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

From Heavy Industrial to Light Industrial — 

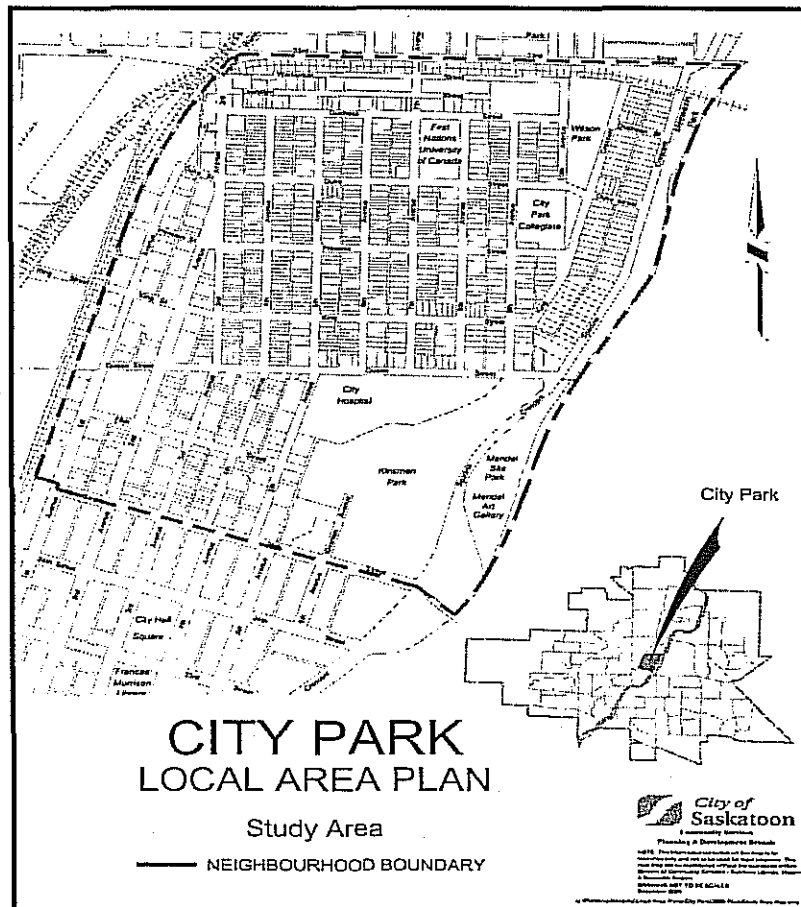


Planning & Development Branch

COMMUNITY SERVICES DEPARTMENT

APPLICATION NO. OCP38/10 and Z39/10	PROPOSAL City Park Local Area Plan Implementation: 1) Official Community Plan Map Amendment to amend a portion of the City Park Land Use Policy Map; and 2) Zoning Bylaw Map Amendment to rezone properties in the City Park neighbourhood.	EXISTING ZONING Various
LEGAL DESCRIPTION Various		CIVIC ADDRESS Various NEIGHBOURHOOD City Park
DATE July 25, 2011	APPLICANT Community Services Department - Planning and Development Branch	OWNER Various

LOCATION PLAN



A. COMMUNITY SERVICES DEPARTMENT RECOMMENDATIONS

- 1) that a report be forwarded to City Council at the time of the Public Hearing recommending that City Council be asked to consider the Administration's recommendation that the following amendments to the Official Community Plan Bylaw No. 8769 and the Zoning Bylaw No. 8770 be approved:
 - a) amend the Official Community Plan Bylaw No. 8769, City Park Land Use Policy Map in accordance with the land designations indicated on City Park Proposed Land Use Policy Map (see Attachment 3); and
 - b) amend the Zoning Bylaw No. 8770 in accordance with the proposed Zoning Districts identified in City Park Proposed Zoning Map (see Attachment 5).

B. PROPOSAL

An application has been submitted by the Planning and Development Branch to undertake a number of land use designations and Zoning Bylaw changes in the City Park neighbourhood as recommended in the City Park Local Area Plan (LAP).

C. REASON FOR PROPOSAL

This report addresses Land Use Policy and Zoning Bylaw No. 8770 amendments arising from the City Park LAP.

The City Park LAP included a number of recommendations related to land use in the neighbourhood. The recommended land use policy and Zoning Bylaw changes are intended to facilitate long-term land use compatibility in relation to the form and character of the neighbourhood.

D. BACKGROUND INFORMATION

During the Municipal Planning Commission (MPC) meeting held on June 28, 2011, a previous report of the Community Services Department, dated June 13, 2011, was considered regarding land use and zoning changes through recommendations of the City Park LAP. At that time, Commission members raised a number of concerns regarding the report and had a desire to receive additional information on topics including, but not limited to, the following: community consultation and engagement procedures for land use and zoning changes for both LAP-driven applications and regular City of Saskatoon applications, community consultation and engagement process for the City Park LAP

land use and zoning changes, impact of major development projects in and near City Park arising since adoption of the City Park LAP, and the Community Facility Policy District.

As a result, the Administration has chosen to submit a revised report in order to address the concerns raised.

The City Park LAP was approved by City Council on April 26, 2010. City Park is one of 12 neighbourhoods that have been approved by City Council to undergo a Local Area Planning process. Typically, LAPs are conducted in neighbourhoods that are expected to undergo significant development in coming years or are experiencing land use changes, traffic pressure, new development, and socio-economic change. City Park, as in many historic, founding neighbourhoods, is characterized by a mix of land uses including industrial, commercial, and residential. For the most part, this mix appears to be compatible as there are few reported land use conflicts in the area. As part of the LAP process, Local Area Planning Committee (LAPC) members created a number of goals to guide residential, commercial, and industrial land use in the neighbourhood to ensure that future land use in the area remains compatible within the City Park neighbourhood. Land use policy changes are just one of the many recommendations intended to improve and maintain healthy, viable, and historic mature neighbourhoods.

City Park Residential Land Use Goals are as follows:

- 1) preserve the existing residential land use pattern, in particular, the area north of Queen Street, which is predominantly one- and two-unit dwellings;
- 2) ensure that residential infill development is compatible with the existing neighbourhood form; and
- 3) identify and designate important buildings in City Park as community facilities so that the reuse of these buildings can be reviewed by the community.

City Park Commercial and Industrial Land Use Goals:

- 1) ensure that future commercial and industrial developments adjacent to residential areas are compatible in terms of use, scale, and density;
- 2) retain a mix of commercial services in the neighbourhood, so that residents have convenient and walkable access to goods and services;
- 3) enhance the visual appearance and beautification of commercial and industrial properties and streetscapes;
- 4) reduce potentially noxious industrial land uses that are adjacent to residential areas; and

- 5) recognize the 1st Avenue railway corridor as a significant development opportunity in the long term, if the railway relocates from its existing route.

To help achieve these goals, the following Land Use and Zoning Amendments were recommended in the City Park LAP:

- Heavy Industrial (IH) to Light Industrial (IL1): 624 Lauriston Street;
- Light Industrial (IL1) to Mixed Use (MX1): 300 – 800 blocks of Duchess Street;
- High-Density Residential (RM5) to Medium-Density Residential (RM4): 906 Duchess Street;
- Light Industrial (IL1) to Inner-City Commercial Corridor (B5): 400 block of 2nd Avenue North and east side of the 500, 600, and 700 blocks of 2nd Avenue North; and
- Low-Density Residential (R2) to Community Facility, with the Zoning remaining R2: City Park Collegiate (820 9th Avenue North).

Other potential land use changes identified in the City Park LAP will be considered at a future date following completion of Phase II the Zoning Bylaw No. 8770 review.

E. JUSTIFICATION

Proposed Official Community Plan Land Use Policy Map Amendments

The Land Use Policy Districts for the City Park Neighbourhood are outlined on the Neighbourhood Land Use Policy Map. Descriptions of the Land Use categories within the neighbourhood are included in Section 20.1.1 of the Official Community Plan No. 8769.

Medium-Density Residential Policy District

The Medium-Density Residential Policy District allows for the development of single-unit dwellings, multiple-unit dwellings, and street townhouses of six units and more, with a limit of three or four stories. Medium-density multiple-unit dwellings are appropriate in locations that have suitable access to neighbourhood entry points, collector or arterial streets, public transit, parks, and other public amenities. Proposed changes to this district include the addition of 906 Duchess Street, which is an existing multiple-unit dwelling comprised of 96 units housed within a total of six buildings currently designated High-Density Residential.

Special Area Commercial Policy District

Special Area Commercial is intended for historic commercial areas that have unique attributes. These areas are oriented to pedestrians, have limited front or side yard setbacks and have opportunities for medium- and high-density development. It is proposed that the current Industrial Policy District located on the remainder of the 400 block of 2nd Avenue North and the east side of the 500, 600, and 700 blocks of 2nd Avenue North be amended to Special Area Commercial Policy District. This area currently contains a mix of uses, including restaurants, offices, retail, and personal service trades (hair salons, aesthetics, and spas). This change will reflect the nature of businesses located in the area.

Mixed-Use Policy District

The Mixed-Use Policy District is intended to facilitate unique development opportunities, flexibility, and reinvestment in mature commercial and industrial buildings. It is intended to ensure that, over the long term, a broad range of compatible commercial, industrial, institutional, cultural, and residential uses including live and/or work units are accommodated in a carefully planned, high quality environment. The Mixed-Use Policy District is proposed to be applied to certain areas of City Park's Industrial Policy District (300 to 800 blocks of Duchess Street). It is the goal of the City Park LAP to reduce single purpose industrial land uses adjacent to residential areas. These areas currently include many uses which do not require industrial zoning. Over time, the proposed Mixed-Use Policy Districts will encourage uses that are more compatible with the adjacent residential area.

Community Facility Policy District

The Community Facility Policy District, as outlined in the Official Community Plan Bylaw No. 8768, is as follows:

“Community facilities are focal points for many residential neighbourhoods. They are a community resource with more than one life span. They are typically larger scale facilities within the neighbourhood and may include, but are not limited to, schools or churches. In order to promote the stability and character of residential neighbourhoods, the City shall encourage the adaptive reuse of the community facility and site for residential, educational, institutional, recreational or other community-oriented use, subject to the provisions of the existing zoning district and after appropriate consultation with relevant community groups and local residents”

There is currently no building designated as a Community Facility in City Park. Community facilities are focal points of many residential neighbourhoods. The Community Facility Policy District ensures that proper consideration is given to the continued use of a building as a community focal point in the future. It is proposed that

City Park Collegiate (820 9th Avenue North) be designated under the Community Facility Policy District. However, the zoning of the property will remain unchanged as R2.

Heavy Industrial

The City Park LAPC expressed concerns with 624 Lauriston Street remaining as Heavy Industrial, the only site designated as such in the City Park neighbourhood. The Heavy Industrial Policy District allows for the possibility for industrial activities that may create nuisance conditions within City Park. Recommendation 1.5 of the City Park LAP states that the Planning and Development Branch "...meet with the property owner to discuss the options to ensure that the future use of the site is compatible with the residential and mixed uses in the neighbourhood."

The Administration met with the property owner of 624 Lauriston Street on March 15, 2011, to discuss options to ensure compatibility with the surrounding neighbourhood. The Administration has determined that the property's current use is not heavy industrial in nature, and; therefore, is proposing that the Light Industrial Policy District be applied to this site.

Consideration and Impact of New Developments

In the time since the City Park LAP was adopted by City Council on April 26, 2010, there have been a number of major developments in and around the neighbourhood. The Neighbourhood Planning Section has considered the impact of several significant projects and does not believe the proposed land use changes will be impacted by or impact any of these developments. The Kinsmen Park and Area Master Plan involves the redevelopment of existing Municipal Reserve and greenspace. It has long been, and will continue to be, a major destination in the neighbourhood, but the proposed land use changes are geographically separated from the area and not expected to be affected by or affect the final design of the Master Plan. The redevelopment of the former First Nations University of Canada campus to include offices and greenspace does not affect the proposed land use changes. The north downtown concept plan and new Saskatoon Police headquarters are geographically separated from the City Park properties involved in the proposed land use changes and not expected to have any impact.

It is important to understand that these proposed land use changes are generally aiming to preserve the current intensity of land use on each affected property and support the existing uses, while also providing an opportunity to strengthen the buffer between industrial and residential lands in the case of the application of the Mixed-use Zoning District.

Proposed Zoning Bylaw Changes

A number of sites (see Attachment 1) are proposed to undergo zoning changes to implement the City Park LAP. It is proposed in the LAP that the Inner City Commercial Corridor District (B5) be applied to the 400 block of 2nd Avenue North and the east side of the 500, 600, and 700 blocks of 2nd Avenue North. B5 allows for a variety of commercial uses, as well as Medium- and High-Density Residential development. This Zoning District would be complementary to the existing uses in the area.

The City Park LAP also recommended that the Mixed-Use Zoning District (MX1) be applied in tandem with the Mixed-Use Policy District to the Light Industrial District (IL1) on the northern edge of the neighbourhood (300 to 800 blocks of Duchess Street). This change would accommodate most of the uses already located in this area, while adding residential uses.

In addition, it is proposed by the LAP that the Medium/High-Density Multiple-Unit Dwelling District (RM4) be applied to the High-Density Multiple-Unit Dwelling District (RM5) at 906 Duchess Street. Applying the RM4 Zoning District will recognize the existing scale of the development and surrounding neighbourhood.

As a result of recommendations within the City Park LAP and consultation with the property owner of 624 Lauriston Street, it is proposed that the Light Industrial District (IL1) be applied to the Heavy Industrial District (IH) at that site to avoid any potential nuisances associated with future uses on this site.

The proposed land use and zoning changes create no full-site non-conforming uses. If the proposed changes are approved; however, some partial components of a small number of businesses may become non-conforming. (For example, outside storage issues could arise). Any non-conforming use must abide by the appropriate regulations outlined in *The Planning and Development Act, 2007*.

1. Community Services Department Comments

a) Building Standards Branch

The Building Standards Branch has no comments in reference to the proposed City Park land use and zoning changes.

b) Development Review Section

The Development Review Section supports the proposed amendments in City Park. These amendments are intended to implement the recommendations contained in the City Park LAP.

c) Community Consultation

A Public Open House was held on February 16, 2011. Approximately 25 people attended the meeting. Notice of the meeting was sent to all addresses located within City Park, in addition to the affected property owners. The City Park Community Association and the City Park LAPC were also advised.

The response by the majority of attendees was positive, with the overall proposal being well received. A few property owners had concerns regarding the land use and zoning changes and were not in support of the amendments (see Attachment 6).

2. Comments by Others

a) Infrastructure Services Department

The proposed land use and zoning amendments are acceptable to the Infrastructure Services Department.

b) Utility Services Department – Transit Services Branch

Transit has no concerns with the proposed land use and zoning changes. Transit service is currently provided at 15-minute daytime frequencies along Queen Street and 7th Avenue North through City Park. Mixed-Use Zoning is an appropriate land designation near higher-order transit services such as the above 15-minute frequency corridor. No additional stops or service changes are required, and no requests for changes to Transit service will be entertained as a result of development associated with this application.

F. STAKEHOLDER INVOLVEMENT

The LAP program is a community-based approach to developing comprehensive neighbourhood plans. It enables residents, business owners, property owners, community groups, and other stakeholders direct input into determining the future of their community.

See Attachment 7 for a detailed list of community consultation activities carried out by the Neighbourhood Planning Section to engage the property owners that would be affected by these land use changes. The list also details the process to engage the City

Park Community Association, City Park LAPC, and other stakeholders to discuss the topic of City Park land use.

Bringing forward Rezoning Applications from a LAP report involves substantially more community consultation than a typical Rezoning Application. This is due to the thorough community consultation that takes place in the creation of a LAP report. Attachment 8 provides an overview of the differences among the minimum legal process for a rezoning in Saskatchewan, the typical process of a City of Saskatoon rezoning, and the typical process of a rezoning that results from the recommendations of a LAP report.

It is the opinion within the Community Services Department that the level of consultation and the number of opportunities to provide input into land use changes is sufficient for this application. More consultation, open houses, presentations, etc. will add considerable costs to the process, lengthen the timelines, and would be unlikely to yield different results.

G. COMMUNICATION PLAN

Prior to the Public Hearing at City Council, a notice will be placed in The StarPhoenix once a week for two consecutive weeks. The City Park Community Association and City Park LAPC have been advised in writing of this application and will be notified of the Public Hearing date. The property owners affected by this rezoning will also be notified of the Public Hearing date in writing by regular mail.

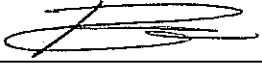
H. ENVIRONMENTAL IMPLICATIONS

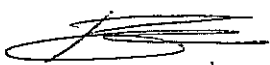
There are no environmental implications associated with the proposed land use and zoning amendments. These changes are intended to support long-term land use compatibility.

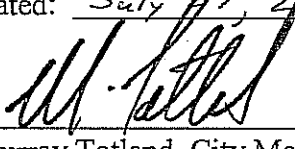
I. ATTACHMENTS

1. Site List – Land Use and Zoning Bylaw Amendments
2. City Park Existing Land Use Policy Map
3. City Park Proposed Land Use Policy Map
4. City Park Existing Zoning Map
5. City Park Proposed Zoning Map
6. Letters Received from Property Owners
7. City Park LAP Consultation on Proposed Land Use and Zoning Changes
8. Comparing Processes of Community Consultation for Rezoning Applications

Written by: Catherine Kambeitz, Planner, Neighbourhood Planning Section
Mark Emmons, Senior Planner, Neighbourhood Planning Section

Reviewed by: 
Randy Grauer, Manager
Planning and Development Branch

Approved by: 
for Paul Gauthier, General Manager
Community Services Department
Dated: July 27, 2011

Approved by: 
Murray Totland, City Manager
Dated: July 28/11

Proposed Land Use Amendments

Proposed Sites for Changes of Land Use from Heavy Industrial to Light Industrial		
Street Name	Civic Address	Number of Sites
Lauriston Street	624	1
Total Number of Sites		1

Proposed Sites for Change of Land Use from Light Industrial to Mixed Use		
Street Name	Civic Address	Number of Sites
Duchess Street	302, 308, 310, 312, 314, 318, 320, 322, 324 400, 410 500, 502, 504, 506, 516, 524 602, 604, 616, 620, 622 706, 714, 720 806, 810, 814	28
Total Number of Sites		28

Proposed Sites for Change of Land Use from Light Industrial to Commercial (SA)		
Street Name	Civic Address	Number of Sites
2nd Avenue North	446, 455, 473, 477, 481, 489, 493 516, 520, 524, 528, 530, 532, 534, 536 610, 630 702, 708, 714, 716, 718, 724	23
Total Number of Sites		23

Proposed Sites for Change of Land Use from High Density Residential to Medium Density Residential		
Street Name	Civic Address	Number of Sites
Duchess Street	906	1
Total Number of Sites		1

Proposed Sites for Change of Land Use from Low Density Residential to Community Facility		
Street Name	Civic Address	Number of Sites
9th Avenue North	820	1
Total Number of Sites		1

Total Number of Sites for Change of Land Use		54
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Proposed Zoning Bylaw Amendments

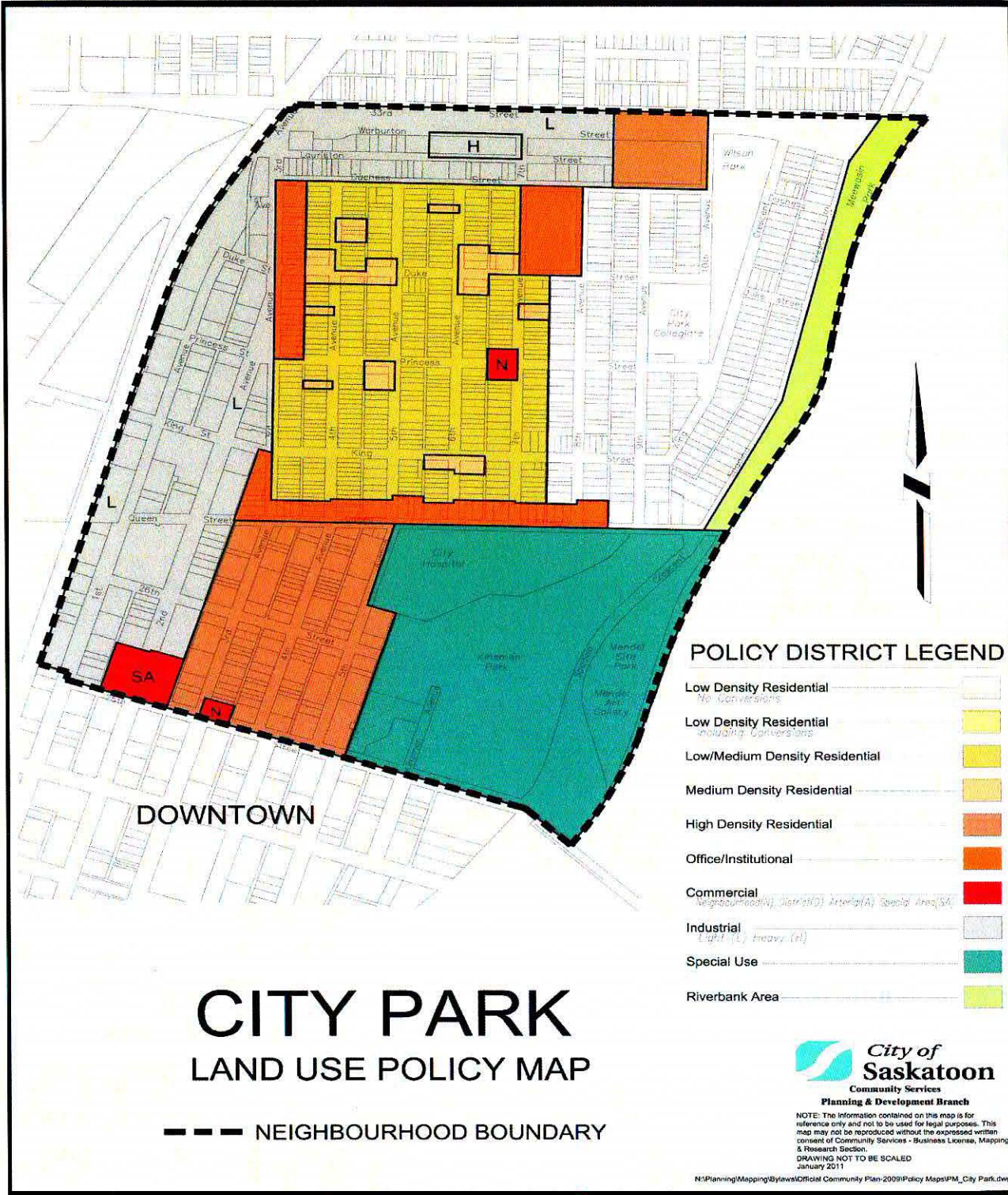
Proposed Sites for Rezoning From Heavy Industrial (IH) to Light Industrial (IL1)		
Street Name	Civic Address	Number of Sites
Lauriston Street	624	1
Total Number of Sites		1

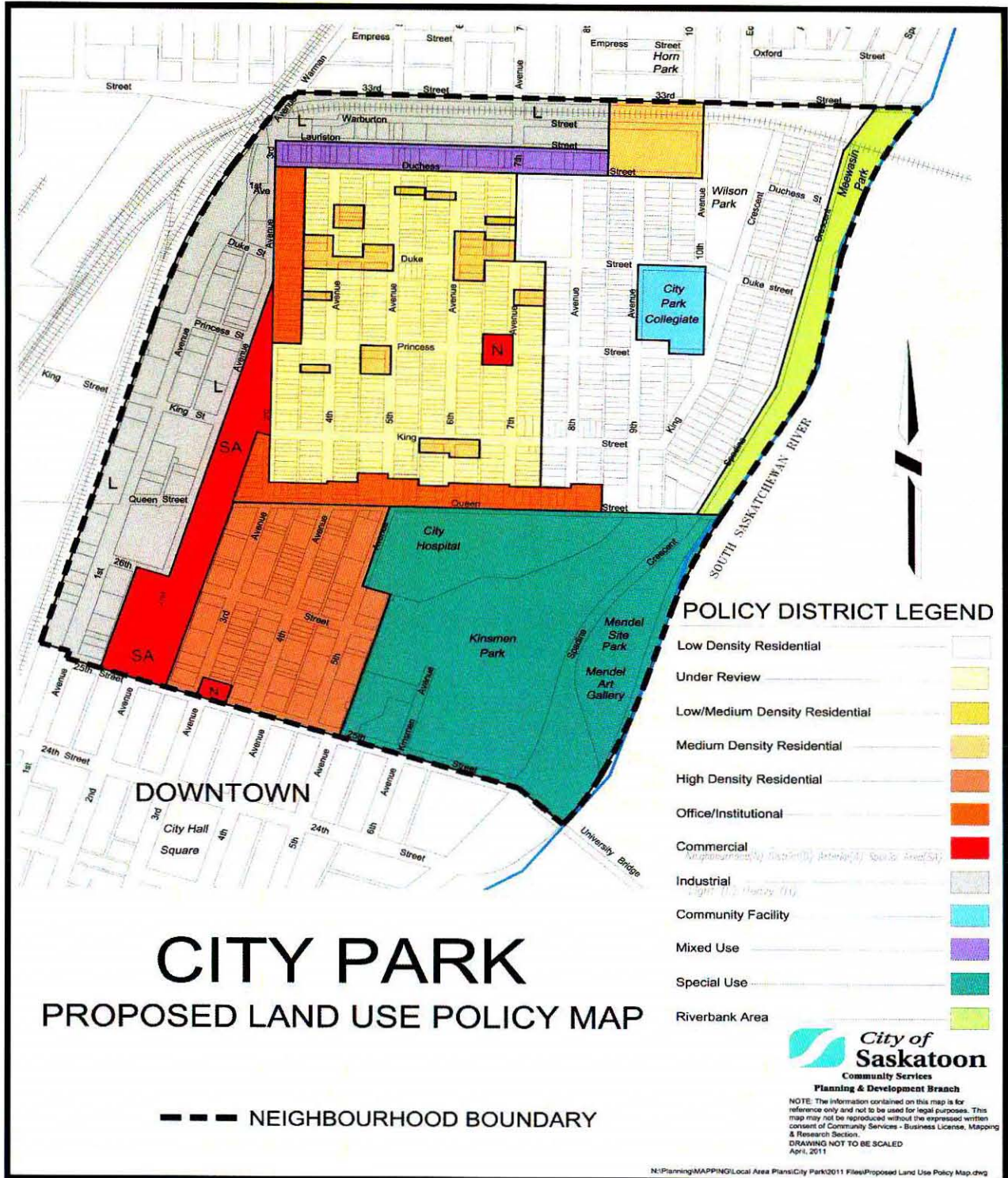
Proposed Sites for Rezoning from Light Industrial (IL1) to Mixed Use (MX1)		
Street Name	Civic Address	Number of Sites
Duchess Street	302, 308, 310, 312, 314, 318, 320, 322, 324 400, 410 500, 502, 504, 506, 516, 524 602, 604, 616, 620, 622 706, 714, 720 806, 810, 814	28
Total Number of Sites		28

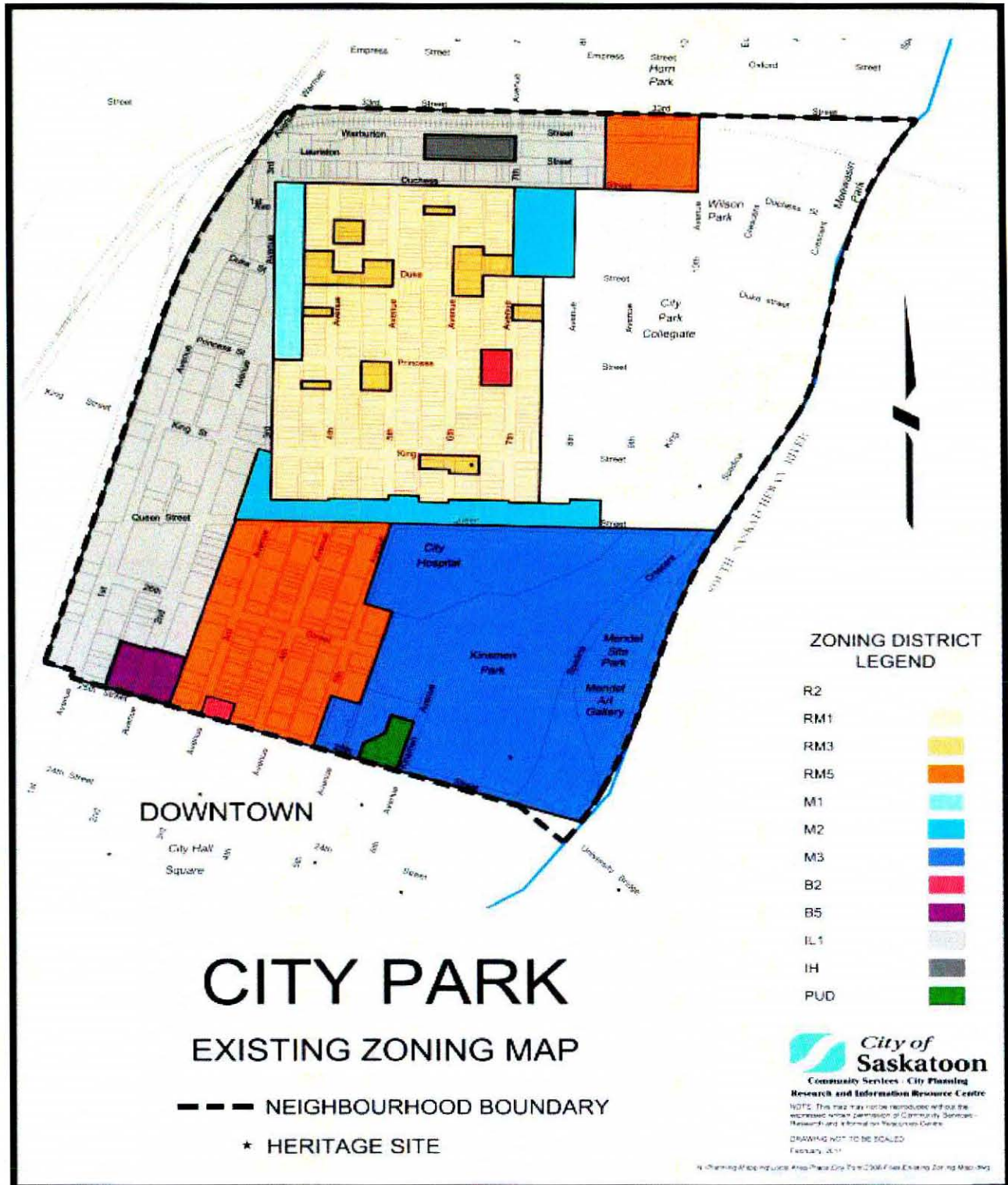
Proposed Sites for Rezoning from Light Industrial (IL1) to Inner City Commercial Corridor (B5)		
Street Name	Civic Address	Number of Sites
2nd Avenue North	446, 455, 473, 477, 481, 489, 493 516, 520, 524, 528, 530, 532, 534, 536 610, 630 702, 708, 714, 716, 718, 724	23
Total Number of Sites		23

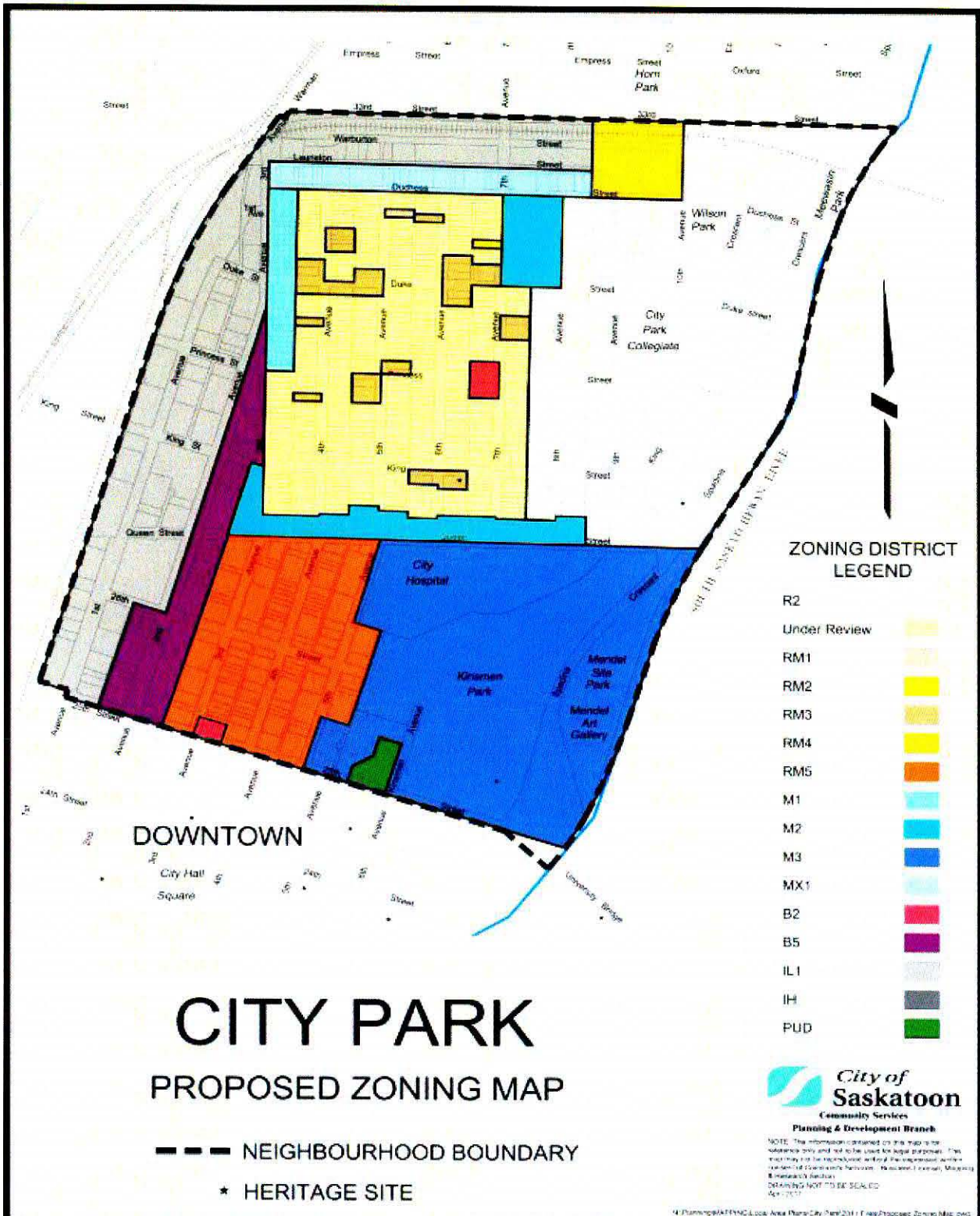
Proposed Sites for Rezoning from High Density Multiple-Unit Dwelling (RM5) to Medium/High Density Multiple-Unit Dwelling (RM4)		
Street Name	Civic Address	Number of Sites
Duchess Street	906	1
Total Number of Sites		1

Total Number of Sites for Change of Zoning	53
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FIRST SECURITY FUND LTD
#3000, 8882 - 170 Street
Edmonton, AB T5T 4M2
Telephone (780) 444-8100 Fax (780) 444-8180

February 6, 2011

City Of Saskatoon
222 3rd Avenue North
Saskatoon, Sask.
S7K 0J5

Attn Catherine Kambeitz, Planner

Dear Catherine Kambeitz:

Re: City Park LAP

Our firm, as the owner, is directly affected by the proposed zoning change at 906 Duchess Street from RM5 -High Density Residential to RM3 -Medium Density residential. We applied for and were approved for condominium status in 2009 but all the suites are currently rented out as we continue to hold all of the titles and have no immediate plans to market the units. It is unlikely but should we chose to redevelop the site the ability to exceed 3.5 storey's would be a definite asset. We believe providing for higher density on a large site like this one is consistent with sustainable growth objectives. The site is bounded on the West by industrial/ retail on the north by the CP rail line and on the east by Wilson Park. The site is less than a kilometer from the periphery of the downtown core and higher densities on this site would foster better downtown amenities.

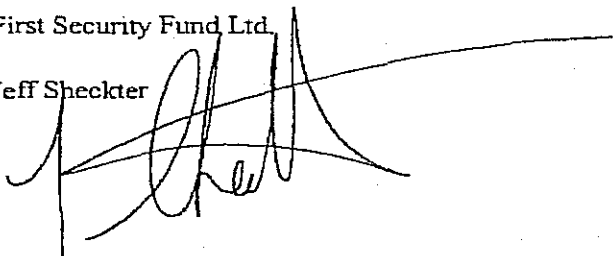
We appreciate that the 3 neighbors directly to the south on 9th and 10th avenue with flankages along Duchess St may have a concern about a high-rise across the street but any new building would be on their north side so it would not be a sun block. The north view from their homes is already affected by the existing buildings and it is quite likely that in the unlikely event of new construction it would be further back from the roadway.

Your consideration of our request to have the zoning remain the same is appreciated.

Yours truly,

First Security Fund Ltd.

Jeff Sheckter



Kambeitz, Catherine (CY - Planning and Development)

From: troy kertuke [troydog29@hotmail.com]
Sent: April 01, 2011 7:47 AM
To: Troy Kerluke; Kambeitz, Catherine (CY - Planning and Development)
Subject: RE: city park land use rezoning

From: troydog29@hotmail.com
To: catherine.kambeitz@saskatoon.net
Subject: city park land use rezoning
Date: Thu, 31 Mar 2011 02:51:53 +0000

Hello, I would like to pass on my approval regarding land use zoning changes for city park and specifically Duchess street to mixed use. As a business owner located on Duchess Street, having the zone changed from light industrial to mixed use would give added value to my business in future years. I would have the option of rebuilding with commercial space on the main floor and the option of a loft above for living. I believe having the option for numerous live/work developments on Duchess street would increase value to residents in the city park area by means of easy access to new and exciting businesses. As you are aware Duchess street has recently seen a revitalization and I would like to see this continue! There are always pros and cons to new ideas but urban planning should be focused on the future with respect to the past. I believe city park can benefit a lot with increased density as long as it is thought through and includes opinions of both residents and businesses that live and work together to make our community positive and prosperous! I personally like to keep my property in good order and I think if people had more connection through mixed use the street appeal would improve and all would benefit.

Thanks for your time and attention!

Troy Kerluke
European Massage Clinic
602 Duchess Street
Saskatoon, Saskatchewan
S7K 0R1

City Park Local Area Plan Consultation on Proposed Land Use and Zoning Changes

A. Property Owner Consultation on Proposed Land Use and Zoning Changes during the City Park Local Area Plan Process (2006 – 2010)

September 5, 2006	Letter sent to all business operators and/or property owners to inform them of the launch of the City Park Local Area Plan (LAP).
September 19, 2006	Public launch of the LAP and the formation of City Park Local Area Plan Committee (LAPC). 70 people attended the initial neighbourhood meeting, including residents, business owners, property owners, representatives from various neighbourhood organizations, and representatives from municipal and provincial governments.
January 11, 2007	Letter sent to LAPC regarding upcoming LAPC meeting on January 24, 2007 to discuss potential neighbourhood Land Use Changes.
January 24, 2007	Land Use Changes Meeting
May 16, 2007	Letter sent to property owners notifying them of a meeting being held on May 30, 2007 to discuss potential Land Use Changes.
May 30, 2007	Land Use Changes Meeting
November 6, 2007	Business representation survey sent to all business owners in City Park to obtain a better understanding of their needs and goals. (10% of surveys returned)
February 13, 2008	Draft goals of LAP report (including Land Use Changes) discussed at LAPC meeting.
April 14, 2009	Letter sent to affected property owners notifying them that the Draft City Park LAP proposes a number of land use and zoning changes, which will include their property. Letter states to contact staff or call to arrange a meeting to discuss these changes.
June 3, 2009	City Park LAP Open House
April 8, 2010	Letter sent to affected property owners notifying them of the proposed land use changes. Letter states that the property owner will be notified of the Public Hearing date. Letter states that land use changes will be undertaken in 2011.

B. Property Owner Consultation on Proposed Land Use and Zoning Changes during City Park Local Area Plan Implementation Process (2011)

January 11, 2011	Email sent to City Park Community Association notifying them that the Neighbourhood Planning Section intends to proceed with a number of land use changes outlined in the City Park LAP.
January 14, 2011	Email sent to City Park LAPC to notify them that the Neighbourhood

	Planning Section intends to proceed with a number of land use changes outlined in the City Park LAP.
January 19, 2011	Letter sent to all affected property owners notifying them of the proposed changes and of the Public Open House. Land Use and Zoning Maps are included. Letter also indicates that these property owners may schedule a separate meeting with the Neighbourhood Planning Section to discuss the changes if they are unable to attend the Public Open House.
January 20, 2011	Meeting with City Park Community Association to discuss these amendments LAPC also invited to attend.
January 20, 2011	Public Open House flyers sent to all addresses within City Park.
February 16, 2011	Public Open House. Approximately 25 people in attendance.
March 15, 2011	Meeting with property owner at 624 Lauriston Street.
April 7, 2011	Meeting with property owner at 1100 7 th Avenue North (subsequently removed from land use changes).
April 19, 2011	Tour of property at 624 Lauriston Street (decision made to proceed with rezoning from IH to IL1). *See note below
June 13, 2011	Email to City Park LAPC and City Park Community Association notifying them of addition of 624 Lauriston Street to the proposed Land Use Changes, the removal of 1100 7 th Avenue North from the list, and the Municipal Planning Commission (MPC) meeting date.
June 15, 2011	Notified property owner at 906 Duchess Street of the upcoming MPC meeting date.

*Other property owners in which Administration had corresponded with include Earls (610 2nd Avenue North), Labelle's Alternator and Repair Shop (706 Duchess Street), and First Security Fund Ltd (906 Duchess Street).

Comparing Processes of Community Consultation For Land Use and Zoning Applications

The power to develop public notice standards is provided to the City of Saskatoon through *The Planning and Development Act* and *The Cities Act*. A local approving authority may, by bylaw, adopt a public notice policy in the case of the adoption, amendment or repeal of a bylaw for an official community plan or zoning bylaw. The policy must specify that public notice be provided a minimum of one week prior to any Public Hearing. The *City of Saskatoon City Council Public Notice Policy C01-021* sets out the minimum notice requirements for City Council matters requiring public notice.

Minimum Legal Standards For Land Use and Zoning Applications in Saskatchewan

- If there is no public notice policy for the local approving authority, the minimum standards include:
 - Providing written notice to property owners of the intention to pursue land use or zoning changes.
 - Placing a newspaper advertisement for a minimum of two consecutive weeks, with the first advertisement occurring at least two weeks prior to the Public Hearing.
 - Council considers comments at Public Hearing, before making a final decision on proposed land use and zoning changes.

Typical Consultation Process for Land Use and Zoning Applications Submitted to the City of Saskatoon

- Application received by City of Saskatoon Development Review Section.
- Local Community Association is notified.
- Nearby property owners are notified and invited to attend public meeting (radius of flyer drop dependent upon scale of proposal and may be as small as 75 metres up to an entire neighbourhood flyer drop).
- Affected property owners are notified of public meeting via letter.
- Depending upon rezoning proposal, public meeting will either be a town-hall or open house format.
- Administration accepts phone calls/e-mails/meetings to discuss proposed land use and zoning changes.
- Feedback is gathered at public meeting and can also be submitted in writing prior to a specified cut-off date.
- If revisions to application are made, additional public meetings may be held.
- Comments are compiled and attached to an administrative report submitted to the Municipal Planning Commission (MPC) and City Council.
- Affected property owners and other stakeholders are invited to attend and share comments during Public Hearing.

- Notice of Public Hearing for rezoning application at City Council is advertised in The StarPhoenix once a week for two consecutive weeks.
- City Council considers all comments at Public Hearing, before making a final decision on proposed land use and zoning changes.

Typical Consultation Process for Land Use and Zoning Applications Resulting from Local Area Plan (LAP) Reports

- Residents, business owners, property owners, community groups, and other stakeholders from across the entire neighbourhood are invited to a public launch of the LAP project.
- Attendees at public meeting are asked to join the Local Area Plan Committee (LAPC) that will assist in the creation of the LAP. New LAPC members are welcome to join the process at any time.
- Among the various topics considered by the LAPC is land use and zoning. A meeting on the subject is organized for the LAPC with representatives from the Development Review Section to discuss land use and zoning in the neighbourhood. If necessary, additional meetings are held.
- Neighbourhood Planning Section takes input from LAPC and Administration to recommend land use and zoning changes that will benefit the neighbourhood.
- LAPC and Administration consider the proposed land use and zoning changes either prior to or during the review of the draft LAP report. Often, the property owners of sites that would be affected by these changes are notified at this point, if they had not already been.
- The neighbourhood is notified via a variety of methods that the LAP Final Report will be presented at a public open house, to MPC, and then to City Council for adoption.
- Neighbourhood Planning Section takes the lead on land use and zoning changes. Notifies property owners of affected sites of the proposed changes and invites comment, as well as describing the process that will occur and opportunities to provide input.
- Application is submitted to City of Saskatoon Development Review Section to proceed with land use and zoning changes.
- Affected property owners and other stakeholders are invited to attend public open house.
- Administration accepts phone calls/e-mails/meetings to discuss proposed land use and zoning changes.
- Comments are compiled and attached to an administrative report submitted to MPC and City Council.
- Affected property owners and other stakeholders are invited to attend and share comments during Public Hearing.
- Notice of Public Hearing for rezoning application at City Council is advertised in The StarPhoenix once a week for two consecutive weeks.
- City Council considers all comments at Public Hearing, before making a final decision on proposed land use and zoning changes.



City of
Saskatoon
Office of the City Clerk

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

August 22, 2011

City Clerk

Dear City Clerk:

**Re: Municipal Planning Commission Report for Public Hearing
City Park Local Area Plan Implementation:**

- 1) Official Community Plan Man Amendment to
Amend a portion of the City Park Land Use Policy Map; and**
- 2) Zoning Bylaw Map Amendment to rezone properties
in the City Park Neighbourhood**

(File No. CK. 4351-011-8)

The Municipal Planning Commission, at its meetings held on June 28 and August 9, 2011, considered recommendations from the Community Services Department with respect to a number of land use designations and Zoning Bylaw changes in the City Park neighbourhood as recommended in the City Park Local Area Plan (LAP).

During the initial review of the matter with the Administration, the Municipal Planning Commission had a number of questions with respect to the matter, including:

- Extent of the public consultation that occurred both during the LAP process and with respect to the above proposed amendments;
- How issues and projects that have arisen in the area since the City Park LAP was originally approved by City Council were taken into consideration. These included the extension of 25th Street, the Kinsmen Park Master Plan, and the new Police Station.
- Clarification of the intent and future impact of the community facility designation and consultation with the Public School Board on this aspect.
- The rationale for the proposed amendments regarding land use and zoning.

In light of the above, the General Manager, Community Services Department submitted a revised report dated July 25, 2011, which included the material in the previous report and addressed the above questions from the Commission.

Your Committee has reviewed and received clarification on the above matters, as outlined in the July 25, 2011 report of the General Manager, Community Services Department, and is supporting the following recommendations of the Community Services Department:

“that City Council approve the following amendments to the Official Community Plan Bylaw No. 8769 and the Zoning Bylaw No. 8770:

- a) amend the Official Community Plan Bylaw No. 8769, City Park Land Use Policy Map in accordance with the land designations indicated on City Park Proposed Land Use Policy Map (see Attachment 3 to the report of the General Manager, Community Services dated July 25, 2011); and
- b) amend the Zoning Bylaw No. 8770 in accordance with the proposed Zoning Districts identified in City Park Proposed Zoning Map (see Attachment 5 to the report of the General Manager, Community Services dated July 25, 2011).

The Municipal Planning Commission respectfully requests that the above report be considered by City Council at the time of the public hearing with respect to the above proposed amendments.

Yours truly,



Diane Kanak, Deputy City Clerk
Municipal Planning Commission

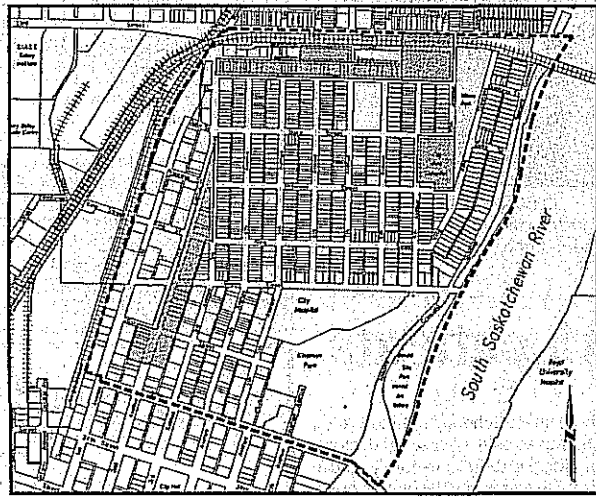
:dk

Official Community Plan Notice

CITY PARK NEIGHBOURHOOD

PROPOSED OFFICIAL COMMUNITY PLAN AMENDMENTS – BYLAW NUMBERS 8964, 8966, 8968, 8970, AND 8972

Saskatoon City Council is considering a number of amendments to the City's Official Community Plan, Schedule "A" to Bylaw No. 8769. The amendments referred to are contained in Bylaw Nos. 8964, 8966, 8968, 8970, and 8972. Through these bylaws, the land use designation of the properties highlighted in the map will be changed as outlined below.



Sites subject to proposed land use policy amendments. See address listings for specific changes.

Through Bylaw No. 8964, the following property in the City Park neighbourhood will be changed from "Heavy Industrial" to "Light Industrial" on the City of Saskatoon Official Community Plan, City Park Land Use Policy Map. The change is intended to appropriately recognize the current use of the site, while safeguarding from potential nuisances associated with a future use of the site.

Proposed Sites for Changes of Land Use from Heavy Industrial to Light Industrial		
Street Name	Civic Address	Number of Sites
Lauriston Street	824	1
Total Number of Sites		1

Through Bylaw No. 8966, the following properties in the City Park neighbourhood will be changed from "Light Industrial" to "Mixed Use" on the City of Saskatoon Official Community Plan, City Park Land Use Policy Map. The changes are intended to facilitate unique development opportunities, flexibility, and reinvestment in mature commercial and industrial buildings along with a broad range of compatible commercial, industrial, institutional, cultural and residential uses.

Proposed Sites for Change of Land Use from Light Industrial to Mixed Use		
Street Name	Civic Address	Number of Sites
Duchess Street	302, 308, 310, 312, 314, 318, 320, 322, 324, 400, 410, 500, 502, 504, 508, 516, 524, 602, 604, 616, 620, 622, 706, 714, 720, 806, 810, 814	28
Total Number of Sites		28

Through Bylaw No. 8968, the following property in the City Park neighbourhood will be changed from "High Density Residential" to "Medium Density Residential" on the City of Saskatoon Official Community Plan, City Park Land Use Policy Map. The change is intended to recognize the existing scale of the development and surrounding neighbourhood.

Proposed Sites for Change of Land Use from High Density Residential to Medium Density Residential		
Street Name	Civic Address	Number of Sites
Duchess Street	906	1
Total Number of Sites		1

Through Bylaw No. 8970, the following properties in the City Park neighbourhood will be changed from "Light Industrial" to "Commercial" on the City of Saskatoon Official Community Plan, City Park Land Use Policy Map. The changes are intended to better reflect the nature of business located in the area.

Proposed Sites for Change of Land Use from Light Industrial to Commercial (SA)		
Street Name	Civic Address	Number of Sites
2nd Avenue North	446, 455, 473, 477, 481, 489, 493, 516, 520, 524, 528, 530, 532, 534, 536, 610, 630, 702, 708, 714, 716, 718, 724	23
Total Number of Sites		23

Through Bylaw No. 8972, the following property in the City Park neighbourhood will be changed from "Low Density Residential" to "Community Facility" on the City of Saskatoon Official Community Plan, City Park Land Use Policy Map. The change is intended to ensure proper consideration is given to the continued use of the site as a community focal point in the future.

Proposed Sites for Change of Land Use from Low Density Residential to Community Facility		
Street Name	Civic Address	Number of Sites
9th Avenue North	820	1
Total Number of Sites		1

REASON FOR THE AMENDMENTS - These amendments are a part of the implementation of the City Park Local Area Plan, which was approved by City Council on April 25, 2010.

INFORMATION - Questions regarding the proposed amendment or requests to view the proposed amending Bylaws, the City of Saskatoon Official Community Plan and Land Use Map may be directed to the following without charge:

Community Services Department, Planning and Development Branch
 City Hall, 222 Third Avenue North - Third Floor
 8:00 a.m. - 5:00 p.m. M-F (except holidays)
 Phone: 975-7842 (Brent McAdam)

PUBLIC MEETING - City Council will hear all submissions on the proposed amendments on Tuesday, October 11, 2011, at 7:00 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, October 11, 2011 will be forwarded to City Council. City Council will also hear all persons who are present at the meeting and wish to speak to the matter.

3b)

BYLAW NO. 8965

The Zoning Amendment Bylaw, 2011 (No. 16)

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as The Zoning Amendment Bylaw, 2011 (No. 16).

Purpose

2. The purpose of this Bylaw is to amend the Zoning Bylaw to rezone the lands described in the Bylaw from an IH District to an IL1 District.

Zoning Bylaw Amended

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

IH District to IL1 District

4. The Zoning Map, which forms part of Bylaw No. 8770, is amended to rezone the lands described in this Section and shown as on Appendix "A" to this Bylaw from an IH District to an IL1 District:

- (a) Civic Address: 624 Lauriston Street
Surface Parcel Nos.: 136297075, 120176850, 120176849, 120176838,
120176827, 120176816, 120176805, 120176793,
120176782, 120176771, 120176760, 120176759,
120176748, 120176737, 120176726, 120176715,
120176704, 120176692, 120176681 and 120177042.

Coming Into Force

5. This Bylaw shall come into force upon approval of Bylaw No. 8964, The Official Community Plan Amendment Bylaw, 2011 (No. 5) by the Minister of Municipal Affairs.

Read a first time this _____ day of _____, 2011.

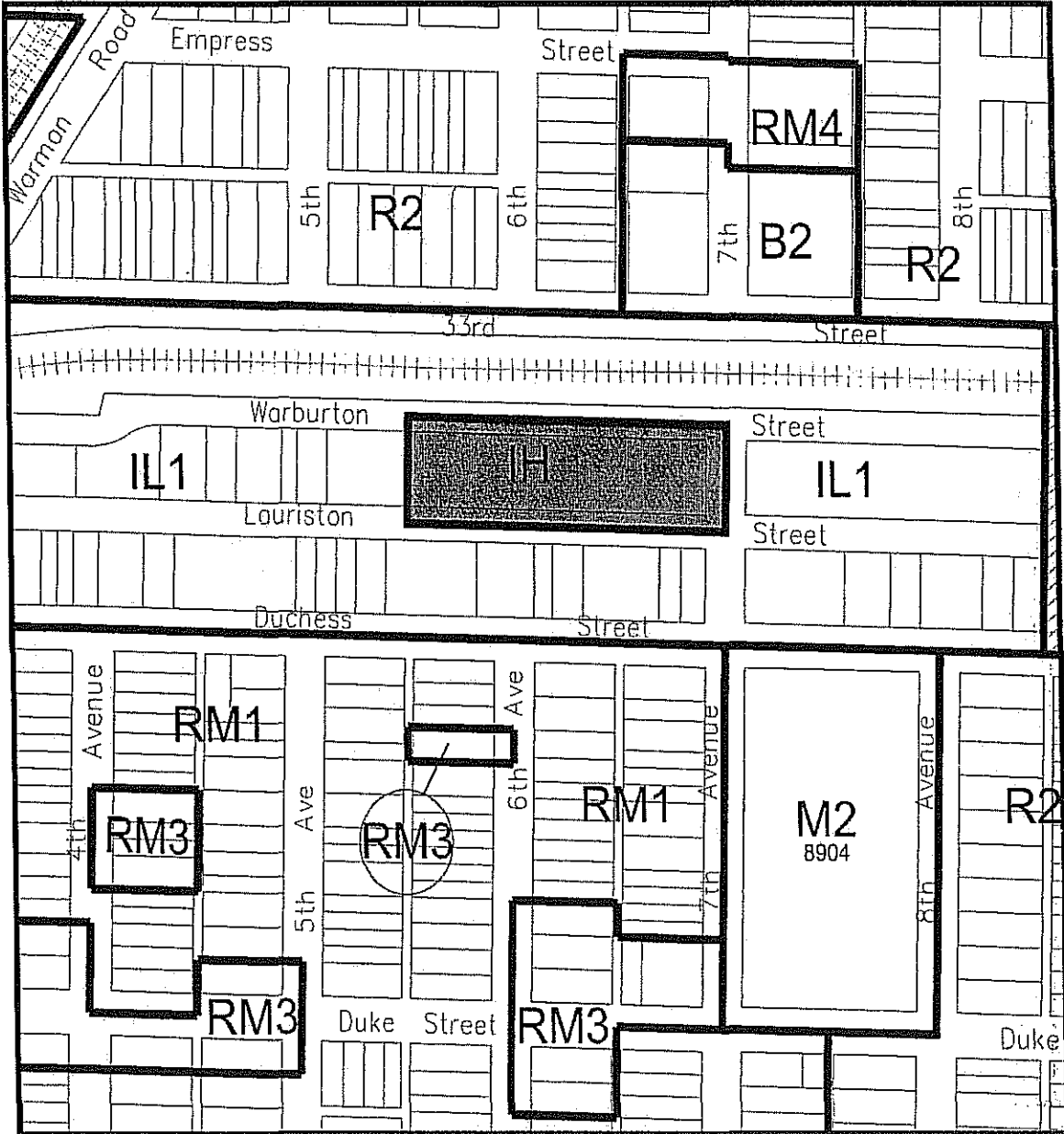
Read a second time this _____ day of _____, 2011.

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

Mayor

City Clerk

Appendix "A"



REZONING

From IH to IL1

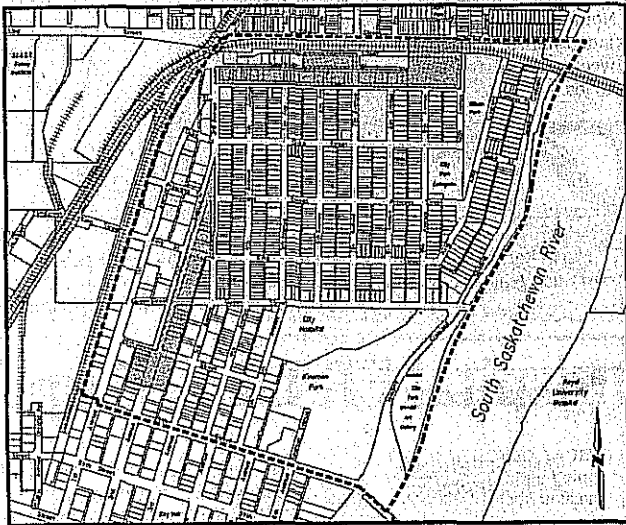


Zoning Notice

CITY PARK NEIGHBOURHOOD

PROPOSED ZONING BYLAW AMENDMENTS – BYLAW NUMBERS 8965, 8967, 8969, AND 8971

Saskatoon City Council is considering a number of amendments to the City's Zoning Bylaw No. 8770. The amendments referred to are contained in Bylaw Nos. 8965, 8967, 8969, and 8971. Through these bylaws, the properties in the City Park neighbourhood highlighted in the map will be rezoned as described below.



Sites subject to zoning amendments.
See address listings for specific changes.

Through Bylaw No. 8965, the following property in the City Park neighbourhood will be rezoned from Heavy Industrial (IH) to Light Industrial (IL1). The change is intended to appropriately recognize the current use of the site, while safeguarding from potential nuisances associated with a future use of the site.

Proposed Sites for Rezoning from Heavy Industrial (IH) to Light Industrial (IL1)		
Street Name	Civic Address	Number of Sites
Lauriston Street	624	1
Total Number of Sites		1

Through Bylaw No. 8967, the following properties in the City Park neighbourhood will be changed from Light Industrial (IL1) to Mixed Use (MX1). The changes are intended to facilitate unique development opportunities, flexibility, and reinvestment in mature commercial and industrial buildings along with a broad range of compatible commercial, industrial, institutional, cultural and residential uses.

Proposed Sites for Rezoning from Light Industrial (IL1) to Mixed Use (MX1)		
Street Name	Civic Address	Number of Sites
Duchess Street	302, 308, 310, 312, 314, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000	28
Total Number of Sites		28

Through Bylaw No. 8969, the following property in the City Park neighbourhood will be changed from High Density Multiple-Unit Dwelling (RM5) to Medium/High Density Multiple-Unit Dwelling (RM4). The change is intended to recognize the existing scale of the development and surrounding neighbourhood.

Proposed Sites for Rezoning from High Density Multiple-Unit Dwelling (RM5) to Medium/High Density Multiple-Unit Dwelling (RM4)		
Street Name	Civic Address	Number of Sites
Duchess Street	906	1
Total Number of Sites		1

Through Bylaw No. 8971, the following properties in the City Park neighbourhood will be changed from Light Industrial (IL1) to Inner City Commercial Corridor (B5). The changes are intended to better reflect the nature of business located in the area.

Proposed Sites for Rezoning from Light Industrial (IL1) to Inner City Commercial Corridor (B5)		
Street Name	Civic Address	Number of Sites
2nd Avenue North	446, 455, 473, 477, 481, 488, 493, 516, 520, 524, 528, 530, 532, 534, 536, 610, 630, 702, 708, 714, 716, 718, 724	23
Total Number of Sites		23

Reason for the Amendments – These amendments are a part of the implementation of the City Park Local Area Plan, which was approved by City Council on April 26, 2010.

Information – Questions regarding the proposed amendment or requests to view the proposed amending Bylaws, the City of Saskatoon Zoning Bylaw and Zoning Map may be directed to the following without charge:

Community Services Department, Planning and Development Branch
City Hall, 222 Third Avenue North – Third Floor
8:00 a.m. – 5:00 p.m. M-F (except holidays)
Phone: 975-7642 (Brent McAdam)

Public Meeting – City Council will hear all submissions on the proposed amendments on Tuesday, October 11, 2011, at 7:00 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, October 11, 2011 will be forwarded to City Council. City Council will also hear all persons who are present at the meeting and wish to speak to the matter.

3c)

BYLAW NO. 8966

The Official Community Plan Amendment Bylaw, 2011 (No. 6)

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as The Official Community Plan Amendment Bylaw, 2011 (No. 6).

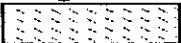
Purpose

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 from Light Industrial (L) to Mixed Use.

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.

Light Industrial to Mixed Use

4. (1) The Land Use Policy Map for the City Park Local Area Plan Neighbourhood, which forms part of Section 20.1.1.6 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 Light Industrial to Mixed Use:
 - (a) Civic Address: 302 Duchess Street
Surface Parcel Nos.: 135688540 and 120176276;
 - (b) Civic Address: 308 Duchess Street
Surface Parcel No.: 163512244;
 - (c) Civic Address: 310 Duchess Street
Surface Parcel Nos.: 131605310 and 131605321;
 - (d) Civic Address: 312 Duchess Street
Surface Parcel Nos.: 131605297 and 131605309;

- (e) Civic Address: 314 Duchess Street
Surface Parcel Nos.: 131605275, 120321997 and 131605286;
- (f) Civic Address: 318 Duchess Street
Surface Parcel Nos.: 131605253 and 131605264;
- (g) Civic Address: 320 Duchess Street
Surface Parcel Nos.: 131605231 and 131605242;
- (h) Civic Address: 322 Duchess Street
Surface Parcel Nos.: 131605219, 120176175 and 131605220;
- (i) Civic Address: 324 Duchess Street
Surface Parcel Nos.: 131605208, 120321986 and 120176153;
- (j) Civic Address: 400 Duchess Street
Surface Parcel Nos.: 120176142 and 120176131;
- (k) Civic Address: 410 Duchess Street
Surface Parcel Nos.: 120176120, 120176119, 120321975, 120176108,
120176096, 120176085, 120176074 and
120176063;
- (l) Civic Address: 500 Duchess Street
Surface Parcel Nos.: 120321964 and 136297097;
- (m) Civic Address: 502 Duchess Street
Surface Parcel Nos.: 136297110 and 136297109;
- (n) Civic Address: 504 Duchess Street
Surface Parcel Nos.: 136297121 and 120176030;
- (o) Civic Address: 506 Duchess Street
Surface Parcel Nos.: 120176029 and 120176018;
- (p) Civic Address: 516 Duchess Street
Surface Parcel Nos.: 120321953, 120176007, 120175994, 120175983,
120175972 and 120175961;
- (q) Civic Address: 524 Duchess Street
Surface Parcel Nos.: 120321942, 120175950, 120175949 and
136297086;

- (r) Civic Address: 602 Duchess Street
Surface Parcel Nos.: 136297132 and 120171608;
- (s) Civic Address: 604 Duchess Street
Surface Parcel Nos.: 120171596; 120171596, 120171585 and
120171585;
- (t) Civic Address: 616 Duchess Street
Surface Parcel Nos.: 120171574, 120171563, 120171552, 120321694
and 120171541;
- (u) Civic Address: 620 Duchess Street
Surface Parcel Nos.: 136297143, 136297143, 120171530 and
120171530;
- (v) Civic Address: 622 Duchess Street
Surface Parcel No: 162103058;
- (w) Civic Address: 706 Duchess Street
Surface Parcel Nos.: 120171518, 120321683, 120171495, 120171484,
120171473 and 120171462;
- (x) Civic Address: 714 Duchess Street
Surface Parcel Nos.: 120171451, 120171440 and 120171439;
- (y) Civic Address: 720 Duchess Street
Surface Parcel Nos.: 120171428 and 120171417;
- (z) Civic Address: 806 Duchess Street
Surface Parcel Nos.: 120171406, 120171394, 120278594 and
120171383;
- (aa) Civic Address: 810 Duchess Street
Surface Parcel Nos.: 120171372 and 120278583;

and,

(bb) Civic Address: 814 Duchess Street
Surface Parcel Nos.: 120278572 and 120278561.

Coming Into Force

5. This Bylaw shall come into force upon receiving the approval of the Minister of Municipal Affairs.

Read a first time this _____ day of _____, 2011.

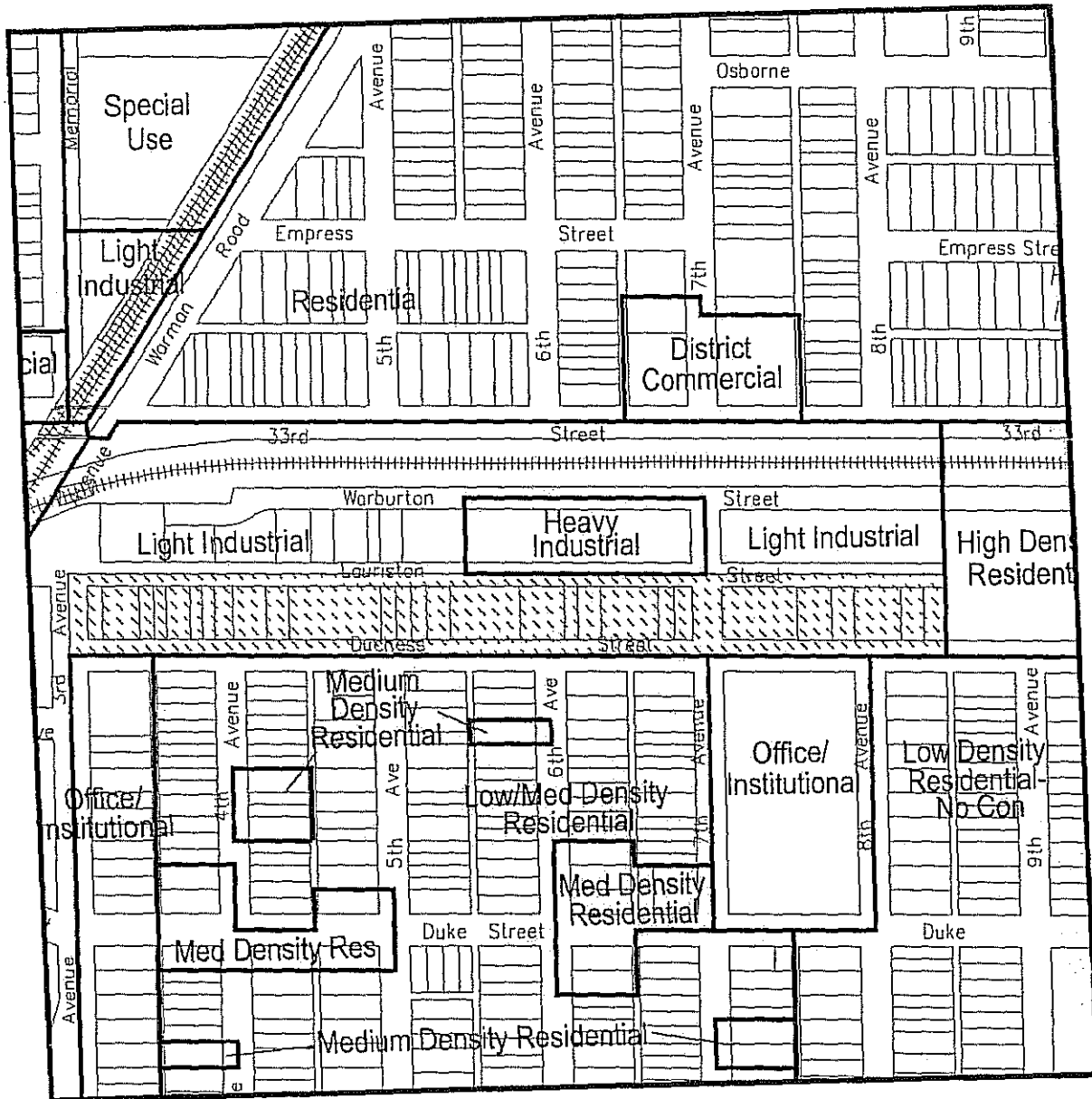
Read a second time this _____ day of _____, 2011.

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

Mayor

City Clerk

Appendix "A"



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

From Light Industrial to Mixed Use



City of Saskatoon
Planning & Development Branch

3d)

BYLAW NO. 8967

The Zoning Amendment Bylaw, 2011 (No. 17)

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as The Zoning Amendment Bylaw, 2011 (No. 17).


Purpose

2. The purpose of this Bylaw is to amend the Zoning Bylaw to rezone the lands described in the Bylaw from an IL1 District to a MX1 District.

Zoning Bylaw Amended

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

IL1 District to MX1 District

4. The Zoning Map, which forms part of Bylaw No. 8770, is amended to rezone the lands described in this Section and shown as  on Appendix "A" to this Bylaw from an IL1 District to a MX1 District:

- (a) Civic Address: 302 Duchess Street
Surface Parcel Nos.: 135688540 and 120176276;
- (b) Civic Address: 308 Duchess Street
Surface Parcel No.: 163512244;
- (c) Civic Address: 310 Duchess Street
Surface Parcel Nos.: 131605310 and 131605321;
- (d) Civic Address: 312 Duchess Street
Surface Parcel Nos.: 131605297 and 131605309;
- (e) Civic Address: 314 Duchess Street
Surface Parcel Nos.: 131605275, 120321997 and 131605286;
- (f) Civic Address: 318 Duchess Street
Surface Parcel Nos.: 131605253 and 131605264;
- (g) Civic Address: 320 Duchess Street
Surface Parcel Nos.: 131605231 and 131605242;

- (h) Civic Address: 322 Duchess Street
Surface Parcel Nos.: 131605219, 120176175 and 131605220;
- (i) Civic Address: 324 Duchess Street
Surface Parcel Nos.: 131605208, 120321986 and 120176153;
- (j) Civic Address: 400 Duchess Street
Surface Parcel Nos.: 120176142 and 120176131;
- (k) Civic Address: 410 Duchess Street
Surface Parcel Nos.: 120176120, 120176119, 120321975, 120176108,
120176096, 120176085, 120176074 and
120176063;
- (l) Civic Address: 500 Duchess Street
Surface Parcel Nos.: 120321964 and 136297097;
- (m) Civic Address: 502 Duchess Street
Surface Parcel Nos.: 136297110 and 136297109;
- (n) Civic Address: 504 Duchess Street
Surface Parcel Nos.: 136297121 and 120176030;
- (o) Civic Address: 506 Duchess Street
Surface Parcel Nos.: 120176029 and 120176018;
- (p) Civic Address: 516 Duchess Street
Surface Parcel Nos.: 120321953, 120176007, 120175994, 120175983,
120175972 and 120175961;
- (q) Civic Address: 524 Duchess Street
Surface Parcel Nos.: 120321942, 120175950, 120175949 and
136297086;
- (r) Civic Address: 602 Duchess Street
Surface Parcel Nos.: 136297132 and 120171608;
- (s) Civic Address: 604 Duchess Street
Surface Parcel Nos.: 120171596; 120171596, 120171585 and
120171585;
- (t) Civic Address: 616 Duchess Street
Surface Parcel Nos.: 120171574, 120171563, 120171552, 120321694
and 120171541;

- (u) Civic Address: 620 Duchess Street
Surface Parcel Nos.: 136297143, 136297143, 120171530 and
120171530;
 - (v) Civic Address: 622 Duchess Street
Surface Parcel No: 162103058;
 - (w) Civic Address: 706 Duchess Street
Surface Parcel Nos.: 120171518, 120321683, 120171495, 120171484,
120171473 and 120171462;
 - (x) Civic Address: 714 Duchess Street
Surface Parcel Nos.: 120171451, 120171440 and 120171439;
 - (y) Civic Address: 720 Duchess Street
Surface Parcel Nos.: 120171428 and 120171417;
 - (z) Civic Address: 806 Duchess Street
Surface Parcel Nos.: 120171406, 120171394, 120278594 and
120171383;
 - (aa) Civic Address: 810 Duchess Street
Surface Parcel Nos.: 120171372 and 120278583;
- and,
- (bb) Civic Address: 814 Duchess Street
Surface Parcel Nos.: 120278572 and 120278561.

Coming Into Force

5. This Bylaw shall come into force upon approval of Bylaw No. 8966, The Official Community Plan Amendment Bylaw, 2011 (No. 6) by the Minister of Municipal Affairs.

Read a first time this _____ day of _____, 2011.

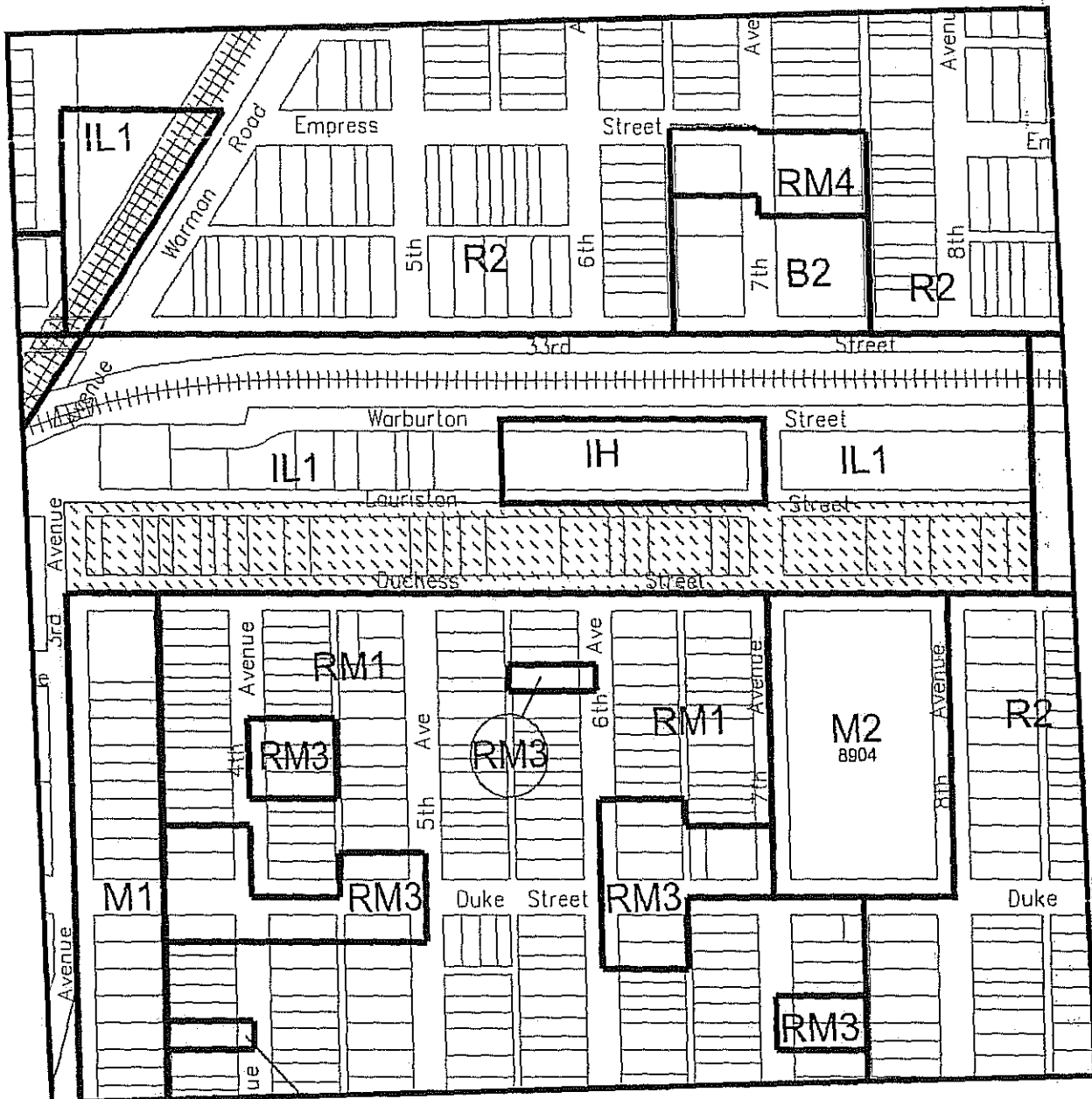
Read a second time this _____ day of _____, 2011.

