

* Indicates a newly added item as of August 16, 2011.

ORDER OF BUSINESS

REGULAR MEETING OF CITY COUNCIL

WEDNESDAY, AUGUST 17, 2011 AT 6:00 P.M.

****[This Order paper includes the material from the July 13, 2011, agenda.]****

- 1. Approval of Minutes** of meeting of City Council held on June 27, 2011.

 - 2. Public Acknowledgements**

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

 - 3a) Proposed Rezoning from R1A to R1B, RMTN, RMTN1, RM3 and B1B
Part of NE ¼ 12-37-5W3rdM; Part of NW ¼ 7-37-4-W3rdM;
Part of LSD 4-18-37-4-W3rdM; Part of East/West Road Allowance between
NW ¼ 7-37-4-W3rdM and LSD 4-18-37-4-W3rdM; Part of W ½ 7-37-4-W3rdM;
Part of NE ¼ 12-37-5-W3rdM; Part of Parcel B, Reg. Plan No. 90S28009 and
Part of North/South Road Allowance between the two Townships
Evergreen Neighbourhood
Applicant: City of Saskatoon, Land Branch
Proposed Bylaw No. 8948
(File No. CK. 4351-011-07)**
-

The purpose of this hearing is to consider proposed Bylaw No. 8948.

Attached are copies of the following:

- Proposed Bylaw No. 8948;

- Clause 1, Report No. 3-2011 of the Municipal Planning Commission, which was adopted by City Council at its meeting held on May 24, 2011; and

- Notice that appeared in the local press under dates of June 25 and July 2, 2011.

**b) Discretionary Use – Shopping Centre with Gross Leasable Floor Area of 5,000 Square Meters or Greater
Lots 7, 8 and 9, Block 469, Plan No. 61S20645
829 – 51st Street East and 2715 Millar Avenue
North Industrial Neighbourhood – IH Zoning District
Applicant: Concorde Holdings Ltd.
(File No. CK. 4355-011-4)**

The purpose of this hearing is to consider the above-noted discretionary use applications.

The City Planner has advised that notification posters have been placed on site and letters sent to all adjacent landowners within 150 metres of the site.

Attached are copies of the following:

- Report of the General Manager, Community Services Department dated June 23, 2011, recommending that the application submitted by Concorde Holdings Ltd. requesting permission to use 829 51st Street East and 2715 Millar Avenue for the purpose of a shopping centre be approved subject to the following conditions:
 - 1) the shopping centre having a maximum gross leasable floor area of 6,000 square metres;
 - 2) the applicant having a Development Permit, and all other relevant permits (such as Building and Plumbing Permits) and licenses;
 - 3) the final plans submitted being substantially in accordance with the plans submitted in support of this Discretionary Use Application; and
 - 4) the applicant satisfying the following conditions of the Infrastructure Services Department:
 - i) There are five water and sanitary sewer connections that service the two properties. When the demolition permit is applied for on the existing four buildings, the Infrastructure Services Department will require a security deposit of \$35,000 (\$7,000 per connection x 5 connections), as well as a boulevard deposit of \$36,000 (\$150 per metre x 240 metres); and
 - ii) the two properties must be consolidated into one parcel.

- Letter dated August 9, 2011 from the Secretary to the Municipal Planning Commission advising that the Commission supports the above-noted recommendation.

4. Matters Requiring Public Notice

**a) Proposed Closure of Portion of Public Right-of-Way
Avenue K South North of 20th Street West and the CPR Railway
(File No. CK. 6295-011-2)**

Attached is a copy of an excerpt from the minutes of meeting of City Council held on May 9, 2011 and attachments referred to therein regarding the above matter. Council passed a motion that the hearing be adjourned to the July meeting of City Council.

Also attached is a copy of a letter from Brenda Schlosser, Saskatchewan Housing Corporation, dated June 28, 2011, advising that a representative from Saskatchewan Housing Corporation will be present to answer any questions.

**b) Proposed Closure of Right-of-Way
Walkway between 135 and 139 Witney Avenue South
(File No. 6295-1)**

The following is a report of the General Manager, Infrastructure Services Department dated July 28, 2011:

- “RECOMMENDATION:**
- 1) that the walkway between 135 and 139 Witney Avenue South be closed;
 - 2) that upon receipt of the legal land survey documents the City Solicitor be requested to prepare the appropriate bylaw for consideration by City Council;
 - 3) that upon approval of the bylaw, the Administration be instructed to take all necessary steps to bring the intended closure forward and to complete the closure; and

- 4) that upon closure of the walkway, the land be sold to Nadine Skakun of 135 Witney Avenue South for \$1,000.

“BACKGROUND

At its meeting on December 1, 2008, Council determined that while a new policy was adopted for reviewing requests for walkway closures, outstanding requests would be given the option of proceeding with either the new policy or the former policy. The residents submitting the request for closure of the walkway between 135 and 139 Witney Avenue South have opted to continue with the former policy.

The Planning and Operations Committee, at its meeting on December 14, 2010, considered a report of the General Manager, Infrastructure Service Department, dated December 1, 2010 (Attachment 1), and approved the recommendation that the Administration proceed with Public Notice for the closure of the walkway between 135 and 139 Witney Avenue South, in the MeadowGreen neighborhood.

REPORT

If the closure is approved by City Council, the Administration will proceed with acquiring the legal land survey documents to transfer the title of land. Typically, this process involves acquiring a plan of consolidation and gathering utility consents to verify easements. This process can take between six and eight months. Once all the documentation has been received, a report will be submitted to City Council to consider the bylaw for closure.

Upon closing the walkway between 135 and 139 Witney Avenue South, the land will be sold to Nadine Skakun of 135 Witney Avenue South for \$1,000. The owners of 139 Witney Avenue South are not interested in purchasing a portion of the walkway.

The adjacent property owners will not be allowed to build a structure or alter the right-of-way until title of land has been transferred, however, they will be allowed to close the parcel by installing a temporary fence or extending their existing fence line.

If there are any utilities located on this land parcel, easements will be attached to the title or they will be relocated at the expense of the property owner.

ENVIROMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

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

- Advertised in the StarPhoenix and Sun on the weekends of August 6 and 7 and August 13 and 14, 2011;
- Posted on the City Hall Notice Board on Friday, August 5, 2011;
- Posted on City of Saskatoon website on Friday, August 5, 2011; and
- Flyers distributed to affected parties on Thursday August 4, 2011.

ATTACHMENTS

1. Report of the General Manager, Infrastructure Services Department, dated December 1, 2010; and
2. Copy of Public Notice.”

c) **Evergreen Neighborhood Development
Proposed Closure of Range Road 3045 between Keedwell Street and Agra Road
(File No. CK. 6295-1)**

The following is a report of the General Manager, Infrastructure Services Department dated August 5, 2011:

- “RECOMMENDATION:**
- 1) that Council consider Bylaw 8955, The Street Closing Bylaw, 2011 (No. 8);
 - 2) that the City Solicitor be instructed to complete the closing and obtain title in the name of the City of Saskatoon.

REPORT

A request has been made by the Community Services Department, Land Branch, as the developer of the Evergreen Neighbourhood, to close Range Road 3045, between Keedwell Street and Agra Road. The closure is required to relocate a 138 kV SaskPower line, currently located west of Range Road 3045, to allow for further development of the Evergreen Neighborhood.

The adjacent property owners that will be affected by this closure are Agriculture Canada and the University of Saskatchewan, who own farm land adjacent to Range Road 3045; and a resident who lives at the south west corner of the intersection of Range Road 3045 and Agra Road. The University of Saskatchewan has no objections to the closure, as they have an alternate access to their property, located east of Range Road 3045. Agriculture Canada requires the use of Range Road 3045 until such time as McOrmond Drive is constructed to their entrance, located north of Agra Road. The farm equipment they typically use is too large to travel through city streets. Agriculture Canada has indicated that they have no objection to the closure of Range Road 3045, as long as they have access to their property. The Administration is, therefore, willing to enter into an access agreement with Agriculture Canada, to allow them to use Range Road 3045 until McOrmond Drive is constructed to their entrance. The resident located at the corner of Range Road and Agra Road has been notified by letter and telephone of the proposed closure and, to date, has not expressed opposition. The residents in Willowgrove Neighbourhood, located adjacent to Range Road 3045, have also been informed of the proposed closure

Plan 126-0083-001r001 (Attachment 2) shows alternate routes for those located north of Agra Road, as well as the location of the future extensions of McOrmond Drive and Fedoruk Drive.

POLICY IMPLICATIONS

There are no policy implications.

OPTIONS

No other options were considered.

PUBLIC NOTICE

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

- Advertised in the StarPhoenix on the weekends of August 6 and August 13, 2011;
- Posted on the City Hall Notice Board on Thursday, August 4, 2011;
- Posted on the City of Saskatoon website on Thursday, August 4, 2011; and
- Flyers distributed to affected parties on Thursday, August 4, 2011.

ATTACHMENTS

1. Copy of Bylaw 8955;
2. Plan 126-0083-001r001; and
3. Copy of Public Notice.”

d) **Proposed Permanent Traffic Restriction
33rd Street Eastbound Curb Lane – Warman Road to 5th Avenue and
Portion of Eastbound Through Traffic Lane between
Warman Road and 2nd Avenue
(File No. CK. 6295-1)**

The following is a report of the General Manager, Infrastructure Services Department dated July 28, 2011:

- “RECOMMENDATION:**
- 1) that the eastbound curb lane on 33rd Street, from Warman Road to 5th Avenue, be permanently restricted, as outlined in Plan 240-0039-003r001 (Attachment 1); and
 - 2) that a portion of the eastbound through traffic lane on 33rd Street, between Warman Road and 2nd Avenue, be permanently restricted, as outlined in Plan 240-0039-003r001 (Attachment 1).

BACKGROUND

City Council, at its meeting of June 27, 2011, considered the attached report of the Planning and Operations Committee (Attachment 2) regarding the proposed 33rd Street Multi-Use Corridor Master Plan, and approved, in part, that the Administration proceed to Public Notice for the removal of the eastbound traffic lane on 33rd Street, from Warman Road to 5th Avenue.

REPORT

City Council has approved the 33rd Street Multi-Use Corridor Master Plan in principle, which consists of a multi-use pathway from the University of Saskatchewan to SIAST Kelsey Campus along the south side of 33rd Street. In order to accommodate the multi-use pathway along 33rd Street, and to meet the minimum clearance guidelines from CP Rail,

the Administration is recommending that the eastbound curb lane on 33rd Street, from Warman Road to 5th Avenue, be permanently restricted.

Although not outlined in the report that was submitted to Council at the June 27th meeting, it has been identified that a small portion of the most southerly eastbound lane, located on the west side of the 33d Street and 2nd Avenue intersection (between Warman Road and 2nd Avenue), as shown on Plan 240-0039-003r001, will also need to be closed in order for traffic to safely transition from two lanes to one. The current island located on the southwest side of the intersection will also be extended in order to prevent traffic running into the new curb and pathway on the southeast side of the intersection. The closure of this lane will not affect traffic operations at the intersection.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

There is no financial impact.

PUBLIC NOTICE

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

- Advertised in The StarPhoenix on the weekends of August 6 and 13, 2011;
- Posted on the City Hall Notice Board on Friday, August 5, 2011;
- Posted on City of Saskatoon website on Friday, August 5, 2011; and
- Flyers distributed to affected parties on Thursday, August 4, 2011.

ATTACHMENTS

1. Plan 240-0039-003r001;
2. Excerpt from the Minutes of Meeting of City Council held on June 27, 2011; and
3. Copy of Public Notice.”

5. Unfinished Business

**a) Landfill Optimization
(File No. CK. 7830-4)**

Attached is a copy of an excerpt and attachments referred to therein from the minutes of meeting of City Council held on June 13, 2011. Due to time constraints, Council deferred consideration of the matter to the next regular meeting of City Council.

It is in order that Council consider the following recommendation of the Administration and Finance Committee:

- RECOMMENDATION:**
- 1) that the proposed changes in the design and operations of the Saskatoon Waste Management Facility (Spadina Landfill) be adopted as outlined in the report of the General Manager, Utility Services Department dated May 16, 2011, to protect the lifespan of the facility to forty (40) years and beyond;
 - 2) that a post-budget capital project for Landfill Optimization of \$1.45 million be funded from the Landfill Replacement Reserve based on the sufficiency plan included in the report of the General Manager, Utility Services Department dated May 16, 2011; and
 - 3) that the operating implications outlined in the report of the General Manager, Utility Services Department dated May 16, 2011, including the addition of 5.05 full-time equivalent (FTE) positions, be included in the proposed 2012 operating budget.

6. Reports of Administration and Committees:

a) Administrative Report No. 14-2011;

b) Administrative Report No. 15-2011;

* Addendum to Administrative Report No. 15-2011

c) Legislative Report No. 9-2011;

d) Report No. 10-2011 of the Planning and Operations Committee;

*Report No. 11-2011 of the Planning and Operations Committee;

- e) **Report No. 9-2011 of the Administration and Finance Committee;**
*Report No. 10-2011 of the Administration and Finance Committee;
- f) **Report No. 5-2011 of the Naming Advisory Committee;** and
- g) **Report No. 12-2011 of the Executive Committee**
*Report No. 13-2011 of the Executive Committee

It is anticipated that there will be additional reports from the following Committees which will be distributed at the Council meeting.

- Planning and Operations Committee
- Administration and Finance Committee
- Executive Committee

- 7. **Communications to Council – (Requests to speak to Council regarding reports of Administration and Committees)**
- 8. **Communications to Council (Sections B, C, and D only)**
 - **two sets** - July 13 and August 17
- 9. **Question and Answer Period**
- 10. **Matters of Particular Interest**
- 11. **Enquiries**

12. Motions

Councillor Paulsen gave the following Notice of Motion on July 11, 2011:

“In accordance with Section 35(1)(b) of The Council and Committee Procedure Bylaw, this is to advise that at the meeting of City Council scheduled for Wednesday, August 17, 2011, I will move the following motion:

‘that City Council rescind the following motion which was passed by City Council at its meeting held on June 13, 2011: 'that the evaluation of proposals submitted under the Recycling RFP be based on complete proposals including both collections and processing components.'

Should the above motion be passed by City Council, I will then move the following motion:

‘that the evaluation of proposals submitted under the Recycling RFP be based on complete proposals including both collections and processing components or proposals on collections alone or proposals on processing alone.’”

13. Giving Notice

14. Introduction and Consideration of Bylaws

- Bylaw No. 8933 - The Street Closing Bylaw, 2011 (No. 3)
- Bylaw No. 8948 - The Zoning Amendment Bylaw, 2011 (No. 14)
- Bylaw No. 8954 - The Street Closing Bylaw, 2011 (No. 7)
- Bylaw No. 8955 - The Street Closing Bylaw, 2011 (No. 8)
- Bylaw No. 8956 - The Traffic Amendment Bylaw, 2011 (No. 2)

*Bylaw No. 8958 - The Residential Parking Program Amendment Bylaw,
2011 (No. 3)

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

- **two sets** - July 13 and August 17

3a)

BYLAW NO. 8948

The Zoning Amendment Bylaw, 2011 (No. 14)

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as The Zoning Amendment Bylaw, 2011 (No. 14).


Purpose

2. The purpose of this Bylaw is to amend the Zoning Bylaw to rezone the lands described in the Bylaw from an R1A District to an R1B District, a B1B District, an RMTN District, an RMTN1 District and an RM3 District.

Zoning Bylaw Amended


3. Zoning Bylaw No. 7800 is amended in the manner set forth in this Bylaw.

R1A District to R1B District


4. The Zoning Map, which forms part of Bylaw No. 7800, is amended by rezoning the lands described in this Section and shown as  on Appendix "A" to this Bylaw from an R1A District to an R1B District:

- (a) Lots 1-9, Block 646 as shown on Plan of Proposed Subdivision of Part of N.E. ¼ Sec. 12, Twp. 37, Rge. 5, W3Mer. & N.W. ¼ Sec. 7, Twp. 37, Rge. 4, W3Mer., Saskatoon, Saskatchewan, by D.V. Franko, S.L.S. dated March, 2010;
- (b) Lots 1-25, Block 649 and Lots 26-50, Block 650 as shown on Plan of Proposed Subdivision of Part of Road Allowance, Part of NW ¼ Sec 7 – Twp 37 – Rge 4 – W. 3rd Mer. & Part of LS 4 – Sec 18 – Twp 37 – Rge 4 – W. 3rd Mer., Saskatoon, Sask., by T.R. Webb dated October, 2010; and
- (c) Lots 1-46, Block 645, Lots 1-25, Block 650 and Lots 1-25, Block 651 as shown on Plan of Proposed Subdivision of Part of the West ½ of Section 7, Twp 37, Rge 4, W 3rd Mer. And Part of Parcel B, Reg'd Plan No. 90S28009, Twp 37, Rge 5, W 3rd Mer. And Part of the North/South Road Allowance Between the two Townships All within the City of Saskatoon, Saskatchewan, by W.J. Peters dated May 25, 2010.

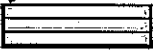
R1A District to B1B District

5. The Zoning Map, which forms part of Bylaw No. 7800, is amended by rezoning the lands described in this Section and shown as  on Appendix "A" to this Bylaw from an R1A District to a B1B District:
- (a) Parcel K and Parcel Z as shown on Plan of Proposed Subdivision of Part of the West ½ of Section 7, Twp 37, Rge 4, W 3rd Mer. And Part of Parcel B, Reg'd Plan No. 90S28009, Twp 37, Rge 5, W 3rd Mer. And Part of the North/South Road Allowance Between the two Townships All within the City of Saskatoon, Saskatchewan, by W.J. Peters dated May 25, 2010.


R1A District to RMTN District

6. The Zoning Map, which forms part of Bylaw No. 7800, is amended by rezoning the lands described in this Section and shown as  on Appendix "A" to this Bylaw from an R1A District to an RMTN District:
- (a) Parcel N as shown on Plan of Proposed Subdivision of N.E. ¼ Sec. 12 – Twp. 37 – Rge. 5 – W3rdMer and part of N.W. ¼ Sec. 7 – Twp. 37 – Rge. 4 – W3rdMer, Saskatoon, Saskatchewan, by Robert Morrison dated November 19, 2010;
- (b) Parcel M as shown on Plan of Proposed Subdivision of Part of N.E. ¼ Sec. 12, Twp. 37, Rge. 5, W3Mer. & N.W. ¼ Sec. 7, Twp. 37, Rge. 4, W3Mer., Saskatoon, Saskatchewan, by D.V. Franko, S.L.S. dated March, 2010;
- (c) Parcel P and Parcel O as shown on Plan of Proposed Subdivision of Part of Road Allowance, Part of NW ¼ Sec 7 – Twp 37 – Rge 4 – W. 3rd Mer. & Part of LS 4 – Sec 18 – Twp 37 – Rge 4 – W. 3rd Mer., Saskatoon, Sask., by T.R. Webb dated October, 2010; and
- (d) Parcel E and Parcel L as shown on Plan of Proposed Subdivision of Part of the West ½ of Section 7, Twp 37, Rge 4, W 3rd Mer. And Part of Parcel B, Reg'd Plan No. 90S28009, Twp 37, Rge 5, W 3rd Mer. And Part of the North/South Road Allowance between the two Townships all within the City of Saskatoon, Saskatchewan, by W.J. Peters dated May 25, 2010.

R1A District to RMTN1 District

7. The Zoning Map, which forms part of Bylaw No. 7800, is amended by rezoning the lands described in this Section and shown as  on Appendix "A" to this Bylaw from an R1A District to an RMTN1 District:
- (a) Parcel G and Parcel H as shown on Plan of Proposed Subdivision of Part of the West 1/2 of Section 7, Twp 37, Rge 4, W 3rd Mer. And Part of Parcel B, Reg'd Plan No. 90S28009, Twp 37, Rge 5, W 3rd Mer. And Part of the North/South Road Allowance Between the two Townships All within the City of Saskatoon, Saskatchewan, by W.J. Peters dated May 25, 2010.

R1A District to RM3 District

8. The Zoning Map, which forms part of Bylaw No. 7800, is amended by rezoning the lands described in this Section and shown as  on Appendix "A" to this Bylaw from an R1A District to an RM3 District:
- (a) Parcel I, Parcel J and Parcel Y as shown on Plan of Proposed Subdivision of Part of the West 1/2 of Section 7, Twp 37, Rge 4, W 3rd Mer. And Part of Parcel B, Reg'd Plan No. 90S28009, Twp 37, Rge 5, W 3rd Mer. And Part of the North/South Road Allowance Between the two Townships All within the City of Saskatoon, Saskatchewan, by W.J. Peters dated May 25, 2010.