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

Mayor

City Clerk

Appendix "A"



REZONING

From IL1 to MX1



3e)

BYLAW NO. 8968

The Official Community Plan Amendment Bylaw, 2011 (No. 7)

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as The Official Community Plan Amendment Bylaw, 2011 (No. 7).

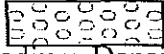
Purpose

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 from High-Density Residential to Medium-Density Residential.

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.

High-Density Residential to Medium-Density Residential

4. (1) The Land Use Policy Map for the City Park Local Area Plan Neighbourhood, which forms part of Section 20.1.1.6 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 High-Density Residential to Medium-Density Residential:

- (a) Civic Address: 906 Duchess Street
Surface Parcel No.: 164657931.

Coming Into Force

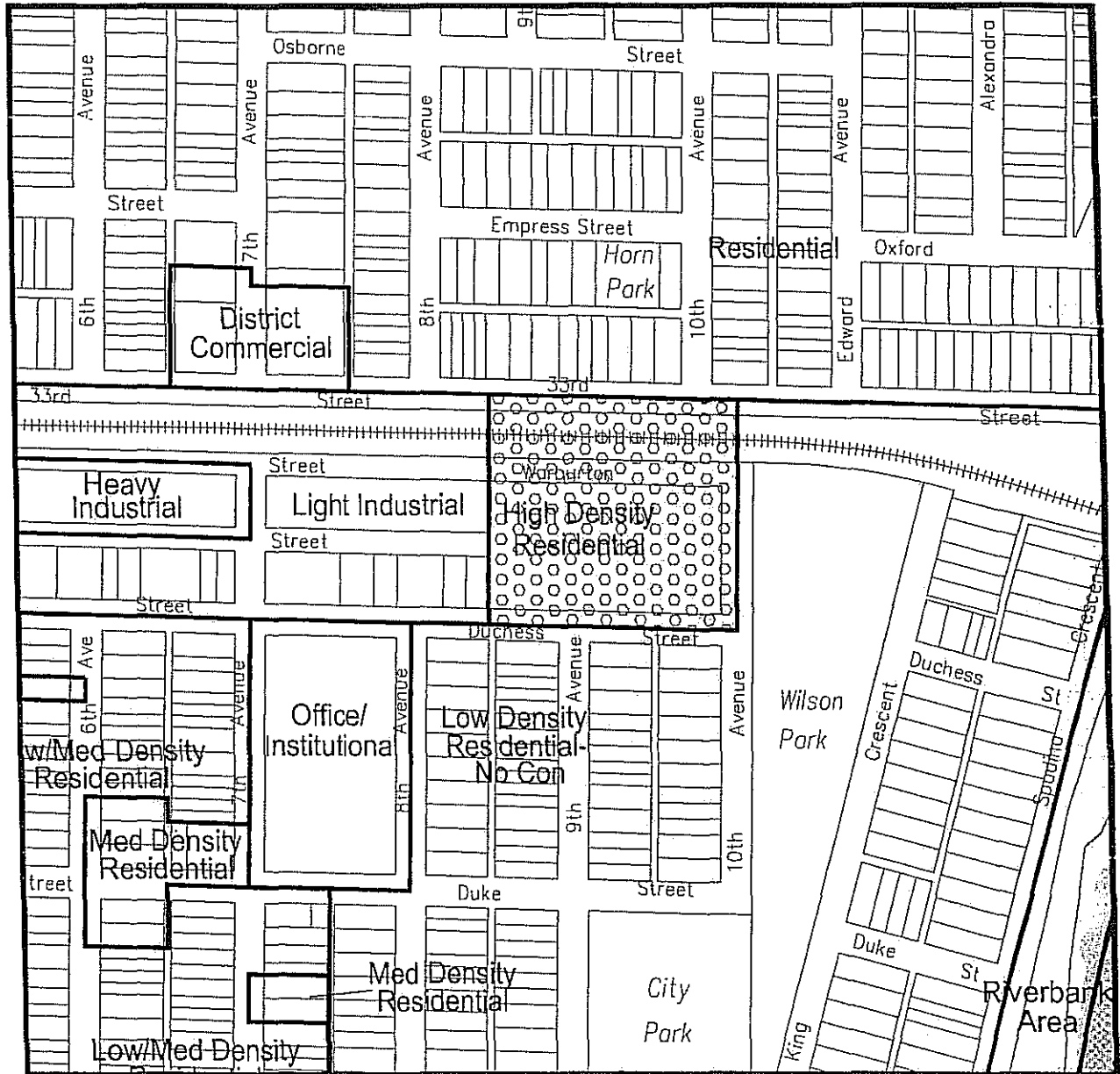
5. This Bylaw shall come into force upon receiving the approval of the Minister of Municipal Affairs.

Read a first time this	day of	, 2011.
Read a second time this	day of	, 2011.
Read a third time and passed this	day of	, 2011.

Mayor

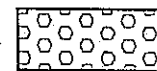
City Clerk

Appendix "A"



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

From High-Density Residential to Medium-Density Residential



34)

BYLAW NO. 8969

The Zoning Amendment Bylaw, 2011 (No. 18)

The Council of The City of Saskatoon enacts:

Short Title

- 1. This Bylaw may be cited as The Zoning Amendment Bylaw, 2011 (No. 18).


Purpose

- 2. The purpose of this Bylaw is to amend the Zoning Bylaw to rezone the lands described in the Bylaw from an RM5 District to an RM4 District.

Zoning Bylaw Amended

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

RM5 District to RM4 District

- 4. The Zoning Map, which forms part of Bylaw No. 8770, is amended to rezone the lands described in this Section and shown as  on Appendix "A" to this Bylaw from an RM5 District to an RM4 District:

- (a) Civic Address: 906 Duchess Street
Surface Parcel No.: 164657931.

Coming Into Force

- 5. This Bylaw shall come into force upon approval of Bylaw No. 8968, The Official Community Plan Amendment Bylaw, 2011 (No. 7) by the Minister of Municipal Affairs.

Read a first time this _____ day of _____, 2011.

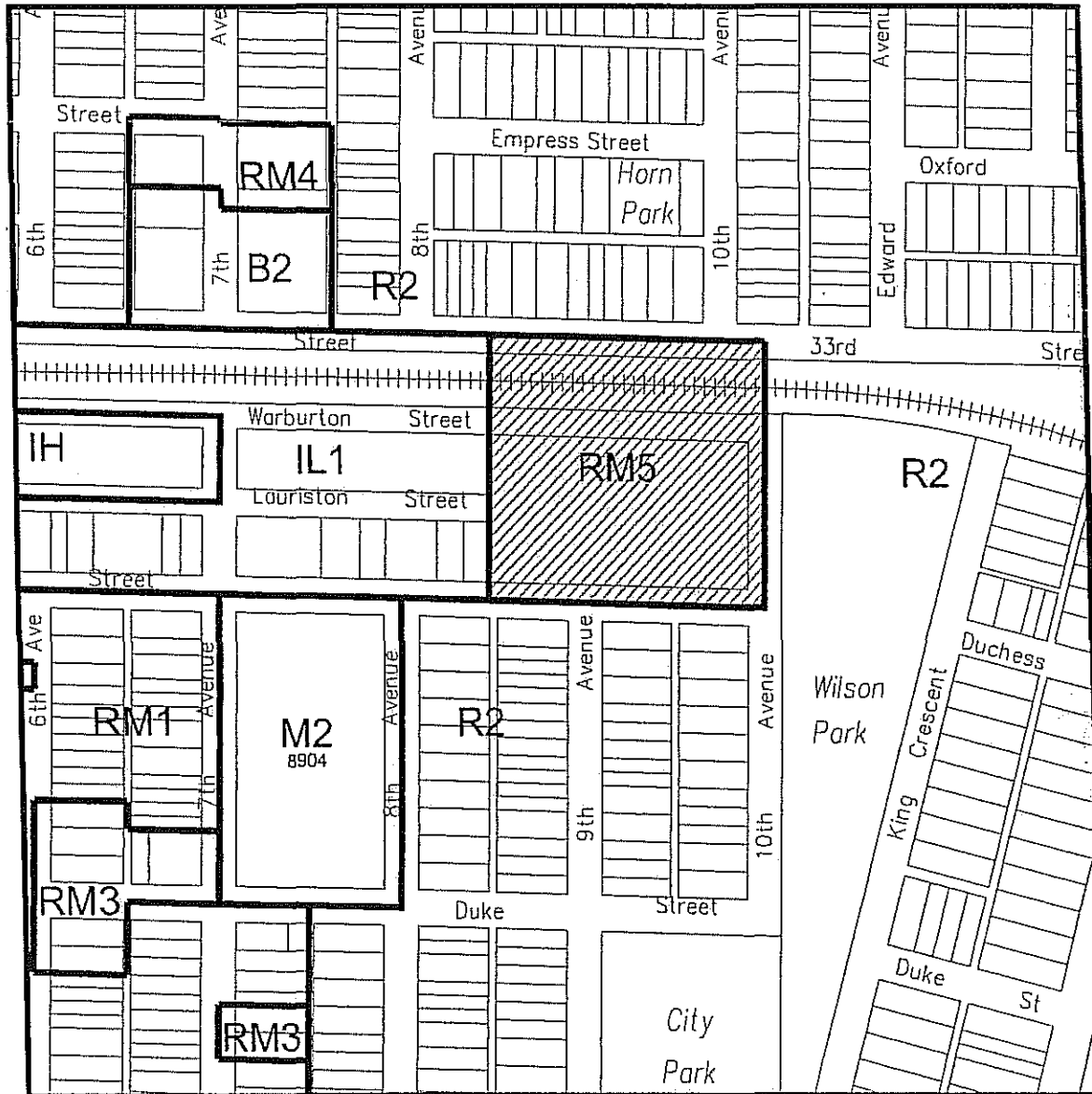
Read a second time this _____ day of _____, 2011.

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

Mayor

City Clerk

Appendix "A"



REZONING

From RM5 to RM4 ——— 

39)

BYLAW NO. 8970

The Official Community Plan Amendment Bylaw, 2011 (No. 8)

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as The Official Community Plan Amendment Bylaw, 2011 (No. 8).


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 from Light Industrial (L) to Special Use 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.

Light Industrial (L) to Special Use Commercial

4. (1) The Land Use Policy Map for the City Park Local Area Plan Neighbourhood, which forms part of Section 20.1.1.6 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 Light Industrial (L) to Special Use Commercial:
 - (a) Civic Address: 446 2nd Avenue North
Surface Parcel No.: 120281600;
 - (b) Civic Address: 455 2nd Avenue North
Surface Parcel Nos.: 120281723 and 120281756;
 - (c) Civic Address: 473 2nd Avenue North
Surface Parcel No.: 120281666;
 - (d) Civic Address: 477 2nd Avenue North
Surface Parcel No.: 120281611;

- (e) Civic Address: 481 2nd Avenue North
Surface Parcel No.: 120281598;
- (f) Civic Address: 489 2nd Avenue North
Surface Parcel No.: 120281554;
- (g) Civic Address: 493 2nd Avenue North
Surface Parcel No.: 120281521;
- (h) Civic Address: 516 2nd Avenue North
Surface Parcel Nos.: 121016067, 121016012 and 120295683;
- (i) Civic Address: 520 2nd Avenue North
Surface Parcel No.: 121016023;
- (j) Civic Address: 524 2nd Avenue North
Surface Parcel No.: 121016034;
- (k) Civic Address: 528 2nd Avenue North
Surface Parcel No.: 121015987;
- (l) Civic Address: 530 2nd Avenue North
Surface Parcel No.: 120563625;
- (m) Civic Address: 532 2nd Avenue North
Surface Parcel No.: 121015998;
- (n) Civic Address: 534 2nd Avenue North
Surface Parcel No.: 121016001;
- (o) Civic Address: 536 2nd Avenue North
Surface Parcel No.: 121015954;
- (p) Civic Address: 610 2nd Avenue North
Surface Parcel No.: 131738980;
- (q) Civic Address: 630 2nd Avenue North
Surface Parcel No.: 120294334;
- (r) Civic Address: 702 2nd Avenue North
Surface Parcel No.: 120294299;
- (s) Civic Address: 708 2nd Avenue North
Surface Parcel No.: 120294288;

(t) Civic Address: 714 2nd Avenue North
Surface Parcel No.: 120294277;

(u) Civic Address: 716 2nd Avenue North
Surface Parcel No.: 120294266;

(v) Civic Address: 718 2nd Avenue North
Surface Parcel No: 120294244;

and,

(w) Civic Address: 724 2nd Avenue North
Surface Parcel No.: 120294211.

Coming Into Force

5. This Bylaw shall come into force upon receiving the approval of the Minister of Municipal Affairs.

Read a first time this _____ day of _____, 2011.

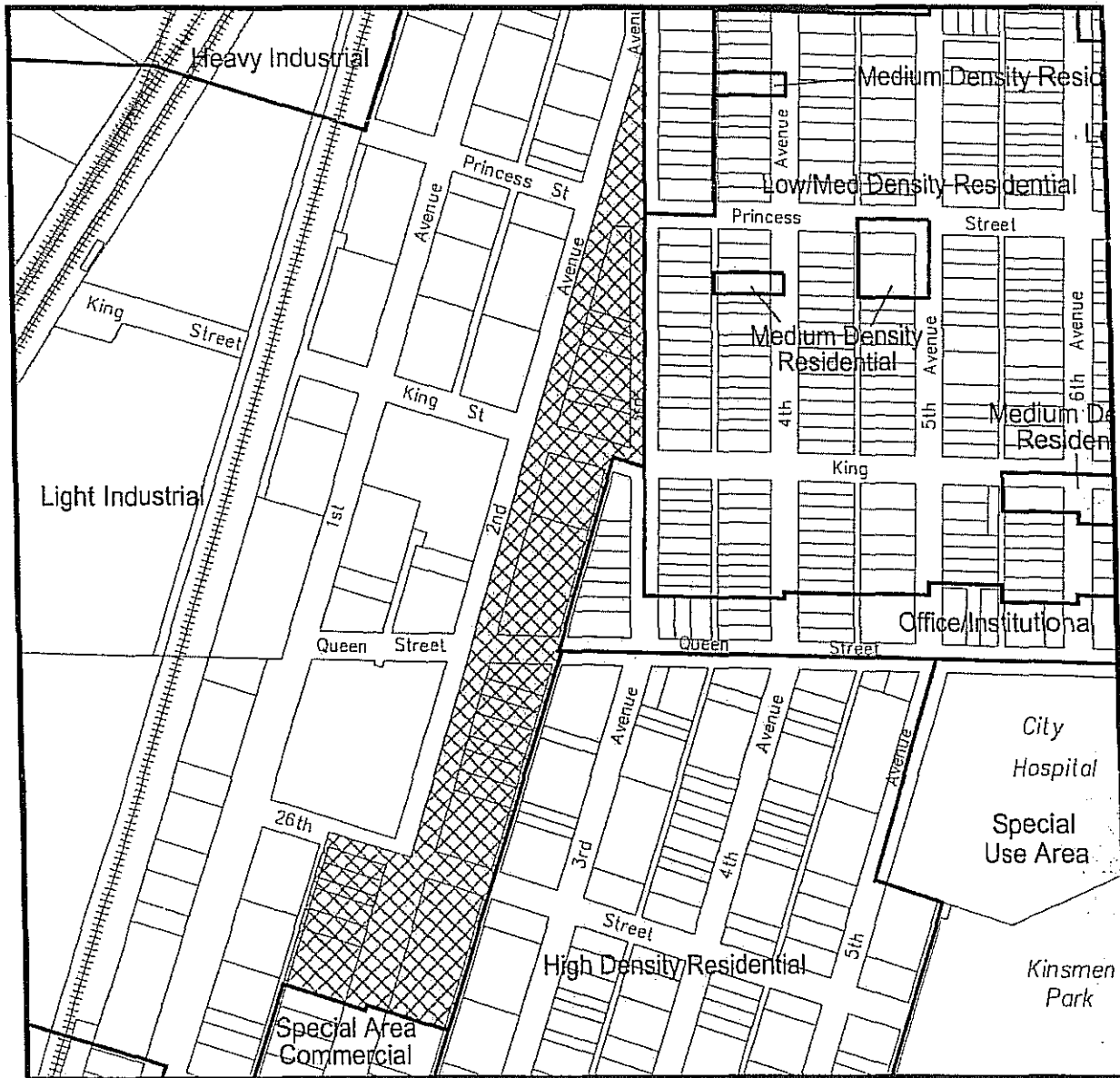
Read a second time this _____ day of _____, 2011.

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

Mayor

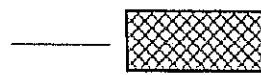
City Clerk

Appendix "A"



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

From Light Industrial to
Special Area Commercial



3h)

BYLAW NO. 8971

The Zoning Amendment Bylaw, 2011 (No. 19)

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as The Zoning Amendment Bylaw, 2011 (No. 19).


Purpose

2. The purpose of this Bylaw is to amend the Zoning Bylaw to rezone the lands described in the Bylaw from an IL1 District to a B5 District.

Zoning Bylaw Amended

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

IL1 District to B5 District

4. The Zoning Map, which forms part of Bylaw No. 8770, is amended to rezone the lands described in this Section and shown as  on Appendix "A" to this Bylaw from an IL1 District to a B5 District:

- (a) Civic Address: 446 2nd Avenue North
Surface Parcel No.: 120281600;
- (b) Civic Address: 455 2nd Avenue North
Surface Parcel Nos.: 120281723 and 120281756;
- (c) Civic Address: 473 2nd Avenue North
Surface Parcel No.: 120281666;
- (d) Civic Address: 477 2nd Avenue North
Surface Parcel No.: 120281611;
- (e) Civic Address: 481 2nd Avenue North
Surface Parcel No.: 120281598;
- (f) Civic Address: 489 2nd Avenue North
Surface Parcel No.: 120281554;

- (g) Civic Address: 493 2nd Avenue North
Surface Parcel No.: 120281521;
- (h) Civic Address: 516 2nd Avenue North
Surface Parcel Nos.: 121016067, 121016012 and 120295683;
- (i) Civic Address: 520 2nd Avenue North
Surface Parcel No.: 121016023;
- (j) Civic Address: 524 2nd Avenue North
Surface Parcel No.: 121016034;
- (k) Civic Address: 528 2nd Avenue North
Surface Parcel No.: 121015987;
- (l) Civic Address: 530 2nd Avenue North
Surface Parcel No.: 120563625;
- (m) Civic Address: 532 2nd Avenue North
Surface Parcel No.: 121015998;
- (n) Civic Address: 534 2nd Avenue North
Surface Parcel No.: 121016001;
- (o) Civic Address: 536 2nd Avenue North
Surface Parcel No.: 121015954;
- (p) Civic Address: 610 2nd Avenue North
Surface Parcel No.: 131738980;
- (q) Civic Address: 630 2nd Avenue North
Surface Parcel No.: 120294334;
- (r) Civic Address: 702 2nd Avenue North
Surface Parcel No.: 120294299;
- (s) Civic Address: 708 2nd Avenue North
Surface Parcel No.: 120294288;
- (t) Civic Address: 714 2nd Avenue North
Surface Parcel No.: 120294277;
- (u) Civic Address: 716 2nd Avenue North
Surface Parcel No.: 120294266;

(v) Civic Address: 718 2nd Avenue North
Surface Parcel No: 120294244;

and,

(w) Civic Address: 724 2nd Avenue North
Surface Parcel No.: 120294211.

Coming Into Force

5. This Bylaw shall come into force upon approval of Bylaw No. 8970, The Official Community Plan Amendment Bylaw, 2011 (No. 8) by the Minister of Municipal Affairs.

Read a first time this _____ day of _____, 2011.

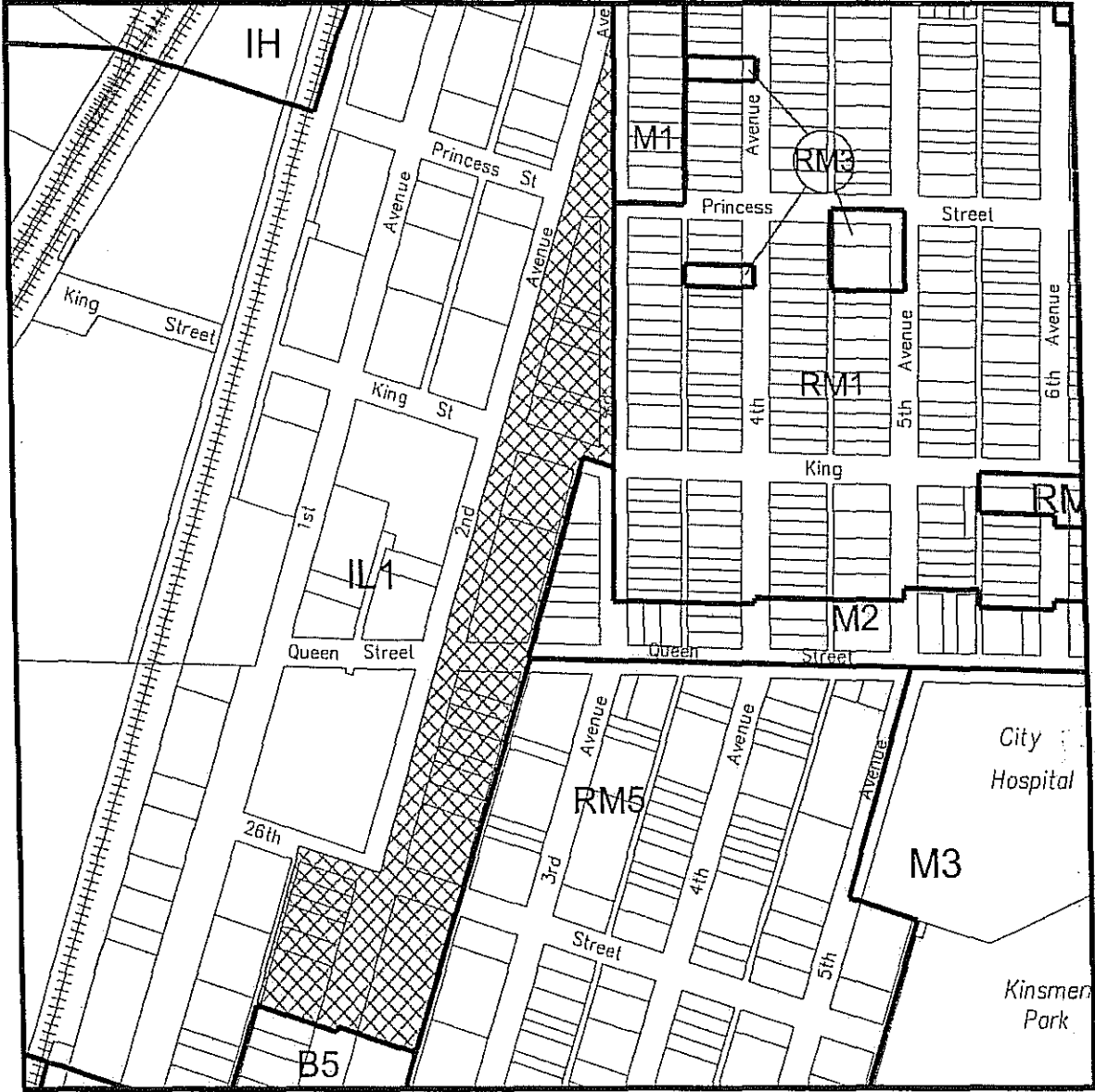
Read a second time this _____ day of _____, 2011.

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

Mayor

City Clerk

Appendix "A"



REZONING

From IL1 to B5 ——— [hatched box]



3i)

BYLAW NO. 8972

The Official Community Plan Amendment Bylaw, 2011 (No. 9)

The Council of The City of Saskatoon enacts:

Short Title

- 1. This Bylaw may be cited as The Official Community Plan Amendment Bylaw, 2011 (No. 9).


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 from Low-Density Residential to Community Facility.

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.

Low-Density Residential to Community Facility

- 4. (1) The Land Use Policy Map for the City Park Local Area Plan Neighbourhood, which forms part of Section 20.1.1.6 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 Low-Density Residential to Community Facility

- (a) Civic Address: 820 9th Avenue North
Surface Parcel Nos.: 149136622 and 144862386.

Coming Into Force

- 5. This Bylaw shall come into force upon receiving the approval of the Minister of Municipal Affairs.

Read a first time this _____ day of _____, 2011.

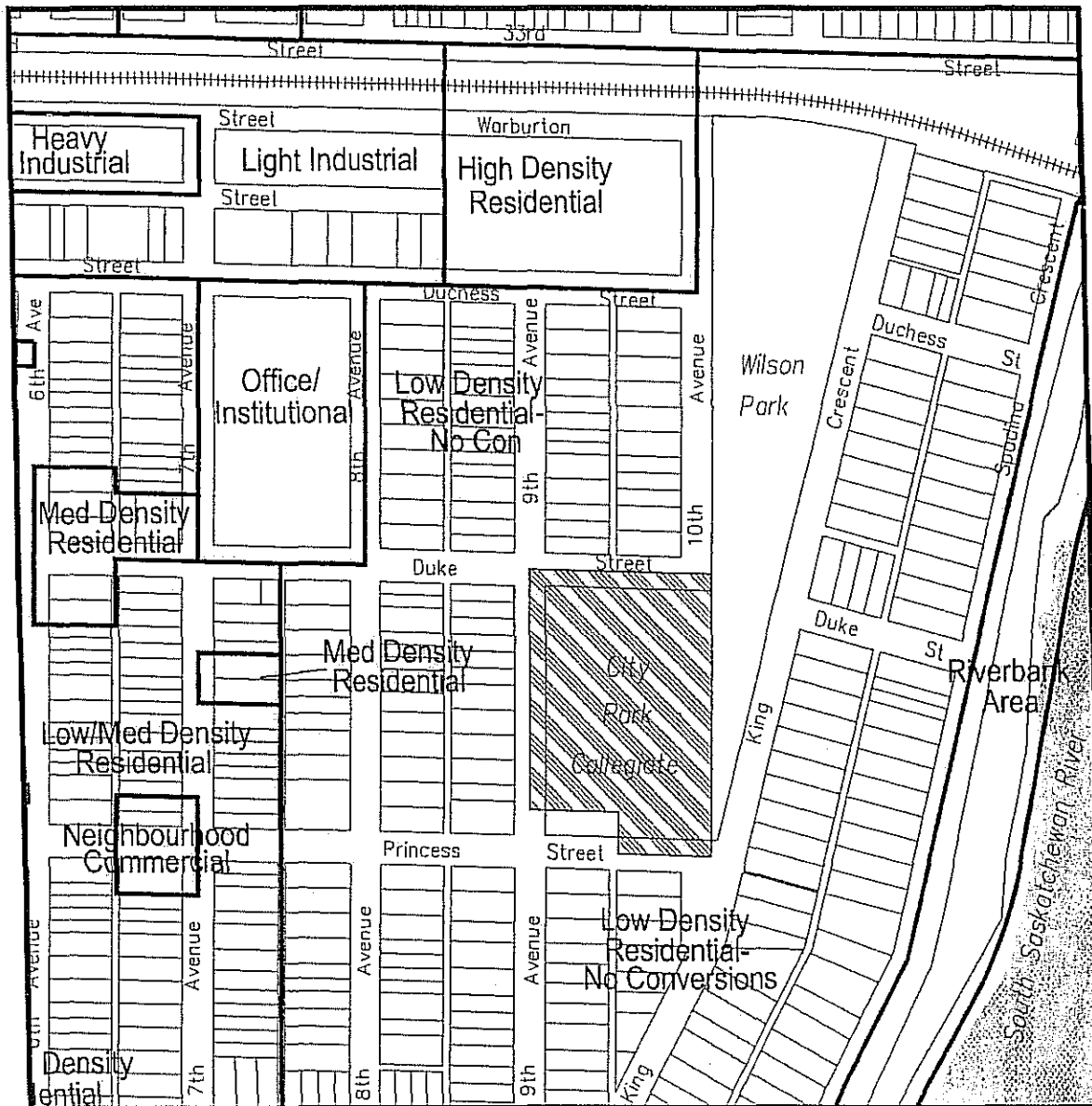
Read a second time this _____ day of _____, 2011.

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

Mayor

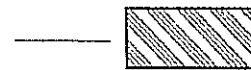
City Clerk

Appendix "A"



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

From Low-Density Residential to
Community Facility



RECEIVED

SEP 16 2011

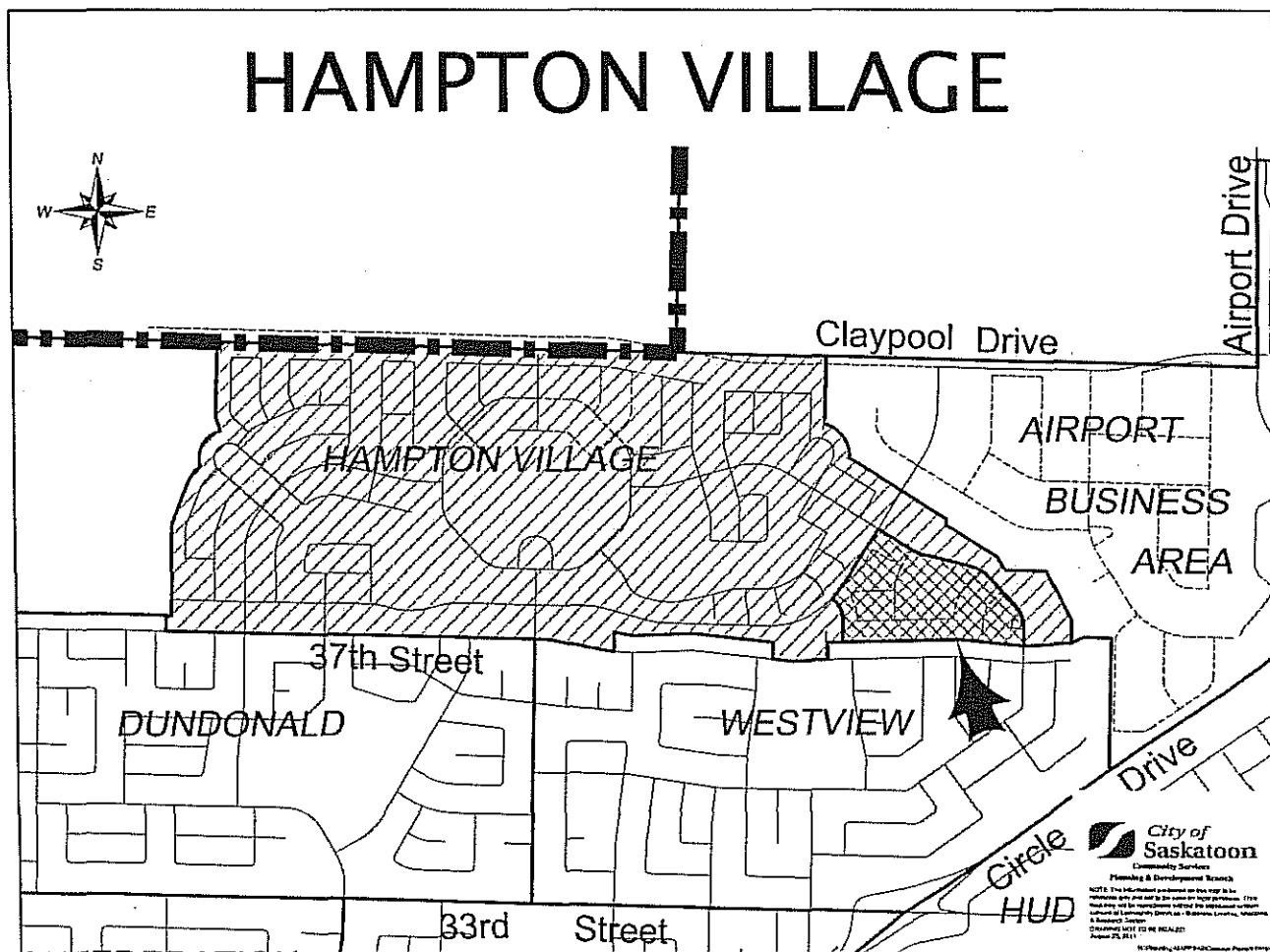
CITY CLERK'S OFFICE
SASKATOON

437/4a)

COMMUNITY SERVICES DEPARTMENT

APPLICATION NO. PL 4131-23-2	PROPOSAL Proposed Amendment to Hampton Village Neighbourhood Concept Plan	EXISTING ZONING N/A
LEGAL DESCRIPTION	CIVIC ADDRESS	NEIGHBOURHOOD Hampton Village
		DATE August 29, 2011

LOCATION PLAN



A. COMMUNITY SERVICES DEPARTMENT RECOMMENDATION:

that a report be forwarded to City Council recommending that the proposed amendment to the Hampton Village Neighbourhood Concept Plan, as shown on Attachment 1, be approved subject to the following condition:

- 1) the developer supplying a revised copy of the Concept Plan amendment, designating the northwest corner lot at the intersection of Lehrer Crescent and Lehrer Close as a Residential Care Home Site.

B. PROPOSAL

An application has been submitted by Dundee Developments requesting that the Hampton Village Neighbourhood Concept Plan (Concept Plan) be amended. The proposed changes are shown in detail on Attachment 1 and are described as follows:

1. The street patterns have been modified to eliminate openings adjacent to McClocklin Road. The residential lots are now orientated to back onto McClocklin Road. This change was requested by the Infrastructure Services Department, which then resulted in an overall review of the subject area.
2. The dry pond area was realigned to provide a more functional positioning of the dry pond related to the existing ground contour and an improved interface with the residential around the dry pond.
3. The additional depth of the lots that back onto the lane paralleling 37th Street West has been maintained in order to preserve much of the existing shelter belt running along the north side of the lane.

C. REASON FOR PROPOSAL (By Applicant)

Please refer to Attachment 3 – Hampton Village Concept Plan Amendment Letter dated February 15, 2011, from Don Armstrong, Dundee Developments.

D. BACKGROUND INFORMATION

The Concept Plan was originally approved by City Council in 2004 (see Attachment 2).

E. JUSTIFICATION

1. Planning and Development Branch, Community Services Department Comments

a) Official Community Plan Bylaw No. 8769 and Zoning Bylaw No. 8770

The Concept Plan amendment complies with the criteria contained in the Official Community Plan (OCP) Bylaw No. 8769 related to the design and development of new neighbourhoods.

The lands are designated "Residential" in the OCP Bylaw No. 8769 and are zoned R1A – One-Unit Residential District in the Zoning Bylaw No. 8770. No amendments to the OCP and Zoning Bylaw maps are required to accommodate the proposed Concept Plan amendment.

b) Development Review Section

The proposed amendments to the Concept Plan comply with the requirements of Zoning Bylaw No. 8770 and Land Subdivision Bylaw No. 6537.

c) Neighbourhood Planning Section Comments

The Neighbourhood Planning Section has reviewed the information provided regarding the proposed Concept Plan amendment and would recommend that the developer leave the Residential Care Home Site in its current location, or relocate it to another appropriate site to facilitate the objectives outlined in Sections 5.3.2e and 17.2b of the OCP Bylaw No. 8769.

Comment: The applicant has advised that a Residential Care Home Site will be included at the northwest corner lot at the intersection of Lehrer Crescent and Lehrer Close.

d) Future Growth Section Comments

The Future Growth Section reviewed the Concept Plan amendment and offered the following comments:

- 1) We would like the applicant to show the new location for the Residential Care Home Site or explain why it has been removed.

Comment: The applicant has agreed to provide a new Residential Care Home Site.

- 2) We would identify the two pedestrian access points into the dry pond area as possible areas of concern. We trust that the Neighbourhood Planning Section will comment further on the safety of the area.

Comment: Crime Prevention Through Environmental Design (CPTED) has reviewed pedestrian access for the area.

- 3) The walkway from the south leg of Lehrer Crescent to the lane was proposed in the original Concept Plan. In light of the walkway closures taking place throughout the city, will there be an amenity space in the dry pond area providing a need for people to access this area from 37th Street West? If the dry pond does not include multi-use trails or amenities, this walkway may no longer be warranted.

Comment: The applicant advises that the dry pond area will be upgraded to include pathways, landscaping, and be designed for more of a passive-use area. The applicant believes that the dry pond will not attract people from 37th Street West and would consider the walkway more beneficial to the Richardson Road residents to allow access to 37th Street West and the active park amenities and school located south of 37th Street West.

- 4) We understand the realignment of the dry pond is to provide a more functional design with regard to existing ground contours and the interface with the residential area around the pond. The dry pond shape has changed, but the area has remained at 1.28 hectares. We trust that Strategic Services has seen and approves of the new design of the dry pond high water-line for the 1-in-5 year storm event prior to the Concept Plan being amended.

Comment: The Concept Plan amendment has been reviewed by the Infrastructure Services Department.

- 5) It appears the dry pond area has been reshaped to also preserve the existing cluster of trees in the area. Will the applicant be

preserving the tree cluster? If so, how would the dry pond excavation alter the trees?

Comment: The applicant advises that the reshaping of the dry pond was not done to preserve the existing tree cluster. The excavation of the dry pond to its designed bottom elevation would remove any trees within the pond area.

e) CPTED Comments

The proposed Concept Plan amendments have been reviewed by the CPTED Review Committee (Committee). It should be noted that the Committee did not review the original Concept Plan as this predated the Committee's existence. The Committee's comments are as follows.

The Committee liked the new configuration of the roads that will reduce cut-through traffic in this section of the neighbourhood and probably reduce traffic speeds. The new configuration will promote a greater community feel and support community cohesiveness in the area.

There were two main concerns with the revised Concept Plan.

The first is the configuration of the dry pond. The new configuration significantly reduces natural surveillance into the dry pond from the streets. The Committee is unsure if the fence line around the dry pond will be the standard, open, wrought-iron type fencing that is installed currently. If this is the case, the configuration of the dry pond is less of an issue, although still not ideal. However, the dog-leg section in the south really cuts down users ability to see and respond to danger. Straightening this section would add to the visibility of the interior.

The second is the length of the lanes that run east, west, and south of the Concept Plan site. These lanes exceed the length that is acceptable for lanes and linear parks without an exit. The Committee understands that this is an existing lane and the choice for design is limited. However, the Committee realizes that the developer has tried to mitigate this through chamfering the lots on the south and increasing the width of the walkway between Lehrer Crescent and the lane. The lots on the south end of the new walkway should also be chamfered.

Recommendations

1. That the configuration of the dry pond be reviewed to remove, or straighten, the dog leg in the south linear section that ends at Lehrer Crescent.
2. That the lot corners on the two lots adjacent to the new south walkway (from Lehrer Crescent south) be chamfered.

Comment: With regard to Recommendation 1, the applicant advises that the fence around the dry pond will be an open, wrought-iron type fencing. The fence will extend along the lot flankage from the dry pond to Lehrer Crescent. The applicant does not see how the dog leg could be straightened; however, the applicant agrees they could remove the dog leg, if that is what is agreed to by everyone, but feels that the open, wrought-iron fencing will mitigate the visibility issue.

The Development Review Section believes that the loss in visibility of the interior of the dry pond from the street is mitigated by the provision of wrought-iron fencing for the lots surrounding the pond. The surveillance from housing lots is desirable as it provides for regular and consistent surveillance, compared to the surveillance provided by simply driving or walking by an area. The provision of wrought-iron fencing will provide for enhanced surveillance from these housing lots.

With regard to Recommendation 2, the applicant agrees to chamfer the back corners on the lots adjacent to the south walkway.

2. Comments by Others

a) Infrastructure Services Department

The proposed Concept Plan amendment is acceptable to the Infrastructure Services Department.

b) Parks Branch, Infrastructure Services Department

The Parks Branch has no comments.

c) Environmental Services Branch, Utility Services Department

The Concept Plan amendments seem reasonable from the perspective of Environmental Services Branch. Two questions for clarification:

1. Is it correct that the dry ponds fit within a manicured park (i.e. horticultural species instead of native)?
2. With the re-orientation of the residential lots, where is waste collection anticipated? We assume on the street.

Comment: With regard to Question 1, the applicant proposes that the dry pond area would have a similar upgraded landscaping treatment as was designed into the dry ponds already developed in Hampton Village.

With regard to Question 2, waste collection would be from the front street.

d) Transit Services Branch, Utility Services Department

Transit Services Branch has no concerns with the proposed Concept Plan amendment.

e) Saskatoon Light and Power, Utility Services Department

This neighbourhood is not within the City's franchise area. Saskatoon Light and Power will provide the roadway lighting, along with park and pathway lighting.

f) Leisure Services Branch, Community Services Department

From the Leisure Services Branch perspective, we would like to see easier access from this area to the larger park systems to the west (e.g. Draggins, Al Anderson, etc.). We also wish to suggest that the dry pond area have some basic landscaping because resident houses back onto this area. It has been our experience that if it looks like park space, home owners would want to see some level of landscaping. The developers may want to consider Appendix B of the Park Development Guidelines Policy No. A10-017 as a guide to provide some basic landscaping for this dry pond area.

Comment: With regard to access, the applicant advises that on both the current and proposed plans, vehicular access is via Richardson Road connecting with McClocklin Road and East Hampton Boulevard. This portion of Hampton Village was always somewhat removed from the main portion of the neighbourhood with the main collector, McClocklin Road, separating the two areas. The current plan did provide additional pedestrian options with the cul-de-sac and crescent bulb abutting McClocklin Road; however, this would only shorten the distance to the larger park systems by using McClocklin Road, as there would not be any difference for those using East Hampton Boulevard. The East Hampton Boulevard route would likely be considered safer, as it is at an intersection, whereas along McClocklin Road you would be crossing mid-block and on the cul-de-sacs along the north side of the road. The pedestrian access was eliminated at the request of the residents.

With regard to landscaping, the applicant proposes that the dry pond area would have a similar upgraded landscaping treatment as was designed into the dry ponds already developed in Hampton Village.

g) Community Development Branch, Community Services Department

From a Community Development perspective, we think that the changes that have been made to the traffic patterns and dry pond area will be positive and reduce traffic and increase community cohesion and walk ability. The only concern we have is that there is no way to walk west from this neighbourhood to get to the larger park system (e.g. Draggins, Al Anderson, etc.) and to potential schools down the road.

Comment: With regard to access, the applicant advises that the current plan did provide additional pedestrian options with the cul-de-sac and crescent bulb abutting McClocklin Road; however, this would only shorten the distance to the larger park systems by using McClocklin Road as there would not be any difference for those using East Hampton Boulevard. The East Hampton Boulevard route would likely be considered safer, as it is at an intersection, whereas along McClocklin Road you would be crossing mid-block and on

the cul-de-sacs along the north side of the road. The pedestrian access was eliminated at the request of the residents.

h) Fire and Protective Services Department

The Fire and Protective Services Department has no concerns with the proposed Concept Plan amendment.

i) Saskatoon Police Services

The Saskatoon Police Services has no concerns with the proposed Concept Plan amendment.

j) Saskatoon Public School Division

The Saskatoon Public School Division has no comments with the proposed Concept Plan amendment.

k) Greater Saskatoon Catholic Schools

These proposed changes are minor (fewer access points to arterial roadways, better traffic flow, probably safer), and marginal increases to the residential lot area.

The only school-related question we would raise is whether the pedestrian route is adversely affected. In our view, all pedestrian traffic is directed up to Richardson Road, and the shortest route to the school. Your comments are appreciated. This corner of the neighbourhood is probably on the outer limit of students walking or biking to school.

Greater Saskatoon Catholic Schools have no other concerns with the proposed amendment.

Comment: With regard to access, the applicant advises that the current plan did provide additional pedestrian options with the cul-de-sac and crescent bulb abutting McClocklin Road; however, this would only shorten the distance to the larger park systems by using McClocklin Road, as there would not be any difference for those using East Hampton Boulevard. The East Hampton Boulevard route would likely be considered safer as it is at an intersection, whereas along McClocklin Road you would be crossing mid-block

and on the cul-de-sacs along the north side of the road. The pedestrian access was eliminated at the request of the residents.

l) SaskEnergy

SaskEnergy has no concerns with this Concept Plan amendment.

m) SaskPower

SaskPower has no concerns with this Concept Plan amendment.

n) SaskTel

SaskTel has no concerns with this Concept Plan amendment.

o) Canada Post

Canada Post has no objections with the proposed Concept Plan amendment.

p) Shaw Cable Systems

Shaw Cable Systems has no concerns with the proposed Concept Plan amendment.

F. ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

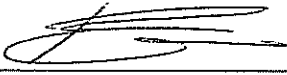
G. PUBLIC NOTICE

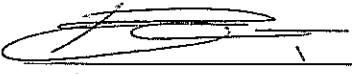
Once the Concept Plan amendment has been considered by the Municipal Planning Commission, it will be advertised in accordance with Public Notice Policy No. C01-021, and a date for a Public Hearing will be set. A notice will be placed in The StarPhoenix seven days prior to the date on which the matter will be considered by City Council.

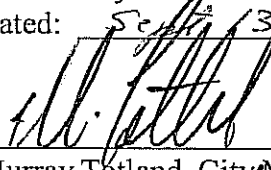
H. ATTACHMENTS

1. Detailed Plan of Proposed Hampton Village Concept Plan Amendments
2. Detailed Plan of Existing Hampton Village Concept Plan
3. Hampton Village Concept Plan Amendment Letter Dated February 15, 2011, From Don Armstrong, Dundee Developments

Written by: Dwayne Whiteside, Senior Planner
Planning and Development Branch

Reviewed by: 
Randy Grauer, MCIP, Manager
Planning and Development Branch

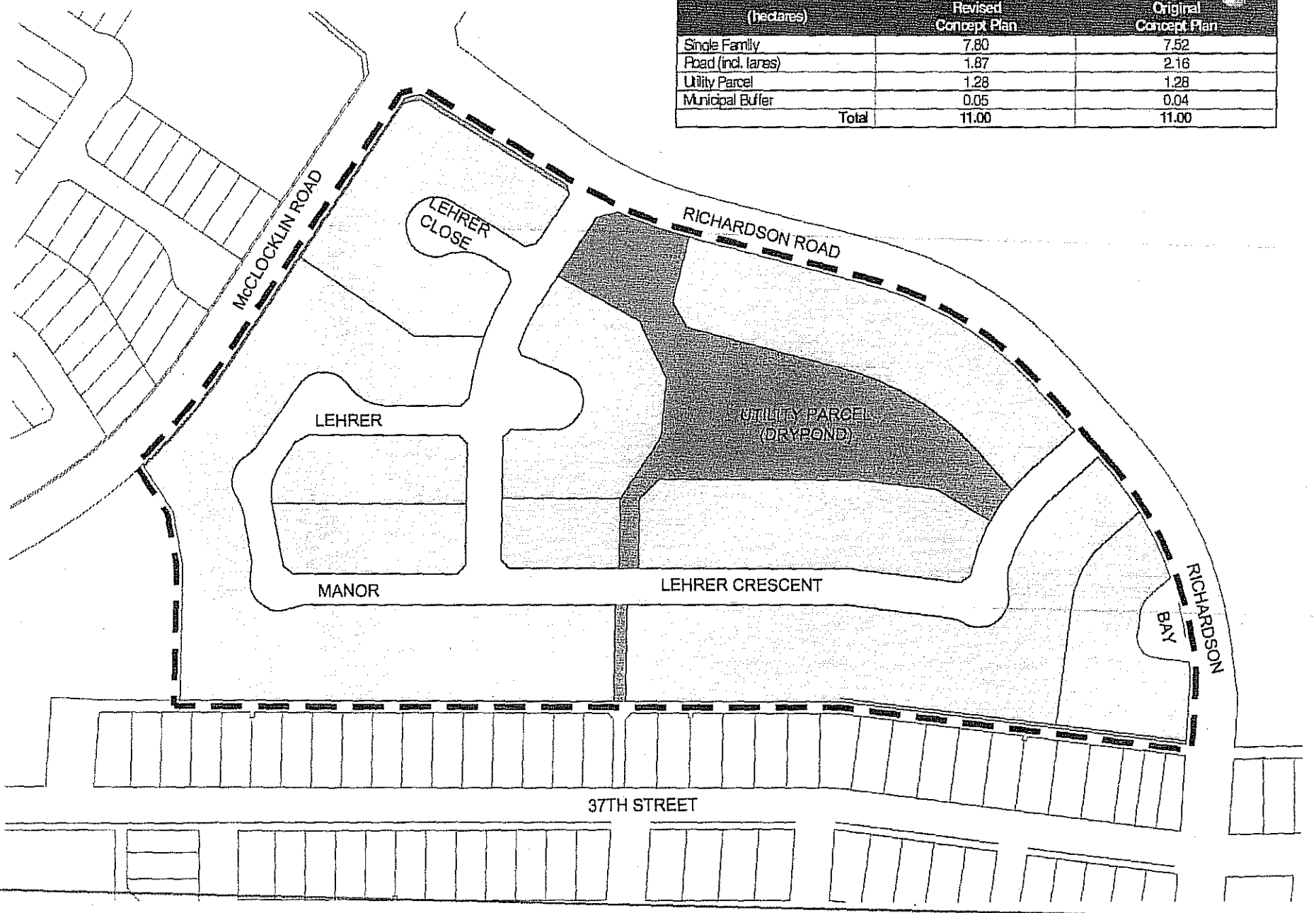
Approved by: 
Per Paul Gauthier, General Manager
Community Services Department
Dated: Sept. 13/11

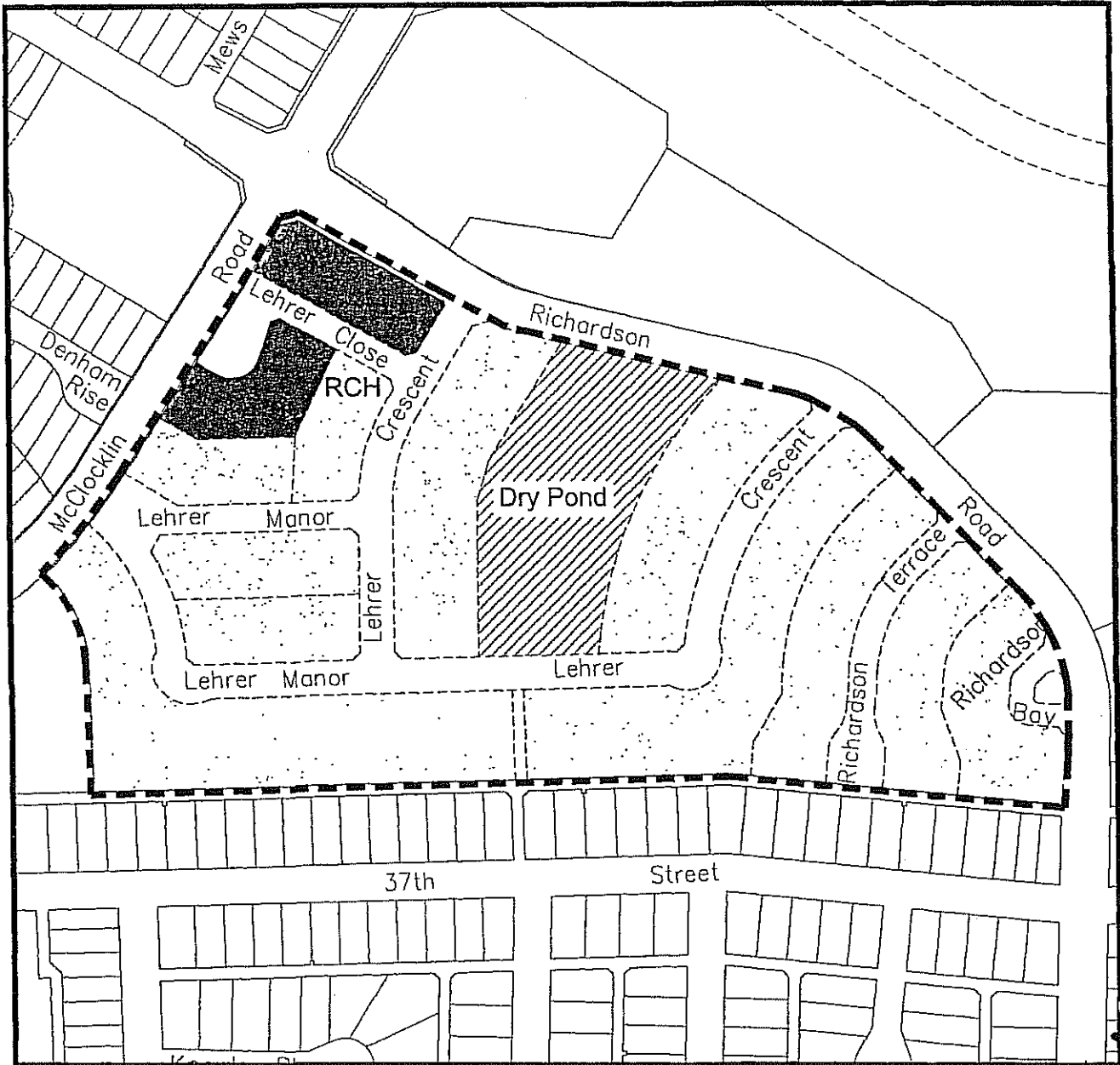
Approved by: 
Murray Totland, City Manager
Dated: Sept. 15/11

HAMPTON VILLAGE - CONCEPT PLAN REVISIONS

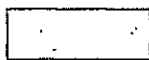

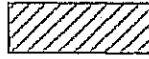

February 14, 2011

(hectares)	Revised Concept Plan	Original Concept Plan
Single Family	7.80	7.52
Road (incl. lanes)	1.87	2.16
Utility Parcel	1.28	1.28
Municipal Buffer	0.05	0.04
Total	11.00	11.00





HAMPTON VILLAGE - CONCEPT PLAN

-  SINGLE FAMILY (DETACHED)
-  SINGLE FAMILY (ATTACHED)
-  DRY POND
- RCH** RESIDENTIAL CARE HOME SITE
-  AREA TO BE AMENDED



**City of
Saskatoon**

Planning & Development Branch



112 - 2100 8th Street East
Saskatoon, Saskatchewan S7H 0V1
Telephone: (306) 374-6100
Facsimile: (306) 955-7673

Courier

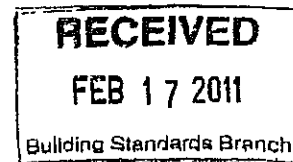
February 15, 2011

City of Saskatoon
Planning & Building Department
City Hall
Saskatoon, SK S7K 0J5

Attention: Mr. Tim Steuart, Senior Planner II
Development Services Branch

Dear Sir:

Re: Hampton Village Concept Plan



Please find attached a copy of a modification to the Hampton Village Concept Plan. The changes to the plan have been made within the area south of the extension of Richardson Road and east of McClocklin Road and are being submitted for your consideration and approval. These changes are further described as follows:

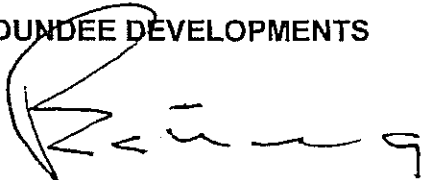
1. Street patterns have been modified to eliminate the openings adjacent to McClocklin Road. Lots are now orientated to back on to McClocklin Road. This change was requested by Infrastructure Services Department, which then lead to an overall review of the area within the aforementioned boundary.
2. The open space was realigned to provide a more functional positioning of the dry pond related to the existing ground contour and an improved interface with the residential around the open space.
3. We have maintained the additional depth of lots that back the lane paralleling 37th Street. This is to preserve as much of the existing shelterbelt running along the north side of the lane.
4. We have included a Comparison Chart showing the relationship between the land uses for the Original Concept Plan and the Revised Concept plan.

Enclosed are fifteen (15) copies of the revised layout for Lehrer Crescent/Manor/Close.

We would appreciate receiving your comments on the plan revisions we have proposed. We have completed an Amendment To Official Community Plan Bylaw No. 8769 application form and would appreciate if you could confirm the required application fee as I recall it is different than what is shown on the form. If you have any questions or require additional information at this time please give me a call at your convenience.

Yours truly,

DUNDEE DEVELOPMENTS

A handwritten signature in black ink, appearing to read "D. W. Armstrong", written over the company name.

D. W. ARMSTRONG
Vice President, Land Development

DWA/
Attachment



City of
Saskatoon
Office of the City Clerk

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

October 3, 2011

City Clerk

Dear City Clerk:

**Re: Municipal Planning Commission Report for Public Hearing
 Proposed Amendment to Hampton Village Neighbourhood Concept Plan
 Applicant: Dundee Developments
 (File No. CK. 4131-1)**

The Municipal Planning Commission, at its meeting held on September 27, 2011, considered a report of the General Manager, Community Services Department dated August 29, 2011, with respect to a proposal from Dundee Developments to amend the Hampton Village Neighbourhood Concept Plan.

The Commission has reviewed the report with the Administration and the Applicant. The following is a summary of the issues reviewed and clarification provided:

- The reasons for the proposed changes as discussed in the report.
- The issues identified by the various departments, including the Crime Prevention Through Environmental Design review, and how these issues, including visibility, were addressed, as outlined in the report.
- The number and size of the house lots will remain virtually the same. The size of the lots is typical of those on the other side of McClocklin. There is an existing tree belt that will be included in the lots, providing a greater depth.
- The street lighting will be the same as that used in Hampton Village, i.e. the lights will shine down.
- Houses will back the dry pond area. There will be wrought iron fencing to provide for good visibility of the park. It would not be typical for home owners to construct a fence within this fence. It is written into the sales agreement not to allow this although over time this may lose impact. However, most see this as an amenity.
- Information on the function of the dry pond in terms of storm water management was provided, along with the park development guidelines for the dry pond. There are three other dry ponds in Hampton Village which are integrated with municipal reserve. In this case, there is no municipal reserve attached to the dry pond.
- The broad range of stakeholders consulted for this amendment would be the same as for the concept plan, since this is an amendment to the concept plan.
- The location of the residential care home is identified as one of the conditions of approval of the proposed amendment to the concept plan.

October 3, 2011

Page 2

Following review of this matter, the Commission is supporting the following recommendation of the Community Services Department:

“that the proposed amendment to the Hampton Village Neighbourhood Concept Plan, as shown on Attachment 1 to the report of the General Manager, Community Services Department dated August 9, 2011, be approved, subject to the following condition:

- 1) the developer supplying a revised copy of the Concept Plan amendment, designating the northwest corner lot at the intersection of Lehrer Crescent and Lehrer Close as a Residential Care Home Site.”

The Commission respectfully requests that the above report be considered by City Council at the time of the public hearing with respect to the above proposed amendments to the Hampton Village Neighbourhood Concept Plan.

Yours truly,



Diane Kanak, Deputy City Clerk
Municipal Planning Commission

DK:sj

Attachment

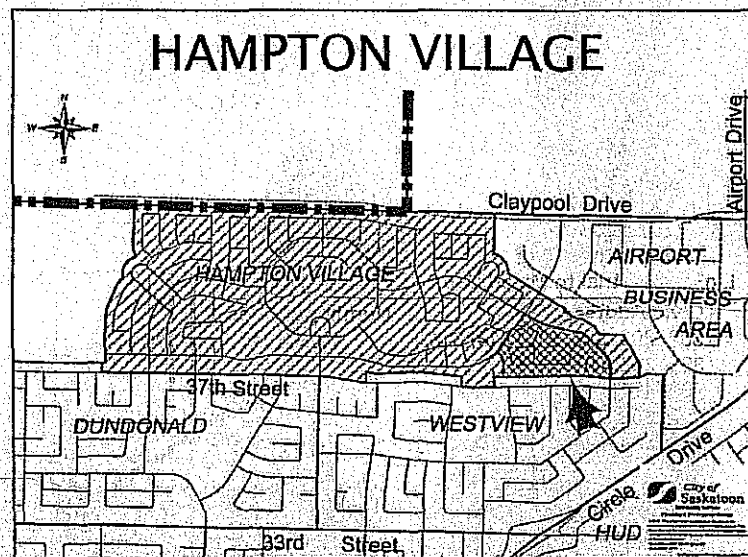


Public Notice

PROPOSED AMENDMENTS TO THE HAMPTON VILLAGE NEIGHBOURHOOD CONCEPT PLAN

Saskatoon City Council will consider and vote on the proposed amendments to the Hampton Village Neighbourhood Concept Plan as follows:

- The street patterns have been modified to eliminate openings adjacent to McClocklin Road. The residential lots are now oriented to back onto McClocklin Road.
- The dry pond area was realigned to provide a more functional positioning of the dry pond related to the existing ground contour and an improved interface with the residential area around the dry pond.
- The additional depth of the lots that back onto the lane paralleling 37th Street West has been maintained in order to preserve much of the existing shelter belt running along the north side of the lane.



INFORMATION - Questions regarding the proposed amendment may be directed to the following:

Community Services Department, Planning and Development Branch
Phone: 975-2647 (Dwayne Whiteside)

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, October 11, 2011, 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, October 11, 2011, will be forwarded to City Council. City Council will also hear all persons who are present and wish to speak to the proposed amendments.

His Worship the Mayor and City Council
The City of Saskatoon

ADMINISTRATIVE REPORTS

Section A – COMMUNITY SERVICES

**A1) Land-Use Applications Received by the Community Services Department
For the Period Between September 15, 2011 and September 28, 2011
(For Information Only)
(Files CK. 4000-5 and PL. 4300)**

RECOMMENDATION: that the information be received.

The following applications have been received and are being processed:

Subdivision

- Application No. 59/11: 3310 8th Street East
Applicant: Centre at Circle and Eighth Property Inc.
Legal Description: Parcel XX, Plan No. 102006638
Current Zoning: B4
Neighbourhood: Wildwood
Date Received: September 16, 2011
- Application No. 60/11: 923 University Drive
Applicant: Patrick Wolfe
Legal Description: Lots 39 and 40, Block 125, Plan No. 102069862
Current Zoning: R2
Neighbourhood: Nutana
Date Received: September 27, 2011

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PUBLIC NOTICE

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

Administrative Report No. 18-2011
Section A – COMMUNITY SERVICES
Tuesday, October 11, 2011
Page 2

ATTACHMENTS

1. Plan of Proposed Subdivision No. 59/11
2. Plan of Proposed Subdivision No. 60/11

Section B – CORPORATE SERVICES

B1) Seasonal Taxi Licenses (Files CK. 307-4 and CS. 307-1)

- RECOMMENDATION:**
- 1) that City Council approve the allocation of nine (9) seasonal licenses to be valid for the periods of November 1, 2011 to April 30, 2012, and direct Administration to work with the taxi company managers to implement a lottery system at each company for allocation of these licenses directly to drivers following the outlined process; and,
 - 2) that the City Solicitor be instructed to prepare the appropriate amendments to Bylaw 6066, The License Bylaw.

BACKGROUND

At its meeting held on November 22, 2010, City Council, when dealing with a report of the General Manager, Corporate Services Department dated November 10, 2010, resolved, in part:

- “4) that the Administration be directed to allocate six seasonal licenses with two to each taxi broker company for use in the 2010/11 season only (valid for the period of December 10, 2010 to April 10, 2011); and that a process for allocation to drivers be established for additional seasonal plates, as required, for the 2011/12 winter season and future years.”

This report will provide information and recommendations for allocation of seasonal licenses for the 2011/2012 winter season.

REPORT

As indicated above, at its meeting of November 22, 2010, City Council directed Administration to establish a process whereby future seasonal licenses would be allocated directly to drivers. The investigation into options for this process included interviews with drivers and taxi brokers.

Driver Input

Of the approximate 61 drivers interviewed, with relatively equal representation from each company, 53 said they believe seasonal licenses are required. Of these, 23 support allocation through a lottery system, 15 believe allocation should be based on seniority and experience only, and 15 believe seasonal plates should be allocated by company management. Other key points presented were:

- a separate ‘lottery’ should be held at each company;

- a driver should be defined as a person who makes his/her primary living as an active cab driver;
- brokers and plate owners should not be eligible for the lottery;
- the seasonal license would remain with the driver as long as that driver remained with the company for which he/she drove at the time the plate was allocated;
- the driver who is awarded the plate through the lottery should be required to be a full-time operator of that car;
- to be economically viable, the season should be for a period of six months beginning on October 1 of each year;
- a lottery should allocate the licenses for two or three years.

Taxi Broker Input

In discussions with managers of the three broker companies, all agreed to work with Administration in the process of establishing a separate lottery draw at each company for allocation of the seasonal licenses to drivers. Opinions varied in that some believed the plate owners who are also drivers should be eligible to enter the lottery. Others stated a preference that licenses be allocated to the companies as the companies are responsible for ongoing customer service and driver direction, as may be required.

The process of gathering and analyzing data has been getting underway in 2011. This data will provide a baseline against which future changes in taxi demand may be measured. The data analysis will provide the ability to look at trends in the length of driving time per trip, the customers' wait times, and the duration of each trip. Changes in any of these areas reviewed in the context of other environmental factors such as population growth, weather, special events, etc., will provide information upon which to base future decisions. Once all data has been received, 2011/2012 seasonal taxi usage will be evaluated against 2010/2011 data, and ongoing analysis will be available for future allocation recommendations.

Allocation of Seasonal Licenses

In discussions, common opinion was that the seasonal licenses should be allocated for a period of at least two years. One concern is that the longer a license is allocated to a driver, the more difficult it may be to accept that the allocation is temporary. While two years may ultimately be the preferred term, your Administration believes conducting this initial lottery as a one-year pilot project will allow for data analysis of the impact of additional licenses this upcoming season, and will provide opportunity to learn from the process and make improvements as may be identified. Further, your Administration continues review of Bylaw 6066, The Licensing Bylaw and amendments will be presented for City Council's approval within the next few months. It is,

therefore, in the best order to avoid any conflict which might result from new or more onerous requirements of a new bylaw half way through the seasonal license term.

Anecdotal feedback from drivers and company managers is that the six licenses allocated by City Council for the 2010/11 season did not have a noticeable impact on the level of service provided or the income of other drivers. Taxi company managers believe that more seasonal licenses are necessary to improve service when considering the number of upcoming events such as The Brier. Feedback from representatives of the hospitality and special events sector of the community also suggest that adequate winter service will require allocation of more seasonal licenses. Based on this feedback, Administration is recommending that City Council approve a total allocation of nine seasonal licenses for the 2011/12 winter season. Three seasonal licenses would be available at each company to be awarded to that company's drivers through a lottery process. Your Administration would facilitate a separate lottery at each company for drivers who meet the eligibility criteria.

The proposed lottery system is based on recognition of experience and commitment to the Saskatoon taxi industry, and includes the following:

- to be eligible to enter the lottery, drivers must:
 - have driven at least four shifts per week in the past 52 weeks, excluding vacation time;
 - have at least three years experience driving taxicabs in the City of Saskatoon;
 - hold a current City of Saskatoon taxi drivers license;
 - do not own a taxi plate;
 - provide proof of ability to fulfil the requirements of the seasonal license including access to an appropriate vehicle and financial resources to cover costs of equipping the vehicle with dispatch equipment, meters, toppers, etc.;
 - commit to ongoing compliance with taxi company customer service and operational standards and policies.
- two active drivers who both meet the experience requirement may enter as a partnership
- a driver meeting all criteria may enter any subsequent lottery even if he had been drawn in a previous lottery and provided service under a previous seasonal license allocated by City Council
- licenses are to be allocated for a one-year period.
- a driver who has received the seasonal license will retain the license for the period designated by City Council as long as he/she remains with the company that he was at for the draw and complies with taxi company customer service and operational standards and policies, and complies with current bylaw provisions.

The Lottery Process

- The taxi company managers and Administration will create a listing of drivers with a minimum of three years Saskatoon taxi driving experience. Each listing will be posted in company offices. Drivers will have a seven-day period to review the list and, if they wish to enter the lottery, provide proof of eligibility (current taxi driver's license, having driven four shifts per week in the past 52 weeks, excluding vacation time, and three years Saskatoon taxicab driving experience) as may be required.
- Drivers who are eligible must also provide proof of the means to assume the license (i.e. have a vehicle and the ability to cover the costs of equipping that vehicle with dispatch equipment, a meter, topper, etc.) to be eligible to enter the lottery.
- The process will be facilitated by your Administration and the draw will be made publicly.
- Drivers must have purchased a City of Saskatoon Taxi License and have the vehicle operating no later than November 2, 2011.

The lottery process will be evaluated, and any required changes recommended for approval by City Council. Drivers who may be awarded use of a license through this lottery process will be required to meet all current bylaw requirements.

OPTIONS

The options available to City Council are as follows:

1. Not approve any seasonal licenses for the 2011/12 winter season.
2. Approve the allocation of nine seasonal licenses to be valid for the periods of November 1, 2011 to April 30, 2012, and direct Administration to work with the taxi company managers to implement a lottery system (as described above) at each company for the allocation of three licenses directly to drivers.
3. Approve the allocation of six seasonal licenses (same as last season) to be valid for the periods of November 1, 2011 to April 30, 2012.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The only financial impact will be with regard to the license fees collected from any new temporary licenses issued by the City of Saskatoon. The rate for 2012 will be \$375.00 per license.

STAKEHOLDER INVOLVEMENT

Input was gathered from taxi drivers, taxi company managers, and stakeholders from various user groups.

PUBLIC COMMUNICATION PLAN

Your Administration will work with the taxi company managers and industry participants to ensure drivers are aware of City Council's decisions with regard to seasonal taxi license allocation.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

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

Section E – INFRASTRUCTURE SERVICES

E1) Request for Change Order – Contract 11-0038 2011 Hot Mix Asphalt Supply: Types 3, 4 and 9 (Files CK. 292-011-23 and IS. 1000-2)

RECOMMENDATION: that a Change Order, in the amount of \$388,850, for Contract No. 11-0038, 2011 Hot Mix Asphalt Supply, be approved.

REPORT

The tender for Contract 11-0038, 2011 Hot Mix Asphalt Supply, was awarded to Central Asphalt and Paving, for a total estimated cost of \$390,868.75 (including G.S.T. and P.S.T.).

It was estimated that the amount of Type 3 asphalt, which is used for pothole patching and blade level resurfacing, required in 2011 would be 3,000 tonnes. Due to the substantial number of potholes this season and the sizeable amount of asphalt used during blade level resurfacing, the total estimated amount used was 6,500 tonnes.

The additional material totals approximately \$388,850, bringing the total net cost of Contract No. 11-0038 to \$779,718.75 (including G.S.T. and P.S.T.), which is greater than 25% of the tendered contract price.

FINANCIAL IMPACT

There are sufficient funds within the Operating Budget and Capital Project 1531 – Local Road Preservation.

OPTIONS

There are no options.

POLICY IMPLICATIONS

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

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

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

Section F – UTILITY SERVICES

F1) Request for Proposal for Development of Tall Wind Turbine Project Saskatoon Light & Power: Capital Project 2306: Electrical Supply Options – Wind Turbine (File No.: CK. 2000-5 and WT. 2000-10-2)

RECOMMENDATION: that Administration be directed to proceed with issuing a Request for Proposal for the development of a tall wind turbine project at the Saskatoon Landfill, with intent to complete the project in early 2013 (prior to March 31, 2013) at a total estimated cost of up to \$4,400,000.

BACKGROUND

Since early 2006, Saskatoon Light & Power has been investigating the feasibility of constructing a tall wind turbine in Saskatoon. Approval is now being requested to proceed with the construction of the tall wind turbine located at the Saskatoon Landfill as this site offers a rich wind resource and the furthest possible setback from residences of any location within the Saskatoon Light & Power service area. The conceptual wind turbine has a capacity of 2 megawatts (MW) with a tower height of 80 metres, and would produce enough power for approximately 500 homes.

This project is partially funded through the Canada-Saskatchewan Provincial-Territorial Base Fund, in the amount of \$2.35 million toward an overall project budget of \$5 million. To meet the requirements of the Contribution Agreement, the project must be fully completed no later than March 31, 2013.

The purpose of this report is to gain approval to proceed with the issuance of a Request for Proposal (RFP) to develop the tall wind turbine. Issuing the RFP now will allow the project to be completed by the March 31, 2013 deadline. Preliminary results from the environmental and engineering studies that have been undertaken over the past year have now been received by the Administration and final copies of these reports will be ready for presentation to City Council in December 2011. At that time, the results of the RFP process will also be presented to Council. City Council will then be able to consider all of the information prior to awarding the contract for construction. It is recommended that the RFP be issued now in order to provide sufficient lead time for procuring the turbine in early 2012. A typical lead time for a turbine is approximately one year; therefore, the earliest operational date would be January 2013.

In 2010, approval was granted from NAV Canada to construct a single tall wind turbine at this location. An Occupational Health & Safety Review was also completed to consider any possible impact on workers at the landfill and no issues were found.

An environmental assessment study has been completed by Stantec Consulting. The Environmental Assessment Branch of the Saskatchewan Ministry of Environment has also completed an environmental screening and advised that the project is not a “development” as defined in *The Canadian Environmental Assessment Act* and, therefore, does not require any

further assessment of environmental impacts. Site specific sound and shadow flicker assessments were performed and indicate that even under a worst-case scenario the sound and shadow flicker levels will be below levels permitted under the most stringent guidelines world-wide.

Stantec Consulting has performed an assessment of the impacts of the turbine on birds and bats, as requested by Environment Canada. According to Environment Canada guidelines, the landfill site is considered as the lowest level of concern (Category 1) based on site sensitivity and facility size. The preliminary results indicate that there is some risk of adverse effects to certain gull species, and mitigation measures may be necessary to reduce potential risk to certain migratory bat species. The results of Stantec's final report will be submitted to City Council by December 2011. Mitigation measures could include curtailing the wind turbine operation during heavy migration periods, although this has yet to be determined.

A 12-month wind resource assessment study was performed by the Saskatchewan Research Council, using wind data collected from a 60 metre tall meteorological tower installed at the landfill in September 2010. Preliminary results of the wind assessment have been compiled, and a final report will be submitted to Council in December 2011. Based on the 12-month assessment period, a conceptual 2 MW wind turbine on an 80 metre tall tower would have an annual energy production of approximately 4.9 gigawatt-hours (GWh), or enough to power approximately 500 homes.

The tall wind turbine is proposed to be constructed near the northwest corner of the landfill to take advantage of the increased height above the surrounding area and the strong northwest winds. Because the proposed tall wind turbine would be constructed on top of the landfill, the University of Saskatchewan, Department of Civil and Geological Engineering, was contracted to perform a study of the waste mechanics and prepare a preliminary design of the foundation system. Waste mechanics is similar to soil mechanics, which describes the behaviour of soils and their ability to support static and dynamic loads. This study was therefore required to determine the ability of the landfill to provide an adequate support for the wind turbine. Dr. Ian Fleming, a Landfill and Waste Mechanics Specialist at the U of S, was assisted by Dr. Sharma (Geotechnical Engineering), Dr. Sparling (Structural Dynamics), and Dr. Morozov (Seismic Survey) in the study and preliminary design work. A final report was submitted with estimated capital costs for the recommended foundation system.

An economic sensitivity analysis was then completed based on estimates of capital and operating costs for development of the project, and considered varying annual rate increases to the sale price of electricity. Under the most likely scenario, the 20 year net profit for the wind turbine is estimated at \$5 million. In addition, the wind turbine will provide an annual greenhouse gas

emission offset of 3,000 tonnes (equivalent to removing 600 vehicles from our roadways), as well as other intangible benefits.

Final reports for both the environmental assessment and wind assessment will be submitted to City Council in December 2011 with a recommendation for awarding the project to the successful proponent.

REPORT

The expected benefits of constructing a tall wind turbine in Saskatoon are:

- an environmentally-clean and revenue-positive electricity source – enough to power 500 homes;
- a visible benefit for local residents and businesses wishing to participate in this type of program to reduce their environmental footprint;
- offsetting the City of Saskatoon's greenhouse gas emissions by 3,000 tonnes annually;
- promotion of Saskatoon as an environmentally-conscious and responsible city; and,
- a visible and educational tool for sustainable development in our city.

The total cost of the assessment work completed to date is \$530,000. The results of all studies commissioned support a recommendation to proceed with development of the tall wind turbine project at the Saskatoon Landfill. The studies completed for this single wind turbine are similar in scope to what would be required for a much larger wind farm, and this is reflected in the project economics.

Annual energy production estimates from wind turbines are commonly expressed in terms of 'Net Capacity Factor (%)'. As an example, a wind turbine with a net capacity factor of 30% means that on average the wind turbine will produce 30% of its rated power capacity at all times throughout the year. In this example, a turbine with a rated power capacity of 2 MW (2,000 kilowatts (KW)) will have a power output on average of 600 KW at all times throughout the year (i.e. $0.30 \times 2,000 = 600$ KW). In other words, the higher the net capacity factor, the more energy a turbine will produce throughout the year. Several successful wind power projects are in operation with realized net capacity factors in the 28 – 30% range. By comparison, the net capacity factor for the conceptual tall wind turbine at the Saskatoon Landfill is 28%, as based on the wind resource assessment. The 20 year net profit for this project is estimated at \$5 million (Payback = 9 years, IRR = 11%).