Coming Into Force

9. This Bylaw shall come into force on the day of its final passing.

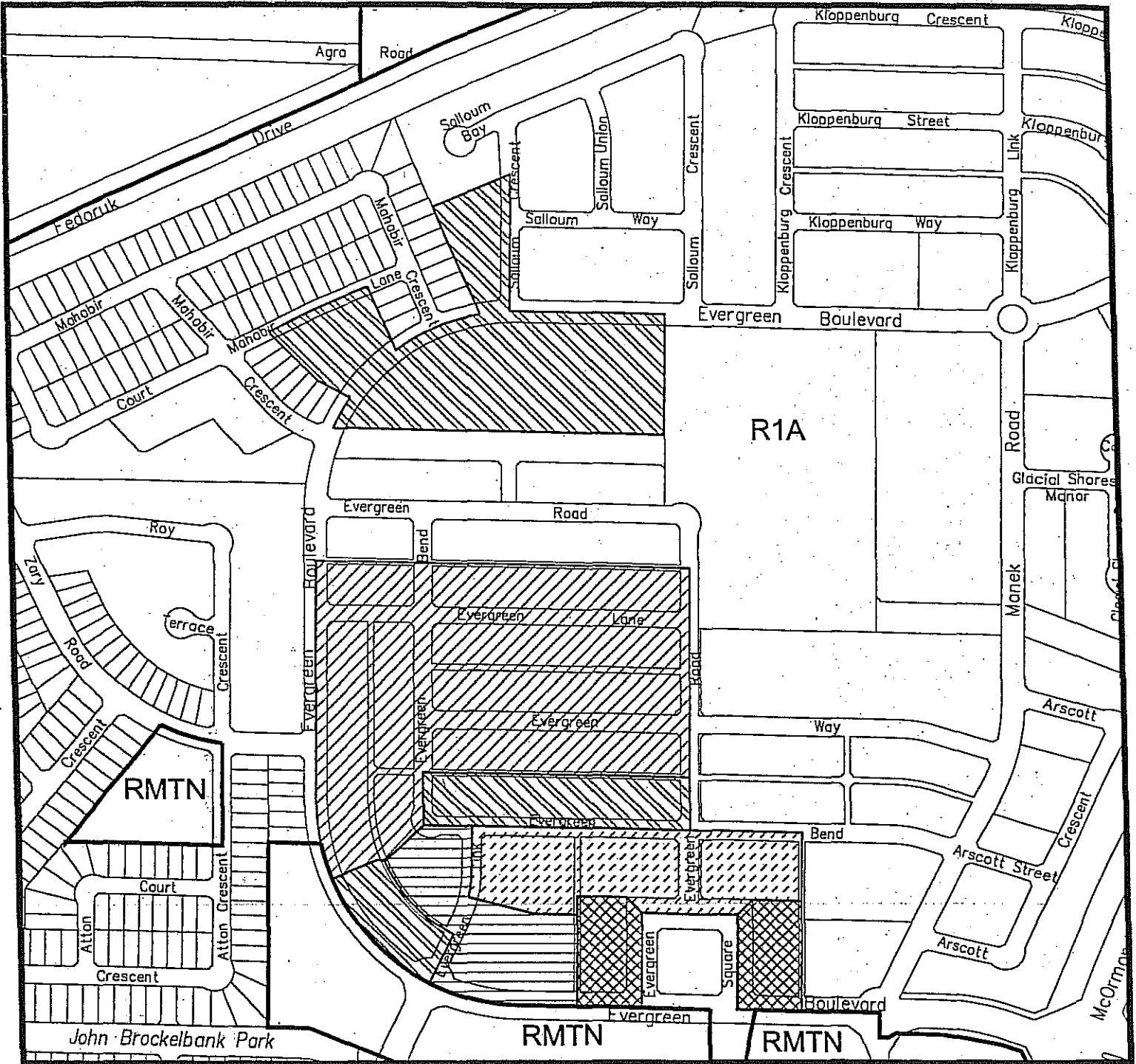
Read a first time this _____ day of _____, 2011.

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

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

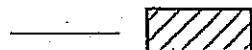
Mayor

City Clerk

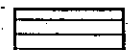


REZONING

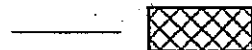
From R1A to R1B



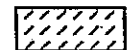
From R1A to RMTN1



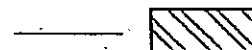
From R1A to B1B



From R1A to RM3



From R1A to RMTN



City of Saskatoon

Planning & Development Branch

The following is a copy of **Clause 1, Report No. 3-2011** of the Municipal Planning Commission, which was **ADOPTED** by City Council at its meeting held on **May 24, 2011**:

1. **Proposed Rezoning from R1A to R1B, RMTN, RMTN1, RM3 and B1B**
Part of NE ¼ 12-37-5-W3rdM; Part of NW ¼ 7-37-4-W3rdM;
Part of LSD 4-18-37-4-W3rdM; Part of East/West Road Allowance between
NW ¼ 7-37-4-W3rdM and LSD 4-18-37-4-W3rdM; Part of W ½ 7-37-4-W3rdM;
Part of NE ¼ 12-37-5-W3rdM; Part of Parcel B, Reg. Plan No. 90S28009 and
Part of North/South Road Allowance between the two Townships
(Evergreen Neighbourhood)
Applicant: City of Saskatoon, Land Branch
(File No. CK. 4351-011-07)
-

- RECOMMENDATION:**
- 1) that City Council approve the advertising respecting the proposal to rezone the lands in the Evergreen neighbourhood, shown on Attachment 3 to the April 26, 2011 report of the General Manager, Community Services Department, from R1A District to R1B, RMTN, RMTN1, RM3 and B1B Districts;
 - 2) that the General Manager, Community Services Department, be requested to prepare the required notice for advertising the proposed amendment;
 - 3) that the City Solicitor be requested to prepare the required Bylaw; and
 - 4) that at the time of the Public Hearing, City Council consider the Municipal Planning Commission's recommendation that the rezoning be approved.

Attached is a report of the General Manager, Community Services Department dated April 26, 2011, with respect to the above proposed Rezoning.

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

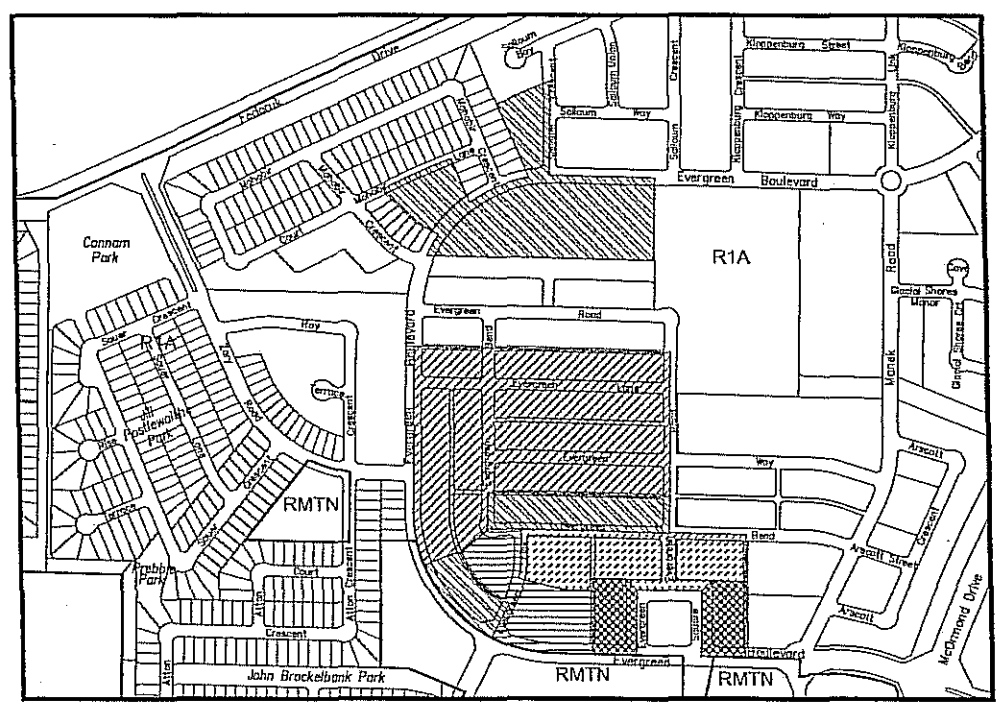
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RECEIVED

APR 29 2011

COMMUNITY SERVICES DEPARTMENT CLERK'S OFFICE

APPLICATION NO. Z1/11	PROPOSAL Proposed Rezoning from R1A to R1B, RMTN, RMTN1, RM3 and B1B	EXISTING ZONING R1A
LEGAL DESCRIPTION Part of NE ¼ 12-37-5-W3rdM; Part of NW ¼ 7-37-4-W3rdM; Part of LSD 4-18-37-4-W3rdM; Part of East/West Road Allowance between NW ¼ 7-37-4-W3rdM and LSD 4-18-37-4-W3rdM; Part of W ½ 7-37-4-W3rdM; Part of NE ¼ 12-37-5-W3rdM; Part of Parcel B, Reg Plan No. 90S28009 and Part of North/South Road Allowance Between the two Townships		CIVIC ADDRESS N/A NEIGHBOURHOOD Evergreen
DATE April 26, 2011	APPLICANT City of Saskatoon, Land Branch	OWNER City of Saskatoon

LOCATION PLAN



PROPOSED REZONING

From R1A to R1B		From R1A to RMTN1	
From R1A to B1B		From R1A to RM3	
From R1A to RMTN			

City of Saskatoon
 Planning & Development Branch

A. COMMUNITY SERVICES DEPARTMENT RECOMMENDATION:

that a report be forwarded to City Council recommending:

- 1) that City Council approve the advertising respecting the proposal to rezone the lands in the Evergreen neighbourhood, shown on Attachment 3, from R1A District to R1B, RMTN, RMTN1, RM3 and B1B Districts;
- 2) that the General Manager, Community Services Department, be requested to prepare the required notice for advertising the proposed amendment;
- 3) that the City Solicitor be requested to prepare the required Bylaw; and
- 4) that at the time of the Public Hearing, City Council be asked to consider the Administration's recommendation that the rezoning be approved.

B. PROPOSAL

The Planning and Development Branch has received an application from the City of Saskatoon Land Branch requesting that the specified lands within the Evergreen neighbourhood be rezoned from R1A – One-Unit Residential District to the following districts as shown on the proposed rezoning map (see Attachment 3):

- R1B – Small Lot One-Unit Residential District;
- RMTN – Townhouse Residential District;
- RMTN1 – Medium-Density Townhouse Residential District 1;
- RM3 – Medium-Density Multiple-Unit Dwelling District; and
- B1B – Neighbourhood Commercial – Mixed-Use District.

C. REASON FOR PROPOSAL

The application is intended to rezone the above noted lands so the land uses are consistent with the Evergreen Neighbourhood Concept Plan.

D. BACKGROUND INFORMATION

The Evergreen neighbourhood is located within the University Heights Development Area. It is east of Silverspring and north of the University Heights Suburban Centre and Willowgrove. The Evergreen Neighbourhood Concept Plan was approved by City Council on June 1, 2009 and provides a wide range of housing options in the form of single-family and multi-family dwellings, as well as neighbourhood commercial services (see Attachment 2). The subject sites are currently zoned R1A District (One-Unit

Residential District). In order to accommodate future development, the proposed Zoning Bylaw No. 8770 amendments are required to change the zoning designations for the specified areas of the neighbourhood.

E. JUSTIFICATION

1. Official Community Plan Bylaw No. 8769

The Official Community Plan Land Use Map designates this area for residential development. The Phasing Map was amended on September 14, 2009, to designate this area as Phase I. Phase I identifies land that is suitable for development within five years.

2. Community Services Department Comments

a) Development Review Section

The proposed amendments to the Zoning Bylaw No. 8770 are consistent with the approved Evergreen Neighbourhood Concept Plan as well as the development standards of the R1A, R1B, RMTN, RMTN1, RM3, and B1B Zoning Districts.

b) Future Growth Section

The Future Growth Section has no concerns with the proposed rezoning to the Evergreen Neighbourhood as shown on the proposed plan. This rezoning would remove the R1A blanket zoning for the selected parcels and replace it with zoning districts that are consistent with the approved Evergreen Neighbourhood Concept Plan.

c) Building Standards Branch

The Building Standards Branch, Community Services Department has no objection to the proposed Rezoning Application. The site plan submitted has not been reviewed for code compliance.

3. Comments by Others

a) Infrastructure Services Department

The proposed Zoning Bylaw No. 8770 amendment is acceptable to the Infrastructure Services Department.

b) Transit Services Branch

Transit Services Branch has no easement requirements regarding the above referenced property. At present, Saskatoon Transit has no service within 450 metres but has long-term plans to provide service to the vicinity of this development.

4. Conclusion

The proposed Zoning Bylaw No. 8770 amendments will allow development of the new Evergreen Neighbourhood to proceed as approved in the Evergreen Neighbourhood Concept Plan.

F. ENVIRONMENTAL IMPLICATIONS

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

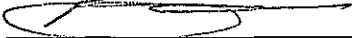
G. COMMUNICATION PLAN

A notice will be placed in The StarPhoenix once a week for two consecutive weeks. Notice boards will also be placed on the site. The adjacent Silverspring Community Association has already been advised in writing of this application. The property owners affected by this rezoning will also be notified, in writing.

H. ATTACHMENTS

1. Fact Summary Sheet
2. Evergreen Neighbourhood Concept Plan
3. Proposed Rezoning Map – Evergreen Neighbourhood

Written by: Shall Lam, Planner 16
Planning and Development Branch

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

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

Approved by: M. Totland
Murray Totland, City Manager
Dated: April 29/11

FACT SUMMARY SHEET

A. Location Facts

1. Municipal Address	N/A
2. Legal Description	Part of NE ¼ 12-37-5-W3rdM; Part of NW ¼ 7-37-4-W3rdM; Part of LSD 4-18-37-4-W3rdM; Part of East/West Road Allowance between NW ¼ 7-37-4-W3rdM and LSD 4-18-37-4-W3rdM; Part of W ½ 7-37-4-W3rdM; Part of NE ¼ 12-37-5-W3rdM; Part of Parcel B, Reg Plan No. 90S28009 and Part of North/South Road Allowance Between the two Townships
3. Neighbourhood	Evergreen Neighbourhood
4. Ward	10

B. Site Characteristics

1. Existing Use of Property	Vacant
2. Proposed Use of Property	Residential
3. Adjacent Land Uses and Zoning	
North	Residential
South	Residential
East	Residential
West	Residential
4. No. of Existing Off-Street Parking Spaces	N/A
5. No. of Off-Street Parking Spaces Required	N/A
6. No. of Off-Street Parking Spaces Provided	N/A
7. Site Frontage	N/A
8. Site Area	N/A
9. Street Classification	N/A

C. Official Community Plan Policy

1. Existing Official Community Plan Designation	Residential
2. Proposed Official Community Plan Designation	Residential
3. Existing Zoning District	R1A
4. Proposed Zoning District	R1B, RMTN, RMTN1, RM3 and B1B

Legend

- Single Unit Detached
- Low Density Multi Unit Street Townhousing
- Low Density Multi Unit Group Townhousing
- Medium Density Multi Unit
- High Density Multi Unit
- Commercial
- Institutional
- Park
- Landscaped Drainage Open Space
- Buffer
- Elementary Schools/Community Centre
- Water Reservoir

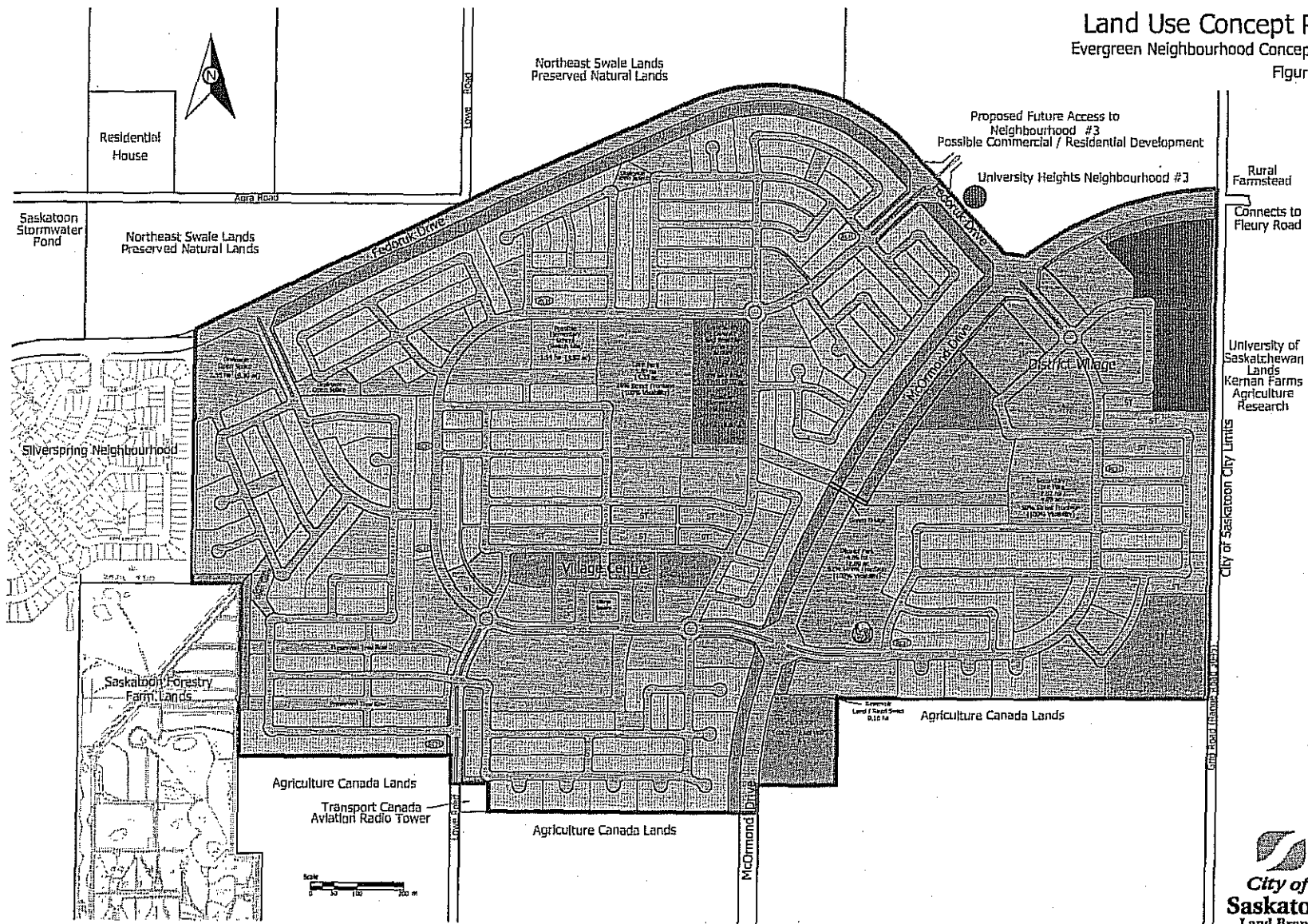
- Neighbourhood Boundary
- Possible Residential Care Home Site
- Possible Recycling Depot Site
- Proposed Fire Station Site

Note: This map is conceptual and may change.

Land Use Concept Plan

Evergreen Neighbourhood Concept Plan

Figure - 3



Rural Farmstead
Connects to Fleury Road

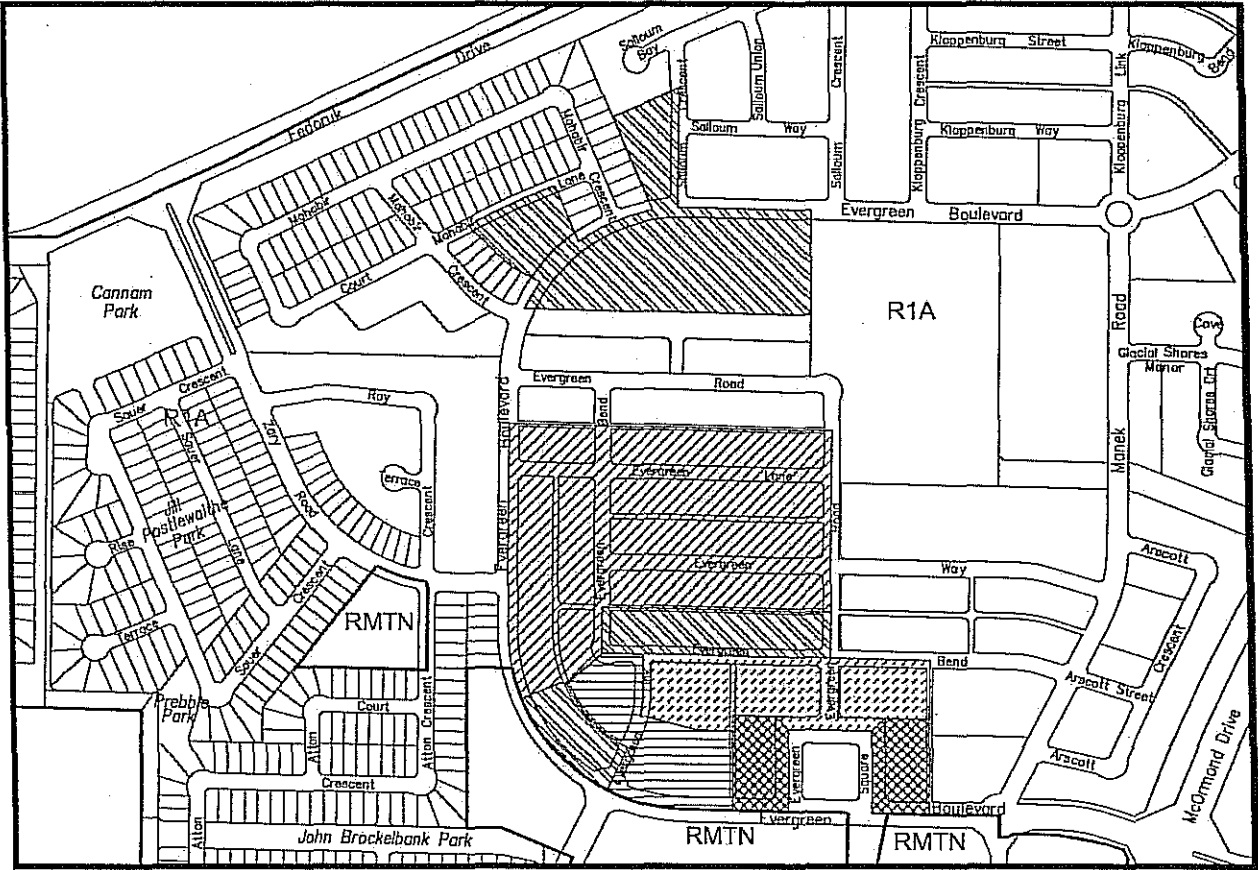
University of Saskatchewan Lands
Kernan Farms
Agriculture Research

City of Saskatoon City Limits









ATTACHMENT 2


PROPOSED REZONING MAP



PROPOSED REZONING

From R1A to R1B		From R1A to RMTN1	
From R1A to B1B		From R1A to RM3	
From R1A to RMTN			





City of Saskatoon
Planning & Development Branch



Zoning Notice

EVERGREEN NEIGHBOURHOOD

PROPOSED ZONING BYLAW AMENDMENT - BYLAW NO. 8948

Saskatoon City Council will consider amendments to the City's Zoning Bylaw (No. 8770). Through Bylaw No. 8948, the proposed amendments will change the zoning designation from R1A to R1B, RMTN, RMTN1, RM3 and B1B. The proposed changes are in accordance to the approved Evergreen Neighbourhood Concept Plan.