A total of 5 public meetings were conducted for the proposed project, as outlined below:

- 2008 October 7 – J. S. Wood Library (re: Diefenbaker Park location) – Attendance 92
- 2008 October 9 – St. Frances School (re: Diefenbaker Park location) – Attendance 59

- 2010 April 21 – St. Dominic School (re: Landfill location) – Attendance 47
- 2010 April 22 – St. John School (re: Landfill location) – Attendance 48
- 2011 June 7 – Montgomery School (re: Landfill location) – Attendance 36

Based on 126 written comments received as a result of the community engagement, 80% of respondents indicated that they were in favour of wind power in general. Regarding the proposed landfill location, 65% of respondents indicated that they were supportive of the project at the proposed location. Concerns raised through written comments have been mostly regarding potential impacts of sound from the wind turbine.

The most recent public information meeting on June 7, 2011, included a facilitated question and answer (Q & A) session, and for the most part focused on concerns from local residents in the Montgomery Place community. Concerns raised were regarding potential impacts of sound and shadow flicker from the wind turbine, visual impact of the wind turbine structure, the amount of development activity occurring near the Montgomery Place community and any impact on current or future property values for nearby residents.

The potential health impact from wind turbines has been the subject of much debate, and is often raised as a concern by nearby residents of wind power developments. Opponents of wind power projects often cite the work of Dr. Nina Pierpont (MD, PhD) and her book titled 'Wind Turbine Syndrome: A Report on a Natural Experiment', reporting symptoms such as sleep disturbance, headaches, dizziness, nausea, anxiety and depression. 'Wind Turbine Syndrome' is not a recognized diagnosis in the medical community, and there are no unique symptoms or combinations of symptoms that would lead to this hypothesized disorder. Continuous, long term exposure to excessive noise levels, above 60 decibels, has been known to result in sleep disturbance and fatigue. The sound level from wind turbines at common residential setbacks is significantly below this level.

Two more recent studies conducted by multidisciplinary panels comprised of medical doctors, audiologists, and acoustic professionals provide an authoritative reference to make sense of the conflicting information about the potential health impact of wind turbines, as listed below:

- Wind Turbine Sound and Health Effects – An Expert Panel Review: December 2009 (Prepared for the Canadian Wind Energy Association (CanWEA) and American Wind Energy Association (AWEA))
- The Potential Health Impact of Wind Turbines: May 2010 (Prepared by the Chief Medical Officer of Health of Ontario, in response to public health concerns about wind turbines)

Both of the above studies conclude that the scientific evidence does not demonstrate a direct link between wind turbine noise and adverse health effects. In particular, the study prepared for CanWEA and AWEA presents the following conclusions:

- There is nothing unique about the sounds and vibrations emitted by wind turbines;
- The body of accumulated knowledge about sound and health is substantial;
- There is no evidence that the audible or sub-audible sounds emitted by wind turbines have any direct adverse physiological effects; and
- The ground-borne vibrations from wind turbines are too weak to be detected by, or to affect, humans.

The sound assessment study for the proposed wind turbine indicates that the worst-case noise level at the nearest residence will be 37 decibels (similar to the sound level in a quiet bedroom), and is 32 times less than the existing background noise level of 52 decibels, measured at 12:00 midnight. Setback guidelines for wind turbines from residences are set to ensure that sound levels will be below a maximum permitted level of 40 decibels (night-time). For the proposed landfill location, the setback distance is in excess of 700 metres from the nearest residence. The most stringent guidelines world-wide call for a setback distance of 550 metres.

FINANCIAL IMPACT

The cost of studies completed to date is \$530,000. This includes the wind and environmental assessment and a waste mechanics study and preliminary foundation system design.

An economic sensitivity analysis was completed for connecting to Saskatoon Light & Power's distribution network, thereby offsetting the cost of energy that would otherwise be purchased from SaskPower. The energy could then be certified under the EcoLogo Certification Program and sold at a premium of \$0.035 per kilowatt-hour over and above the current price of the electricity. The sensitivity analysis considered varying annual rate increases to the sale price of electricity (3.5%, 5%, and 7.5%). The results of this analysis indicate the 20-year net profit varies from a low of \$3.8 million (Payback = 10 years, IRR = 9.6%), to a high of \$7.4 million (Payback = 8 years, IRR = 13.5%). Under the most likely scenario, the 20-year net profit is estimated at \$5 million (Payback = 9 years, IRR = 11%).

This project is partially funded through the Canada-Saskatchewan Provincial-Territorial Base Fund, in the amount of \$2.35 million toward an overall project budget of \$5 million. To meet the requirements of the Contribution Agreement, the project must be fully completed no later than March 31, 2013. This will require that a request for proposal be issued in the fall of 2011, with construction during the latter half of 2012. The earliest operational date for the tall wind turbine would be January of 2013. Adequate funding is available in Saskatoon Light & Power's

Capital Project #2306 Electrical Supply Options – Wind Turbine for the expected cost of construction of \$4.4 million.

ENVIRONMENTAL IMPLICATIONS

An Environmental Screening has been completed for the project by the Environmental Assessment Branch of the Saskatchewan Ministry of Environment. The Ministry does not require any further assessment of environmental impacts for the project, but has requested that two years of post operational avian and bat mortality surveys be completed if the project proceeds to development. Should the project proceed to development, an Environmental Management and Monitoring Plan for construction and operation of the project will be included with the detailed design documents. Any documents related to the Environmental Screening, including the Detailed Project Proposal as submitted to the Saskatchewan Ministry of Environment, can be requested through the Office of the City Clerk.

This project is expected to result in an offset of Greenhouse Gas Emissions of over 3,000 tonnes annually (equivalent to removing 600 vehicles from our roadways).

PUBLIC NOTICE

Public Notice, pursuant to Section 3 of Policy No. C01-21, Public Notice Policy, is not required.

F2) 2009 Capital Budget
Capital Project #1234 - WWT - Odour Abatement System
Engineering Services Award
(Files CK. 7800-1 and WWT. 7990-82-1)

- RECOMMENDATION:**
- 1) that the proposal submitted by Stantec Consulting Ltd. for engineering services for the Odour Source and Mitigation Study at the Wastewater Treatment Plant for a total upset fee of \$119,658.00 (including 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.

BACKGROUND

Capital Project #1234 - WWT - Odour Abatement System provides funding for the design and construction of further odour abatement systems at the Wastewater Treatment Plant (WWTP). The project was first funded in the 2009 Capital Budget at \$150,000 with a provision in the 2012 Capital Budget of \$692,000 for detail design and \$5,777,000 in the 2013 Capital Plan for construction. The 2009 provision is for a study to develop options to reduce or eliminate the occurrence of nuisance odours on site at the WWTP.

REPORT

In September 2011, a Terms of Reference was sent out to six consulting firms requesting proposals to provide professional services to complete the WWTP Odour Source and Mitigation Study. One firm declined the invitation to submit a proposal citing current workloads. Proposals were received from the following five firms:

- PINTER & Associates Ltd., (Saskatoon, SK)
- AECOM Canada Ltd., (Saskatoon, SK)
- Stantec Consulting Ltd., (Calgary, AB)
- Associated Engineering Ltd., (Saskatoon, SK)
- WorleyParsons Canada, (Saskatoon, SK)

The proposals were evaluated based on similar completed work, work plan, and personnel. The proposal from Stantec Consulting Ltd. was responsive to the Terms of Reference and was considered most favourable for the project. Stantec Consulting Ltd. is familiar with the WWTP, and has provided engineering services for similar studies to other wastewater treatment facilities across Canada.

OPTIONS

Accepting the proposals from the lower rated firm would constitute the option for provision of engineering services for this project.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The upset fee for engineering services for the project, and the net cost to the City would be as follows:

Project Management	\$ 21,410.00
Task 1 – Project Initiation	5,160.00
Task 2 – Regulatory Review	7,015.00
Task 3 – Sampling and Analysis	24,315.00
Task 4 – Recommendations	32,175.00
Task 5 – Draft and Final Reports	4,295.00
Disbursements	\$7,550.00
Travel Expenses	\$5,200.00
Sample and Lab Expenses	<u>\$6,840.00</u>
Sub-Total	\$113,960.00
G.S.T.	<u>5,698.00</u>
Total Upset Fee	\$119,658.00
G.S.T. Rebate	<u>(\$5,698.00)</u>
Net Cost to the City	<u>\$113,960.00</u>

Capital Project #1234 - WWT - Odour Abatement System has sufficient funding to cover the costs for these engineering services.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PUBLIC NOTICE

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

F3) Change Order Request – Contract No. 10-0638
Installation of Chemical Feed System Upgrades
(File CK. 292-011-1 and WT. 7960-92-2)

RECOMMENDATION: that Change Orders totaling \$712,866.99 (including G.S.T.) for Contract No. 10-0638, Installation of Chemical Feed System Upgrades be approved.

BACKGROUND

The tender for Contract No. 10-0638, Installation of Chemical Feed System Upgrades was awarded to Suer & Pollon Mechanical Partnership (Suer & Pollon) on February 7, 2011, for a total cost of \$2,328,972.00 (including G.S.T.). The work primarily consists of the mechanical and electrical trades removing existing equipment and installing the new replacements.

Capital Project #1054-25 - WTP - Asset Replacement - Filter Troughs provides funding for the replacement of the mechanical components of the Water Treatment Plant (WTP) filters. A key recommendation of a November 2010 filter operation and backwash assessment study was the replacement of the underdrains in the six 1911 filters. At its meeting held on March 7, 2011, Council awarded to Anthratech Western Inc. the design, supply and installation of the 1911 Filter Plant Underdrain Replacement at a total cost of \$902,645.00 (including G.S.T.).

REPORT

Plant operations and engineering services staff proposed replacement of the existing piping and valving associated with the 1911 filters and installing a control system that would fully automate these filters. The design, supervision and materials procurement would be carried out by plant engineering staff and the mechanical work performed by plant trades. Midway through the demolition phase, it became apparent that plant mechanical trades would not be able to meet the aggressive schedule required to have the filters in service for the summer season. Suer & Pollon, working on site for the chemical feeder installation project, was asked to provide the mechanical trades for the remaining demolition, as well as procurement, fabrication and installation of valves and piping on a time and material basis. The payment means would be as change orders to Contract No. 10-0638, Installation of Chemical Feed System Upgrades.

The paid change orders to date for 1911 filter plant work total \$406,460.62 (including G.S.T.). Approximately \$89,250.00 (including G.S.T.) of additional work on the 1911 filter upgrade will be invoiced. The paid change orders to date for the installation of the chemical feed system upgrades total \$57,483.41 (including G.S.T.). Approximately \$159,674.45 (including G.S.T.) of additional work is anticipated for completion of the Chemical Feed System Upgrades. The total of paid and anticipated change orders totals \$712,866.99 which is greater than 25% of the original tendered price for the contract.

OPTIONS

There are no options as the work is required for the successful completion of the project.

POLICY IMPLICATIONS

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

FINANCIAL IMPLICATIONS

Capital Project #1054–25 - WTP - Asset Replacement - Filter Trough Replacement has sufficient approved funding for the purchase of the equipment.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

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

F4) Post Budget Increase
Capital Project #0876 – US – Regional Waste Management Facility
Equipment Storage and Maintenance Facility
Contract 11-0353 Tender Award
(Files CK. 600-8, x 1702-1 and WT. 7970-53)

- RECOMMENDATION:**
- 1) that a post-budget increase of \$449,959.80 to Capital Project 0876 – US Regional Waste Management Facility – Equipment Storage and Maintenance Facility be approved;
 - 2) that the post budget increase be funded from the Landfill Replacement Reserve;
 - 3) that the lowest recommended bid for the construction of the Regional Waste Management Centre Equipment Storage & Maintenance Facility, submitted by V.C.M. Construction for \$1,559,959.80 (inclusive of taxes) be accepted; and,
 - 4) that the City Solicitor be instructed to prepare the necessary contract documents for execution by His Worship the Mayor and the City Clerk under the Corporate Seal.

BACKGROUND

The current storage facilities at the Regional Waste Management Centre (Landfill) are inadequate to properly store and maintain all landfill equipment. Some equipment currently needs to be parked outdoors, resulting in increased maintenance requirements, decreased service life, and operational issues regarding winter start ups. The Landfill equipment fleet currently consists of: two Caterpillar 826 compactors, two Caterpillar 973 tracked loaders, one leased Caterpillar 973 tracked loader, a single-axle water truck, two roll-off trucks and a skid steer. Capital Project #0876 – US – Regional Waste Management Facility, provides funding to construct a new Equipment Storage and Maintenance Facility. Past capital budgets have funded this project to the amount of \$1,350,000.

REPORT

Contract Number 11-0353 was issued for the construction of the Equipment Storage & Maintenance Facility as designed by Associated Engineering (Sask.) Ltd. The tender was open from August 8 to September 6, 2011. Bids were received from the following firms:

- V.C.M. Construction \$1,559,959.80
- Graham Construction \$1,603,455.00
- Miners Construction \$1,740,900.00

Purchasing Services has checked the Tender Forms and verified that all required Tender Forms were complete.

OPTIONS

Reject all bids and consider a redesign of the facility.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The construction tender price, and the net cost to the City would be as follows:

Equipment Storage & Maintenance Facility Lump Sum	\$1,335,676.00
Cash Allowance – Materials Testing	50,000.00
Contingency Allowance	<u>100,000.00</u>
Subtotal	\$1,485,676.00
G.S.T. @ 5%	<u>74,283.80</u>
Total Upset Fee	\$1,559,959.80
G.S.T. Rebate @ 5%	<u>(74,283.80)</u>
Net Cost to the City	<u>\$1,485,676.00</u>

A post-budget increase of \$449,959.80 to Capital Project 0876 – US Regional Waste Management Facility – Equipment Storage and Maintenance Facility is required to cover the expected over expenditure for this project. Adequate funds are available for the post-budget increase to be funded by the Landfill Replacement Reserve.

ENVIRONMENTAL IMPLICATIONS

As a construction award of contract, no environmental implications have been identified at this time.

PUBLIC NOTICE

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

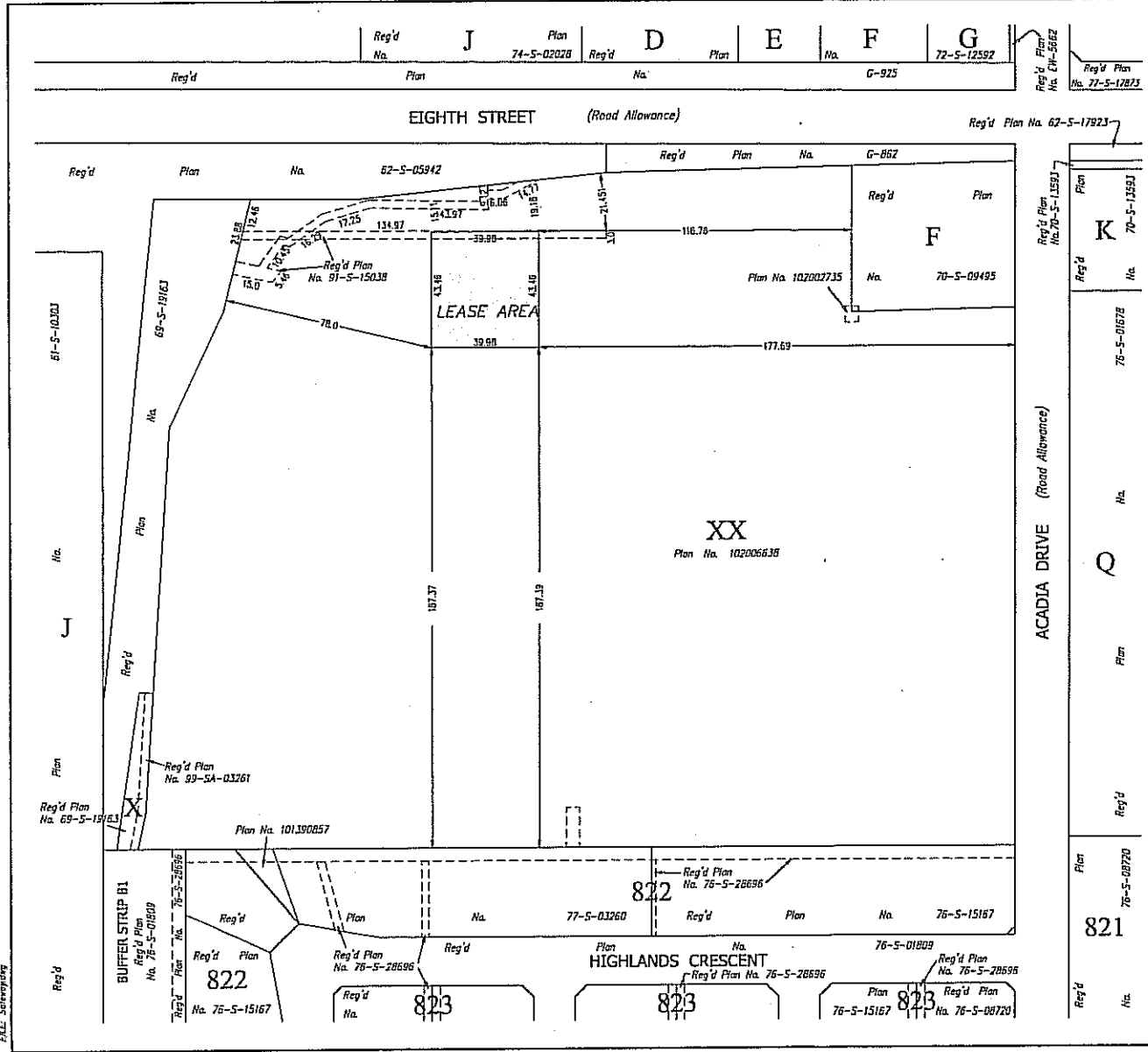
Respectfully submitted,

Paul Gauthier, General Manager
Community Services Department

Marlys Bilanski, General Manager
Corporate Services Department

Mike Gutek, General Manager
Infrastructure Services Department

Jeff Jorgenson, General Manager
Utility Services Department



SITE PLAN
 SHOWING LOCATION OF LEASE AREA BEING A PART OF
 PARCEL XX, PLAN NO. 102006638
 N.E. 1/4 SEC. 23 -
 TWP. 36 - RGE. 05 - W. 3rd MER.
 SASKATOON, SASKATCHEWAN
 BY : R.A. WEBSTER, S.L.S.
 SCALE 1 : 1000
 2011

R.A. Webster
 Saskatchewan Land Surveyor
 July 26th, A.D. 2011

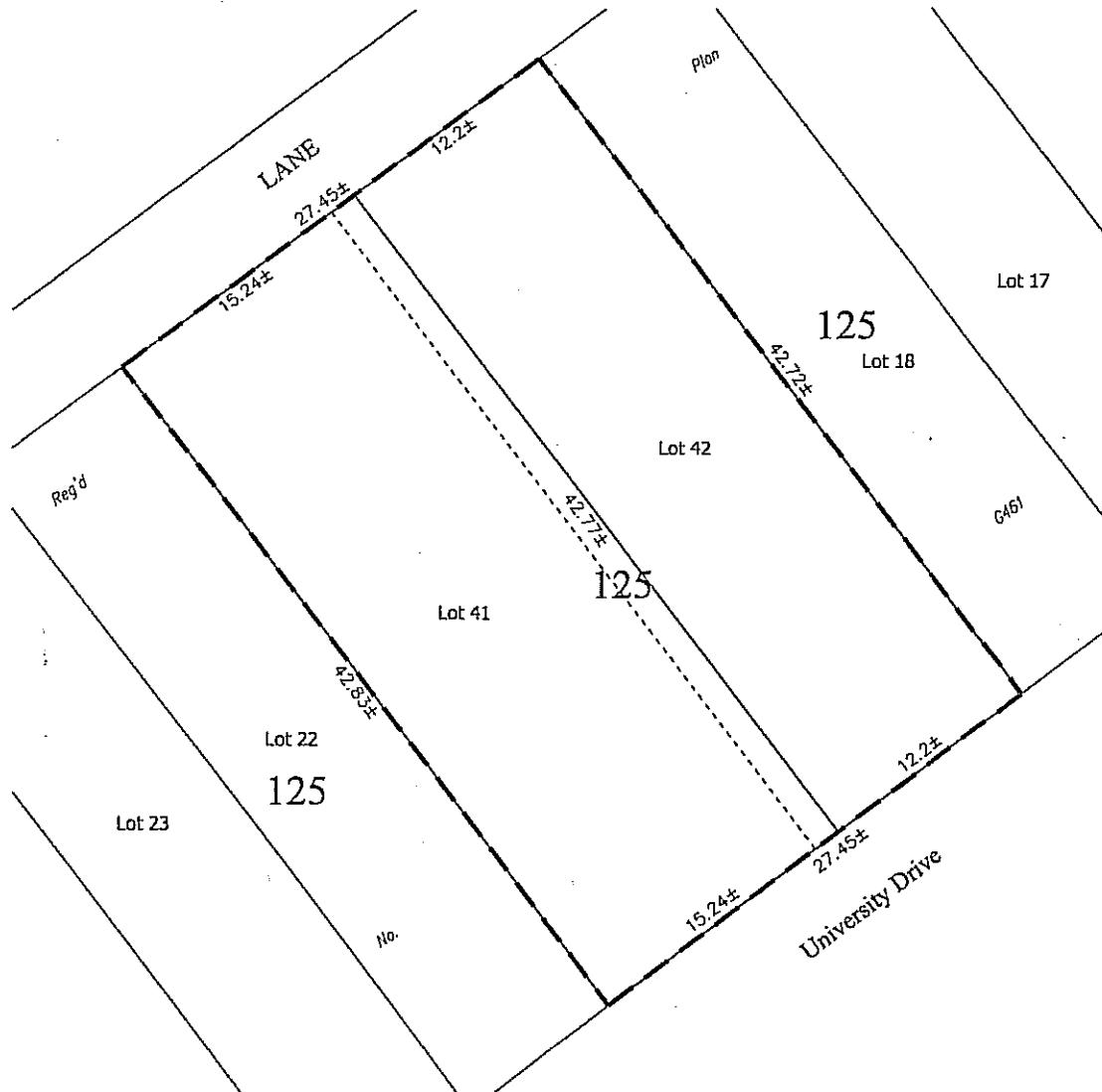
NOTE:
 : DIMENSIONS SHOWN ARE IN METRES AND DECIMALS THEREOF.
 : AREA IN LEASE IS SHADED GRAY AND CONTAINS 0.174 HECTARES.

EXAMINED : OWNER
CENTRE AT CIRCLE & EIGHTH PROPERTY INC.
 Per: *[Signature]*
**R. Neil MacKay, Authorized Agent
 for Owner**

EXAMINED : CITY OF SASKATOON
 : Approved under the provisions of Bylaw No. 6537 of the City of Saskatoon.
 : General Manager of the Community Services Department
 Date: _____, A.D. 2011.

Proposed Subdivision No. 59/11

A1



PLAN
 SHOWING PROPOSED SUBDIVISION
 LOTS 39, and 40 BLOCK 125
 PLAN NO. 102069862
 N.E. 1/4 SEC. 28 -
 TWP. 36 - RGE. 05 - W. 3rd MER.
 SASKATOON, SASKATCHEWAN
 BY : R.A. WEBSTER, S.L.S.
 SCALE 1 : 250
 2011

R.A. Webster
 Saskatchewan Land Surveyor September 13th, A.D. 2011

LEGEND :
 Distance dimensions shown are in metres and decimals thereof.
 Portion of this plan proposed for subdivision is outlined with a heavy broken line, and contains 1170.578± sq. m.
 Distance are approximate and vary by ±1.52m.

EXAMINED : OWNER

[Signature]

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

: General Manager of the Community Services Department

Date: _____, A.D. 2011.



WEBSTER SURVEYS LTD.
 811 - 9th Street East
 Saskatoon, Sask. S7H 0M4
 Phone (306) 653-1433
 Fax (306) 653-1024

His Worship the Mayor and City Council
The City of Saskatoon

LEGISLATIVE REPORTS

Section A – OFFICE OF THE CITY CLERK

A1) City Council Meeting Schedule – 2012 (File No. CK. 255-1)

RECOMMENDATION: that City Council approve the attached schedule for City Council and Executive Committee meetings in 2012.

City Council, at its meeting held on August 17, 2011, approved the schedule for City Council and Executive Committee meetings in 2012.

Attached is a revised schedule. The difference between this revised schedule and the one approved by Council on August 17 is that there are no meetings during the week of Easter, as has been the customary practice, and there are no meetings between the time that nominations close on September 19, 2012 and the inaugural meeting of City Council on October 29.

PUBLIC NOTICE

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

ATTACHMENT

1. 2012 City Council Meeting Schedule

Section B – OFFICE OF THE CITY SOLICITOR

**B1) Proposed Amendments to Bylaw 7200, The Traffic Bylaw
Speed Limit Changes
(File No. CK. 6320-1)**

RECOMMENDATION: that City Council consider Bylaw No. 8974.

At its meeting held on August 17, 2011 City Council adopted the recommendations of Clause E2, Administrative Report No. 15-2011 as set out below:

“That the City Solicitor be instructed to amend Bylaw 7200 - The Traffic Bylaw, Schedule 4, Maximum Speeds to reflect the following:

- a) 60 km/hr - Lowe Road from a point 600 metres north of Nelson Road to a point 200 metres south of Atton Crescent;
- b) 80 km/hr - Lowe Road from Agra Road to the North City limit;
- c) 80 km/hr - McOrmond Drive from 8th Street East to College Drive/Highway 5;
- d) 80 km/hr - Zimmerman Road from College Drive/Highway 5 to the South City limit;
- e) 80 km/hr - Blackley Road from Highway 41 to the North City limit;
- f) 80 km/hr - Fleury Road from Range Road 3045 to the East City limit;
- g) 80 km/hr - Central Avenue from Agra Road to the North City limit;
- h) 100 km/hr - Highway 41 from Highway 5 to the East City limit;
- i) 60 km/hr - Attridge Drive from Circle Drive to McOrmond Drive;
- j) 90 km/hr - College Drive/Highway 5 from a point 450 metres east of Central Avenue to a point 1,617 metres east of Central Avenue;
- k) 100 km/hr - College Drive/Highway 5 from a point 1,617 metres east of Central Avenue to the East City limit; and
- l) 80 km/hr - Millar Avenue from 71st Street to the North City limit.”

We are pleased to enclose Bylaw No. 8974 which enacts the requested changes to The Traffic Bylaw, No. 7200.

Legislative Report No. 12-2011
Section B – Office of the City Solicitor
Tuesday, October 11, 2011
Page 2

PUBLIC NOTICE

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

ATTACHMENT

1. Proposed Bylaw No. 8974, The Traffic Amendment Bylaw, 2011 (No. 3).

Respectfully submitted,

Janice Mann, City Clerk

Theresa Dust, City Solicitor

January 2012

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9 E	10	11	12	13	14
15	16 C	17	18	19	20	21
22	23 E	24	25	26	27	28
29 SUMA	30 SUMA	31 SUMA				

February 2012

S	M	T	W	T	F	S
			1 SUMA	2	3	4
5	6 C	7	8 E	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27 C	28	29			

March 2012

S	M	T	W	T	F	S
				1	2	3
4	5 E	6	7	8	9	10
11	12 C	13	14	15	16	17
18	19 E	20	21	22	23	24
25	26 C	27	28	29	30	31

April 2012

S	M	T	W	T	F	S
1	2 E	3	4	5	6	7
8	9	10	11	12	13	14
15	16 C	17	18	19	20	21
22	23 E	24	25	26	27	28
29	30 C					

May 2012

S	M	T	W	T	F	S
		1	2	3	4	5
6	7 E	8	9	10	11	12
13	14 C	15	16	17	18	19
20	21	22 E	23	24	25	26
27	28 C	29	30	31		

June 2012

S	M	T	W	T	F	S
					1 FCM	2 FCM
3 FCM	4 FCM	5	6	7	8	9
10	11 E	12	13	14	15	16
17	18 C	19	20	21	22	23
24	25 E	26	27	28	29	30

July 2012

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16 E	17	18 C	19	20	21
22	23	24	25	26	27	28
29	30	31				

August 2012

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14 E	15	16 C	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

September 2012

S	M	T	W	T	F	S
						1
2	3	4 C	5	6	7	8
9	10 E	11	12	13	14	15
16	17 C	18	19	20	21	22
23	24	25	26	27	28	29
30						

October 2012

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7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24 ELECTION	25	26	27
28	29 Incorporation	30	31			

November 2012

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5	6 E	7	8	9	10	11
12	13 C	14	15	16	17	18
19	20 E	21	22	23	24	25
26	27 C	28	29	30		

December 2012

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2	3 E	4	5	6	7	8
9	10 C	11	12	13	14	15
16	17 E	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

Notes

C = City Council Meetings

E = Executive Committee @ 1:00 p.m.
July/August – Executive @ 9:00 a.m.

X = Holiday – City Hall Closed

P&O/A&F – Planning and Operations and Administration and Finance Committees – July/August @ 12:00 noon

SUMA – January 29 – February 1 (Regina)

FCM – June 1 - 4 (Saskatoon)

ELECTION – October 24 – no Council/Committee meetings for October

BYLAW NO. 8974

The Traffic Amendment Bylaw, 2011 (No. 3)

The Council of The City of Saskatoon enacts:

Short Title

- 1. This Bylaw may be cited as The Traffic Amendment Bylaw, 2011 (No. 3).

Purpose

- 2. The purpose of this Bylaw is to amend The Traffic Bylaw No. 7200, to change the maximum speed permitted on various roadways within the City.

Bylaw No. 7200 Amended

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

Schedule No. 4 Amended

- 4. Schedule No. 4 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 day of its final passing.

Read a first time this _____ day of _____, 2011.

Read a second time this _____ day of _____, 2011.

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

Mayor

City Clerk

Schedule "A" to Bylaw No. 8974

**Schedule No. 4
Maximum Speeds**

1. **10 km/h:**
 - (a) in any parking structure.
2. **20 km/h:**
 - (a) in any parking area;
 - (b) in any alley;
 - (c) in any public park.
3. **30 km/h:**
 - (a) in any posted school or playground speed zone.
4. **60 km/h on the following roads:**
 - (a) 8th Street between Moss Avenue and the East City Limit;
 - (b) College Drive between Cumberland Avenue and a point 100 metres east of Preston Avenue;
 - (c) Spadina Crescent between Schulyer Street and the West City Limit;
 - (d) Warman Road between 33rd Street and 51st Street;
 - (e) Spadina Crescent between Windsor Street and Pinehouse Drive;
 - (f) 22nd Street between Witney Avenue and Grid No. 684 (the Dalmeny Grid);
 - (g) Lorne Avenue between Jasper Avenue and the South City Limit;
 - (h) 51st Street between Idylwyld Drive and Warman Road;
 - (i) Lenore Drive between Warman Road and Russell Road;
 - (j) Airport Drive between Circle Drive and 45th Street;

- (k) Avenue C between Idylwyld Drive and 45th Street;
- (l) Clarence Avenue from a point 150 metres north of Circle Drive to the South City Limit;
- (m) Attridge Drive between Circle Drive and McOrmond Drive;
- (n) Preston Avenue between Circle Drive North and 14th Street;
- (o) Boychuk Drive between 8th Street and Highway No. 16;
- (p) Central Avenue from Attridge Drive north to the City Limit;
- (q) Agra Road between Central Avenue and Lowe Road;
- (r) Battleford Trail from Hughes Drive northwest to the City Limit;
- (s) Wanuskewin Road between 51st Street north to Adilman Drive;
- (t) Lowe Road from a point 600 metres north of Nelson Road to a point 200 metres south of Atton Crescent;
- (u) Betts Avenue between 22nd Street West and Hart Road;
- (v) McOrmond Drive from Highway 5 north to the City Limit;
- (w) Marquis Drive between Wanuskewin Road and Idylwyld Drive;
- (x) Claypool Drive from Airport Drive west to the City Limit.

5. **70 km/h on the following roadways:**

- (a) Circle Drive, from a point 200 metres west of Avenue C to a point 200 metres west of Airport Drive;
- (b) Idylwyld Drive between 8th Street and 19th Street;
- (c) Circle Drive from the west abutment of the Circle Drive Bridge to Millar Avenue;
- (d) Millar Avenue from a point 200 metres north of 60th Street to the North City Limit;
- (e) Wanuskewin Road between Adilman Drive and the North City Limit;

- (f) Attridge Drive between Circle Drive and Rever Road;
- (g) 71st Street between Idylwyld Drive and Wanuskewin Road.

6. **80 km/h on the following roadways:**

- (a) College Drive from a point 450 metres east of Central Avenue to a point 100 metres east of Preston Avenue;
- (b) Idylwyld Drive North between Circle Drive North and 39th Street;
- (c) Circle Drive from a point 200 metres north of Laurier Drive to a point 250 metres north of 11th Street;
- (d) 11th Street between Chappell Drive and the West City Limit;
- (e) (Repealed – Bylaw No. 8593 – March 12, 2007);
- (f) 11th Street from Highway No. 7 west to the City Limit;
- (g) 33rd Street from a point 300 metres west of Steeves Avenue to the City Limit;
- (h) Range Road 3063 from the South City Limit to the North City Limit;
- (i) Range Road 3064 from the South City Limit to the North City Limit;
- (j) Agra Road from Lowe Road east to the City Limit;
- (k) 22nd Street West from Grid No. 684 (the Dalmeny Grid) to a point 800 metres west of Grid No. 684 (the Dalmeny Grid);
- (l) Betts Avenue (Highway No. 7) between Hart Road and 11th Street West;
- (m) Lowe Road from Agra Road to the North City Limit;
- (n) McOrmond Drive from 8th Street to College Drive/Highway 5;
- (o) Zimmerman Road from College Drive/Highway 5 to the South City Limit;
- (p) Blackley Road from Highway 41 to the North City Limit;
- (q) Fleury Road from Range Road 3045 to the East City Limit;
- (r) Central Avenue from Agra Road to the North City Limit;
- (s) Millar Avenue from 71st Street to the North City Limit.

7. **90 km/h on the following roadways:**

- (a) (Repealed – Bylaw No. 8650 – December 17, 2007)
- (b) Idylwyld Drive between 8th Street and Circle Drive South;
- (c) Circle Drive South between Idylwyld Drive and the south intersection of Highways No. 11 and 16;
- (d) College Drive from a point 450 metres east of Central Avenue to a point 1,617 metres east of Central Avenue;
- (e) Idylwyld Drive North between Circle Drive North and the North City Limit;
- (f) Highway No. 11 between the south intersection of Highway Nos. 11 and 16 and the South City Limit;
- (g) Highway No. 16 between the south intersection of Highway Nos. 11 and 16 and the East City Limit;
- (h) Circle Drive from the west abutment of Circle Drive Bridge to the south intersection of Highways No. 11 and 16;
- (i) Dalmeny Grid from Highway No. 14 north to the City Limit;
- (j) Circle Drive from a point 200 metres west of Airport Drive to a point 200 metres north of Laurier Drive.

8. **100 km/h on the following roadways:**

- (a) 22nd Street West (Highway No. 14) from a point 800 metres west of Grid No. 684 (the Dalmeny Grid) to the West City Limit;
- (b) Betts Avenue (Highway No. 7) from 11th Street West to the West City Limit;
- (c) College Drive from a point 1,617 metres east of Central Avenue to the East City Limit.

9. **50 km/h:**

- (a) on all roadways of the City not previously provided for.

His Worship the Mayor and City Council
The City of Saskatoon

REPORT

of the

PLANNING AND OPERATIONS COMMITTEE

Composition of Committee

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

1. Communications to Council

From: Carola Brotzel
Date: May 2, 2007
Subject: Traffic Issues on Avenue C North
from 33rd Street to Circle Drive

AND

Enquiry – Councillor D. Hill (June 22, 2009)
Traffic Calming Measures – Avenue C North of 33rd Street
(File No. CK. 6320-1)

RECOMMENDATION: that the information be received.

Attached is a report of the General Manager, Infrastructure Services Department dated September 20, 2011, in response to referrals on the above matters. Also attached is a copy of the above communication from Ms. Brotzel.

As the report outlines, temporary traffic calming measures are being implemented to discourage unnecessary shortcutting along Avenue C North with the installation of a diverter at the intersection of 38th Street West and Avenue C. Additional yield signs will be installed throughout the Mayfair neighbourhood to ensure that adjacent streets and avenues are not negatively impacted and the direction of some of the existing yield and stop signs will be modified to discourage the use of these roadways as a short cut.

Your Committee has reviewed the report with the Administration, including the public consultation that occurred, the selection of 38th Street rather than 39th Street as a more suitable option in terms of traffic flow, and the reasons for not supporting speed humps as a traffic calming measure, as discussed in the report.

Your Committee has been advised that if the traffic calming measures outlined in the above report are proven effective, the Administration will report further and public notice will be given to permanently restrict turning movements at the intersection of 38th Street West and Avenue C.

2. 2011 Doors Open Saskatoon Final Report
(File No. CK. 205-32)

RECOMMENDATION: that the information be received.

Attached is a report of the General Manager, Community Services Department dated August 18, 2011, providing the final report from the 2011 Doors Open Saskatoon Event held on June 5, 2011. The report has been considered by the Municipal Heritage Advisory Committee, and forwarded to the Planning and Operations Committee for information.

Your Committee has reviewed the report with the Administration, including the success of the event in terms of attendance and the opportunity this provides for people to view buildings of heritage, cultural and architectural significance and increase awareness of ideas of sustainability, infill development, and the adaptive reuse of older buildings. Your Committee was advised that for 2013 further opportunities for funding partners will be pursued, along with increased efforts with respect to volunteer recruitment.

3. Gordon Howe Bowl Upgrades
(Files CK. 4205-7-2 and LS. 4260-G01-2)

RECOMMENDATION:

- 1) that the revised design for the Gordon Howe Bowl upgrades be approved, in principle, at a cost of \$9.8 million subject to funding;
- 2) that the Administration prepare a capital and operating financial plan to fund the Gordon Howl Bowl upgrades; and

- 3) that the remaining \$46,900 funding for Capital Project No. 2359 – Gordon Howe Bowl Upgrades Governance Review be used to develop a viable business and financial plan to support the redesign of Gordon Howe Bowl, as outlined in the September 2, 2011 report of the General Manager, Community Services.

Attached is a report of the General Manager, Community Services Department dated September 2, 2011, with respect to approval, in principle, of a proposal for a revised design for the Gordon Howe Bowl Upgrades, along with the development of a business and financial plan to support the proposed redesign.

Your Committee has reviewed the report with the Administration, including the scope of the proposed upgrade. The Administration clarified that the track and field component has been removed from this proposal. In the future, if it was determined that there is a demand for another outdoor track, the design is such that one could still be accommodated at that time.

During further consideration of the matter, your Committee was advised that upon approval, in principle, the Administration will report further with respect to the financial and business plan. As part of the process, there will be continued discussions with existing user groups and stakeholders. Your Committee has also requested that the further reporting include information about the capacity of existing artificial turf facilities; whether other locations had been looked at and the feasibility and costs associated with other locations; and how accessibility issues will be addressed in terms of the proposed capital expansion.

Following review of this matter, your Committee is supporting the above recommendations of the Administration, including approval, in principle, of the revised design for the Gordon Howe Bowl upgrades, subject to funding, and the development of a business and financial plan to support the proposed redesign of the facility.

4. Community Centre Levy – Explanation of Different Neighbourhood Rates **(Files CK. 4216-1 and LS. 4216-1)**

RECOMMENDATION: that the information be received.

Attached is a report of the General Manager, Community Services Department dated August 30, 2011, providing an explanation of the different Community Centre Levy rates being applied to each neighbourhood. The report also introduces proposed changes being pursued with the Ministry of Education with respect to a proposed new model for the application of the levy, with further reporting to be provided at the appropriate time.

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

**5. Capital Project 2048 – Raptor Rehabilitation and Conservation Centre at the Forestry Farm Park and Zoo
(Files CK. 4205-8, x CK. 1702-1 and LS. 4206-FO-1)**

- RECOMMENDATION:**
- 1) that the proposal to reduce the scope of the Raptor Rehabilitation and Conservation Centre project at the Forestry Farm Park and Zoo, as outlined in the September 21, 2011 report of the General Manager, Community Services Department, be approved;
 - 2) that the reallocation of funding from the Saskatoon Zoo Foundation for the Raptor Rehabilitation and Conservation Centre to the construction of a Special Event Pavilion at the Saskatoon Forestry Farm Park and Zoo be approved;
 - 3) that the proposal to start construction of a Special Event Pavilion at the Saskatoon Forestry Farm Park and Zoo in October 2011, funded by the Saskatoon Zoo Foundation, be approved;
 - 4) that the City Solicitor be requested to prepare the appropriate contract between the City of Saskatoon and the Saskatoon Zoo Foundation and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

Attached is a report of the General Manager, Community Services Department dated September 21, 2011, with respect to a proposal to reduce the scope of the Raptor Rehabilitation and Conservation project at the Forestry Farm Park and Zoo and reallocate funding from the Saskatoon Zoo Foundation to the construction of a Special Event Pavilion.

Your Committee has reviewed the matter with the Administration and supports the recommendations put forward by the Administration, as outlined above. Your Committee was advised that the Administration will be reviewing traffic issues relating to this proposal, along with the current traffic situation at this location to determine what improvements, if any, might be required.

6. Amendments to Bylaw 6453 and the Municipal Cemetery Regulations
(Files CK. 4080-1 and IS. 4080-1)

- RECOMMENDATION:**
- 1) that the revised Cemetery Bylaw Regulations, as outlined in Attachment 1 of the May 27, 2011 report of the General Manager, Infrastructure Services Department, be received as information;
 - 2) that amendments to Bylaw 6453, A bylaw of the City of Saskatoon to provide for the management and control of cemeteries within the City of Saskatoon, as outlined in the May 27, 2011 report of the General Manager, Infrastructure Services Department report, be approved; and
 - 3) that the City Solicitor be requested to prepare the appropriate bylaw amendments for approval by City Council.

Attached is a report of the General Manager, Community Services Department dated May 27, 2011, providing information on revised Cemetery Bylaw Regulations and proposing amendments to Cemetery Bylaw No. 6453.

Your Committee has reviewed and supports the proposed changes, as outlined in the submitted report. The Administration has advised that once the changes have been made, information packages on the regulations will be available on the City's website and at the Woodlawn Cemetery.

7. Proposed Expansion of the City Park Residential Parking Program Boundary
(File No. CK. 6120-4-4)

- RECOMMENDATION:**
- 1) that the City Park Residential Parking Program be expanded by adding a "Two Hour, 08:00 to 17:00, Monday to Friday" parking restriction on the south side of the 700 block of Duke Street, spanning 7th Avenue North to 8th Avenue North, as shown on Plan 260-0039-001r006 (Attachment 1 to the September 22, 2011 report of the General Manager, Infrastructure Services); and

- 2) that the City Solicitor be requested to prepare the amendments to Bylaw 7862, The Residential Parking Program Bylaw, 1999, for approval by City Council.

Attached is a report of the General Manager, Infrastructure Services Department dated September 22, 2011, with respect to the proposed expansion of the City Park Residential Parking Program boundary.

Your Committee has reviewed and supports the proposed expansion, as outlined in the above recommendations.

8. Capital Project 2044 – Gravel Street Upgrades
(Files CK. 6315-1 and IS. 6000-13)

RECOMMENDATION: that the locations for gravel street upgrades proposed for construction in 2012, as outlined in the September 20, 2011 report of the General Manager, Infrastructure Services Department, be approved, subject to consideration and approval by City Council during Budget deliberations of funding in the amount of \$500,000 from the Reserve for Capital Expenditures.

Attached is a report of the General Manager, Infrastructure Services Department dated September 20, 2011, providing an update with respect to locations completed since 2004 and proposing locations for gravel street upgrades in 2012, subject to budget approval.

Your Committee supports the proposed locations, subject to further consideration of funding during budget deliberations, as outlined above.

9. 2010 Traffic Characteristics Report
(Files CK. 430-14 and IS. 6333-2)

RECOMMENDATION: that the information be received and forwarded to the Traffic Safety Committee for information.

Attached is a report of the General Manager, Infrastructure Services department dated September 22, 2011, providing the 2010 Traffic Characteristics Report.

Report No. 14-2011
Planning and Operations Committee
Tuesday, October 11, 2011
Page 7

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

Copies of the 2010 Traffic Characteristics Report have been provided to City Council Members and a copy is available on the City's website www.saskatoon.ca as part of this report.

Respectfully submitted,

Councillor P. Lorje, Chair

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TO: Secretary, Planning and Operations Committee
FROM: General Manager, Infrastructure Services Department
DATE: September 20, 2011
SUBJECT: Communications to Council
From: Carola Brotzel
Date: May 2, 2007
Subject: Traffic Issues on Avenue C North
from 33rd Street to Circle Drive

AND
Enquiry – Councillor D. Hill (June 22, 2009)
Traffic Calming Measures – Avenue C North of 33rd Street
FILE: CK. 6320-1

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

BACKGROUND

City Council, at its meeting held on May 14, 2007, considered a communication from Ms. Carola Brotzel regarding traffic issues along Avenue C North, from 33rd Street to Circle Drive. Council resolved that the letter be referred to the Administration for a report to the Planning and Operations Committee.

The following enquiry was made by Councillor D. Hill at the meeting of City Council held on June 22, 2009:

“Would the Administration please report on possible solutions to calm traffic volume and speed on Avenue C from 33rd Street north to the railway track line between 39th and 40th Streets.”

REPORT

Avenue C North, from 33rd Street West to Circle Drive, is classified as a local street with a speed limit of 50 kph. Local streets are designed and intended to be used only by motorists with a destination within the local area, and are typically neighbourhood residents. Avenue C North is predominantly residential housing, except between 38th Street West and Circle Drive, where major commercial development exists. It is acceptable for traffic volume on local streets in residential/commercial areas to range from 1,000 to 5,000 vehicles per day. A transit route runs north of 38th Street West.

The existing traffic control along Avenue C North consists of a signalized intersection at Circle Drive; a four-way stop at 39th Street; a two-way stop at 38th Street, giving right-of-way to 38th Street; a two-way stop at 37th Street, giving Avenue C North the right-of-way; a two-way stop at 36th Street, giving right-of-way to 36th Street; two-way yield signs at 35th Street and 34th Street, giving right-of-way to Avenue C; and a stop sign at 33rd Street, giving right-of-way to 33rd Street.

Traffic studies and speed studies were conducted on Avenue C North and the surrounding area during the summer of 2009. The speed studies measure the 85th percentile (the speed at which 85 percent of motorists are travelling at or below). Results indicate that speeds in the area are well within acceptable limits. The results of the speed and traffic volumes are summarized in Table 1 below, and are illustrated in Attachment 1.

Table 1: Traffic Volume and Speed Summary

Location	85th Percentile Speed [kilometres per hour (kph)]	Average Daily Traffic (ADT) [vehicles per day (vpd)]
Ave B N: between 34 th St W and 35 th St W	42	700
Ave B N: between 36 th St W and 37 th St W	42	580
Ave C N: between 34 th St W and 35 th St W	44	1,840
Ave C N: between 36 th St W and 37 th St W	43	2,100
Ave C N: between 39 th St W and 40 th St W	52	6,260
Ave D N: between 34 th St W and 35 th St W	42	900
Ave D N: between 36 th St W and 37 th St W	40	430

Results of the studies also indicate that Avenue C North has a higher volume compared to its neighbouring streets, and excessively higher volumes than what is typically acceptable on a local street in a commercial area. The traffic volume decreases along Avenue C North as it approaches 33rd Street, indicating that, although residents are using 39th Street, 38th Street and 36th Street to access the Mayfair neighbourhood, Avenue C North is being used as a short cut to Circle Drive and the businesses in the Airport Business area and the North Industrial area by motorists, mostly originating from outside of the Mayfair area, to avoid Idylwyld Drive.

In order to address the shortcutting, traffic calming measures were reviewed to determine the best course of action including:

- Installation of a cul-de-sac at the railway tracks (located between 39th Street and 41st Street) and Avenue C, which would restrict all through traffic, except transit and emergency vehicles and would allow safe access for cyclists and pedestrians; and
- A diverter at the intersection of 38th Street West and Avenue C North, as shown on Plan 250-0030-004r002 (Attachment 2) which would allow northbound-to-eastbound, westbound-to-southbound, southbound-to-westbound, and eastbound-to-northbound movements. This option would not cut off access to businesses, but would encourage traffic to use the collector and arterial streets in the area (36th Street West, 38th Street West, Avenue I North and Idylwyld Drive) as routes out of the Mayfair area and to the North Industrial area.

Both options were presented at a come-and-go Open House on June 16, 2011. Upon further review, and based on the feedback received from area residents and businesses, Option 1 was deemed to be too restrictive. Therefore, in order to discourage unnecessary shortcutting along Avenue C North, a diverter will be installed at the intersection of 38th Street West and Avenue C North as a temporary measure, until proven effective. If proven effective, the Administration will report further and public notice will be given to permanently restrict turning movements at the intersection.

It is the Administration's opinion that the traffic that will be diverted from Avenue C will move to the arterial and collector streets rather than to the adjacent avenues and streets as they are narrower and do not lead directly to Circle Drive. In order to ensure that adjacent streets and avenues are not negatively impacted by dispersed traffic volumes caused by the diverter, yield signs will be installed at all uncontrolled intersections throughout the Mayfair neighbourhood. In addition, to discourage the use of these roadways as a new shortcut, the direction of some of the existing stop and yield signs will be modified so that, with the installation of the new yield signs, rights-of-way along the streets and avenues will be alternated. The operation of the signals along Idylwyld Drive will also be monitored and adjustments will be made to address any increased volumes; and speed and volume measurements will be taken prior to and after installation of the diverter, to ensure that adjacent streets are not being negatively impacted.

OPTIONS

An option to install two-way stop or four-way stop signs at all intersections was dismissed as these types of regulatory signs are not meant to be used as a stand-alone measure for traffic calming. They are intended to facilitate proper turning movements and to establish right-of-way. The unwarranted use of traffic control signs has been shown to lead to an increase in non-compliance and to create a false sense of security. If motorists see no apparent reason for all-way stop control (i.e. little or no traffic on the intersecting roadway), they may not come to a complete stop, or will simply roll through the intersection. This can subsequently increase the safety risks for both pedestrians and motorists, who are expecting vehicles in the opposing high-volume direction to stop for them.

The option to install speed humps along Avenue C North was also dismissed, based on the results of the speed studies, which indicated that 85 percent of motorists are travelling at a speed of 44 kph or less. The installation of speed humps can also have several disadvantages, such as delays of emergency vehicles; an increase in noise adjacent to the speed hump, as vehicles slow down then speed up; and pain and discomfort for people with disabilities, people with back injuries and the elderly, even at slow speeds.

POLICY IMPLICATIONS

The installation of yield signs in the Mayfair area is in accordance with Policy C07-007 - Traffic Control – Use of Stop and Yield Signs. There are no policy implications with respect to installation of the diverter.

FINANCIAL IMPLICATIONS

Installation of the temporary diverter and yield signs will cost approximately \$2,000. Funding is available within Capital Project 1513, Neighbourhood Traffic Management.

STAKEHOLDER INVOLVEMENT

A public come-and-go Open House to present two traffic calming options (a cul-de-sac or a diverter) along Avenue C North, and to gather resident/business feedback, was held on Thursday,

June 16th, 2011 at Caswell School. A review of the feedback received from the Open House indicated that, while many residents and some businesses showed a preference for the diverter option over the cul-de-sac option, businesses (particularly those north of 40th Street) are resistant to any type of traffic calming measure, due to potential access restrictions to their businesses.

PUBLIC COMMUNICATION PLAN

A flyer will be sent to residents of the Mayfair neighbourhood prior to installation of the diverter.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

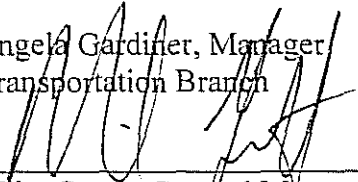
Public Notice pursuant to Section 3 of Policy C01-021, Public Notice Policy, is not required.

ATTACHMENTS

1. Traffic Volume & Data – Avenue B, Avenue C & Avenue D; and
2. Plan 250-0030-004r002.

Written by: Rosemarie Draskovic, EIT, Traffic Safety Engineer
Transportation Branch

Reviewed By: Angela Gardiner, Manager
Transportation Branch

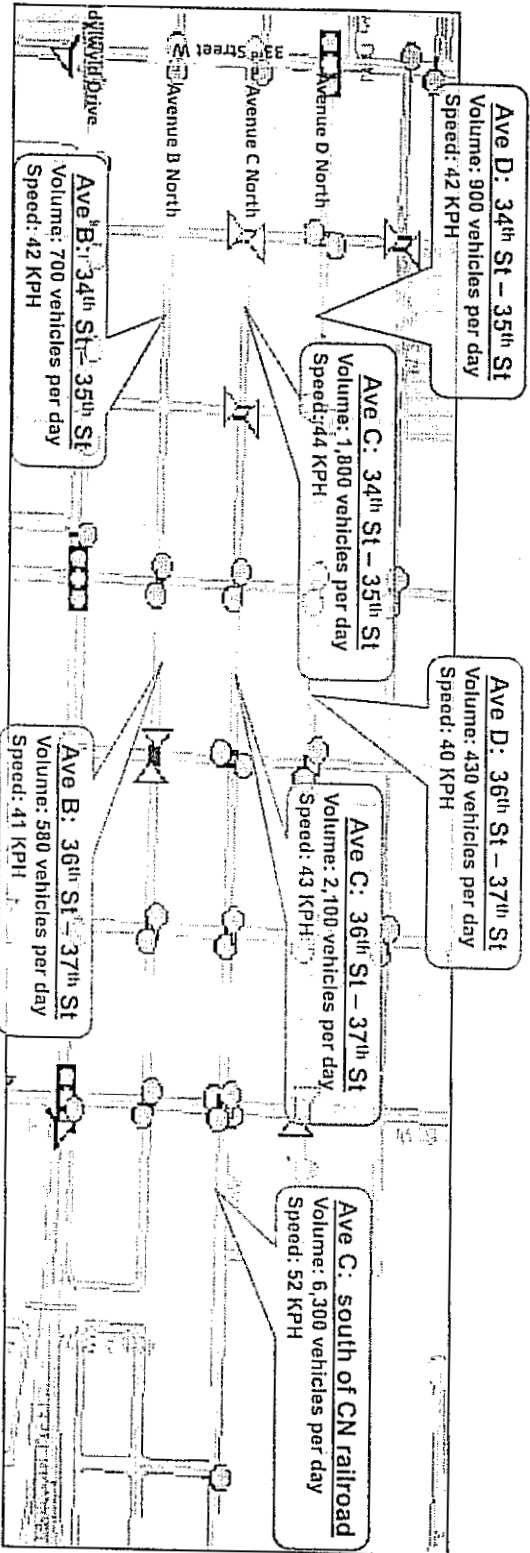
Approved by: 
Mike Gutek, General Manager
Infrastructure Services

Dated: SEPT 23, 2011

Copy to: Murray Totland
City Manager

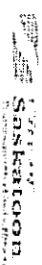
Traffic Volume & Data

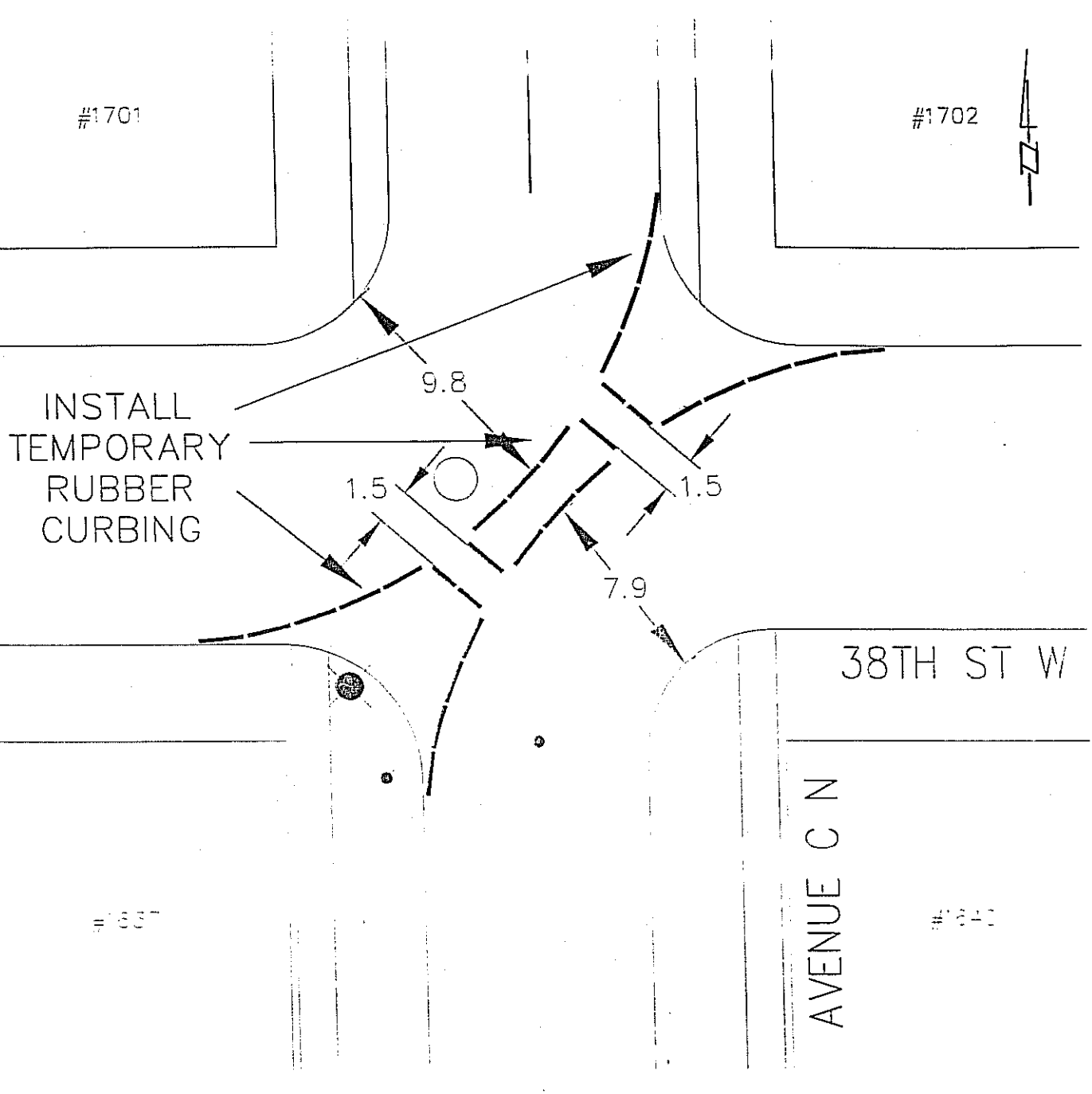
Avenue B, Avenue C & Avenue D



Volume: Volumes presented above indicate the average daily traffic volume.
Speed: Speeds presented above indicate the 85th percentile speed.
 i.e. 85 percent of vehicles are travelling at X kilometres per hour or lower.

Avenue C, Avenue B, Avenue D






38TH ST W

AVENUE C N

RUBBER CURBING LEGEND:

- 1. 25 X 9' WIDE CURB-O-FLEX RUBBER CURBS
- 2. 4 X 6' WIDE CURB-O-FLEX RUBBER CURBS

PLAN DESCRIPTION/REVISIONS	
EMP. TR. CALMING (DIVERTER)	2011-AUG-04 EDH
EMP. TR. CALMING (RUBBER CURBING)	2011-SEP-19 EDH
DRAWN BY <u>EDH</u>	
DATE <u>2011-AUG-04</u>	
SCALE: HOR. <u>EDH</u> VERT. <u>1:250</u>	



City of Saskatoon
Infrastructure Services Department

TEMPORARY TRAFFIC CALMING

AVENUE C N & 38TH STREET W

APPROVED
GENERAL MANAGER _____
ENGINEER _____
PLAN NO. 250-0030-004r002

6320-1

RECEIVED

MAY 07 2007

CITY CLERK'S OFFICE
SASKATOON

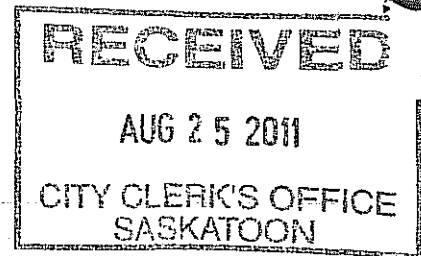
May 3rd 2007
Saskatoon Law
S7L 1L5

Clt. councillor
Warren Hill.

Re - our telephone conversation April 30th 2007 you asked me to put my complaint in writing. Here it is, regarding the traffic on avenue "C" north from 33rd street to 42nd circle. There is at least two semitrailers weekly and business trucks all day long. In 1957, when we build our home, we were told this area, was to be a residential, for the City had moved houses from the east side of Idylwyld to avenue "C" in my block. So what has happened, do we no longer exist. I'm tired of eating dust, loud noises day and night and sky high taxes. People are very rude, don't even let you out of your own drive way, so you park on the street. When traffic is too long, they even race down the back lane. Our first thought was a petition, but with your advise, I hope this letter will do. I'm a senior and would love to live in my home for at least a few more years.

Thank You
Carla Broedel
1624 Ave C. North
S7L 1L5

205-32 2.



TO: Secretary, Municipal Heritage Advisory Committee
FROM: General Manager, Community Services Department
DATE: August 18, 2011
SUBJECT: 2011 Doors Open Saskatoon Final Report
FILE NO: PL 205-1

RECOMMENDATION: that a copy of this report be forwarded to the Planning and Operations Committee for information.

BACKGROUND

The Doors Open Saskatoon (Doors Open) Event has been held in Saskatoon in 2005, 2006, 2007, 2009, and 2011. This event provides the opportunity for people to view buildings of heritage, cultural, and architectural significance that are not normally accessible to the public. Doors Open is now held on a bi-annual basis, with the next event planned for 2013.

Planning for the 2011 Doors Open began in mid 2010 with the formation of a Steering Committee consisting of representatives from the City Administration, Saskatoon Heritage Society, and Municipal Heritage Advisory Committee (MHAC). On Purpose Leadership was subsequently hired as event coordinator, through an advertised Request for Proposals (RFP) process.

The 2011 Doors Open Saskatoon was held on Sunday, June 5, 2011, at 25 participating venues. The event is very well received by the community, and there was positive feedback received from participants, volunteers, and visitors to the event.

REPORT

Following the 2009 event, it was recommended that the City of Saskatoon (City) become the lead agency for Doors Open. City Council authorized the General Manager, Community Services Department, to allocate up to \$20,000 from the Heritage Reserve for each Doors Open Event. This arrangement worked extremely well for the 2011 event by providing a secure funding source, which allowed the Administration to contract an event coordinator to undertake the major planning, organizing, and fund-raising. Along with the contributions from the Heritage Reserve and MHAC, grants were also received from The Meewasin Valley Authority and SaskLotteries. Support for the event was also received from The Saskatoon Heritage Society, The StarPhoenix, Tourism Saskatoon, The Partnership, Broadway Business Improvement District, and Riversdale Business Improvement District.

Overall, Doors Open was very successful both in terms of organization and attendance. The 2011 event was attended by over 9,800 visitors, which is a record one-day total. On Purpose Leadership organized most aspects of the event. Their final report is included (see Attachment 1).

A noted short-coming this year was a lack of volunteers. On Purpose Leadership had advertised the request for volunteers including emailing past volunteers and by advertising through the Doors Open Facebook page, as well as a number of other methods; however, this did not yield enough volunteers. For 2013, an enhanced approach to volunteer recruitment will be required.

POLICY IMPLICATIONS

Civic Heritage Policy No. C10-020 encourages interpretation and raising heritage awareness in the community. Doors Open is one tool for bringing heritage awareness to the broader community, generating tourism to Saskatoon, and providing recognition to the property owners who have chosen to conserve and rehabilitate their properties. Doors Open also brings awareness to the ideas of sustainability, infill development in established areas, and the adaptive reuse of older buildings.

The Civic Heritage Policy No. C10-020 is currently being reviewed. The Planning and Development Branch will report on this review, through MHAC, in early 2012.

FINANCIAL IMPLICATIONS

In 2011, Doors Open received \$5,197.75 from the Heritage Reserve and \$5,000 from MHAC. The MHAC contribution is spread over two years. Funding was also received from SaskLotteries - Community Grant Program and the Meewasin Valley Authority. The actual expenses for 2011 were \$17,261.59 (see Attachment 1, page 15). Similar contributions from the Heritage Reserve and MHAC will be expected for the 2013 event.

ENVIRONMENTAL IMPLICATIONS

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

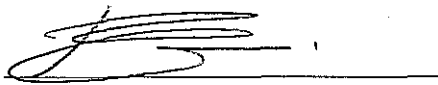
PUBLIC NOTICE

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

ATTACHMENT

- 1. 2011 Final Report, Doors Open Saskatoon, prepared by On Purpose Leadership

Written by: Paula Kotasek MCIP, Heritage and Design Coordinator

Reviewed by: 
Randy Grauer, Manager
Planning and Development Branch

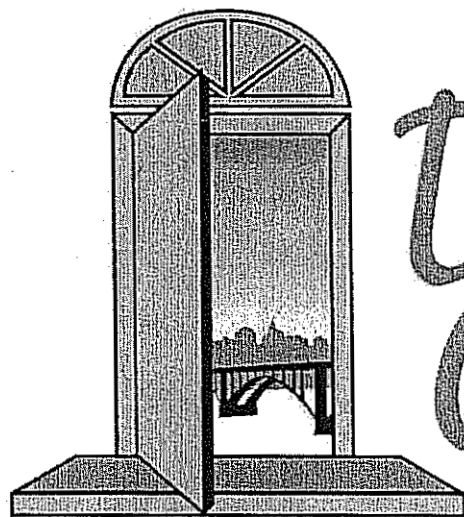
Approved by:

Paul Gauthier
Paul Gauthier, General Manager
Community Services Department
Dated: August 24, 2011

cc: Murray Totland, City Manager

s:/Reports/DS/Committee 2011/P&O and MHAC 2011 Doors Open Saskatoon Final Report/ke/jn

DOORS OPEN SASKATOON 2011



*Doors
Open*
SASKATOON

7/10/2011

Final Report

Doors Open is held semi-annually in Saskatoon. Supported by the Municipal Heritage Advisory Committee and the Saskatoon Heritage Society, the event was held for the 5th time in 2011 with 25 participating buildings and close to 10,000 visits. The event was a huge success, the details of which are captured in this report.

Doors Open Saskatoon 2011

FINAL REPORT

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MARKETING AND COMMUNICATIONS

On Purpose Leadership developed a communications plan to promote Doors Open that centered around:

- Increasing participation.
- Promoting an awareness of Saskatoon's architecture –old and new.
- Educating residents regarding the economic and social history of Saskatoon's built heritage.

Target Audiences

Primary Audiences

- Families, youth, students, seniors living in Saskatoon and surrounding environs
- Citizens of Saskatoon and environs who are interested in history, heritage and buildings
- Citizens of Saskatoon and environs who are interested in culture

Secondary Audiences

- Economically disadvantaged

Tertiary Audiences

- New immigrants to Saskatoon

Marketing

Print advertising

- Information distributed through the Saskatoon's three Business Improvement Districts (Broadway, Riversdale, The Partnership) with posters displayed in all three neighbourhoods
- Newspaper: Sunday Sun – Happenings section
- Sunday Sun news articles in April 17th and June 5th editions
- Paid advertising in the Star Phoenix June 4th edition
- Promotion Planet S in their community events section
- A partnership was struck with Saskatoon Home Magazine. They wrote a story in their Spring issue, and placed an ad for the event. They also provided 1000 copies of the magazine to be distributed on event day at the participating properties.

TV promotion

- TV Interviews: Jeff Rogstad CTV News at Noon program, Shaw TV interview
- Radio interviews leading up to the day and on the day of the event
- TV interviews on the day of the event (Global and CTV)

Newsletters

- Information distributed to the Public School Board and Catholic School Board for school newsletters
- Information distributed to all the community associations in Saskatoon
- Newsletter articles in– Meewasin's Explorer, Saskatoon Heritage Society Newsletter

Internet

- Doors Open Saskatoon has a website (www.doorsopensaskatoon.com) that kept the public up to date on the event. This website is part of the Saskatoon Heritage Society website and is maintained and updated by Creative Computer Services.
- Information about the event was posted on the Tourism Saskatoon website, mysask.ca, Broadway BID
- Doors Open Saskatoon Facebook event page

Other

- Flyers/ handbills distributed to all City of Saskatoon facilities, posted in high traffic areas

- Information distributed through Open Door Society, United Way and other social service agencies
- Displayed banner at the Saskatoon Heritage Festival

VOLUNTEERS

Doors Open Saskatoon recruited more than 52 people to volunteer on event day as building hosts.

What did volunteers do?

Volunteers acted as hosts to each building distributing and collecting visitor surveys along with keeping track of how many visitors attended each building. Volunteers also assisted with organizing and promoting the event.

Volunteer Recruitment

Volunteer recruitment began in March by calling and emailing past volunteers from 2005-2009 and following up with them in late April and early May. We also sent out a "call for volunteers" through Meewasin's membership list, school boards, Facebook, Kijiji, Volunteer Saskatoon, posters hung in leisure centers, libraries, and senior centers.

Volunteer Orientation

Doors Open Saskatoon held the Volunteer Orientation on May 14 at On Purpose Leadership. Approximately, 25 volunteers picked up their t-shirt and volunteer information that day, and others picked it up at the office at their convenience.

VOLUNTEER SURVEY RESULTS

1) Please list which building you were stationed at:

Senator Hotel	Remai Arts Centre
Unicorn	Sask Craft Council
Marr Residence	SAHO Condos
Fire hall	VIDO
Luxe	T Eaton Lofts
Public School Board	Avenue Building
Drinkle #3	Bus Barns
2 nd Avenue Lofts	

2) Please provide feedback on volunteer orientation

Answer Options	Agreed or Strongly Agreed
I was comfortable with the amount of information presented at the volunteer orientation.	80.0%
I knew what my volunteer job was beforehand.	65.0%
The volunteer orientation was well organized.	79.0%
Material covered at the Volunteer Orientation was helpful.	65.0%

3) The length of the volunteer shift was suitable.

Answer Options	Response Percent	Response Count
Strongly Agree	40.0%	6
Agree	60.0%	9
Disagree	0.0%	0
Strongly Disagree	0.0%	0
<i>answered question</i>		15
<i>skipped question</i>		2

4) Visitors enjoyed attending my venue

Answer Options	Response Percent	Response Count
Strongly Agree	33.3%	5
Agree	66.7%	10
Disagree	0.0%	0
Strongly Disagree	0.0%	0
<i>answered question</i>		15
<i>skipped question</i>		2

5) The building manager was friendly and helpful

Answer Options	Response Percent	Response Count
Strongly Agree	64.3%	9
Agree	28.6%	4
Disagree	7.1%	1
Strongly Disagree	0.0%	0
<i>answered question</i>		14
<i>skipped question</i>		3

6) Doors Open Saskatoon was well organized

13 of 15 strongly agreed or agreed.

7) Overall, how would you rate Doors Open Saskatoon 2011?

All respondents reported good to excellent.

8) What recommendations would you make to improve this event?

- I received many many compliments about the building host Dave(Drinkle's #3 building)'s building tour was fantastic. I think he was doing brilliant job!
- I think the whole idea of Doors Open is an excellent one that should receive the full support of the City, with maximum publicity leading up to the event. ...I would also like to commend the transit system's guide, named Russell. He was by himself, and did an excellent job of dealing with the unexpectedly high number of people who wanted the tour. He was unflappable and friendly and competent, even in the rain!
- I would have appreciated better communication before and at the event. I felt very disconnected from the entire event.
- provide more information to volunteers before the day of the event; allow volunteers opportunity to tour their building before the event and be briefed on the features of their building

- Perhaps there was a shortage of volunteers to go from one venue to another, but both of the other years I was a volunteer, someone came around to take photos which were then sent to me. It was a nice keepsake and I missed that this year.
- I heard from a few people said it's too short to look all buildings in 5 hours. Which means people were so interested in seeing all buildings listed.
- For some strange reason most of the people I talked to before the event did not know about it. I know it is advertised, but either people do not read the paper, or just don't pay attention.
- The Firemen were a pleasure to work with and treat the visitors with real welcome.
- I think it is a fantastic event and the increase in the buildings available and people out visiting the buildings was exceptional. I was blown away by the amount of people who were eagerly bustling downtown to see as many buildings as they could. The interest, awareness, and excitement it raises around the history and architecture of the city is a major success. Congratulations!
- People were frustrated with waiting but raved after their visit to how great our venue was. The owner stayed there and was most generous with her time in telling folks about her wonderful condo (T Eaton Lofts)
- I had no orientation simply cause I signed up later... So I didn't know anything about the building. More information would have been nice on the building stating about the dance floor in the basement and just all kinds of information would have been nice to hand to people as they walked in...such as the age of the building, different things about it.
- For those at busy sites - like the condos / lofts - orientation for setting up lines so people can be seen - first come, first served. Some sites were a bit disorganized and people jumped ahead.

VISITOR SURVEY RESULTS

1) How did you hear about Doors Open?

Newspaper – 67% Through a friend – 14% TV interviews – 4%
Website – 6% Other – 6% Poster – 3%

2) Did this event meet your expectations?

not at all Exceeded
1 (less than 1%) 2 (6%) 3 (48%) 4 (45%)

3) What did you like most about the event/ experience?

Access to spaces that you normally wouldn't see? (69%)
Learning about Saskatoon's history (17%) Friendly volunteers (14%)

4) How many buildings did you visit?

1-5 (75%) 5-10 (19%) 10-15(5%)

5) Number of people in group

One(13%) Two (56%) Three (19%) Four(12%) Five+(1%)

Visitors to Doors Open from Saskatoon Neighbourhoods:

West (15%)	North end (17%)	East (25%)	Downtown/ city park (12%)
Sutherland (6%)	Nutana/ Broadway (11%)	N/A (3%)	

Out of town visitors to Doors Open:

Martensville, Furdale, Dalmeny, Moose Jaw, Langham, Delisle, Rosetown, Ontario

Doors Open Comments:

- Loved the buildings that actually had a historic tour
- Loved it! Thank you
- Great job on preserving our history. Thanks.
- Thank you we enjoyed the event.
- Wonderful, good work.
- Please ask the Commissionaires/Police not to ticket on the street! (discouraging for visitors)
- Thank you
- It would be nice to have the option of a bus tour which went around to various locations. I would have no problem paying a small bus fare (less than 10\$). It saves the time and hassle of driving everywhere and trying to find a parking spot.
- Have it for longer or multi-day. It was rushed trying to get everywhere.
- Have scheduled tour times. There was a lot of time spent waiting around for the next tour (some places were a 30 min wait)
- Would love to tour some of the old high schools (ie Nutana or City Park), Bessborough, Churches (Knox United, St. Johns etc.), or even a walking tour along the riverbank or downtown.
- It would be great to do this more times a year and for a longer period of time.
- Always enjoy and appreciate the volunteers.
- Unicorn was exceptional. One of the best we've seen in the last 5 years. Lofts were disappointing. Need a rug so you don't have to take off shoes.
- Hope you continue this wonderful show of venues and culture.
- Need more time to visit all buildings
- In future, could you indicate (online or by Star Phoenix) brochure locations and ones with tour guides.
- We want more, standing in line too long
- Would like to see more old houses not new condos
- Fire department very exciting for kids
- Awesome tour!
- Not enough time
- No parking for school house
- Waiting time too long some tours too long
- Very interesting
- Great way to spend the afternoon
- Wanted to see video but were unable to access it construction, dead end, no signs etc
- History is wonderful
- Thank you for the great opportunity
- Helpful to have notes about the history. Would of liked info on avenue building

- Great experience
- Absolutely great
- Tours and volunteers were great but too long of lineups
- Excellent tour I like to learn the architecture and history of the buildings
- Need to know more about the history of the buildings for example a one page handout about the buildings history and architecture
- All volunteers should have opportunity to see all the buildings either before or after the event
- Have more tour guide, less waiting
- Ronald mcdonald house. Wish water would have been provided at each site
- Very friendly thank you
- Very informative
- Very interesting buildings
- Should have been held on sat instead of Sunday
- Open up the Bessborough
- They were awesome
- Need information about all the buildings
- Very interesting, informative, great communications
- Great tour
- Appreciate guided tours, fun event appreciate entry to historical and cultural buildings
- Loved the basement, yahoo
- Very good keep having this event
- Very pleasant afternoon keep having this event
- We look forward to this event keep up the good work
- Tour times aren't long enough to get around, parking downtown was very difficult
- I wanted a pen that is why I took the tour
- Get the army to open the armory
- Time only let us see a few sites
- Very good thanks
- Great to reminisce attended a formal event here in 1964
- Like this event
- Excellent event/idea
- Need more time
- Fabulous bldg. where was this man and his vision when the city tore down the gathercole centre??
- Very good to see
- Very fun interesting
- Thanks for the opportunity very enjoyable
- Super idea, very enjoyable
- Waits were long at some buildings
- Very interesting event I hope it continues

STEERING COMMITTEE RECOMMENDATIONS

1. Organizational structure and event administration (includes governance, staffing, roles and responsibilities, finance)

What went well?

- Ability to secure Saskatchewan Lotteries Grant for the full \$5,000
- Overall event day
- Support from building owners

What needs to be improved?

- Start the planning process earlier
- Broaden marketing scope -- Involve City of Saskatoon Communications Branch – PSA; as well as internal communications to city staff-(e.g. transit department)
- Streamline financial processes- is the Heritage Society the agency that should continue being the granting host?

Suggestions for future DOS

- Discuss "who owns the event" Would be very helpful for continued success
- Incorporate Doors Open Saskatoon as a non-profit organization for the purpose of presenting this event and efficient financial management.
- Would be great to have more involvement from Heritage Society
- Create partnerships with the Sask Architectural Society
- Possibly ask private developers for sponsorship as their buildings generated bulk of the visits and likely some sales interest for their condos

2. Participating buildings (criteria for, selections of, clusters, building contracts etc.)

What went well?

- New selection of buildings added interest
- Number of buildings were manageable for participants to visit
- Having clusters for buildings
- Overall well organized
- Some building owners provided refreshments and tours
- New building owners were very interested to participate, some contacting us asking to be included
- Past building owners eager to participate again and contacted the organizers directly to ensure they were included.

What needs to be improved?

- Organize hosting of buildings (i.e. volunteers) through building owners (using their staff or volunteers recruited by them or referred to them by the DOS organizing committee).
- Wait times at some buildings due to high popularity.

Suggestions for future DOS

- Limit number of buildings to 20 - 25
- If 2 day event, U of S cluster could possibly have one day to show all participating campus buildings
- Also if 2 day event, different buildings on each day so people have chance to visit more buildings

- Buildings owners should offer some form of interpretation/ tour, and even make it part of the criteria for building selection. If they can't provide their own ppl, volunteers could be recruited and trained by building owner.
- Buildings should have at least one tour guide, if not two
- Arthur Cook Building hopefully ready to be on by 2013
- Delta Bessborough should be ready again by 2013
- Add some churches and new St. Mary's School as well as more sites in Riversdale/Pleasant Hill
- Would be great to include the Bowerman House, and more heritage houses
- For Heritage House tour, could charge \$\$\$ as they do in larger centres
- Great opportunity for an entrepreneur to do shuttle buses between clusters for a fee

3. Event date and timing

What went well?

- A good time of year
- The weather was cooperative
- 12 – 5 PM is adequate

What needs to be improved?

n/a

Suggestions for future DOS

- A late May/early June event date works well

4. Marketing and Promotions (sponsorship, publicity, brochures, logo, advertising, banners, etc)

What went well?

- Free promotion i.e. CTV News at Noon, Shaw interview, Sunday Sun and Star Phoenix articles
- Media support and partnerships
- Partnerships with all three BIDS for information distribution through their networks, as well as other support

What needs to be improved?

- Marketing budget limited due to cash available
- Sponsorship mostly in the form of in-kind and partnerships – potential for cash?
- Brochures or maps at various locations would be helpful
- Encourage building owners to post banners early
- Increase advertising/publicity to include a promotion a week prior to event

Suggestions for future DOS

- Keep website active (www.doorsopensaskatoon.com) so it is ready for next event.

5. Volunteers (numbers required, recruitment, training, appreciation)

What went well?

- Volunteers support on event day was good
- Recruited a couple of volunteers through high school service hour program as part of Ethics class

What needs to be improved?

- Increase quality of communications with volunteers (get them to commit earlier, ensure they have written information about times, building history, etc.)
- Increase number of volunteers

Suggestions for future DOS

- Reorganize the volunteer structure to work with building owners - decentralize volunteers and have them reporting to the building manager
- Recruit through U of S student Centre (PAWS), U of S History Department, SIAST
- Ask school boards before 2012-13 school year to allow high school student volunteers as part of Social Studies or History credit
- Engage local Heritage organizations to be directly involved with recruiting volunteers
- Ensure domain name doesn't expire to next year event and ensure to keep the domain name current

APPENDIX A

2011 Participating Properties / Visits

Properties	Visits
Riversdale/Caswell	
SoCa Lofts	350
River House Gallery	220
AODBT Architecture & Interior Design (Egg Producers Building)	525
Bus Barns	170
T. Eaton Lofts	413
Fire Hall #1	372
Nutana/Broadway	
The Luxe	950
Man Residence	378
Sask Craft Council	179
Kindrachuk Agrey	235
Downtown	
HMCS Unicorn	238
Saskatoon Public School Board	460
Rimai Arts Centre	202
Residences at King George	468
The Drinkle Building	478
Hotel Senator	605
Avenue Building	326
Odd Fellows Temple (Tusa/Stacatto)	233
2 nd Ave Lofts (estimated by # of tours)	600
John Deere Building	206
Other	
Bottomley House	578
VIDO-Intervac	158
Sherbrooke Community Centre	34
Access Transit	23
Little Stone School House	251
Total counted visits	9652
(note that volunteers at some buildings were not able to keep up due to high volume of visitors)	

APPENDIX B

Property Participation History — all buildings that have 2005-2011

84 Unique Properties	Frequency
2nd Ave Lofts	2
Access Transit	1
AODBT	1
Architects Collaborative Building	1
Atrium Building, Innovation Place	1
Avenue Building	4
Boffin's Club, Innovation Place	1
Bottomley House	2
Broadway Theatre	2
Buckwold Building	2
Buena Vista School	1
Bus Barns	1
Campbell, Wilson and Millar Building	1
Christ Church Anglican Church	1
City Hall — Council Chambers	1
City of Saskatoon Greenhouse	1
City of Saskatoon Yards	1
College Building, University of Saskatchewan	2
College of Agriculture, University of Saskatchewan	1
Concourse Building, Innovation Place	1
GPR Station	1
CTV/CFQC building and studios	3
Delta Bessborough Hotel	4
Diefenbaker Canada Centre	4
Drinkle Building	2
Faculty Club, University of Saskatchewan	2
Fairbanks-Morse Warehouse	1
Fire Hall #1	3
Fire Station #2	1
Fire Station #6	1
Fire Station #9	1
Galleria Building, Innovation Place	1
Grace Westminister United Church	2
HMCS Unicorn	1
Hotel Senator	4
John Deere Building	1
Kindrachuk Agrey Architects	4
Knox United Church	2
Little Chief Police Station	3
Little Stone School House	5
Luxe	1
Main Barn, University of Saskatchewan	1
Marr Residence	4
McKague's Funeral Chapel	1
McLean Building	1

84 Unique Properties	Frequency
Mendel Art Gallery and Civic Conservatory	2
Museum of Natural Sciences, University of Saskatchewan	1
Nutana Collegiate	3
Odd Fellows Temple	1
Queen's Bench Court House	1
Remai Arts Centre	1
Residences at King George	1
River House Gallery	2
Rock Church	1
Roxy Theatre	1
Rugby Chapel	1
Saskatchewan Craft Council	2
Saskatoon Light & Power Building	1
Saskatoon Police Services Headquarters	3
Saskatoon Public School Board	1
Sherbrooke Community Centre	1
SoCa Lofts	1
St. Andrew's College	1
St. Andrew's Presbyterian Church	1
St. John's Anglican Cathedral	3
St. John's Columbarium	1
St. Mary's Roman Catholic Church	1
St. Paul's Catholic Cathedral	1
St. Thomas More College Chapel	2
St. Thomas Wesley United Church	1
Sturdy-Stone Building	1
Superintendent's Residence, Saskatoon Zoo and Forestry Farm	1
T. Eaton Lofts	1
TCU Place	1
The Saskatoon Club	3
Third Avenue United Church	1
U of S Law Building	1
Ukrainian Museum of Canada	3
Ukrainian Orthodox Cathedral of the Holy Trinity	1
VIDO Intervac	1
Waste Water Treatment Plant	1
Water Treatment Plant	1
White Buffalo Youth Lodge	3

APPENDIX C

Financial Report

REVENUES:	Original Budget	Actual
City of Saskatoon	5000.00	5000.00
MHAC contribution	5000.00	5000.00
Saskatchewan Heritage Foundation	2000.00	0.00
SaskLotteries – Community Grant	5000.00	5000.00
MVA-projected	1000.00	1000.00
SAHS-projected	1500.00	0.00
Heritage Society - from 2009 SAHS grant	1000.00	1063.84
Total Revenues	20500.00	17063.84
EXPENSES:		
Event coordinator	10000.00	10500.00
Office/Administrative expenses	600.00	18.20
Volunteers		
Volunteer T-shirts	500.00	0.00
Volunteer training and orientation & recognition	400.00	0.00
Water for volunteers		30.32
Marketing		
Banners and sandwich boards	500.00	0.00
Promotion	1000.00	82.50
Sponsor Signage		391.50
Visitor Surveys		36.57
Website	1000.00	427.50
Star Phoenix advertising	3500.00	5775.00
TV advertising	2000.00	0.00
Media launch	0.00	0.00
Total Expenses	19500.00	17261.59
Surplus (deficit)	1000.00	-197.75

APPENDIX D

Marketing and Communications samples

Sponsor Boards



BROUGHT TO YOU BY:











Media Releases



News Release

FOR IMMEDIATE RELEASE
March 22, 2011

Doors Open Saskatoon builds exciting tour list for 2011 event

Saskatoon, Saskatchewan – Doors Open Saskatoon, a popular bi-annual event that allows people to peek behind the doors of some of Saskatchewan's most interesting buildings, has been confirmed for Sunday, June 5, 2011. This year's event is sure to have something for everyone with an exciting mix of new and old buildings.

Doors Open, an idea which originated in Scotland in 1990, is an opportunity for people to tour inside buildings – or parts of buildings – not typically open to the public. About 20 buildings have already been added to this year's tour, and more are expected to be added in the coming months. The 2011 tour list includes such places as: the King George condominiums, 2nd Avenue Lofts, Tuxedo Station (formerly Dal Fellow's Temple), HMCS Unicorn, Fire Hall #11, and the Hazel Senator.

"We have such a great line-up of buildings this year," said Dave Drury, Chair of Municipal Heritage Advisory Committee for the City of Saskatoon. "This is the first time we've offered Doors Open Saskatoon, and every year more people come and from further outside the city. We want to keep growing this event and there's no reason we can't because there's no shortage of interesting buildings – old and new – in our beautiful city."


The Municipal Heritage Advisory Committee is just one of the organizations that make Doors Open Saskatoon – a free self-guided tour – possible. The event also receives support from Saskatchewan Lotteries, Meewasin and the Saskatoon Heritage Society.

In past years, Doors Open Saskatoon has succeeded in large part due to its overwhelming volunteer support. This year, organizers are hoping that just as many people will be interested in taking part in the event, acting as hosts, ambassadors, greeters, and tour guides. People who are interested in volunteering can visit the website www.doorsopensaskatoon.com, ext. 3 or info@doorsopensaskatoon.com. New and returning volunteers are welcome.

The complete list of participating buildings in the 2011 Doors Open Saskatoon event is expected to be released in mid-May. Visit www.doorsopensaskatoon.com for more updates in the coming weeks.

-30-

Media inquiries: please contact Sue at info@doorsopensaskatoon.com or (306) 652-1400, ext. 3



Public Service Announcement

FOR IMMEDIATE RELEASE
May 12, 2011

Saskatoon Throws its Doors Wide Open to the Public on Sunday, June 5th

Take a Peek Inside Saskatchewan's Most Interesting and Exciting Buildings!

Saskatoon, SK - The 5th edition of Doors Open Saskatoon will take place on Sunday, June 5th from 12:00 noon to 5:00 p.m. Curious visitors will have the chance to explore upwards of 20 buildings of architectural, historic or cultural significance throughout the city. Each year, participating buildings, some of which are rarely accessible to the public, open free of charge as part of Doors Open Saskatoon. The event encourages understanding and enjoyment of our city's built heritage.


The event was first organized in 2005 as a partnership between the Saskatoon Heritage Society, the City of Saskatoon, the Municipal Heritage Advisory Committee and the Meewasin Valley Authority. Since the first Doors Open Saskatoon, nearly 32,000 visits have been made to participating buildings. Attendance numbers have increased steadily over the years and the event has become memorable for participants and volunteers as well as building owners and tenants.

"Doors Open Saskatoon is a terrific biennial event that provides a unique opportunity for Saskatoon residents to explore buildings old and new. It gives us all the chance to peek behind normally closed doors and uncover the rich and diverse history of our city. It's also a great way to develop pride and excitement about our rich heritage," said Dave Drury, Chair of the City of Saskatoon's Municipal Heritage Committee.

No tickets or pre-registration is required and the event is absolutely free. Some venues feature a range of activities from guided tours by volunteers in period costume to exhibitions designed to bring the history of the building to life.

Full information on Doors Open Saskatoon and all participating buildings can be found in the Saturday, June 4th edition of the Star Phoenix. More information on this year's event is available online at www.doorsopensaskatoon.com. For a full listing of confirmed buildings to date, please see attached.

For more information please contact:
Sue Leamaner, Doors Open Saskatoon Event Coordinator
Phone: (306) 652-1427
Email: sleamaner@enpurpose.ca
Event Website: www.doorsopensaskatoon.com



Public Service Announcement

FOR IMMEDIATE RELEASE
June 2, 2011

Saskatoon Throws its Doors Wide Open to the Public on Sunday, June 5th

Take a Peek Inside Saskatchewan's Most Interesting and Exciting Buildings!

Saskatoon, SK - The 5th edition of Doors Open Saskatoon will take place on Sunday, June 5th from 12:00 noon to 5:00 p.m. Visitors will have the chance to explore 25 buildings of architectural, historic or cultural significance throughout the city. Each year, participating buildings, some of which are rarely accessible to the public, open free of charge as part of Doors Open Saskatoon. The event encourages understanding and enjoyment of our city's built heritage.

No tickets or pre-registration is required and the event is absolutely free. Some venues feature a range of activities from guided tours by volunteers in period costume to exhibitions designed to bring the history of the building to life. Come out and visit as many participating buildings as you like!

Full information on Doors Open Saskatoon and all participating buildings can be found in the Saturday, June 4th edition of the Star Phoenix. More information on this year's event is available online at www.doorsopensaskatoon.com. For a full listing of confirmed buildings to date, please see attached.

Doors Open is a fantastic way to spend a Sunday afternoon in Saskatoon as a family or with a group of friends and is absolutely free of charge. This event only happens every second year in Saskatchewan!

For more information please contact:
Sue Leamaner, Doors Open Saskatoon Event Coordinator
Phone: (306) 652-1427
Email: sleamaner@enpurpose.ca
Event Website: www.doorsopensaskatoon.com

Doors Open allows a peek at city structures

By Janet French
of The StarPhoenix

Architecture and history lovers rejoice: Saskatoon's biggest building snoozefest is back this weekend.

Sunday heralds the return of Doors Open Saskatoon, the local incarnation of a national program that gives the public access to poke around select city structures.

"We feel it's important for citizens to appreciate their surroundings," said Sue Lessmeister, event co-ordinator. "Any way we can help that happen is just a bonus."

Twenty-five Saskatoon buildings are participating in Sunday's free-of-charge event, which is held in the city every two years. From noon until 3 p.m., volunteers will lead people on guided tours of most participating places.

New on this year's list are Tusc Restaurant in the former Odd Fellows Temple, the VIDO-Intervac lab at the University of Saskatchewan, the city transit bus barn and the Access Transit building. Participating buildings are downtown, near Broadway Avenue and Caswell Hill, with a handful more scattered in more far-flung parts of the city.

The point is to give the public more access and, therefore, a better appreciation of both heritage and architecturally interesting places in the city, Lessmeister says.

Many condominiums are on the list, including the newer Luxe development on Broadway, and adaptively re-used older buildings such as 2nd Avenue Lofts, the Residences at King George, the Eaton Lofts and SoCo Lofts.

"To see some of these newer versions of what used to be there, I think it's really interesting," Lessmeister said.

One stop worth strolling through is the Drinkle No. 3 building, the basement mall of which contains a mini museum detailing the boom and bust of construction on Saskatoon's Third Avenue in the early 1900s.

Thinking the simp could be the next Chicago, buildings put windows only on the front of some office towers, expecting more high-rises would pop up next door. When the economy crashed and builders went broke, some edifices planned to be seven or eight storeys tall were cut off at four floors.

It's been a century since Saskatoon's richest boomtime developer, John Clarence Drinkle, constructed Drinkle buildings No. 1, 2 and 3. The first and second Drinkle buildings burned down

2011 Doors Open
Sunday, June 5th - Noon to 3:00pm

Downtown Sites

- 1 Park Avenue Lofts
- 2 Hudson Building
- 3 Drinkle No. 3 Building
- 4 1912's Terrace
- 5 Hotel Saskatoon
- 6 John Deane Building
- 7 Frank Ave. Cases
- 8 Residences at King George
- 9 Residences at King George
- 10 Clark Parkin Condos

Hutaina / Broadway Sites

- 11 Hutaina Building
- 12 Hutaina Building
- 13 Hutaina Building
- 14 Hutaina Building
- 15 Hutaina Building

Riverside / Caswell Sites

- 16 Access Transit
- 17 The Hub
- 18 Residences at King George
- 19 Residences at King George
- 20 Residences at King George
- 21 Residences at King George
- 22 Residences at King George
- 23 Residences at King George
- 24 Residences at King George
- 25 Residences at King George

Other Sites

- 26 VIDO-Intervac
- 27 Tusc Restaurant
- 28 Tusc Restaurant
- 29 Tusc Restaurant
- 30 Tusc Restaurant

in separate fires in 1925 and 1986, respectively.

Drinkle, a magnate who owned Saskatoon's first motor car, was married three times and no stranger to scandal, says Drinkle No. 3 owner Dave Denny.

Renovations to the Sotano hair salon in the building's basement last winter revealed a mysterious discovery that left history buff Denny scratching his head.

"We call it the tomb," said Michelle Taylor, the salon's co-owner.

About three metres long and a metre deep, a large concrete slab juts out of the salon's wall. The corners are broken away, as if someone tried to jackhammer it and gave up. There are a series of slots on the front of the slab, as if it once held floor joists.

"I like to believe that Drinkle hid his treasure in it," Denny joked.

He also wonders aloud if it might be a crypt for a chauffeur rumoured to have had an affair with one of Drinkle's wives.

Here's another theory: it was used to support a crane during construction. But Denny said he can't see any cranes in that spot when he looks at old photos.

Now, Taylor and her business partner, Cynthia Menzies, use it to display hair products.

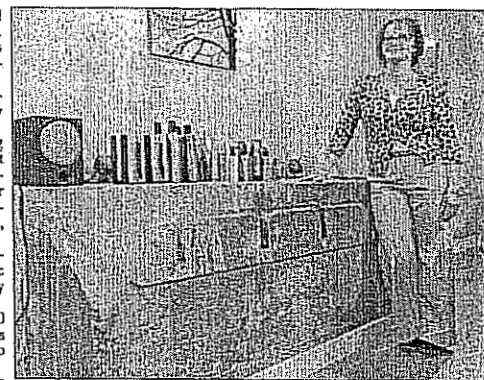
Sotano is having a contest during Doors Open soliciting the public's best guesses for the tomb's original purpose. There are two limited and colour packages up for grabs (up to \$130 value each) for both the most likely guess, and the most creative.

Since Doors Open began in Saskatoon in 2005, more than 40,000 people have toured buildings that are typically off-limits.

Lessmeister expects between 8,000 and 10,000 more will come out this Sunday. About 100 volunteers also help run the event.

For more information, see the guide published in today's StarPhoenix or visit www.doorsopensaskatoon.com.

french@thestarphoenix.com



—SP Photo by Richard Marjan
Sotano Hair Studio owner Michelle Taylor with an unearthed concrete structure at the Drinkle Building

Doors Open chance to see great buildings

Event will be held June 5

By the 2011 Doors Open Saskatoon Committee

In just seven weeks, some of the city of Saskatoon's most interesting buildings will throw open their doors to the public for a bi-annual event called Doors Open Saskatoon.

The international event, new to Saskatoon in 2005, offers local residents and out-of-towners the opportunity to peek inside a number of local businesses and private residences that are not usually open to the public.

The 2011 event will take place between noon and 5 p.m. on Sunday, June 5, 2011.

Doors Open Saskatoon is made possible through the efforts of a number of partners across the city, including the City of Saskatoon, the Saskatchewan Heritage Foundation, Meewasin Valley Authority and the Saskatoon Heritage Society. The city's Municipal Heritage Advisory Committee (MHAC) takes a leadership role.

"An appreciation of our built heritage is certainly an important goal of the event," said Dave Denny, chair of MHAC. "We hope that people visiting our city and, especially those that live here, will leave the event amazed at some of the hidden beauty we have right here in our own backyard."

However, Denny does say that Doors Open Saskatoon is not solely intended to showcase heritage buildings.

"We always ensure that both historical and contemporary architecture is represented on the tour, so we can appeal to all kinds of tastes and interests. We really want to make this event for everyone."

Doors Open Saskatoon will showcase between 20 and 25 properties, offering a mix of guided tours, special exhibits and displays. Attendees will be provided with a map of participating buildings.

They are free to visit whichever buildings they choose, and in any order they like.

"The freedom of the event is part of the appeal to the thousands of people who will come out on Doors Open Saskatoon day," said Denny.

The 2011 event will include many new buildings as well as some returning favourites from the last Doors Open Saskatoon event in 2009. The following is a sample of both returning and new this year: King George condominiums, 2nd Avenue Lofts, Tusq/ Staqqto (formerly Odd Fellows Temple), HMCS Unicorn, Fire Hall No. 1, Bottomley House, Avenue Building, Drinkle No. 3 Building, the Hotel Senator and many more.

There is no pre-registration required for this unique event. Please visit www.doorsopensaskatoon.com for more information. The event is also seeking volunteers to assist with greeting and acting as ambassadors for participating buildings. Those interested can call 652-1400, ext. 3 or visit www.doorsopensaskatoon.com to download a Volunteer Application form.



Kindrachuk Agrey Architecture is another Doors Open favourite

Highlights of 2011 Doors Open Saskatoon participating buildings

Luxe (922 Broadway Avenue)
Completed in 2010, the Luxe Condominiums can be found in what is now a character neighbourhood. The building's style has been described as transitional-contemporary mixed with some traditional features. The Luxe has some added distinctive features such as large outdoor patios located on city homes.

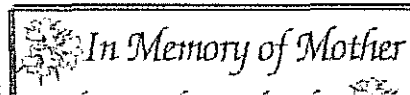
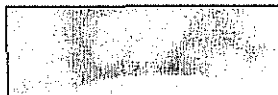
King George Condominiums (157 - 2nd Avenue North)
Originally completed in 1911, the former King George Hotel has been converted to condos and commercial space. The building features locally carved stonework around the front entrance, original chandeliers in the lobby, a rooftop patio with outdoor kitchen.

2nd Avenue Lofts (120 - 23rd Street East)
Once the Hudson Bay store (1960-99), this concrete building was one of six finalists in an international architectural design competition. Architectural details of interest include: Exterior mosaic, 18-foot ceiling heights, central skylight and atrium and a rooftop patio.

Drinkle No. 3 Building (115 - 3rd Avenue South)
Originally conceived as a 10-story luxury

office tower, the economic bust of 1912 stopped construction after five stories were completed. Guided tours of the historic photo exhibit will be provided in the downstairs mall, with free lemonade on the rooftop deck. Visitors to The Real Greek restaurant will get a free bougaisa dessert sampler, and see original skylights, Lucci's fixtures, and what is believed to be the original "1912" cornerstone marker for the YWCA building. Sotano Hair Salon will offer contest give-aways for whoever provides the best, or the most creative explanation for a large mysterious concrete structure that was found in their under-sidewalk space last year during renovations.

Bottomley House (1118 College Drive)
This building was originally constructed in 1912 as the residence for Richard Bottomley, a millionaire from Lancashire England who invested about \$1.5 million in Saskatoon real estate during the Boom Years. Designed in the Queen Anne style, the building's initial value was \$7,000. It has been said that improvements were made to the exterior of the house in 1978 in anticipation of Queen Elizabeth's visit to Saskatoon because Bottomley House was on the Queen's auto route.



Advertisement in Saskatoon Home Magazine

B Saskatoon Sun, Sunday, June 5, 2011

City's historical sites open doors to public

Today (Sunday), from noon until 5 p.m., some of Saskatoon's most intriguing buildings will open their doors to the public during the aptly-named Doors Open event. So if you'd like to spend a couple of fascinating hours getting a behind-the-scenes look at some of Saskatoon's most fascinating buildings, now is your chance.

The premise of Doors Open is exactly what the name says: To open up a selection of public and private buildings which would normally either not be publicly accessible, or would charge an entrance fee. Started in Scotland in 1990, Doors Open came to Canada in 2000, when Toronto became the first North American city to host an event. From there it spread across Canada, coming to Saskatoon with Kevin Klichen, a community development officer from the City of Ottawa who had gotten a taste of it when that city hosted its first event in 2002.

This city's first Doors Open was held in the spring of 2005, and was a resounding success. Yours truly was the "official" event photographer. As I recall, there were some unpleasant moments at the provincial courthouse, where they wanted to see my bona fides before they'd let me take pictures! Thinking quickly, I grabbed a few shots from the door then sprinted out, balliffs in hot pursuit. OK, actually I threatened to hold my

breath until I turned blue, fell over and died, and they relented. Hey — whatever works. My post-event notes included the suggestion that henceforth, participants should be warned in advance that there's going to be a photographer.

After 2007, Doors Open in Saskatoon became a bi-annual event, alternating with the city's Heritage Awards, winners of which can often be found on the Doors Open list of participants.

From the Archives



Jeff O'Brien

Generally, we think of Doors Open as a showcase of heritage buildings, by which we usually mean "old," or at any rate, historic. But that's not always the case. This year a number of quite new buildings are joining the line up, including the striking Luxe building — a condo development on Broadway Avenue — and the City of Saskatoon Access Transit storage facility. Saskatoon's first "LEED-certified" civic building, which is basically a very large building for storing buses, but boasts the newest in environmentally-friendly design.

Both of these buildings were completed in 2010, making them slightly newer than the Remal Arts Centre in River Landing, which is also participating. Odd to think of brand-new buildings in a heritage-themed event, but appropriate when you consider that heritage isn't just where we come from, it's who we are.



The King George Hotel, shown ca. 1913, is joining Open Doors for the first time

—Photo LH 776 courtesy of the Local History Room, Saskatoon Public Library

This has to start somewhere, and our built environment — old and new — casts long shadows across our sense of self.

While some old standbys — notably the Bessborough Hotel, which had scheduling conflicts — are missing this year, others have taken their places.

The Senator Hotel is back, as are

perennial favourites like the Marr Residence, the Avenue Building, the Little Stone School House, the Kindrachuk-Agrey Building — a nice example of the creative things you can do with old electrical substations — and the Drinkle No. 3 Building (J.C. Drinkle's third office building... he wasn't very creative in the naming department,

apparently) where they're serving lemonade on the rooftop.

Newcomers include the recently restored King George Hotel, a new condo complex and a stunning example of the ability of "sensitive infill development" to put old and new together in the same spot.

Continued on Page 10

10 Saskatoon Sun, Sunday, June 5, 2011

Former Army and Navy store new addition to buildings tour

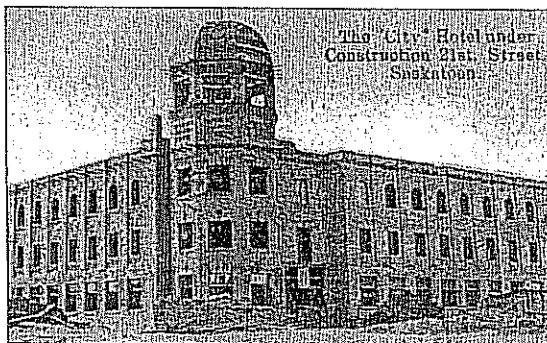
Continued from Page 8

The Sherbrooke Community centre is also new. In 2010, the building was awarded the Eden International Master Gardener Award, which recognizes "the best of the best" in long-term care facilities world-wide.

The Public School Board office — built as an Eaton's store in 1928 and for many years home to the Atty and Navy Store — is also new.

In addition to the KG and the Luxe, there are a number of other condos in this year's list — the T. Eaton Lofts, the SoCa Lofts (a new building) and the re-purposed Hudson's Bay Company building.

As usual, there are a number of civic buildings participating, including the Saskatoon Transit Bus Barns on 24th Street West, the old John Deere Building (recently given to the University of Saskatchewan for their new School of Architecture) and Fire Hall No. 1, which since 1966 has sat on what was Saskatoon's Market Square, on Idylwyld Drive (and if you ever wondered why the building next to it is called Market Tire, now you know).



The Flanagan (now the Senator) Hotel, under construction in 1908. The cupola was removed in the 1940s

There are 25 buildings participating, not all of which I've managed to mention, but all of which are worthy of a peek inside.

There is a website at www.doorsopen.saskatoon.com, which includes

building descriptions and a handy little map.

O'Brien can be reached at Jeff.O'Brien@saskatoon.ca.

Downtown Sites

1. Second Avenue Lofts 120 23rd Street East
2. Avenue Building 220 3rd Avenue South
3. Drinkle No. 3 Building 115 3rd Avenue South
4. HMCS Ulicom 405 24th Street East
5. Hotel Senator 243 21st Street East
6. John Deere Building 330 Ontario Avenue
7. Remal Arts Centre 100 Spadina Crescent East
8. Residences at King George 157 2nd Avenue N.
9. Saskatoon Public School Board 310 21st Street E.
10. Odd Fellows Temple (Turk/Stapato) 416 21st Street East

Nutana/Broadway Sites

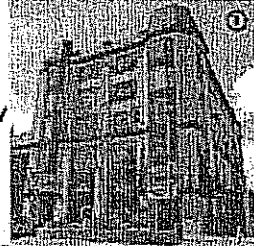
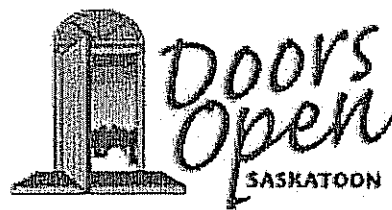
11. Kindrachuk Agrey Architects 619 Main Street
12. Luxe 922 Broadway Avenue
13. Marr Residence 326 11th Street East
14. Sask Craft Council 813 Broadway Avenue

Riversdale/Caswell Sites

15. AODBT Architects 235 Avenue D North
16. Fire Hall No. 1 125 Idylwyld Drive South
17. Riverhouse Gallery 308 Spadina Crescent West
18. Saskatoon Transit "Bus Barns" 301 24th Street W.
19. SoCa Lofts 410 23rd Street West
20. T. Eaton Lofts 211 Avenue D North

Other Sites

21. Access Transit 422 46th Street East
22. Bottomley House 1118 College Drive
23. Little Stone School House U of S, College Drive
24. Sherbrooke Community Centre 401 Acadia Drive
25. VIDO-Intervac 120 Veterinary Road



SUNDAY, JUNE 5 - NOON - 5PM

www.doorsopensaskatoon.com

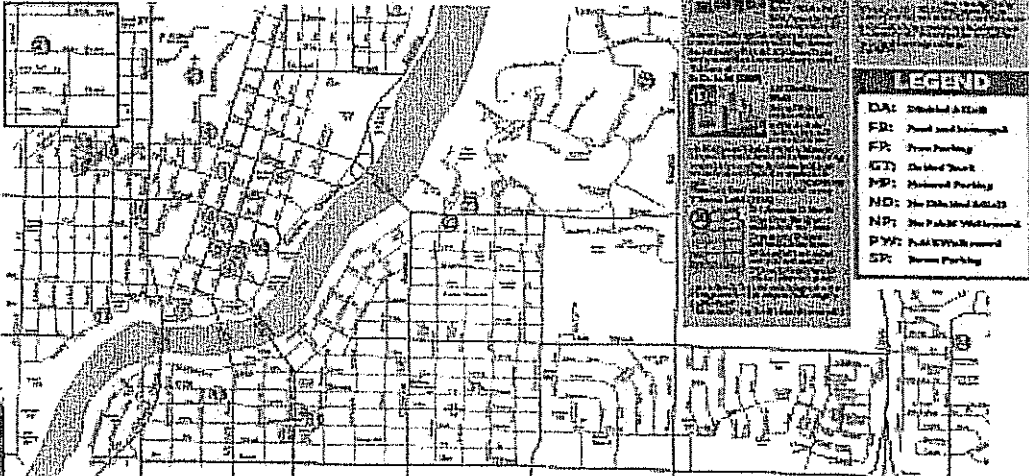
RAIN OR SHINE!! ONE DAY ONLY!

Doors Open in Saskatoon for fifth year

The 14th Annual Doors Open Saskatoon will return on Sunday, June 5 from 12:00 noon to 5:00 p.m. The event is a celebration of the city's architectural and cultural heritage. It features over 100 participating sites across the city, including museums, galleries, and historic buildings. The event is free and open to the public. Doors Open Saskatoon is a partnership between the City of Saskatoon and the Saskatchewan Heritage Foundation. The event is a key component of the city's cultural and tourism strategy. It provides an opportunity for residents and visitors to explore the city's rich history and architecture. The event is a family-friendly activity that is suitable for all ages. It is a great way to spend a day in Saskatoon. Doors Open Saskatoon is a must-see event for anyone interested in the city's history and architecture. It is a unique opportunity to see some of the city's most interesting buildings up close. The event is a celebration of the city's cultural and architectural heritage. It is a great way to spend a day in Saskatoon. Doors Open Saskatoon is a must-see event for anyone interested in the city's history and architecture. It is a unique opportunity to see some of the city's most interesting buildings up close.



SUNDAY, JUNE 5 - CELEBRATE OUR ARCHITECTURAL HERITAGE FROM NOON TO 5 PM



- Downtown Sites**
- 1. Bank of Montreal
 - 2. Bank of Montreal
 - 3. Bank of Montreal
 - 4. Bank of Montreal
 - 5. Bank of Montreal
 - 6. Bank of Montreal
 - 7. Bank of Montreal
 - 8. Bank of Montreal
 - 9. Bank of Montreal
 - 10. Bank of Montreal
 - 11. Bank of Montreal
 - 12. Bank of Montreal
 - 13. Bank of Montreal
 - 14. Bank of Montreal
- Nutana / Broadway Sites**
- 15. Nutana / Broadway
 - 16. Nutana / Broadway
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 - 26. Nutana / Broadway
 - 27. Nutana / Broadway
 - 28. Nutana / Broadway
 - 29. Nutana / Broadway
 - 30. Nutana / Broadway
- Riversdale / Central Sites**
- 31. Riversdale / Central
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 - 33. Riversdale / Central
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- Other Sites**
- 46. Other Sites
 - 47. Other Sites
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 - 60. Other Sites



TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: September 2, 2011
SUBJECT: Gordon Howe Bowl Upgrades
FILE NO: LS 4206-G01-2

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

- 1) that the revised design for the Gordon Howe Bowl upgrades be approved, in principle, at a cost of \$9.8 million subject to funding;
- 2) that the Administration prepare a capital and operating financial plan to fund the Gordon Howe Bowl upgrades; and
- 3) that the remaining \$46,900 funding for Capital Project No. 2359 – Gordon Howe Bowl Upgrades Governance Review be used to develop a viable business and financial plan to support the redesign of Gordon Howe Bowl, as outlined in this report.

BACKGROUND

Since 1960 Gordon Howe Bowl has been primarily used as a rental facility for football over a ten week period from mid-August to mid-November. Currently the facility is used primarily by the Saskatoon Hilltops and Saskatoon Secondary Schools Athletic Directorate football program and remains relatively dormant for the remainder of the year. This allows the natural turf to recover and be repaired for the next football season. The cost to repair the turf for the next season has increased annually and to offset the rising costs, your Administration has explored alternate revenue sources. However, the ability to generate additional revenue is not possible because of the natural turf field being taken off-line. Consequently, your Administration presented to City Council, a long-term plan for the redevelopment of Gordon Howe Bowl that would see Gordon Howe Bowl becoming an event centre facility versus a rental facility.

During its September 2, 2008 meeting, City Council approved the Gordon Howe Bowl Master Plan (Master Plan) as the basis for long-term planning for the redevelopment of Gordon Howe Bowl. The 2008 Master Plan identified the following long-term development for Gordon Howe Bowl:

- 1) a football field (CFL standard) and an international size soccer pitch with artificial turf;
- 2) an eight-lane running track with throws and jumps areas;
- 3) total bleacher seating of approximately 6,500 located on each side of the athletic facilities, entry plaza, and the opportunity to install 1,800 temporary seats;
- 4) the preliminary facility layout also illustrates public washrooms, concession areas, storage, and meeting rooms located on the main concourse level, and change rooms, multi-purpose rooms, and meeting rooms located at field level; and

- 5) a new press booth would be located at the top of the west bleachers.

City Council also approved, in principle, Phase One of the Master Plan. Phase One construction includes the athletic facilities, perimeter fencing, and a stand-alone service building including change rooms, public washrooms, and concession at a cost of approximately \$13.6 million.

The 2009 capital project approved by City Council authorized Administration to hire a consultant to work with City of Saskatoon (City) staff and all the user groups to complete and formalize a viable business plan for Phase One and support of the plan from the various stakeholders. The consultant's research from 2009 had identified that it was very clear that funding based upon stakeholder support alone would not be sufficient to operate Gordon Howe Bowl at the current cost recovery rate. The consultant also suggested that Gordon Howe Bowl develop an integrated financial plan that incorporates stakeholder rental and community and corporate event rentals. As an alternative, the consultant proposed that the financial viability will depend on a business model with more emphasis on an event facility and less on a rental facility.

During its December 14, 2009 Capital Budget meeting, City Council approved the 2010 Capital Budget including Capital Project No. 2359 - Gordon Howe Bowl Upgrades Governance Review. This capital project included funding to hire professional assistance to aid with the coordination, review, and evaluation of the proposed business plans to operate Gordon Howe Bowl as an event centre facility.

REPORT

Following the alternative proposed by the consultant to develop a business model that would see Gordon Howe Bowl become an event centre facility, your Administration prepared an Expression of Interest (EOI) to potential proponents that may be willing to operate Gordon Howe Bowl as an event facility. The intent was to explore new governance (facility management) for Gordon Howe Bowl through proposals from event facility operators. This process involved issuing an EOI followed by a refined short list to submit a Request for Proposal (RFP). The end result will be to secure a viable business plan that will identify: revisions to the current Concept Plan required to host events, order of magnitude capital and operating costs, additional revenues to be generated, and accommodation of public use and all proposed sport user functions contemplated in the Master Plan.

In March 2010, the EOI closed with no interest from any event facility operators. Consequently, your Administration decided to meet with local sport and entertainment industry practitioners to discuss the feasibility of the Gordon Howe Bowl Complex becoming a sport and entertainment event facility, and what additional amenities and supports would be required to attract community sports, major sport events, community family events, festivals, rock performances, etc.

During this meeting, the sport and entertainment industry practitioners provided the following observations:

- 1) number of events and the selection dates is very important to attract major entertainment and sporting events. They are unsure if Gordon Howe Bowl has the flexibility to accommodate these type of events;
- 2) additional infrastructure (e.g. electrical, roadway, etc.) and amenities (e.g. washrooms, dressing rooms, offices, etc.) would be required;
- 3) traffic flow and parking would be a challenge; and
- 4) the demand for stadium type shows/events is minimal (1 to 2 over a five year period).

These observations identified in late 2010 were not consistent with the consultant research from 2009. With less demand for stadium type shows/events and the uncertainty for Gordon Howe Bowl to be flexible to accommodate major entertainment events, Gordon Howe Bowl in today's market is not feasible as an event centre. Your Administration concluded that Gordon Howe Bowl would remain as a rental facility. However, improvements to the aging facility are required as Gordon Howe Bowl is nearing the end of its life cycle.

Revised Gordon Howe Bowl Capital Upgrades

The high volume of football games (approximately 40 to 50 games) currently played at the Gordon Howe Bowl results in significant deterioration on the playing surface annually. Every spring the field requires top dressing and grass seed to ensure it is ready for next football season starting in late August.

Over the past number of years, Gordon Howe Bowl staff have continuously added top soil and seed each spring to repair the natural turf field from the damage it receives each fall. The combination of high volume of games and accumulation of top soil has created a situation where the grass seed is unable to establish and the playing surface becomes mud with any rainy weather. The poor field conditions can create an unsafe playing surface and increase the chance of injury for the athletes.

There are a number of sport organizations within the community who have expressed an interest in Gordon Howe Bowl as a sports rental facility. However, significant deterioration to the natural turf field in the past has prevented an expansion of user groups, such as ultimate frisbee, soccer, and minor football to access Gordon Howe Bowl. Installation of an artificial turf field would allow Gordon Howe Bowl to accommodate multiple user groups from late spring until late fall and to create a reliable playing surface.

Subject to an approved financial plan, the Administration will prepare a Capital Budget submission for detail design of the Gordon Howe Bowl. The revised design would include order of magnitude capital and operating costs for an upgraded sport rental facility. The Gordon Howe Bowl upgrades will include:

- 1) a football field (CFL standard) and an international size soccer pitch with artificial turf field;
- 2) a new service building with change rooms, public washrooms, concession area, and storage;
- 3) new score clock and sound system; and
- 4) new outdoor lighting.

OPTIONS

One option would be to continue to operate Gordon Howe Bowl as is. Your Administration is not recommending this option because the ongoing maintenance costs will continue to increase over and above the revenue generated from the existing rental volumes, and this is not a sustainable financial model.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The preliminary cost estimates for installation of the artificial turf field, score clock and sound system, outdoor field lighting, construction of a new service building, consulting, and detailed design is \$9.8 million (based on 2011 dollars). Subject to City Council's approval of the project and financial plan, construction will be implemented over two phases. The first phase would include the artificial turf field, score clock and sound system, and outdoor field lighting at a cost of approximately \$3.85 million. The second phase would include a stand-alone service building including change rooms, public washrooms, and concession at a cost of approximately \$5.95 million.

Detailed design will occur in the first year (\$1.3 million) with construction to follow phased over two years (\$8.5 million).

Rather than hiring a consultant to prepare a capital and operating financial plan to support the redesign of Gordon Howe Bowl, the Administration has the professional expertise to perform this work, in consultation with the various stakeholders. To carry out this work in-house, the Leisure Services Branch would assign this project to a senior staff member and assign temporary staff to perform their day-to-day work responsibilities. The Administration would work with the user groups to coordinate and develop a capital fundraising strategy, review the ongoing operating impact, recommend new rental rates, and identify all potential sources of operating revenue for Gordon Howe Bowl.

To complete the business and financial plan, your Administration is recommending that the remaining \$46,900 funding for Capital Project No. 2359 – Gordon Howe Bowl upgrades, Governance Review – be used to fund any project administration costs and the salary and payroll

costs for temporary staff. Any balance remaining will be returned to source or be redistributed to other projects, subject to City Council approval.

STAKEHOLDER INVOLVEMENT

Since 2007, the Administration has had a number of discussions with community organizations to review and discuss plans to upgrade Gordon Howe Bowl. Stakeholders have included Track and Field, Football, Soccer, Saskatoon Ultimate Disc Sports, Saskatoon Amateur Softball, Nordic Ski Club Saskatoon, Saskatoon Field Lacrosse, University of Saskatchewan, Saskatoon Public School Board, Greater Saskatoon Catholic School Board, and Holiday Park Community Association.

PUBLIC COMMUNICATION PLAN

Your Administration will continue to meet with community organizations, existing users and key stakeholders to further develop their program needs and to keep them informed of project updates.

PUBLIC NOTICE

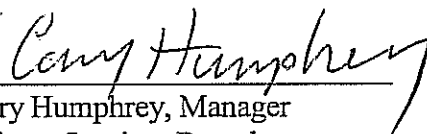
Public Notice, pursuant to Section 3 of Public Notice Policy No. C01-021, is not required.

ATTACHMENT


1. Gordon Howe Bowl – Revised Facility Layout

Written by: Brad Babyak, Supervisor, Integrated Facilities

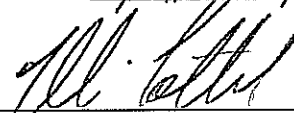
Reviewed by:


Cary Humphrey, Manager
Leisure Services Branch

Approved by:


Paul Gauthier, General Manager
Community Services Department
Dated: September 8, 2011

Approved by:


Murray Totland, City Manager
Dated: Sept. 9/11

- 01 ENTRY PLAZA
- 02 EXISTING CHANGE ROOM BUILDING
- 03 EXISTING WEST SIDE BLEACHER 1977 SEATS
- 04 EXISTING EAST SIDE BLEACHER 1977 SEATS
- 05 NEW SYNTHETIC TURF FIELD
- 06 TEAM AREA
- 07 PRE-GAME WARM-UP AREA
- 08 NEW SERVICE BUILDING
- 09 FASTBALL CONCESSION
- 10 PUBLIC RESTROOMS/CONCESSION AREA
- 11 EQUIPMENT STORAGE



CANNONDESIGN

GORDIE HOWE BOWL

REVISED FACILITY LAYOUT - CONCOURSE LEVEL

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: August 30, 2011
SUBJECT: Community Centre Levy – Explanation of Different Neighbourhood Rates
FILE NO: CK 4216-1 and LS 4216-1

RECOMMENDATION: that this report be received as information.

BACKGROUND

During its July 12, 2011 meeting, the Planning and Operations Committee received a report of the General Manager, Community Services Department, dated June 6, 2011, regarding the Reserve and Rate Sufficiency Review. During discussion of this report committee members asked for an explanation of the different Community Centre Levy (Levy) rates being applied to each neighbourhood.

The brief explanation provided at the time was that the different rates were the product of a different number of front metres within each of the neighbourhoods and variances in the capital cost base. This report provides a more detailed explanation of these differences.

REPORT

During its December 2, 2002 meeting, City Council adopted the concept of a Levy, and first implemented in June 2003 within the Willowgrove and Hampton Village neighbourhoods. A Levy for the Stonebridge neighbourhood was subsequently set in 2005.

The land developers agreed that the Levy was the best approach at the time to ensure the development of a focal point for the neighbourhood within a reasonable timeframe (i.e. at 50 percent of build out), given the reality that there was no guarantee of elementary schools being built in a neighbourhood.

The Levy was in response to decisions by the school boards and the Province of Saskatchewan (Province) not to provide elementary schools in the Arbour Creek and Briarwood neighbourhoods. This left these residents with no community hub for the neighbourhood, no central place for public meetings, and no program site for the community association and a variety of service providers from public, non-profit, and private organizations.

The type of activity space contemplated to be accommodated in the community component of a community centre are similar to the uses that occur in an elementary school, which includes a kitchen, meeting room, multi-purpose room, reception, washroom, and offices. The capital cost to be funded from this Levy includes construction of facility space (11,880 square feet), parking area (18,500 square feet), site landscaping (4,800 square feet), curbing and walks, land acquisition (.8 of an acre), equipment to finish the facility, and consultant fees. For the Rosewood and Evergreen cost estimates, costs to construct these buildings to a Leed Certified standard were added (10 percent of construction cost).

As is the case with the other park developments and amenity costs funded through levies, the intent was to annually increase the cost elements of the community centre facility to account for inflationary increases. However, with construction costs increased incrementally due to the brisk economic activity in our city, the construction estimates for a community centre rose at an incremental pace:

- 2003 - \$2.0 million
- 2004 - \$2.1 million
- 2005 - \$2.3 million
- 2006 - \$2.6 million
- 2007 - \$3.1 million
- 2008 - \$3.5 million
- 2009 - \$5.3 million
- 2010 - \$5.3 million (frozen)

It became obvious to your Administration that we could not recover such cost increases from the remaining unsold lots in Willowgrove, Hampton Village, and Stonebridge and that, given the 2009 estimates, there was a need to change the model.

Proposed Change in Application of the Levy

The proposed change, which has been approved, in principle, by the Executive Committee of City Council, is to set the levy at a rate sufficient to pay for the value of the serviced parcels allocated as elementary school sites. Using the Kensington neighbourhood proposed Concept Plan as an example, the elementary schools are allocated 7.91 acres of land (rounded to eight acres). This represents 50 percent of the total land to be made available for two elementary schools. The Ministry of Education (Ministry) assumes that the public reserve land (neighbourhood park space adjacent to proposed school sites) provides the other 50 percent of the site area without cost to either school division or the Province. That leaves approximately eight acres to be funded by the school divisions and the Ministry. At \$560,000 per acre (current estimated value only), that would amount to \$4.48 million. The current Levy being collected in the Hampton Village and Stonebridge neighbourhoods will generate \$3,636,700 per neighbourhood. The Levy is projected to generate \$5,276,500 per neighbourhood in Rosewood and Evergreen.

The new proposal is to have the City of Saskatoon (City) use the funds collected for the Levy to acquire the lands allocated for school facilities. These lands would then be offered to the Ministry for an ongoing Land Lease of \$1 per year provided the school divisions and the Province commit to the terms and conditions of the Lease. No subletting would be permitted without the expressed permission of the City under terms and conditions approved by City Council.

This new model provides a more equitable foundation for setting the Levy in the future, and protects the initial investment of the neighbourhood residents in that the value of land will follow increased market/construction values.

The Ministry is actively considering this new model. The Ministry is interested in applying this model retroactively to all existing neighbourhoods with the understanding that for the

neighbourhoods of Willowgrove, Hampton Village, and Stonebridge, the total Levy made available by the community residents (via the Levy) will be somewhat less than the total cost of the land purchased by the school boards.

Current Status of Community Centre Levy

Attachment 1 is a table that shows the current status of our Levy rates in the various neighbourhoods. The Administration will not be making any further adjustments to the projected capital costs of the community centres. Your Administration is attempting to seek agreement from the Ministry to adopt the proposed new model on a go-forward basis. Progress reports will be provided in due course.

You will note that the Levy rate is not the direct result of dividing the projected construction cost of the community centre by the number of front metres in the neighbourhood. In most cases, the currently approved Levy rate will be more than the above calculation. The difference is attributable to two factors.

The first is the increasing construction cost estimates over time. When we initiate the Levy, we divide the original estimated construction cost by the total available front metres in the neighbourhood. Over time, construction cost estimates increase, but there are less and less unsold front metres, which can absorb the increase. The result is an exponential cost per metre impact on the Levy.

The second factor is interest. As funds are collected, they are placed in an account awaiting use at time of construction. During that period of time, those funds earn interest. Since we have yet to construct one such community centre, all Levy accounts are in a positive position and, therefore, all have earned interest accumulated in them. This has helped to offset the construction cost increases in the Willowgrove, Hampton Village, and Stonebridge neighbourhoods.

The history of Evergreen and Rosewood has been too short for interest or changes to construction costs to have an impact on Levy rates. The only impact has been related to a change in the anticipated front metres.

OPTIONS

There are no options.

POLICY IMPLICATIONS

There are not policy implications.

FINANCIAL IMPLICATIONS

There are no financial implications.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PUBLIC NOTICE

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

ATTACHMENT

1. Community Centre Levy Rate History

Written by: Cary Humphrey, Manager,
Leisure Services Branch

Approved by: Paul Gauthier
Paul Gauthier, General Manager
Community Services Department
Dated: September 8, 2011

Approved by: M. Totland
Murray Totland, City Manager
Dated: Sept. 9/11

Community Centre Rate History

Year	Capital Cost	Community Centre Levy		
		Willowgrove	Hampton	Stonebridge
2003	\$ 2,014,000	\$ 75.00	\$ 79.60	
2004	\$ 2,127,000	\$ 79.60	\$ 82.35	
2005	\$ 2,296,000	\$ 84.50	\$ 89.25	\$ 55.90
2006	\$ 2,561,100	\$ 93.30	\$ 96.95	\$ 61.60
2007	\$ 3,073,000	\$ 111.00	\$ 108.60	\$ 72.50
2008	\$ 3,450,000	\$ 144.60		
2008	\$ 3,636,700		\$ 141.90	\$ 91.75

Frozen

Year	Capital Cost	Community Centre Levy	
		Rosewood*	Evergreen
2009	\$ 5,276,000	\$ 125.32	n/a
2010	\$ 5,276,000	\$ 119.80	\$ 146.20

*Note: Rosewood rate change between 2009 & 2010 due to change in front meters (moved to area basis for large lots)

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: September 21, 2011
SUBJECT: Capital Project 2048 - Raptor Rehabilitation and
Conservation Centre at the Forestry Farm Park and Zoo
FILE NO.: LS 4206-FO-1

RECOMMENDATION: that the Planning and Operations Committee recommend to City Council:

- 1) that City Council approve the recommendation to reduce the scope of the Raptor Rehabilitation and Conservation Centre project at the Forestry Farm Park and Zoo;
- 2) that City Council approve the reallocation of funding from the Saskatoon Zoo Foundation for the Raptor Rehabilitation and Conservation Centre to the construction of a Special Event Pavilion at the Saskatoon Forestry Farm Park and Zoo;
- 3) that City Council approve the recommendation to start construction of a Special Event Pavilion at the Saskatoon Forestry Farm Park and Zoo in October 2011 funded by the Saskatoon Zoo Foundation;
- 4) that the City Solicitor be requested to prepare the appropriate contract between the City of Saskatoon and the Saskatoon Zoo Foundation and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

BACKGROUND

The Saskatoon Zoo Foundation (Foundation) made a commitment to fundraise for five projects at the Saskatoon Forestry Farm Park and Zoo (SFFP&Z) in 2005. The five projects were identified in the Facility Master Plan that was approved by Council in April, 2006. The five projects are as follows:

- 1) construction of a Bear Exhibit (completed 2008);
- 2) construction of an Education Centre (completed 2009);
- 3) purchase and installation of an Accessible Playground in the Park (completed 2010);
- 4) completion of Phase 2 of the Potash Corp Ark Exhibit (scheduled for completion April 2012); and,

- 5) construction of a Raptor Rehabilitation and Conservation Centre (delayed).

The Raptor Rehabilitation and Conservation Centre (Conservation Centre) project has been delayed because the tendered construction costs came in two times greater than estimated. As a result, the Foundation and your Administration reviewed the long-term viability of this project based on the larger capital investment required. This report will propose a replacement project for the Conservation Centre that will provide a greater long term benefit to the SFFP&Z.

Report

At its December 15, 2008 Capital Budget meeting, City Council approved the construction of the Conservation Centre as part of the 2009 Capital Budget for the Saskatoon Forestry Farm Park and Zoo. One hundred percent of the funding for this project was through the Saskatoon Zoo Foundation and the project was estimated to cost \$260,000.

In March, 2011, the Foundation prepared detailed plans for the construction of the Conservation Centre. The project was tendered May 2, 2011 and closed June 30, 2011. Two local construction firms submitted tenders for this project and the lowest bid was \$524,000 which exceeded the estimated capital cost by \$264,000. To proceed with this project, the Foundation would have to raise additional funds that could take several years and raised questions regarding the viability of the project and long-term benefit given the total cost to complete the project. Given these factors, the Foundation and your Administration developed a plan that would achieve the objectives for developing the Conservation Centre and initiated a new project currently identified in the Facility Master Plan approved by City Council.

Raptor Rehabilitation and Conservation Centre

In 2005 there was a need in the community to partner with the University of Saskatchewan in developing flight cages that would allow the veterinary students to rehabilitate injured raptors and waterfowl for eventual release back into the environment. This project would have also given the SFFP&Z the infrastructure required to meet the conservation standards of the Canadian Association of Zoos and Aquariums. During the past five years, a number of licensed wildlife rehabilitators have developed the expertise to supply this service in the province and the University is finding it difficult to recruit volunteers to participate in this program.

With this information, your Administration recommended that the Foundation reduce the scope of the Conservation Centre project as envisioned. The Foundation Board agreed with the recommendation to reduce the scope of this project and currently plans to construct a single, stand alone flight cage measuring twenty (20) feet wide by one hundred (100) feet long with a closed in roof. This facility would be located adjacent to the existing Quarantine building at an estimated cost of \$60,000 and could be constructed by 2013. The construction of a single flight pen would still meet the Foundation obligations to their donors and the facility would still benefit by meeting industry conservation standards. The redevelopment of the Conservation Centre project allows the Foundation to redirect the remaining funds towards the construction of a Special Event Pavilion in the Zoo.

Special Event Pavilion

Improvement to the designated special events site at the SFFP&Z was identified in the Facility Master Plan that was approved by Council in April, 2006. Also identified in the Facility Master Plan was a need for public weather shelters within the Zoo portion of the facility. The construction of a Special Event Pavilion would address both of these initiatives and provide a permanent base for the special events currently hosted as well as give the Administration the tools to develop future events. Currently the SFFP&Z hosts three major events in the Zoo:

- 1) Zoogala, a major fundraising event benefitting the Saskatoon Zoo Foundation;
- 2) Kinsmen Day, the annual free access day to the facility; and
- 3) Cameco Family Day, a major fundraising event benefitting the Saskatoon Zoo Society.

The Saskatoon Zoo Foundation has hosted Zoogala at the Saskatoon Forestry Farm Park and Zoo since June, 1999. During this thirteen-year period, Zoogala has grown from an event that attracted approximately one hundred people to its current participation level of between four and five hundred people making this event a major fundraising opportunity for the Foundation.

During the previous thirteen Zoogala events, at least half of the events have been impacted by severe weather; primarily rain. Potentially, this has a major negative impact on the event as it is presented under a tent on the grass. Due to a severe thunderstorm that threatened to collapse the tent, and for safety reasons, the 2011 Zoogala was cancelled half way through the event.

The Saskatoon Zoo Foundation approached the Administration with a concept to erect a permanent roofed structure at the event site in the SFFP&Z. This structure would measure eighty (80) feet wide by one hundred and twenty (120) feet long and have a twelve (12) foot clear wall height that would be opened or closed using vinyl walls (see Attachment 1). The floor of this unit would be asphalt and the unit would also have electric service and lighting. This pavilion could seat approximately four hundred (400) people. Construction cost is estimated at \$425,000 and would be financed entirely by the Saskatoon Zoo Foundation.

Your Administration agreed with this concept in principle and the Foundation has investigated the preliminary design of this permanent structure. This project is being well received in the community as the Foundation has a verbal commitment for a title sponsor in the amount of \$100,000 as well as a verbal commitment of approximately \$125,000 in donated material and labour from a number of companies based in the greater Saskatoon area. The additional funding of \$200,000 required to complete this project has been secured (outlined in a letter from the Foundation - see Attachment 2).

The benefits of building an events pavilion at the SFFP&Z are as follows:

- 1) the pavilion would be used for special event days benefitting all partner organizations;
- 2) it would be used as a meeting place for groups visiting the Zoo;
- 3) it would allow your Administration to develop a business plan to address the growing need of a unique location that would accommodate large corporate or community association picnics which would increase attendance and revenues for the Zoo; and
- 4) it would also act as a public weather shelter in the event of a severe weather event.

Preliminary discussions with a representative from a private marketing firm and the Community Services Marketing Section supported the addition of a Special Event Pavilion at the SFFP&Z which would result in an increase in Zoo attendance based on the facility hosting special events.

The Foundation wishes to start construction of this project in October 2011 to ensure project completion for May, 2012 and the 2012 Zoogala special event. This would also allow the Administration the opportunity to promote this unique facility within the community.

OPTIONS

Option 1 - to construct the Raptor Rehabilitation and Conservation Centre at a total estimated cost of \$524,000. This option is not being recommended by your Administration because the long-term benefit and value to the visitors at the Zoo cannot be justified given the larger capital investment required.

Option 2 - to proceed with the construction of a Special Event Pavilion (\$425,000) and a single flight rehabilitation cage (\$60,000). Your Administration is recommending this option as it fulfils donor obligations and provides a rehabilitation facility that meets industry standards. This option would also provide a permanent event facility as identified in the Master Plan.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The Saskatoon Zoo Foundation has made a commitment to finance all the capital expenditure costs for the construction of a single raptor rehabilitation flight pen and the construction of a Special Event Pavilion with the understanding that they are able to use the event pavilion at no additional charge to host Zoogala as an annual fundraising event.

The 2013 SFFP&Z operating budget made allowances for an increase of \$14,100 to operate and maintain a Raptor Rehabilitation and Conservation Centre based on the original design proposal. If City Council approves the construction of a Special Events Pavilion and a modified flight rehabilitation cage as described in this report, it will result in an impact to the 2012 to 2014 operating budget at the SFFP&Z as outlined in the table below.

Operating Expenses	2012 Budget	2013 Budget	2014 Budget
Civic Building Maintenance Reserve	\$0.00	\$11,500	\$13,100
Utilities	\$3,200	\$3,300	\$3,400
Custodial	\$2,400	\$2,500	\$2,600
Total Yearly Cost	\$5,600	\$17,300	\$19,100
Additional Revenue			
Pavilion Rental	\$2,100	\$4,200	\$7,000
Zoo Admission	\$5,700	\$13,300	\$19,000
Total Yearly Revenue	\$7,800	\$17,500	\$26,000
Net Budget Impact	\$2,200	\$200	\$6,900

The total annual cost to operate the events pavilion and modified flight rehabilitation cage in 2012 is estimated at \$5,600. This is comprised of utility costs (\$3,200) and custodial costs (\$2,400). There is no Civic Building Maintenance Reserve contribution in the first year of operation because of a one-year warranty period for new construction. In 2012, the Special Event Pavilion will generate additional rental income based on three rentals at a flat rate of \$700 per day plus general admission fee to the Zoo estimated at \$5,700 in the first year of operation. The projected net operating impact in 2012 is estimated at \$2,200 (favorable).

In 2013, operating expenses increase by \$11,500 due to a contribution to the Civic Building Maintenance Reserve for the Special Event Pavilion. Utility and custodial costs increase only slightly due to inflation. In 2013 additional revenue from the Special Event Pavilion rental and Zoo admission will generate an additional \$17,500 which is comprised of \$4,200 for pavilion rental (six event rentals at \$700 per day) and \$13,300 in additional family admissions revenue to the Zoo. The projected net operating impact in 2013 is estimated at \$200 (favorable).

In 2014 the operating expenses increase by \$1,600 due to a contribution to the Civic Building Maintenance Reserve for the modified flight rehabilitation cage and a modest increase to utility and custodial costs increase due to inflation. In 2014 additional revenue from the pavilion rentals and Zoo admission will generate an additional \$26,000, which is comprised of \$7,000 for pavilion rental (ten rentals at \$700 per day) and \$19,000 for additional family admissions revenue to the Zoo. The projected net operating impact in 2014 is estimated at \$6,900 (favorable).

There is no anticipated impact on the mil rate as a result of this project.

STAKEHOLDER INVOLVEMENT

The Foundation is very supportive of this project and has committed to paying the total capital cost of construction, see attached letter of support (Attachment 2).

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

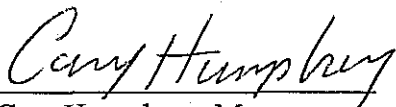
PUBLIC NOTICE

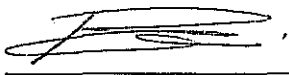
Public notice pursuant to Section 3 of Policy No C01-021, Public Notice Policy, is not required.

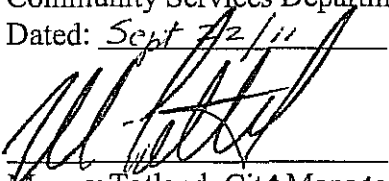
ATTACHMENTS:

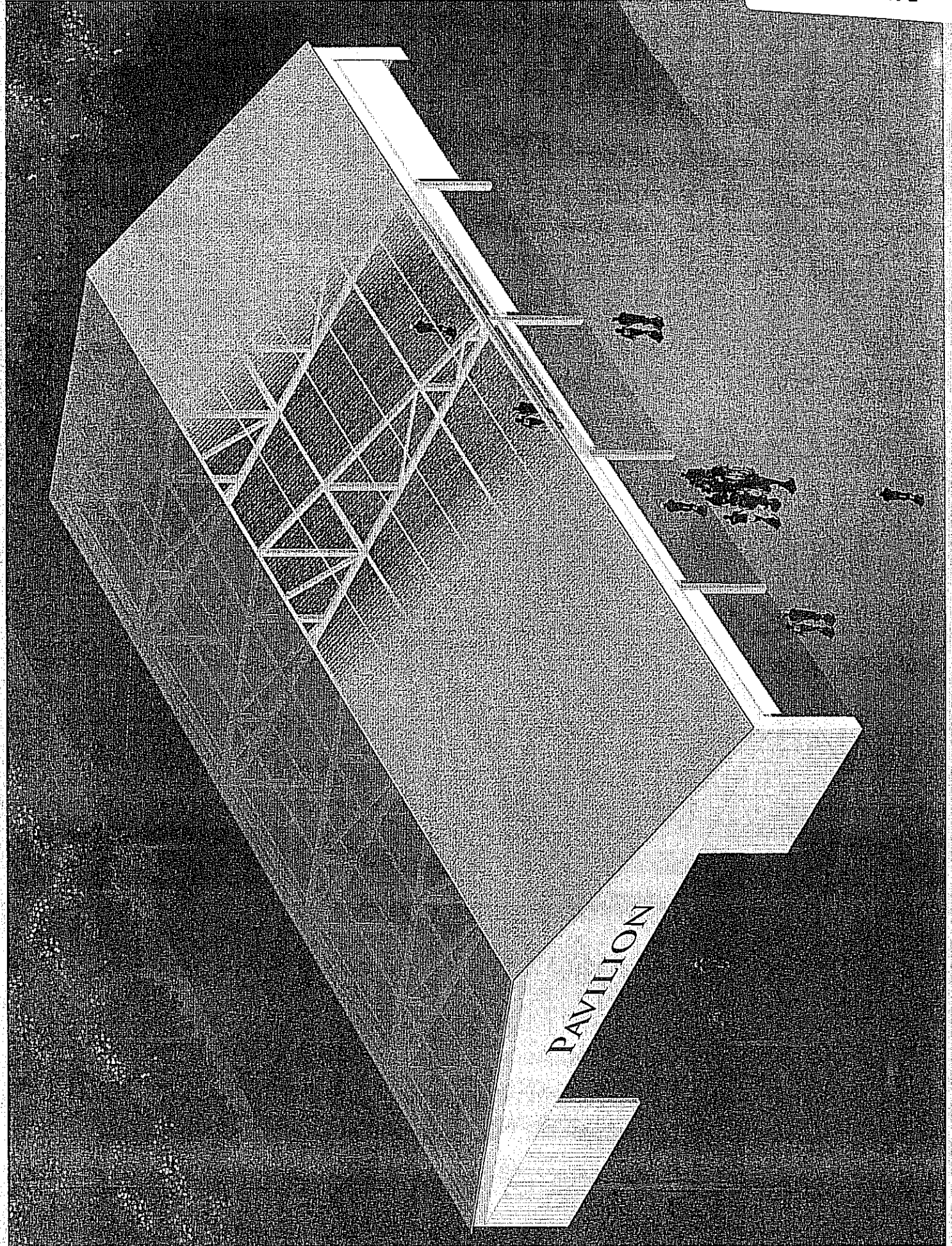
- 1) Artist rendition of the Special Event Pavilion
- 2) Letter of support from the Saskatoon Zoo Foundation

Written by: John Moran, Manager
Saskatoon Forestry Farm Park and Zoo

Reviewed by: 
Cary Humphrey, Manager
Leisure Services Branch
Dated: Sept 21, 2011

Approved by: 
for Paul Gauthier, General Manager,
Community Services Department
Dated: Sept 22/11

Approved by: 
Murray Totland, City Manager
Dated: Sept. 23/11



Building For The Future



SASKATOON FORESTRY FARM PARK & ZOO 1903 FOREST DRIVE N • SASKATOON, SK • S7S 1G9
PHONE: 306-975-2243 • FAX: 306-975-3326 • E-MAIL: SASKATOONZOOFOUNDATION@SASKTEL.NET

September 19, 2011

John Moran, Manager
Saskatoon Forestry Farm Park and Zoo

Re: Construction of a Special Events Pavilion
Within the Zoo

John, as you know we have had some poor weather these past few years during our Zoo gala fund raiser with 2011 being a particular violent evening. Zoo gala is one of two very important fund raisers for the Zoo Foundation. We rely heavily on the funds we raise through Zoo gala and the Enchanted Forest for our Foundation operations and the capital projects we support within the Zoo.

This past year's rain out has led the Foundation to question whether it is time to construct a more permanent structure so that our patrons can avoid the mud and the potential harm to them as a result of violent winds damaging the tent.

Over the past several months the Board of Directors of the Saskatoon Zoo Foundation has reviewed the potential of constructing a permanent metal building (80ft x 120ft), metal roof, with fabric walls (tent material- to code), asphalted floor, lighting and plug-ins throughout the facility. This facility would serve the Foundation's purposes for its annual Zoo gala.

It is also the intention of the Saskatoon Zoo Foundation to give the facility to the Administration so that it can use the facility as another source for rental revenue.

Providing the special events pavilion to the Administration for rentals meets the Foundation's goals to support the long term financial viability of the Zoo by providing funds for exhibits and facilities within the Zoo and to promote the Zoo through its activities.

We see the development of a special events pavilion within the Zoo as an exciting opportunity for the Foundation to improve its hosting capabilities during Zoo gala and as an exciting opportunity for the Zoo Administration to acquire a facility that will contribute to the financial well being of the Zoo for many years.

The Zoo Foundation is committed to cover the capital costs for the construction of the special events pavilion and has the necessary monetary resources to complete this project and upon approval, it is the intention of the Zoo Foundation to start construction as soon as possible in order to be ready for the 2012 Zoo gala.

Thank you

A handwritten signature in black ink, appearing to read "Andy Davidson". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Andy Davidson
Acting Chair

6.

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Infrastructure Services Department
DATE: May 27, 2011
SUBJECT: Amendments to Bylaw 6453 and
The Municipal Cemetery Regulations
FILE NO.: IS 4080-1

RECOMMENDATIONS: that the following report be submitted to City Council recommending:

- 1) that the revised Cemetery Bylaw Regulations (Attachment 1) be received as information;
- 2) that amendments to Bylaw 6453, A bylaw of the City of Saskatoon to provide for the management and control of cemeteries within the City of Saskatoon, as outlined in the following report, be approved; and
- 3) that the City Solicitor be requested to prepare the appropriate bylaw amendments for approval by City Council.

BACKGROUND

The Cemeteries Act, 1999 allows for public or private owners to create regulations for the efficient management and control of cemeteries.

Section 2 of Bylaw 6453, "A bylaw of The City of Saskatoon to provide for the management and control of cemeteries within the City of Saskatoon", states:

"The Manager may make regulations not inconsistent with this bylaw for the carrying out of this bylaw and for the efficient management and control of the cemetery. Such regulations shall be known as The Cemetery Regulations.

Other than minor amendments, The Cemetery Bylaw Regulations have not been updated since January, 2002; therefore, they do not address current trends in the industry and it is prudent that these changes be made in order to manage Woodlawn Cemetery effectively.

REPORT

One example of the changes that have occurred in the cemetery industry in the past 10 years is cremated burials, which now account for more than 50% of the burials at Woodlawn Cemetery. The current Cemetery Bylaw Regulations do not adequately address regulations with respect to these types of burials, including the number of burials that can occur in any particular grave; what contributions need to be made to the Perpetual Care Fund in the event of such burials; and

what memorials or memorializations are permitted in a columbarium or on a grave that also has a cremated burial.

A number of minor changes are also required to reflect administrative changes that have occurred over the past eight years, such as office hours.

The following are some of the other key changes that were made in the Cemetery Bylaw Regulations:

- Specification of Sunday hours;
- Clarification of mandatory Perpetual Care Fund contributions;
- Clarification of the refund policy, for circumstances where a reserved grave has not been utilized;
- Addition of regulations to allow for markers on communal graves;
- Clarification of flower bed regulations;
- Clarification of regulations for gravesite decorative elements;
- Addition of a section for dedicating benches or trees; and
- Addition of the number of burials permitted in a grave.

Attached, for information, is a copy of the revised Cemetery Bylaw Regulations (Attachment1).

Currently, Section 6.1(c) of Bylaw 6453 includes information regarding the number of urns allowed in a niche. The Administration is recommending that this reference be removed from the Bylaw and added to the Cemetery Bylaw Regulations in order to allow for more flexibility.

It is also recommended that Section 1(g) of Bylaw 6453, which defines "Manager" within the bylaw, be changed from "Manager of the Civic Buildings and Grounds Department for The City of Saskatoon" to "the General Manager of the Infrastructure Services Department for the City and shall include any person authorized by the Manager to carry out the Manager's duties".

OPTIONS

No other options were considered.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

There are no financial implications.

ENVIROMENTAL IMPLICATIONS

There are no environmental implications.

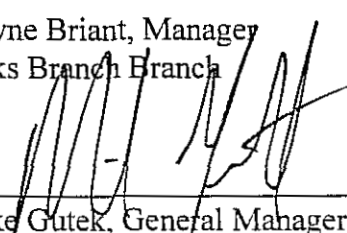
PUBLIC NOTICE

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

ATTACHMENT

1. The Cemetery Bylaw Regulations.

Written by: Wayne Briant, Manager
Parks Branch Branch

Approved by: 
Mike Gutek, General Manager
Infrastructure Services

Dated: SEPT 22, 11

Copy to: Murray Totland
City Manager

The Cemetery Bylaw Regulations

Part I General Matters

Short Title

1. These regulations may be cited as The Cemetery Bylaw Regulations.

Purpose

2. The purpose of these Regulations is to provide for the efficient management, regulation and control of municipal cemeteries within The City of Saskatoon.

Definitions

3. In these Regulations:

- (a) "authorized decision-maker" means an authorized decision-maker within the meaning of *The Funeral and Cremation Services Act*, S.S. 1999, c. F – 23.3;
- (b) "casket" means a rigid container designed for the encasement of a body for interment, entombment or cremation and usually constructed of wood or metal, also referred to as a coffin;
- (c) "*The Cemeteries Act*" means *The Cemeteries Act, 1999*, S.S. 1999, c. C-4.01;
- (d) "Cemetery" means Woodlawn Cemetery or Nutana (Pioneer) Cemetery, unless otherwise specifically stated;
- (e) "Cemetery Bylaw" means Bylaw #6453 being a bylaw of the City to provide for the management and control of cemeteries within the City;
- (f) "Cemetery Superintendent" means the person designated by the General Manager to be in charge of the cemetery;
- (g) "City" means The City of Saskatoon;
- (h) "columbarium" means a structure or building designed for the purpose of storing or interring cremated human remains in sealed compartments or niches and may be part of a building or a free-standing structure;

- (i) "common grave" or "communal grave" means a grave provided for the interment of the remains of several non-related people and containing more than two interments;
- (j) "Council" means the council of the City;
- (k) "cremated human remains" means human bone fragments that remain after cremation, also referred to as "cremated remains" or "cremains";
- (l) "cremation" means the technical process of using heat to reduce human remains to bone fragments;
- (m) "disinterment" means the removal of human remains or cremated human remains from a grave, columbarium or mausoleum;
- (n) "fixture" means any item that is attached to a Monument including vases, statues, pictures, lanterns, metal rods or similar item;
- (o) "flat marker" means a type of Monument set flush with the ground with a flat and level surface upon which an inscription may be made or a bronze plaque affixed;
- (p) "grave" means a plot in a cemetery specifically designated and of sufficient size to accommodate the in-ground interment of human remains or cremated human remains;
- (q) "Holiday" means any of the following days: New Year's Day, Family Day, Good Friday, Easter Monday, Victoria Day, Canada Day, Saskatchewan Day, Labour Day, Thanksgiving Day, Remembrance Day, Christmas Day, Boxing Day and any day or part of a day proclaimed a public or civic holiday; and shall include any day which is designated in lieu of one of the aforementioned days;
- (r) "human remains" means a dead human body, but does not include cremated human remains;
- (s) "interment" means the placement of human remains or cremated human remains in a grave, columbarium or mausoleum;
- (t) "interment rights" means a license granted by the City to a person to allow the interment of human remains or cremated human remains in a designated grave, columbarium or mausoleum in accordance with these Regulations, the Bylaw and *The Cemeteries Act, 1999*;
- (u) "Licensee" means a person who has been granted the interment rights for one or more graves or niches within a cemetery owned by the City;

- (v) "Manager" or "General Manager" means the General Manager of the Infrastructure Services Department for the City and shall include any person authorized by the Manager to carry out the Manager's duties;
- (w) "Military Person" means a person that was at their time of death a serving member or past member of the Canadian Armed Forces, para-military forces (R.C.M.P.) or Allied Forces;
- (x) "Monument" means a memorial structure with inscribed or attached lettering or artwork as a means of commemoration and made of granite, marble, bronze or other approved material;
- (y) "niche" means an individual compartment in a columbarium;
- (z) "Perpetual Care" means the basic maintenance of all graves and includes levelling of the ground and the seeding, cutting and watering of grass as required but does not include the maintenance, repair or replacement of Monuments, markers or foundations;
- (aa) "person" includes a corporation or partnership;
- (bb) "Regulations" means these Cemetery Bylaw Regulations;
- (cc) "upright monument" means a Monument projecting above the ground that is set upon a concrete footing or foundation;
- (dd) "urn" means a container into which cremated remains are placed prior to interment, entombment or scattering; and
- (ee) "vault" means a structural enclosure designed to cover a casket or urn and used to prevent sinking or slumping of graves and usually made of concrete, steel or fibreglass.

Part II

Interments and Disinterments

Office Hours

4. The Cemetery Office at Woodlawn Cemetery shall be open to the public during such days and times as specified by the City.

Notice Required

5. The Cemetery Office shall be notified in advance, during regular office hours, of any interment as follows:
 - (a) May 15 to October 15: a minimum of 24 hours in advance of any interment;
 - (b) October 16 to March 14: a minimum of 36 hours in advance of any interment;
 - (c) this notification excludes Saturdays, Sundays and Holidays; and
 - (d) interments with less than the required notice may be approved at the discretion of the Cemetery Superintendent; however, additional fees shall apply as identified in the approved schedule of fees and charges.