LEGAL DESCRIPTION -

From R1A to R1B

Lots 1-9, Block 646 as shown on Plan of Proposed Subdivision of Part of N.E. 1/4 Sec. 12, Twp. 37, Rge 5 W3Mer & N.W. 1/4 Sec. 7, Twp. 37, Rge 4, W3Mer., Saskatoon Saskatchewan, by D.V. Franko, S.L.S. dated March 2010;

Lots 1-25, Block 649 and Lots 26-50, Block 650 as shown on Plan of Proposed Subdivision of Part of Road Allowance, Part of N.W. 1/4 Sec 7, Twp 37, Rge 4, W3Mer and Part of LS 4, Sec 18, Twp 37, Rge 4, W3Mer., Saskatoon, Sask., by T.R. Webb dated October 2010; and

Lots 1-46, Block 645, Lots 1-25, Block 650 and Lots 1-25, Block 651 as shown on Plan of Proposed Subdivision of Part of the West 1/2, Sec 7, Twp 37, Rge 4, W3rdM and Part of the NE 1/4, Sec 12 and Part of Parcel B, Reg'd Plan No. 90S28009, Twp 37, Rge 5, W3rdM and Part of the North/South Road Allowance Between the two Townships All within the City of Saskatoon, Saskatchewan, by W.J. Peters dated May 25, 2010.

From R1A to RMTN

Parcel N as shown on Plan of Proposed Subdivision of N.E. 1/4, Sec 12, Twp 37, Rge 5, W3rdM and Part of N.W. 1/4, Sec 7, Twp 37, Rge 4, W3rdM, Saskatoon, Saskatchewan, by Robert Morrison dated November 18, 2010;

Parcel M as shown on Plan of Proposed Subdivision of Part of N.E. 1/4 Sec. 12, Twp. 37, Rge 5 W3Mer & N.W. 1/4 Sec. 7, Twp. 37, Rge 4, W3Mer, Saskatoon, Saskatchewan, by D.V. Franko, S.L.S. dated March 2010;

Parcel P and Parcel O as shown on Plan of Proposed Subdivision of Part of Road Allowance, Part of N.W. 1/4 Sec 7, Twp 37, Rge 4, W3rdM and Part of LS 4, Sec 18, Twp 37, Rge 4, W3rdM, Saskatoon, Sask., by T.R. Webb dated October, 2010; and

Parcel E and Parcel L as shown on Plan of Proposed Subdivision of Part of the West 1/2, Sec 7, Twp 37, Rge 4, W3rdM and Part of the NE 1/4, Sec 12 and Part of Parcel B, Reg'd Plan No. 90S28009, Twp 37, Rge 5, W3rdM and Part of the North/South Road Allowance between the two Townships all within the City of Saskatoon, Saskatchewan, by W.J. Peters dated May 25, 2010.

From R1A to RMTN1

Parcel G and Parcel H as shown on Plan of Proposed Subdivision of Part of the West 1/2, Sec 7, Twp 37, Rge 4, W3rdM and Part of Parcel B, Reg'd Plan No. 90S28009, Twp 37, Rge 5, W3rdM and Part of the North/South Road Allowance Between the two Townships All within the City of Saskatoon, Saskatchewan, by W.J. Peters Surveys dated May 25, 2010.

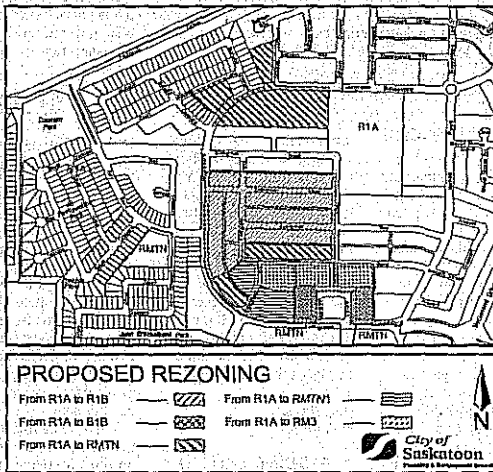
From R1A to RM3

Parcel I, Parcel J and Parcel Y as shown on Plan of Proposed Subdivision of Part of the West 1/2, Sec 7, Twp 37, Rge 4, W3rdM and Part of Parcel B, Reg'd Plan No. 90S28009, Twp 37, Rge 5, W3rdM and Part of the North/South Road Allowance Between the two Townships All within the City of Saskatoon, Saskatchewan, by W.J. Peters dated May 25, 2010.

From R1A to B1B

Parcel K and Parcel Z as shown on Plan of Proposed Subdivision of Part of the West 1/2, Sec 7, Twp 37, Rge 4, W3rdM and Part of Parcel B, Reg'd Plan No. 90S28009, Twp 37, Rge 5, W3rdM and Part of the North/South Road Allowance Between the two Townships All within the City of Saskatoon, Saskatchewan, by W.J. Peters dated May 25, 2010.

CIVIC ADDRESS - N/A



REASON FOR THE AMENDMENT - The Zoning Bylaw Amendment is necessary to accommodate the proposed residential and commercial land uses as approved in the Evergreen Neighbourhood Concept Plan.

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

Community Services Department, Planning and Development Branch
Phone: 975-7723 (Shall Lam)

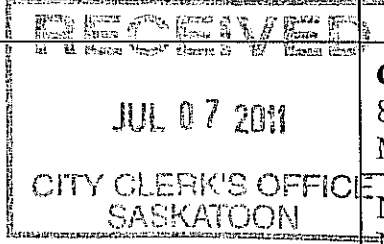
PUBLIC HEARING - City Council will hear all submissions on the proposed amendment, and all persons who are present at the City Council meeting and wish to speak on Wednesday, July 13, 2011, at 6:00 p.m. in City Council Chamber, City Hall, Saskatoon, Saskatchewan.

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

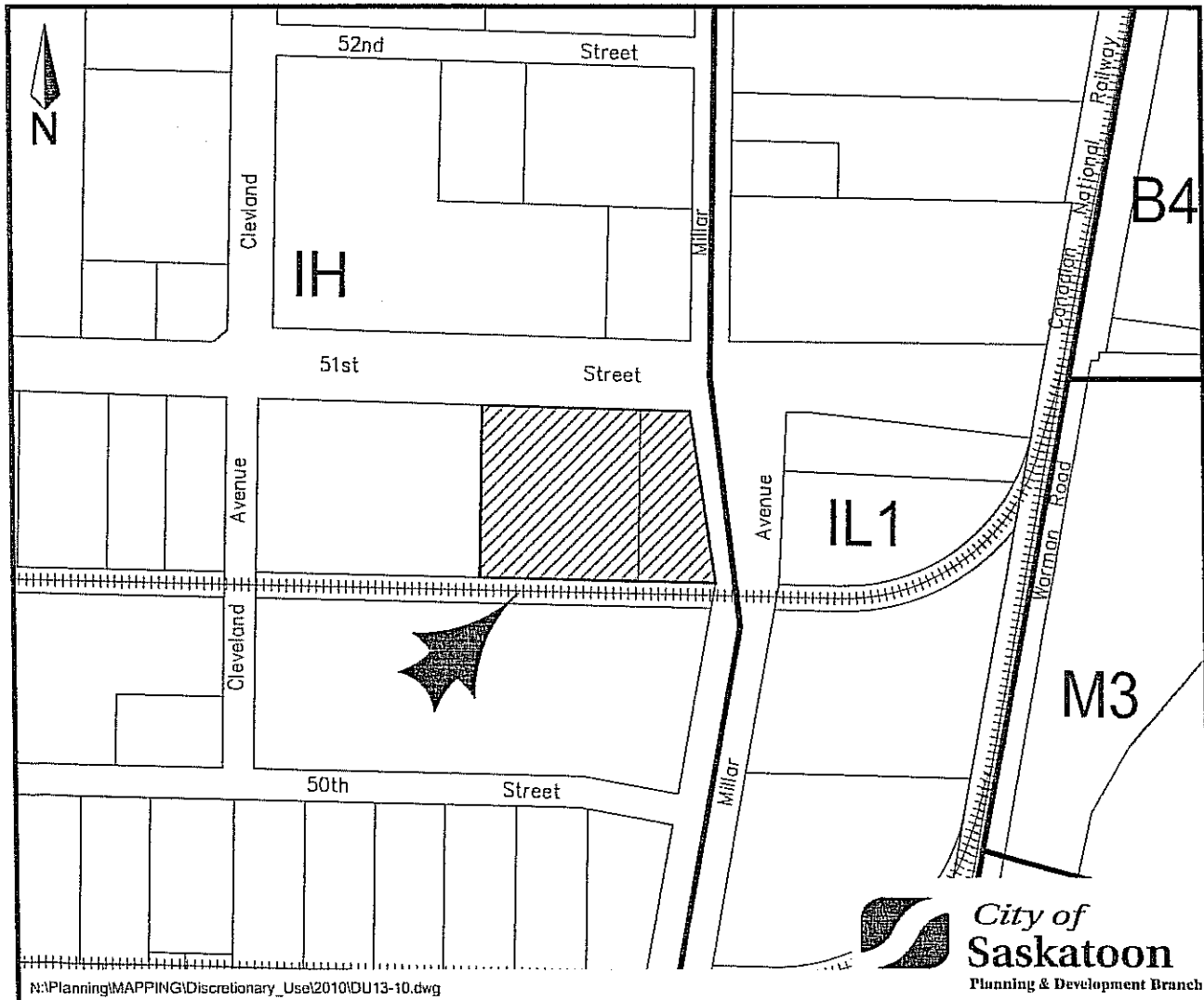
All submissions received by the City Clerk by 10 a.m. on Wednesday, July 13, 2011, will be forwarded to City Council. City Council will also hear all persons who are present and wish to speak to the proposed Bylaw.

COMMUNITY SERVICES DEPARTMENT

APPLICATION NO. D13/10	PROPOSAL Discretionary Use –Shopping Centre with Gross Leasable Floor Area of 5,000 Square Metres or Greater	EXISTING ZONING IH
LEGAL DESCRIPTION Lots 7, 8, and 9, Block 469, Plan No. 61S20645		CIVIC ADDRESS 829 51 st Street East and 2715 Millar Avenue
DATE June 23, 2011		OWNER Concorde Holdings Ltd. 1171 8 th Street East Saskatoon, SK S7H 0S3
APPLICANT Concorde Holdings Ltd. 1171 8 th Street East Saskatoon, SK S7H 0S3		NEIGHBOURHOOD North Industrial



LOCATION PLAN



A. COMMUNITY SERVICES DEPARTMENT RECOMMENDATION

that a report be forwarded to City Council at the time of the public hearing recommending that the application submitted by Concorde Holdings Ltd. requesting permission to use 829 51st Street East and 2715 Millar Avenue for the purpose of a shopping centre be approved subject to the following conditions:

- 1) the shopping centre having a maximum gross leasable floor area of 6,000 square metres;
- 2) the applicant having a Development Permit, and all other relevant permits (such as Building and Plumbing Permits) and licenses;
- 3) the final plans submitted being substantially in accordance with the plans submitted in support of this Discretionary Use Application; and
- 4) the applicant satisfying the following conditions of the Infrastructure Services Department:
 - i) There are five water and sanitary sewer connections that service the two properties. When the demolition permit is applied for on the existing four buildings, the Infrastructure Services Department will require a security deposit of \$35,000 (\$7,000 per connection x 5 connections), as well as a boulevard deposit of \$36,000 (\$150 per metre x 240 metres); and
 - ii) the two properties must be consolidated into one parcel.

B. PROPOSAL

An application has been submitted by Concorde Holdings Ltd. (Concorde) requesting City Council's approval to construct a shopping centre at 829 51st Street East and 2715 Millar Avenue. The proposed shopping centre is comprised of three separate buildings containing five commercial rental units. All existing development on this site would be demolished in order to accommodate the new shopping centre. The proposed shopping centre has a gross leasable floor area of approximately 6,000 square metres.

This property is zoned IH District in the Zoning Bylaw No. 8770. In this district, retail stores and shopping centres with a gross leasable floor area of 5,000 square metres or greater are a discretionary use.

C. REASON FOR PROPOSAL (BY APPLICANT)

Recently, Concorde Group Corp. has undergone an extensive investigation into the

redevelopment potential of the subject site. As the owner of many high-profile retail and commercial sites in the City of Saskatoon (City), we feel this area is lacking a similar type development. At this time, we believe the highest and best use of this high traffic commercial/residential corridor would be that of an upscale retail oriented shopping centre.

As noted in Colliers McClocklin's most recent 2010 Annual Retail Market Report Survey, retail vacancy rates are currently at all time lows. Saskatoon is experiencing a 1.7 percent vacancy rate with demand increasing on a yearly basis. With most new development centred on the "super centres" located in University Heights, Blairmore, Preston Crossing, and Stonebridge, the northern end of the City has been left un-served, leaving a void in the major arterial route that connects the North Industrial Area to neighbourhoods such as Lawson Heights, River Heights and Silverwood Heights.

After purchasing 829 51st Street in the summer of 2009, Concorde set out on the necessary due diligence process to keep the project moving ahead. Stantec Architecture was hired to conduct a Traffic Impact Study. They found that our proposed plan will not affect traffic flow to the area; therefore, the plans are acceptable. The site plan, created by MQN Architects, blends the building dimensions and traffic flow patterns from adjacent streets to provide an acceptable amount of space for parking coupled with an ease of access both to and from the site.

It is at this point that we ask City Council to grant Concorde Group Corp. discretionary use approval to redevelop the subject site. We trust our current portfolio of real estate holdings within the City will provide the proof that Concorde Group Corp. is committed to adding value to Saskatoon's tax base.

D. JUSTIFICATION

1. Community Services Department Comments

a) Introduction

a "shopping centre" means a building or group of buildings on the same site in which permitted uses are located together for their mutual benefit, including the use of off-street parking and other joint facilities.

b) Official Community Plan Policy

This property is designated as industrial on the Official Community Plan Land Use Map.

In accordance with the Official Community Plan Bylaw No. 8769, retail uses which serve primarily the City-wide or regional consumer market and are large enough to influence other retail markets in Saskatoon, may be permitted in areas designated for industrial use subject to the discretion of Council.

c) Roadway Access

Access to the site is available via Millar Avenue and 51st Street. In the City's Roadway Classification System, both streets are designated as major arterials and both are prone to heavy volumes of traffic. In order to gauge the impact of the development on the adjacent street network, the applicant hired a consultant to undertake a Traffic Impact Study.

The findings of the Traffic Impact Study indicate that the proposed development would have minimal impact on the existing intersection at 51st Street and Millar Avenue. Pre-development and post-development levels of service, delays, and queue lengths remain nearly constant.

It is also noted that a new service station and card-lock is currently under construction on the northeast corner of the Millar Avenue and 51st Street intersection. The Traffic Impact Study for this proposal did incorporate the anticipated trip generations for the service station and card-lock development.

d) Parking Requirements

This development requires a total of 197 off-street parking spaces. Based upon the information submitted by the applicant, 199 off-street parking spaces have been provided.

e) Zoning Bylaw No. 8770 Requirements

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

f) Compatibility with Adjacent Land Uses

The subject site is surrounded by properties zoned for industrial use. Properties zoned for heavy industrial use are located west of Millar Avenue and properties zoned for light industrial use are located east of Millar Avenue. While the properties are zoned for industrial use, most nearby properties do contain retail- and service-based uses. This is not

uncommon for industrially zoned areas that are served by arterial streets or other high-traffic roadways.

Given the above, your Administration is of the belief that the proposed shopping centre is compatible with the surrounding land uses.

g) Neighbourhood Planning Section

From the information received, the application for discretionary use, shopping centre with a gross leasable floor area of 5,000 square metres or greater at 829 51st Street East and 2715 Millar Avenue is supported by the Neighbourhood Planning Section.

The discretionary use must conform to the Official Community Plan Bylaw No. 8769. Details of these sections are as follows:

3.1.1.2(d) Private Developments

Private Developments will be encouraged to incorporate the principles of CPTED into the design and development.

7.1.2(d) Retail in Industrial Area

Areas designated for industrial use are intended to facilitate economic growth and employment through industrial development. Retail uses in industrial areas shall generally be limited to:

- i) Those retail activities which serve the industrial area;
- ii) Showrooms and sales areas in association with manufacturing, warehousing, and other permitted uses; and
- iii) Retail stores and services which are not of a scale to influence other retail markets in the City.

7.1.2(e) Discretionary Retail Uses

Retail uses which serve primarily the City-wide or regional consumer market and are large enough to influence other retail markets in Saskatoon may be permitted in areas designated for industrial use subject to the discretion of Council. In the review of such applications, Council shall consider:

- i) The amount of commercial land that is currently available to accommodate the proposed use:
 - This is a re-use of two existing sites.
- ii) The market influence of the proposal on the viability of the Downtown and other existing retail and commercial uses;
 - This development should not pose any viability issues in the area or on existing retail and commercial areas and is replacing an existing neighbourhood shopping centre comprised of one limited service restaurant, one retail outlet, and three service providers presently located at 2715 Millar Avenue.
- iii) The effects of the proposal on the functioning of the existing roadway system;
 - Site lighting should not affect or be projected onto, neighbouring land uses, but should provide adequate lighting of the area to increase perceptions of safety.
- iv) The ability to serve the proposal with transportation, public transit and other public utilities;
 - Additional consideration should be taken to ensure that building position and design, and the landscaping used facilitate pedestrian safety while providing multimodal transportation opportunities.
- v) The compatibility of the proposal with the surrounding land uses;
 - There does not seem to be any compatibility issues as the area is populated primarily with industrial and commercial uses.

vi) The overall quality of the site and building design.

- The renderings submitted depict modern architecture, which corresponds with existing retail uses in the area. While no issues regarding the building design are evident in the renderings, the site design should be more accommodating to multimodal transportation opportunities to support city-wide initiatives.
- The numerous trees and other landscaping features presented in the site design renderings should remain consistent with the vegetation along 51st Street East and will be a good addition to the streetscape.

h) Future Growth Section

The Future Growth Section has no objection to the proposal.

i) Building Standards Branch

The Building Standards Branch has no objection to the proposal provided that Building Permits are obtained for the construction and/or demolition of buildings located on the subject site.

Please note that plans and documentation submitted in support of this application have not been reviewed for compliance with the requirements of the 2005 National Building Code of Canada.

2. Comments by Others

a) Infrastructure Services Department

The proposed discretionary use is acceptable to the Infrastructure Services Department, subject to the following conditions:

- i) There are five water and sanitary sewer connections that service the two properties. When the demolition permit is applied for on the existing four buildings, the Infrastructure Services Department will require a security deposit of \$35,000 (\$7,000 per connection x 5 connections), as well as a boulevard deposit of \$36,000 (\$150

per metre x 240 metres); and

ii) the two properties must be consolidated into one parcel.

b) Utility Services Department – Transit Services Branch

Transit has no concerns with the proposal.

Transit service standards require a bus stop within 600 metres of this type of development. The nearest Transit Services - Routes 14, 24, 25 and 31 - stop at 905 51st Street East, a distance of 90 metres from the proposed development. No additional stops or service changes are required and no requests for changes to Transit Service will be entertained as a result of any development associated with this application.

E. COMMUNICATION PLAN

The Executive Director of the North Saskatoon Business Association was notified of this application by letter dated September 2, 2010. In addition, the Planning and Development Branch sent out notification letters to assessed property owners within a 150 metre radius of the site to inform residents of the proposal and to request feedback regarding the proposed shopping centre. To date, no comments have been recorded.

Once the Municipal Planning Commission has considered this application it will be advertised in accordance with the Public Notice Policy No. C01-021 and a date for a Public Hearing will be set. Advertising will consist of sending notices to all assessed property owners within 150 metre radius of the site and to the Executive Director of the North Saskatoon Business Association. The applicant will also place a notice sign on site as prepared by the Community Services Department.

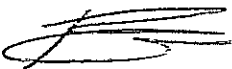
F. ENVIRONMENTAL IMPLICATIONS


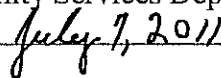
There are no environmental and/or greenhouse gas implications.

G. ATTACHMENTS

1. Location Facts
2. Site Plan
3. Site Renderings

Written by: Matt Grazier, MCIP, Planner 13
Planning and Development Branch

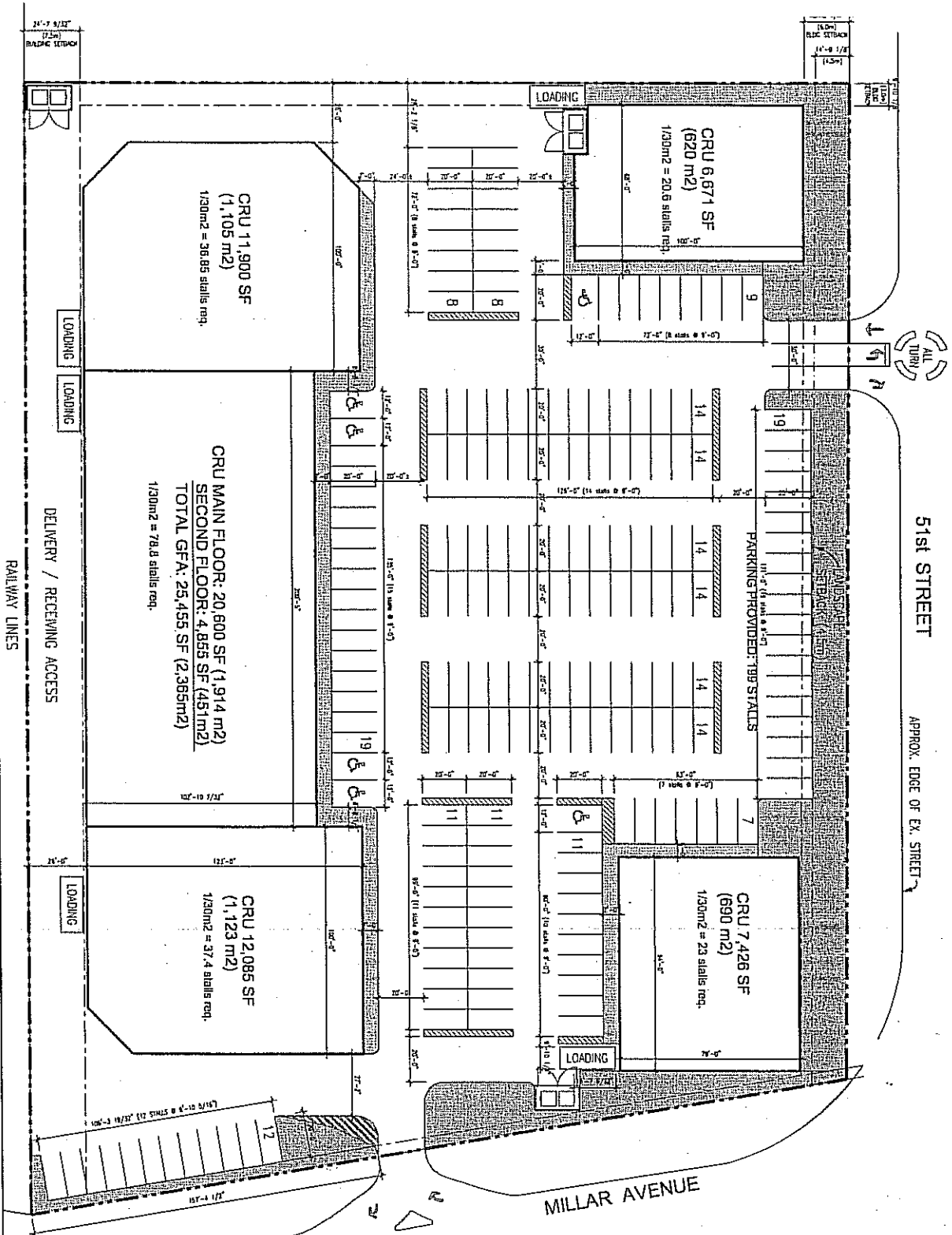
Reviewed by: 
Randy Grauer, MCIP, Manager
Planning and Development Branch

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

cc: Murray Totland, City Manager

Attachment 1

FACT SUMMARY SHEET	
A. <u>Location Facts</u>	
1. Municipal Address	829 51 st Street East and 2715 Millar Avenue
2. Legal Description	Lots 7 to 9, Block 469, Plan No. 61S20645
3. Neighbourhood	North Industrial
4. Ward	5
B. <u>Site Characteristics</u>	
1. Existing Use of Property	Industrial Complex/Shopping Centre
2. Proposed Use of Property	Shopping Centre
3. Adjacent Land Uses and Zoning	
North	Shopping Centre - IH
South	Asphalt Plant - IH
East	Restaurant/Office/Warehouse - IL1
West	Bulk Mail Plant - IH
4. No. of Existing Off-Street Parking Spaces	66
5. No. of Off-Street Parking Spaces Required	197
6. No. of Off-Street Parking Spaces Provided	199
7. Site Frontage	133.32 metres
8. Site Area	15,755.96 square metres
9. Street Classification	Major Arterial
C. <u>Development Policy</u>	
1. Existing Development Plan Designation	Industrial
2. Existing Zoning District	IH

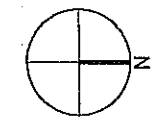


AREA
TOTAL GFA: MAIN FLOOR 5,452 m²
SECOND FLOOR 451 m²
OVERALL GFA: 5,903 m²

PARKING REQUIREMENTS:
PARKING REQUIRED = 197 STALLS
PARKING PROVIDED = 199 STALLS

PARKING (IH ZONING)

TYPE OF USE	STALLS REQ'D (PER GLFA)
RESTAURANTS, LOUNGE	1 PER 30m ² = # Req.
RETAIL STORES	1 PER 30m ² = # Req.
SHOPPING CENTRES	1 PER 30m ² = # Req.
ALL OTHER PER. USES	1 PER 93m ² = # Req.

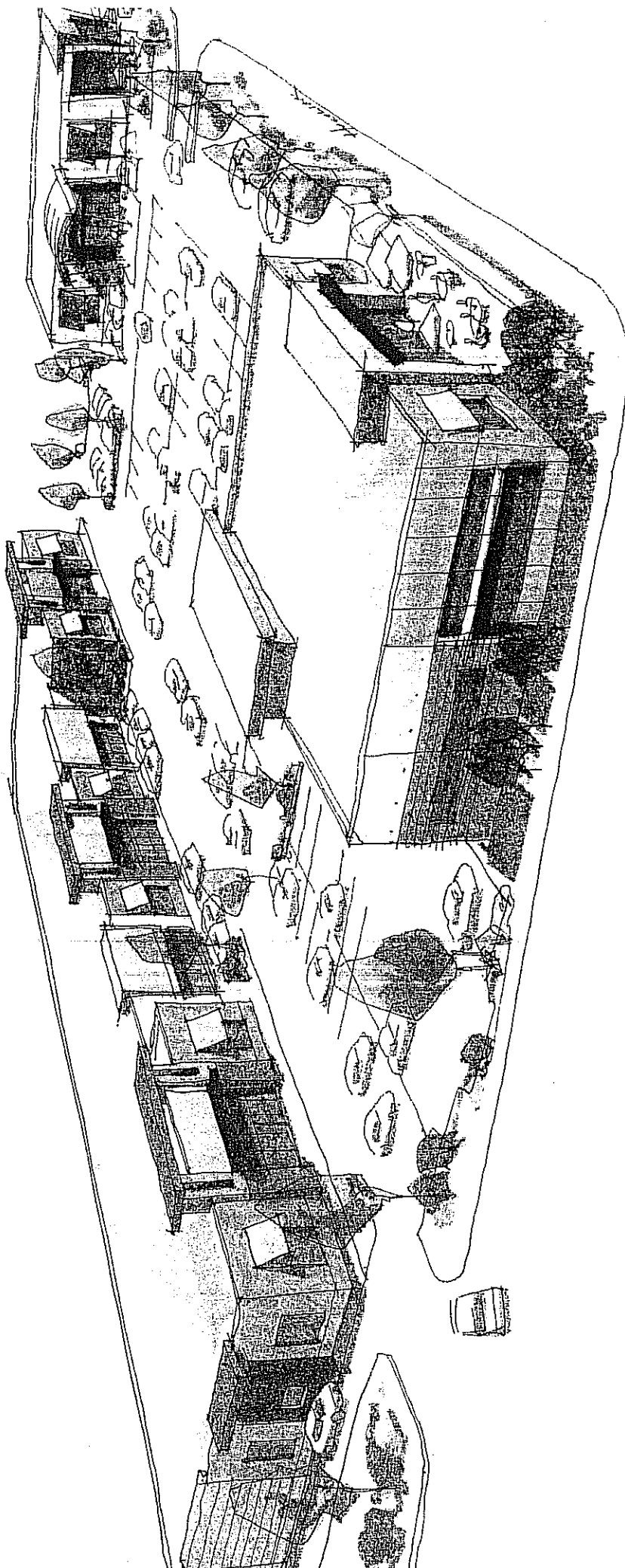


MION ARCHITECTS
McDonnell
Quibling
Neumann
Suite 102, 3301 24th Avenue
Vancouver, BC V1T 8S8
1.750.542.1159 1.750.542.5239

PROJECT TITLE: CONCORDE GROUP CORPORATION
51st STREET DEVELOPMENT
SASKATOON, SK
SITE PLAN
DRAWING TITLE:
PROJECT NO.: 10525

NO.	REV.	ISSUED FOR	DATE
1	A	TOP CLERY REVIEW	04/02/10
2	A	DISCRETIONARY USE APPLICATION REVIEW	05/10/10
3	A	FINAL SCALE	04/20/11
4	B	REVISED PLAN	12/27/11

OPTION 3D 1'-0" = 500'
JUN. 27/11



51st Street Development

Saskatoon Saskatchewan



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 9, 2011

City Clerk

Dear City Clerk:

**Re: Municipal Planning Commission Report for Public Hearing
Discretionary Use – Shopping Centre with Gross Leasable
Floor Area of 5,000 Square Metres or Greater
Lots 7, 8 and 9, Block 469, Plan No. 61S20645
829 51st Street East and 2715 Millar Avenue
North Industrial Neighbourhood – IH Zoning District
Applicant: Concorde Holdings Ltd
(File No. CK. 4355-011-4)**

The Municipal Planning Commission has considered a report of the General Manager, Community Services dated June 23, 2011, with respect to the above Discretionary Use Application.

The Commission has reviewed the application with the Administration and the Applicant's representatives, including the traffic impact of this proposal given the existing volumes of traffic along 51st and Miller. As discussed in the submitted report, a traffic study was conducted by the consultant on behalf of the applicant. The consultant summarized the findings of the traffic study for the Commission and confirmed that there would be minimal impact on the existing intersection of 51st Street and Miller Avenue and traffic flow in the area with respect to expected volumes for this proposed development. While left-turn movements into the site for vehicles travelling westbound along 51st Street would be difficult during peak times given existing traffic volumes, there is an alternate route to the property, travelling south along Millar Avenue and using the access point at that location.

The applicant confirmed that they would provide necessary accommodations, such as bicycle stands, to address recommendations under the Neighbourhood Planning Section relating to the overall quality of the site and building design being more accommodating to multimodal transportation opportunities.

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

“that the application submitted by Concorde Holdings Ltd. requesting permission to use 829 51st Street East and 2715 Millar Avenue for the purpose of a shopping centre be approved subject to the following conditions:

August 9, 2011

Page 2

- 1) the shopping centre having a maximum gross leasable floor area of 6,000 square metres;
- 2) the applicant having a Development Permit, and all other relevant permits (such as Building and Plumbing Permits) and licenses;
- 3) the final plans submitted being substantially in accordance with the plans submitted in support of this Discretionary Use Application; and
- 4) the applicant satisfying the following conditions of the Infrastructure Services Department:
 - i) There are five water and sanitary sewer connections that service the two properties. When the demolition permit is applied for on the existing four buildings, the Infrastructure Services Department will require a security deposit of \$35,000 (\$7,000 per connection x 5 connections), as well as a boulevard deposit of \$36,000 (\$150 per metre x 240 metres); and
 - ii) the two properties must be consolidated into one parcel.

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 Discretionary Use Application.

Yours truly,



Diane Kanak, Deputy City Clerk
Municipal Planning Commission

:dk

4a)

The following is an excerpt from the minutes of meeting of City Council held on May 9, 2011:

MATTERS REQUIRING PUBLIC NOTICE

- 4c) **Proposed Closure of Portion of Public Right-of-Way
Avenue K South north of 20th Street West and the CPR Railway
(File No. CK. 6295-011-2)**
-

REPORT OF THE CITY CLERK:

“The following is a report of the General Manager, Infrastructure Services Department dated April 28, 2011:

- RECOMMENDATION:**
- 1) that Council consider Bylaw 8933;
 - 2) that the Administration be instructed to take all necessary steps to bring the intended closure forward and to complete the closure;
 - 3) that upon closure of the portion of right-of-way, as shown in Plan 240-0042-011r002, it be sold to Saskatchewan Housing Corporation for \$25,995, plus G.S.T.; and
 - 4) that all costs associated with this closure be paid by the applicant.

REPORT

An application has been received from Saskatchewan Housing Corporation to close and purchase a portion of the lane right-of-way adjacent to their property, as shown on attached Plan 240-0042-011r002 (Attachment 1) to create a parking lot.

All agencies, except the Infrastructure Services Department, have indicated that they have no objections or easement requirements with respect to the closure.

The proposed subdivision plan is acceptable to the Infrastructure Services Department, subject to the following conditions:

1. An 8.0 metre wide easement for storm sewer distribution purposes is required in perpendicular width throughout Parcel X, beginning 4.52 metres from the west property line of Parcel X and extending 8.0 metres to 12.52 metres from the west property line; and

2. The parcel to the east of the proposed closure, 222 Avenue K South, is to remain developable, with a 7.5 metre requirement on the frontage for access to the parcel.

Upon closure, the portion of right-of-way will be sold to Saskatchewan Housing Corporation at a purchase price of \$25,995, plus G.S.T. All costs associated with the closure will be paid by the applicant.

PUBLIC NOTICE

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

- Advertised in the StarPhoenix and Sun on the weekends of April 30 and May 7, 2011;
- Posted on the City Hall Notice Board on Friday, April 29, 2011;
- Posted on the City of Saskatoon website on Friday, April 29, 2011; and
- Flyers distributed to affected parties on Thursday, April 28, 2011.

ATTACHMENTS

1. Plan 240-0042-011r002;
2. Copy of Proposed Bylaw 8933; and
3. Copy of Public Notice.”

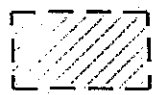
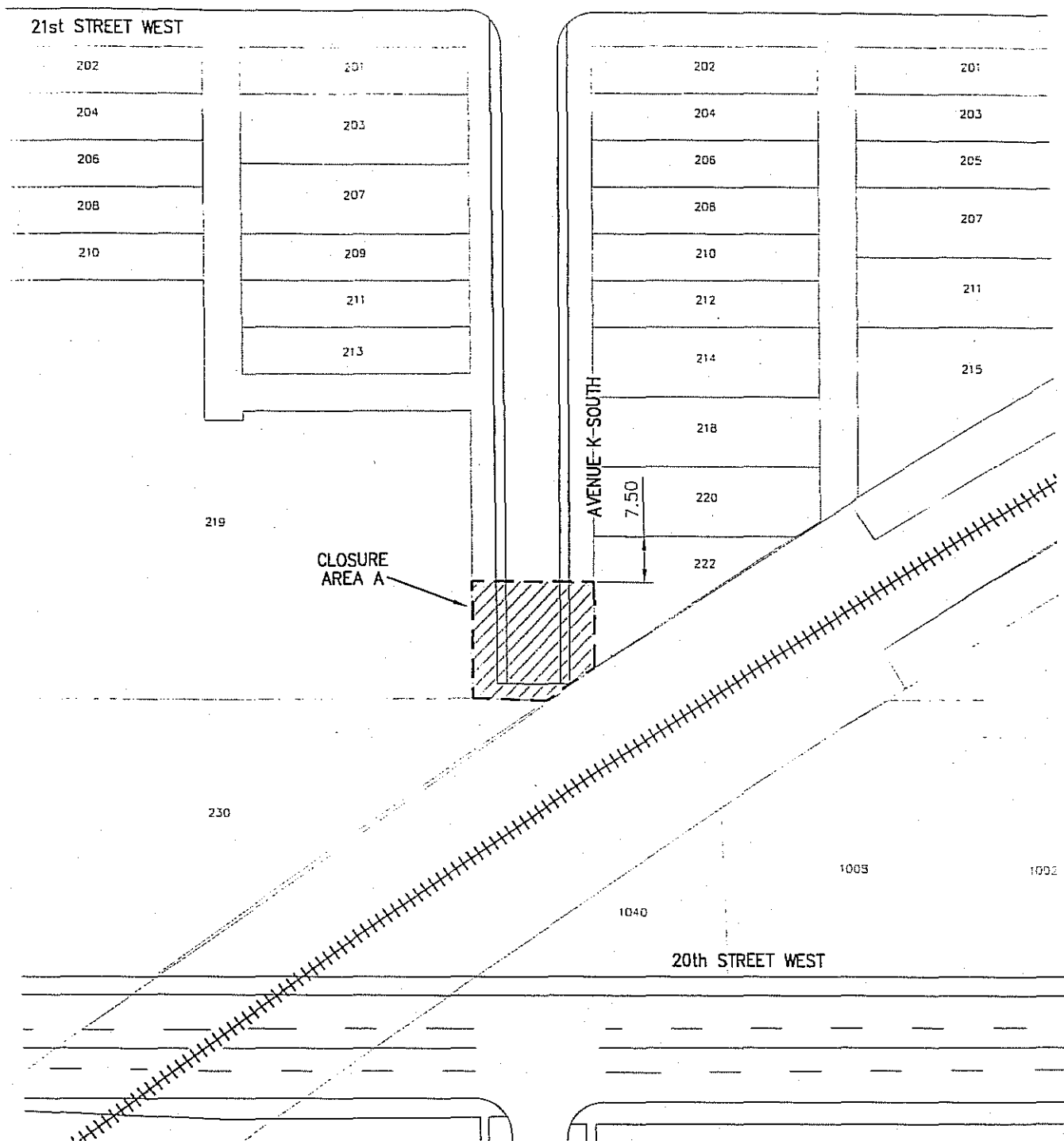
General Manager, Infrastructure Services Gutek presented his report.

Mr. Rick Mackie, owner of 222 Avenue K, property located just east of the proposed closure, expressed concerns regarding closure of the noted property. He asked that the matter be deferred in order to give him more time to review the material.

Moved by Councillor Lorje, Seconded by Councillor Heidt,

THAT the hearing be adjourned to the July meeting of City Council.

CARRIED.



ROAD CLOSURE
 AREA 'A' = 362.92m² (3906.57ft²)

REVISIONS	
1	
2	
3	

DRAWN BY EDH
 DATE 2009-09-02

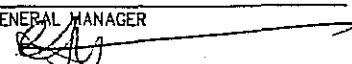
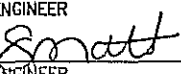
SCALES :
 HOR. 1:500
 VERT. _____



City of Saskatoon
 Infrastructure Services Department

ROAD CLOSURE

200 BLOCK AVENUE K S

APPROVED	
GENERAL MANAGER	
ENGINEER	
ENGINEER	
PLAN NO.	240-0042-011r002

BYLAW NO. 8933**The Street Closing Bylaw, 2011 (No. 3)**

The Council of The City of Saskatoon enacts:

Title

1. This Bylaw may be cited as The Street Closing Bylaw, 2011 (No. 3).

Purpose

2. The purpose of this Bylaw is to close a portion of Avenue K South between 21st Street West and the CPR Railway, Saskatoon, Saskatchewan.

Closure of Portion of Avenue K South

3. All that portion of Avenue K South between 21st Street West and the CPR Railway, Saskatoon, Saskatchewan, more particularly described as all that portion of Avenue K, Plan I774, lying within the limits of the bold dashed line shown on a Plan of Proposed subdivision by Robert J. Morrison, S.L.S. dated October 6, 2010, and attached as Schedule "A" to this Bylaw, is closed.

Coming into Force

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

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

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

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

Mayor

City Clerk

Schedule "A"

Plan Of Proposed Subdivision

showing subdivision of part of
 Avenue K - Reg'd Plan No. 1774
 N.W. 1/4 Sec. 29 - Twp. 36 - Rge. 5 - W3rd Mer.
Saskatoon, SASK.
 Scale: 1 : 300

Note:

Portion to be surveyed is outlined by a heavy broken line and contains 0.04 Hectares more or less.
 Measurements are in metres and decimals thereof.
 Preliminary plan completed October 6th, A.D. 2010.