Services Times

6. All interments shall be done under the direct supervision of a cemetery employee, and shall occur at the following times:
 - (a) 9:00 a.m. to 4:00 p.m. – Monday to Friday;
 - (b) 9:00 a.m. to 3:00 p.m. – Saturday (overtime fees apply);
 - (c) 9:00 a.m. to 1:00 p.m. – Sunday (overtime fees apply); or
 - (d) interments outside of these hours may be approved at the discretion of the Cemetery Superintendent; however, additional fees shall apply as identified in the approved schedule of fees and charges.

Telephone Arrangements

7. The City accepts no responsibility for any error or misunderstanding that may arise from interment or other arrangements made by telephone.

Permit Required

8. No interments or disinterments shall be allowed in any grave until the Licensee, the Licensee's legal representative or authorized decision-maker is in possession of a burial permit or disinterment permit, and responsibility for the Cemetery charges have been confirmed.

Approved Vault Required

9. No interment shall be allowed without the use of an approved burial vault in all sections of the Cemetery except for interments of infants and children, and approved vaults must conform to existing City specifications.

Disinterment

10. In the case of any disinterment, the City shall only be responsible for ensuring that the soil is sufficiently excavated to permit safe access to the human remains or urn for removal by the attending funeral home staff.

Mandatory Perpetual Care Contribution

11. (1) The cost of any interment shall include the appropriate contribution to the fund for perpetual care.
- (2) No subsequent interment shall be permitted in a grave where there has been no contribution made to the fund for perpetual care; however, subsequent interments in a grave, including of cremated remains, shall be permitted so long as for each interment there is the appropriate contribution made to the fund for perpetual care.

Use of an Adult Grave

12. (1) Two casket interments shall be permitted in a single adult grave provided that the first casket is a deepened interment and at sufficient depth to ensure a minimum of one meter of soil covers the second casket.
- (2) Interments of cremated remains are also permitted in an adult grave. The total number of interments in a single adult grave cannot exceed four.

Use of a Cremation Grave

13. A maximum of two interments of cremated remains shall be permitted in a cremation grave.

Use of a Child Grave

14. (1) The use of a child grave shall be determined on the basis of the child being 12 years of age and younger and the casket measuring less than 48 inches in length.
- (2) Additional interments of cremated remains may be permitted in a child grave provided that:
- (a) the grave was previously purchased and used for a child interment;

- (b) the cremated remains to be interred with the child are those of a parent or sibling; and
- (c) the total number of interments does not exceed three.

Use of an Infant Grave

15. The use of an infant grave shall be determined on the basis of the infant being one month of age and younger and the casket measuring less than 24 inches in length. No additional interments shall be permitted in an infant grave.

Use of a Military Grave

16. The only interments permitted in a Military Grave shall be the Military Person and his/her spouse. No interments of other family members are permitted. In addition, confirmation of eligibility for burial in a military section may be required in writing from the local office of the Royal Canadian Legion.

Discharge of Firearms

17. Salutes involving the discharge of firearms shall be permitted only for military funerals and provided that the Cemetery Superintendent is notified in advance. Any use of live ammunition must be approved by the Chief of Police for Saskatoon.

Scattering

18. The scattering of cremated remains shall be permitted on graves in the Cemetery provided the deceased is related to the person interred in the specific grave or related to the Licensee. In all other cases where there is no grave of a family member available, the cremated remains may only be scattered in areas designated by the Cemetery Superintendent.

Interment of Indigent Persons

19. (1) The City shall provide interment rights free of charge for an unclaimed body or for a deceased indigent person where the City is instructed to provide interment rights free of charge pursuant to the provisions of *The Cemeteries Act, 1999* and any regulations thereto addressing the interment of indigent persons.
- (2) The interment of indigent persons shall occur in single plots, the location of which shall be within the sole discretion of the City.
- (3) No one may install a Monument on a plot utilized for the interment of an indigent person until the Perpetual Care fee as set out the Schedule of Fees listed in Schedule C of the "Cemetery Bylaw".

- (4) No other interments shall be permitted in a plot provided pursuant to this section until the grave price as set out in Schedule of Fees listed in Schedule C of the "Cemetery Bylaw" has been paid.

Exemptions and Exceptions

20. The Cemetery Superintendent may, at his discretion, and where special circumstances exist, make exceptions to these Regulations.

Part III Purchase, Sale and Transfer of Interment Rights

Purchase of Interment Rights

21. (1) A licence to use a grave or niche in the Cemetery may be purchased from the Cemetery office upon full payment of the proper fees (including the fee for Perpetual Care). The Licensee shall have the right to use the grave for the burial of human remains or cremated human remains in accordance with the provisions of the Bylaw and the Regulations, as may from time to time be in effect and shall acquire no other rights whatsoever.
- (2) No person may purchase more than eight graves or niches.

Proof of Interment Rights

22. The use of any grave or niche must be authorized in writing by the Licensee or that person's authorized decision-maker. The Cemetery Superintendent may request proof of purchase to identify the Licensee of the grave or niche or to prove the right to use the grave or niche.

Refund of Interment Rights

23. A license to use a grave or niche may be cancelled and a refund issued provided that:
 - (a) the request is made in writing from the original Licensee or that person's authorized decision-maker;
 - (b) the grave or niche has not been used for interment; and
 - (c) any markers or Monuments on the grave or niche are removed.

Amount of Refund

- 24. (1) Refunds for the cancellation of a license shall be issued on the basis of 100% of the opening and closing fees paid and 85% of the grave or niche and Perpetual Care fee paid.
- (2) The rights to a refund, as described in the preceding subsection, are subject to the City being reimbursed for any and all costs in the event that a Monument has been placed on the grave or a niche has been inscribed, or any other similar costs incurred by the City to return the grave or niche to a state where it could be sold to another.

Sale of Interment Rights

- 25. The license to use a grave or niche cannot be sold by a Licensee.

Transfer of Interment Rights

- 26. The license to use a grave or niche may be transferred to a family member provided that:
 - (a) the Licensee or his authorized decision-maker advises the Cemetery office in writing of the name and address of the new Licensee; and
 - (b) the associated Cemetery administrative fee is paid in full.

Limits of Perpetual Care

- 27. The fees for a license to use a grave or niche shall include payment of Perpetual Care; however, the City shall not be bound to expend on any grave in any year an amount greater than the annual interest earned on the amount paid for Perpetual Care.

Availability of Graves

- 28. Licenses for graves or niches shall be allocated and sold to members of the general public on a "first-come, first-served" basis, provided that the purchaser agrees to adhere to all relevant bylaws and these Regulations.

Request for Specific Graves

- 29. The Cemetery Superintendent may consider requests for specific graves or graves in specific locations by persons provided that:
 - (a) the request does not disrupt the Cemetery's maintenance and operating plans; and
 - (b) in case of dispute, the Cemetery Superintendent's decision shall be final.

Designated Areas

- 30. (1) Groups or organizations (including ethnic, religious or members of the Canadian Armed Forces) may request to have a number of graves allocated without advance payment in specific areas of the Cemetery, subject to the provisions of this section.
- (2) The location and size of the area shall be subject to the following criteria:
 - (a) the graves are not currently needed by members of the general public;
 - (b) the number of graves shall be based on the expected need for the projected remaining years of available graves at the Cemetery;
 - (c) the request does not disrupt the maintenance and operating plan of the Cemetery;
 - (d) the area has not previously been reserved by another group; and
 - (e) in case of dispute, the Cemetery Superintendent's decision shall be final.
- (3) When the Cemetery is sold out of graves to the general public, and some of the allocated graves are unused, the graves shall be re-allocated for sale to the general public.
- (4) Designated cemetery areas may not be used to discriminate against any individual if that individual meets the eligibility requirements and complies with the interment practices for the area as approved by the Cemetery Superintendent.

**Part IV
Monument Regulations**

General

- 31. In this section, the following definitions shall apply:
 - (a) "base" means the lower portion of a two-piece Monument set on a foundation;
 - (b) "die" means the upper portion of a two-piece Monument and the part of the Monument that is placed on the base;
 - (c) "die without a base" means a Monument consisting of a single piece placed on a foundation;

- (d) "foundation" means a pre-cast or poured-in-place pad, usually made of concrete, set at grade, upon which a Monument is placed;
- (e) "length" means the dimension of the Monument as measured from the left edge to the right edge, facing the Monument;
- (f) "width" means the dimension of the Monument as measured from the front edge to the back edge, facing the Monument; and
- (g) "height" means the dimension of the Monument as measured from the top to the bottom.

Approval Required

- 32. No marker or Monument shall be erected, altered or removed without approval from the Cemetery Superintendent.

Approval Process

- 33. All applications for Monuments must be made on the prescribed forms available from the Cemetery Office. Applications shall be submitted to the Cemetery Office during normal office hours only and the payment of the Monument fee is due at the time application is made. Upon approval, a copy shall be returned to the applicant.

Work Initiated Before Approval

- 34. The City accepts no responsibility for any Monument work initiated prior to the approval of the application.

Authorization

- 35. The Licensee or authorized decision-maker of a grave or graves shall be the authority with respect to the requested placement of a Monument on a grave or graves. Persons, other than the Licensee, who make application for the placement of a Monument, do so at their own risk. The City does not accept any responsibility for resolving disputes between surviving family members or friends resulting from the placement of a Monument.

Hours of Installation

- 36. Only Monument work approved by an application submitted to the Cemetery Office shall be carried out, and only during the normal Cemetery Office hours of operation. Any work to be carried out other than during normal scheduled hours of operation requires approval of the Cemetery Superintendent.

Notification and Responsibility

37. Any Monument company employees, contracted employees or authorized individuals carrying out any Monument work in the Cemetery, shall advise the Cemetery Office upon arrival at the Cemetery and shall be responsible for the restoration or repair of any damages to the Cemetery grounds or fixtures resulting from their actions.

Installation

38. The timing of flat marker or foundation installations shall be scheduled by the Cemetery Superintendent. A cut-off date for these installations shall be established each fall and installations not completed prior to the cut-off date shall be honoured the following spring. Regardless, the installation of flat markers and foundations for upright Monuments shall not take place until the gravesite is suitably landscaped.

Delivery

39. No Monuments shall be delivered to the Cemetery until:
- (a) the applicant has received a copy of the Monument Application Form with approval signified;
 - (b) the Cemetery Office has been informed, 24 hours prior to delivery, of each Monument or flat marker that is to be delivered;
 - (c) in the case of Monuments to be installed on a foundation, the Cemetery Office has confirmed that the foundation is complete; and
 - (d) in the case of flat markers, the Cemetery Office has confirmed that the gravesite has been landscaped.

Installation Responsibility

40. The City reserves the right to install all foundations for upright Monuments. The Monument company is responsible for the installation of all Monuments on concrete foundations.

Cemetery Layout

41. The City reserves the right to change the design of the Cemetery affecting the placement of existing and new Monuments.

Removal of Monuments

42. The City may remove and dispose of any upright Monument, memorial structure or fixture placed in the Cemetery if such should fall into disrepair or become unsightly. The

City shall forward written notification prior to undertaking this action to the last known address of the Licensee of the grave or next-of-kin.

Surnames

43. The surname inscribed on a Monument must match the surname corresponding to the burial as recorded in the Cemetery Office. Where there is a request for an inscription with a different surname than recorded in the records, the recorded name must either be legally changed or appear elsewhere on the inscription. In this circumstance, the legal name may appear in smaller lettering or be placed in parenthesis.

Non-Interment Memorialisation

44. Where a Monument is to be erected or altered as a memorial to a person not interred in the Cemetery, the inscription must clearly indicate that no burial has taken place.

Inscription Layout

45. Where a Monument is marking more than one grave, it is the responsibility of the person making the application to ensure the Monument's inscription corresponds with the correct sides or location of the burials.

Vandalism

46. Monuments are placed in the Cemetery at the risk of the Licensee of the grave or of the applicant. The City accepts no responsibility for theft or damage resulting from vandalism.

Perpetual Care

47. The City's maintenance of Monuments shall be limited to keeping the ground in such condition that the Monuments remain level and straight.

Maintenance of Monuments

48. The City accepts no responsibility for degrading of the Monuments or markers due to normal wear or deterioration. Minor chipping of the base portion of the Monuments as a result of the turf mowing operation is considered normal wear.

Matching Existing Monuments

49. Applications for Monuments that do not comply with these Regulations but would match an existing or previously installed Monument shall not be approved.

Communal Graves

- 50. (1) No type of marker or memorial is permitted on a communal grave that contains more than two interments.
- (2) In a communal grave containing either one or two interments, provided no additional interments are permitted, each interment is permitted one flat marker upon payment of the appropriate fees.

Exemptions and Exceptions

- 51. The Cemetery Superintendent may, at his discretion, and where special circumstances exist, make exceptions to the Regulations with respect to Monuments.

Upright Monuments

52. (1) **Approved Materials**

Granite and limestone are approved materials for upright Monuments or parts thereof. Marble is approved only for use as the die of a Monument or for parts thereof such as vases and statues. Marble shall not be approved as a base.

(2) **Other Materials**

No Monument or part thereof containing wood or glass shall be approved. Other materials requested for Monuments are subject to prior approval by the City and must be materials recognized as long-lasting and requiring no ongoing maintenance. The onus for testing and proving acceptability for a material shall be on the person making the application.

(3) **Only One Monument**

In upright Monument areas, only one upright Monument shall be permitted on any grave or portion thereof and it is to be placed at the head of the grave as designated by the City.

(4) **Base Dimensions**

All bases (or dies without bases) are subject to the following:

- (a) the minimum length of a base shall be 40.5 cm (16 inches);
- (b) the maximum length of a base shall be 15 cm (6 inches) less than the width of the grave or graves to be marked but cannot exceed 229 cm (90 inches) in length;

- (c) the width of a base shall be a minimum of 20.5 cm (8 inches) and a maximum of 45.5 cm (18 inches);
- (d) the base of a Monument in excess of 106.5 cm (42 inches) in length shall have a minimum width of 30.5 cm (12 inches); and
- (e) the height of a base shall be a minimum of 10 cm (4 inches) and a maximum of 46 cm (18 inches).

(5) **Base Finish**

The sides of the base (excluding the top and bottom) must have a rock-pitch finish. Any base with a minimum height of 15 cm (6 inches) shall be permitted a sawn or polished margin. The margin must be made so that a minimum of 10 cm (4 inches) on the bottom of each side is left as a rock-pitch finish.

(6) **Responsibility For Dimensions**

The person making application for a Monument shall be responsible for determining the width of the grave or graves to be marked and ensuring that the maximum length dimensions are observed.

(7) **Die Dimensions**

All dies are subject to the following:

- (a) the overall length and width dimensions of the die (including any fixtures) shall not exceed the length and width dimensions of the base;
- (b) the height of a die shall be a minimum of 10 cm (4 inches) and the maximum height shall not exceed the die's minimum length by more than one-third;
- (c) a die with a minimum width of 10 cm (4 inches) shall be restricted to a maximum height of 46 cm (18 inches);
- (d) a die with a minimum width of 15 cm (6 inches) shall be restricted to a maximum height of 91 cm (36 inches); and
- (e) a die with a minimum width of 20 cm (8 inches) shall be restricted to a maximum height of 137 cm (54 inches).

(8) **Total Monument Height**

A Monument with a maximum base length less than or equal to 107 cm (42 inches) shall be restricted to a maximum total height of 107 cm (42 inches). A

Monument with a maximum base length in excess of 107 cm (42 inches) shall be restricted to a maximum total height of 152 cm (60 inches). Total Monument height is measured from the top of the foundation to the highest point on the Monument (including any fixtures).

(9) **Monument Assembly**

Any upright Monument erected must have the base and die joined, front and back, by use of a non-permanent setting compound. Monuments cannot be permanently attached or pinned to the concrete foundation.

(10) **Monuments Shaped Into Crosses**

Monuments shaped into a cross which have any portion of the die length less than 35 cm (14 inches) or a thickness of less than 15 cm (6 inches) are not permitted.

(11) **Pictures and Photographs**

Pictures are to be countersunk to a depth that leaves approximately 3 mm (1/8 inches) extending from the face or front of a Monument, securely fastened and completely sealed with Monument setting compound. The use of frames, frames and covers or Jadco fasteners and similar installation systems is not permitted.

(12) **Vases and Statues**

All vases and statues must be permanently affixed and positioned so that no part extends beyond the length or width of the base nor extends above the total Monument height. Marble or granite vases shall be restricted to a minimum thickness of 2.5 cm (1 inch) at any point.

(13) **Other Fixtures**

All other fixtures or attachments to any marker or Monument must be specifically approved by the Cemetery Superintendent.

(14) **Central Feature Monuments**

Monuments designed to be a central feature for a recognized section of the Cemetery may be exempt from the size restrictions for marking individual graves. All such Monuments shall require prior approval of the City to determine the aesthetic suitability, overall stability and resistance to vandalism. The City reserves the right to set a minimum standard for the foundation of such a Monument. The parties making application for the Monument shall pay any design or consulting fees necessary to ensure a maintenance-free permanent foundation.

Flat Markers53. (1) **Approved Materials**

Only bronze (anchored to a base of granite or concrete) and granite are approved materials for use as flat markers. Marble shall not be approved as material for flat markers.

(2) **Foot Markers**

When the head of the grave, as designated by the City, is marked by either a flat marker or an upright Monument, no more than one additional flat marker is permitted on the grave and is to be located at the foot of the grave, as designated by the City. All flat markers to be installed at the foot of the grave shall be restricted to granite markers only. Bronze plaques or granite markers with invertible bases shall not be approved as foot markers.

(3) **Bronze Markers**

Bronze plaques (attached to a base of granite or concrete) shall only be approved for installations at the end of the grave designated the head by the City. The base used for anchoring a bronze plaque must be a minimum of 10 cm (4 inches) longer and wider than the plaque and a maximum of 20 cm (8 inches) longer and wider than the plaque and must meet the minimum and maximum dimensions for flat markers.

(4) **Dimensions**

All flat markers are subject to the following:

- (a) the length of a flat marker shall be a minimum of 30 cm (12 inches) and cannot exceed the width of the grave or graves to be marked;
- (b) the width of a flat marker shall be a minimum of 30 cm (12 inches) and cannot exceed 60 cm (24 inches); and
- (c) the thickness of a flat marker that is to be installed flush with ground level, including any base material anchoring bronze plaques, must be uniform and between 7.5 cm (3 inches) and 15 cm (5 inches).

(5) **Vases**

Only invertible vases that can be turned down and placed completely inside the marker shall be permitted on flat markers at the head of the grave. No vases shall be permitted on foot markers.

(6) **Pictures, Statutes and Fixtures**

No pictures, statues or fixtures (other than approved bronze plaques) shall be permitted on any flat marker.

(7) **Flat Markers on Foundations**

All flat markers to be placed on a foundation are considered a base without a die and are subject to these Regulations.

(8) **Assembly**

All concrete work and the anchoring of bronze plaques to bases shall be the responsibility of the person making the application prior to the delivery of the flat marker to the Cemetery.

Military Sections

54. (1) **Restrictions**

Areas designated for the burial of members and veterans of the Canadian Armed Forces and spouses, shall be restricted in Monument material, colour and size as determined by the City.

(2) **Non-Conforming Markers**

The City reserves the right to remove or replace any Monument or marker in the military sections not conforming to the predetermined material, colour and size.

(3) **Material & Colour**

The material and colour for all Monuments and markers in the military sections shall be stanstead grey granite with a steeled finish, similar grey granite may be used only with the approval of the Cemetery Superintendent.

(4) **Dimensions – Upright Military Monuments**

Upright military Monuments are only permitted in the upright military section and one only at the head of the grave. The Monument shall measure 8 cm (15 inches) long by 7.5 cm (3 inches) wide and a sufficient height to allow 81 cm (32 inches) to be above ground and a minimum of 15 cm (6 inches) in the ground for anchoring the cement base. The top must be slightly rounded (not necessarily serpentine).

(5) **Dimensions – Flat Military Markers**

In the military sections, the flat marker shall measure 51 cm (20 inches) long by 30 cm (12 inches) wide and have a thickness of a minimum of 7.5 cm (3 inches) to a maximum of 10 cm (4 inches).

(6) **No Vases or Other Attachments**

No vases or attachments of any kind shall be approved as an addition to, or as part of, any Monument in the military sections.

(7) **Foot Markers**

In the military sections, when the head of the grave, as designated by the City, is marked by either a flat marker or an upright Monument, no more than one additional flat marker is permitted on the grave and is to be located at the foot of the grave, as designated by the City. This marker shall be defined as a foot marker and follow the exact color, material, size and other specifications regarding flat military markers as defined in these Regulations.

(8) **Inscription**

An individual assuming the financial responsibility for marking a grave in the military sections shall have the right to vary the inscription from the standardized format of War Graves Commission headstones, National Defence headstones, Privy Council Order headstones and Veterans Affairs Canada headstones. The inscription shall require approval of the City, and be appropriate and acceptable for display in the military section.

Part V Flowers and Memorialisation

Responsibility

55. All items placed in the Cemetery by the public shall be at their own risk. The City accepts no responsibility for any damaged or missing items.

Permanent Items

56. Only approved Monuments, markers or approved parts thereof are considered permanent items and are permitted to remain in the Cemetery year-round.

Perennials, Trees and Shrubs

57. The City reserves the right to plant and remove any perennial flowers, shrubs and trees and to landscape or carry out any improvements to the grounds.

At the time of Interment

58. All types of flowers and other items are permitted on the grave the day of the burial and shall be left for a period of seven calendar days following interment. Any time after this period, the items shall be removed and disposed of by the City.

Annual Flowers and Flower Beds

59. (1) From April 1 to October 31, the following guidelines apply:
- (a) flowers in containers that are not part of the approved Monument shall be removed and disposed of, however, Cemetery staff shall not remove flowers placed in vases that are part of an approved Monument;
 - (b) flower beds may be planted at the grave (except in military sections) subject to the following guidelines:
 - (i) the City assumes no responsibility for the appearance, maintenance, and fall cleanup of annual flower beds, further, if flower beds are neglected they shall be removed;
 - (ii) the outer edge of the flower bed cannot exceed the width of the concrete foundation or flat marker and cannot extend more than 18 inches out at the center;
 - (iii) the flower bed shall be crescent shaped and located immediately in front of the marker or foundation at the head of the grave only;
 - (iv) only annual flowers that do not re-grow in the spring can be planted in approved flower beds; and
 - (v) any artificial flowers, potted plants, perennials, lawn-edging, non-natural/such items, which includes but are not limited to the following: solar lights, chimes, rocks, stepping stones or other decorative items shall be removed and disposed of by the City; and
 - (c) all other items placed on a grave, flower bed, Monument or concrete foundation are considered temporary and are removed and disposed of weekly by the City.
- (2) From November 1 to March 31, the following guidelines apply:

- (a) all vases in the flat marker sections must be inverted. The City assumes no responsibility for missing or damaged vases or flowers; and
- (b) all items placed at graves shall be removed only as needed to accommodate interments or if deemed hazardous, excessive, or inappropriate by the City.

Decorative Elements

60. (1) To preserve the proper appearance of the Cemetery, the City may remove any memorial or memorialisation when it is objectionable, or its removal is otherwise considered necessary by the City. For clarity, non-natural items, include but are not limited to the following: solar lights, chimes, rocks, stepping stones, flags, poles, or other decorative elements that are not permanent would be objectionable.
- (2) When the City considers any memorial or memorialisation removed pursuant to subsection 60(1) to be of value, the City shall, where the address is known, forward a written notice to the Licensee or authorized decision-maker of the deceased notifying them of the removal of the article and that such article may be claimed within 30 days of the date of the notice.
- (3) If no claim is made to the City after the expiry of 30 days, or where no notice can be given, the City shall dispose of the article.
- (4) The City shall not be responsible for any loss occasioned by any person as a result of the removal of the memorial or memorialisation, or the failure of the Licensee or authorized decision-maker or any other party to claim a removed memorial or memorialisation within 30 days in accordance with this section and the resulting disposal of the memorial or memorialisation.
- (5) Artificial or natural flowers may only be attached to the Columbarium in approved vases, one per niche, available for purchase from the Cemetery Office. Arrangements shall not encroach upon other niches. No other ornamentation or memorial item is to be attached to or hung from the Columbarium or vase. The City reserves the right to remove such items and dispose of them without notice and without liability.

61. Bench or Tree

- (1) Any person may, upon completion of the requested application and payment of the appropriate fee, commemorate the life of a person(s) on a memorial tree or bench.

- (2) The memorialisation is subject to the approval of the City, which shall limit such memorialisations to people who are either interred in Woodlawn Cemetery, or who have lived in Saskatoon at some point in their lives.

Part VI
Miscellaneous

Most Restrictive Provisions Prevail

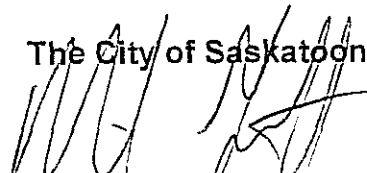
62. Where there is a conflict between the provisions of the Bylaw and the provisions of these Regulations or any other legislation, the most restrictive provision shall prevail.

Repeal

63. The previous regulations are hereby repealed.

Signed by The City of Saskatoon this 22nd day of September, 2011.

The City of Saskatoon



Mike Gutek, General Manager
Infrastructure Services Department

7.

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Infrastructure Services Department
DATE: September 22, 2011
SUBJECT: Proposed Expansion of the City Park Residential Parking Program Boundary
FILE: CK 6120-6

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

- 1) that the City Park Residential Parking Program be expanded by adding a "Two Hour, 08:00 to 17:00, Monday to Friday" parking restriction on the south side of the 700 block of Duke Street, spanning 7th Avenue North to 8th Avenue North, as shown on Plan 260-0039-001r006 (Attachment 1); and
- 2) that the City Solicitor be requested to prepare the amendments to Bylaw 7862, The Residential Parking Program Bylaw, 1999, for approval by City Council.

BACKGROUND

At its meeting on September 12, 2011, City Council considered a report of the Planning and Operations Committee and approved the recommendations of the General Manager, Infrastructure Services Department regarding an expansion of the Caswell and City Park Residential Parking Permit Program zones, including the 500 and 600 blocks of Duke Street, the 900 block of 5th and 6th Avenues, and the 800 block of 7th Avenue North. In addition, Council requested that the Administration report further regarding possibly including residents on the block of Duke Street east of 7th Avenue.

REPORT

In an effort to address parking and traffic concerns, residents of the City Park neighbourhood embarked on the process of collecting signatures to petition for the extension of the City Park Residential Parking Program (RPP) zone, which included the south side of the 700 block of Duke Street, spanning 7th Avenue to 8th Avenue.

Petitions, which were distributed along the 700 block of Duke Street in the City Park neighbourhood, resulted in an overall support level of 100 percent. The Administration has evaluated the names and addresses listed on the petition; and have no concerns with respect to resident support for the expansion of both RPP zones.

Residents within the area will be notified of the expansion upon Council approval.

OPTIONS

No other options were considered.

POLICY IMPLICATIONS

The overall petition results exceed the resident support level of 70 percent required to establish a Residential Parking Permit Program, as set out in Policy C07-014 – Residential Parking Permits.

FINANCIAL IMPACT

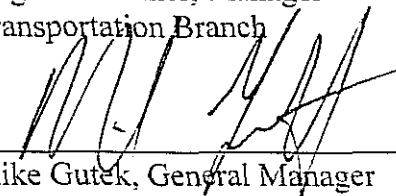
There are sufficient funds within the Operating Budget for the installation of signs, printing and distribution of parking permits. The annual \$25 permit purchase price covers the costs to implement, administer and enforce the program.

ATTACHMENTS

- 1. Plan 260-0039-001r006.

Written by: Phil Haughn, Parking Services Manager
Transportation Branch

Approved by: Angela Gardiner, Manager
Transportation Branch

Approved by: 
 Mike Gutek, General Manager
 Infrastructure Services

Dated: SEP 23, 11

Copy to: Murray Totland
City Manager

Caswell and City Park RPP Expansion

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Infrastructure Services
DATE: September 20, 2011
SUBJECT: Capital Project 2044 – Gravel Street Upgrades
FILE NO.: (IS 6000-13)

RECOMMENDATION: that the following report be submitted to City Council during Budget deliberations recommending that, if the funding from the Reserve for Capital Expenditures for gravel street upgrades in the amount of \$500,000 is approved, the locations be constructed in 2012, as outlined in the this report.

BACKGROUND

At its meeting held on November 2, 2010, the Planning and Operations Committee recommended to the Budget Committee that \$440,000 be allocated from the Reserve for Capital Expenditures. At its meetings held on December 14th and 15th, 2010, the Budget Committee approved the allocation of \$310,000 to Capital Project 2044 – Gravel Street Upgrades.

On February 9, 2004, City Council approved the creation of Capital Project 2044 – Gravel Street Upgrades to facilitate the completion of surface infrastructure and remediation in various areas of the City that were not completed to a paved and curbed standard.

The following locations have been completed since 2004:

In 2005, the following locations were constructed:

- 18th Street - Avenue J to Avenue L;
- Avenue L – 18th Street to 19th Street; and
- 40th A Street – Avenue A to Avenue B.

In 2007, the following location was constructed:

- 41st Street – Ontario Avenue to Quebec Avenue (2007 construction with 2006 budget).

In 2008, the following locations were constructed through the allocation of funds from the Neighbourhood Development Fund and the Infrastructure Reserve – Water and Sewer fund, unless otherwise stated:

- 19th Street – Avenue L to Avenue M;
- Avenue J South at 21st Street West;
- Avenue K South – 17th to 18th Street;
- Avenue N South – 17th to 18th Street;
- Avenue T South at 20th Street West;
- Sidewalks – 21st Street West - 5 Blocks;
- Sidewalks – Avenue P – 11th Street to 17th Street; and
- 10th Avenue North – Duchess Street to Warburton Street (funded from the Earth Street and Lanes Program).

In 2009, the following locations were constructed:

- Avenue Q – Dudley Street to 11th Street; and
- 107th Street – Central Avenue east for 2 blocks.

In 2010, the following locations were constructed with \$5,000,000 allocated by the Budget Committee at the December 9th, 2009, meeting:

- Lauriston Street – 2nd Avenue to 9th Avenue;
- Warburton Street – 7th Avenue to 10th Avenue;
- Wheaton Avenue – 46th Street to 47th Street;
- 18th Street – Avenue L to Avenue N (Carryover into 2011);
- Avenue M – 17th Street to 19th Street (Carryover into 2011);
- Avenue O – 16th Street to 17th Street (Carryover into 2011);
- 17th Street – Avenue S to Avenue Q (Carryover into 2011);
- 107th Street – 335 metres north of 105th Street (funded through the Infrastructure Stimulus Fund).

In 2011, the following locations were constructed with \$310,000 allocated by the Budget Committee at its meetings held on December 14th and 15th, 2010, and approved by Council at the December 20th, 2010, meeting:

- Avenue W – North of 37th Street;
- Niderost Street – Melrose Avenue to McPherson Avenue;
- 1600 Block of Avenue E;
- 2nd Street – Kilburn Avenue to Belfast Avenue.

REPORT

The current list of remaining locations scheduled for paving, complete with estimates, is as follows:

Neighbourhood	Location	Surface Cost	Underground Cost
Nutana	11 th Street East - 100 block	\$73,000	\$82,000
Nutana	Idylwyld Place	\$50,000	\$50,000
West Industrial	Avenue U: Schulyer Street to Dudley Street	\$410,000	n/a
West Industrial	Avenue U: 11 th Street to Dudley Street	\$410,000	\$240,000
West Industrial	Weldon Avenue north of 16 th Street	\$200,000	\$140,000
Kelsey/Woodlawn	34, 35, 36, 37, 38, 39 th Streets: east of Quebec Avenue	\$950,000	n/a
Meadowgreen	19 th Street West: Winnipeg Avenue to Vancouver Avenue	\$119,000	n/a
Pleasant Hill	19 th Street: Avenue N to Avenue O	\$320,000	n/a
Kelsey/Woodlawn	Alberta Avenue – 2 blocks	\$1,080,000	\$475,000
Kelsey/Woodlawn	40 th Street – 1 block	\$420,000	n/a

As the program is relatively new, priority has typically been determined by Infrastructure Services, who is most aware of the overall priority of each location.

There is no correct way of choosing priority. All of the locations are part of the city; all were not improved due to lack of support in previous years through the Local Area Improvement

Programs, and each location must be upgraded from discretionary funding. Many of the outstanding locations have been included as recommendations in various Local Area Plans. Where possible, the paving is coordinated with the upgrading of underground services.

At funding levels of approximately \$500,000 for surface works annually, and with prices increasing with inflation, the current list of projects will be complete in 10 to 15 years.

The Administration is recommending that, if the funding from the Reserve for Capital Expenditures for gravel street upgrades in the amount of \$500,000 is approved, the following locations be constructed in 2012.

Neighbourhood	Location	Total Estimated Cost*
West Industrial	Weldon Avenue, North of 16 th Street	\$340,000
Nutana	11 th Street – 100 Block	\$160,000
		\$500,000*

*Total Cost is based upon an engineering estimate and includes assumptions on the condition of underground services.

FINANCIAL IMPACT

The 2012 Capital Budget is being submitted with \$500,000 of funding requested from the Reserve for Capital Expenditures.

ENVIRONMENTAL IMPACT

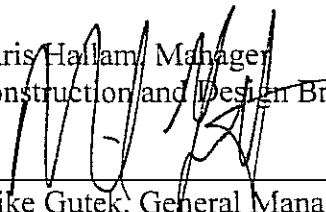
There is no environmental impact.


PUBLIC NOTICE

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

Written by: Cory Funk, Senior Project Management Engineer
Construction and Design Branch

Approved by: Chris Hallam, Manager
Construction and Design Branch

Approved by: 
Mike Gutek, General Manager
Infrastructure Services
Dated: SEP 22, 2011

Approved by: 
Murray Totland
City Manager
Dated: Sept. 26/11

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Infrastructure Services Department
DATE: September 22, 2011
SUBJECT: 2010 Traffic Characteristics Report
FILE NO: IS 6333-2

RECOMMENDATION: that the following report be submitted to City Council and the Traffic Safety Committee for their information.

REPORT

Attached is a copy of the City of Saskatoon 2010 Traffic Characteristics Report (Attachment 1).

The report includes various measures of mobility and traffic trends, such as:

- Evening peak period travel times from the Central Business District (CBD);
- Afternoon peak period travel times across the city;
- Vehicle occupancy and share mode data for peak period CBD;
- Travel to work data and alternative modes of transportation from the most recent Canadian Census (2006);
- Travel demand on the city's road network and river crossings;
- The highest volume intersections and interchanges;
- An average daily traffic (ADT) flow map;
- Per capita gasoline and diesel sales data; and
- A summary of ADT volumes along various roadways throughout the city.

The detailed traffic volume data provides a comprehensive comparison of ADTs by week and month, as well as hourly distributions. This data is collected from five permanent count stations situated at major locations throughout the city, which continually record traffic volumes throughout the year.

New additions to the Traffic Characteristics Report include:

- Per capita gasoline and diesel sales data which provides a comparison of fuel consumption among residents of Saskatoon, the province and the country.
- A traffic flow map which shows volumes that are scaled proportionally to offer a visualization of the magnitude of travel on Saskatoon's roadways.

Historically, the annual Traffic Characteristics Report has included vehicle registration statistics obtained from Saskatchewan Government Insurance (SGI), merely for interest value. Over the years, SGI has undergone several system changes and has modified their methods of data collection. This has resulted in inconsistent vehicle registration statistics, therefore, 2010 will be the last year the data will be included.

In 2010, a formal review of the traffic monitoring program was undertaken with a number of recommendations being made, including the modernization of traffic counting equipment and improvements to traffic counting processes. City Council subsequently approved funding in 2011 to begin the implementation of these modifications. The 2011 version of the Traffic Characteristics Report will highlight the results of these modifications.

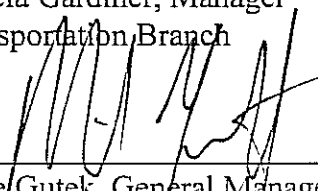
ATTACHMENT

1. 2010 Traffic Characteristics Report.

Written by: Rosemarie Draskovic, EIT, Traffic Safety Engineer
Transportation Branch

Marina Melchiorre, P. Eng., Infrastructure Engineer
Transportation Branch

Approved by: Angela Gardiner, Manager
Transportation Branch

Approved by: 
Mike Gutek, General Manager
Infrastructure Services

Dated: SEP 23, 11

Copy to: Murray Totland
City Manager

On the Cover: Eastbound View of the Traffic Bridge

The **Traffic Bridge**, the first vehicle bridge in Saskatoon, is a truss bridge that spans South Saskatchewan River, connecting Victoria Avenue to 3rd Avenue South and Spadina Crescent. The Traffic Bridge came into being when residents of Nutana agreed to merge with the town of Saskatoon and the village of Riversdale to form a city. The Traffic Bridge officially opened October 10, 1907, replacing an expensive and unreliable ferry service. It was the only road bridge in Saskatoon until 1916 when the University Bridge was completed. In 2010, the bridge was closed and will be replaced with a modern steel truss bridge of similar design.

The following information is compiled by the City of Saskatoon.

The user accepts all risks and expenses that may arise from the use of this information.

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Introduction

The Transportation Branch of the Infrastructure Services Department has been carrying out traffic volume studies on Saskatoon streets extensively since 1960. This data, besides being used for traffic planning and control purposes by City staff, has been made available to commercial enterprises, other City departments, safety organizations, research groups, and the general public.

This report compiles and summarizes available traffic volumes and characteristics throughout Saskatoon. While it is not practical to include all of the data gathered in detail, the enclosed information will satisfy most inquiries and cursory investigations. This report is not a technical thesis on traffic volume studies and analysis, but rather a compilation of information for general use and reference. Brief explanations are offered where necessary and references made of additional data and information available for those who wish to pursue a more detailed study.

Traffic Counting Procedures

It is not feasible to count all streets in Saskatoon daily for an entire year; therefore, a sampling and expansion procedure is used. Five locations continually record traffic volumes on an hourly basis throughout the year. These permanent stations are at the following locations:

- 8th Street between Lansdowne Avenue and Dufferin Avenue,
- Senator Sid Buckwold Bridge
- University Bridge,
- Circle Drive Bridge, and
- 22nd Street between Witney Avenue and Circle Drive.

The permanent count stations provide continuous information on the day-to-day, week-to-week, and month-to-month traffic volume variations.

In addition to the permanent count stations, 546 short-term count stations have been established at which seven day counts are carried out with portable counters between April and October. These portable counters record hourly traffic volumes at the various locations including interchange ramps. Attempts are made to take counts at each station at least once every three years, with critical areas counted yearly.

Weigh-in-Motion (WIM) System

The City of Saskatoon has one Weigh-in-Motion (WIM) station located on Circle Drive to monitor truck traffic. The WIM system was installed in 2005 across all lanes in both directions on Circle Drive between the South Saskatchewan River and the Preston Avenue Overpass. The system collects continuous vehicle data including traffic counts, speeds, vehicle weights and dimensions.

The WIM station records the weights of vehicle axles and indicates whether a particular vehicle is overweight. This data along with video capture of overweight vehicles assists in commercial vehicle enforcement.

Data collected from the WIM station in 2010 indicated that on an average day, the number of trucks was 5.3 percent of the total vehicles. Figure 1 illustrates the average daily breakdown of vehicle types.

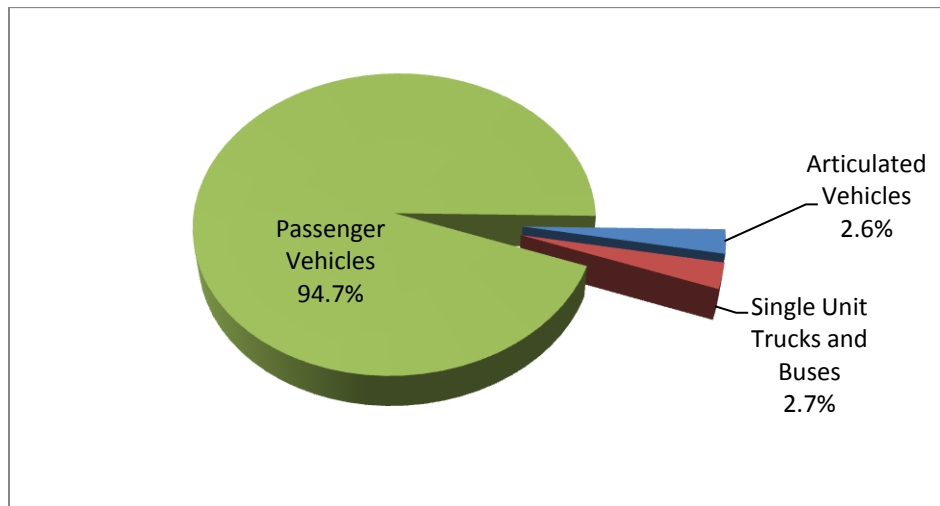


Figure 1: Vehicle Classification on Average Day at Weigh-In-Motion Station

Figure 2 shows the average hourly distribution by vehicle type in the westbound and eastbound directions. As well, the figure shows mean hourly speeds.

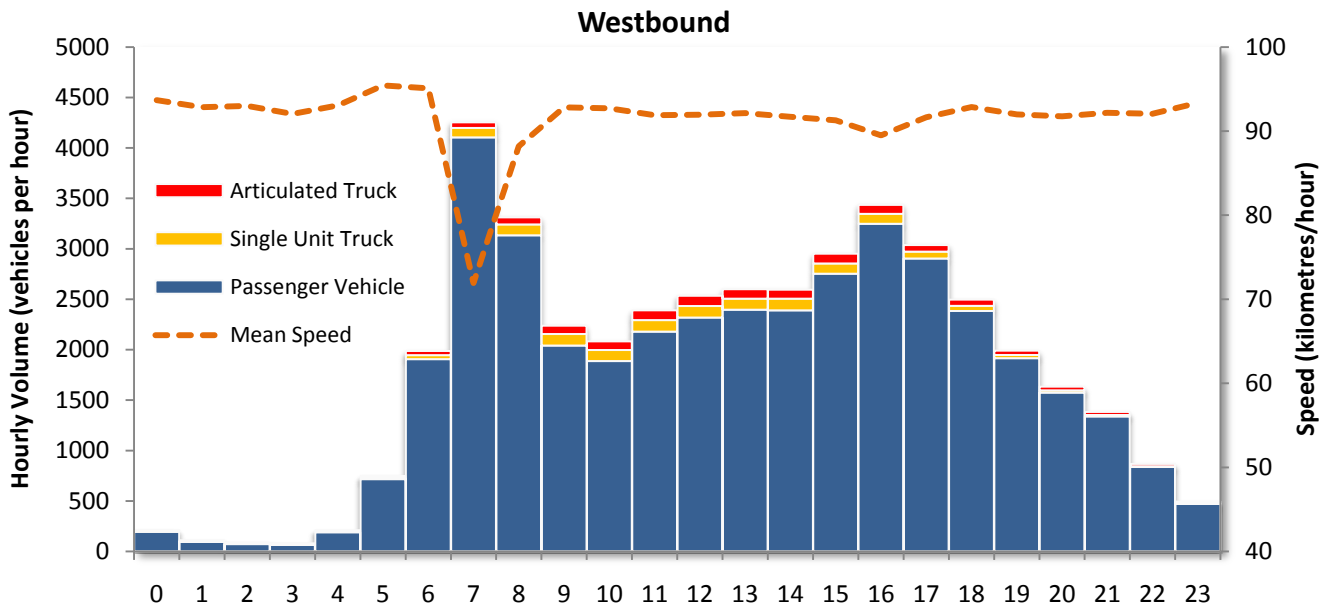
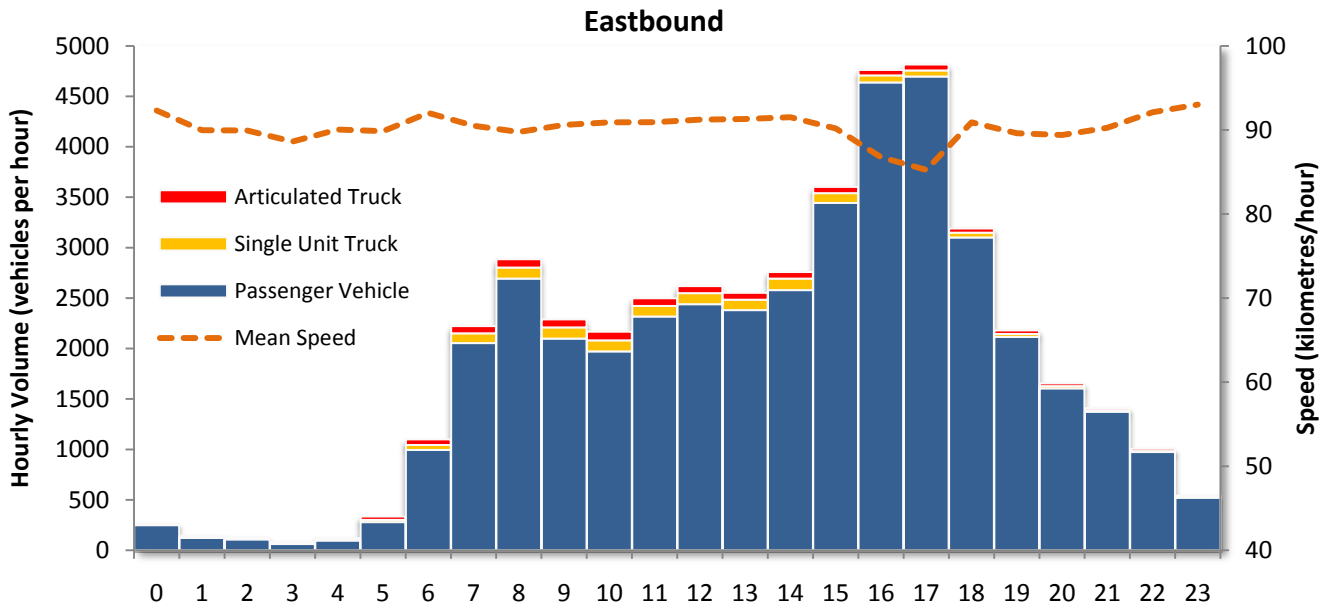


Figure 2: Vehicle Classification and Mean Speed by Hour of Day at Weigh-In-Motion Station

Permanent Counting Stations

Average daily traffic data from the five permanent counting locations is plotted over the years of operation to indicate traffic volume trends as illustrated in Figure 3. Significant changes in traffic volume on certain roadways can be observed at the time that the Circle Drive Bridge was opened (1983). The significant increase in traffic volume in 2003/2004 on Circle Drive Bridge is due to equipment malfunction, which provided lower than actual volumes in previous years. Further changes in traffic patterns were observed as the construction of interchanges were completed, such as the completion of the Attridge Drive interchange and the Preston Avenue extension in 2002/2003. In 2007, an additional outside lane was added to both the eastbound and westbound directions of the Circle Drive Bridge. Thus, traffic volumes for Circle Drive are not provided for 2007, due to construction.

In 2010, a number of construction projects impacted travel in Saskatoon. The Senator Sid Buckwold Bridge was reduced to one lane in each direction from July to October for maintenance. In addition, the Traffic Bridge was permanently closed in August. The result was a 16 percent decrease in traffic volumes compared to 2009 on Senator Sid Buckwold Bridge and subsequent 15 percent and 4 percent increases on Circle Drive Bridge and University Bridge, respectively. Eighth Street East experienced a 12 percent reduction in traffic volumes compared to 2009 due to water main repairs and the Senator Sid Buckwold Bridge maintenance.

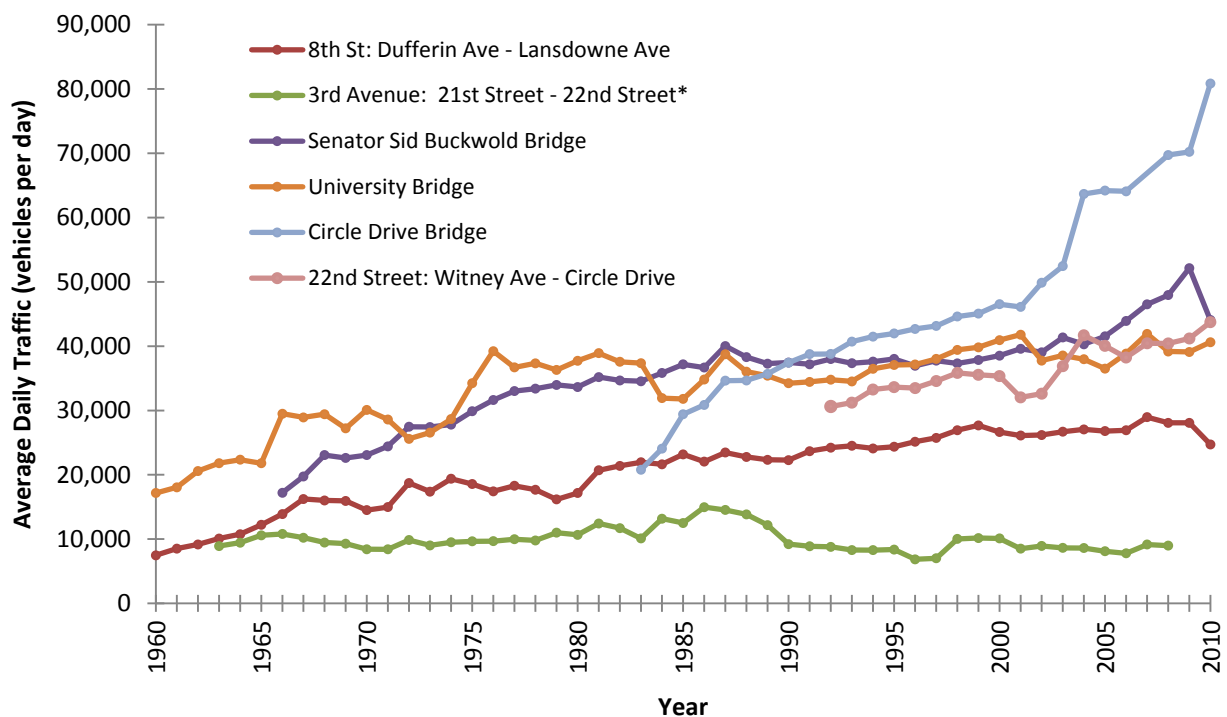


Figure 3: Historical Traffic Volumes at Permanent Count Stations

*The permanent traffic counter on 3rd Avenue was closed due to the re-construction of 3rd Avenue.

Traffic Volume Variations

Traffic volumes typically vary by season, day of the week, and by hour of the day. Also affecting travel are seasonal variations in climate and school trips, both post-secondary and secondary. Typically traffic volumes will peak in the spring and fall, remain average during the mid summer months and ebb during the more severe winter months. However, special circumstances in and around the city, such as large construction projects and detours, the summer Exhibition, various sporting events and/or summer festivals, may affect the traffic volume. Figure 4 depicts the monthly fluctuation at permanent counting stations.

In general, traffic volumes tend to remain relatively constant during weekdays with some reduction on Saturday and a further decline on Sunday. While an average daily traffic figure provides an indication of street use, it does not give a true picture of congestion and capacity. Figure 5 illustrates average traffic volumes for each day of week at permanent counting sites.

Traffic volumes on urban roadways typically peak directionally during the morning (between 7:00 AM and 9:00 AM) and evening (between 4:00 PM and 6:00 PM) peak periods, with a smaller peak during the noon hour. Throughout the planning and design of a road network, it is desirable to satisfy the peak traffic volumes. Figure 6 shows the average hourly distribution of traffic volumes for a day at permanent counting stations.

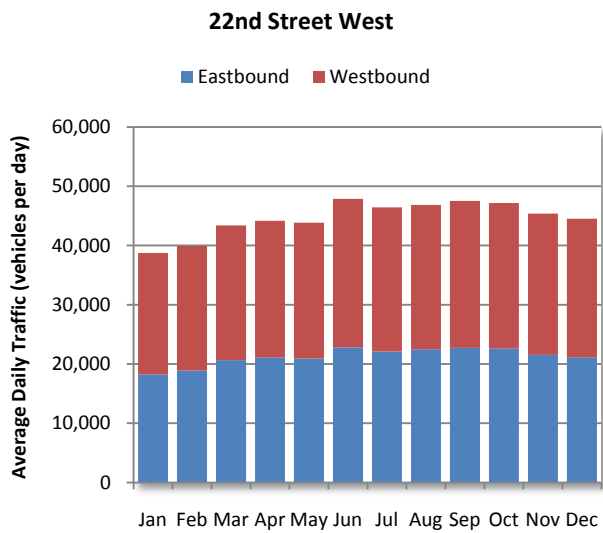
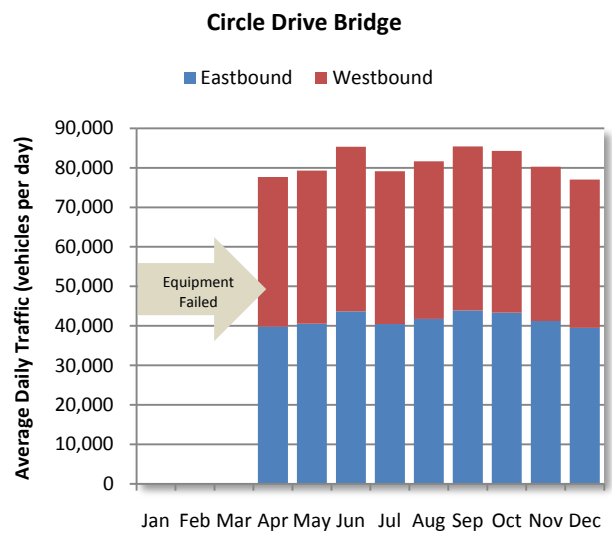
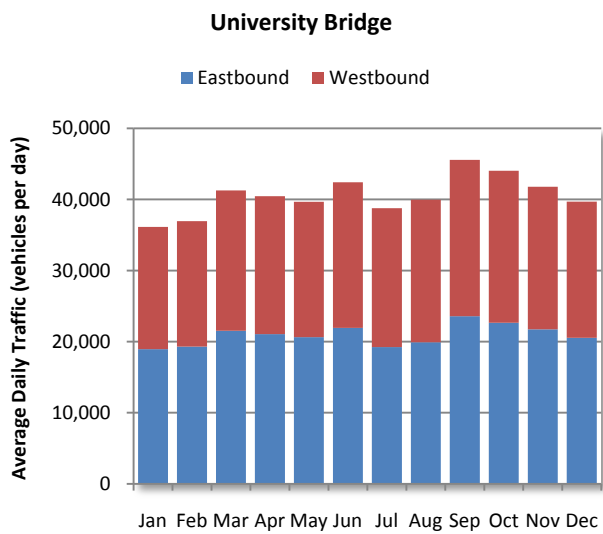
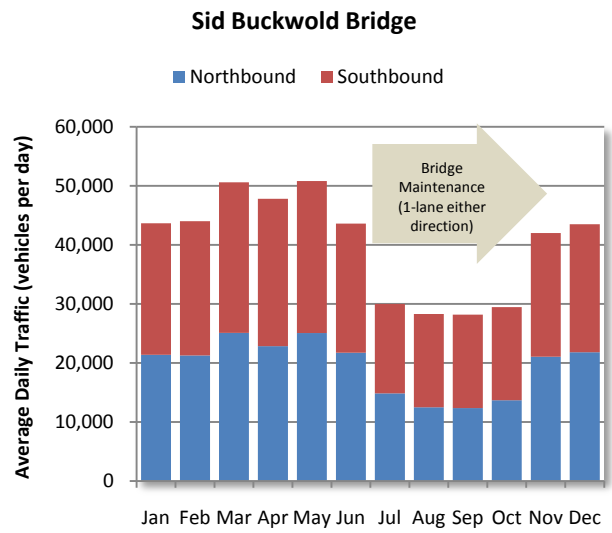
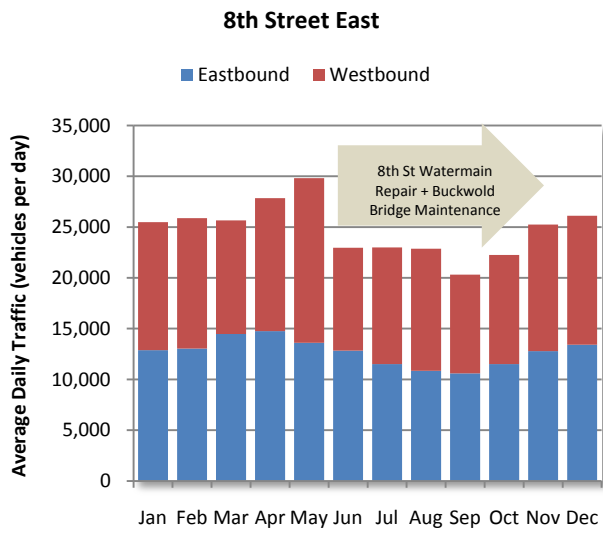


Figure 4: Distribution of Average Daily Traffic by Month

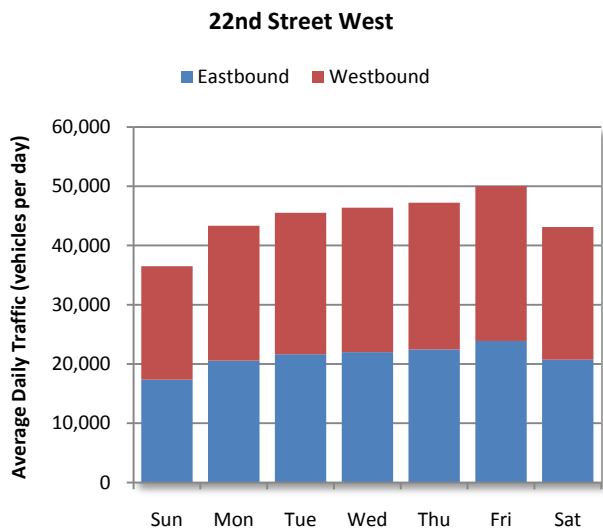
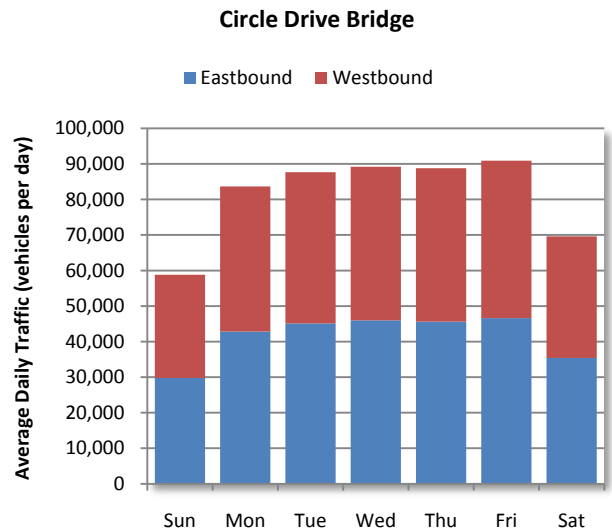
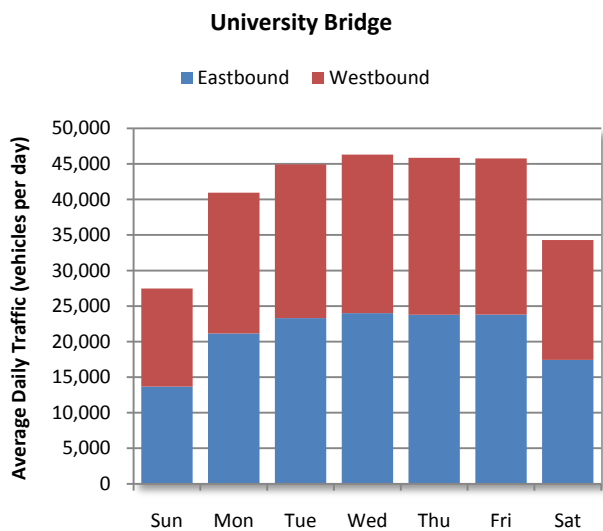
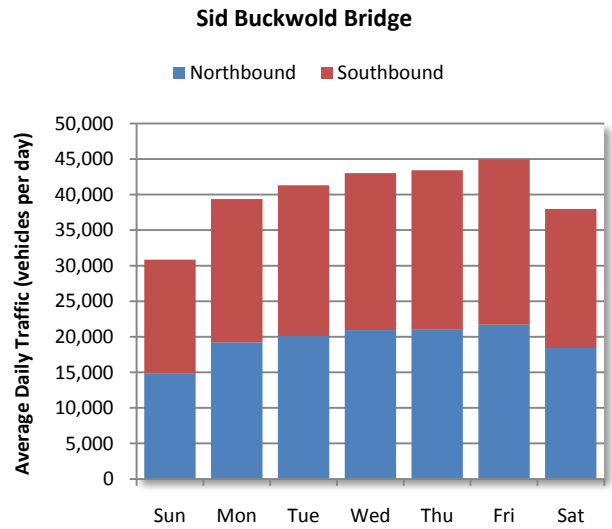
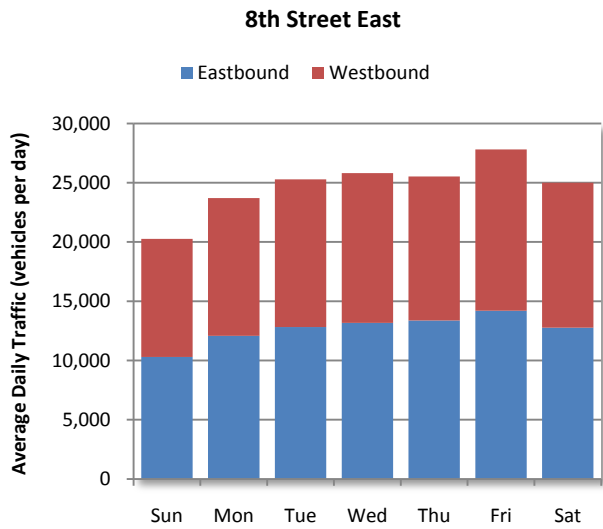


Figure 5: Distribution of Average Daily Traffic by Day of Week

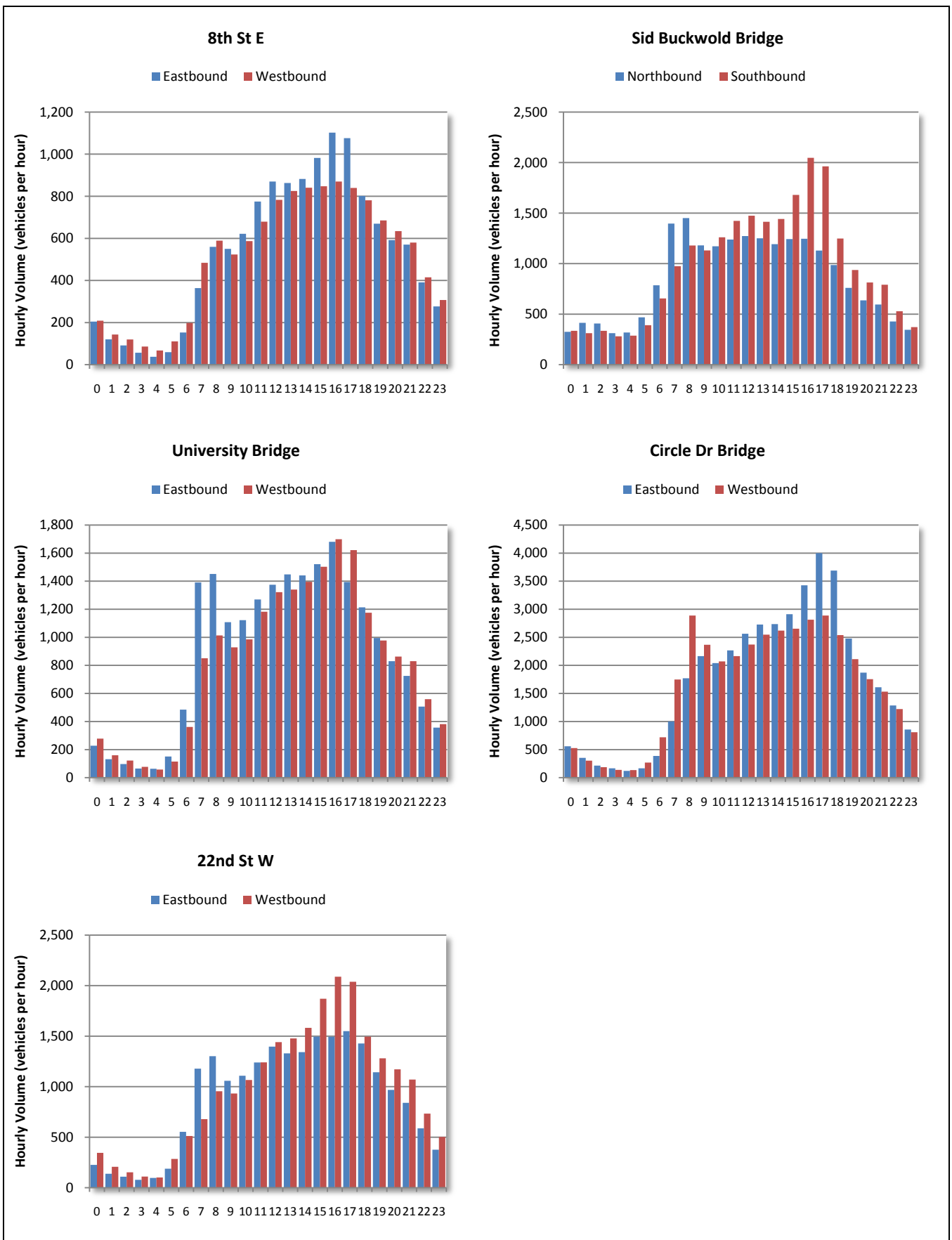


Figure 6: Distribution of Average Daily Traffic by Hour

Calculation of Average Daily Traffic

Traffic volume information is always expressed in some unit of time. The typical time periods referred to are either hourly traffic or daily traffic. Average Daily Traffic (ADT) is the value obtained from short-term counts and is defined as the average daily traffic volume observed throughout the duration of the count period. The results of short-term traffic counts tend to fluctuate depending upon the time of year, roadway classification, roadway location, and the occurrence of special events. As a result of these fluctuations, direct comparison of short-term count ADT results taken at different locations is neither feasible nor relevant. Therefore, a correction factor, *f*, must be applied to the ADT volumes in order to yield average annual daily traffic (AADT) values that are suitable for comparison between locations, as shown below:

$$\text{AADT} = \text{ADT} \times f$$

The primary correction factor used by the City of Saskatoon is the monthly correction factor. This correction factor, *f*, is determined from the permanent count stations and considers all variations throughout the year, as illustrated in Table 1.

Table 1: 2010 Monthly Correction Factor (f)

Month	Monthly Correction Factor (f)
January	1.15
February	1.11
March	1.03
April	1.01
May	1.00
June	0.93
July	0.96
August	0.94
September	0.94
October	0.94
November	0.98
December	1.04

Travel Characteristics

Population and Vehicle Ownership

The historical population and vehicle ownership trends in Saskatoon are illustrated in Figure 7.

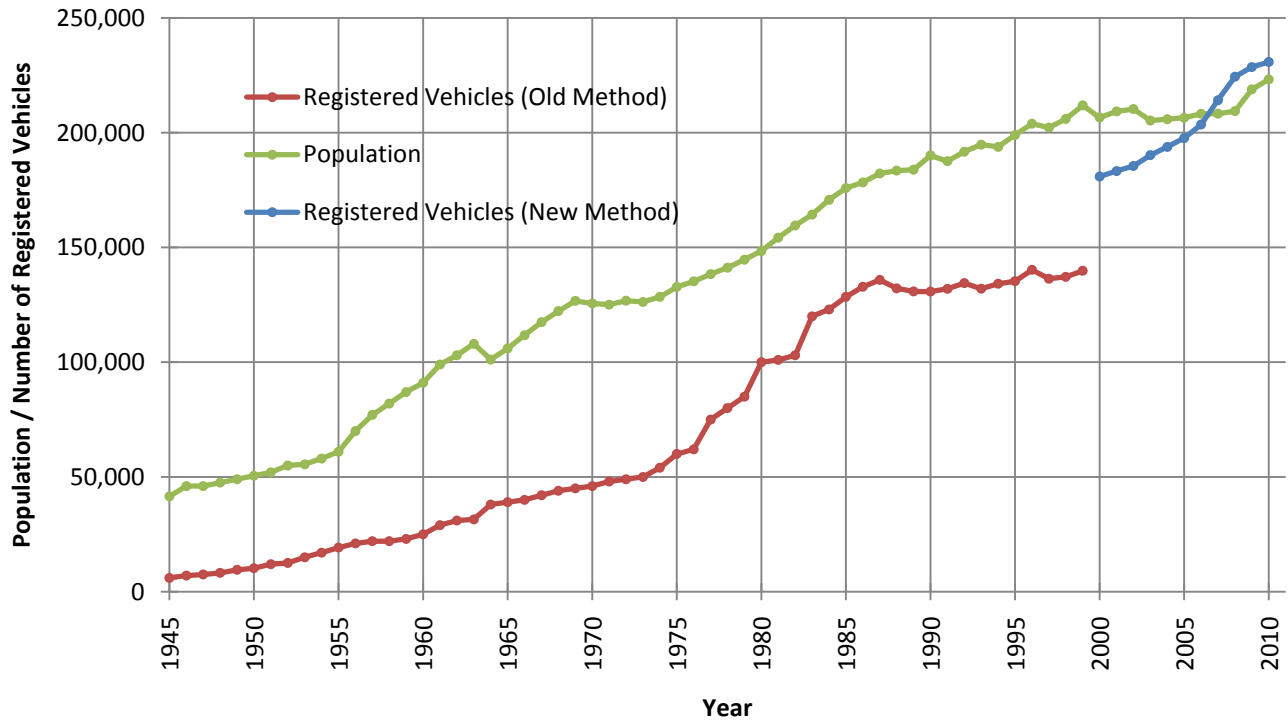


Figure 7: Historical Population vs. Vehicle Ownership

Saskatoon had a population of 223,200 as of June 30, 2010. Based on the most recent available data from Saskatchewan Government Insurance (SGI), it is estimated that there were 231,000 vehicles registered in Saskatoon in 2010.

A new method for calculating the number of registered vehicles was implemented by SGI in 2000, indicated in blue on Figure 7. Under the new system, although all vehicles (all types, all classes) may be registered by SGI more than once per year under short-term payment options (e.g. three-month option) they are only counted once for that year. Additionally, vehicles registered by dealerships are counted.

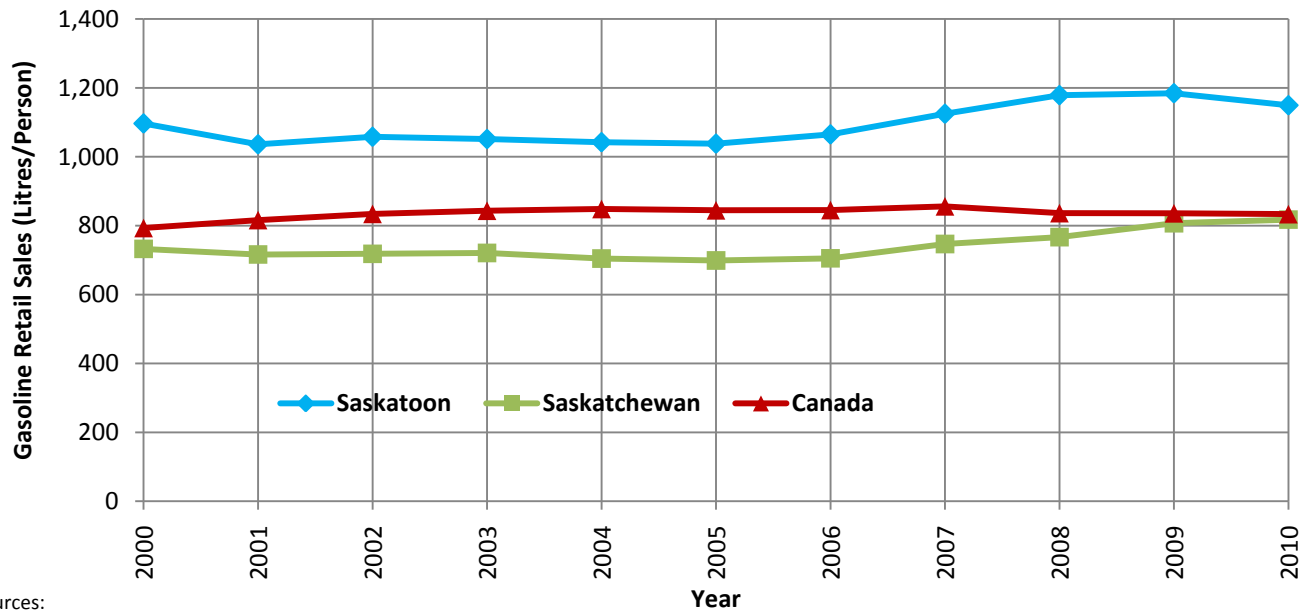
Prior to 2000, vehicle registration reports were taken at a single point in time, usually year-end, thus not counting seasonal vehicles which consist of motor homes, motorcycles and farm vehicles. Dealership registrations were not counted. As the data available does not accurately measure a dimension of travel in Saskatoon, this will be last year that it is included in this report.

Note that a new method for calculating Saskatoon's annual population was implemented for 2003.

Population and Fuel Sales

Gasoline retail sales are a rough indicator of how much people are driving. Fuel consumption per capita allows comparison between Saskatoon, the province and the nation. Gasoline sales per capita over the past 10 years for Saskatoon, Saskatchewan and Canada are shown in Figure 8.

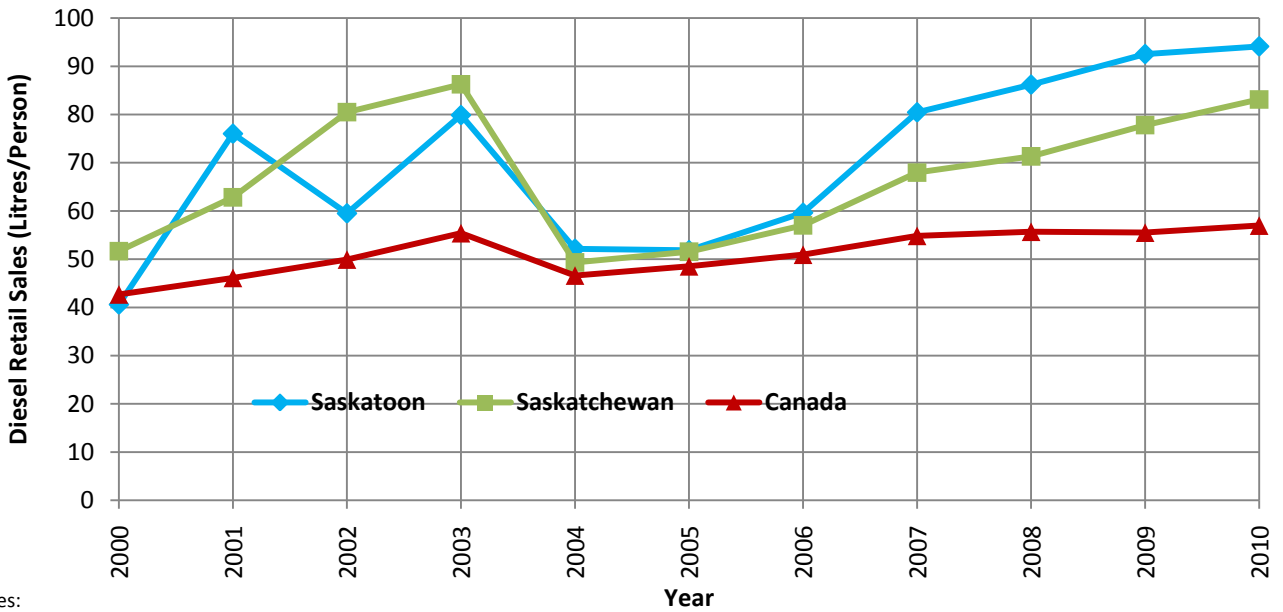
While gasoline sales per capita in Canada have decreased by one percent in the past five years, Saskatoon's and Saskatchewan's gasoline sales per capita have increased by 8 and 16 percent respectively in that same time.



Sources:
Kent Marketing Services Limited
Statistics Canada. Table 051-0001 - Estimates of population, by age group and sex for July 1, Canada, provinces and territories, annual

Figure 8: Per Capita Year End Total Industry Gasoline Sales

Diesel sales can be a good indicator of how the economy is doing because most raw materials, wholesale manufactured goods and retail goods are moved by diesel-powered trucks. Diesel sales per capita over the past 10 years for Saskatoon, Saskatchewan and Canada are shown in Figure 9. Over the past five years, diesel sales per capita in Saskatoon have increased by 58 percent while those in the province have increased by 46 percent. The diesel sales per capita for Canada increased by 12 percent.



Sources:
 Kent Marketing Services Limited
 Statistics Canada. Table 051-0001 - Estimates of population, by age group and sex for July 1, Canada, provinces and territories, annual

Figure 9: Per Capita Year End Total Industry Diesel Sales

Vehicle Kilometres Travelled (VKT)

Based on the existing road network, motorists in Saskatoon traveled a total of 1.51 billion vehicle kilometers in 2010, as illustrated in Figure 10. Annual travel demand is based on road lengths and traffic volumes.