APPROVED UNDER THE PROVISIONS OF BYLAW
 No. 6537 OF THE CITY OF SASKATOON:

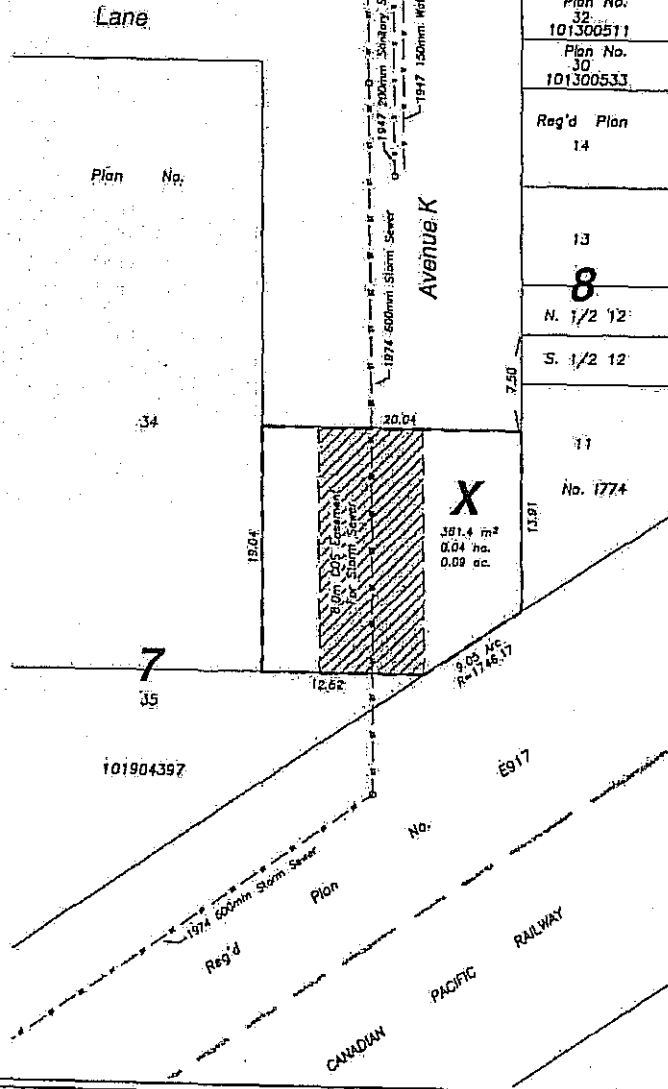
By: *M. M. Morrison*
 SASKATCHEWAN LAND SURVEYOR

Community Services Department

Date

Reg'd. Plan **7** 25, No. 1774

Reg'd. Plan **8** 16
 No. 1774



Plan No. 32
 101300511

Plan No. 30
 101300533

Reg'd Plan 14

13

8

N. 1/2 12

S. 1/2 12

11
 No. 1774

Plan No. ES17
 CANADIAN PACIFIC RAILWAY

Meridian
 Surveys Ltd.
 S101860av.dwg

bls/gor



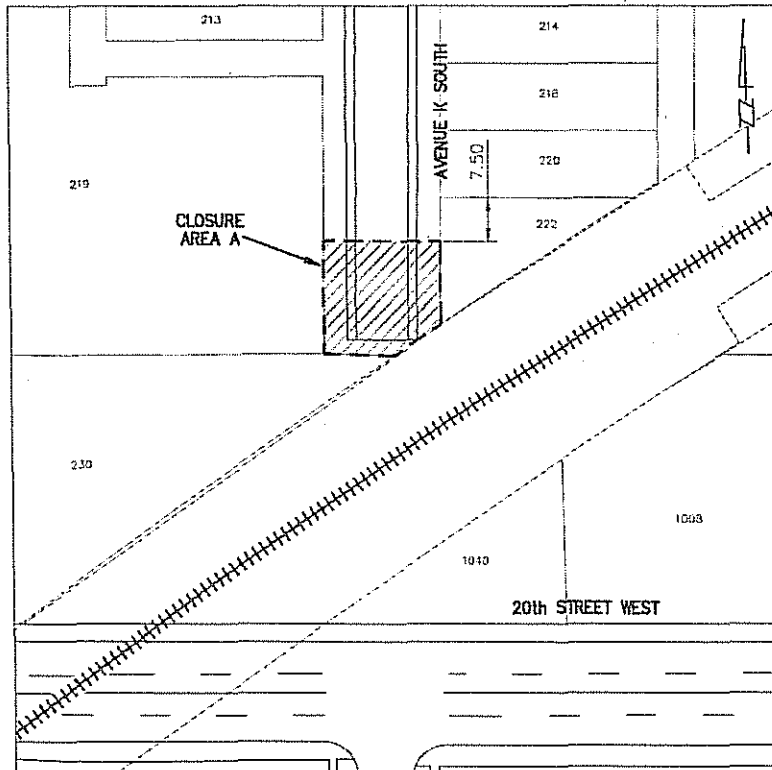
Public Notice



PERMANENT CLOSURE Proposed Closure of Portion of Public Right-of-Way Avenue K South north of 20th Street West and the CPR Railway.

Saskatchewan Housing Corporation would like to purchase the portion of Avenue K South from the City of Saskatoon for \$25,995.00, plus GST. The intent of the closure is to allow for the development of a parking lot.

Notices have been sent to parties affected by this closure.



INFORMATION - Questions regarding the proposal may be directed to the following:

Infrastructure Services Department, Transportation Branch
Phone: 975-3145 (Shirley Matt)

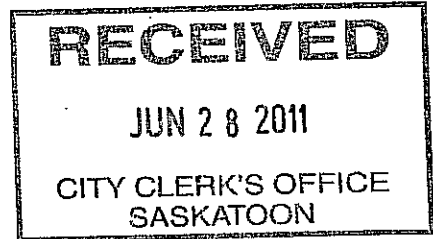
PUBLIC MEETING - City Council will hear all submissions on the proposed closure and all persons who are present at the City Council meeting and which to speak on **Monday, May 9, 2011, at 6:00 p.m. in the Council Chambers, City Hall, Saskatoon, Saskatchewan.**

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 written submissions received by the City Clerk by 10:00 a.m. on Monday, May 9, 2011, will be forwarded to City Council.

From: CityCouncilWebForm
Sent: June 28, 2011 9:24 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Brenda Schlosser
Saskatchewan Housing Corporation
1100, 1920 Broad Street
Regina
Saskatchewan
S4P 3V6

EMAIL ADDRESS:

COMMENTS:

Further to Minutes Of Meeting Dated May 9, 2011: There will be a representative from Saskatchewan Housing Corporation to answer any questions or concerns raised by Mr. Mackie, owner of 222 Avenue K in Saskatoon, at the July 13th Council meeting.

46)

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Infrastructure Services
DATE: December 1, 2010
SUBJECT: Walkway Closure Application
Walkway between 135 and 139 Witney Avenue South
FILE NO: CK. 6320-1

RECOMMENDATION: that the Administration proceed with Public Notice for closure of the walkway between 135 and 139 Witney Avenue South, in the Meadowgreen neighborhood.

BACKGROUND

Infrastructure Services has received letters from the adjacent property owners to close and purchase the walkway between 135 and 139 Witney Avenue South, in the Meadowgreen neighborhood. Both adjacent property owners are in agreement with the closure (Attachment 1).

At its meeting held on December 1, 2008, City Council determined that although a new policy was adopted for reviewing requests for walkway closures, any outstanding requests would be given the option of proceeding with either the new policy or the former policy. The residents submitting this particular request have opted to proceed with the new policy.

REPORT

Policy C07-017 - Walkway Evaluation and Closure, is structured into three stages.

Stage 1 is a process that includes a preliminary Crime Prevention through Environmental Design (CPTED) review to determine the condition of the property surrounding the walkway. If the review indicates that there is vegetation restricting visibility; graffiti on fences; lack of street lighting; or concerns with vehicles travelling through the walkway, remedial action will be taken. The preliminary review indicated that there are no trees or shrubs restricting sight lines; there is graffiti on the fences and garbage along the pathway; and there is no street lighting on either side of the walkway. The residents were advised to ensure that all incidents of vandalism or mischief are reported to Police Services.

Stage 2 involves investigating additional proactive remedial measures to address vandalism or public safety issues that cannot be addressed by any remedial actions undertaken within Stage 1. During this stage, a community meeting is held to address public safety concerns. A meeting was held on October 21, 2010, at W.P. Bates School. Of the 67 notices sent to the catchment area (Attachment 3), 9 residents attended, with the majority in favour of the closure.

Stage 3 consists of an analysis using pedestrian routing software that provides detailed information on the walking routes in the service area to specific destination points, including commercial development sites; schools; community centers; and transit stops. It also assesses all residences within 5 minute; 10 minute; 15 minute and 20 minute walking route times to these destination points. In addition, it identifies if there are existing alternative routes which would provide an equivalent level of service. A walkway closure may be recommended, if the impact to the walking distance is less than five minutes. In this instance, the analysis was completed to determine walking route times to the commercial development north of the walkway on 22nd Street West; and

to Peter Pond Park. The analysis indicated that closure of the walkway would have no impact on walking route times.

OPTIONS

An option is to not proceed with Public Notice for closure of the walkway. The Administration does not recommend this option, as the guidelines within Policy C07-017 – Walkway Evaluation and Closure have been met.

POLICY IMPLICATIONS

The recommendation to proceed with Public Notice for closure of the walkway is in accordance with Policy C07-017 – Walkway Evaluation and Closure.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

FINANCIAL IMPACT

Costs in excess of those received from the applicants are funded from Capital Project 2234 – Walkway Management.

PUBLIC NOTICE

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

ATTACHMENTS

1. Letters requesting closure; and
2. Catchment Area.

Written by: Leslie Logie-Sigfusson, Traffic Operations Technologist
Transportation Branch

Approved by: Angela Gardiner, Manager
Transportation Branch

Approved by: “Mike Gutek”
Mike Gutek, General Manager
Infrastructure Services
Dated: “December 3, 2010”

Copy to: Murray Totland
City Manager

Notes from 135-139 Witney Avenue South Public Meeting Thursday October 21, 2010

Re: Propowed Closure of Walkway adjacent to 135 - 139 Wiotney Avenue South

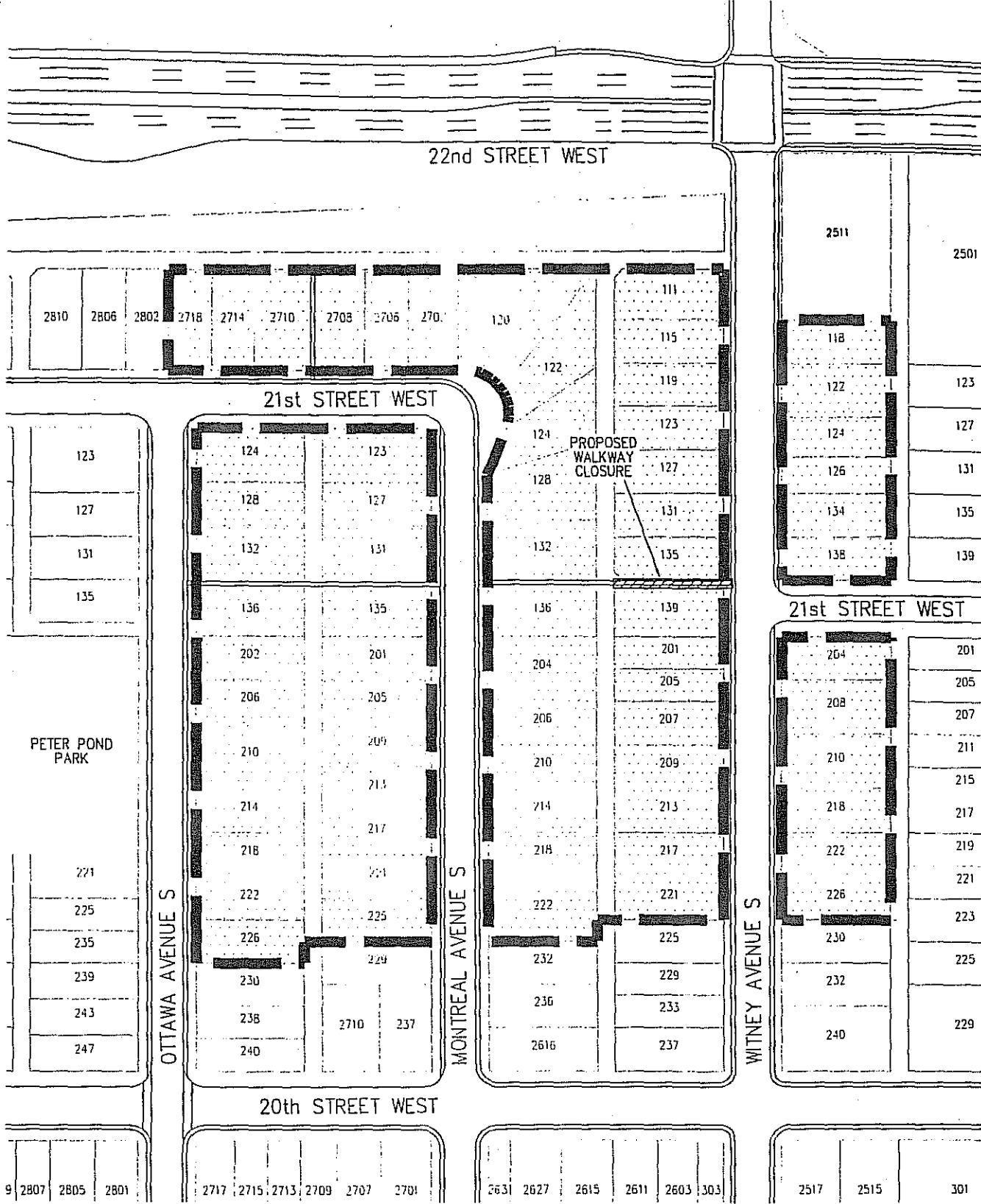
In attendance were, Councillor Pat Lorje; Police Inspector Shelley Ballard; Infrastructure Services, Tom Der, Traffic Management Engineer; Shirley Matt, Safety Engineer; Gord Hundbey, Right-of-Way Engineer ; Leslie Logie-Sigfusson, Traffic Operations Technologist and nine residents from the neighbourhood.

On October 21, 2010, a public meeting was held at W.P. Bates School to discuss the proposed closure of the walkway adjacent to 135 – 139 Witney Avenue South. Councillor Pat Lorje welcomed the residents and explaining the Councillors role in walkway closures. Shirley Matt used a power point presentation to explain the process for walkway closure. Tome Der opened up the floor for public discussion from the residents. The discussion began with an explanation of the walkway closure process followed by an open discussion of the concerns in regard to the walkway. Many of those who attended the meeting thought the illegal activity, which includes theft, break and enters, and vandalism were a major concern. The City Police were in attendance to discuss the reported crime rate. There were 46 reported incidents in the neighbourhood, of which 11 were medical related, 6 false alarms, 17 nuisance disturbance and 10 related to the walkway. A response from the audience suggested that the activity was due from people who do not live in this area.

Another concern was the lack of walkway maintenance from the City crews. A new Maintenance Policy, offered as a hand out, has been approved for the City Public Works Department to increase the maintenance times in walkways. Many neighbours made comments of the activities they had witnessed in the walkway.

A comment was made that the walkway is used by pedestrians to go the shopping centre on 22nd Street.

It was noted that the majority of residents attending the meeting were in favour of closing the walkway.



PLAN DESCRIPTION/REVISIONS	
4	
3	
2	
1	
DRAWN BY <u>JMR</u>	
DATE <u>2010-SEP-21</u>	
SCALE : HOR. <u>1:500</u> VERT. _____	



CATCHMENT AREA
CLOSURE OF WALKWAY BETWEEN
WITNEY AVE S AND MONTREAL AVE S

APPROVED	
GENERAL MANAGER	<u>Anjali Baidineer</u>
ENGINEER	<u>Smart</u>
ENGINEER	
PLAN NO.	240-0016-006r001



Public Notice

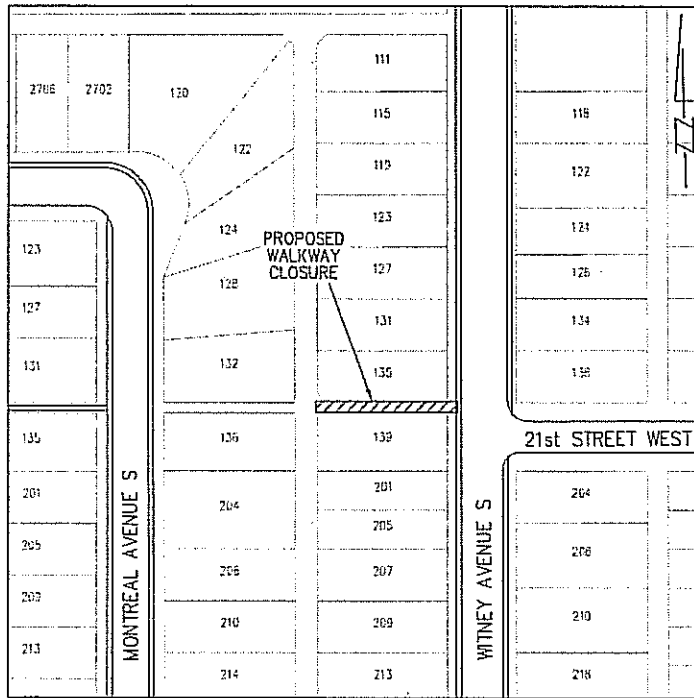


PROPOSED WALKWAY CLOSURE – 135-139 WITNEY AVENUE SOUTH

In accordance with the City Council Policy Number C07-017 Walkway Evaluation and Closure, City Council will consider and vote on a proposal from Infrastructure Services to close the walkway adjacent to 135-139 Witney Avenue South. The closure will restrict all pedestrian movement.

Should this closure be approved by City Council, the walkway will be sold and consolidated with the adjacent properties.

Notices have been sent to parties affected by this closure.



INFORMATION – Questions regarding the proposal may be directed to the following:

Infrastructure Services Department, Transportation Branch
Phone: 975-2464 (Leslie Logie-Sigfusson)



Public Meetings

City Council will hear all submissions on the proposed closure and all persons who are present at the City Council meeting and wish to speak on Wednesday, August 17, 2011, at 6:00 p.m. in City Council Chambers, City Hall, Saskatoon, Saskatchewan.

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

All written submissions received by the City Clerk by 10:00 a.m. on Wednesday, August 17, 2011, will be forwarded to City Council.

ATTACHMENT 1
4c)

BYLAW NO. 8955

The Street Closing Bylaw, 2011 (No. 8)

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as The Street Closing Bylaw, 2011 (No. 8).

Purpose

2. The purpose of this Bylaw is to close a portion of Range Road 3045 between Keedwell Street and Agra Road, Saskatoon, Saskatchewan.

Closure of Portion of Range Road 3045

3. All that portion of Range Road 3045 between Keedwell Street and Agra Road, Saskatoon, Saskatchewan, more particularly described as all that portion of the road allowance west of NW 08 Township 37 Range 4 West 3 Meridian, and all that portion of the road allowance west of SW 08 Township 37 Range 4 West 3 Meridian, and all that portion of the road allowance west of NW 05 Township 37 Range 4 West 3 Meridian, and all that portion of the road allowance west of SW 05 Township 37 Range 4 West 3 Meridian, and all that portion of the road allowance west of NW 32 Township 36 Range 4 West 3 Meridian and north of Parcel B Plan 102006425 shown on a Plan of Proposed Subdivision by Murray Marien, S.L.S. dated June, 2011, and attached as Schedule "A" to this Bylaw, is closed.

Coming into Force

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

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

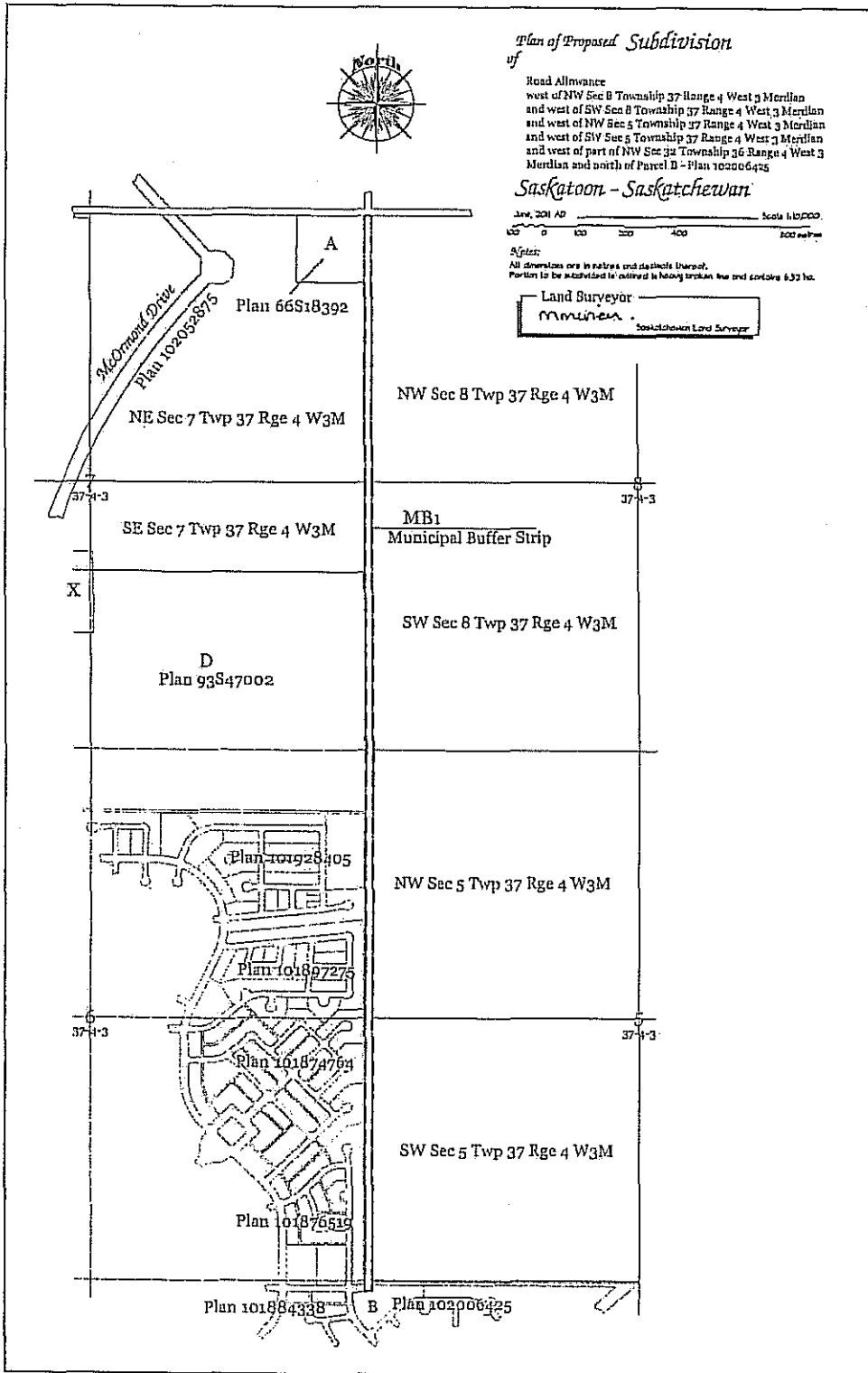
Read a second time this _____ day of _____, 2011.

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

Mayor

City Clerk

Schedule "A"





ROAD CLOSURE AREA

TOWNSHIP ROAD #374



PLAN DESCRIPTION/REVISIONS	
4	
3	
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1	
DRAWN BY <u>JMR</u>	
DATE <u>2011-JUL-28</u>	
SCALE : HOR. <u>NTS</u> VERT. _____	



City of Saskatoon
 Infrastructure Services Department

PROPOSED DETOUR ROUTES
 FOR CLOSURE OF RANGE ROAD #3045
 BETWEEN KEEDWELL ST & AGRA ROAD

APPROVED	
GENERAL MANAGER	
ENGINEER	
ENGINEER	
PLAN NO. 126-0083-001r001	



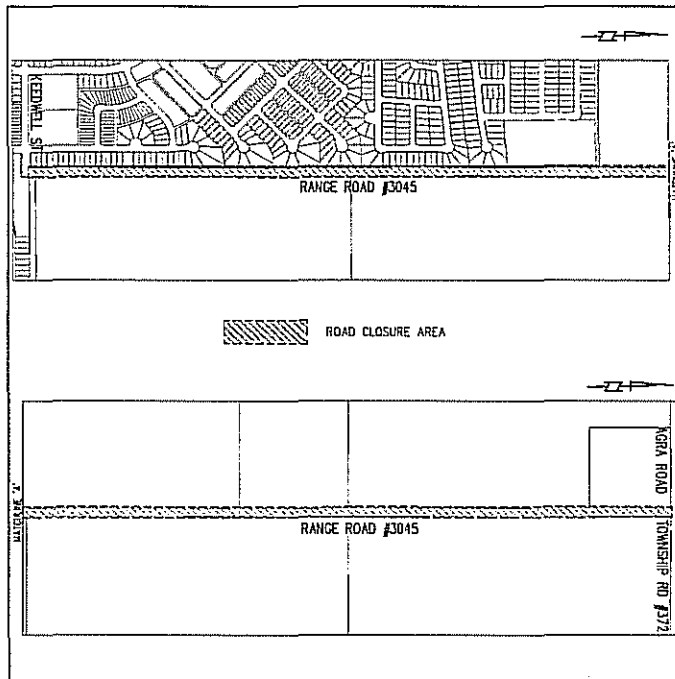
Public Notice



PERMANENT CLOSURE: EVERGREEN NEIGHBOURHOOD DEVELOPMENT PROPOSED CLOSURE OF RANGE ROAD 3045 BETWEEN KEEDWELL STREET TO AGRA ROAD

A request has been made by the Land Branch, Community Services Department to close Range Road 3045 between Keedwell Street to Agra Road. The closure is required to relocate a 138 kV SaskPower power line that is currently located west of Range Road 3045. The power line relocation is required to allow for further development of the Evergreen Neighbourhood.

Notices have been sent to parties affected by this closure.



INFORMATION – Questions regarding the proposal may be directed to the following:

Infrastructure Services Department, Transportation Branch)
Phone: 975-3145 (Shirley Matt, P.Eng)



Public Meetings

City Council will hear all submissions on the proposed closure and all persons who are present at the City Council meeting and wish to speak on Wednesday, August 17, 2011, at 6:00 p.m. in City Council Chambers, City Hall, Saskatoon, Saskatchewan.

Written Submissions for City Council's consideration must be forwarded to:

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

All written submissions received by the City Clerk by 10:00 a.m. on Wednesday, August 17, 2011, will be forwarded to City Council.

Attachment 1

4d)

33RD STREET

PROPOSED ROAD CLOSURE

WARMAN ROAD

33RD STREET

5TH AVENUE

PROPOSED ROAD CLOSURE

WARBURTON STREET

LAURISTON STREET

1ST AVENUE

PLAN DESCRIPTION/REVISIONS	
4	
3	
2	
1	
DRAWN BY <u>JMR</u>	
DATE <u>2011-JUL-05</u>	
SCALE : HOR. <u>NTS</u> VERT. <u></u>	



City of Saskatoon
Infrastructure Services Department

PROPOSED PARTIAL ROAD CLOSURE
33RD STREET - WARMAN RD TO 5TH AVE

APPROVED	
GENERAL MANAGER	<u>Angela Cardiner</u>
ENGINEER	<u>Smart</u>
ENGINEER	
PLAN NO.	<u>240-0039-003r001</u>

The following is a copy of **Clause 10, Report No. 9-2011** of the **Planning and Operations Committee**, which was **ADOPTED** by City Council at its meeting held on **June 27, 2011**:

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

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

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

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

The City Clerk distributed copies of the following letters:

- *Sean Shaw, Saskatoon Cycles, dated June 24, 2011, requesting to speak; and*
- *Melissa Gan, We Are Many (WAM), dated June 27, 2011, requesting to speak.*
Moved by Councillor Paulsen, Seconded by Councillor Dubois,

THAT Sean Shaw and Melissa Gan be heard.

CARRIED.

Mr. Sean Shaw, President, Saskatoon Cycles, spoke in favour of the project.

Ms. Melissa Gan, We Are Many (WAM), spoke in favour of the project.

Moved by Councillor Lorje, Seconded by Councillor Paulsen,

THAT the recommendation of the Planning and Operations Committee be adopted.

CARRIED.

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Infrastructure Services Department
DATE: June 8, 2011
SUBJECT: Proposed 33rd Street Multi-Use Corridor Master Plan
FILES: CK. 6000-5 and IS. 6150-1

- RECOMMENDATION:**
- 1) that the following report be submitted to the June 27, 2011 City Council meeting, recommending that the proposed 33rd Street Multi-Use Corridor Master Plan be approved in principle;
 - 2) that the Administration report to the Budget Committee with a detailed cost estimate for future phases of the 33rd Street Multi-Use Corridor Project; and
 - 3) that the Administration proceed to Public Notice, for consideration at the July 13, 2011 City Council meeting, for the removal of the eastbound traffic lane on 33rd Street, from Warman Road to 7th Avenue.

BACKGROUND

Canadian Pacific Railway (CP) has expressed concerns with respect to the number of pedestrians and cyclists trespassing on their right-of-way. Thirty-Third Street, from SIAST Kelsey Campus to the University of Saskatchewan, is a major link that many pedestrians and cyclists use year round. Currently, there are no developed pedestrian or cycling facilities along the south side of 33rd Street from 3rd Avenue to Spadina Crescent. There is a sidewalk adjacent to 33rd Street, between Idylwyld Drive and 3rd Avenue; however, it does not accommodate cycling and the industrial nature of the adjacent land generates the considerable use of large trucks; therefore, cycling on this portion of 33rd Street is undesirable for even the most experienced rider. In addition, the intersection of Spadina Crescent and 33rd Street has no facilities linking the residential neighbourhood to the Meewasin Valley Authority (MVA) Trail.

In order to address these issues, the Administration has developed a Master Plan for the development of a major off-road corridor from the University of Saskatchewan to SIAST Kelsey Campus, on which pedestrians and cyclists will feel safe and comfortable. The overall Master Plan includes a landscaped environment and other amenities to enhance the look and feel of the area, in addition to the construction of a multi-use path on the south side of 33rd Street, between Spadina Crescent and Idylwyld Drive. This plan also includes a roundabout at the intersection of 33rd Street and Spadina Crescent and a promenade connecting the MVA trails to the pathway. The construction of the plan will occur in various phases as funding becomes available.

REPORT

Walking and cycling improve physical fitness. Investing in, and promoting the use of transportation infrastructure such as sidewalks, crosswalks, bike paths and lanes are the first steps to creating a more sustainable and healthy city.

The proposed 33rd Street Multi-Use Corridor Master Plan project consists of developing a multi-use trail along the south side of 33rd Street; improvements to crosswalks and intersections at key points; and a three metre wide pathway to allow for non-motorized users. The establishment of a direct connection to the Meewasin Valley Authority (MVA) Trail is a key element in the design.

Level of Service (LOS) defines the operating conditions on a transportation facility, such as an intersection, based on speed, travel time, delay, traffic interruptions and convenience. Each LOS is given a letter, A through F, to describe a range of operating conditions on the facility. LOS A, which represents ideal free-flow traffic conditions where drivers experience no delay and are unaffected by the manoeuvres of surrounding motorists, is ranked the highest. LOS F represents a situation where the traffic demand exceeds the capacity and where drivers experience long periods of delay. It is typically acceptable for the LOS to be as low as D in urban situations, where higher traffic volumes and higher levels of congestion are expected.

Some of the key components in the 33rd Street Multi-Use Corridor Master Plan include:

- A roundabout at the intersection of 33rd Street and Spadina Crescent (See Attachment 6) – The intersection of Spadina Crescent and 33rd Street currently operates as a three-way stop, with a right turn bay for vehicles on 33rd Street travelling eastbound and turning southbound. A traffic analysis indicated that the intersection currently operates at an LOS F during the afternoon peak period (from 4:00 p.m. to 6:00 p.m.) In evaluating the geometrics of this location for improvements to traffic flow and pedestrian and cycling movements, a roundabout was determined to be the best option for this location. The construction of the roundabout would improve the operation at this intersection to an LOS C for this same peak period. Roundabouts have benefits over standard intersections with stop signs or traffic lights because traffic is able to continue to move slowly through the intersection; and left turns in front of oncoming vehicles are not required.
- Removal of the traffic lane along 33rd Street, from Warman Road to 7th Avenue (See Attachment 3) – There are currently two lanes of traffic in both directions along 33rd Street, from Warman Road to 7th Avenue. Only one lane is used as a travel lane between 7th Avenue and Spadina Crescent. The other lane is intended for parking. In order to accommodate the multi-use pathway along 33rd Street, and to meet the minimum clearance guidelines from CP Rail, it is recommended that a traffic lane be removed from 33rd Street between Warman Road and 7th Avenue. A traffic analysis showed that the removal of the curb lane would have no impact on the LOS, which is currently at C for eastbound traffic.
- Limiting access to the west side of the CP railway bridge (See Attachment 6) – Studies show that there is significant pedestrian and cycling usage along the CP rail line. Pedestrians currently have access to the CP railway bridge on the west side of Spadina Crescent. CP Rail has expressed concerns with this trespassing, and have documented several incidents along this route where pedestrians were

nearly hit by trains. The removal of the old wooden staircase and part of the bridge access will force users to use the new staircase by the weir, which was designed to accommodate both pedestrians and cyclists. From there, they will be able to use the new linkages to cross Spadina Crescent and access the multi-use pathways.

Attachments 1 through 7 show the overall concept for the Master Plan. Construction will occur in phases as funding becomes available. The first phase consists of the construction of the multi-use pathway from 3rd Avenue to Spadina Crescent. The cost of this phase is estimated to be \$1,650,000. Amenities such as lighting and landscaping will be added in future phases of the project. Adequate funding is available within Capital Project 1137 - Bicycle Facilities for the construction of the multi-use pathway. This project is also partially funded through the Canada-Saskatchewan Provincial-Territorial Base Fund in the amount of \$1,000,000, which qualified as it will contribute to long-term economic growth, a clean environment and a strong community. Additional funding will be required to complete future phases of this project.

PUBLIC CONSULTATION

An Open House was held on June 2, 2011 at North Park Wilson School to provide the public with the opportunity to view and comment on the proposed 33rd Street Multi-Use Corridor Master Plan.. Approximately 6,000 flyers were distributed to the surrounding neighbourhoods. Approximately 50 people signed the attendance sheet; however, many others attended who did not sign in. In addition, the material was made available on the City of Saskatoon website on Thursday, June 2, 2011, for the public to submit their comments on the project.

The table below outlines the feedback received from the Public Open House and the website between June 2 and June 7, 2011, which is based on 42 written responses.

Development Component	Support / Strongly Support	Oppose / Strongly Oppose
Overall design approach	97 %	3 %
Ontario Avenue improvements	97 %	3 %
Kelsey Service Road improvements	86 %	14 %
3rd Avenue intersection improvements	93 %	7 %
Single traffic lane eastbound from 3rd Avenue to 5th Avenue	85 %	15 %
Pedestrian bulbs between 3rd Avenue and Spadina Crescent	94 %	6 %
Improvements at pedestrian tunnel	100 %	0 %
Traffic roundabout at Spadina Crescent	75 %	25 %
Promenade east of Spadina Crescent	100 %	0 %
Removal of wooden staircase and access from west side of CP Rail bridge	65 %	35 %
East bank improvements	93 %	7 %

Key stakeholders, including CP Railway, SIAST Kelsey Campus, the University of Saskatchewan and the Cycling Advisory Committee were involved in the development of the Master Plan.

The project is scheduled for review by the Crime Prevention through Environmental Design (CPTED) Committee on July 7, 2011.

ENVIRONMENTAL IMPLICATIONS

The continued expansion of the cycling and pedestrian networks throughout the city contributes to a cleaner environment.

FINANCIAL IMPACT

Development of the Master Plan and construction of the first phase of the project is estimated to cost \$1,650,000. Funding is available through the Canada-Saskatchewan Provincial-Territorial Base Fund in the amount of \$1,000,000. The remaining funds have been allocated from the Transportation Infrastructure Expansion Reserve.

Based on the Master Plan, it is estimated that future phases of the project will total \$5,100,000. The Administration will report to the Budget Committee with a funding strategy once a more detailed cost estimate is available.

PUBLIC NOTICE

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

ATTACHMENTS

1. 33rd Street Multi-use Corridor Master Plan – MP.1;
2. 33rd Street Multi-use Corridor Master Plan – MP.2;
3. 33rd Street Multi-use Corridor Master Plan – MP.3;
4. 33rd Street Multi-use Corridor Master Plan – MP.4;
5. 33rd Street Multi-use Corridor Master Plan – MP.5;
6. 33rd Street Multi-use Corridor Master Plan – MP.6; and
7. 33rd Street Multi-use Corridor Master Plan – MP.7.

Written by: Jamison Gillert
Transportation Branch

Approved by: Angela Gardiner, Manager
Transportation Branch

Approved by: “Mike Gutek”
Mike Gutek, General Manager
Infrastructure Services
Dated: “June 13, 2011”

Copy to: Murray Totland
City Manager

PO JG 33rd St Master Plan



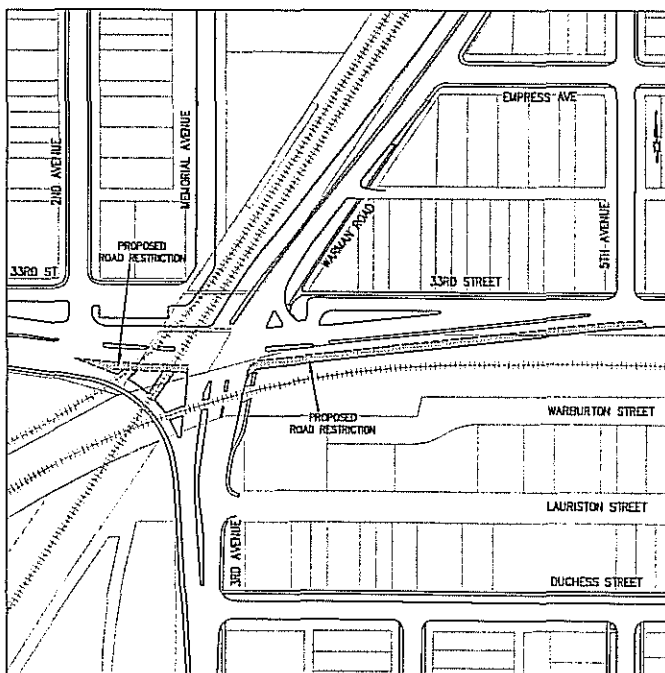
Public Notice



PROPOSED PERMANENT TRAFFIC RESTRICTION 33RD STREET BETWEEN 2ND AVENUE AND 5TH AVENUE

Permanent Traffic Restriction are required for eastbound curb lane on 33rd Street, from Warman Road to 5th Avenue and that a portion of the eastbound through traffic lane on 33rd Street, between Warman Road and 2nd Avenue. The lanes will be closed to traffic and will be constructed into a multi-use pathway used for cyclists and pedestrians. The multi-use pathway is designed to join the University of Saskatchewan to SIAST Kelsey Campus. There are currently two thru eastbound traffic lanes. The restriction will reduce one thru eastbound traffic lane.

Notices have been sent to parties affected by this closure.



INFORMATION – Questions regarding the proposal may be directed to the following:

Infrastructure Services Department, Transportation Branch
Phone: Phone 975-2642 – Don Cook



Public Meetings

City Council will hear all submissions on the proposed closure and all persons who are present at the City Council meeting and wish to speak on Wednesday, August 17, 2011, at 6:00 p.m. in City Council Chambers,

City Hall, Saskatoon, Saskatchewan.

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

All written submissions received by the City Clerk by 10:00 a.m. on Wednesday, August 17, 2011, will be forwarded to City Council.

5a)

The following is a copy of **Clause 6, Report No. 8-2011** of the **Administration and Finance Committee**, which was **DEALT WITH AS STATED** by City Council at its meeting held on **June 13, 2011**:

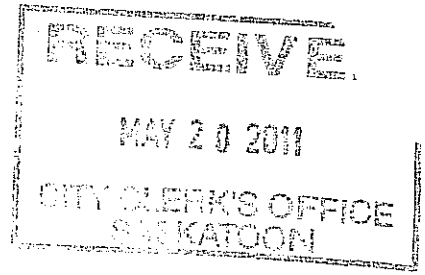
6. **Landfill Optimization**
(File No. CK. 7830-4)

- RECOMMENDATION:**
- 1) that the proposed changes in the design and operations of the Saskatoon Waste Management Facility (Spadina Landfill) be adopted as outlined in the report of the General Manager, Utility Services Department dated May 16, 2011, to protect the lifespan of the facility to forty (40) years and beyond;
 - 2) that a post-budget capital project for Landfill Optimization of \$1.45 million be funded from the Landfill Replacement Reserve based on the sufficiency plan included in the report of the General Manager, Utility Services Department dated May 16, 2011; and
 - 3) that the operating implications outlined in the report of the General Manager, Utility Services Department dated May 16, 2011, including the addition of 5.05 full-time equivalent (FTE) positions, be included in the proposed 2012 operating budget.

Your Committee has considered the attached report of the General Manager, Utility Services Department dated May 16, 2011 regarding an optimization plan for the Waste Management Facility and supports the recommendations outlined above.

IT WAS RESOLVED: that consideration of the matter be deferred to the July meeting of City Council.

7830-4



TO: Secretary, Administration and Finance Committee
FROM: General Manager, Utility Services Department
DATE: May 16, 2011
SUBJECT: Landfill Optimization
FILE NO: WT-7834-2

RECOMMENDATION: that the Administration and Finance Committee make the following recommendations to City Council:

- 1) that the proposed changes in the design and operations of the Saskatoon Waste Management Facility (Spadina Landfill) be adopted as outlined in this report to protect the lifespan of the facility to forty (40) years and beyond;
- 2) that a post-budget capital project for Landfill Optimization of \$1.45 million be funded from the Landfill Replacement Reserve based on the sufficiency plan included in this report; and
- 3) that the operating implications outlined in this report, including the addition of 5.05 full-time equivalent (FTE) positions, be included in the proposed 2012 operating budget.

BACKGROUND

City Council received a report from the Administration on Landfill Fees during its March 1, 2010 meeting, and resolved in part:

- 1) that Administration report back by December 2011, an updated capital cost forecast, reserve sufficiently and updated rate schedule if required; and,
- 2) that Administration make adjustments to the timing of projects funded from the Landfill Replacement Reserve to ensure that the reserve remains in a positive position and submit a report to the Administration and Finance Committee outlining any required changes.

Current landfilling practices at the Saskatoon Regional Waste Management Centre (Spadina Landfill), may mean the remaining lifespan of the facility is between ten (10) and fifteen (15) years. The Environmental Services Branch has been working for the last year with a consultant to develop an optimization plan for the facility.

REPORT

The goals of landfill optimization are:

- to expand the expected life of the landfill to forty (40) years or more;
- to ensure operations comply with (or exceed) environmental protection regulatory requirements;
- to ensure the facility minimizes safety risk, litter, and nuisance pests and odours; and,
- to support good customer service.

XCG Consultants Ltd. was contracted in January 2010 following a public Request For Proposals issued in December of 2009. A Design and Operations report, *Saskatoon Waste Management Centre – Integrated Landfill Management Plan*, has been prepared in accordance with the Permit to Operate a Waste Disposal Ground PO-04-374 issued by the Saskatchewan Ministry of Environment. The proposed design and operational changes meet the goals of landfill optimization. The design also accommodates the development of the Green Energy Park, including construction of a wind turbine and landfill gas collection system. An Executive Summary of the *Saskatoon Waste Management Centre – Integrated Landfill Management Plan* is provided in Attachment 1, and a copy of the full document is available for viewing on the City of Saskatoon's website (www.saskatoon.ca, click on "c" for City Council and look under Reports and Publications).