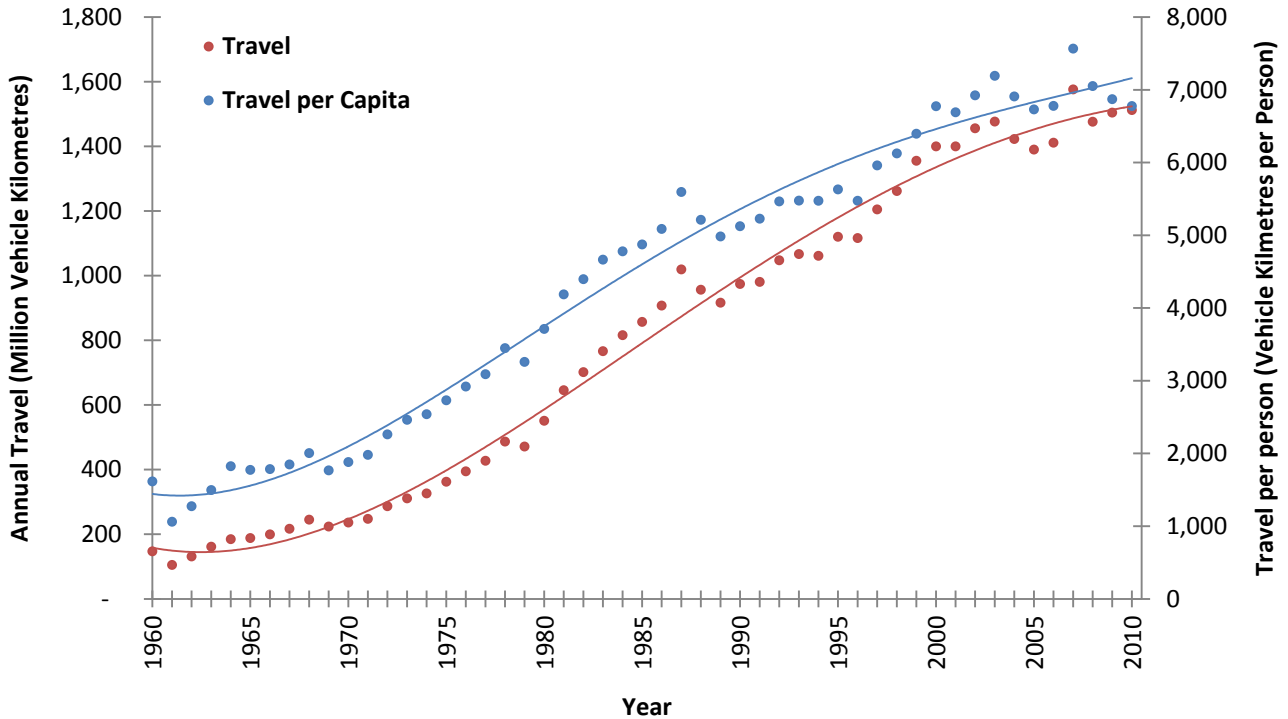


Figure 10: Annual Travel Demand

Historical River Crossing Demand

Figure 11 illustrates the locations of Saskatoon's five river crossings.

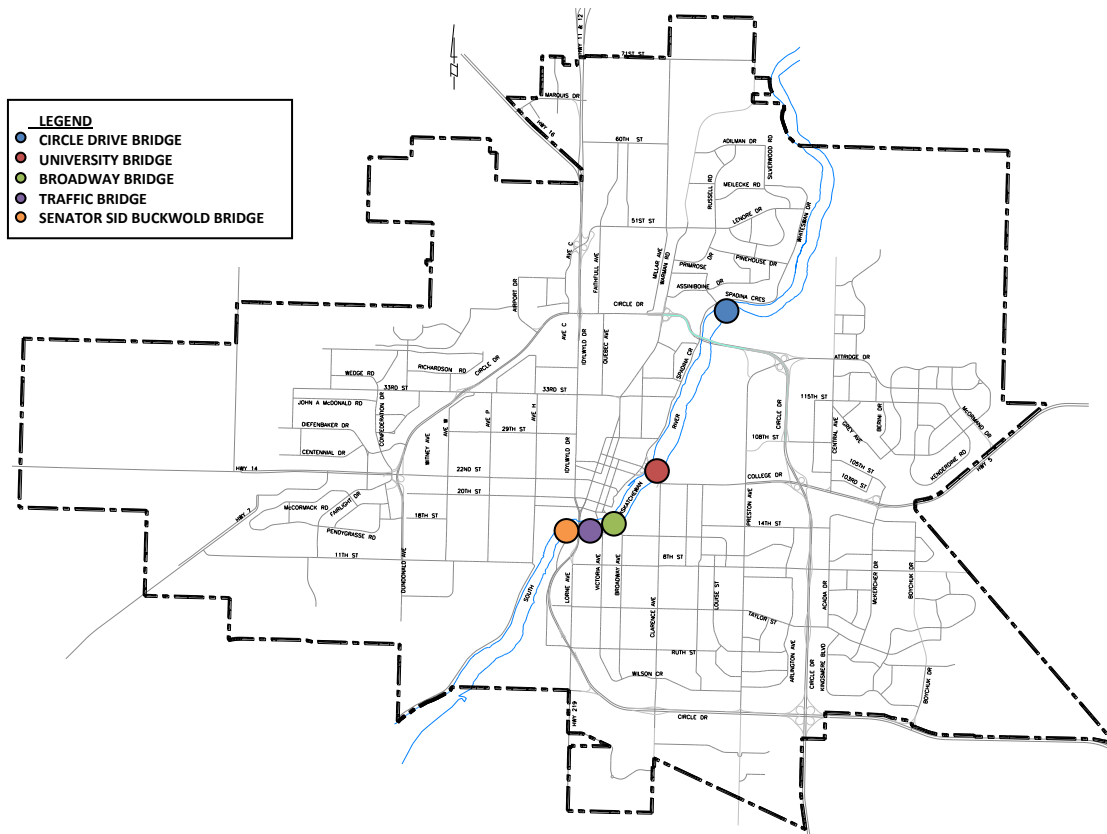


Figure 11: Saskatoon River Crossing Locations

Figure 12 plots the historical average daily traffic volumes along the river crossings since the completion of the Circle Drive Bridge in 1983. The data indicates that traffic volumes on the Circle Drive Bridge and the Senator Sid Buckwold Bridge have been steadily increasing, the traffic volume along the Traffic Bridge has been declining, while the traffic volumes on the Broadway Bridge and University Bridge have been relatively constant.

As illustrated in Figure 13, new river crossings have historically been built as the crossing demand reached the available capacity of the existing bridges. Furthermore, the figure shows that the river crossing demand reached the theoretical cumulative capacity of the existing five bridges in 1999, indicating a need for a new river crossing to accommodate travel demands. In response to this, the Circle Drive South project is currently underway.

Traffic modelling indicates that the new South Bridge will carry approximately 27,500 vehicles per day when Saskatoon reaches a population of 250,000. One of the primary benefits of the Circle Drive South project is the shorter commuting distances for traffic and a 35% reduction in traffic using the Sid Buckwold Bridge at afternoon rush hour. The proposed roadway will be a four to six lane divided freeway, with provisions for pedestrians and cyclists to cross the river and access the Meewasin Valley Authority (MVA) Trails and other recreation pathways on both sides of the river. The south bridge is expected to be open to traffic October 1, 2012.

River crossing demand for 2007 was difficult to quantify due to construction on the Circle Drive Bridge; therefore the actual traffic demand for 2007 is not provided.

In 2010, Senator Sid Buckwold Bridge was reduced to one lane in each direction from July to October for maintenance, resulting in a significant decrease in traffic volumes on Senator Sid Buckwold Bridge and subsequent increase on Circle Drive Bridge. In addition, the Traffic Bridge was closed in August resulting in increased traffic volumes on other river crossings.

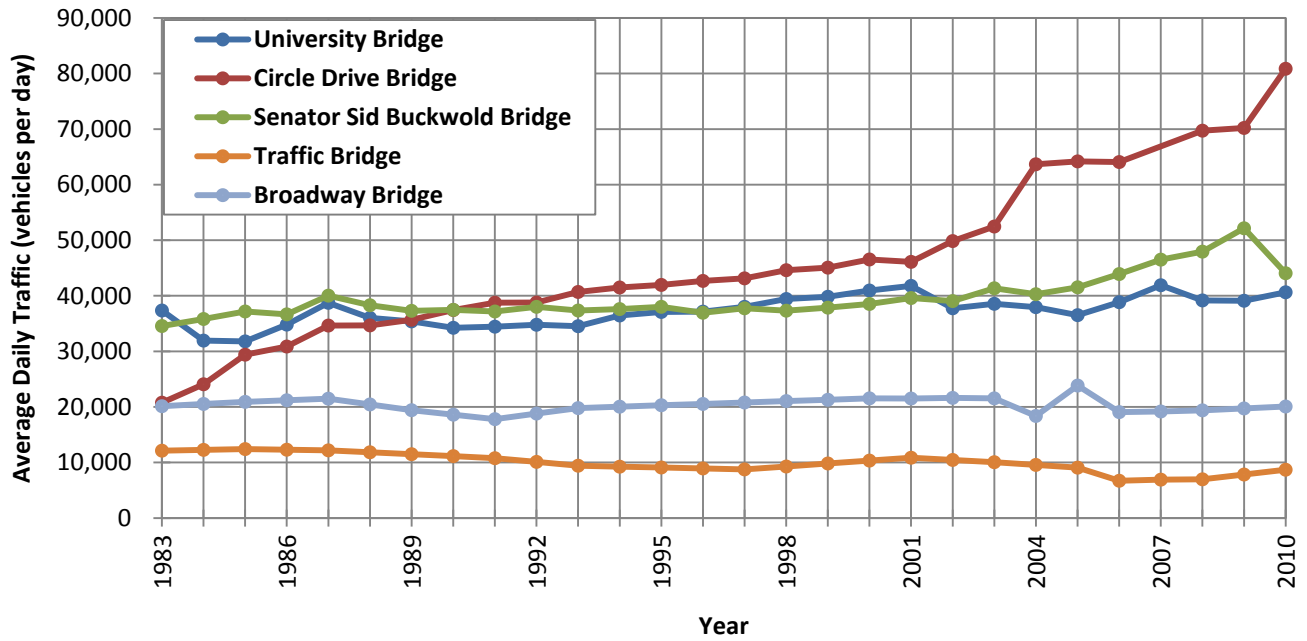


Figure 12: Historical River Crossing Data

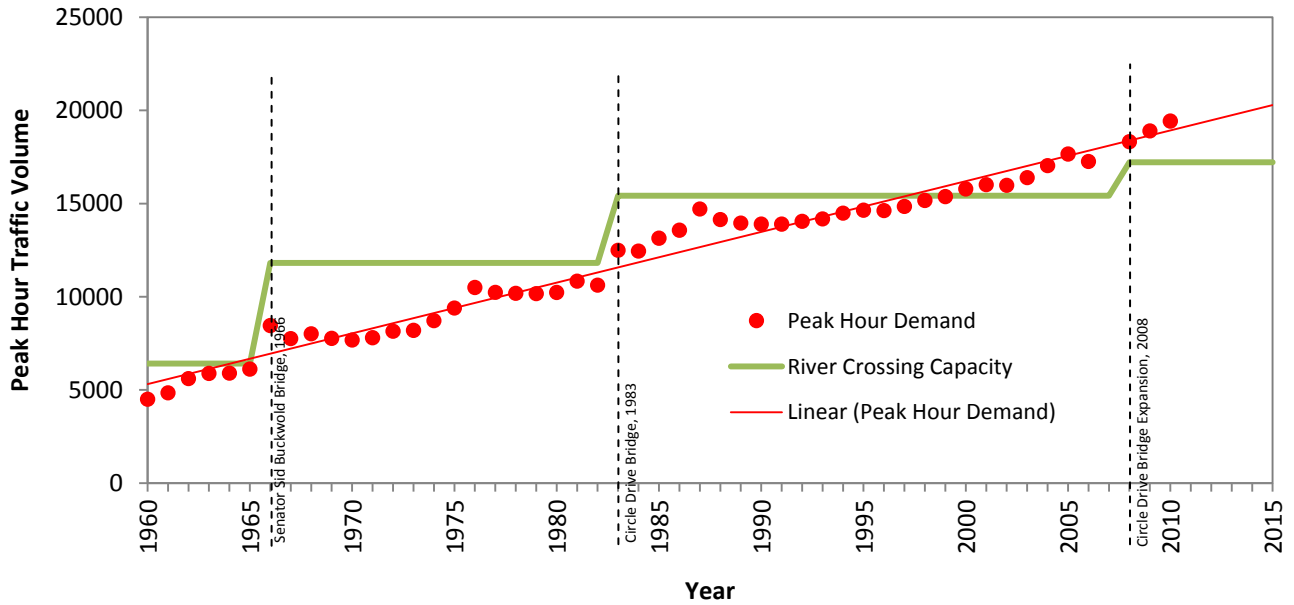


Figure 13: River Crossing Demand vs. Capacity

Travel Times from the Central Business District (2009)

Travel times from the Central Business District (CBD) to the city limits were last measured in summer 2009 during the evening peak hour (5:00 PM – 6:00 PM). From this data, a contour map of travel times was produced. Contour lines represent the amount of time taken for a vehicle, travelling at a maximum of the posted speed limit, to travel from downtown (City Hall) along the main arterial routes.

Travel times from the CBD to the city limit in any direction were measured to be 18 – 20 minutes in 2009. Figure 14 illustrates the travel times for 2009.

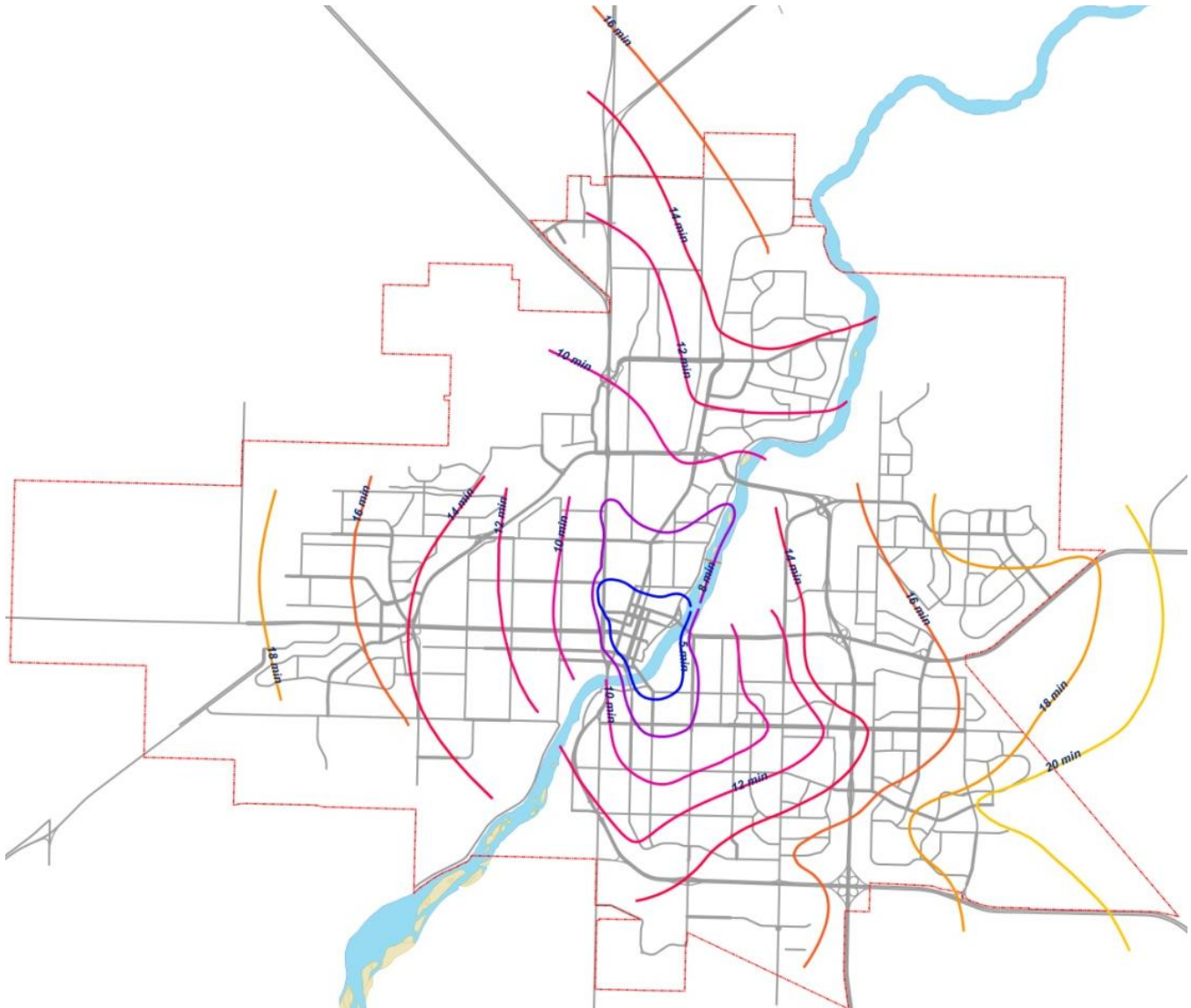


Figure 14: Travel Times from the CBD to the City Limits during Evening Peak Hour – 2009

Truck Route Travel Times (2009)

Travel times across Saskatoon along Highway 11 and Highway 16 were last measured in summer 2009 during the afternoon peak hour (12:00 PM – 1:00 PM). From this data, a contour map of travel times was produced. Figure 15 illustrates the primary truck route travel time map for 2009. Blue contour lines represent the amount of time taken for a vehicle, travelling at a maximum of the posted speed limit, to travel in the southeast to northwest direction and purple contour lines represent the time taken for the northwest to southbound direction. The travel time was found to be approximately 13 minutes for each route taken.

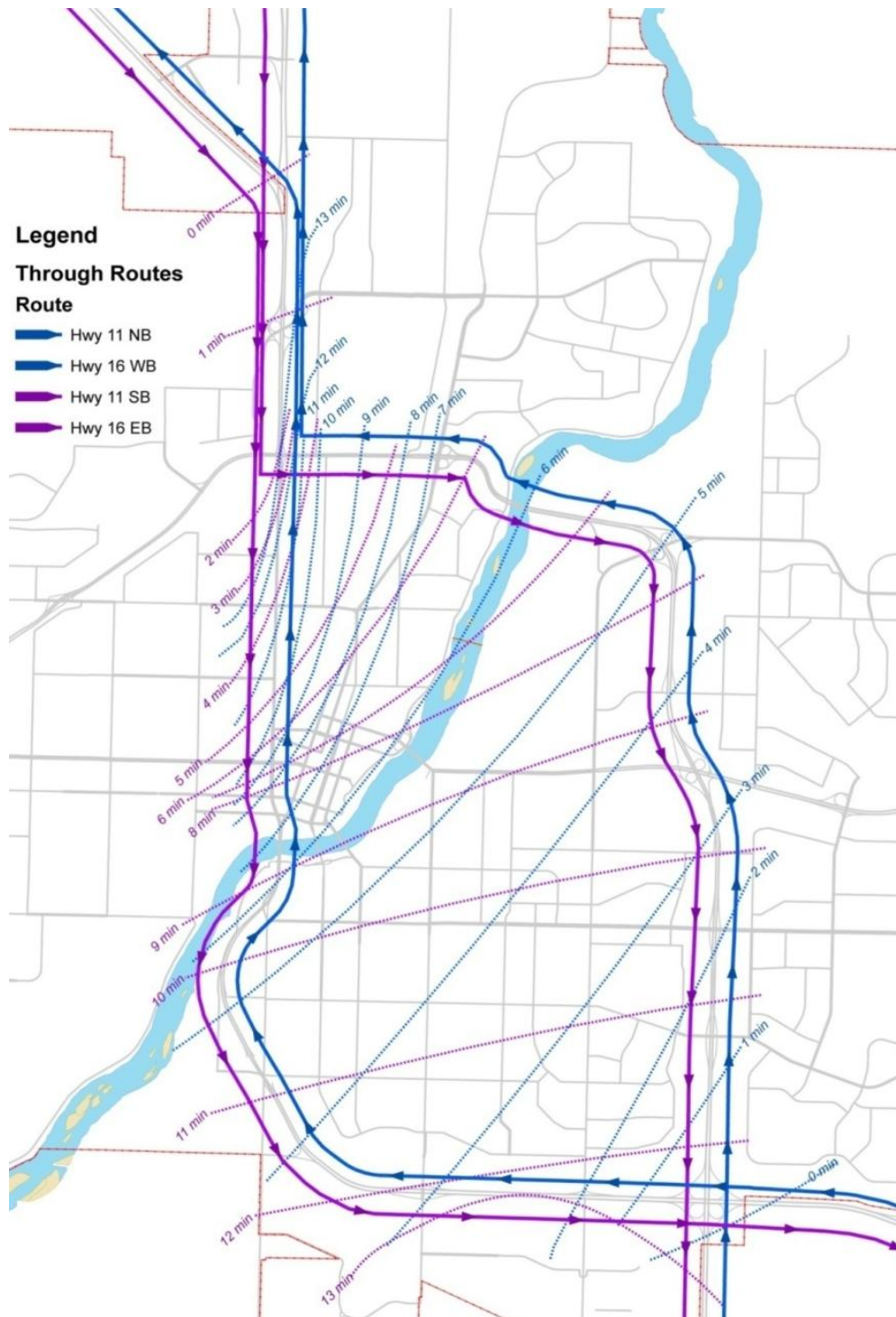


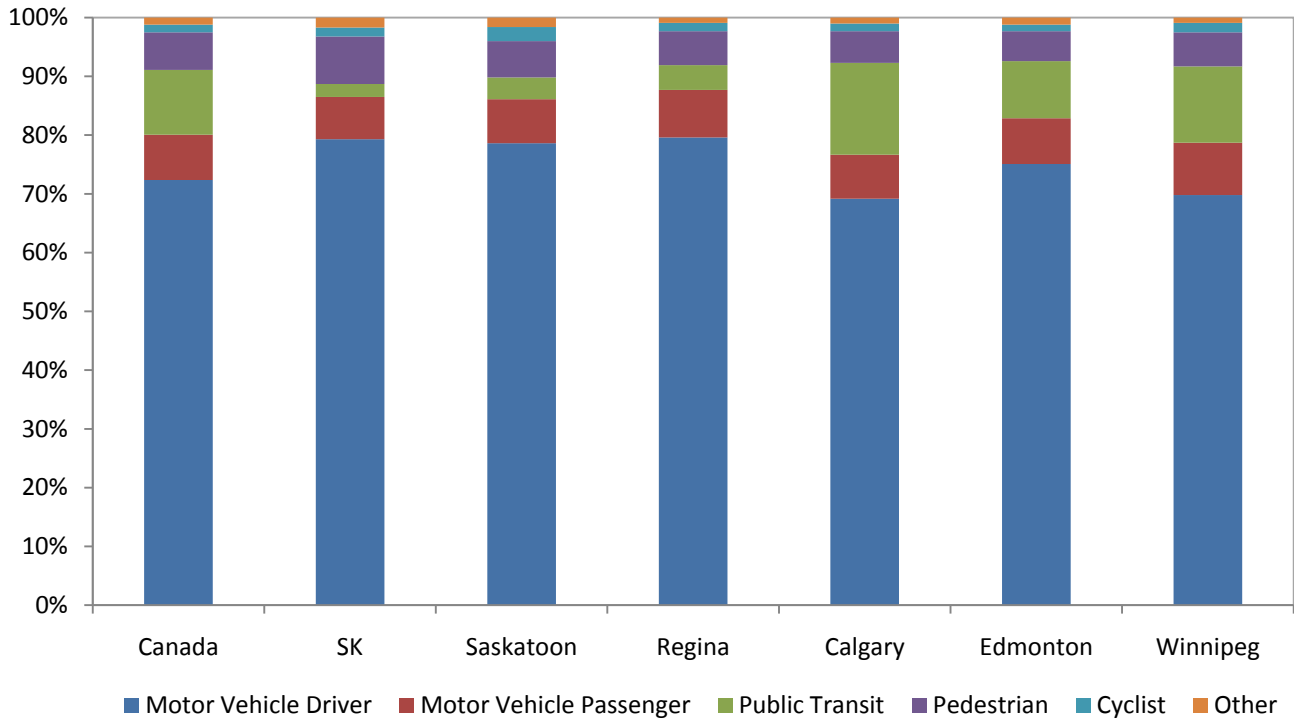
Figure 15: Truck Route Travel Times along HWY 11 and HWY 16 during Afternoon Peak Hour - 2009

Travel to Work - Canadian Census Data

Travel-to-work data was collected during the 2006 Canadian Census. A summary of the mode of transportation to work data for Canada, Saskatchewan, and for major western Canadian cities is illustrated in Table 2 and Figure 16. The distribution of travel modes for Saskatoon was similar to that of the nation and other prairie cities. The most notable exception is the percentage of public transit users, which is approximately only a third of the national average. The overall percentages of travel modes have not changed significantly since the last census (2001). The next Canadian census is scheduled for 2011.

Table 2: Mode Share Comparison - Travel to Work

Mode	Canada	SK	Saskatoon	Regina	Calgary	Edmonton	Winnipeg
Motor Vehicle Driver	72.3%	79.3%	78.7%	79.6%	69.1%	75.0%	69.8%
Motor Vehicle Passenger	7.7%	7.2%	7.5%	8.1%	7.5%	7.8%	8.9%
Public Transit	11.0%	2.2%	3.7%	4.2%	15.6%	9.7%	13.0%
Pedestrian	6.4%	8.1%	6.2%	5.8%	5.4%	5.1%	5.8%
Cyclist	1.3%	1.5%	2.4%	1.4%	1.3%	1.1%	1.6%
Other *	1.2%	1.7%	1.6%	0.9%	1.0%	1.2%	0.9%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%



Source: Statistics Canada, 2006 Census: Nation Tables

* "Other" category includes motorcycles and taxis.

Figure 16: Mode Share Comparison

Alternative Modes of Transportation - Canadian Census Data

Alternative modes of transportation in Saskatoon were compared to those in other Canadian cities during the 2006 Census. Table 3 summarizes the top five cities surveyed for regarding walking, cycling and public transit. Notably, Saskatoon has the second highest cycling rate per capita in Canada.

Table 3: Comparison of Alternative Modes of Transportation

Rank	Walking	Cycling	Public Transit
1	Victoria – 10.42%	Victoria – 5.65%	Toronto – 22.21%
2	Halifax – 10.11%	Saskatoon – 2.43%	Montreal – 21.42%
3	Kingston – 9.62%	Kingston – 2.39%	Ottawa – 19.45%
4	Petersborough – 7.82%	Petersborough – 2.32%	Vancouver – 16.49%
5	Moncton – 7.59%	Guelph – 2.26%	Calgary – 15.63%
Other	Saskatoon – 6.16%		Saskatoon – 3.69%

Highest Volume Intersections and Interchanges

The intersections with the greatest traffic volumes are determined by summing the daily traffic volumes entering each leg of the intersection or interchange. The 24 highest volumes at intersections and interchanges are summarized in Table 4 and Table 5, respectively. Note that these tables include the most recent data available at each location, as annual counts are not completed at every location.

Table 4: Highest Volume At-Grade Intersections

Rank	Location	Average Daily Traffic Volumes		
		2000	2005	2010
1	Circle Drive & Millar Avenue	50 169	59 252	78 112
2	Circle Drive & Quebec Avenue	46 163	52 840	66 138
3	Circle Drive & 1 st Avenue	43 224	48 456	65 714
4	Idylwyld Drive & 22 nd Street	55 175	51 971	65 398
5	Circle Drive & Faithfull Avenue	48 249	55 051	63 467
6	Circle Drive & Avenue C	53 216	54 933	61 096
7	Circle Drive & Alberta Avenue	43 047	47 957	58 831
8	22 nd Street & Confederation Drive	39 488	41 401	55 955
9	Warman Road & 51 st Street	40 071	40 387	51 873
10	25 th Street & Spadina Crescent	45 900	45 990	50 929
11	McKercher Drive & 8 th Street	30 412	34 261	50 862
12	22 nd Street & Avenue W	39 601	41 282	50 354
13	22 nd Street & Avenue P	41 144	40 451	49 659
14	Preston Ave. & College Drive	40 451	46 109	49 597
15	Idylwyld Drive & 33 rd Street	48 153	48 765	49 448

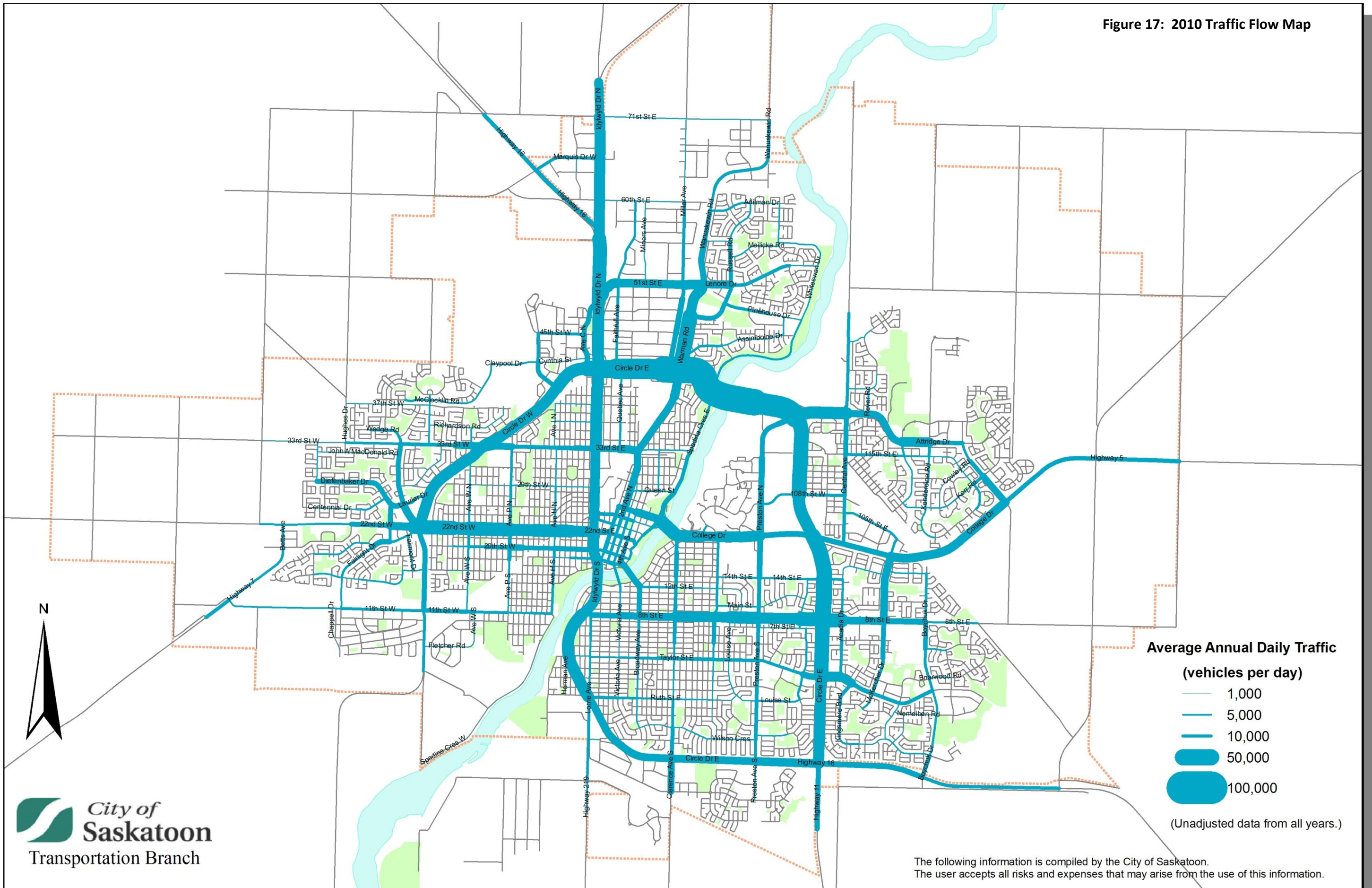
Table 5: Highest Volume Interchanges

Rank	Location	Average Daily Traffic Volumes		
		2000	2005	2010
1	Circle Drive & Warman Road	71 814	84 774	111 956
2	Circle Drive & Attridge Drive	83 257	83 690	87 387
3	Circle Drive & 8 th Street	75 804	68 890	85 349
4	Circle Drive & Idylwyld Drive	56 531	64 924	80 671
5	Circle Drive & Taylor Street	48 037	47 374	65 150
6	Circle Drive & 22 nd Street	52 764	59 093	63 207
7	Idylwyld Drive & 51 st Street	58 689	55 150	63 111
8	Circle Drive & College Drive	72 328	68 520	60 512
9	Circle Drive & 14 th Street	55 657	56 478	59 868

2010 Traffic Flow Map

Figure 17 illustrates average daily traffic volumes for Saskatoon. Traffic volumes are scaled proportionally to offer a visualization of the magnitude of travel on Saskatoon's roadways. Note that the volumes presented are those calculated from the most recent count available. Count years range from 2002 through 2010. The average daily traffic volumes are not adjusted in anyway.

Figure 17: 2010 Traffic Flow Map



Count Station Histories

A complete listing of the 546 established count stations and ten-year average annual traffic volume history is summarized in Table 6. To determine volume on a given street at a specific location, find the closest station number on that street from the attached Figure 18, Figure 19, Figure 20, and Figure 21. Then, refer to Table 6 to obtain the average annual daily traffic volume at the corresponding count station. Annual counts are not completed at most locations every year.

Table 6: Ten-year Count Station Traffic Volume History

Station	Location Description	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
0.1	8 th Street: Dufferin Avenue – Lansdowne Ave.	26,107	26,183	26,693	27,058	26,801	26,928	28,959	28,081	28,081	24,718
0.2	3 rd Avenue: 21 st Street – 22 nd Street	8,512	8,934	8,642	8,611	8,118	7,792	9,161	8,981	Station Closed	
0.3	Idylwyld Freeway: 1 st Avenue Ramps	8,839	7,623	9,941	9,932	8,614	9,729	9,603	9,150	11,437	11,589
0.4	Idylwyld Freeway: Idylwyld Drive Ramps	30,756	31,427	31,412	30,366	32,911	34,184	36,893	38,795	40,701	32,474
0.5	University Bridge	41,783	37,759	38,549	37,969	36,511	38,850	41,911	39,173	39,104	40,624
0.6	Circle Drive Bridge	46,105	49,859	52,453	63,673	64,191	64,080	Construction	69,722	70,216	80,847
0.7	22 nd Street: Witney Avenue – Circle Drive	32,042	32,607	36,886	41,702	40,058	38,241	40,438	40,414	41,198	43,728
1	Idylwyld Drive: 71 st Street – Highway 12		21,395				17,140		27,916		
2	Idylwyld Drive: 44 th Street – 46 th Street		35,382			32,951			36,351		
3	Circle Drive: Idylwyld Drive – Alberta Avenue					47,751				55,255	
4	33 rd Street: Avenue G – Avenue H		17,407				13,960				
5	33 rd Street: Idylwyld Drive – Alberta Avenue		18,087				19,237				
6	Idylwyld Drive: Under Circle Drive		15,761				22,666		20,789		
7	Idylwyld Drive: 33 rd Street – 34 th Street		30,444				36,478				
8	33 rd Street: 8 th Avenue – 10 th Avenue	6,282					4,367				
9	33 rd Street: Idylwyld Drive – Avenue B	16,437					16,922				
10	Idylwyld Drive: 32 nd Street – 33 rd Street		30,426				29,853				
11	Avenue H: 32 nd Street – 33 rd Street	5,630					4,632				
12	Spadina Crescent: Queen Street – Duke Street		12,980				11,131				
13	33 rd Street: Avenue H – Avenue I		15,202				11,864				
14	Avenue P: 33 rd Street – Faulkner Crescent	10,528					7,704				7,719
15	29 th Street: Idylwyld Drive – Avenue B	3,808					4,428				3,770
16	33 rd Street: Edmonton Avenue – Avenue P			19,357		18,883				20,932	
17	Avenue P: 22 nd Street – 23 rd Street		10,507				8,755				
18	Spadina Crescent: Spadina Cres. – Queen St.	16,621					14,530				
19	22 nd Street: Avenue O – Avenue P		31,988				36,780				
20	Avenue P: 21 st Street – 22 nd Street		11,606				11,543				
21	23 rd Street: 1 st Avenue – Ontario Avenue		11,689			8,616					
22	22 nd Street: Avenue P – Avenue Q		32,148				41,613				
23	20 th Street: Avenue P – Avenue Q		10,977				14,024				
24	20 th Street: Avenue O – Avenue P		14,017				19,345				
25	Avenue P: 19 th Street – 20 th Street		8,560				13,016				
26	11 th Street: West of Chappell Drive			1,923			2,592				4,801
27	11 th Street: Circle Drive – Lancaster Boulevard			7,788			9,085				8,648
28	11 th Street: Avenue Z at Tracks			12,115			12,100				13,327
29	Avenue P: 11 th Street – Garfield Street				5,389			4,688			
30	11 th Street: Avenue P – Weldon Avenue				8,976			5,795			
31	Avenue P: 11 th Street – Dudley Street				3,097			2,601			
32	11 th Street: Avenue P – Avenue Q			12,327				8,720			
33	19 th Street Subway			10,456							
34	11 th Street: Avenue H – Avenue I				8,902			7,435			
35	Avenue H: 11 th Street – 12 th Street			8,644				7,987			
36	Avenue H: 18 th Street – 19 th Street					7,840		7,475			
37	19 th Street: Avenue G – Avenue H				6,945			2,423			
38	19 th Street: Avenue H – Avenue I				1,319			2,389			
39	Avenue H: 19 th Street – 20 th Street					8,400		9,124			
40	Traffic Bridge	10,869		10,052			6,704		6,977		8,701

Station	Location Description	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
41	Broadway Bridge				18,363	24,308	19,060		19,378		20,059
42	71 st Street: Idylwyld Drive – Millar Avenue				2,358				3,172		
43	College Drive: Clarence Ave. – University Dr.						30,757				35,889
44	College Drive: Munroe Avenue – Wiggins Avenue						33,046				
45	College Drive: Bottomley Ave. – Cumberland Ave.						29,509				
46	20 th Street: Avenue G – Avenue H				13,515			16,081			
47	Avenue H: 20 th Street – 21 st Street				6,765			5,195			
48	20 th Street: Avenue H – Avenue I				13,166			14,303			
49	22 nd Street: Avenue G – Avenue H		29,420				39,100				
50	Clarence Avenue: 15 th Street – Colony Street						14,041				
51	Avenue H: 22 nd Street – 23 rd Street				6,612			5,779			
52	Clarence Avenue: 11 th Street – 12 th Street					11,370	11,858			10,753	
53	22 nd Street: Avenue H – Avenue I	33,773					38,822				
54	Garrison Crescent: Leslie Avenue – Isbister St.	1,781					1,415				1,437
55	19 th Street: Avenue A – Avenue B	11,683					7,810				
56	Avenue A: 19 th Street – 20 th Street	705					564				
57	Clarence Avenue: 8 th Street – 9 th Street	12,026					12,305				
58	20 th Street: Idylwyld Drive – Avenue B	18,197					16,041				
59	Idylwyld Drive: 20 th Street – 21 st Street			28,145			35,205				
60	22 nd Street: Idylwyld Drive – Avenue B	33,551					33,822				
61	Idylwyld Drive: 22 nd Street – 23 rd Street			24,340			27,707				
62	Idylwyld Drive: 23 rd Street – 24 th Street		26,067				30,158				
63	Idylwyld Drive: 25 th Street – 27 th Street		32,575				31,223				
64	33 rd Street: 1 st Avenue – 2 nd Avenue				20,639			18,862	24,969		
65	Valens Drive: 33 rd Street – Donald Street				1,040			630			
66	3 rd Avenue: Lauriston Street – Duchess Street				30,032			22,904			
67	7 th Avenue: Lauriston Street – 33 rd Street	7,154					6,546				4,703
68	7 th Avenue: Queen Street – King Street				4,907			5,223			
69	Queen Street: 8 th Avenue – 9 th Avenue	5,328					4,995				4,079
70	2 nd Avenue: 25 th Street – 26 th Street			19,573			23,025				
71	25 th Street: 6 th Avenue – Spadina Crescent			22,109				26,247	24,756		
72	Spadina Crescent: 24 th Street – Up Ramp				4,340			4,064			
73	Spadina Crescent: 22 nd Street – 23 rd Street						8,126				
74	24 th Street: 1 st Avenue – Ontario Avenue						11,537				
75	19 th Street: 3 rd Avenue – 4 th Avenue		9,943			8,301					10,545
76	4 th Avenue: 19 th Street – 20 th Street	12,391				13,200		13,227	17,373		
77	4 th Avenue: 20 th Street – 21 st Street					12,205				12,993	
78	4 th Avenue: 21 st Street – 22 nd Street						12,721	9,662			
79	8 th Street: Lorne Avenue – McPherson Ave.				15,435			17,746			
80	Lorne Avenue: 3 rd Street – 4 th Street				6,600			6,922			
81	Victoria Avenue: 10 th Street – 11 th Street				8,465			4,660			
82	4 th Avenue: 22 nd Street – 23 rd Street			8,071				8,429			
83	4 th Avenue: 24 th Street – 25 th Street					5,829		4,517			
84	3 rd Avenue: 24 th Street – 25 th Street					6,778		6,410			
85	3 rd Avenue: 23 rd Street – 24 th Street					8,746		9,457			
86	3 rd Avenue: 22 nd Street – 23 rd Street	9,320				8,545				8,047	
87	22 nd Street: 3 rd Avenue – 4 th Avenue		9,826					12,412			
88	21 st Street: 3 rd Avenue – 4 th Avenue	1,391				1,965				2,036	
89	20 th Street: 3 rd Avenue – 4 th Avenue	8,436					10,148				
90	3 rd Avenue: 19 th Street – 20 th Street		8,027				6,747	7,838			
91	3 rd Avenue: 20 th Street – 21 st Street		10,648						10,042	8,192	
92	Avenue P: 17 th Street – 19 th Street				6,683			6,315			
93	24 th Street: 2 nd Avenue – 3 rd Avenue					10,525				11,275	
94	23 rd Street: 2 nd Avenue – 3 rd Avenue			788							
95	22 nd Street: 2 nd Avenue – 3 rd Avenue	16,423					14,209				
96	21 st Street: 2 nd Avenue – 3 rd Avenue		2,281			2,328				1,809	
97	20 th Street: 2 nd Avenue – 3 rd Avenue		14,738			12,237				10,330	
98	19 th Street: 2 nd Avenue – 3 rd Avenue	14,166					12,725				

Station	Location Description	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
99	19 th Street: 1 st Avenue – 2 nd Avenue	12,559					11,212				
100	2 nd Avenue: 19 th Street – 20 th Street	4,149				4,208				8,986	
101	2 nd Avenue: 20 th Street – 21 st Street		8,155			7,470				10,005	
102	2 nd Avenue: 21 st Street – 22 nd Street					8,237				9,941	
103	Queen Street: 3 rd Avenue – 4 th Avenue	6,092					5,433				5,054
104	2 nd Avenue: 22 nd Street – 23 rd Street					9,865				9,677	
105	2 nd Avenue: 23 rd Street – 24 th Street					11,562					
106	2 nd Avenue: 24 th Street – 25 th Street					16,080				15,428	
107	24 th Street: 1 st Avenue – 2 nd Avenue					9,227				10,951	
108	23 rd Street: 1 st Avenue – 2 nd Avenue					5,653					
109	22 nd Street: 1 st Avenue – 2 nd Avenue		11,257			14,141				11,710	
110	21 st Street: 1 st Avenue – 2 nd Avenue		3,542			2,643				2,827	
111	20 th Street: 1 st Avenue – 2 nd Avenue		14,786			13,580				11,111	
112	1 st Avenue: 19 th Street – 20 th Street			Station Closed							
113	1 st Avenue: 20 th Street – 21 st Street		12,880			11,784				13,788	
114	1 st Avenue: 21 st Street – 22 nd Street		14,699			13,026				12,793	
115	1 st Avenue: 22 nd Street – 23 rd Street		13,987			12,051				12,923	
116	1 st Avenue: 23 rd Street – 24 th Street		13,114			12,704				12,377	
117	Lorne Avenue: 7 th Street – 8 th Street				6,913			7,802			
118	Lorne Avenue: Taylor Street – 1 st Street				6,241			5,825			
119	Taylor Street: Lorne Avenue – Coy Avenue				3,948			3,655			
120	Taylor Street: Lorne Ave. – McPherson Ave.				5,085			5,250			
121	Lorne Avenue: Taylor Street – Maple Street				5,431			6,241			
122	Lorne Avenue: Ruth Street – Ash Street				9,203			9,958			
123	Ruth Street: Lorne Avenue – Vernon Avenue			8,316				9,937			
124	Broadway Avenue: Adelaide Street – Ruth St.				4,243			5,136			
125	Ruth Street: Broadway Ave. – William Ave.				5,154			6,378			
126	Broadway Avenue: Ruth Street – Bute Street				3,428			3,924			
127	Broadway Avenue: Taylor Street – 1 st Street					10,106				8,118	
128	Taylor Street: Broadway Avenue – William Ave.					10,171				8,865	
129	Broadway Avenue: Taylor Street – Maple Street					8,236				5,035	
130	Taylor Street: Eastlake Ave. – Broadway Ave.							6,560		6,763	
131	Clarence Avenue: Bute Street – Ruth Street				4,736			3,156	8,488		
132	Ruth Street: Clarence Ave. – McKinnon Ave.				4,895			5,261			
133	Clarence Avenue: Adelaide Street – Ruth Street				5,880			4,531			
134	Ruth Street: Clarence Avenue – Albert Avenue				5,319			7,056			
135	Clarence Avenue: Taylor Street – Isabella Street							5,608			
136	Taylor Street: Clarence Ave. – McKinnon Ave.							11,363			
137	Clarence Avenue: Taylor Street – 1 st Street							6,359			
138	Taylor Street: Albert Ave. – Clarence Ave.							11,145			
139	Broadway Avenue: 7 th Street – 8 th Street					9,345				8,574	
140	8 th Street: Broadway Ave. – Eastlake Ave.					19,476				22,109	
141	Broadway Avenue: 8 th Street – 9 th Street					16,859				16,066	
142	Clarence Avenue: 7 th Street – 8 th Street					7,706				11,756	
143	8 th Street: Clarence Ave. – McKinnon Ave.	33,902						31,403			
144	12 th Street: Clarence Ave. – McKinnon Ave.					6,163				4,610	
145	Clarence Avenue: 12 th Street – 13 th Street					10,684				10,453	
146	12 th Street: Clarence Avenue – Albert Avenue					8,216				6,842	
147	Saskatchewan Crescent: 15 th St. – 16 th St.				667			646			
148	Clarence Avenue: College Dr. – University Dr.						11,419				
149	University Hospital Entrance						9,099				
150	University Entrance at Wiggins Avenue						6,056				
151	University East Entrance						8,095				
152	108 th Street: Layon Avenue – Preston Avenue					7,452			7,062		
153	Cumberland Avenue: College Dr. – Elliott St.						8,070				
154	College Drive: Cumberland Ave. – Campus Dr.						32,785				
155	College Drive: Circle Drive – Central Avenue							27,533			
156	Central Avenue: 103 rd Street – 104 th Street			13,970			10,095				
157	Central Avenue: 112 th Street – Gray Avenue			19,073					12,692		
158	115 th Street: Forest Drive – Spruce Drive					8,296				7,291	

Station	Location Description	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
159	8 th Street: Acadia Drive – McKercher Drive						23,421				
160	8 th Street: Circle Drive – Arlington Avenue				41,613	36,699				42,688	
161	8 th Street: McCool Avenue – Preston Avenue	39,082						36,767	37,571		
162	8 th Street: Cumberland Avenue – Louise Avenue							31,818			
163	Cumberland Avenue: 8 th Street – Main Street							7,238			
164	8 th Street: Ewart Avenue – Cumberland Avenue							31,665			
165	Garrison Cres. : Cumberland Ave. – Leslie Ave.				2,327			1,907			
166	Cumberland Avenue: 12 th Street – 14 th Street				8,305			7,811			
167	12 th Street: Cumberland Ave. – Ewart Ave.				3,726			3,319			
168	Cumberland Avenue: 11 th Street – 12 th Street				7,459			7,793			
169	Herman Avenue: Adelaide Street – Hilliard Street					1,214				1,279	
170	8 th Street: Goodwin Avenue – Walpole Avenue							33,705			
171	Spadina Crescent: South of Schuyler Street				596		561			1,079	
173	51 st Street: Idylwyld Drive – Faithfull Avenue					26,473					29,842
174	Wilson Cres.: Broadway Ave. – MacEachern Ave.				2,070			2,375			
175	Victoria Avenue: Willow Street – Hilliard Street			2,201				1,998			
176	Cumberland Avenue: Ruth St. – Adelaide St.					4,779				3,524	
177	Ruth Street: Cumberland Ave. – Irving Ave.					3,295				2,783	
178	Cumberland Avenue: Ruth Street – Bute Street					2,345				1,869	
179	Ruth Street: Ewart Ave. – Cumberland Ave.					4,617				3,988	
180	Circle Drive: Warman Road – Millar Avenue			37,850					43,783		
181	Quebec Avenue: 40 th Street – 41 st Street	8,190		9,758				6,256			
182	Cumberland Avenue: 7 th Street – 8 th Street					9,995				13,443	
183.1	Victoria Ave & Saskatchewan Cr Interchange – Victoria Ave: 11 th Street – Traffic Bridge	10,545		8,388		8,129				6,912	
183.2	Victoria Ave & Saskatchewan Cr Interchange – Saskatchewan Cres: Under Traffic Bridge	1,177		1,101		1,133				1,849	
183.3	Victoria Ave & Saskatchewan Cr Interchange – Saskatchewan Cres: McPherson Ave to Bridge EB only	905		810		881				1,371	
183.4	Victoria Ave & Saskatchewan Cr Interchange -- Traffic Bridge off-ramp to Saskatchewan Cres.	586		514		577				1,102	
183.5	Victoria Ave & Saskatchewan Cr Interchange -- Traffic Bridge on-ramp from Saskatchewan Cres.	825		754		744				840	
184	14 th Street: Cumberland Ave. – Leslie Ave.				4,595			4,529			
185	Cumberland Avenue: Taylor Street – 1 st Street					5,906				5,908	
186	Taylor Street: Ewart Ave. – Cumberland Ave.					11,346				11,089	
187	Cumberland Avenue: Taylor St. – Isabella St.					4,208				4,029	
188	Taylor Street: Cumberland Ave. – Jackson Ave.					10,584				10,386	
189	9 th Street: Melrose Avenue – Victoria Avenue					770				720	
190	Victoria Avenue: 8 th Street – 9 th Street					7,406				7,281	
191	Wilson Crescent: Clarence Ave. – Ferguson Ave.			4,311				3,823			
192	Avenue W: 22 nd Street – 23 rd Street		5,473				5,544			5,838	
193	22 nd Street: Avenue W – Avenue X		32,513				34,459			38,244	
194	Avenue W: 21 st Street – 22 nd Street		9,487				8,762			8,826	
195	22 nd Street: Avenue V – Avenue W		31,670				38,061			42,407	
196	29 th Street: Avenue L – Avenue M	5,227					5,228			4,399	
197	29 th Street: Avenue S – Avenue T	2,566					2,067			2,130	
198	Wiggins Avenue: 12 th Street – 13 th Street				3,313	4,282				4,325	
199	Wiggins Avenue: College Drive – Elliott Street							2,867			
200	Avenue W: 11 th Street – 17 th Street		3,412				4,912			3,922	
201	Circle Drive: 8 th Street – Taylor Street	29,472				30,954				44,531	
202	Warman Road: 33 rd Street – Empress Street		18,957				22,348				
203	Preston Avenue: Taylor Street – Adelaide Street				11,079			11,438			
204	14 th Street: Preston Avenue – Weir Crescent							6,499			
205	Preston Avenue: 14 th Street – College Drive							15,064	17,685		
206	14 th Street: Bate Crescent – Preston Avenue							5,842			
207	Preston Avenue: Main Street – 14 th Street				11,114			12,568			
208	Victoria Avenue: Taylor Street – 1 st Street			3,512				2,956			
209	Witney Avenue: 21 st Street – 22 nd Street				3,849		6,061			5,682	

Station	Location Description	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
210	Witney Avenue: 22 nd Street – 23 rd Street				9,536		5,021			3,814	
211	Louise Avenue: 3 rd Street – 5 th Street					3,061				3,006	
212	Louise Avenue: Taylor Street – Isabella Street							3,133			
213	Cumberland Avenue: Wilson Cres. – Hanson St.			1,748				1,277			
214	Wilson Crescent: MacLean Cres. – Brown Cres.			3,864				4,237			
215	Wilson Crescent: Estey Drive – Irvine Avenue			3,995				4,176			
216	Arlington Avenue: Fraser Crescent – Ling Street			5,337				4,434			
217	Main Street: Bateman Cres. – Bateman Cres.							2,544			
218	14 th Street: Arlington Avenue – Circle Drive					9,515				7,825	
219	Chappel Drive South of 11 th Street			1,087				1,133			
220	Circle Drive: Clancy Dr – 22 nd Street			13,467			15,812				
221	Avenue I: 35 th Street – 36 th Street	2,623					2,513				2,500
222	38 th Street: Avenue E – Avenue F				2,690			2,533			
223	Quebec Avenue: 34 th Street – 36 th Street	7,581						7,199			
224	Preston Avenue: 7 th Street – 8 th Street	13,005				11,920			15,136		
225	Spadina Crescent: Oxford St. – Balmoral St.						8,535				7,760
226	20 th Street: 1 st Avenue – Idylwyld Drive	11,208					9,566				
227	22 nd Street: Idylwyld Drive – 1 st Avenue			17,142			17,593				
228	Acadia Drive: 14 th Street – Rawson Crescent						7,247				6,995
229	Taylor Street: Cameron Ave. – Arlington Ave.	13,230						9,777			
230	Arlington Avenue: Sparling Cres. – Clark Cres.			5,707				5,786			
231	Preston Avenue: Arlington Ave. – Wilson Cres.	9,981					11,619				
232	33 rd Street: Circle Drive – Avenue W		26,191				26,123				21,702
233	Circle Drive: Laurier Drive – 33 rd Street		33,609			32,871			33,895		
234	Circle Drive: 33 rd Street – Airport Drive			36,763				32,166	40,466		
235	Warman Road: Hazen Street – Circle Drive				27,485						
236	36 th Street: Idylwyld Drive – Alberta Avenue					2,995				2,929	
237	Circle Drive: Avenue B – Avenue C					39,108			47,787		
238	College Drive: Central Avenue – McKercher Drive	20,240					16,192				
239	Arlington Avenue: Preston Ave. – 3100 Eastview			5,136				3,992			
240	Alexandra Avenue: Eddy Place – Richmond Cres.	1,081					1,133				
241	Grosvenor Avenue: 3 rd Street – 5 th Street					1,749				1,569	
242	7 th Street: Harris Avenue – Arlington Avenue							3,662			
243	46 th Street: 1 st Avenue – Wentz Avenue					2,910					
244.1	University Bridge and Spadina Crescent Interchange – University Bridge On Ramp				7,519				11,513		
244.2	University Bridge and Spadina Crescent Interchange – Spadina Crescent: Southbound to 25 th Street				2,105				1,102		
244.3	University Bridge and Spadina Crescent Interchange – Westbound to Southbound Loop				1,813				2,693		
244.4	University Bridge and Spadina Crescent Interchange – Spadina Crescent: Northbound Under Bridge				3,405				3,728		
244.5	University Bridge and Spadina Crescent Interchange – Spadina Crescent: Southbound to 24 th Street				4,205				6,224		
244.6	University Bridge and Spadina Crescent Interchange – Southbound to Eastbound Loop				4,276				7,054		
245	Spadina Crescent: 23 rd Street – 24 th Street							9,401			
246	24 th Street: 6 th Avenue – Spadina Crescent					3,295				3,587	
247	Herman Avenue: 8 th Street – Taylor Street					1,554				1,568	
248	22 nd Street: Confederation Dr. – Diefenbaker Dr.		27,160				26,246		24,560		
249	Preston Ave.: Circle Dr. – Dumont Cres. (Ramps)			8,156			9,084				
250	Clarence Avenue: Circle Drive – Glasgow Street	5,925			6,157		7,590		11,840		
251	8 th Street On Ramp			6,979		9,264		10,050			
252	8 th Street Off Ramp			7,960				9,213			
253	Taylor Street On Ramp			2,224				2,322			
254	Adelaide Street On Ramp				4,931	4,703				5,975	

Station	Location Description	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
255	St. George Avenue Off Ramp	3,399			3,268			3,911			
256	Vernon Avenue Off Ramp			1,596				2,529			
257	Jasper Street On Ramp	1,004			1,232			1,764			
258	Highway #11: South of Hwy #11/Hwy #16 Interchange					14,881			15,560		
259	Circle Drive: Preston Avenue – Hwy #11/Hwy #16 Interchange		20,854			25,249			26,027		
260	Circle Drive: 8 th Street – 14 th Street		43,850		41,072	39,502				49,694	
261	Circle Drive: College Drive – 14 th Street		49,072					46,684			
262	College Drive Off Ramp to Circle Drive	3,997									
263	Adelaide Street: Preston Ave. – McEown Ave.					4,457				3,589	
264	Louise Street: Preston Avenue – 200 East Place					6,975				6,514	
265	Arlington Avenue: Porter Street – Louise Street	8,370		6,855				6,548			
266	8 th Street: Circle Drive – Acadia Drive	36,638				34,262				42,313	
267	College Drive: Preston Avenue – Circle Drive							21,722	17,415		
268	Circle Drive: Lorne Avenue – Idylwyld Freeway			2,521				2,645			
269	Highway #16: East of Hwy #11 / Hwy #16 Interchange				9,041	16,115				17,618	
270	14 th Street: Rawson Crescent – Acadia Drive	7,888					7,838				8,003
271	45 th Street: Idylwyld Drive – Avenue C					1,185					896
272	Circle Drive: 11 th Street – 18 th Street			12,458				13,820	16,262		
273	Lorne Avenue: Jasper Avenue – Circle Drive	7,529			7,322			8,476			
274	Lorne Avenue: Circle Drive – Cartwright Street				6,654	5,993				7,739	
275	20 th Street: Avenue V – Avenue W				8,145		8,613				
276	20 th Street: Avenue W – Avenue X				4,373		4,974				
277	20 th Street: Witney Avenue – Montreal Avenue		3,264				3,562				
278	Avenue W: 33 rd Street – Byers Crescent				10,301			5,843			5,404
279	36 th Street: Idylwyld Drive – Avenue B					3,277				3,370	
280	Edmonton Avenue: 31 st Street – 33 rd Street				5,716			4,584			
281	Circle Drive On Ramp to College Drive			4,858							
282	14 th Street Off Ramp from Circle Drive			3,253		3,122				3,517	
283	14 th Street On Ramp to Circle Drive			3,121		2,726				3,018	
284	McKercher Drive: 8 th Street – Balfour Street			18,885			17,947				23,925
285	McKercher Drive: Acadia Drive – College Drive	20,411					23,433				24,718
286	College Drive: East of McKercher Drive	15,659					18,723				26,721
287	Acadia Drive: Dalhousie Cres. – Dalhousie Cres.		4,886				4,489				3,747
288	Circle Drive: Clarence Avenue – Preston Avenue		22,812				28,972		27,763	27,498	
289	Circle Drive: Clarence Avenue – Idylwyld Drive		21,099				24,117		23,394		
290	Main Street: Cumberland Ave. – Louise Ave.					4,847				4,983	
291.1	Highway #11 and Highway #16 Interchange - Northbound to Westbound Loop	1,794			1,706	1,856			2,059		
291.2	Highway #11 and Highway #16 Interchange - Westbound to Northbound Ramp	2,115			2,578	2,341			3,728		
291.3	Highway #11 and Highway #16 Interchange - Eastbound to Northbound Loop	3,843			2,935	4,471			7,730		
291.4	Highway #11 and Highway #16 Interchange - Northbound to Eastbound Ramp	331			422	429			628		
291.5	Highway #11 and Highway #16 Interchange - Southbound to Eastbound Loop	2,083			1,735	2,288			3,417		
291.6	Highway #11 and Highway #16 Interchange - Eastbound to Southbound Ramp	2,084			2,169	1,846			2,634		
291.7	Highway #11 and Highway #16 Interchange - Southbound to Westbound Ramp	4,854			4,833	5,662			8,696		
291.8	Highway #11 and Highway #16 Interchange - Westbound to Southbound Loop	522			370	361			686		
292	Diefenbaker Drive: 22 nd Street – Laurier Drive			13,928			15,429				
293	Confederation Drive: 22 nd Street – Laurier Drive			16,922			16,814				23,396
294	Northumberland Ave.: Milton St. – Mackie Cres.					1,408					
295	Confederation Drive: Macdonald Rd – Galt Court			10,618			10,882				15,045
296	33 rd Street: Northumberland Ave. – Junor Ave.		15,458				14,305				11,514
297	Catherwood Avenue: 33 rd Street – Hall Cres.					769					588

Station	Location Description	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
298	Rusholme Road: Avenue P – Avenue Q		1,309				1,334				
299	25 th Street: Idylwyld Drive – Avenue B					3,159				3,409	
300	Faithfull Avenue: Circle Drive – 42 nd “A” Street			11,909				8,042			
301	1 st Avenue: Circle Drive – 42 nd “A” Street			5,216				4,288			
302	Millar Avenue: Circle Drive – 43 rd Street					15,843					
303	Warman Road: Circle Drive – Assiniboine Drive				37,548				45,040		
304	Spadina Crescent: Pembina Ave. – Ravine Dr.					6,591					
305	Spadina Cr : Prince of Wales Ave. – Pembina Ave.					6,786				14,424	
306	23 rd Street: 5 th Avenue – Spadina Crescent						2,262				
307	Temperance Street: Albert Ave. – Clarence Ave.				1,143				1,258		
308	Ruth Street: St. George Avenue – Lorne Avenue				5,759	5,875				5,823	
309	8 th Street: McKercher Drive – Boychuk Drive				13,395		13,077		14,651		18,591
310	16 th Street: Avenue I – Avenue H		1,809				1,266				
311	16 th Street: Avenue H – Avenue G		4,910				3,905				
312	23 rd Street: 3 rd Avenue – 4 th Avenue					3,224					
313	33 rd Street: Howell Avenue – Avenue P				14,352			12,129			
314	Richardson Road: Avenue W – Hnatyshyn Ave.					2,948					2,515
315	Richardson Road: Avenue W – Murdoch Place					3,452					2,311
316	Forest Drive: 115 th Street – Spruce Drive		1,140				750				717
317	Massey Drive: Mackie Cres. – Matheson Dr.				1,024			726			
318	Ruth Street: Royal Avenue – Broadway Avenue				6,307			8,243			
319	Laurier Drive: Circle Drive – Confederation Drive		15,651				11,841				9,908
320	Diefenbaker Dr : Centennial Dr. – Smallwood Cres.			17,913				16,103			
321	Laurier Drive: Diefenbaker Dr. – Confederation Dr.			12,398			15,400				16,836
322	Avenue W: 19 th Street – 20 th Street		7,505				6,763				
323	18 th Street: Avenue W – Avenue X				1,977			1,492			
324	18 th Street: Vancouver Avenue – Circle Drive										
325	Boychuk Drive: 8 th Street – Auld Crescent	5,834					6,290				7,670
326	33 rd Street: Confederation Drive – Tilley Avenue					8,148				8,477	7,530
327	John A. Macdonald Rd : Cartier Cr. – Tupper Cr.				3,660			2,410			
328	Acadia Drive: Highlands Cres. – Parkdale Road						9,615				10,153
329	Centennial Drive: Tache Cres. – Langevin Cres.					4,288					3,484
330	Boychuk Drive: McMaster Cres. – Western Cres.	4,388					6,143				4,608
331	Avenue C: Cynthia Street – Haskamp Street					16,585					
332	22 nd Street: Diefenbaker Drive – Elevator Road			12,252			14,449				
333	Diefenbaker Drive: Fairlight Drive – 22 nd Street			14,722			16,342				8,942
334	Fairlight Drive: Olmstead Rd – Diefenbaker Dr.						19,601				16,250
335	Fairlight Drive: Fairlight Crescent – Fairmont Drive			7,048				7,475			
336	Fairmont Dr : Camponi Cr. – Camponi Cr. (S.Leg)		4,854				7,229				6,405
337	Taylor Street:: Arlington Avenue – Circle Drive				20,150	18,289				20,066	
338	Taylor Street:: Circle Drive – Acadia Drive	23,567				22,300				26,398	30,439
339	Circle Drive: Taylor Street – Hwy #11/Hwy #16 Interchange	20,126				22,821				34,055	
340	11 th Street: Avenue W – Avenue X						13,025				11,208
341	Dundonald Avenue: 11 th Street – Caen Street			6,208				8,503			
342	Clancy Drive: Circle Drive – Fairmont Drive				5,215			4,674			
343	McCormack Road: Fairlight Drive – Poth Cres.				8,669			5,498			
344	Fairlight Drive: McCormack Rd – Pendygrasse Rd.				7,988			7,287			
345	Pendygrasse Road: Fairlight Drive – Priel Cres.				3,179			2,526			
346	Fairlight Drive: 11 th Street – Pendygrasse Road		5,909				4,833			5,407	
347	McKercher Drive: 8 th Street – Parkdale Road	13,219					13,856				15,083
348	McKercher Drive: Avondale Road – Taylor Street				10,580				10,282		
349	Taylor Street: McKercher Dr. – Kingsmere Rd.				12,728			13,704			
350	Taylor Street: Acadia Drive – Kingsmere Blvd.	22,514					24,936				27,085
351	Circle Drive: Avenue C – Airport Drive										

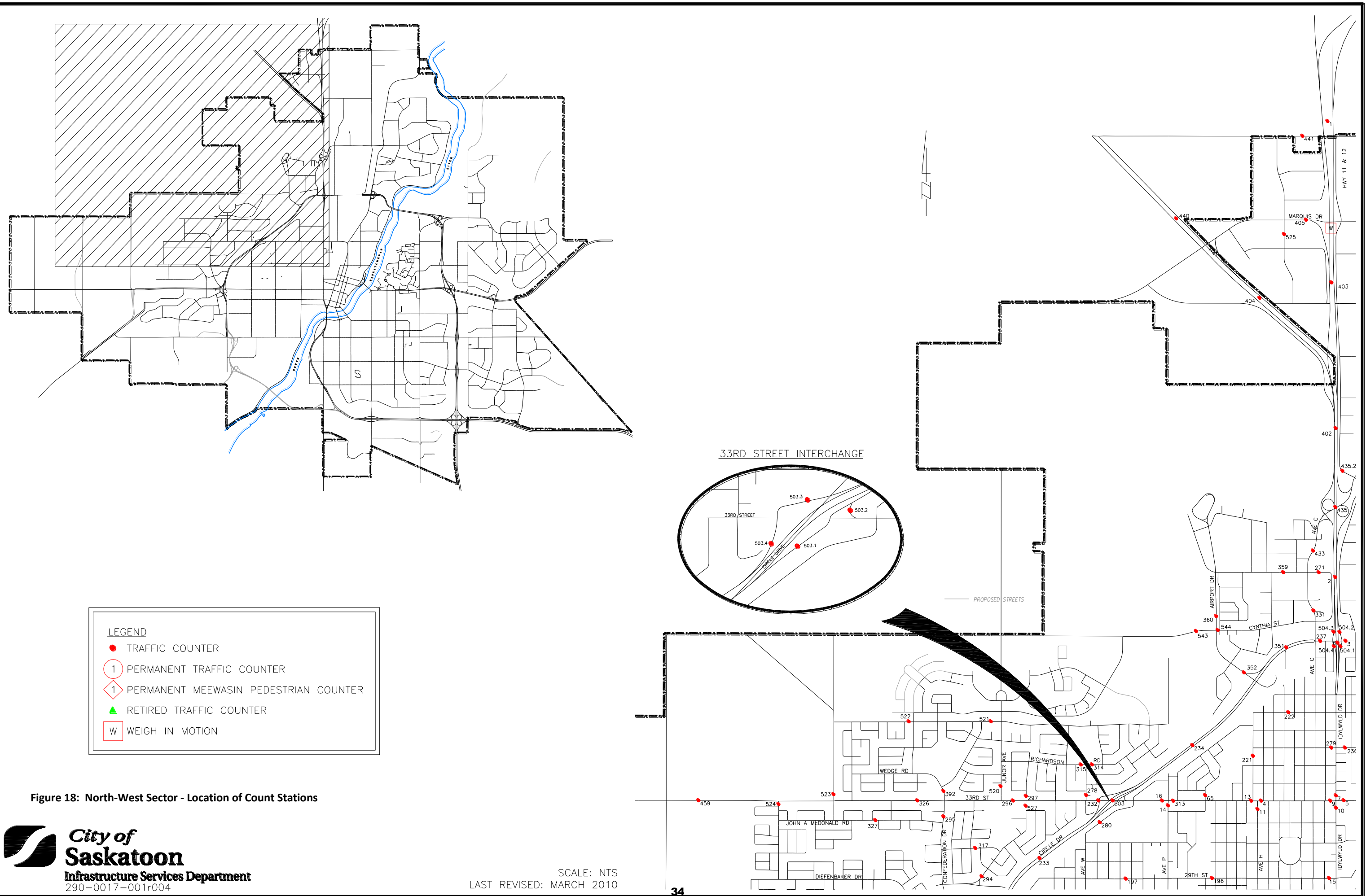
Station	Location Description	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
352	Airport Drive: Circle Drive – Robin Crescent					9,703				14,164	
353	Warman Road: Primrose Drive – Lenore Drive						22,559		31,622		
354	Lenore Drive: Warman Road – Primrose Drive					22,231			23,862		
355	Pinehouse Drive: Primrose Dr. – La Ronge Rd.		10,677				9,232				
356	Pinehouse Drive: Saguenay Dr. – Whiteswan Dr.					2,910				3,130	
357	Whiteswan Drive: Pinehouse Dr. – Lenore Dr.					3,797				4,388	
358	Spadina Crescent: Ravine Dr. – Pinehouse Dr.					4,572				5,698	
359	45 th Street: Wheaton Ave. – Hanselman Ave.							8,543			
360	Airport Drive: Robin Crescent – 45 th Street					5,567				8,882	9,707
361	Kingsmere Blvd: Kingsmere Place – Taylor St.	12,378					11,739				11,348
362	Pendygrasse Rd: Thomas Cres. – Thomas Cres.					5,187				5,553	
363	Forrester Road: Cooper Cres. – Olmstead Rd.		2,766				3,026				2,426
364	Fairlight Drive: Fairmont Drive – 22 nd Street							5,698			
365	Circle Drive: 22 nd Street – Laurier Drive		22,453						24,291		
366	Miners Avenue: 52 nd Street – Malaro Place					4,076					3,449
367	51 st Street:: Cleveland Avenue – Millar Avenue			24,939				34,093			26,349
368	Millar Avenue: 52 nd Street – Malaro Place			7,470				7,317			9,627
369	Assiniboine Dr.: Warman Rd. – St. Lawrence Cr.				8,358				7,727		
370	Primrose Drive: Coppermine Cres. – Pinehouse Dr.					13,772				13,830	
371	Russell Road: Nordstrum Road – Roborecki Cres.					11,216				11,784	
372	Lenore Drive: Primrose Drive – Redberry Road					14,777		10,524			
373	Lenore Drive: Silverwood Rd – A. E. Adams Cres.					2,674				3,509	
374	Preston Avenue: College Drive – 108 th Street		14,710					19,574	21,197		
375	Preston Avenue: 108 th Street – 115 th Street		8,364					15,176			
376	Circle Drive: Attridge Drive – Preston Avenue		66,720					66,913	66,639		
377	Attridge Drive: Circle Drive – Central Avenue		28,611					37,368			
378	Circle Drive: 108 th Street – Attridge Drive		50,191					37,651		45,342	
379	Circle Drive: 108 th Street Off Ramp		5,633			2,968				2,809	
380	Circle Drive: 108 th Street On Ramp		4,393			2,884				2,961	
381	108 th Street: Circle Drive – Bryans Avenue		11,585			9,776					
382	Circle Drive: College Drive – 108 th Street		42,438					37,526			
383	Central Avenue: Rossmo Road – Attridge Drive		13,431					15,204			
384	Fletcher Drive: Dundonald Ave. – Dudley St.		2,493				2,725				2,783
385	McKercher Drive: Taylor Street – Stillwater Drive						6,713				6,521
386	Kingsmere Blvd: Crean Cres. – Delaronde Rd.							6,530			
387	Kingsmere Blvd: Whitewood Rd – Wollaston Cr.							2,570			
388.1	Circle Drive and Warman Road Interchange - Eastbound to Southbound Ramp			3,422	4,200	3,421			3,683		
388.2	Circle Drive and Warman Road Interchange - Eastbound to Northbound Loop			3,073	2,762	3,024			3,413		
388.3	Circle Drive and Warman Road Interchange - Northbound to Westbound Loop			5,451	2,298	2,160			2,459		
388.4	Circle Drive and Warman Road Interchange - Southbound to Westbound Ramp			3,497	2,851	3,230			3,987		
388.5	Circle Drive and Warman Road Interchange - Warman Road: Northbound on Overpass			13,765	13,538	13,561					
388.6	Circle Drive and Warman Road Interchange - Warman Road Southbound: Assiniboine Drive - Circle Drive			17,344	17,956	18,953			23,410		
388.7	Circle Drive and Warman Road Interchange - Westbound Millar Avenue Off Ramp			2,231	6,029	6,771			9,557		
389	115 th Street: Laura Avenue – Bradwell Avenue				9,398				8,733		
390	Acadia Drive: Taylor Street – Avondale Road							8438			
391	Centennial Drive: Patterson Cr. – Diefenbaker Dr.					6,683					6,063
392	Wedge Road: 33 rd Street – George Road					10,448					9,066
393	Assiniboine Drive: Capilano Dr. – Churchill Dr.					4,805				4,769	
394	Silverwood Road: Whiteswan Drive – Ball Cres.					3,819				4,059	

Station	Location Description	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
395	Russell Road: Davies Road – Wakabayashi Cres.					5,171					
396	Primrose Drive: Cree Crescent – Lenore Drive					12,220				11,808	
397	Primrose Drive: Warman Rd – Coppermine Cres.					17,367				14,847	
398	Warman Road: Lenore Drive – Goerzen Street						15,282		19,101		
399	Goerzen Street: Warman Road – Nordstrum Road				3,496			3,042			
400	Warman Road: Goerzen Street – Adilman Drive		13,967						14,283		
401	Adilman Drive: Warman Road – Davies Road				7,649	6,551					
402	Idylwyld Drive: 51 st Street – Interchange		40,523				30,631		42,900		
403	Idylwyld Drive: 60 th Street – Marquis Drive		26,308				23,639		34,412		
404	Highway #16: West of Idylwyld Drive			12,229				13,949	14,009		
405	Marquis Drive: Thatcher Avenue – Idylwyld Drive			3,972				7,696	8,326	9,229	
406	8 th Street: East of Boychuk Drive			3,693				5,678	4,645		5,793
407	Boychuk Drive: Taylor Street – Briarwood Road			7,014				8,888			
408	Taylor St: Heritage Way-Weyakwin Dr/Heritage Cr				9,095				11,006		
409	Gray Avenue: Boyd Street – Cruise Street				4,843			4,883			
410	Idylwyld Freeway: 8 th Street – Taylor Street			27,066			37,246		36,629		
411	Highway #14: West of City Limit		8,607				5,482		6,057		
412	Highway #7: West of City Limit		5,419				6,825		8,052		
413	25 th Street: 2 nd Avenue – 3 rd Avenue		17,023			16,721					
414	2 nd Avenue: King Street – Princess Street				22,898		22,773				
415	3 rd Avenue: King Street – Princess Street				1,446				1,558		
416	Meilicke Road: Russell Road – David Knight Cres.						4,772				
417	Warman Road: Adilman Drive – Wheeler Street						7,859				
418	McCormack Road: Fairlight Drive – Wrigley Cres.		5,977				8,792				5,143
419	Clarence Avenue: South of Circle Drive		8,034				8,584		20,486		
420	Preston Avenue: South of Circle Drive		1,910				2,622		4,246		
421	Berini Drive: 115 th Street – Webster Street						6,266				6,725
422	115 th Street: Berini Drive – Hogg Crescent						5,447				5,389
423	Attridge Drive: Rever Road – Forest Drive		14,739					21,466	21,388		
424	Boychuk Drive: Kingsmere Blvd. – Highway #16	6,698					9,123		13,079		
425	Central Avenue: Attridge Drive – Konihowski Rd.		10,647					9,217			
426	Attridge Drive: Berini Drive – Kenderdine Road				13,564					29,272	
427	Kenderdine Road: Pehudoff Cres. – Attridge Dr.				10,051				9,140		
428	Kenderdine Road: Kenderdine Road – Bonli Cres.		5,199				4,437				3,765
429	Kenderdine Road: 115 th Street – Hogg Way		4,559				5,885				5,812
430	McOrmond Drive: Cowley Road – Kerr Road				6,046					12,947	
431	Arlington Avenue: 7 th Street – 8 th Street			6,756				6,024			
432	51 st Street: Faithfull Avenue – 1 st Avenue			22,835				26,396			
433	Avenue C: 46 th Street – 47 th Street							14,928			
434	Faithfull Avenue: 50 th Street – 51 st Street			9,805				8,935			
435.1	Idylwyld Drive and 51 st Street Interchange - Northbound Off Ramp			4,485	4,204	4,316			4,721		
435.2	Idylwyld Drive and 51 st Street Interchange - Idylwyld Drive Service Road North of 51 st Street			2,090	1,918	2,005			4,412		
435.3	Idylwyld Drive and 51 st Street Interchange - Westbound to Northbound Ramp			8,736	3,829	3,793			10,416		
435.4	Idylwyld Drive and 51 st Street Interchange - 51 st Street on Overpass			9,722	16,126	15,615			14,342		
435.5	Idylwyld Drive and 51 st Street Interchange - Westbound to Southbound Loop			1,999	1,948	1,893			2,705		
435.6	Idylwyld Drive and 51 st Street Interchange - Southbound Off Ramp			5,234	5,690	5,532			7,964		
435.7	Idylwyld Drive and 51 st Street Interchange - Eastbound to Southbound Ramp			212	227	243			519		
435.8	Idylwyld Drive and 51 st Street Interchange - Eastbound to Northbound Loop			1,057	1,280	1,174			2,176		
436	Warman Road: Broadbent Avenue – 71 st Street						7,640		9,305		