The proposed changes in the design and operations of the Saskatoon Waste Management Facility are included in Attachment 2. Highlights include:

- Significantly increasing compaction efforts when placing waste.
- Increasing side slopes from 4:1 to 3:1. Steeper side-slopes result in significantly more usable airspace.
- Improving daily covering practices.
- Reclaiming inefficiently filled areas.
- Expanding waste cells where possible.
- Maximizing landfill height.
- Minimizing leachate.
- Minimizing safety risks, litter, nuisance pests, and odours.
- Managing landfill gas emissions.
- Improved customer service.

If the above-noted changes can be realized, the new optimized capacity of the facility will be 10.25 million cubic meters. This means an additional 6.8 million tonnes of waste may be accepted at the facility.

The effect selected recommendations have on landfill lifespan have been studied. It is important to note the following calculations are not independent of each other, but rather are presented to illustrate the significance of the impact on the overall life of the landfill if any one of these recommendations is not adopted.

Recommendation	Risk	Effect on Lifespan
Achieve 3:1 slope	Existing equipment will only achieve 4:1 slope (at best).	Additional 4 million cubic meters of airspace or ~ 20 years
Expand waste cells	Existing reserves are facing competing pressures to fund waste diversion programs and waste cell development.	Additional 5.105 million cubic meters of airspace or ~ 26 years (based on achieving 3:1 slopes)
Reclaim inefficiently filled areas	Wind turbine is to be moved after ~20 years and lead containment cell requires a special plan.	Additional 2.933 million cubic meters or ~ 15 years (based on achieving 3:1 slopes)
Maximize opportunities for waste minimization. Waste received at the facility must remain at or below current rate of ~130,000 tonnes per year.	Waste diversion programs such as recycling, organics (composting), and construction and demolition waste re-use must grow faster than population growth.	10 to 15 years at 2% growth rate

If all recommended changes can be realized, the Saskatoon Regional Waste Management Centre can achieve a lifespan of at least 40+ years. With a concerted effort toward waste minimization, Administration is working toward extending the life of the facility indefinitely. The detailed drawings of the phased design are outlined in Attachment 3.

OPTIONS

Council may choose to continue to operate based on the recommendations of the 2001 Spadina Landfill Masterplan. This document recommended filling to achieve a 5:1 slope. The landfill would reach design capacity within 10 to 15 years.

POLICY IMPLICATIONS

The Saskatoon Regional Waste Management Centre, or Spadina Landfill, operates within a Ministry of Environment Permit To Operate. Comments on the proposed changes in design and operations have been received from the Ministry indicating this would meet the requirements of the Permit.

ENVIRONMENTAL IMPLICATIONS

The Landfill Optimization Plan will facilitate construction of a landfill gas collection system which is estimated to reduce greenhouse gas emissions by 46,800 tonnes CO₂e per year starting in 2012 and increasing to 93,600 tonnes CO₂e per year by 2030 as the system expands. This is equivalent to removing approximately 9,176 to 18,352 passenger vehicles from the road every

year. The addition of more equipment and extended operating hours will have a slight moderating effect on the above-noted emissions reductions.

Improvements to daily cover practices and better management of the types of waste accepted at the landfill will reduce the amount and the concentration of leachate that is generated at the site thereby reducing the potential for negative impacts to groundwater and the nearby South Saskatchewan River. Improved daily cover practices will also reduce nuisances such as litter, odours and vectors.

Improvements to drainage ditches and storm water ponds will reduce the potential for impact on surface water.

Notably, by optimizing the life of the existing landfill, impacts to land and water will be limited to the existing site as opposed to disturbing a new location for development of a new landfill.

FINANCIAL IMPLICATIONS

Landfill optimization is expected to generate both capital and operating cost impacts.

Capital Cost Estimate

Design Stage	Estimated Cost	Time-frame
Optimize Operations	\$ 800,000	2011
Stage A: Cell H Expansion	6,000,000	2012
Stage B: West Side Closure	2,500,000	2013
Stage C: Expand Stormwater Management System	700,000	2016
Stage D: Eastern Lateral Expansion	6,000,000	2020
Stage E: Expand Leachate Collection System	4,000,000	2022
Stage F thru I: Install Incremental Final Cover Systems	4,000,000	Not yet projected
Stage J: Cell Closure	7,500,000	Not yet projected
Stage K: Expand Leachate Collection and Monitoring	600,000	Not yet projected
Stage L: Cell Closure	12,500,000	Not yet projected
Final Contouring	10,000,000	Not yet projected
TOTAL Capital Cost Estimate	\$54,600,000	

A ten-year projection for the Landfill Replacement Reserve, the source of funds for landfill optimization, has been developed (Attachment 4). This projection anticipates funding for all design stages to 2022 based on the following proposed landfill tipping fee and capital allocation rate schedule:

Year	Tipping Fee	Allocation to Capital Projects
2011	\$65	\$33
2012	\$85	\$45
2013	\$90	\$50
2014	\$100	\$60
2015	\$100	\$60
2016	\$105	\$60
2017	\$105	\$60
2018	\$105	\$60
2019	\$110	\$65
2020	\$110	\$65
2021	\$110	\$65

Tipping fees have been previously approved for 2011, 2012, and 2013, and the previously approved fees are adequate. What has changed is the allocation to capital projects. The Reserve is projected to carry a negative balance in the near term as substantial capital construction requirements to optimize the landfill are self-financed. By 2016, the Reserve will have sufficient balances to fund the remaining phases of the design and operations plan, including funding necessary waste minimization infrastructure, without creating a negative balance. To acknowledge the negative balance, the Landfill Optimization project (\$1,450,000) and the New Cell project (\$4,500,000) will be charged interest. This represents the carrying cost incurred by the City until such time as funds are available in 2016. The Landfill Optimization project is required in 2011 in order to proceed with the changes outlined in this report, and as such Administration is recommending post-budget approval of \$1.45 million for 2011.

Operating Impact

The following are the current weaknesses in operating identified through optimization planning and the respective estimated annual cost to address these challenges.

Activity	Estimated Annual Cost
Increase number of trained operators 1.6FTE Utility A Operators	\$ 91,200
Extend hours of operation/Trained supervisor for EcoCentre 2.0FTE Supervisor II 1.0FTE Landfill Attendants (2 seasonal)	167,000
Improve site stormwater management (seasonal plan)	7,300
Expanded groundwater monitoring	7,500
Traffic-flow and navigation	12,000
Improve litter collection 0.45FTE Labourer (pooled)	15,000
Program for commercial waste haulers Radio-frequency identification (RFID) tag program	4,000
TOTAL	\$304,000

Projected changes to the landfill tipping fee provide the additional revenue necessary to address these operating costs.

COMMUNICATIONS PLAN

An information open house will be held in the Montgomery neighbourhood to highlight the changes to the landfill facility operations and discuss measures to improve the environmental performance and aesthetics at each phase of the optimization plan. Information about the optimization will also be posted to the Environmental Services Branch web-page.

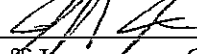
PUBLIC NOTICE

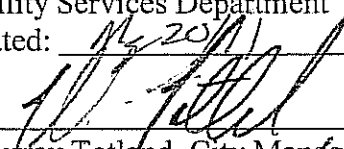
Public notice pursuant to Section 3 of Policy C01-021, Public Notice Policy, is not required.

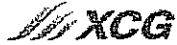
ATTACHMENTS

1. Executive Summary of the Integrated Landfill Management Plan
2. Summary of the proposed changes in the design and operations of the Saskatoon Waste Management Facility
3. Phased Design Concept Drawings
4. Landfill Replacement Reserve Sufficiency

Written by: Brenda Wallace, Manager, Environmental Services Branch

Approved by: 
 Jeff Jorgenson, General Manager
 Utility Services Department
 Dated: May 20/11

Approved by: 
 Murray Totland, City Manager
 Dated: May 20/11



ES 1. EXECUTIVE SUMMARY

This Integrated Landfill Management Plan (Plan) has been prepared in accordance with the design, performance, and operational requirements of the Permit for the Saskatoon Waste Management Centre (Site), and in general accordance with relevant Saskatchewan Ministry of Environment (MOE) [formerly Saskatchewan Environment and Resource Management (SERM)] acts, regulations, and guidance documents. This document was developed based on an integrated development strategy which incorporates surface water, leachate, and landfill gas management controls into the landfill development plan to mitigate landfill derived impacts.

Key objectives incorporated into this document include the following:

- Updated fill plan that optimizes available landfill airspace, while allowing for the installation of a wind turbine on the landfill;
- Updated fill plan that addresses the need to reduce leachate generation and optimize surface water controls;
- Updated final development contours which address potential future differential settlement of the landfill;
- Reduce long-term environmental impacts associated with the landfill area;
- Update and revise the environmental monitoring program; and
- Provide a conceptual design for the expansion of the landfill gas collection system to reduce greenhouse gas emissions and nuisance odours.

The resultant Plan is a comprehensive and integrated design document which addresses all of the aforementioned objectives. The Plan includes a detailed development strategy for the existing landfill, providing approximately 10,250,000 cubic metres of airspace. Based upon population growth projections, future diversion initiatives, increased landfill side slopes, site expansion and development plans, and fill rate assumptions presented herein, it is estimated that the Site will reach design capacity in 2062.

The following chart highlights the proposed changes in the design and operations of the Saskatoon Waste Management Facility:

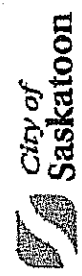
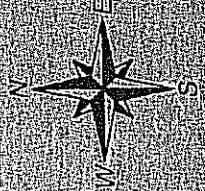
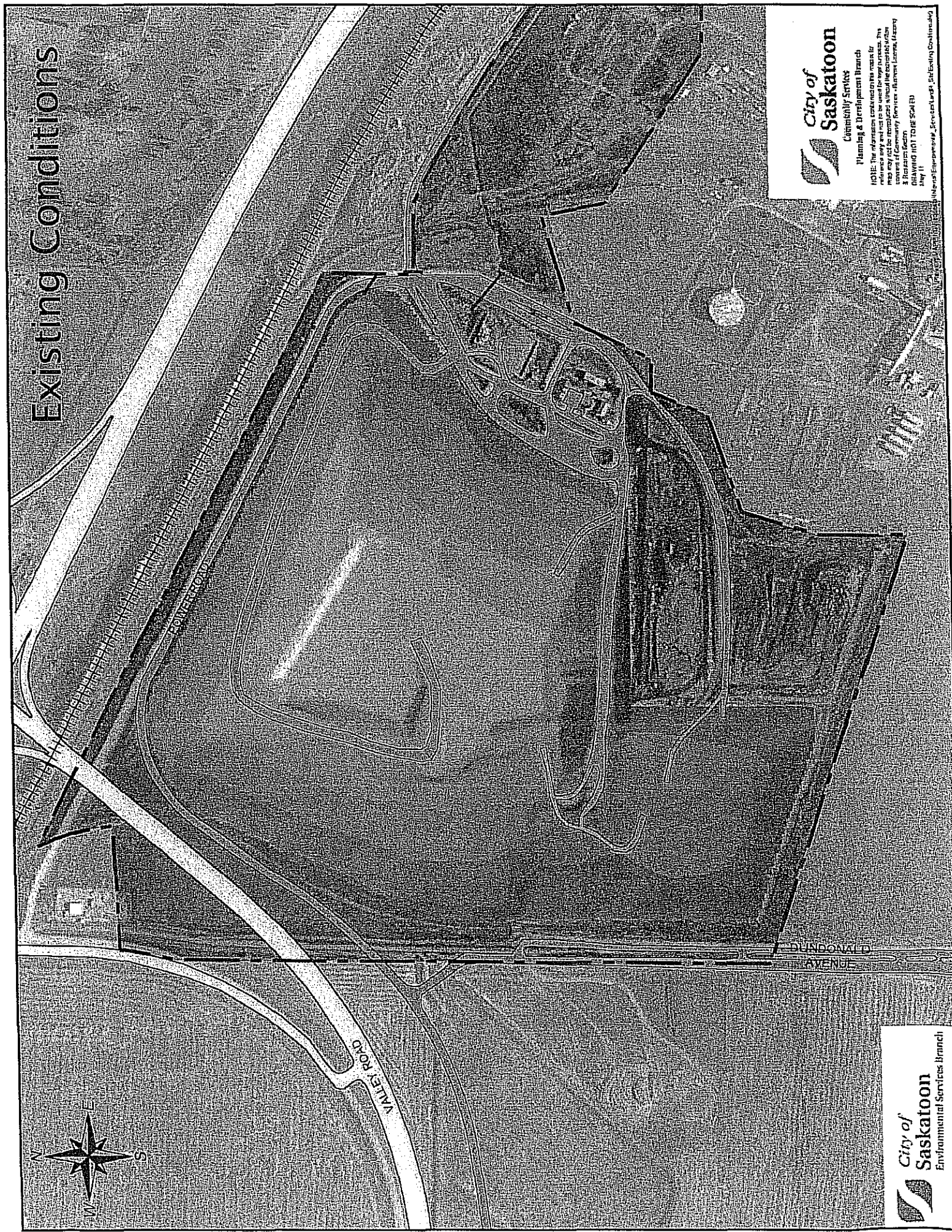
Optimization Practice	Current Practice	Changes Required
Maximize compaction of waste to an apparent density of at least 0.67 tonnes per cubic meter.	Compaction performance varies across the site due to equipment issues and current backlogs of compaction work that require a 'catch-up' approach.	<ul style="list-style-type: none"> • Acquire new, reliable equipment specific to waste handling (i.e. use dozers with waste-kits instead of loaders) to push waste to specific areas on the mound/slope. • Install GPS into compaction equipment to indicate real-time density to the operators. • Increase the number of trained operators to ensure continuous compaction with trash compactor(s). • Approach waste-lifts horizontally instead of vertically.
Increase slopes on outer edges of facility to 3:1.	Slopes currently graded to 5:1.	<ul style="list-style-type: none"> • Use dozers and loaders to push waste to specific areas on the mound/slope. • Approach waste-lifts horizontally instead of vertically.
Achieve waste-to-daily-cover ratio of 4:1 by volume.	Daily cover ratios vary across site. Daily covering of waste has been problematic due to resourcing issues (i.e. equipment down-time and staffing shortages). Often high volumes of soil are required due to poor compaction. A capital project has been established to develop an efficient and effective daily cover system.	<ul style="list-style-type: none"> • Increase the number of trained operators and extend hours of operation to ensure daily covering of waste. • Develop plan to ensure access to daily cover soil or an alternative daily cover (ADC) system such as tarps.
Reclaim inefficiently filled areas.	A lead cell has been created such that further filling cannot occur in one area. (This area equates to 585,000 m ³ of lost airspace or ~3 years of filling.) The wind turbine is proposed for an area where future filling would be possible.	<ul style="list-style-type: none"> • Remove the lead material or develop a specialized fill plan for this area. • Remove the wind turbine after ~20 years. • Return to previously "finished" areas on outer slopes.
Expand waste cells where possible.	Expansion areas have been identified.	<ul style="list-style-type: none"> • Expand Cell H in 2012. • Create an Eastern Lateral expansion in ~2020. • Negotiate acquisitions of Parcels W & Z from SaskPower.
Maximize the height of the landfill mound.	The current elevation is 520 meters. The base elevation is 485 meters.	<ul style="list-style-type: none"> • Maximize waste elevation to Nav Canada approval of 567 meters above sea level.

ATTACHMENT 2

<p>Minimize generation of leachate, the liquid which has percolated through or drained from waste.</p>	<p>The estimated volume of leachate generated under current conditions is 11.7 million litres every year. Poor daily covering practices contribute to leachate generation.</p>	<ul style="list-style-type: none"> • Reduce the size of the open face. • Practice strict daily covering of waste. • Develop a site stormwater management plan. • Continue collection of leachate from Cell H, and north interceptor trench. • Continue construction of south interceptor wells. • Ensure all future expansions include a cell liner and leachate collection system. • Repair leachate seeps or outbreaks as they occur. • Continue groundwater monitoring program.
<p>Manage landfill gas emissions, an odourous, flammable, gas typically comprised of ~60% methane, ~40% carbon dioxide (CO₂), and trace amounts of hydrogen-sulfide (H₂S), carbon monoxide, and volatile organic compounds (VOCs).</p>	<p>Current emissions are 95,000 tonnes of carbon dioxide equivalents CO₂e each year.</p>	<ul style="list-style-type: none"> • Install 8 landfill gas monitoring probes around site perimeter. • Sample quarterly to ensure subsurface migration does not pose a hazard to the surrounding environment. • Install LFG collection system (in conjunction with SL&P) to generate electricity or destroy methane by flaring.
<p>Minimize safety risks.</p>	<p>City and commercial waste haulers and members of the general public all access the working face where large heavy operating equipment, sharps (needles), and potential contact with leachate or landfill gas exist. Traffic congestion occurs regularly and there are few site navigation aides.</p>	<ul style="list-style-type: none"> • Minimize general public access to working face and improve transfer station(s). • Use site staff to manage working face access by City and commercial haulers. • Develop a traffic-flow management plan and navigational signage. Hire seasonal staff to manage peak seasons. • Segregate City and commercial waste traffic from general public as much as possible (i.e. develop a radio-frequency identification program, develop separate traffic-flow patterns where feasible). • Provide landfill gas monitoring equipment at key on-site locations. • Develop and maintain a site stormwater management system.

Minimize litter.	A large working face is maintained due to resourcing issues (i.e. equipment down-time and staffing shortages). Daily covering of waste does not meet industry standards or Ministry permit requirements. Litter fencing is being upgraded. Some litter collection occurs on a seasonal basis.	<ul style="list-style-type: none"> • Maintain a small working face. • Maintain litter fencing and install landscaping shelter belts. • Increase the frequency of litter collection by increasing staffing for this function. • Improve daily cover practices.
Minimize nuisance pests and odours.	Odours, gulls, and flies are a persistent issue.	<ul style="list-style-type: none"> • Maintain a small working face and practice strict daily covering of waste.
Maximize opportunities for waste minimization.	Recycling and re-use initiatives are not directly linked to the operations of the Saskatoon Waste Management Centre. Plans for a Recovery Park are under development.	<ul style="list-style-type: none"> • Develop a new facility entrance that provides options for material recycling and storage for re-use in other applications (i.e. construction waste, asphalt shingles, concrete, etc.)
Manage the type of waste accepted into facility to ensure environmental protection.	A waste-oil recovery centre operates at the facility. Often other materials contaminate the oil.	<ul style="list-style-type: none"> • Develop a managed household hazardous waste transfer station in conjunction with the Saskatchewan Association for Resource Recovery (SARRC) EcoCentre.
Provide good customer service so as to achieve a high level of compliance with site management requirements.	Operating conditions at the facility challenge the ability to provide efficient access into and out of the facility.	<ul style="list-style-type: none"> • Develop a traffic-flow management plan and navigational signage. Hire seasonal staff to manage peak seasons. • Segregate City and commercial waste traffic from general public as much as possible (i.e. develop a radio-frequency identification program, develop separate traffic-flow patterns where feasible). • Minimize general public access to working face and improve transfer station(s). • Develop pro-active communications materials to educate site users. • Build the capacity of site staff with customer service training. • Expand the hours of operation to maximize the potential to separate City and waste haulers from general traffic.

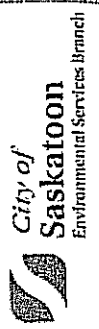
Existing Conditions



City of Saskatoon
 Community Services
 Planning & Development Branch

NOTE: The information contained on this map is for reference only and not for use in legal proceedings. The map is the property of the City of Saskatoon and is loaned to the user. It is to be returned to the City of Saskatoon, Planning & Development Branch, 1000-10th Avenue, Saskatoon, Saskatchewan, S7N 3A5.