Station	Location Description	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
437	Warman Road: 71 st Street – Highway #11						6,311				8,128
438	Boychuk Drive: 8 th Street – Briarwood Road			7,755				13,037	11,653		14,013
439	Idylwyld Freeway: Taylor Street – Ruth Street		27,024				30,334		35,856		
440	Highway 16: West of City Limits			11,543				10,765	12,541		
441	71 st Street: Thatcher Avenue – Idylwyld Drive			1,327					1,915		
442	Millar Avenue: North of 71 st Street				222						85
443	Millar Avenue: 60 th Street – 71 st Street			985					3,008		
444	60 th Street: Miners Avenue – Millar Avenue						2,498				2,498
445	Adilman Drive: Neusch Cres. – Trotchie Cres.						3,687				
446	Berini Drive: 115 th Street – Rogers Road						4,333				4,687
447	Cowley Road: Kenderdine Rd. – McOrmond Rd.						2,751				3,559
448	Cowley Road: Rogers Road – Kenderdine Road						1,801				1,626
449	Kerr Road: Forsythe Crescent – Kenderdine Road						4,231				4,455
450	Kerr Road: Kenderdine Road – McOrmond Road						8,460				9,731
451	McOrmond Road: Kerr Road – Highway 5				11,417					22,868	21,280
452	Highway 5: East of City Limits						10,032		10,984		12,999
453	McOrmond Road: Highway 5 – 8 th Street						1,680				1,536
454	Old Highway 16: South of 8 th Street				822			536	464	520	
455	Kingsmere Blvd : Bronson Cres. – Boychuk Dr.							4,540			
456	Waterbury Road: Emmeline Road – Nesslin Cres.				1,024			1,827			
457	Weyakwin Drive: Whitewood Road – Stillwater Dr.				3,577			3,327			
458	Lorne Avenue: South of Cartwright Street						3,478				5,341
459	33 rd Street: West of Steeves Avenue				1,417	1,100					1,455
460	Highway 7: 11 th Street – Cedar Villa Road		9,715				8,501		11,499		
461	McKercher Drive: College Drive – Packham Ave.		9,826				10,637				8,108
462	105 th Street: Central Avenue – Jessop Avenue				10,367			7,061			
463	Attridge Drive: - Kenderdine Rd. – McOrmond Rd.						7,627		8,853		13,060
464	McOrmond Road: Attridge Drive – Cowley Road				4,762				7,992		
465	Boychuk Drive: Kingsmere Blvd. – Emmeline Road			4,638				7,039			
466	Highway 16: - East of City Limits -			7,235				8,049	10,459		
467	Circle Drive: 1 st Avenue – Home Depot					48,869					62,381
468	71 st Street: Warman Road – Tracks						1,993				2,326
500.1	Circle Dr. & 22 nd St. Interchange – Circle Dr. Overpass				13,091	13,228					
500.2	Circle Dr. & 22 nd St. Interchange – Confederation Dr. SB on ramp to Circle Dr.				2,188	3,168			3,363		
500.3	Circle Dr. & 22 nd St. Interchange – Circle Dr. NB off ramp to 22 nd St.				2,144	2,524			3,349		
500.4	Circle Dr. & 22 nd St. Interchange – 22 nd St. EB to NB loop				4,561	5,022			4,934		
500.5	Circle Dr. & 22 nd St. Interchange – 22 nd St. WB off ramp from Circle Dr. SB				3,330	3,437			3,452		
500.6	Circle Dr. & 22 nd St. Interchange – 22 nd St. off ramp to Circle Dr. NB				1,506	1,705			1,602		
500.7	Circle Dr. & 22 nd St. Interchange – Confederation Dr. off ramp from Circle Dr. SB				812	812			726		
500.8	Circle Dr. & 22 nd St. Interchange – Camponi Dr. off ramp from Circle Dr. SB				2,054	2,024			2,191		
501	Fairmont Dr.: Fairlight Dr. – 22 nd St. W					5,874					5,028
502	Circle Dr.: Clancy Dr. – Circle Dr. NB off ramp to 22 St.								18,210		
503.1	Circle Dr. & 33 rd St. Interchange: 33 rd St. off ramp NB				2,602	2,597			2,558		
503.2	Circle Dr. & 33 rd St. Interchange: 33 rd St. on ramp NB				6,737	6,996			5,764		
503.3	Circle Dr. & 33 rd St. Interchange: 33 rd St. off ramp SB				6,635	7,149			5,522		
503.4	Circle Dr. & 33 rd St. Interchange: 33 rd St. on ramp SB				2,680	2,853			2,767		
504.1	Circle Dr. & Idylwyld Dr. Interchange : Idylwyld Dr. off ramp NB to Circle Dr.					5,886			6,634		

Station	Location Description	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
504.2	Circle Dr. & Idylwyld Dr. Interchange : Circle Dr. on ramp NB to Idylwyld Dr.					9,531			10,819		
504.3	Circle Dr. & Idylwyld Dr. Interchange : Idylwyld Dr. off ramp SB to Circle Dr.					6,854			8,677		
504.4	Circle Dr. & Idylwyld Dr. Interchange : Circle Dr. on ramp SB to Idylwyld Dr.					5,943			6,084		
505.1	Circle Dr. & Attridge Dr. Interchange : NB to EB ramp				2,936	2,238				3,897	
505.2	Circle Dr. & Attridge Dr. Interchange : NB to WB loop				1,438	2,442				2,303	
505.3	Circle Dr. & Attridge Dr. Interchange : EB to WB ramp				3,380	5,901				5,563	
505.4	Circle Dr. & Attridge Dr. Interchange: WB on ramp				9,673	9,611				12,321	
505.5	Circle Dr. & Attridge Dr. Interchange : SB to EB loop				9,741	10,017				12,165	
505.6	Circle Dr. & Attridge Dr. Interchange : SB to WB ramp				2,144	3,623				4,289	
505.7	Circle Dr. & Attridge Dr. Interchange : WB to SB ramp				3,275	2,175				4,494	
505.8	Circle Dr. & Attridge Dr. Interchange : EB to SB ramp				1,983	3,179				3,346	
506	Preston Ave. : Circle Dr. – Preston Ave. N				9,985	13,778			17,622		
507.1	Circle Dr. & College Dr. Interchange : Circle Dr. NB off ramp to College Dr.							4,332			
507.2	Circle Dr. & College Dr. Interchange : College Dr. WB on ramp to Circle Dr. NB							2,957			
507.3	Circle Dr. & College Dr. Interchange : Circle Dr. SB off ramp to College Dr.							454			
507.4	Circle Dr. & College Dr. Interchange : College Dr. EB on ramp to Circle Dr. SB							3,354			
507.5	Circle Dr. & College Dr. Interchange : Circle Dr. SB loop to College Dr. EB							2,952			
507.6	Circle Dr. & College Dr. Interchange : Circle Dr. NB loop to College Dr. WB							3,067			
507.7	Circle Dr. & College Dr. Interchange: College Dr. EB to Circle Dr. NB							357			
507.8	Circle Dr. & College Dr. Interchange: College Dr. WB left turn to Circle Dr. SB							3,132			
508.1	Circle Dr. & 8 th St. Interchange : 8 th St. off ramp NB				3,767	3,617				4,227	
508.2	Circle Dr. & 8 th St. Interchange : 8 th St. on ramp NB				9,801	8,890				10,872	
508.3	Circle Dr. & 8 th St. Interchange : 8 th St. off ramp SB				8,584	7,441				7,783	
508.4	Circle Dr. & 8 th St. Interchange : 8 th St. on ramp SB				5,113	4,569				5,241	
509.1	Circle Dr. & Taylor St. Interchange : Taylor St. off ramp NB from Circle Dr.				2,432	2,033				2,840	
509.2	Circle Dr. & Taylor St. Interchange : Taylor St. on ramp NB to Circle Dr.				6,850	6,619				7,985	
509.3	Circle Dr. & Taylor St. Interchange : Taylor St. off ramp SB from Circle Dr.				7,300	6,871				8,069	
509.4	Circle Dr. & Taylor St. Interchange : Taylor St. on ramp SB to Circle Dr.				2,624	2,450				3,402	
510.1	College Dr. & McKercher Dr. Interchange : WB to SB off ramp				2,688	3,011				4,045	
510.2	College Dr. & McKercher Dr. Interchange : WB on ramp to College Dr.				4,963	5,094				5,392	
510.3	College Dr. & McKercher Dr. Interchange : EB to SB off ramp				5,808	5,940				6,236	
510.4	College Dr. & McKercher Dr. Interchange : NB to EB on ramp				3,563	3,214				4,514	

Station	Location Description	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
511-519	Reserved for future Interchange development										
520	Junor Ave. : 33 rd St. – Carrothers Ct.					4,641				5,479	
521	37 th St. : Junor Ave. – George Rd.					1,626				2,650	
522	37 th St. : Hunt Rd. – Steacy Cr. E					1,799				2,650	
523	Hughes Dr. : 33 rd St. – 37 th St.					766				1,022	
524	Steeves Ave. : Blakney Cr. – 33 rd St.					3,125				3,290	
525	Thatcher Ave. : Apex St. – Marquis Dr.					1,288					1,400
526	Faithfull Ave. : 51 st St. – 52 nd St.					6,312					6,732
527	Northumberland Ave.: Morris Dr. – 33 rd St.					2,515				1,953	2,281
528	71 st St. : Millar Ave. – RR Tracks					2,292					2,824
529	51 st St. : Millar Ave. – Warman Rd.					29,434			28,980		29,347
530	Millar Ave. : 50 th St. – 51 st St.					10,638					11,413
531	Preston Ave. : Research Dr. – Perimeter Rd.					19,790			19,180		
532	Preston Ave. : Perimeter Rd. – East Rd.					19,374			18,133		
533	Kenderdine Rd. : Kerr Rd. – Eastman Cr.					5,853				6,545	
534	Kenderdine Rd. ; Kerr Rd. – Kutz Cr.					4,761				4,982	
535	Glasgow St. : Clarence Ave. – Mendel Cr.					1,880				2,545	
536	Boychuk Dr. : Nemeiben Rd. – Taylor St.					5,412			6,678		
537	Nemeiben Rd. : Boychuk Dr. – Emmeline Rd.					2,146				2,683	
538	Rever Rd. : Fairbrother Cr. – Attridge Dr.					4,912				6,151	
539	Konihowski Rd. : Central Ave. – McWillie Ave.					3,197				3,242	
540	Konihowski Rd. : Somers Rd. – Leway Cr.					3,284				3,681	
541	Briarwood Rd. N : Boychuk Dr. – Blackthorn Cr.					4,668				5,001	
542	Briarwood Rd. S : Boychuk Dr. – Banyon Cr.					3,166				3,966	
543	Claypool Dr.: Airport Dr. – McClocklin Rd.							4,841			
544	Cynthia St.: Airport Dr. – Robin Way									2,336	
545	Slimmon Rd.: Boychuk Dr. – Harold Rd.									6,864	
546	Taylor St. : Boychuk Dr. & Briarvale Rd.								3,828	5,559	



LEGEND

- TRAFFIC COUNTER
- ① PERMANENT TRAFFIC COUNTER
- ◇ PERMANENT MEEWASIN PEDESTRIAN COUNTER
- ▲ RETIRED TRAFFIC COUNTER
- W WEIGH IN MOTION

33RD STREET INTERCHANGE

Figure 18: North-West Sector - Location of Count Stations

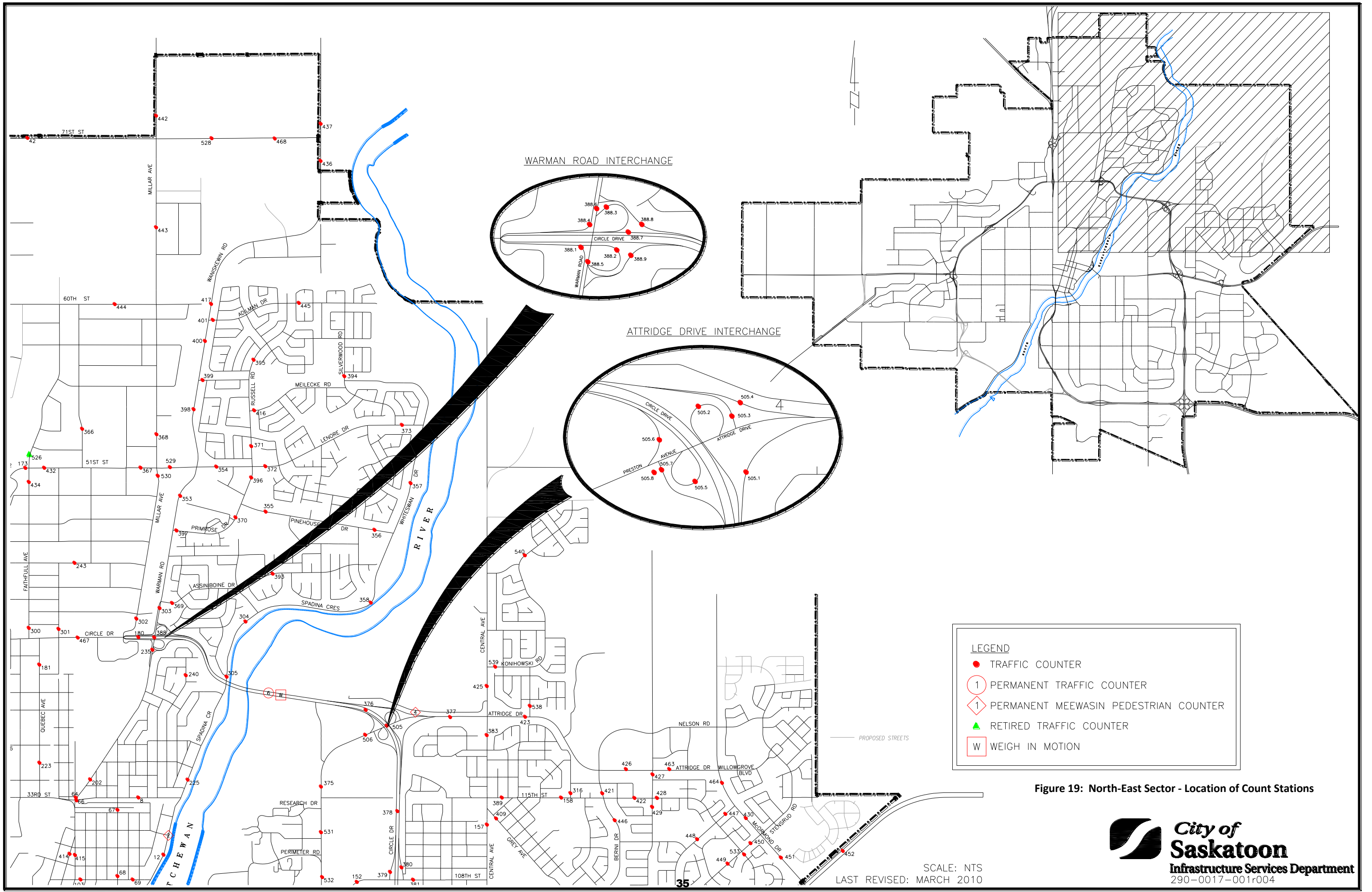
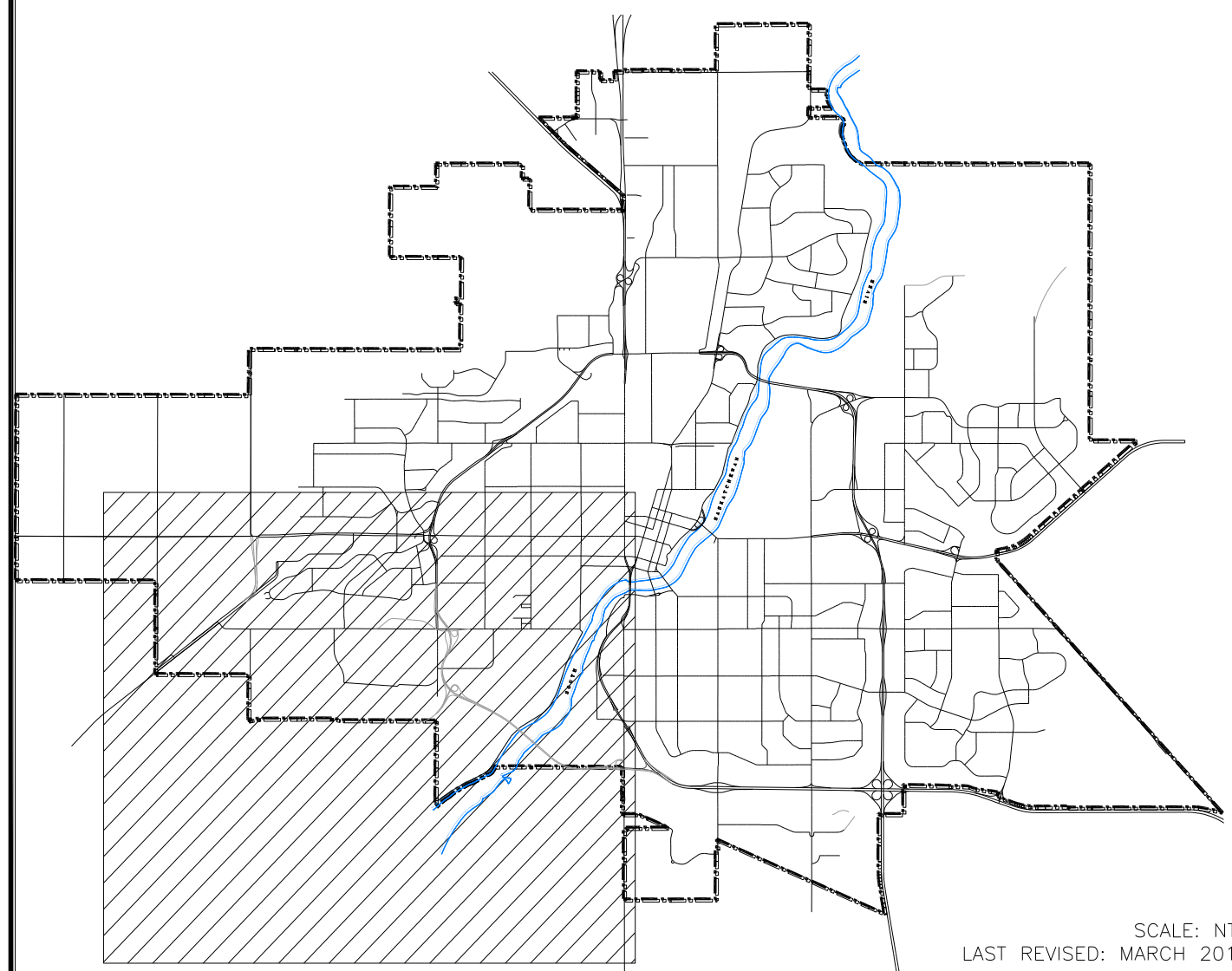
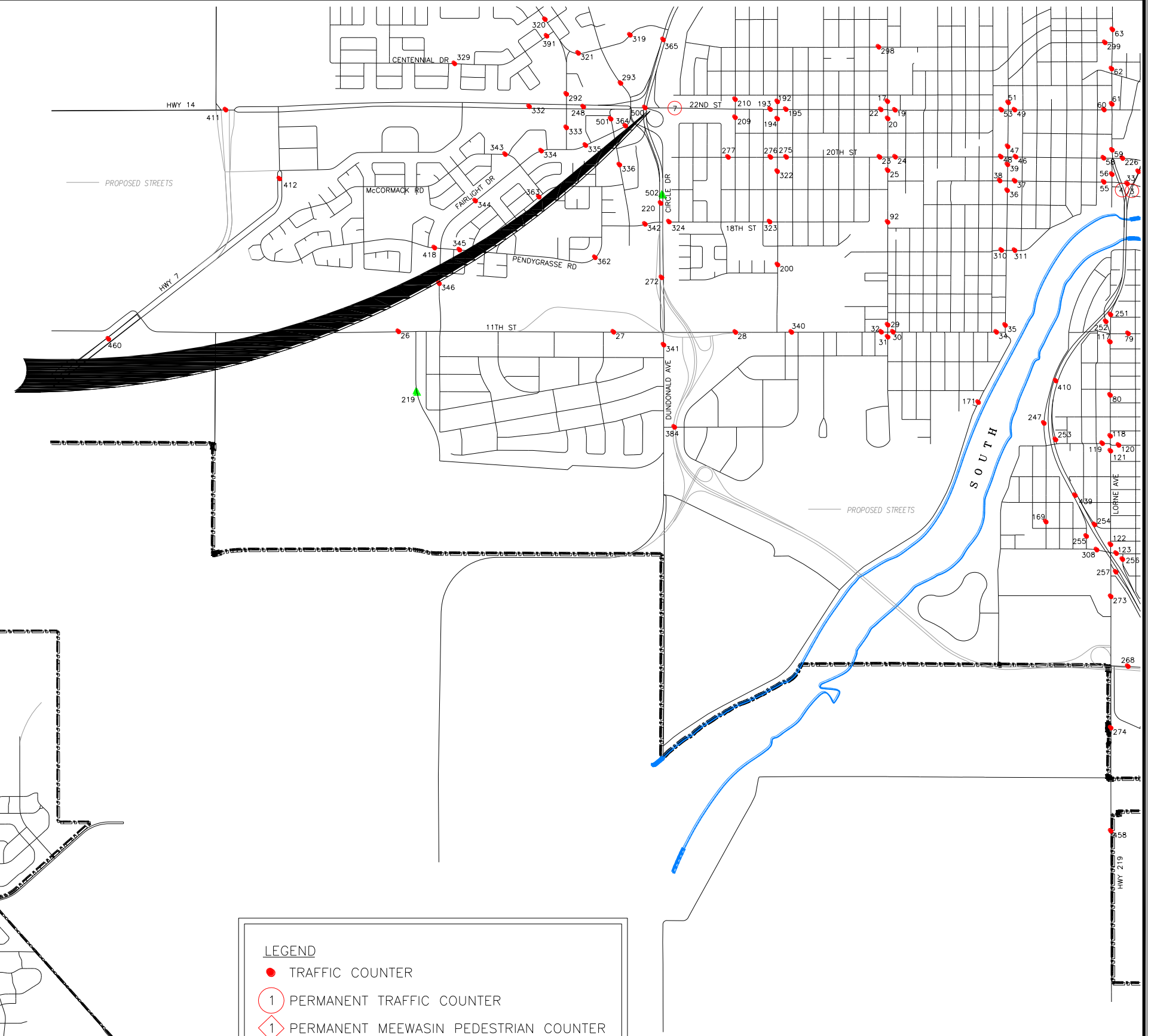
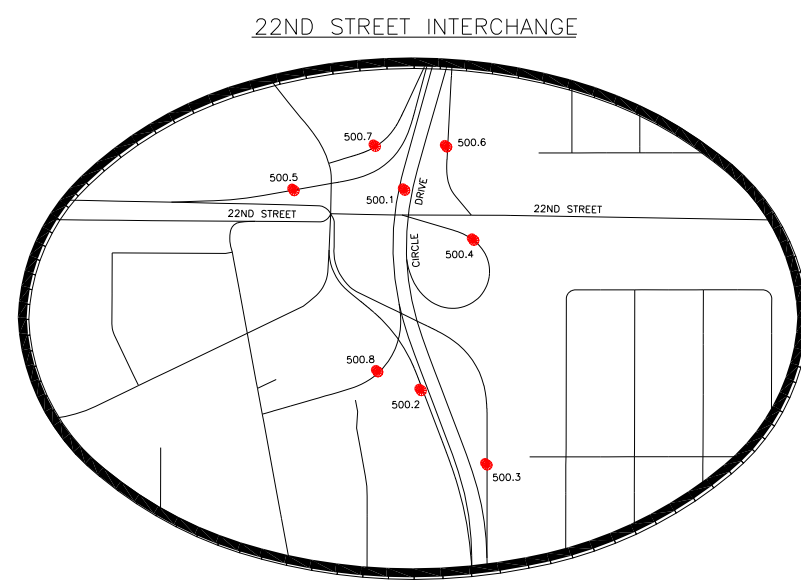


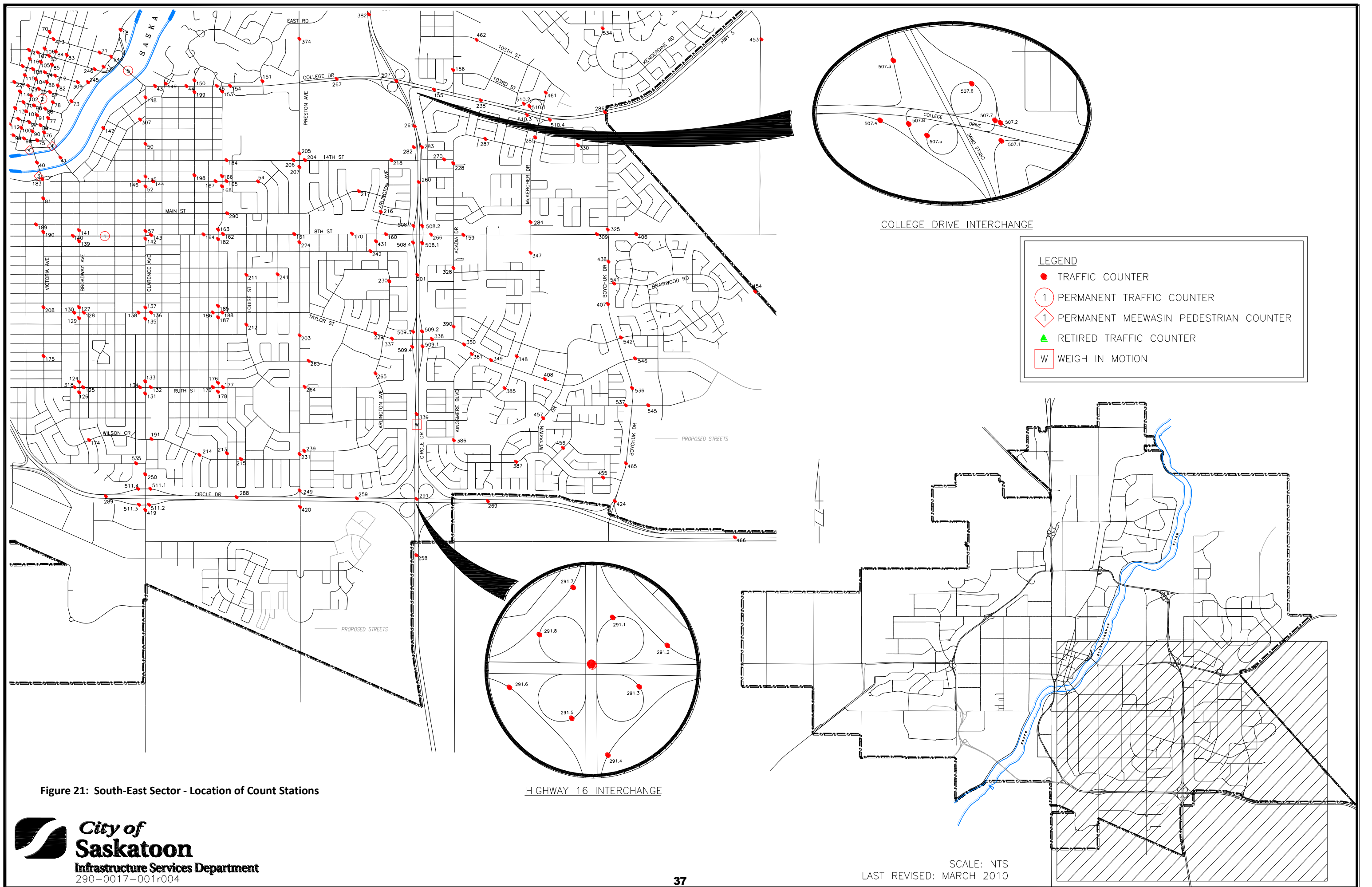
Figure 19: North-East Sector - Location of Count Stations



LEGEND

- TRAFFIC COUNTER
- ① PERMANENT TRAFFIC COUNTER
- ① PERMANENT MEEWASIN PEDESTRIAN COUNTER
- ▲ RETIRED TRAFFIC COUNTER
- W WEIGH IN MOTION

Figure 20: South-West Sector - Location of Count Stations



His Worship the Mayor and City Council
The City of Saskatoon

REPORT
of the
NAMING ADVISORY COMMITTEE

Composition of Committee

His Worship Mayor D. Atchison, Chair
Councillor G. Penner
Councillor T. Paulsen
Ms. N. Johnson
Ms. L. Hartney
Ms. P. Kotasek

1. Addition of Names to the Names Master List
File No.: PL 4001-5; CK 6310-1

RECOMMENDATIONS: that the name “Bentley” be added to the history of Name Number 373 of the Names Master List.

According to Naming of Civic Property and Development Areas Policy No. C09-008, all renaming requests must be reviewed by the Naming Advisory Committee (Committee) and approved by City Council.

a) General Naming Request:

- i. “Bentley”** – Alfred James Bentley – Mr. Bentley was born January 7, 1932, in Saskatoon and has lived here ever since.

Mr. Bentley’s professional career accomplishments include General Manager of Sales, 1960 to 1982, at CFRC Radio and T.V. From 1982 to 1993, Mr. Bentley was the Assistant to the President of Saskatchewan Mining and Development Corporation. Mr. Bentley was a member of a number of Board of Directors from 1983 to 1993 including Canadian National Railways, J.C. International Corporation, Canadian National Exploration, Duluth Winnipeg, and Pacific Railway, and Chairman of Canadian National Real Estate Ltd.

Mr. Bentley has been a member of the City of Saskatoon's (City) Board of Revision. He received the Certificate of Distinguished Community Service from the City on March 15, 2003. Mr. Bentley was involved in the Salvation Army for 25 years, holding many positions including Vice Chair of the Citizen's Advisory Committee, Residential Blitz Zone Chair, Chair of the Real Estate Committee, involved in the Christmas Kettle Campaign, and a supporter of the Beaver Creek Camp for underprivileged children. Mr. Bentley received a Certificate of Appreciation from the Christian Blind Mission for his 25 years of support.

The name "Bentley" is currently on the Names Master List, Name Number 373, in honour of the Bentley brothers, three of whom played for the Chicago Blackhawks in 1942 to 1943.

The Names Master List is kept in the City of Saskatoon Mayor's Office and contains all screened and approved name suggestions for naming municipally owned or controlled facilities, streets, suburban development areas, neighbourhoods, and parks. There are currently approximately 150 entries on the Names Master List. The Planning and Development Branch will notify the applicants of the outcome of City Council's decision.

Respectfully submitted,

His Worship Mayor D. Atchison, Chair

COMMUNICATIONS TO COUNCIL

MEETING OF CITY COUNCIL – TUESDAY, OCTOBER 11, 2011

A. REQUESTS TO SPEAK TO COUNCIL

1) Ashley and Brad Berrns, dated October 3

Requesting permission to address City Council regarding the length of time it is taking to schedule a rezoning hearing for the property at 811 29th Street West, and submitting material in support of the business. (File No. CK. 4351-1)

RECOMMENDATION: that item C13) of Communications to Council be brought forward and that Ashley and Brad Berrns be heard.

2) J.L. Grover, dated October 3

Requesting permission to address City Council with respect to smoke detector maintenance and homelessness. (File Nos. CK. 2500-1 & 750-1)

RECOMMENDATION: that J.L. Grover be heard.

3) Louis Denis Grimard, dated October 4

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

RECOMMENDATION: that Clause of F1 of Administrative Report No. 18-2011 be considered, and that Louis Grimard be heard.

B. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL

1) Doreen Wilson, dated September 24

Commenting on civic spending. (File No. CK. 1910-1)

RECOMMENDATION: that the information be received and considered during the budget review process.

2) Justine Daum, TDC West Team Edward's Charity Director, dated September 27

Requesting permission to temporarily close 23rd Street East, between 3rd and 4th Avenues, on November 25, 2011, from 9:00 a.m. to 3:00 p.m., for a charitable event. (File No. CK. 205-1)

RECOMMENDATION: that the request to temporarily close 23rd Street East, between 3rd and 4th Avenues, on November 25, 2011, from 9:00 a.m. to 3:00 p.m., for a charitable event be granted, subject to any administrative conditions.

3) Lesia Payne, dated September 27

Requesting that the subsidy for low-income transit passes not be reduced. (File No. CK. 1905-7)

RECOMMENDATION: that the letter be considered during the budget review process.

4) Jose Pabilcales, dated September 28

Suggesting the City of Saskatoon purchase a temporary stadium in Vancouver. (File No. CK. 150-1)

RECOMMENDATION: that the information be received.

5) Aaron McKean, dated September 29

Commenting on recycling. (File No. CK. 7830-5)

RECOMMENDATION: that the information be received.

Items Which Require the Direction of City Council
Tuesday, October 11, 2011
Page 2

6) Margi Corbett, dated September 30

Commenting on recycling glass. (File No. CK. 7830-5)

RECOMMENDATION: that the information be received.

7) April Knechtel, dated October 2

Commenting on fluoride in the water. (File No. CK. 7920-1)

RECOMMENDATION: that the information be received.

8) Craig Allan, dated October 4

Commenting on cell phone use while driving. (File No. CK. 5300-9)

RECOMMENDATION: that the information be received.

**9) Jo-Ann Coleman Pidskalny, Chair, Saskatoon Homelessness Advisory Board
dated September 26**

Submitting Saskatoon Homelessness and Housing Plan 2011-2012. (File No. CK. 750-1) (Copy available for viewing in City Clerk's Office.)

RECOMMENDATION: that the direction of Council issue.

10) James Brodie, dated October 4

Commenting on levies for road repairs. (File No. CK. 1910-1)

RECOMMENDATION: that the information be received.

Items Which Require the Direction of City Council
Tuesday, October 11, 2011
Page 3

11) Grace Germs-Oleksuik, dated October 5

Commenting on proposal to restrict traffic on Avenue C and 38th Street. (File No. CK. 6320-1)

12) Trent Oleksuik, dated October 5

Commenting on proposal to restrict traffic on Avenue C and 38th Street. (File No. CK. 6320-1)

RECOMMENDATION: that the letters be considered with Clause 1, Report No. 14-2011 of the Planning and Operations Committee.

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

1) **Brenda Hyland, dated September 19**

Submitting petition of approximately 11 signatures with respect to the residential parking permit program on O'Brien Crescent. (File No. CK. 6120-4-2) **(Referred to Administration for consideration and response to the writer.)**

2) **Nadia Heisler, dated September 21**

Commenting on Transit Route 17. (File No. CK. 7310-3) **(Referred to Administration to respond to the writer.)**

3) **Nadia Heisler, dated September 26**

Submitting petition with approximately 79 signatures with respect to Transit Routes 17 and 6. (File No. CK. 7310-1) **(Referred to Administration to respond to the writer.)**

RECOMMENDATION: that the information be received.

4) **Robert O'Neill, dated September 24**

Commenting on garbage collection. (File No. CK. 7830-3) **(Referred to Administration to respond to the writer.)**

5) **Jairo Gomez, dated September 26**

Commenting on traffic safety on Gordon Road. (File No. CK. 7320-1) **(Referred to Administration to respond to the writer.)**

6) **Dorothy Bodnarchuk, dated September 27**

Commenting on disabled parking issues. (File No. CK. 6120-1) **(Referred to Administration to respond to the writer.)**

7) **Ryan Henderson, dated September 27**

Commenting on transit routes. (File No. CK. 7310-1) **(Referred to Administration to respond to the writer.)**

Items Which Have Been Referred for Appropriate Action

Tuesday, October 11, 2011

Page 2

8) Tracy Jordan, dated October 1

Submitting response to suggestion to rename 11th Street West. (File No. CK. 6310-1) **(Referred to Naming Advisory Committee for further handling.)**

9) Rachel Rumsey, dated October 1

Commenting on advertising on City buses. (File No. CK. 7300-1) **(Referred to Administration to respond to the writer.)**

10) Christopher Kendall, dated October 2

Commenting on fluoride in the City's water supply. (File No. CK. 7920-1) **(Referred to Administration to respond to the writer.)**

11) Wendy Bevelander, dated October 3

Commenting on fluoride in the City's water supply. (File No. CK. 7920-1) **(Referred to Administration to respond to the writer.)**

12) Joanne Yanke, dated October 3

Commenting on fluoride in the City's water supply. (File No. CK. 7920-1) **(Referred to Administration to respond to the writer.)**

13) Tree Penner, dated October 4

Commenting on fluoride in the City's water supply. (File No. CK. 7920-1) **(Referred to Administration to respond to the writer.)**

14) Amy Derbowka, dated October 4

Commenting on fluoride in the City's water supply. (File No. CK. 7920-1) **(Referred to Administration to respond to the writer.)**

**Items Which Have Been Referred for Appropriate Action
Tuesday, October 11, 2011
Page 3**

15) Elizabeth Robertson, dated October 2

Commenting on rezoning application – 811 29th Street West. (File No. 4351-1) **(Referred to Administration to respond to the writer and the letter considered at the time of any future hearing.)**

RECOMMENDATION: that the information be received.

D. PROCLAMATIONS

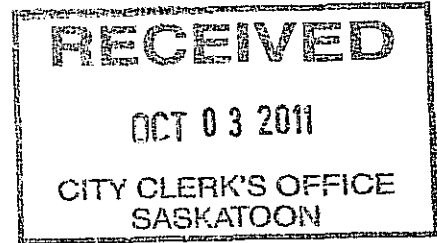
1) John Parry, dated October 24

Requesting City Council proclaim October 24, 2011 as United Nations Day and requesting permission for a flag raising. (File No. CK. 205-5)

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

4357-1 A11

From: CityCouncilWebForm
Sent: October 03, 2011 2:57 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Ashley and Brad Berrns
811 29th St W
Saskatoon
Saskatchewan
S0L 0N2

EMAIL ADDRESS:

COMMENTS:

Ashley and I have dropped off detailed information as attached to the Mayor and the City Manager. We have been very frustrated and seem to have hit nothing but an incredible road block with the City.

We are also very troubled why the city endeavored on a Westmount Development Plan that took two years of community involvement and was endorsed by our City Council but it seems to not have any value if it is not being supported by our own city officials. We have only a couple of very aggressive and out spoken neighbors that claim to represent the community. How can this be true in-light of the study and as detailed in our attachments. We changed nothing on our building architecturally and fall within the zoning with desecration. It make absolutely no sense to us how an application can be such a long and difficult process. This is not and "Open for Business" environment. Please review at your convenience and feel free to contact Ashley at 260-9114 or myself at 230-9265 any time.

Wish to speak.

To Whom It May Concern:

My name is Ashley Berrns. I am 24 years old and I have lived in Saskatoon all my life. I had a dream. It was to open a dance studio. I have been chasing this dream since childhood. I began taking dance at the age of 3 and continued to passionate about it throughout my adolescence and now my adulthood. Dance has given me so much, and for years I have found tremendous reward in giving back and passing on my passion and experience to others. I have enjoyed teaching dance for such organizations as the Saskatchewan Mental Health Association, Saskatoon Leisure Services, After School Programs as well as for the Saskatoon School board in both the Physical Education and Dance Programs. Now the experience that I have had enhanced my desire to open a dance studio in our community. My dream of opening a studio became closer to reality the moment I set eyes on this building at 811 29th St W. I knew this was the moment I had been waiting for as the building was perfect. The dream my dad and I had was right before our eyes. Realistically, I knew this was going to be the hardest challenge of my life, but I thought my goal was achievable.

After 2 years of searching for a building in Saskatoon, a studio finally became available that would suit our needs. We knew that our business fit the Core Values of Westmount Local Area Plan and the building was Zoned B2. Those core values were endorsed by the Westmount community and City Council. The comprehensive plan for the neighborhood supports *More Family Centered Activities, especially in getting kids involved, *Youth and their involvement are central to the neighborhood well being, *Retain affordability, *Become more environmentally friendly (See page 22 – Westmount Guiding Principles). Our building is also identified in the plan as a needed commercial property in this community to help serve neighborhood convenience (See page 45). The Westmount vision also says the community is family-centered and open-minded. We knew we would be a natural fit in this community as many students already reside in or very close to this neighborhood. My dad and I have been active in this area for many years volunteering for school programs at Mayfair, Caswell, E.D. Feehan, Tommy Douglas and more.

I have dedicated my life to studying dance and have been heavily involved in the arts community. I went to University to study business while attaining my certification in teaching dance. I danced in numerous companies & performances, most recently the Saskatoon Fireworks Festival & Olympic Torch Ceremony in Saskatoon. I traveled throughout Canada & abroad to learn from the best. I spent years teaching at established studios in Saskatoon while also traveling to many dance studio's throughout our province. Cudworth, Shellbrook & Lanigan are a few of the amazing communities that gave me teaching opportunities through non profit organizations when I first started out on my dream. I also direct a non-profit organization aimed at giving opportunities to aspiring professional dancers and aiding in transitioning them into the profession.

The biggest challenge I faced when beginning my business, was obtaining a mortgage to purchase the building. I focused on my business plan, which I began in the Eleventh grade. I spent hundreds of hours writing it, then presented it to banks and other lenders hoping and praying someone would support my business. I had to sell my house and pull

together funds from savings and family. After being refused by 5 banks and after many other failed attempts, I was very lucky to secure a mortgage and business loan. The biggest struggle was timing. I had to secure my mortgage and have possession by mid august in order for my business to make it. If my building was not ready for September 1st, I would miss the season and not be able to bring in enough revenue to make it until September 2012. In this short 2 months I managed to do it, and I had my mortgage secured just on time. Now, we took possession and had our specially built sprung floors and mirrors up in only 4 days. We opened our doors and now are being forced to close them. The city has refused to allow us to operate due to parking. Yet, the prior business in the building operated successfully since 1988 without any parking problems. The previous business had more vehicle traffic than we anticipate. Our membership is made up primarily youth, most of them from this neighborhood. Many of the students walk or bike, and some are dropped off by parents. We provide safe storage for those who bike and encourage green methods of transportation. We chose this neighborhood to open our studio because we have build a strong foundation and membership within this community and the adjoining neighborhoods.

The city is presenting us with so many challenges and delays, we believe our business may fail. We are struggling to understand why a business operated in this exact location since 1988 under B2 zoning without difficulty. We have made no structural changes to this building and our business falls within the B2 category. Our business cannot make it through the extended time frame the city is taking to get our application processed, which is 4-8 month's. We do not understand why this building would not be automatically grandfathered as it has been servicing the community since 1988 and this is an established neighborhood. The month of September is registration month, and is a critical time for my business. I haven't been able advertise my new studio and I have even been stopped from putting up a sign during registration because the city won't allow me to.

This month is the "make it or break" it month, and I can't even operate my business at my building because the city is forcing me to operate somewhere else. The unexpected expenses due to operating out of a temporary location includes not only rent, but huge costs for temporary barre's, mirrors and a dance floor. The worst part is, I now have the inability to attract new clients, which I need to generate revenue to pay for these costs. No new students will come to a business operating out of an unsatisfactory location for an uncertain amount of time. My business is suffering and cannot make it through the extended time frame the city is taking to get our application processed, which is 4-8 months. My expenses in September have been steadily increasing. I faced an unexpected \$3500 application fee to the city for contract rezoning, which came at the worst time possible. I still need to pay another \$1500 as well. Financially my business needs to operate for me to be able to afford these costs, and to keep the building that I purchased to start my business.

I have not received any assistance from the city's zoning department. I have spent countless hours at City Hall with applications and in meetings. We are now on the 4th application, after poor guidance and 3 cancelled applications. We were given no direction, information or assistance right from the very first meeting we had with Darryl

Dawson and Danae Lockert of Planning & Development. There was prejudice towards us from the moment the meeting began. I was told before even sharing any information about my business, that I would not be able to operate anything but a photography studio at the building I just purchased. Mr. Dawson was very determined that there were no solutions and stated that the building would never meet parking requirements.

Why when a business operated in this building since 1988 is there all of a sudden parking issues? We can't change the way this city was built and how much parking was allotted for a commercial business. Now that the city has new requirements for parking, no new business will be able to operate in this building. We have done our best and leased 5 parking spaces adjacent to our property for a period of 5 years. The department has no protocol and has wasted so much of our valuable time. For instance, we get permission to have a sign from one person, then days later Mr. Dawson calls and tells me I have to take it down. He tells me that I am not cooperating, and he continuously threatens to take measures to close my business. I am doing nothing wrong. I have done everything to follow the procedures that are being presented. We have been treated rudely and unfairly. The treatment the city has extended to us has been brutal and dis-heartening. Unfortunately is not the only battle we are currently facing.

I have learned that negative assumptions of my business were made by a resident in the community, who happens to be living in a commercial property next to my studio. This resident complained to the city about our business before we even had possession of the property. She believes a dance studio is not good for our community, and is doing everything in her power to convince others as well. She has been campaigning in the neighborhood with slanderous and untrue information. She delivered defamatory letters to the neighborhood stating her negative view on our legitimate business, before we even opened our doors.

These letters were addressed by Myles Heighdt, our Westmount community councilor, and Mark Emmons, the editor of the Westmount Local Area Plan. We immediately took these letters to them and to the city's zoning department, and stressed how much it was hurting our business. They agreed that it was wrong, contained false information, and was not written or supported by them, but did nothing to stop the continuation of these actions made by this resident.

The problems have escalated and this week she called the police twice on us for no reason. They came to our door with a noise complaint, but there was no noise, and they were shocked that they were called for nothing. She has gone door-to-door in the neighborhood pushing residents into signing a petition to "Save their Neighborhood" and not allow our business to obtain licensing. She has made a presentation in front of city council, called and complained to the City of Saskatoon and our councilors countless times, and has convinced others to do the same. It is very clear that the City is only concerned about these complaints. They have made little effort to hear about us, our business or the truth. We are reaching out for help as our business is being destroyed right before our eyes. Not only that, my career and reputation in this city are at stake. We are facing our own city officials who are listening to these illegitimate complaints,

instead of addressing the real problem. Now, they are ceasing our businesses operation at our new facility. How can we stop the harassment and slander when the city takes no action, and instead closes our business's doors?

Our petition and letters of support (attached) express the community's distress regarding the current situation, while proving that the neighborhood wants us here. The youth have chosen our location as one of their favorites in the neighborhood according to the Westmount Development Plan. We want to enhance this positivity and provide a safe environment for youth.

This city's zoning department appears not to support new business in this city and will single handedly take down a credible business that will bring great things to this city and the community. Their delays are unacceptable. This is not how any new business is able to operate and flourish. My business is perfect for this building and location. I am a young entrepreneur dedicated to this city, not only as a taxpayer, but as a contributing member to society. I am in complete despair about the prejudice and lack of support I have been given by the City of Saskatoon.

I have always called Saskatoon my home, and after traveling the world to train and expand my experiences, I chose Saskatoon to open my dance studio. I love the city, I love the people and I love the opportunities. Please allow me the opportunity to show the city what a great addition Dance Ink will be to this "open for business" city. My expectations of people have been shattered but my dream survives.

Sincerely,

Ashley Berns
260-9114

Brad Berns
230-9265

Jamie Curr
818 29th Street West
Saskatoon, Saskatchewan
S7L 0N3
1(306) 343 6899

September 27th, 2011

Dance Ink
811 29th Street West
Saskatoon, Saskatchewan

Witness Statement.

To whom it may concern;

This letter is intended to be an account of the events I, Jamie Curr have personally witnessed from mid August till September 26th, 2011.

Approximately a week before Ashley Berrns took possession of the property, 811 29th Street West. Beth came across the street to ask me if I had heard about the business moving in to the building beside her, I said no I had not, she informed me that it would be a dance/karate studio, I was actually excited to hear, that type of business would be moving in to the neighbourhood, as we have 3 children all under the age of 10, that are involved in extra circular activities and how convenient it would be to have right across the street. Beth told me that the issue at hand would be parking because "she had taught students in Ontario, and there would be constant comings and goings of parents dropping and picking up their children" I said to Beth "yes parking is a concern, or possibly could become a concern" Beth also stated that her and another neighbour were going to be starting a petition to have the business shut down or at least moved out of our area and that we should call in any concerns to the city, and that parking passes for residents of our block might be an idea, also that she would be back to discuss, her concerns more at a later date.

I met Ashley Berrns, for the first time August 19th, 2011. I was sitting on our front deck at 818 29th Street West. Ashley introduced herself and we spoke a little in regards to the business, she was going to be opening. I told Ashley that the neighbourhood had already been talking a little about the business she was intending to open and that there were a few concerns from the neighbours about possible issues with parking. Ashley asked me how I already knew about her business and I said that Beth, her neighbour had stopped over and told me that a dance/karate studio was moving in to the building beside her and that her biggest concern at that time seemed to be parking; further more there was talk of a petition. Beth saw that Ashley and I were talking; she also came across 29th Street, from her property of 813 29th Street West, onto my front lawn and confronted Ashley about the parking. Someone had already parked in her "spot" (which is street parking right on 29th); Beth continued to say that she tries to park her Jeep liberty, as to not block the appliance stores drive way, because she is a conscientious neighbour and that's what we do in this neighbourhood. Ashley apologized to Beth,

several times and said that she was unaware of that issue and that she would ask people coming to the studio to not block Beth's parking spot or the appliance stores drive way. Beth continued talking about the parking issue, Ashley asked her to please stop, and said again "I'm sorry" with tears in her eyes, "but this is my first day here and in the building, I just received the keys this morning and I'm just trying to enjoy this moment and you are ruining, what should be one of the happiest days of my life". Beth then said to Ashley that she wasn't happy about the day either and that she was upset and going in for surgery, Beth then turned back around and went back across 29th to her property 813 29th Street West. I voiced to Ashley, my concerns about the possible parking issues, Ashley said that they would be informing the patrons of the business to try and park along the other side of the convenience store and that most of her students would be dropped off and picked up in front of Dance Ink. Ashley felt that parking shouldn't be an issue due to the short drop off and pick up times and that most of her students car pool. Ashley asked that I please come over at any time that I was inconvenienced due to parking and if the vehicle belonged to a parent or student, she would ask whomever to move their vehicle. Since that time, we have had one issue with parking in front of our home, and true to her word, I went over to Dance Ink and spoke to the receptionist as Ashley was busy instructing a class and the issue was rectified immediately.

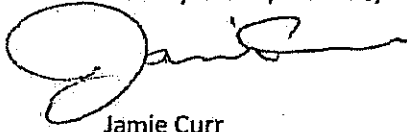
During the first week that Ashley was working on her property, I saw Beth lean over the railing of her front deck and yell very aggressively at a woman standing on Ashley's property.

On August 26th, 2011 I was in the front yard and I saw Brad Berrns pull up in front of Dance Ink, I wanted to speak with him about Karate classes for our son Braydon. I walked over to Dance Ink and I went inside and spoke with Brad. When I left the building Dorothy, the neighbour on the other side of the studio, walked up to me and said "I haven't been saying anything about his daughter" "where is hell! Where is the owner? I want to speak with him right now" Dorothy told me that she was very upset. I replied to her "yes, you look very upset right now" then I said "but I don't think you yelling at me, is going to help anything, especially when I had nothing to do with whatever has upset you" I then said "I'm just trying to go home" I pointed at our home, then stepped around her and crossed the street. Dorothy, Beth and our next door neighbour Madeline were talking on the sidewalk in-between Beth's property and Dance Inks property, our neighbour Madeline waved and walked over; she then said, "Dorothy felt bad for yelling at you because she thought you were someone else". She continued to say "Dorothy and Beth were upset about the business being in between their two homes". At this point Ryan said "that area is zoned for commercial businesses; Beth had to know that when she bought her property, her house was a photography studio, before she bought it". Madeline then informed us that Beth had told her, there is loud music coming from the building, that Dance Ink has a ad on the internet advertising pub crawls and dancing at bachelorette parties; furthermore, that Dance Ink is charging 300 dollars plus a month for dance classes and that's just too expensive for people in our area to be paying. Ryan and I both suggested to Madeline that she should go over to dance Ink and speak with Ashley and Brad, because what she has heard is not exact truths, but interpretations of base truths. Ryan and I also said to Madeline, we feel the treatment that the Berrns have received since coming in to the neighbourhood has been completely unfair and unjust, and that we are embarrassed that one person has caused this much upset and not just for the owners and patrons at Dance Ink, but for all of us on the direct block and neighbourhood as a whole.

To the best of my knowledge all of the facts that I have above stated are accurate. On a personal note it is my opinion, having this type of business in our area is beneficial, because it gives the youth in the area several constructive physical outlets, in a safe and controlled environment, that they might not normally have. I also feel that Dance Inks prices are more than fair and reasonable for this neighbourhood; as

well, since this building is zoned for a business, I feel that a dance studio is a more beneficial business for our neighbourhood than a bar, tattoo, or a massage parlour.

Thank you for your time;

A handwritten signature in black ink, appearing to read 'Jamie Curr', written in a cursive style with a large initial 'J'.

Jamie Curr

From: Liz Robertson <liz.robertson@usask.ca>
Subject: Letter to mayor and council
Date: October 2, 2011 7:59:29 PM CST
To: bradeb@sasktel.net
1 Attachment, 22.5 KB

Hey, Brad,

I just used the on-line form at the City of Saskatoon website to submit the attached text to the mayor and council. I hope it strikes the note of justifiable pissed-off-ness that I like to strive for in all my best writing for my condo board...

Cheers,

Liz

Dr. Elizabeth C. Robertson
Department of Archaeology and Anthropology
University of Saskatchewan
Archaeology Building, 55 Campus Drive
Saskatoon, Saskatchewan S7N 5B1
Tel: (306) 966-4177
Fax: (306) 966-5640
E-mail: liz.robertson@usask.ca



SECSuprnA...nc (22.5 KB)

I am writing to express my grave concern regarding the profound difficulties that Shotokan Karate Saskatoon and Dance INK are encountering in their efforts to establish business premises at 811 29th Street West. I have been a member of Shotokan Karate Saskatoon since August 2010, and I have been very impressed with its head instructor, Brad Berrns, as well as assistant instructor Ashley Berrns, who is also the driving force behind Dance INK. In addition to their commitment to providing affordable quality karate and dance instruction, Brad and Ashley are notable for the warm sense of community that they have built among both their youth and adult students, an atmosphere that I have particularly enjoyed as a relative newcomer to Saskatoon.

For these reasons, I was very happy when they took advantage of an opportunity this summer to purchase a permanent studio space to serve as a home base for their classes. But I have subsequently become greatly dismayed by the obstacles that they have encountered due to harassment by neighbours of their new studio and the apparent endorsement of this harassment by some city employees. I am fully confident that Brad and Ashley, as individuals with a strong commitment to community building, would never under any circumstances engage in any activity that would be to the detriment of their neighbours or their students. Yet their neighbours have subjected them to accusations as extreme as including stripping among their services. More importantly, some of the battery of patently untrue and irresponsible statements that have been made regarding Brad and Ashley's business appear to have been enough for city business licensing personnel to subject them to a costly and damaging wait before they can undertake instruction at their new building.

This is ludicrous on a number of levels. First, it creates an atmosphere antagonistic toward the kind of healthy business development that one would expect the City of Saskatoon would want to welcome and encourage. It also strikes out at two people who want to establish a business not merely based on profit motive, but in very large part due to their focus on making affordable dance and martial arts instruction available in a part of the city where they know that there is a great need for both the community and the reasonable pricing that they are committed to. Last, this situation empowers and protects an ill-informed band of narrow-minded bullies as they engage in activities that have entered the realm of the libelous.

With these things in mind, I sincerely hope that some reason and justice can be brought to bear on this situation in an appropriately swift and efficient manner that will end this costly prevarication and allow Brad and Ashley to finally undertake business at their new studio. As I mentioned, I am a relative newcomer to Saskatoon and have up to now been impressed by my interactions with the people and employees of a city that has struck me as friendly, reasonable and well run. I would be deeply saddened if a continuation of the difficulties being encountered by Shotokan Karate Saskatoon and Dance INK were to force me to have to reconsider this opinion.

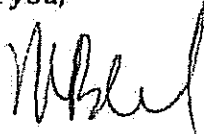
September 19, 2011

Dear Sir or Madam:

This is an official letter supporting Shotokan Karate Club located at #811 - 29th Street West, Saskatoon. My daughter and I have been members for almost a year. We drive over 68km from Prud'homme (over an hour; twice a week) to participate in the classes. There are many karate clubs that are closer to us, but we stay with Shotokan because of the people and environment.

The style of karate at Shotokan is about respect and manners, which is very important to us. Also, the students are learning self-defense in a safe and comfortable atmosphere. I fully support this business.

Thank you,



Michelle Beckhusen

Box 91
Prud'homme, SK
S0K 3K0

To whom it might concern,

My name is Edgar Garza; I am a resident and a homeowner in the community of Westmount in Saskatoon.

The reason for this letter is to express the importance that the location of 811, 29th Street West where Dance studio (Dance Ink) and Karate Dojo (Shotokan Karate Club Saskatoon) run their programs is of personal importance to our family.

Please allow me to explain you our situation.

Our family consists of my youngest daughter Abigail, (3 years old) my older daughter Zorianna (7 years old) and Myself.

My older daughter has had motor problems since birth, the burden of therapy, physiotherapy, doctors, operations, MRIs, etc ; is sometimes overwhelming, so much that my ex-wife (the mother of my kids) could not handle it and left the family home almost 18 months ago.

I am a strong believer that for kids to develop their maximum capacities either physical as to social, they must be involved in sports. This is of special importance for my older daughter, which needs the exercise to stimulate the correct movements in her body. Unfortunately regardless of all my efforts to get her involved in sports my working schedule and distances made it impossible for her to take any class of this nature. Last winter we tried gymnastics on Saturdays, but with the small one and timing was not possible, besides that for physical capacities to increase in range and strength is needed at least 3 times practice per week. So my first attempt to get her involved in a sport (just like any kid has the right to play) failed.

In September of this year the studio at 811, 29th street west opened, and truly speaking that was the best news for us in so long. This studio is located at a 10 minute walk from our house. So even if I have to work at the time the class start, I can still tell the babysitter to drop her off.

The second thing about this studio is that is run by two truly extraordinary teachers, in only three weeks of classes I can see a huge advantage in my daughters walking and overall big motor movements. And from the social stand point of view this place is just so positive and supportive, is the best environment for a kid to develop in the right direction. This environment has worked as a self teen booster for her.

As a full time single parent and a full time worker, I have the need to rely unto others. Among those I heavily rely in the concept of community. My daughter's school is Westmount community school, (two blocks from our house) my daycare is inside E.D. Fehan high school. We buy groceries at Westmount foods, and our pharmacy is located in avenue H almost corner with 29th street. All of our needs are met within 15 minutes walk.

During the summer, my older daughter partakes in the summer park program located one block down the road. And every week for as long as the community paddling pool is open we visit it as a family at least once. Where I want to go with this, is to exemplify how heavily our family relies in the community for our wellbeing and lifestyle. We cannot afford either in time, money nor distance to rely in another community for services.

Is not a secret the fact that kids are living in a world full dangers and temptations, such as drugs, alcohol and irresponsible sex. Is also a well-known fact that kids who are involved in sports and extracurricular activities are less vulnerable; now, my older daughter can be flagged as a high risk youth, because given her physical disability, her attention deficit disorder and a single parent household. If the studio is closed down personally is increasing my daughters risks for this dangers. As I said, if the studio moves, as sad as it sounds my kids would not be able to have extracurricular activities.

Our family needs this studio. We need it in order to provide my daughters with an equal opportunity to succeed in life whatever they want to do, regardless if they were brought up in Westmount or Briarwood.

In my eyes, closing this location is putting my kids and the entire community at a disadvantage versus if we lived somewhere else in the city, such as Briarwood or Silversprings, where dance studios and karate dojos are abundant.

In the community meetings we always talk about crime and youth at risk and what to do, it was brought that we must keep the youth occupied with summer programs and extra school programs. Now, how can you argue against closing this studio if is exactly what is doing. This studio is opening the opportunity for our youth to grow as responsible individuals in all aspects in life.

I personally find confusing the fact that the city instead of embracing, promoting and helping this kinds of establishments is using biased opinion of very few community members to close our kids development.

I have been explained the problem about this location, that is parking permits, I find this to be ridiculous, that is because most people just walk to the studio, just like us, and the ones that drive just drop off their kids and pick them up later. And on top of that there is parking at the back.

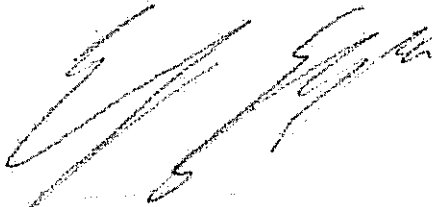
I urge the authorities to please consider this personal experience and motivation for this studio to reopen. As the Queen herself said in her 2010 Christmas Speech for the Commonwealth, urges individuals and governments to focus in Sport as a "unifying force(.....) in building communities and creating harmony".

Also please remember that "It takes a village to raise a child" Hilary Clinton. Closing this studio is closing our youth's equal opportunity to succeed and enjoy.

If you have any doubt about this please feel free to contact me at (306) 2442676 or directly to my cell (306) 716 9770

Thank you

Edgar Garza



September 21, 2011

To whom it may concern,

I am writing this letter in support of the Shotokan Karate Club of Saskatoon located at 811 – 29th Street West in Saskatoon. My daughter Jennifer (16 years old) and I (48 years old) have been members of this club for nearly 5 years. I would like to go on record as saying this organization is a family-oriented, community-focused organization that openly welcomes all who are interested. There is no discrimination based on race, creed, age, financial status, etc.....all that is required is a desire to learn.

I have seen tremendous, positive growth in Jennifer as a result of her training at the Shotokan Karate Club of Saskatoon. The mental, physical, and cultural aspects of martial arts training have increased both her self-confidence and self-esteem. This has greatly assisted her in making sound choices with respect to the many challenges she faces as a high school student in Saskatoon today. I have also seen similar results in many of the other young people that have been members of our club. Martial arts training has transformed them into proud and respectful young men and women within their communities.

Another positive aspect of being affiliated with the Shotokan Karate Club of Saskatoon is the friendships we have formed with various members of the community. There are many fine people in these communities that we would otherwise never have met. Those friendships foster a kinship and understanding between various communities within the city of Saskatoon, which is beneficial to the city as a whole. Further to that, because the Shotokan Karate Club of Saskatoon is associated with many other clubs across Canada, we are given an opportunity to expand those friendships across provincial borders. We are also given ample opportunity throughout the year through seminars, competitions, etc. to promote the City of Saskatoon to other communities across Canada.

Finally, the Shotokan Karate Club of Saskatoon has assisted Jennifer and me to develop a healthy lifestyle in both mind and body. The benefits of the physical exercise are obvious. Less obvious are the mental benefits, which have led us to live less stressful, disciplined, and confident lives.

I would expect that any community would happily welcome an organization that enables the community to grow and flourish by bringing the people of that community, and others, together. The Shotokan Karate Club of Saskatoon will do that.

Sincerely,



Adrian Rosen

Daniel and Christine Neilson
231 Steiger Cres
Saskatoon SK S7N 4K1

September 23, 2011

RE: Letter support for Shotokan Karate Saskatoon, located at 811 29th Street West

To His Worship Donald J. Atchison,

We are writing to you as citizens who support the relocation of Shotokan Karate Saskatoon to 811 29th Street West, as part of the Saskatoon Arts and Fitness Centre. Studies have shown that traditional karate instruction, like the instruction offered at Shotokan Karate Saskatoon, promotes self improvement, discipline, and respect for others as much as technique and physical fitness. A karate club is particularly valuable to an inner city neighbourhood where young people left with nothing to do in their spare time may be at risk of falling in with the wrong crowd.

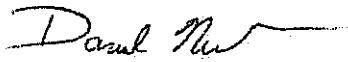
It is common knowledge that Canadians are generally in poor health. Sedentary lifestyles contribute to chronic disease, poor health outcomes, and an increasing burden on our public healthcare system. Physical activity guidelines recommend that children participate in sixty minutes of physical activity per day, but according to a Statistics Canada report released in March of this year, Canadian children and youth are sedentary for 8.5 hours a day, and only 7% reach the recommended level of physical activity¹. Meanwhile only 15% of adults reach the recommended level of moderate to vigorous physical activity for maintaining good health². The karate, dance, and fitness classes offered at the Saskatoon Arts and Fitness Centre offer children and adults alike the opportunity to become more active in a fun and friendly atmosphere, contributing to improved health and physical fitness. In addition to better health through physical fitness, studying traditional karate encourages students to seek perfection of character, be faithful to oneself, be committed to what you do, endeavour to excel, respect others, and refrain from violent behaviour. In a world that seems to be growing more uncivil by the day, these are principles to be valued and encouraged.

¹ Mark S Tremblay, et al. "Physical activity of Canadian children and youth: accelerometer results from the 2007 to 2009 Canadian Health Measures Survey." *Health Reports / Statistics Canada, Canadian Centre For Health Information = Rapports Sur La Santé / Statistique Canada, Centre Canadien D'information Sur La Santé* 22.1 (2011): 15-23.

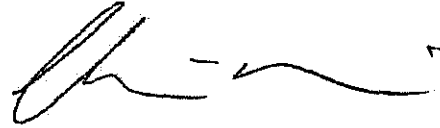
² Mark S Tremblay, et al. "Physical activity of Canadian adults: accelerometer results from the 2007 to 2009 Canadian Health Measures Survey." *Health Reports / Statistics Canada, Canadian Centre For Health Information = Rapports Sur La Santé / Statistique Canada, Centre Canadien D'information Sur La Santé* 22.1 (2011): 7-14.

Over the past ten years we have had the opportunity to train with other karate clubs in Saskatoon, Edmonton and Winnipeg; the Saskatoon Arts and Fitness Centre is a fantastic facility, the instructors at Shotokan Karate Saskatoon are first rate, and the atmosphere is family friendly. The Westmount community and Saskatoon as a whole can be proud to be home to Shotokan Karate Saskatoon and the Saskatoon Arts and Fitness Centre.

Sincerely,



Daniel Neilson, PhD.



Christine Neilson

CC: Brad Berns, Saskatoon Shotokan Karate

- confronted outside with my parents about parking and possibly coming around with a petition for us to sign

- confronted on door step with another lady from 800 block of 29th street asking to sign a petition. Offering information about the dance studio - stating we are in a poverty / low income area, traffic is going to be increased due to 25th street expansion, no parking from 8am - 11pm. That the dance classes cost \$375 a month. - I added that it was for ^{all} intense ^{training} I told her I was excited about them being here because we (Jennie Curran and I) have kids and that it was close and accessible.

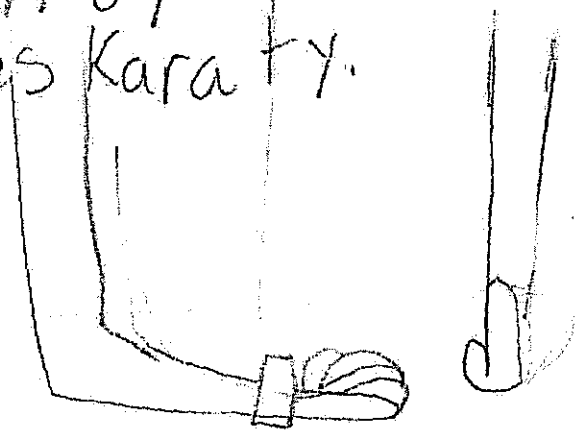
She told me she used to teach for X amount of years and she knows what is going to happen. I politely told her I would discuss it with my GF and get back to her.

She has to listen to bass thumping until 11pm

Her and the lady approached me again on Sep 25th telling me that the dance studio is advertising on kijiji and saying they are doing pub crawls, stagettes and bachelor parties → led me to the conclusion that they were offering alcohol and having pubcrawls stop at their dance studios. also stripping for the other for mentioned parties.

Rebecca

Karaty is my favorite thing in
life. If you stop it my heart will
be broken. I need disapten and I
want to no what I can't do in
life to make me a villen and d-fence
my self. Please don't stop Karaty
And by the way this letter is
rotten by a forth grader child who
loves Karaty.



We as members of this community, along with the members of Dance Ink and Shotokan Karate Club located at 811 29th Street West, support the location and operation of this facility in our neighborhood. This community based business supports the guiding principles laid out in the Westmount Local Area Plan Report put forth by the City of Saskatoon. We provide a safe and positive place for the youth of this community to learn and maintain a healthier lifestyle through fitness programs such as dance and karate. It is a place that is centrally located within the community making it easily accessible and within walking distance for many. We already have parents who have stated that if not for this facility being in this location, their child(ren) would not be able to participate as there is not always a ride available. It is a known fact that activities such as dance and karate help to improve self-confidence and self-esteem with obvious physical fitness benefits. It is also believed to have positive effects on school performance, as well as, social and communication skills. All of these are the reasons why this business is only a positive presence in our neighborhood.

NAME	PHONE #	COMMENTS
Debbie Ireland	382-8538	Beautiful facility. Welcoming to all who come. Great place for my child
Maja Henriksen	510-6050	This building improves the quality of my life. ISASHLEY! Nancy
Michaela Beldocz	202-0272	this building like my home ♡
Louise Seidel	382-0192	This dojo is a big aspect of our family life.
Stephanie Draeger	683-0444	Building is a positive aspect of the neighborhood would like for it to be a 2nd home.
Sara McGregor	978-9888	I would not be dancing if it wasn't for Ashley and Dance Ink. It is the best!
Karlene Lestrat	384-7025	The building is like a home to me and it is very great. If it wasn't for Ashley and dance I don't know what I would do. It's the best!
Kayla Ireland	382-8538	I live here more than I live at my house. The building along with the people are a part of my life

NAME	PHONE #	COMMENTS
Krishia McLaren	306-360-7372	Ashley and Dana Clark has given me the only opportunity for me to dance!
Chloe Ireland	306-382-8538	Dance Ink is a great family oriented place to be. It is like home to me.
Cheryl Dakinewich	306-381-7587	I am an adult dancer at Dance Ink and I appreciate Ashley so much
Carolyn Parr-Hillestad	306-229-4564	As an adult dancer and school teacher in this Caswell community, I see the incredible positive impact Ashley's Dance Ink has on our youth.
Avery Deichert	306-262-5309	Ashley is amazing. Dance is amazing. Dance Ink is amazing.
Kallie Nadeau	306-567-4255	This studio is incredible! It gives us, as dancers, the chance to reach our full potential.
Michele Duong	306-262-5122	This dance studio is a great aspect to our community; It is our home and our family. All thanks to Ashley! ❤️
Kendra Laing	306-398-7981	This is my opportunity to have an extra-curricular activity between attending university class.
Brynn Cobban	306-321-4811	I am attending university and it is a chance for me to continue dancing.
Joby Arnold	306 933-2578	My daughter loves dancing with Ashley. This studio is perfect!
Vanessa Clement	306-384-0127	Dancing keeps my daughter focused, fit and healthy. Without this facility, my daughter would be without these benefits that improve her self esteem.

NAME	PHONE #	COMMENTS
Elissa Clement	384-0127	This studio is my home. I love it ☺
Shelby Arnold	933-2578	This is my second home.
* Jamie CURR	305 343-6899	We live across the street we both love this business a positive addition
* Ryan Brown	343-6899	is our area (818 29th St W)
* Sabrina Hanes	270-8554	I think this business is a great asset to our neighbourhood as we have nothing like it close by.
* Danton Gordon	974-3403	This is definitely a positive thing for our neighbourhood.
Laura Bennett	382-0565	Excellent facility Best thing that could happen in this neighborhood.
Janice L. Bennett	382-0565	"
Brenda LaPlante	280-3254	We live nearby, Michelle loves dance, wonderful people (owners) beautiful building!!
Michelle LaPlante	290-1434	I love dance, but I had to quit, but dance ink has given me a chance to start what I love again!!
Janet Salyn	978 978-7732	Wonderful Dance Studio Terrific Instructor

NAME	PHONE #	COMMENTS
Lerilee Braaten	290-7014	This is a great location for my daughter to take dance.
Lorene Wojciechowski	202-6699	We Love Ashley. She is a great dancer. We live in Newton. The location is perfect. I think the dance studio is a great positive asset for the neighborhood.
Jennifer Herasymuk	716-5653	Amazing studio with wonderful teachers. Very welcoming and is literally my second home.
Danny Heintz	382-9128	I enjoy karate very much.
Lynnda Calareo	790-437-3819	This is a great facility. It keeps kids off the street and busy.
Cathie Watson	979-7409	Best thing for this community.
Annny Murray	652-1608	Have lived in this community for 4 yrs, and totally support the purpose of this facility. Exactly what Caswell/Westport needs.
Glyn Kennel	261 3356	
Natasha Bergen	262-6353	Amazing Addition to the community! My children use this facility + owners are perfect for this area.
Shane Birdsall	384-3264	I am impressed with this group an addition to the community (come and see what they do for yourself)
Vabrie A Baur	384-7025	Everyone needs a place to feel safe & pursue their dream.

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 fact for
 less is
 a great
 positive
 asset for
 the neigh
 borhood.
 This is a
 positive
 example
 for commu
 nity
 individu

NAME	PHONE #	COMMENTS
Mackenzie Yakubowski	384-6143	This place makes my days better (K2 Ashley)
Kerni McLaren	242-1353	This is an amazing spot for a studio with the gymset in the back.
Nadeau	567-4255	How can Kids & Teens Keeping active & off the street be a bad thing??
Sheryl Harrison	382-1796	A fitness centre is an obvious benefit to any community. This centre is following all regulations!
Sherry Zimmerman	382-8747	What a great fitness centre for all ages, keeps people (kids) out of trouble off the street & in good shape
Arnanda Zimmerman	382-8747	This is mine and everyone here's second home. Whenever I'm in the building my day instantly gets better
Alvland	382-8538	Fantastic facility great teachers, this is a real positive place for the community
Aaron Aton	380-1232	This is an incredible facility. Karate has been a tremendously rewarding activity for me. Venture will positively shape people's lives in so many ways.
Ramon Brown	281 8053	A place for kids to find something positive to do instead of finding trouble. Like
Jennifer Rosen	975 0379	This is much better than our last facility and will allow for people to interact with others that they might not have with out this.
Adrian Rosen	975-0379	Great Facility, fantastic people. What a wonderful opportunity for the community.

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possibly
- this
people's
lives in so
many ways
It is a
must have
in this
Community.

to
they might

c.
community.

NAME	PHONE #	COMMENTS
Maureen Blom	382-2136	only positive comments
Mahira Blom	382 2136	a step in the right direction in the neighborhood
Ann Kenylo	382-0109	- Great for the Community & for the children (& Adults)
Glen + Liana Kenney	664-3004 816 Rusholme Rd.	great for the neighborhood. Glad to have you here
Bryce Tuchscherer	382-1351	Quiet, respectful. Amazing, Awesome people
Venus Fleury	244-6533	FAMILY ATMOSPHERE. VALUES & AWESOME MENTORS.
Nick Korolis	341-2120	All positive Good values!!
Rayanna LaPlante	955-3244 503-Ave I North	Glad to have dance/training in our neighborhood
Myles Tuchscherer	382-1351	Well constructed facility that gives many youth an excellent atmosphere for the development of
		Physical and social skills.

2500-1

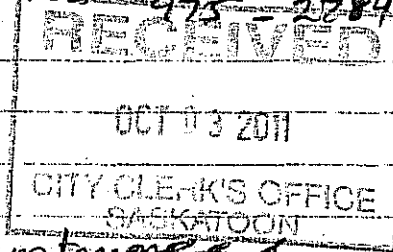
x 750-1

Prof. J.L. Gruee

B-1827 Ave D, N.A.K.

S7L 1A3

Fax 975-2784



The Mayor & City Council
SASKATOON

Dear Sir

Re: Smoke detector maintenance &
Homelessness

I would like to speak to
the council on Oct 11/11. Please
confirm by phone or fax that I am
on the agenda.

Thank you very much

Yours truly
J.L. Gruee

Ph. & fax 975-5115

A3)
2000-11

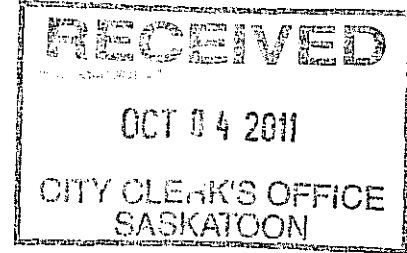
From: CityCouncilWebForm
Sent: October 04, 2011 10:58 AM
To: City Council
Subject: Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Louis Denis Grimard
3123 Mountbatten St.

Saskatoon
Saskatchewan
S7M 3T3



EMAIL ADDRESS:

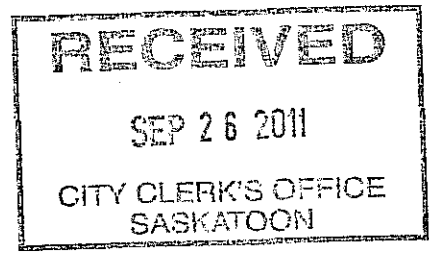
denis_grimard@cameco.com

COMMENTS:

I would like to voice my objection to the proposed wind turbine at the October 11th council meeting. I will be providing material's to support my objections prior to the meeting.

1919-1
B1

From: CityCouncilWebForm
Sent: September 24, 2011 12:10 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Doreen Wilson
44 Hoeschen Cres.
Saskatoon
Saskatchewan
S7J 2T1

EMAIL ADDRESS:

doreenwilson@sasktel.,net

COMMENTS:

I am definitely not in favour of adding on a additional amount to the registration fees on our vehicles to help pay to refurbish our streets in the city. You know you have a lot of senior citizens in Saskatoon, and need their vehicles, and are on fixed incomes, think of them for a change. If you would quit work on building these walls for sound barriers where they are not necessary, and where residents of the city do not want them, there would be some money for the above. Also, stop spending so much money on River Landing. As you are planning to put so many buildings on River Landing, parking is going to be a nightmare. You are cramming too many buildings in one place. It's going to look like the nightmare that is on Preston Ave., & Armistice Way. Cement City. Fire trucks, moving vans cannot even get in there, absolutely ridiculous! If you think the public is going to want to visit the art gallery when it gets built there, forget it. I understand you are going to have underground parking, big deal, it will cost an arm and a leg. Leave the Art Gallery where it is, it has a beautiful setting! Listen to the residents of the city instead of doing your own thing for a change. Not only that, the residents of the city should get a break in the watering season on the Residential Sewer charge. For gosh sake, you want people to keeps their yards up, and contribute to keeping Saskatoon beautiful, but you won't give us a break on our water bills. You also want seniors to live in their homes for as long as possible, but you won't give us a break on our water bills, especially those who are on fixed incomes. A reply would be appreciated. Thanks
Doreen Wilson

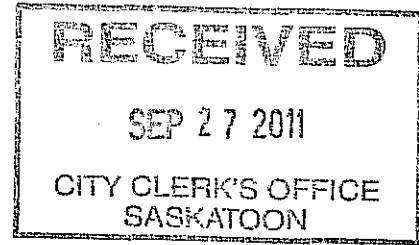
205-1
(B2)

This proposal is being submitted for the approval of a partial road closure in order to facilitate a special event with all proceeds going to charity.

Location City Hall, 23 St E

Date November 25th, 2011

Time 9:00am-3:00pm



Every year the Edwards School of Business sends a team to the JDC West Business Case Competition. JDC West (Jeux de Commerce) is western Canada's most prestigious business case competition. The competition is based on academic, social, sport, and charity components. The top 11 business schools in Western Canada compete. The charity component of this competition is one we take very seriously at Edward's. Last year, we raised over \$50,000 for the Children's Hospital Foundation of Saskatchewan (CHFS), a number we are extremely proud of which placed us second overall. We hope to greatly surpass this amount this year. Each year the Edward's team hosts an event called Chillin' for Charity in order to raise money for the CHFS. The event generated over \$10,000 in donations alone last year and is key to our charity total.

Chillin' for Charity is an entirely volunteer run event. The entire JDC West Edward's team collects donations and pledges leading up to the event, with a minimum of \$100 per person. As well, the Edward's Business Student Society and any other individuals will also be helping to collect donations and pledges this year for the event. Last year, notable people such as Rob Norris also took the Chillin' plunge. Chillin' for Charity will be taking place on November 25th. On which day the brave individuals and students from Edward's will jump into an outdoor pool we set-up to continue the awareness and donations for the CHFS.

Previously, this event has been held on the University of Saskatchewan campus; however, this year we would like to move the event to a more visible location to raise even more money. The event serves no alcohol, but in the past has had a charity BBQ. All food licenses would be obtained for this. As well, liability insurance of \$5,000,000.00 can be obtained through the University of Saskatchewan Students' Union if needed. Through conversations with Todd Jarvis, he has recommended we request approval for the closure of two driving lanes on the north side of 23rd St E between City Hall and the Public Library. This would include the curb, bagging of parking meters, and the parking lane. We are hoping to create as much awareness and traffic to our event while disturbing the least amount of traffic. This will also make attending the event easier for any businesses who have donated or are involved.

Chillin' for Charity is an important charity event that we would like to see become more successful. The CHFS is a charity that our entire province will benefit from, and we would like to become an even bigger part of this amazing project for the children of our province. Approval of the partial road closure for this volunteer run event will help our donations total greatly.

Thank you.

Contact Information

Justine Daum

JDC West Team Edwards Charity Director

306-370-0751

Jld783@mail.usask.ca

Jared Fingler/Matt McIntyre

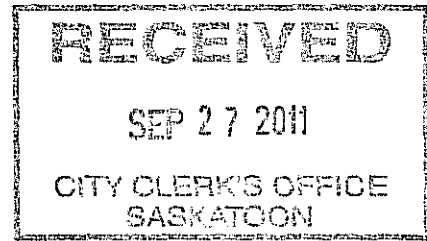
JDC West Team Edwards Co-Captains

306-380-1321/306-378-7468

edwards.jdcw@gmail.com

B3)

From: CityCouncilWebForm
Sent: September 27, 2011 4:11 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Lesia Payne
214 Ball Crescent
Saskatoon
Saskatchewan
S7K 6E2

EMAIL ADDRESS:

lesia@lesiadesign.com

COMMENTS:

September 27, 2011

NOTE: Some of this letter was taken, with permission, from Shelley Ballard.

Dear Mayor Atchison,

From September 13-19, I was one of 13 participants in the Food Basket Challenge. Our challenge was to live off the contents of a food basket from the Saskatoon Food Bank for one week. The basket typically consists of 2-3 days worth of food, but many clients make it last much longer than that. Clients can only go to the Food Bank once every two weeks.

We were also allowed the use of only five pantry items (out of a choice of 12 items such as flour, coffee, tea, sugar, ketchup, mustard, etc.) and could spend only an additional \$5 on food. Accepting food from family or friends was not allowed.

Our limited options and nearly complete lack of choice was very, very difficult for all of us. I ended up spending my \$5.00 on 1/2 dozen eggs and a tin of cream cheese for my baby boy Liam (14 months old) so he could have some fat in his diet.

As participants, we were struggling to complete the Challenge. Many people felt too tired to work properly. Some were unable to complete the Challenge. People with families found it particularly difficult. And yet, we were the lucky ones. We had jobs and warm houses and transportation. Once the Challenge was over, we could restock our refrigerators, eat out in restaurants and enjoy the full range of food options.

People who live in poverty 365 days of the year are not so fortunate. Some of them responded to the participant's blog posts on the Food Basket Challenge website (www.foodbasketchallenge.com), telling about their experiences and feelings, and it made me very aware of how difficult it is to cope on an extremely limited budget because you have no choices.

Do you feed your children or yourself? Do you buy medicine using the money you have budgeted for food? Do you buy a bus pass or pay the telephone bill? These are not valid choices - they're desperate measures.

Here are just a few other things I learned during the Challenge week:

44% of low-income households include at least 1 working adult;

Full-time minimum wage pays almost \$16,000 below the poverty line for a family of four;

Social assistance doesn't cover the cost of affordable housing. The 2010 Saskatoon rental allowance was \$625 for a family of four, yet the average rent for a 2 bedroom apartment is \$934;

Social assistance provides \$255 per month to cover food, clothing, travel, personal and household items for an adult. The amount is the same for a single parent and one child!

Given the above information I know, better than ever before, that it would be an extreme hardship for low-income individuals and families to have to spend another \$5 per month, per person, on transit.

You all have a choice to make in the coming months. I emphasize it is a CHOICE. This is something that my fellow Challengers and I did not have from September 13-19. And something that low income people don't have each and every day.

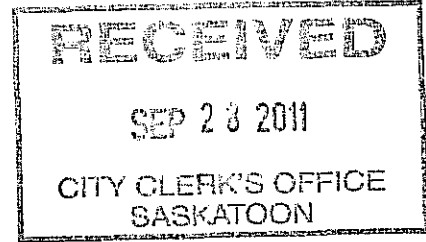
I ask that you choose to keep the low-income subsidy for transit users. It is one small item in a very large budget, but it will make an enormous difference to individuals and families living in poverty and struggling to survive.

Respectfully submitted,

Lesia, Chris, and Liam Payne

150-1
B4)

From: CityCouncilWebForm
Sent: September 28, 2011 10:10 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Jose Pobilcales
Surrey BC
Surrey
British Columbia
V6A 9G6

21775 NE 24th Street

EMAIL ADDRESS:

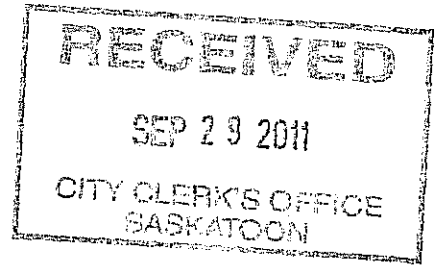
joe.public@shaw.ca

COMMENTS:

Now that BC Place is ready for action, vancouver's temp stadium which was built in mere months and cost just \$15 million is now available for purchase. Why doesn't saskatoon buy it so it can get a CFL team? With a few extra dollars it could easily be made a full time facility. It was a awesome stadium which saw many fans say the Lions and whitecaps should not move to BC place. Its a steal of a deal. Tens of millions less than Winnipeg's new stadium cost. You could probably get the stadium for \$10 million or less. I'll miss empire field for sure but it could be saskatoon's gain

7230-
B5)

From: CityCouncilWebForm
Sent: September 29, 2011 2:53 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Aaron McKean
201 Avenue V North
Saskatoon
Saskatchewan
S7L 3E5

EMAIL ADDRESS:

mckean.aaron@gmail.com

COMMENTS:

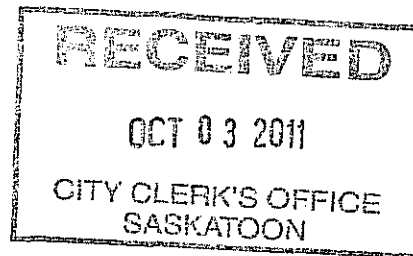
I understand that there is a possibility of a curbside recycling program coming into effect in the not-so-distant future. I am very much in support of this and hope that it happens.

Thank you.

Aaron McKean

B6)
7830-5

From: CityCouncilWebForm
Sent: September 30, 2011 7:25 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Margi Corbett
420 10th St East
Saskatoon
Saskatchewan
S7N0C9

EMAIL ADDRESS:

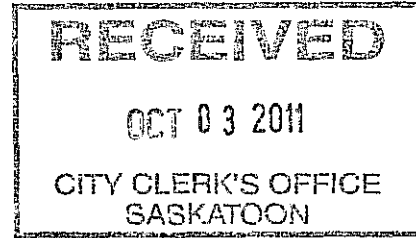
mejcorbett@shaw.ca

COMMENTS:

When we became customers of Saskatoon Curbside Recycling many years ago, a major reason why we chose this service was because they recycled glass. I sincerely hope that the new All Green service will continue to recycle glass as well. Please consider this when making final decisions about the processing of our recyclables. Thank you.

(B7)
7920-1

From: CityCouncilWebForm
Sent: October 02, 2011 6:58 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

April Knechtel
29 jonquil cres.
markham
Ontario
L3P 1T5

EMAIL ADDRESS:

iammeapril@hotmail.com

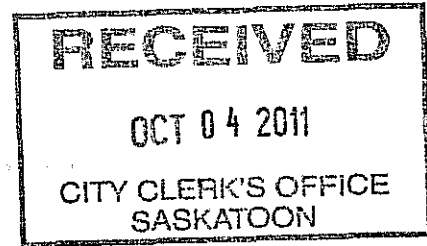
COMMENTS:

Please remove fluoride from the water!!

thank you

B8)
5300-7

From: CityCouncilWebForm
Sent: October 04, 2011 1:19 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Craig Allan
546 Fisher Crescent
Saskatoon
Saskatchewan
S7L 5E5

EMAIL ADDRESS:

craig.allan@sasktel.net

COMMENTS:

My suggestion for a deterrent for people who use their cell phones while driving is
conviscation of said devise.

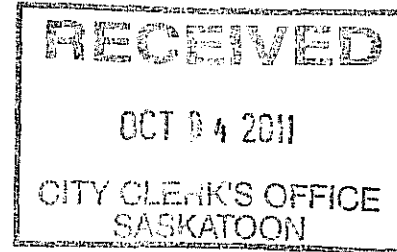


Saskatoon Homelessness Advisory Board

750-1

B9)

His Worship Mayor Don Atchison and City Council
City of Saskatoon, City Hall
222-3rd Avenue North
Saskatoon, Saskatchewan
S7K 0J5



September 26, 2011

Dear Members of Council,

Subject: Saskatoon Homelessness and Housing Plan 2011-2014

The Saskatoon Homelessness and Housing Plan has been updated each year through a community consultation process led by the Saskatoon Homelessness Advisory Committee with support from the City of Saskatoon and the Homelessness Partnering Strategy. The most recent consultation concluded on March 31 2011 and has resulted in the new Saskatoon Homelessness and Housing Plan 2011-2014. We thank the City of Saskatoon once again for their participation and support for this valuable process. As in previous years, the Plan will be the focus of HPS investment and stakeholder planning and collaboration around housing and homelessness in Saskatoon. The Plan contains valuable information on the demographics, issues, priorities and objectives around housing and homelessness as set by the community and its stakeholders.

Various community consultations took place, engaging a broad spectrum of representatives of stakeholders and interested parties, including Aboriginal organizations, for input into the Saskatoon Homelessness and Housing Plan 2011-2014.

Based on these public consultations and literature review, a number of priorities and objectives have been set for the community of Saskatoon. They are:

- Address the gap in meeting the housing needs of individuals and/or families with complex behaviours or requirements who are homeless.
- Increase the number of appropriate transitional housing units with on-going supports for homeless or at-risk of homelessness individuals and families.
- Enhance coordination of information among agencies and support initiatives that improve communication around the homeless issue and the services available for the homeless or individuals and families at risk of homelessness.
- Implement elements of the Housing First concept in Saskatoon.
- Conduct further research on the needs of homeless individuals and those at risk of homelessness to have increased data that will enhance community response to prevent and reduce homelessness.

- Increase the number of affordable housing units for individuals and families in Saskatoon.

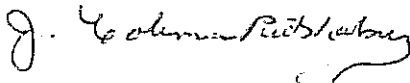
With this letter, I am including two attachments for information purposes.

- A printed copy of the Saskatoon Homelessness and Housing Plan 2011-2014. The Plan contains valuable information on the demographics, issues, priorities and objectives around housing and homelessness as set by the Saskatoon Homelessness Advisory Committee and community stakeholders. It is also available for electronic viewing on the City of Saskatoon's website.
- Membership listing of the Saskatoon Homelessness Advisory Committee

On behalf of the Saskatoon Homelessness Advisory Committee, I wish to invite you to a press conference that will be held on October 17th at 9.30am at Central Urban Métis Federation Inc., located at 315 Ave M South to announce the priorities which relate to the issues as seen throughout Anti Poverty Week.

Should you be interested in receiving further information on the Saskatoon Homelessness and Housing Plan 2011-2014, I would be pleased to present an overview at your convenience. We look forward to working closely with the City of Saskatoon and other stakeholders on the current needs as well as into the future to collectively address issues around homelessness and housing in Saskatoon.

Yours truly,



Jo-Ann Coleman Pidskalny, Chair
Saskatoon Homelessness Advisory Board
c/o Saskatoon Housing Coalition
Office 304 Res
L7O2 - 20th Street West
Saskatoon, Sask
S7M 0Z9
Phone: 306-655-4977
Email: saskatoonhousingcoalition@sasktel.net

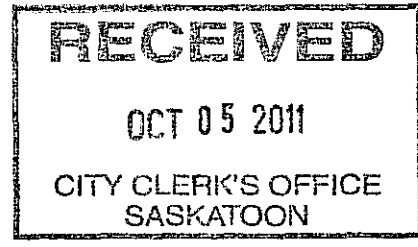
Attachments (2)

SASKATOON HOMELESSNESS ADVISORY COMMITTEE

NAME	REPRESENTING	TITLE/ORGANIZATION	MAILING ADDRESS	E-MAIL ADDRESS
Jo-Ann Coleman-Pidskalny (Chair)	Mental Health Issues	Saskatoon Housing Coalition	#301- 1702 20 th St. W., S7M 0Z9 (access through 230 Ave R S entrance)	saskatoonhousingcoalition@saskatoon.ca
Ray Neale	Affordable Housing	Saskatoon Housing Authority	525 – 24 th Street East, S7K 0K9	rneale.saskatoon@housingauthority.ca
<i>Doris Colson</i>	Provincial Government	Ministry of Social Services	160 Second Ave. South, S7K 2H6	doris.colson@gov.sk.ca
Barry Downs	First Nations	Saskatoon Tribal Council	#200 - 335 Packham Ave., S7N 4S1	bdowns@sktc.sk.ca
Shirley Isbister	Métis	Central Urban Métis Federation	315 Avenue M S Saskatoon, SK S7M	s.isbister@sasktel.net
Julie Untereiner	Provincial Government	Saskatchewan Housing Corporation	225 First Ave. N. S7K 1X2	julie.untereiner@gov.sk.ca
Jordon Cooper	Emergency Shelter	Salvation Army	339 Avenue C South, S7M 1N5	jordon.cooper@salvationarmysaskatoon.ca
Daryl Sexsmith <i>Alternate: Alan Wallace</i>	Municipal Government	City of Saskatoon	222 Third Ave North, S7K 0J5	daryl.sexsmith@saskatoon.ca alan.wallace@saskatoon.ca
Bill Thibodeau	Youth	Egadz	301 First Ave North, S7K 1X5	bill@egadz.ca
Mike Tanton	Youth	White Buffalo Youth Lodge	602-20 th Street West, S7M 0X7	miketanton@whitebuffalolodge.ca
Rob Gentes	Health Region	Mental Health and Addictions Services	345 Fourth Avenue South Saskatoon, Sask. S7K 5S5	rob.gentes@saskatoonhealthregion.ca

B10)
1970-1

From: CityCouncilWebForm
Sent: October 04, 2011 5:59 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

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

EMAIL ADDRESS:
j.brodie@sasktel.net

COMMENTS:
Road Repair proposal

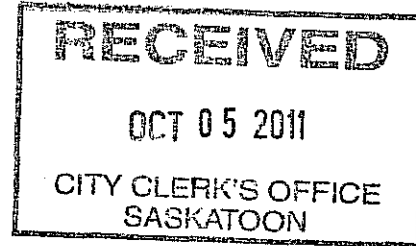
Well here we go again, levey for snow removal now road repairs, where will it end???

Now you want to raise taxes of home owners that drive sedans or light trucks, that is not what is destroying roads, the answer is just buy driving around or looking out your office window, Look how many big trucks and equipment is going down city roads, that is what is destroying our roads Hiway tractors, construction equipment, here is a idea maybe put a usage fee or levey on all of the heavy vehicles on our roadways instead of shoving it to tax payers

Thanks
James Brodie

B11)
6320-1

From: CityCouncilWebForm
Sent: October 05, 2011 8:16 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Grace Germs-Oleksuik
1639 Avenue D North
Saskatoon
Saskatchewan
S7L 1P9

EMAIL ADDRESS:

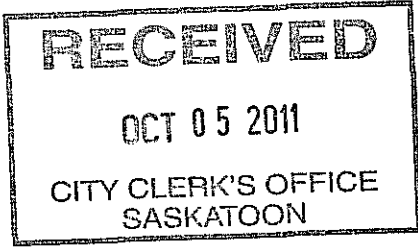
graceg.o@sasktel.net

COMMENTS:

I just read in todays paper that you people are looking at restricting traffic on Ave C and 38th St. Am I correct in my understanding that if you make this diagonal barrier across this intersection I will not be able to get to Idylwyld from my house without taking an unnecessary detour? I live on the corner of 38th and Ave D so I do not agree with this solution! I take 38th Street to Idylwyld every day to get to work down town. I hope you reconsider and keep 38th Street open for us residents that live here!

6320-1
Bia)

From: CityCouncilWebForm
Sent: October 05, 2011 9:43 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Trent Oleksuik
1639 Avenue D North
Saskatoon
Saskatchewan
S7L 1P9

EMAIL ADDRESS:

ducky.poo@hotmail.com

COMMENTS:

RE: Avenue C/38th St divider.

It's quite obvious that noone in city council has a clue on what the traffic situation is along 38th and Avenue C to even consider this ludicrous plan. I've lived on the corner of Ave D and 38th for over 12 years watching traffic pass by my house at speeds far beyond the so called average of 44kmph..narrowly missing kids and adults alike being as this is a HEAVY pedestrian traffic area. All you are going to do with this so called 'plan' is have MORE traffic come through streets such as Ave B and Ave D..Yield signs alone would divert traffic, not blocking off a section of 38th street. As far as I can remember, it's us citizens who live in this area that pay the taxes, not emergency vehicles so that should not even factor into the equation. Think long and hard before you pass this rediculous idea and risk having the rest of us lose total faith in this city council..the last thing you need to do is have a knee jerk reaction to fix this traffic problem which will not work..if you think increasing traffic on the other streets, streets where there are tons of children criss crossing daily is a safe plan, then this city council is totally out to lunch and just adding to the farce of overspending on city funds and neglecting what is actually needed to be done, in favor of your own agenda..Too bad the election wasn't this year...

6120-4-2

Brenda Hyland

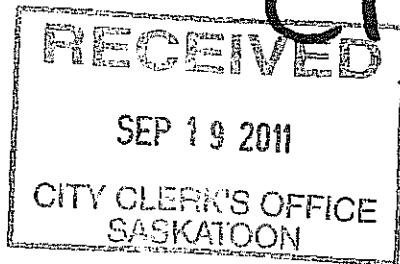
335- O'Brien Cres,

Saskatoon, Sask.

S7K 6S8

242-7968

September 19, 2011



Dear Members of City Council:

The homeowners in the 300 block of O'Brien Crescent have all signed this petition asking to be exempt from the one hour parking restriction and the parking permit program. We are all unanimous in our support of this proposal.

The 300 block of O'Brien Crescent is a nice, neat geographic boundary. Our block is the farthest away from Marion Draham, so we don't have any "transient" parking on our block. We have never had any problem with parking on our block, and we have lived here for 26 years.

Could our proposal and petition please be submitted to the Traffic Department for consideration and for inclusion in their report?

Thank you very much for your consideration of this matter.

Yours truly,
Brenda Hyland

Petition to request an exemption from the one hour parking restriction and the parking permit program in the 300 block of O'Brien Crescent, City of Saskatoon.

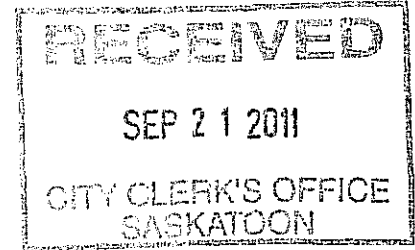
Petition summary and background	Recently the residents of O'Brien Crescent were informed that they would be required to participate in a parking permit program which will force us to purchase a non-transferable parking permit to park our vehicle in front of our own homes. When contacted, many of the residents were unaware of the new requirements. After some discussion, the residents decided to request to be exempted from the one hour parking restriction and the parking permit program. These residents have never experienced parking problems due to "transient parking" as stated in the City's information pamphlet. The 300 block of O'Brien Crescent is located at the farthest end of the crescent away from Marion M. Graham High School. As the residents of 300 O'Brien Place have previously petitioned successfully to be exempted from the parking permit program, the residents of 300 O'Brien Crescent believe that this petition should be acceptable to the City of Saskatoon. Thank you for your prompt attention to this matter.
Action petitioned for	We, the undersigned, are concerned citizens of the 300 Block of O'Brien Crescent in the City of Saskatoon. We are requesting to be exempted from the one hour parking restriction and the parking permit program on our block.

Printed Name	Signature	Address	Comment	Date
Chantal and Marcel Nobat		318 322 O'Brien Crescent, Saskatoon		Sept 15
Susan and Randy Poelzer		322 318 O'Brien Crescent, Saskatoon		Sept 16/11
David Francis		314 O'Brien Crescent, Saskatoon		Sept 15
B. Danila Tobbe		310 O'Brien Crescent, Saskatoon		Sept. 15
Brian Tubke George Rudd Shirley Rudd		306 O'Brien Crescent, Saskatoon	We have never had a problem.	Sept 15
Joelle Rosa		302 O'Brien Crescent, Saskatoon	were not trapped when a friend received a ticket	Sept 15
Sharon Stasiuk		327 O'Brien Crescent, Saskatoon	never received notice, never had a problem!	Sept. 15
Sharon Riel		331 O'Brien Crescent, Saskatoon	never a problem.	Sept 15
Richard Riel				Sept 15.

Mann, Janice (Clerks)

730-2)

From: Mann, Janice (Clerks)
Sent: September 21, 2011 2:50 PM
To: Mann, Janice (Clerks)
Subject: FW: Write a Letter to City Council File No. CK. 7310-1



-----Original Message-----

From: CityCouncilWebForm [mailto:CityCouncilWebForm]
Sent: September 21, 2011 2:26 PM
To: City Council
Subject: Write a Letter to City Council File No. CK. 7310-1

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Nadia Heisler
350 Levalley Cove, Stonebridge
Saskatoon
Saskatchewan
S7T0L1

EMAIL ADDRESS:

nadiaheisler@hotmail.com

COMMENTS:

September 21st, 2011

Saskatoon Transit
City of Saskatoon
226 23rd Street East
Saskatoon, SK, S7K 0J5

RE: Bus Route 17 Stonebridge-University

We, residents of Stonebridge would like to draw attention to the current bus Route 17 and request changes.

During the summer of 2011, Route 17 (Stonebridge-University) changed the route and did not go to the University of Saskatchewan anymore and started only doing a short route inside the neighborhood of Stonebridge and stopping at Clarence and Ruth St.

We, students and local residents of Stonebridge thought these changes would be temporary only during the summer months. We hoped that when Fall term started in September, Route 17 would go back to normal, taking all of us straight to the University.

This change in the route of the Bus 17 has impacted our daily lives, as we now need to take the Shuttle 17 and then transfer to the Route 6 at Clarence and Ruth, or wait at the Stonebridge Home Depot bus stop and wait for the "Special 17" that only comes every hour and in certain times.

Our concerns go beyond just having to deal with the inconvenience of transferring buses while carrying heavy school bags and materials, but how we are going to keep doing this during the cold winter months.

Everyone is being affected, local residents and school students who pay for and rely on an adequate bus service.

We request the Route 17 to go back serving Stonebridge residents to the University of Saskatchewan during the weekdays and match the level of service given to other areas of the city.

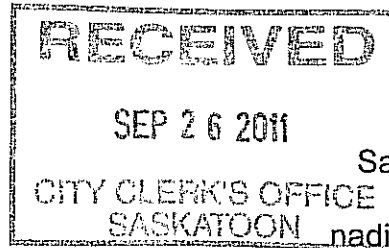
We look forward to a reply and a resolution to this problem.

Thank you for your kind attention to this matter,

Sincerely,

Nadia Heisler

C3)



Nadia Heisler
350 Levalley Cove
Saskatoon, SK, S7T 0L1
(306)612-4347
nadjaheisler@hotmail.com

September 26th 2011

SASKATOON TRANSIT & CITY OF SASKATOON

Mayor and Members of City Council,
Dear Sirs and Madams,

Please find attached a petition with 76 signatures pertaining to the current Saskatoon city bus route 17 (Stonebridge).

Please realize the signatures I have collected were only during three days (Wednesday, Thursday and Friday last week) and only during the time I needed to get the bus (which it is during 9:30am and then around 2:00pm).

I believe the demand for the bus 17 is greater and still growing.

It has also been noted that Route 6 (Clarence) is always known to be completely full during peak times. Changes to route 17 would surely alleviate this congestion.

Please do not hesitate to contact me should you have any further questions or concerns,

Look forward to hearing from you,

Sincerely,

Nadia Heisler
(306)612-4347

September 26th, 2011

Saskatoon Transit
City of Saskatoon
226 23rd Street East
Saskatoon, SK, S7K 0J5

RE: Bus Route 17 Stonebridge-University

We, residents of Stonebridge would like to draw attention to the current bus Route 17 and request changes.

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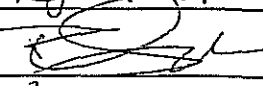
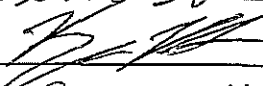
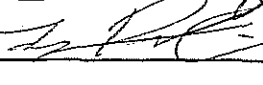
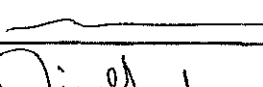

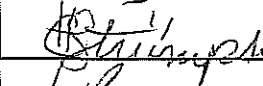
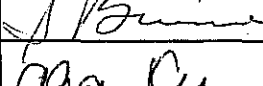
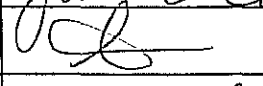
We look forward to a reply and a resolution to this problem.

Thank you for your kind attention to this matter,

Sincerely,

Date	Name	Address	Signature
Sept 21st	Nadia Heisler	350 Levalley Cove, Saskatoon, S7T 0L1	<i>Nadia Heisler</i>

Date	Name	Address	Signature
Sept 21	Theodocia Quagraine	113 Ashworth Crescent	Theodocia Quagraine
Sept 21	Theresa Quagraine	113 Ashworth Crescent	Theresa Quagraine
Sept. 21	Matt Loney	415 Hunter Rd.	Matt Loney
Sept 21	Josh Frisky	142 Brainerd Cres.	Josh Frisky
Sept 21	Ross LeMessurier	103 Wellman Cres.	Ross LeMessurier
Sept 21	Geoffrey Peters	2615 Haultain Ave	Geoffrey Peters
Sept 21	Kayla Cardiff	110-105 Lynd Crescent	Kayla Cardiff
Sept 21	Graham Stewart	2521 Lansdowne	Graham Stewart
Sept. 21	Yitong Xu	115 Alm Cres.	Yitong Xu
Sept. 21	Jessica Weber	110-105 Lynd Crescent	Jessica Weber
Sept 21	Lisa Peberdy	622 Glasgow St	Lisa Peberdy
Sept 21	Dylan Erikson	415 Hunter RD	Dylan Erikson
Sept 21	Christine Young	103 Wellman Cres.	Christine Young
Sept 21	Quinton Hallmann	365 Alm Cres	Quinton Hallmann
Sept 21	Kimberly Morris	335 Levalley Cove	Kimberly Morris
Sept 22	Rohit Grammani	331 Blackstock Cove	Rohit Grammani
Sept. 22	Michaela Perozuk	415 Hunter Road	Michaela Perozuk
Sept 22	Mamta Sharma	522, Dickson Lane	Mamta Sharma
Sept 22	Kristen Stobadian	712 Gordon Road	Kristen Stobadian
Sept. 22	Brianna Brown	103 Wellman Crescent	Brianna Brown
Sept 22	Kathryn Marciniak	2925 Calder Ave	Kathryn Marciniak
Sept. 22	Amanda Jack	327 Lynd Lane	Amanda Jack
Sept. 22	Adriana Archison	103 Wellman Crescent	Adriana Archison
Sept 22	Chris Drager	3242 Calder Terrace.	Chris Drager
Sept 22	Ethan Herman	2422 Albert Ave	Ethan Herman
Sept. 22	Sarah Streisel	68 McAskill Cres.	Sarah Streisel

Date	Name	Address	Signature
Sept. 22/11	Rachit Batta	115 Fawcett Crescent	Rachit
Sept 22/11	Richale Fairburn	114 Clarence Ave S	R Fairburn
Sept 22/11	Paul Selvar	2184 Easthill	
Sept 22/11	London Hrusinc	2201 Munroe Ave	LHrusinc
Sept 22/11	Sandra Buchner	1004 6th Ave E	Sandra Buchner
Sept 22/11	Ryan Henderson	2205 McKinnon Ave S	
Sept 22/11	Cindy Yu	162 Whalley Crescent	Cindy Yu
Sept 22/11	Michelle Callias	162 Whalley Crescent	Michelle Callias
Sept 22/11	Mandy Litt	162 Whalley Crescent	Mandy Litt
Sept 22/11	Candace Stachyk	149-135 Ashworth Crescent	Candace Stachyk
Sept 22/11	Tyson Paulin	415 Hunter road	
Sept 22/11	N. Miller	2608 Clarence	
Sept 22/11	J. Gruber	404-150 Langlois Way	J Gruber
Sept 22/11	T. Burns	2577 Lansdowne Ave.	T Burns
Sept 22/11	M. McInnes	327 Hettle Cove	
Sept. 22	Helen Barnaba	335 Hettle Cove	ALB
Sept. 22	Carla Strumpher	103 Wellman Cres. Apartment B304	
Sept 22	S. BRUNNEN	113 Blackstock Cove	
Sept 22	Alexander Klasson	415 Hunter Road	Alexander Klasson
Sept 22	Jessica Chu	704, 710 garden road	Jessica Chu
Sept 22	Geovana Tomialan	219 clerkcok	
Sept 23	Andy Salisbury	330 Cornish Road	Andy Salisbury
Sept 23	JAWAD NAVAL	331 LYND LANE.	Jawad
Sept 23	Chantelle Blight	138 Cornish Road	Chantelle Blight
Sept 23	Jeremy Probert	822 5th Street East	Jeremy Probert
Sept 23	Katie Juba	3035 Calder Court	Katie Juba.

Date	Name	Address	Signature
Sept. 21/2011	Janelle Cardiff	110-105 Lynd Crescent	Janelle Cardiff
Sept. 21/2011	Allison Finen	314 Gordon Road	Allison Finen
Sept 23	Jeremie Houde	302 Gordon Road	Jeremie Houde
Sept 23/11	Kimberley Mitchell	302 Gordon Road	Kimberley Mitchell
Sept 23/11	Josh Skarbo	408-415 Lynd Crescent	Josh Skarbo
SEP 23/11	Noman Hossain	306 Gornish road	Noman Hossain
SEP 23/11	VICKI TAYLOR	727 Galloway Road	Vicki Taylor
Sept 23/11	Dimitris Fracture	342 LeValley Lane	Dimitris Fracture
Sept 23/11	Brad Janzen	135 Whallen Crescent	Brad Janzen
Sept 23/11	Ryan Bernhard	202-410 Hunter Road	Ryan Bernhard
Sept 23/11	Cassandra Wintenhalt	227 Bolton Crescent	Cassandra Wintenhalt
Sept. 23	Curtis Clavelle	#111-103B Wellman Cres.	Curtis Clavelle
Sept. 23/11	Mariam Rassem	#305-103A Wellman Cres.	Mariam Rassem
Sept 23/11	Farzana Shariff	138 - Ashworth Crescent	Farzana Shariff
Sept 23/11	Christy Trafananka	427 Gordon Road	Christy Trafananka
Sept 23/11	Lauren McCarthy	427 Gordon Road	Lauren McCarthy
Sept 23/11	Hans Reimert	322 Lynd Lane	Hans Reimert
Sept 23/11	Sarah Huyghebaert	#411 710 Gordon Road	Sarah Huyghebaert
Sept 23/11	Burke Gamble	307 Hettle cove	Burke Gamble
Sept 23/11	Coyler Borrowman	2910 Calder Avenue	Coyler Borrowman
Sept 23/11	Brady Farmer	2914 Calder Ave.	Brady Farmer
SEP 23/11	Cedric Wong	211-105 Lynd crescent	Cedric Wong
Sept. 23/11	Josh Watchman	012-150 Langlois Way	Josh Watchman
Sept 23/11	MULTIADIMAD TARIQ	108 415 Lynd cres	MULTIADIMAD TARIQ
Sept 23/11	Michelle Lannig	415 Hunter Road - C310	Michelle Lannig
Sept 23/11	Brittney De-ksen	2619 Hao Hain AVE	Brittney De-ksen

3169 Bus Stop with Phone & Go Code

Transfer Hub

Regular Route

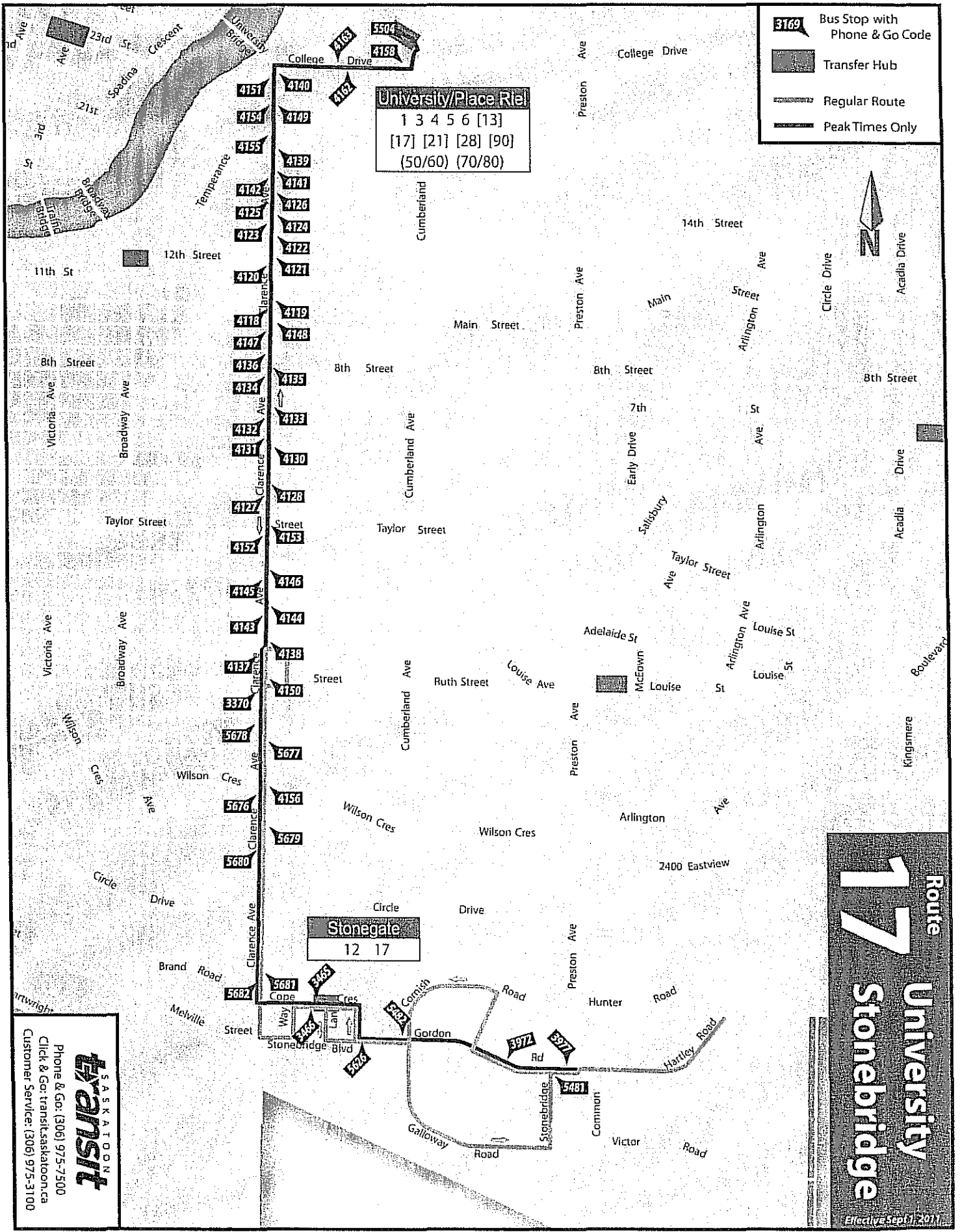
Peak Times Only

University/Place Riel
 1 3 4 5 6 [13]
 [17] [21] [28] [90]
 (50/60) (70/80)

Stonegate
 12 17

Route 17
University Stonebridge

SASKATOON TRANSIT
 Phone & Go: (306) 975-7500
 Click & Go: transit.saskatoon.ca
 Customer Service: (306) 975-3100



Effective Sept. 1, 2011



17 Stonebridge

HARTLEY ROUNDBOUT	COPE TERMINUS		PLACE RIEL	RUTH ST & CLARENCE	PLACE RIEL		COPE TERMINUS	HARTLEY ROUNDBOUT
Monday to Friday								
5:51 AM	5:56 AM						5:46 AM	5:51 AM
6:13 AM	6:20 AM						6:05 AM	6:13 AM
6:40 AM	6:47 AM	A		6:53 AM		B	7:02 AM	7:10 AM
7:10 AM	7:17 AM	A		7:23 AM		B	7:32 AM	7:40 AM
7:40 AM	7:47 AM	A		7:53 AM		B	8:02 AM	8:10 AM
C			7:50 AM	8:07 AM				
8:10 AM	8:17 AM	A		8:23 AM		B	8:32 AM	8:40 AM
C			8:20 AM	8:37 AM				
8:40 AM	8:47 AM	A		8:53 AM		B	9:02 AM	9:10 AM
C			8:50 AM	9:07 AM				
9:10 AM	9:17 AM	A		9:23 AM		B	9:32 AM	9:40 AM
D			8:50 AM	9:07 AM				
9:40 AM	9:47 AM	A		9:53 AM		B	10:02 AM	10:10 AM
10:10 AM	10:17 AM	A		10:23 AM		B	10:32 AM	10:40 AM
10:40 AM	10:47 AM	A		10:53 AM		B	11:02 AM	11:10 AM
11:10 AM	11:17 AM	A		11:23 AM		B	11:32 AM	11:40 AM
11:40 AM	11:47 AM	A		11:53 AM		B	12:00 PM	12:05 PM
12:05 PM	12:12 PM	A		12:16 PM		B	12:25 PM	12:33 PM
12:33 PM	12:40 PM	A		12:46 PM		B	12:50 PM	12:58 PM
1:03 PM	1:10 PM	A		1:16 PM		B	1:20 PM	1:28 PM
Then every 30 minutes until								
C				4:00 PM	4:17 PM			
4:03 PM	4:10 PM	A		4:16 PM		B	4:20 PM	4:28 PM
C				4:30 PM	4:47 PM			
4:33 PM	4:40 PM	A		4:46 PM		B	4:50 PM	4:58 PM
C				5:00 PM	5:17 PM			
5:03 PM	5:10 PM	A		5:16 PM		B	5:20 PM	5:28 PM
5:33 PM	5:40 PM	A		5:46 PM		B	5:50 PM	5:58 PM
6:03 PM	6:10 PM	A		6:16 PM		B	6:20 PM	6:26 PM
6:26 PM	6:31 PM							

A: Passengers intending to travel to Market Mall area should transfer to Route 6 at either Wilson Crescent or Ruth Street

B: Passengers intending to travel to the University should transfer to Route 6 Clarence at Ruth Street

C: Trip occurs when University is in full session

D: Trip occurs when University is in full session on Tuesdays & Thursdays only

RE: Communications to Council - Nadia Heisler - File No. CK. 7310-1

From: **Riabko, Mitch (US - Transit)** (Mitch.Riabko@Saskatoon.ca)
 Sent: September-22-11 7:40:05 AM
 To: 'nadiaheisler@hotmail.com' (nadiaheisler@hotmail.com)
 Cc: Loewen, Mairin (CK - Council) (Mairin.Loewen@Saskatoon.ca); Jorgenson, Jeff (Utility Services) (Jeff.Jorgenson@Saskatoon.ca); Bast, Barb (Utility Services) (Barb.Bast@Saskatoon.ca); Cook, Chris (US - Transit) (Chris.Cook@Saskatoon.ca); Matthies, Harold (US - Transit) (Harold.Matthies@Saskatoon.ca); Bryksa, Linus (US - Transit) (Linus.Bryksa@Saskatoon.ca); Petersen, Dean (US - Transit) (Dean.Petersen@Saskatoon.ca)

Nadia,
 Thank you for your feedback on the changes to Route 17 and the impact these changes have had on your ability to travel between Stonebridge and the University of Saskatchewan.

By way of this email, I will ask our Transit Operations/Planning Sections to outline the rationale behind the changes we have made in Stonebridge. We will provide you with a response as soon as possible.

Mitch Riabko
 Branch Manager
 Saskatoon Transit

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Nadia Heisler
 350 Levalley Cove, Stonebridge
 Saskatoon
 Saskatchewan
 S7T0L1

EMAIL ADDRESS:

nadiaheisler@hotmail.com
 Saskatoon Transit City of Saskatoon 226 23rd Street East
 Saskatoon, SK, S7K 0J5
 RE: Bus Route 17 Stonebridge-University We, residents of Stonebridge would like to draw attention to the current bus Route 17 and request changes. During the summer of 2011, Route 17 (Stonebridge-University) changed the route and did not go to the University of Saskatchewan anymore and started only doing a short route inside the neighborhood of Stonebridge and stopping at Clarence and Ruth St. We, students and local residents of Stonebridge thought these changes would be temporary only during the summer months. We hoped that when Fall term started in September, Route 17 would go back to normal, taking all of us straight to the University. This change in the route of the Bus 17 has impacted our daily lives, as we now need to take the Shuttle 17 and then transfer to the Route 6 at Clarence and Ruth, or wait at the Stonebridge Home Depot bus stop and wait for the "Special 17" that only comes every hour and in certain times. Our concerns go beyond just having to deal with the inconvenience of transferring buses while carrying heavy school bags and materials, but how we are going to keep doing this during the cold winter months. Everyone is being affected, local residents and school students who pay for and rely on an adequate bus service. We request the Route 17 to go back serving Stonebridge residents to the University of Saskatchewan during the weekdays and match the level

of service given to other areas of the city. We look forward to a reply and a resolution to this problem. Thank you for your kind attention to this matter,
Sincerely,

COMMENTS:

September 21st, 2011

Saskatoon Transit
City of Saskatoon
226 23rd Street East
Saskatoon, SK, S7K 0J5

RE: Bus Route 17 Stonebridge-University

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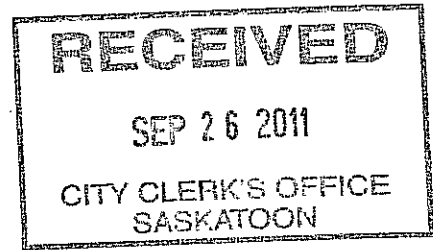
Thank you for your kind attention to this matter,

Sincerely,

Nadia Heisler

78303
(C4)

From: CityCouncilWebForm
Sent: September 24, 2011 10:04 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Robert O'Neill
550 2510 Kenderdine rd
Saskatoon
Saskatchewan
S7N 4G5

EMAIL ADDRESS:

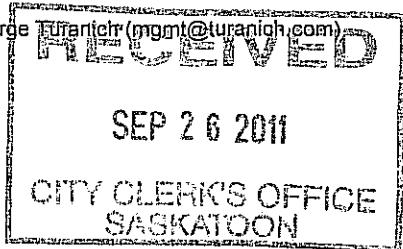
boston04@sasktel.net

COMMENTS:

So far this year the garbage truck ha missed picking up our garbage at least six times, twenty two units in this complex. This means a phone call to garbage collection 975 2486, each time resulting in reschudling a pick up on Saturday or Monday. Fixing this problem could be one way to save some taxpayer money.

6320-1
(CS)

From: Gomez, Jairo - Esterhazy [Jairo.Gomez@mosaicco.com]
Sent: September 26, 2011 11:42 AM
To: Matt, Shirley (IS - Transportation)
Cc: Web E-mail - City Clerks; George Turanich (turanichacq@shaw.ca); George Turanich (mgmt@turanich.com)
Subject: RE: Gordon Road - Sagebrook Condominium - Danger Evident



Shirley Ann Matt
Traffic Safety Engineer
306-975-3145

For about six months now I have been trying to help the city of Saskatoon, particularly the traffic safety department, on identifying and rectifying a risk that may lead to serious consequences if decisive action is not taken immediately. However, the response of the city has been extremely slow. I am raising this concern again with the expectation that it will be taken seriously before someone gets killed in a traffic accident in front of our Sagebrook Condominium. Yesterday, Sunday September 25th 2011, I witnessed again a near miss that could have taken a person's life. Main reasons – lack of visibility because of cars and trucks being parked in Gordon Road and high speed of cars and trucks along this road. I realize some action was taken by the city. However, it is far NOT enough.

1. There is a No Parking sign in Gordon Road west entrance to Sagebrook. People continue parking in that area in spite of the sign. What is the point of installing a sign if no one respects it and the authorities don't reinforce it?
2. Exactly the same danger exists in the Gordon Road east entrance to Sagebrook. A No Parking sign needs to be installed and reinforced.
3. Speed limits in Gordon Road need to be reduced. We need bumps in Gordon Road both at the east and west ends of the condominium as well as in between. We need speed to be reduced significantly.
4. On behalf of the residents of Sagebrook I am raising this concern again. You have been warned that the City of Saskatoon still have the opportunity to address this problem BEFORE we have a fatality in Gordon Road at the vehicle entrances/exits to Sagebrook Condominium .
5. I am looking for immediate action and I will continue raising this concern up to the levels of government required until it is fully resolved and we can live without the fear and anxiety associated with driving in and out of our condominium or trying to cross Gordon Road.

Jairo Gomez
Sagebrook Resident
306-745-7970

601-710 Gordon Rd S7T 0J6

<http://www.saskatoon.ca/DEPARTMENTS/Infrastructure%20Services/Transportation/neighbourhood/Pages/NeighbourhoodTraffic.aspx>

Neighbourhood Traffic

The Traffic Management Group focuses on initiatives that make our city, your neighbourhood and your street more liveable. Saskatoon residents have told us that they want safe and friendly neighbourhoods, free of the hazards of traffic, while maintaining easy access to their properties for vehicles. This is a difficult task to accomplish, however, we endeavour to collaborate with neighbourhoods to achieve the right balance.

Most neighbourhood traffic concerns are the result of two conditions: too much traffic, or speeding. Traffic Management employs a variety of traffic calming measures to address these concerns.

Traffic calming offers a means of resolving traffic and safety problems by using physical measures to encourage motorists to slow down, reduce collisions, enhance safety for pedestrians and reduce short-cutting.

Traffic calming is recommended for local and collector streets. Typically, traffic calming devices used by the City of Saskatoon include:

- **Corner Bulbing:** A curb extension that narrows the width of a roadway, providing moderate reductions in vehicle speeds and improving crossing conditions for pedestrians.
- **Pedestrian Activated Signalized Crosswalks:** Several intersections in Saskatoon have pedestrian activated signals to assist with safe crossings. To activate the traffic signals, pedestrians push the button on the light standard, wait for the signal to stop the flow of traffic and when safe, cross the roadway. The fine for making a U-turn at a signalized intersection is \$220.00. [Click here to view the Provincial Traffic Safety Act \(PDF\).](#)
- **Pedestrian Refuge Island:** A Pedestrian Refuge Island is a small, elevated median constructed at the centreline of the roadway which is used as a place of refuge for pedestrians crossing a wide roadway, and is a means of moderately reducing vehicle speed. Additional signage can be added to increase motorist awareness of crossing pedestrians.
- **Roundabouts** ([visit link on the left side of page](#))
- **Raised Intersections and Crosswalks:** Crosswalks or intersections constructed at a higher elevation than the adjacent roadway(s) help to define the crosswalk area, improving motorist awareness of crossing pedestrians.
- **Median Island:** An elevated median constructed on the centre line of a roadway prior to an intersection is used to prevent or restrict left-turns and/or through-movements to and from intersection roadways. This device also helps to reduce traffic short-cutting and the crossing distance for pedestrians.
- **Full Closure:** A full closure reduces short-cutting by extending a barrier across the entire width of a roadway to restrict all motor vehicle access.
- **Right-In/Right-Out Island:** A raised triangular island at an intersection approach to restrict left-turns and through movements to and from the intersecting street or driveway.
- **Speed Hump:** A speed hump is a raised area of roadway that deflects both the wheels and frame of a traversing vehicle. Speed humps are considered in situations where speed is significantly in excess of the legal posted limit and where other traffic calming measures are not applicable. Speed bumps and Speed humps are not the same device. Speed bumps are often used in parking lots to reduce speed down to 10 kph and are not considered traffic calming devices.

From: Gomez, Jairo - Esterhazy
Sent: Monday, August 15, 2011 12:01 PM

To: 'Matt, Shirley (IS - Transportation)'
Subject: RE: Gordon Road - Sagebrook Condominium - Danger Evident

Hello I see you installed couple of "No Parking" signs at one of the main entrances to Sagebrook Condominium. I would like to suggest similar signs in the other main entrance as well. Also, probably you need to have police reinforcing this rule, as people continue parking in the restricted area. Need to fine a few people so they learn to respect signs. Thanks.

Jairo
Sagebrook Resident

From: Gomez, Jairo - Esterhazy
Sent: Saturday, April 02, 2011 12:25 PM
To: Matt, Shirley (IS - Transportation)
Subject: RE: Gordon Road - Sagebrook Condominium - Danger Evident

I would appreciate hearing some news from you. Thanks.

Jairo Gomez
Sagebrook Resident

From: Matt, Shirley (IS - Transportation) [mailto:Shirley.Matt@Saskatoon.ca]
Sent: Friday, March 18, 2011 9:32 AM
To: Gomez, Jairo - Esterhazy
Subject: RE: Gordon Road - Sagebrook Condominium - Danger Evident

Dear Jario

We received your concern regarding the parking on Gordon Road. We will have someone review the visibility of the driveway onto Gordon Road. We will get back to you with our recommendations.,

Thank you.

Shirley Ann Matt, P. Eng
Traffic Safety Engineer
306-975-3145

From: Haughn, Phil (IS - Transportation)
Sent: March 17, 2011 4:09 PM
To: Matt, Shirley (IS - Transportation)
Subject: FW: Gordon Road - Sagebrook Condominium - Danger Evident

From: Solicitor's Inbox
Sent: Thursday, March 17, 2011 3:59 PM
To: 'Gomez, Jairo - Esterhazy'
Subject: RE: Gordon Road - Sagebrook Condominium - Danger Evident

Jairo

Thank you for your email. Our office does not have any input into parking enforcement or traffic flow planning, so I will not be able to help with the issues you describe below, but I have forwarded it to the various departments involved in parking and traffic. You should be hearing from them with respect to your concerns. If I can do anything else for you please do not hesitate to contact me.

Wayne A. Bischoff,
Solicitor (Risk Management)
City Solicitor's Office
222 - 3rd Avenue North, Saskatoon SK S7K 0J5
Phone: 306-975-3270 Fax: 306-975-7828
wayne.bischoff@saskatoon.ca

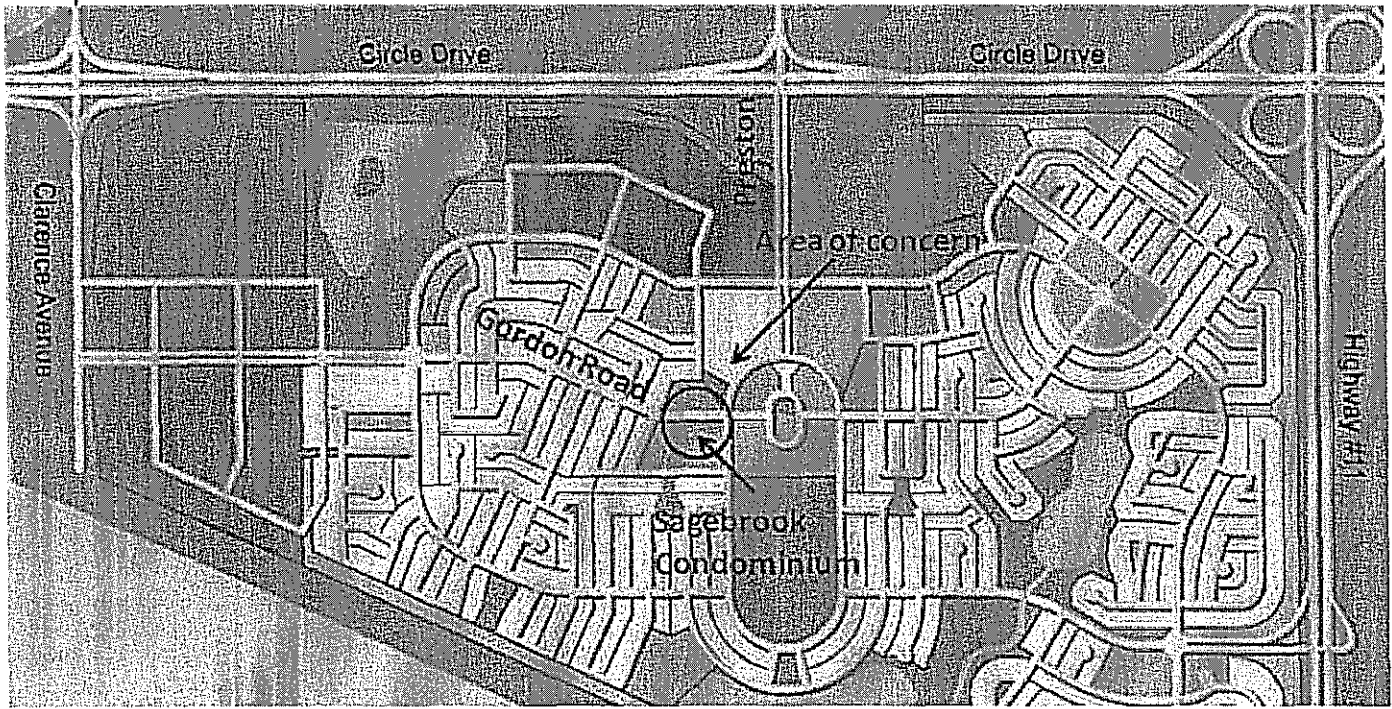
This message and any attachments are solely for the use of the intended recipients. They may contain privileged and/or confidential information. If you are not the intended recipient, you are hereby notified that you received this email in error, and that any review, dissemination, distribution or copying of this email and any attachment is strictly prohibited. If you receive this email in error, please contact the sender and delete the message and any attachments associated therewith from your computer. Thank you.

From: Gomez, Jairo - Esterhazy [mailto:Jairo.Gomez@mosaicco.com]
Sent: March 13, 2011 5:30 PM
To: Solicitor's Inbox
Subject: Gordon Road - Sagebrook Condominium - Danger Evident

Office of the City Solicitor
222 - 3rd Avenue North
Saskatoon, Saskatchewan, S7K 0J5
Phone: 975-3270
Fax: 975-7828
Email: city.solicitor@saskatoon.ca

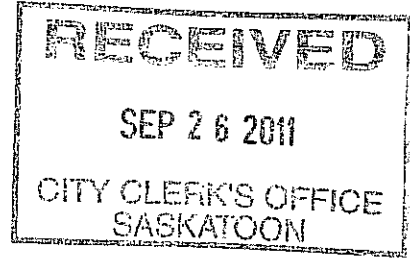
I am very concerned about the traffic situation in Gordon Road exits from Sagebrook condominium. There are usually lots of cars and trucks parked along the road and visibility for the driver exiting Sagebrook is very poor. There have been close calls and one of these days we may end up having a tragedy because of the high risk of collision. I believe The City of Saskatoon will help us reinforcing the law so that NO parking is allowed along Gordon in front of Sagebrook. Or maybe some limits need to be put on parking. Probably signs are also required, and probably bumps on both sides so that drivers slow down. Is there anything you can do?

Jairo Gomez
Unit 601 Sagebrook
Saskatoon
Phone 306-653-1971
Cell 306-745-7970



6/20-1
(6)

From: CityCouncilWebForm
Sent: September 26, 2011 12:13 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Dorothy Bodnarchuk
2718 Wallace St.
Regina, Sask.
S4N 4B8
Regina
Saskatchewan
S4N 4B8

EMAIL ADDRESS:

nbodnarchuk@sasktel.net

COMMENTS:

To His Worship, Mayor Don Atchison:
I recently spoke to someone from Saskatoon City Council's Parking Division regarding the need for more disabled parking.
The foundation of this lies in on July 24,2011 myself and three others were unable to locate any disabled parking after 15 minutes of searching in downtown Saskatoon. The closest availability of parking was a PRECISE PARKLINK private parking lot. We followed proper protocol, payment of voucher and time allotment. THREE witnesses & myself CAN CONFIRM - NO parking ticket was issued that day.
Three months later -September 22, 2011- receive collections letter from PRECISE PARKLINK threatening one's credit rating, further action, etc.
It is disconcerting to think that visitors visiting Saskatoon's downtown are subject to the aforementioned PRECISE PARKLINK's unscrupulous and questionable business practices. Saskatoon prides itself in fostering a vibrant, welcoming downtown for its visitors, however this experience has left a bad taste on my palate.
Tourists to your city should be aware of these types of practices and not be victimized. Please include more accessible parking spots for disabled clientele as a Recommendation in your Parking Services Review.
It would greatly be appreciated.

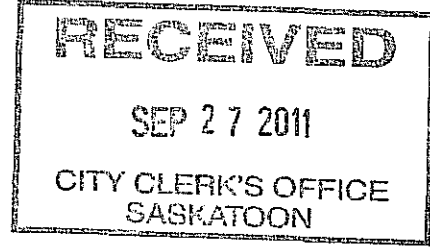
*PLEASE NOTE: that as of today, September 26th, 2011 -as advised by SGI's Corporate Legal Division - to contact PRECISE PARKLINK pertaining to this matter - Their phone number 1(306) 955-0128 HAS BEEN DISCONNECTED.

Thank you for your time and attention regarding this matter.

Sincerely,
Dorothy Bodnarchuk

C7)
7310-1

From: CityCouncilWebForm
Sent: September 27, 2011 9:51 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Ryan Henderson
2205 McKinnon Ave S
Saskatoon
Saskatchewan
S7J 1N5

EMAIL ADDRESS:

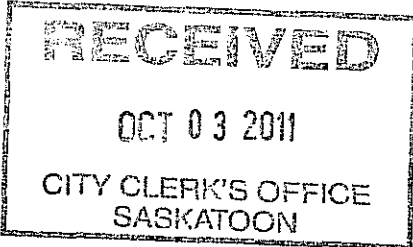
henderschl原因@yahoo.ca

COMMENTS:

Whatever the transit department did rescheduling the buses that run down Clarence, it's not working. Last year I could catch the 16 or 17 every 15 minutes. This year the 6 comes every half hour, and it's usually crammed full and drives right by. The 17 is apparently still running, but no one knows when or if it'll show up. The drivers are all stressed, and commuters are angry. Please unfix whatever you "fixed." This is getting ridiculous.

6310-1 (C8)

From: CityCouncilWebForm
Sent: October 01, 2011 4:43 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Tracy Jordan
3335 11th st west
Saskatoon
Saskatchewan
S7M 1K3

EMAIL ADDRESS:

route66@shaw.ca

COMMENTS:

Hi I would like this letter to go to the naming advisory committee for Nov 24th meeting.

Good Day,

As a resident of Montgomery Place, I reside on 11th st west. I hear now that our community association has requested a name change for this street I live on. Funny that they did not in anyway consult the residents being affected. They feel that a new name would fit in with the community. I never felt that we did not fit in.

I feel that our association is not in touch at all with the residents who live on 11th, or is it that they do not care. They think there would be overwhelming support. NOPE. Mr. Earle is wrong and does not speak for my family. They (not the community, they) picked this new name. Why would you make people who have lived here for decades spend money and change only 3 blocks of a street?

Another thing about my family, my father in law Jack Jordan served in WWII. He was offered a variety of lots when he got out of the service but choose 11th st. His oldest son Scott (my husband) lives here still .

When you tell people that you live in Montgomery, they say where off 11th st do I go?

Not only is 11th st the anchor of Montgomery, it like our area does have a history.

It was used to get to "Saskatoon" before we became part of the city.

When the area was built, 11th st was one of the "paved streets". It was the old highway of sorts.

In a way it shaped our area, anything being built or constructed, the material came down this street.

I believe if the war veterans wanted this done, they would of years ago.

This street is the most recognized street in our area. Change for change sake to me is wrong.

Just because a few may think this, they do not live on this street and would not have to endure the costs and the hassles of changing an address. Many who have had it for over 50

years. I doubt our association would pay for this or care. We have many older people on this

street, I believe this would not be easy for them.

As for the new road to the north ,11th st loop or something like this would in my opinion fit better.

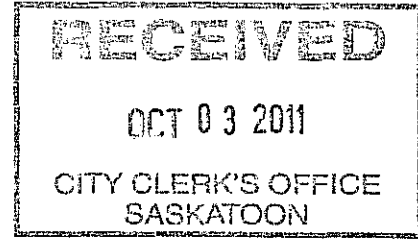
It will not be confused with our street because people do not live there.

So I do ask that you keep 11th st as is. A whole street. A street with a history , something we should cherish.

Thank you
Tracy and Scott Jordan
3335 11th st west
242-8572

7300-1
C9

From: CityCouncilWebForm
Sent: October 01, 2011 2:10 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Rachel Rumsey
205 A Campion Cres.
Saskatoon
Saskatchewan
S7H3T8

EMAIL ADDRESS:

rachel1612@hotmail.com

COMMENTS:

To whom it may concern,

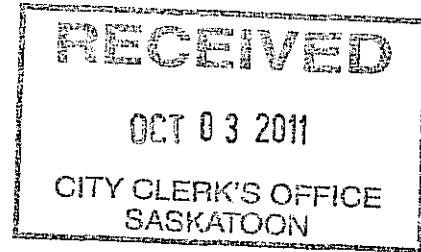
Recently, my husband and I were driving in downtown Saskatoon, and were very surprised and upset to see an advertisement for "Lil Devil Adult video and toy store" on the back of a city bus. Since moving to this city from Newfoundland and Ontario in the summer of 2009, we had recognized the city of Saskatoon as a place that generally was quite respectful and protective of the value of family and faith. This sort of advertisement was a real shock to us, as we believe it speaks of a very different set of morals and values than any city should support. We are sad that these sort of "businesses" even exist, let alone that they would be advertised on and supported by what we understand to be City Property. The reference to the devil is also offensive, and not something to be used so flippantly by a city where so many are strong believers in goodness and God. We are a young couple, 24 and 31 and have hoped to raise our family in this, a city that we have spoken highly of to our family and friends across Canada about because of it's "family friendly nature". Should this sort of advertising continue further, we are sad to say that we would no longer be able to hold Saskatoon in such high esteem, and would even consider living elsewhere. This advertisement stands in direct contradiction to what we want our children and our family to be exposed to, and we are appalled that the city would be a part of this. We ask that you reconsider supporting something so controversial, and contrary to our beliefs as well as those of many of our friends in Saskatoon. Please have this removed as soon as possible, and develop a better set of criteria and standards when advertisements are being considered.

Please contact us if you have any further questions.

Rachel Rumsey

C10)
7950-1

From: CityCouncilWebForm
Sent: October 02, 2011 5:32 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Christopher Kendall
411 Candle Place
Saskatoon
Saskatchewan
s7k5a8

EMAIL ADDRESS:

ck1nsh@gmail.com

COMMENTS:

Blessings,

As a result of a great deal of study the City of Calgary has recently stopped Fluorinating their water supply. Ontario is on the fence, B.C and Quebec do not use fluoride. Many States and cities in the USA are following suit upon learning the facts about fluoride. I understand that Saskatoon has removed it for a time but is due to start to Include it in our water supply again. This greatly concerns me with its long list of Known Concerns.

I would highly urge you to Watch this video

<http://www.naturalnews.tv/v.asp?v=A836C957ADAE569341FC01576B3D1A10>

and check out some of these links from "the Fluoride Action Network"

<http://www.fluoridealert.org/top-10-reasons-against-fluoride.aspx>

<http://www.fluoridealert.org/opposed-water-fluoridation.aspx>

<http://www.fluoridealert.org/>

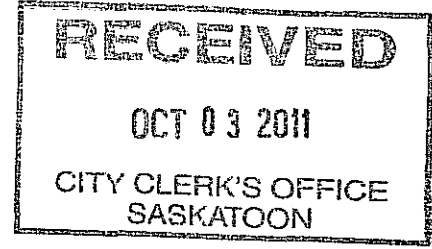
Thank you very much for your time, I am more than confident that upon taking the time to research and learn more upon this matter you will all act in such a way that protects and promotes the health of the Citizens in Saskatoon.

With much

Peacelovenseasonalfruit Chris Kendall

C11)
7920-1

From: CityCouncilWebForm
Sent: October 03, 2011 3:14 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Wendy Bevelander
314 Dore Way
Saskatoon
Saskatchewan
S7K 4Y2

EMAIL ADDRESS:

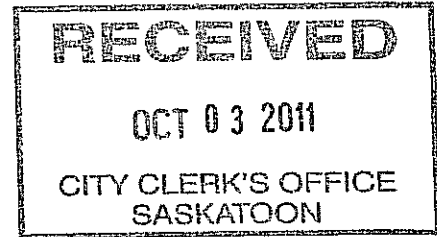
wendybevelander@hotmail.com

COMMENTS:

I believe that fluoridated water is toxic and has a negative impact on our health. Calgary has joined the ranks of the growing number of cities who have stopped the practice of water fluoridation. Water fluoridation has been banned in China, Japan, Austria, Belgium, Norway, Hungary, Germany, Denmark, Finland, Sweden and the Netherlands. My daughter lives in Rosthern which has stopped water fluoridation. The town of Rosthern appears to be more progressive in its community policies than Saskatoon...by the way they have had curbside recycling for years. I believe Saskatoon is a wonderful place to live. I think it's time for city council to review their policy on water fluoridation and stop the outdated practice of water fluoridation.
Sincerely, Wendy Bevelander

C12)
7920-1

From: CityCouncilWebForm
Sent: October 03, 2011 11:25 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Joanne Yanke
225 Taylor St E
Saskatoon
Saskatchewan
S7H 1V2

EMAIL ADDRESS:

joannefitness@gmail.com

COMMENTS:

Please put out a public notification announcement that the water treatment plant has resumed fluoridation. As pregnant, nursing, children under 2 and anyone with a kidney or thyroid disorder are recommended against fluoride consumption it is of utmost importance people are notified. I am pregnant and now can no longer have the freedom to enjoy tap water and was forced to install a filtration system at home to remove fluoride and will have to buy bottled water when out HOW IS THAT FAIR??? One child with a peanut allergy means the whole school is prohibited from PB&J sandwiches for lunch. Yet the whole city can't sacrifice a controversially ineffective, illegal, immoral treatment which has been only shown mildly beneficial used topically for the rights of those who are pregnant, nursing, young or have a health concern that prohibits them from consuming the water.

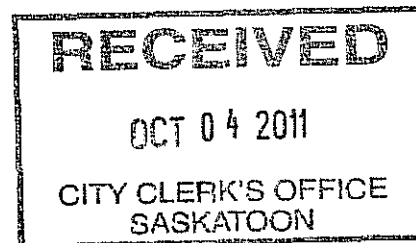
Expecting a child is costly enough without having to seek out alternative water sources.

All of Europe, most of Ontario and BC have all stopped. Please relook at this topic and PLEASE notify the public fluoridation has been reinstated so they have the right to choose not to consume it.

Thank you.

7920-1
C13

From: CityCouncilWebForm
Sent: October 04, 2011 4:40 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Tree Penner
1205 Ave. J south, Saskatoon
Saskatoon
Saskatchewan
s7m 2c3

EMAIL ADDRESS:

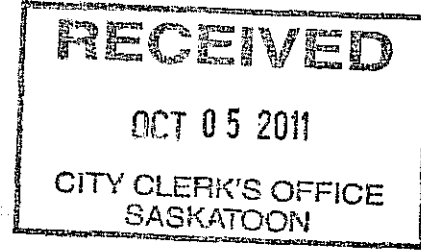
theresapenner38@hotmail.com

COMMENTS:

Hi,
I was wondering if the fluoride is being put back in the water system soon? This is important information to me as i am told to avoid fluoride due to health issues as requested by my family doctor. I understand that the city and Health Canada believe it is a good practice and that it is important to be in our water. Have you followed or done your own research? Also, Calgary has stopped the treatment of fluoride due to research from the University of Calgary as well as public pressure. I hope the city realizes that people who are concerned have been for a very long time and it will not stop. Can you please tell me if you have done any research or have you just taken for granted the information given to you. There is a reason people care. Please thinkoutside the box and do research. My dentist is against fluoride in the water as well as topical use. He and others know this from there own research and do not want to get in trouble or make waves.\please listen to out rights. I would be arrested in i came into your home and gave you medication without your permission. Thank you for listening

79 (14)

From: CityCouncilWebForm
Sent: October 04, 2011 5:36 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Amy Derbowka
3942 Diefenbaker Dr
Saskatoon
Saskatchewan
S7L 6C6

EMAIL ADDRESS:

amy.derbowka@gmail.com

COMMENTS:

Hello, My understanding is that the fluoridation system was to be put back into operation on October 3rd. I'm not sure if this actually happened, as there was no news release as promised by the city.

I urge you to reconsider fluoridating Saskatoon's water supply. It is a known fact that the added substances are toxins and while they are in lower doses than will result in death, it is unknown what the long term damage of ingesting it in smaller quantities is (though, I did read a World Health Organization paper, that showed potential for dental fluoridosis at its recommended maximum amount of 1.5 mg - that's the amount in 2L of Saskatoon's water!). I am fortunate enough to be able to afford to drink water that has been purified to remove the fluoride, but not all of Saskatoon residents can afford this and rely on having a safe water supply provided by the city.

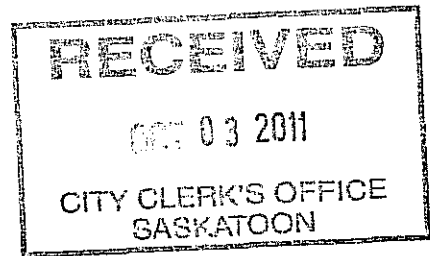
I have provided some links regarding the dangers of ingesting fluoride that has been supplemented:

- <http://emedicine.medscape.com/article/814774-overview#showall>
- http://www.naturalnews.com/023773_fluoride_water_research.html
- <http://articles.mercola.com/sites/articles/archive/2002/02/02/fluoride-safety-part-one.aspx>

Please reconsider putting the fluoridation system back into operation. It is unethical of the city to medicate its citizens without consent, especially with a known toxin. In a time when "we" should be fiscally responsible, why should city residents be responsible for such a large expense, when it's not in the best interests of residents?

4351-1 (15)

From: CityCouncilWebForm
Sent: October 02, 2011 7:52 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Elizabeth Robertson
105-615 Perehudoff Crescent
Saskatoon
Saskatchewan
S7N 4K6

EMAIL ADDRESS:

liz.robertson@usask.ca

COMMENTS:

I am writing to express my grave concern regarding the profound difficulties that Shotokan Karate Saskatoon and Dance INK are encountering in their efforts to establish business premises at 811 29th Street West. I have been a member of Shotokan Karate Saskatoon since August 2010, and I have been very impressed with its head instructor, Brad Berrns, as well as assistant instructor Ashley Berrns, who is also the driving force behind Dance INK. In addition to their commitment to providing affordable quality karate and dance instruction, Brad and Ashley are notable for the warm sense of community that they have built among both their youth and adult students, an atmosphere that I have particularly enjoyed as a relative newcomer to Saskatoon.

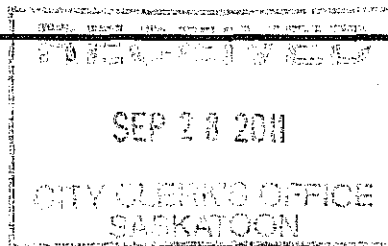
For these reasons, I was very happy when they took advantage of an opportunity this summer to purchase a permanent studio space to serve as a home base for their classes. But I have subsequently become greatly dismayed by the obstacles that they have encountered due to harassment by neighbours of their new studio and the apparent endorsement of this harassment by some city employees. I am fully confident that Brad and Ashley, as individuals with a strong commitment to community building, would never under any circumstances engage in any activity that would be to the detrimental to their neighbours or their students. Yet their neighbours have subjected them to accusations as extreme as including stripping among their services. More importantly, some of the battery of patently untrue and irresponsible statements that have been made Brad and Ashley's business appear to have been enough for city business licensing personnel to subject them to a costly and damaging wait before they can undertake instruction at their new building

This is ludicrous on a number of levels. First, it creates an atmosphere antagonistic toward the kind of healthy business development that one would expect the City of Saskatoon would want to welcome and encourage. It also strikes out at two people who want to establish a business not merely based on profit motive, but in very large part due to their focus on making affordable dance and martial arts instruction available in a part of the city where they know that there is a great need for both the community and the reasonable pricing that they are committed to. Last, this situation empowers and protects an ill-informed band of narrow-minded bullies as they engage in activities that have entered the realm of the libelous.

With these things in mind, I sincerely hope that some reason and justice can be brought to bear on this situation in an appropriately swift and efficient manner that will end this costly prevarication and allow Brad and Ashley to finally undertake business at their new studio. As I mentioned, I am a relative newcomer to Saskatoon and have up to now been impressed by my interactions with the people and employees of a city that struck me as friendly, reasonable and well run. I would be deeply saddened if a continuation of the difficulties being encountered by Shotokan Karate Saskatoon and Dance INK were to force me to have to reconsider this opinion.

DI)
205-3

From: John Parry [johnparry@shaw.ca]
Sent: September 28, 2011 3:29 PM
To: Web E-mail - City Clerks
Subject: Request for proclamation by City Council...



.... Of United Nations Day October 24th

We would request that the UN flag be flown on the day; we would bring one the previous week.

Regards

John Parry
664.3698
510 5th Avenue N # 602
S7K 2R2

www.johnparry.ca
www.acronymfinder.com

"if you want peace, work for justice" Gandhi