DRAWING NOT TO BE SCALED
 May 11



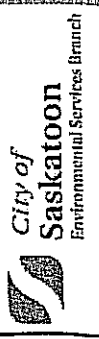
City of Saskatoon
 Environmental Services Branch

West Side Fill & Cell-H Expansion



City of Saskatoon
Community Services
Planning & Development Branch

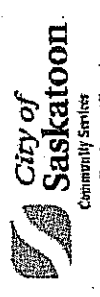
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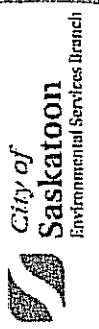
City of Saskatoon
Environmental Services Branch

City of Saskatoon
Environmental Services Branch
Saskatoon, Saskatchewan
S4N 1A1
Tel: (306) 975-5000
Fax: (306) 975-5001
www.saskatoon.ca

Eastern Expansion - A



Community Services
Planning & Development Branch
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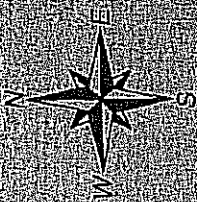


Eastern Expansion - B



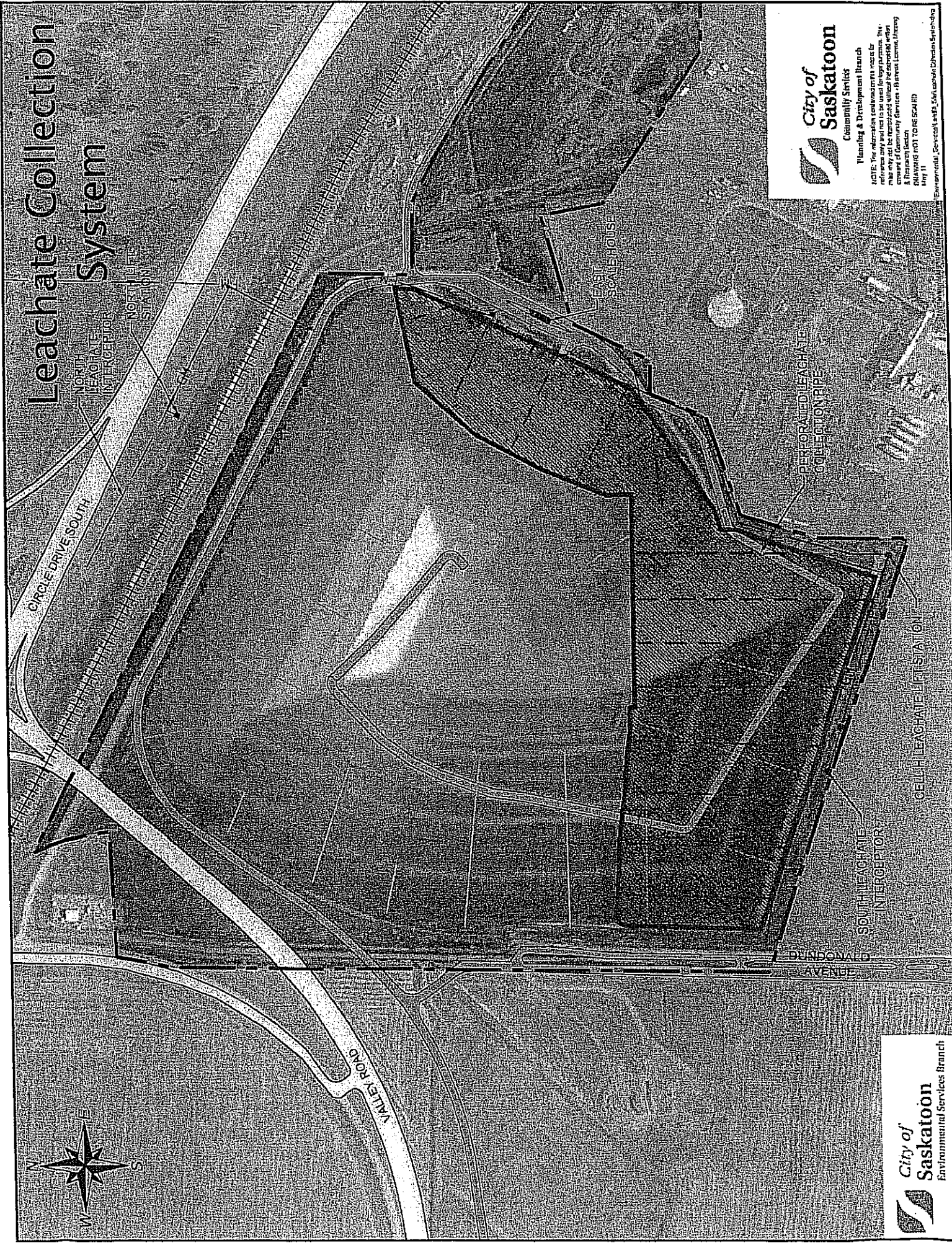
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Planning & Development Branch
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City of Saskatoon
A Division of the City of Saskatoon
01/20/2010 10:10 AM (P)

Environmental Services and Planning Branch



City of Saskatoon
Environmental Services Branch

Leachate Collection System



PERFORATED LEACHATE COLLECTION PIPE

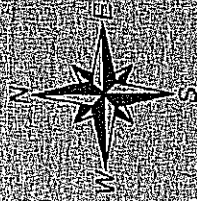
SOUTH LEACHATE INTERCEPTOR

CELL LEACHATE LIFT STATION

DUNDONAVEN AVENUE

SCALES HOUSE

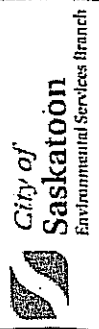
VALLEY ROAD



City of Saskatoon
Community Services

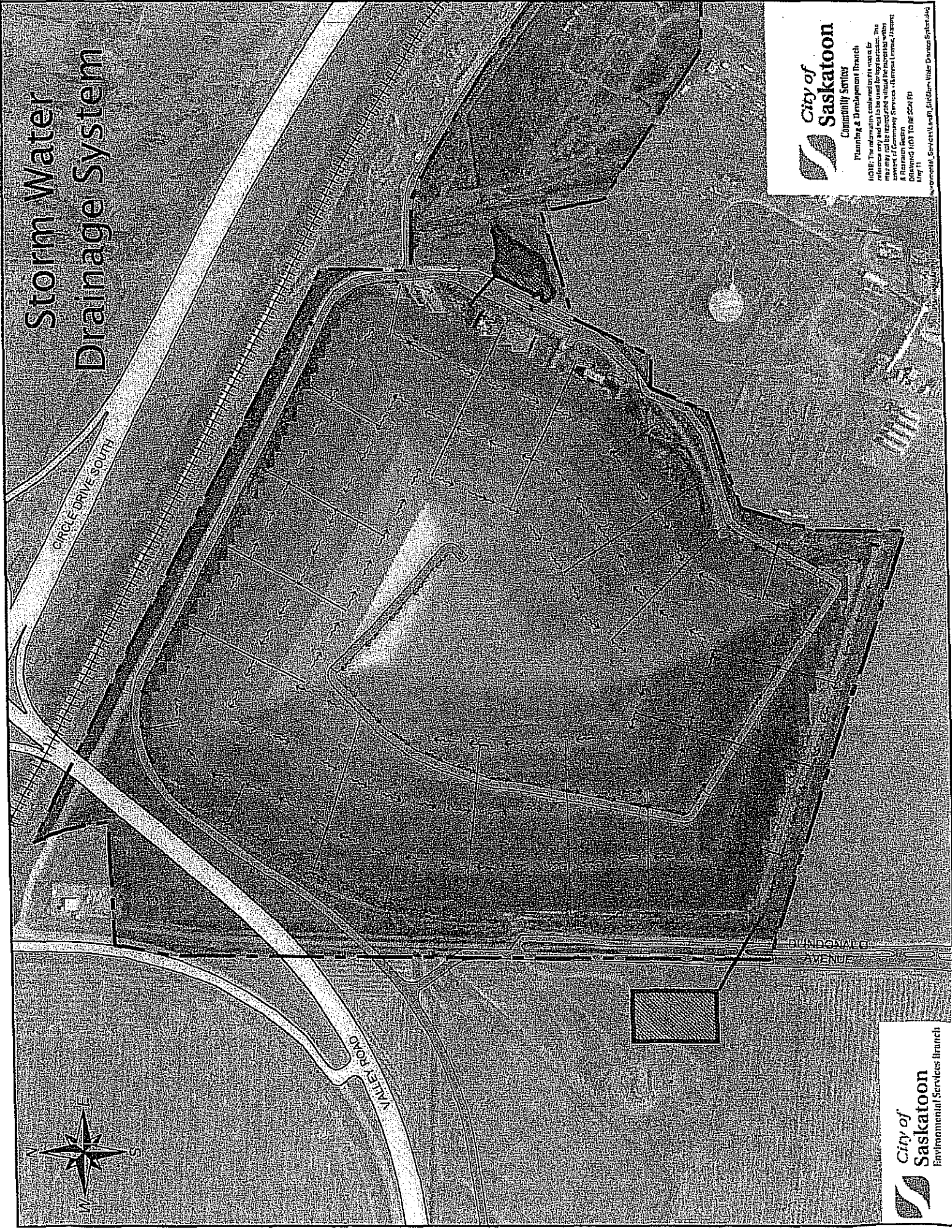
Planning & Development Branch
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May 11

Environmental Services Branch, Environmental Services Branch



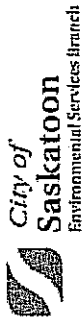
City of Saskatoon
Environmental Services Branch

Storm Water Drainage System



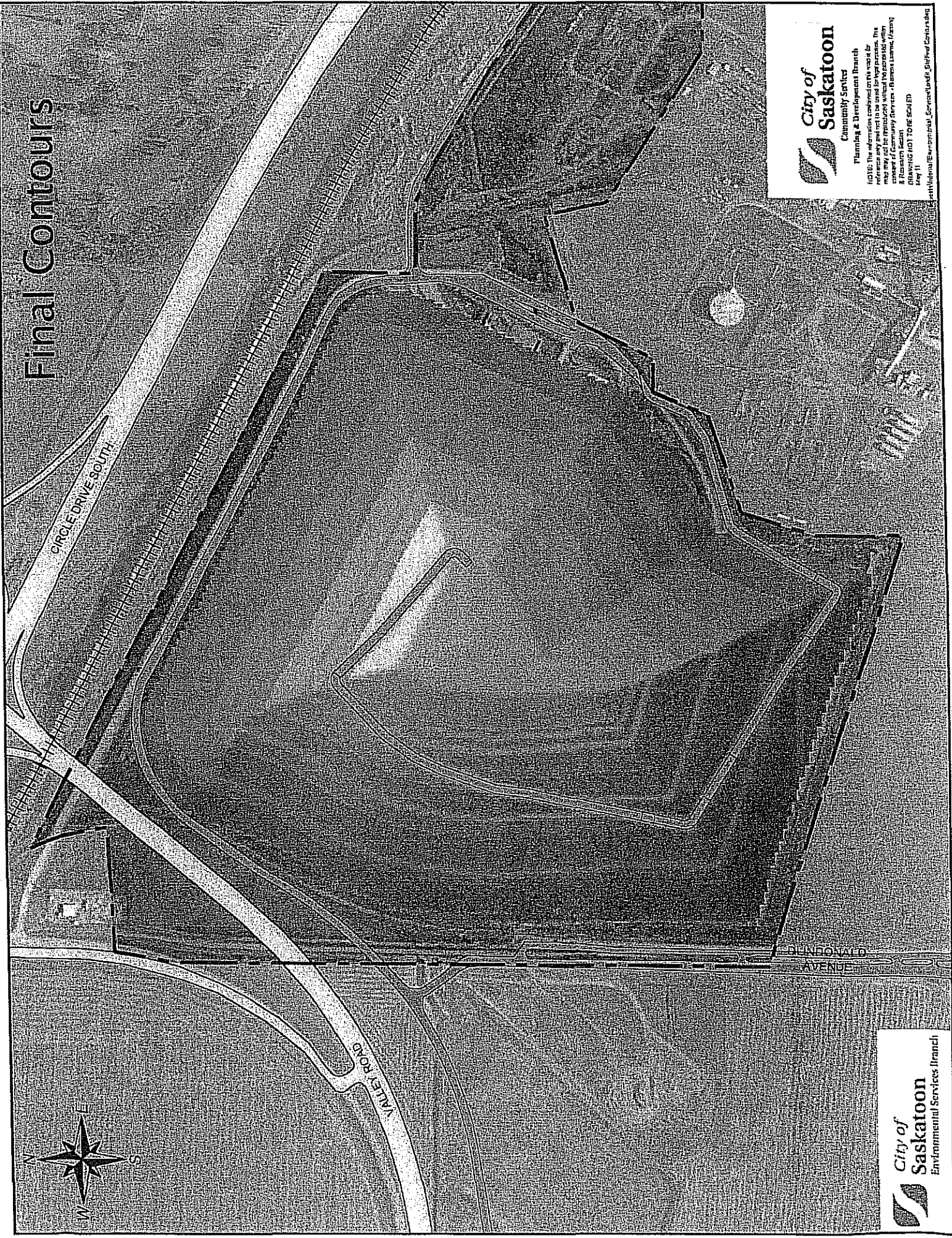
City of Saskatoon
Community Services

Planning & Development Branch
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DRAWING NO: 101 TO BE CSA PD
May 11

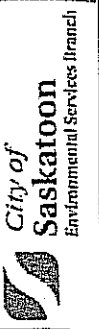


City of Saskatoon
Environmental Services Branch

Final Contours



Community Services
Planning & Development Branch
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DRAWING NOT TO BE SCALED
May 11, 2011



Attachment 4: Landfill Replacement Reserve Sufficiency

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	NOTES
Opening Balance (\$000's)	32	(1,128)	(5,903)	(4,834)	(640)	2,780	4,728	1,885	5,330	9,291	7,002	10,337	
REVENUE													
Contributions from Operating	\$ 410	\$ 410	\$ 410	\$ 410	\$ 410	\$ 410	\$ 410	\$ 410	\$ 410	\$ 410	\$ 410	\$ 410	
Tippling Fee Revenues													
Tippling Fee Rate	\$ 65	\$ 85	\$ 90	\$ 100	\$ 100	\$ 105	\$ 105	\$ 105	\$ 110	\$ 110	\$ 110	\$ 110	rate confirmed to 2013
Portion of Tippling Fee Maintained for Capital Projects	\$ 33	\$ 45	\$ 50	\$ 60	\$ 60	\$ 60	\$ 60	\$ 60	\$ 65	\$ 65	\$ 65	\$ 65	
Anticipated Waste Tonnes Handled	70,000	67,000	65,000	60,000	55,000	50,000	45,000	45,000	45,000	45,000	45,000	45,000	waste generated anticipated to reduce over time
Anticipated Revenue (\$000's)	\$ 2,310	\$ 3,015	\$ 3,250	\$ 3,600	\$ 3,300	\$ 3,000	\$ 2,700	\$ 2,700	\$ 2,925	\$ 2,925	\$ 2,925	\$ 2,925	
Repayment of Green Energy Park Interim Financing		\$ 258	\$ 384	\$ 410	\$ 438	\$ 647	\$ 585	\$ 626	\$ 626				
TOTAL REVENUE	\$ 2,720	\$ 3,425	\$ 3,919	\$ 4,394	\$ 4,120	\$ 3,048	\$ 3,657	\$ 3,695	\$ 3,951	\$ 3,951	\$ 3,335	\$ 3,335	
EXPENDITURES													
Committed Project Funding													
P1482 Recycling Depots													maintain an ongoing depot program
P2050 Construction & Demolition Waste Management Centre	\$ 100	\$ 1,500											2011 - design/site assessment; 2012 - construct
P2184 Waste Characterization Study													research to determine waste trends
P2186 Waste Management Strategic Plan													2011 - waste benchmarking & recycling program development; 2012 - recycling prog dev
P2187 Pilot Composting Depots	\$ 300												2011 - organics program development; 2012 - organics program expansion
P2187 Permanent Composting Depots													lead cell closure
P876 Landfill Cell Closures													continued construction of south leachate collection system
P876 Landfill Leachate Collection System South													Cell H expansion (design)
P876 Landfill New Cell	\$ 500	\$ 1,000											construct landfill equipment shed
P876 Landfill Equipment Sheds Upgrade/Replace	\$ 300												ongoing site improvements (transfer station improvements)
P876 Landfill Phase III Upgrades	\$ 150	\$ 100											ash removal Circle Drive South
P876 Ash Removal/Site Remediation	\$ 280												complete landfill optimization study
P876 Landfill Filling Plan	\$ -												develop efficient daily cover system
P876 Landfill Daily Cover System													
P2306 Wind Turbine	\$ 600												
Anticipated Future Project Requirements													
P1482 Recycling Depots					\$ 200		\$ 250		\$ 250				
P2050 Construction & Demolition Waste Management Centre				\$ 50	\$ 700	\$ 300							
P2184 Waste Characterization Study													
P2186 Waste Management Strategic Plan													
P2187 Pilot Composting Depots	\$ 350	\$ 350	\$ 150										2012 thru 2013 - pilot site operations; 2014 - pilot site closure costs
P2187 Permanent Composting Depots							\$ 6,500						2017 - organics program expansion
P876 Landfill Cell Closures	\$ 750												lead cell closure (anticipated additional testing required)
P876 Landfill Leachate Collection System South													
P876 Landfill New Cell	\$ 4,500												Cell H expansion (construct)
P876 Landfill Equipment Sheds Upgrade/Replace													
P876 Landfill Phase III Upgrades													
P876 Ash Removal/Site Remediation					\$ 700								2011 - ash removal Circle Drive South; 2016 - remediate parcel F
P876 Landfill Filling Plan													
P876 Landfill Daily Cover System													
NEW Landfill Optimization	\$ 1,450	\$ 2,500			\$ 700				\$ 6,000		\$ 4,000		report recommendations to 2022
TOTAL EXPENDITURES	\$ 3,880	\$ 6,200	\$ 2,850	\$ 200	\$ 700	\$ 1,900	\$ 6,500	\$ 250	\$ -	\$ 6,250	\$ -	\$ 4,000	
Closing Balance (\$000's)	(1,128)	(5,903)	(4,834)	(640)	2,780	4,728	1,885	5,330	9,291	7,002	10,337	9,672	

ATTACHMENT 4

His Worship the Mayor and City Council
The City of Saskatoon

ADMINISTRATIVE REPORTS

Section A – COMMUNITY SERVICES

**A1) Land-Use Applications Received by the Community Services Department
For the Period Between June 16, 2011 to June 29, 2011
(For Information Only)
(Files: CK. 4000-5, PL. 4132, PL. 4355-D and PL. 4300)**

RECOMMENDATION: that the information be received.

The following applications have been received and are being processed:

Condominium

- Application No. 1/11: 1132 College Drive (32 New Residential and one New Commercial)
Applicant: Webb Surveys for Kolisnek Developments Inc.
Legal Description: Lots 27 to 34, Block 13, Plan F5527
Lots 35 to 37, Block 36, Plan F5527
Lot 42, Block 36, Plan 101399036
Lot 44, Block 13, Plan 101933115
Lot 45, Block 13, Plan 101399104
and Lot 46, Block 13, Plan 101399069
N.W. ¼ 27-36-5 W3
Current Zoning: M2
Neighbourhood: Varsity View
Date Received: June 22, 2011

- Application No. 2/11: 419 Ludlow Street (3 New Commercial Units)
Applicant: Webb Surveys for 1010635685 Saskatchewan Ltd.
Legal Description: Bareland Condominium Unit 1, Plan 101882954
Current Zoning: M3
Neighbourhood: University Heights Suburban Centre
Date Received: June 27, 2011

Discretionary Use

- Application No. D6/11: 46 Harvard Crescent
Applicant: William and Deborah Judt
Legal Description: Part Lot 11 and all Lot 12, Block 609, Plan 66S19386
Current Zoning: R1
Proposed Use: Bed and Breakfast
Neighbourhood: College Park
Date Received: June 24, 2011

Subdivision

- Application No. 38/11: Ledingham Drive
Applicant: Webster Surveys for Boychuk Investments
Legal Description: Parcel AA, Plan 101875394
Current Zoning:
Neighbourhood: Rosewood
Date Received: June 17, 2011
- Application No. 39/11: 923 University Drive
Applicant: Webster Surveys for Patrick Wolfe
Legal Description: Lots 19, 20 and 21, Block 125, Plan G461
Current Zoning: R2
Neighbourhood: Nutana
Date Received: June 22, 2011
- Application No. 40/11: Rosewood – Phase 4
Applicant: Webster Surveys for Boychuk Investments
Legal Description: Parcel F, Plan 94S17318, and Parcel AA, Plan 101875394
Current Zoning:
Neighbourhood: Rosewood
Date Received: June 22, 2011
- Application No. 41/11: 410 Ledingham Way
Applicant: Jastek Wedgewood Homes Inc.
Legal Description: Lot 16, Block 9, Plan 102039937
Current Zoning: RMTN
Neighbourhood: Rosewood
Date Received: June 22, 2011

Subdivision

- Application No. 42/11: 111 – 269 Ashworth Crescent
Applicant: Jastek Sandpointe Homes Inc.
Legal Description: Parcel 169, Plan 102041783 and
Parcel 170, Plan 101961828
Current Zoning: RMTN
Neighbourhood: Stonebridge
Date Received: June 22, 2011

- Application No. 43/11: 105 Rossmo Road
Applicant: Larson Surveys Ltd.
Legal Description: Lot 2, Block 176, Plan 82S26860
Current Zoning: R2
Neighbourhood: Forest Grove
Date Received: June 23, 2011

PUBLIC NOTICE

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

ATTACHMENTS

1. Plan of Proposed Condominium No. 1/11
2. Plan of Proposed Condominium No. 2/11
3. Plan of Proposed Discretionary Use No. D6/11
4. Plan of Proposed Subdivision No. 38/11
5. Plan of Proposed Subdivision No. 39/11
6. Plan of Proposed Subdivision No. 40/11
7. Plan of Proposed Subdivision No. 41/11
8. Plan of Proposed Subdivision No. 42/11
9. Plan of Proposed Subdivision No. 43/11

A2) Enquiry – Councillor Lorje (April 18, 2011)
Utility Bill Stuffer – House Numbers in Back Alleys
(Files: CK. 365-1 and PL. 365-1)

RECOMMENDATION: that the information be received.

BACKGROUND

The following enquiry was made by Councillor Lorje at the meeting of City Council held on April 18, 2011:

“Will the Administration consider the possibility of doing a utility bill stuffer promoting the installation of house numbers in the alleys as well on the front of homes. House numbers installed on both the front and back of properties have the potential for assisting the Police as well as Fire and Protective Services in the provision of safety and security services.”

In 2008, the Planning and Development Branch of the Community Services Department created a booklet titled Safe at Home for distribution. This booklet is still current and is available on the City of Saskatoon website under Community Services/Planning and Development/Neighbourhood Planning/Neighbourhood Safety. There are several Neighbourhood Safety resource materials available there. A reference to house numbers placed in laneways is on Page five of the Safe at Home booklet (see Attachment 1). This booklet was distributed to certain areas of the city as well as provided to Realtors to distribute to new home owners.

Similar recommendations have been approved by City Council in a number of Local Area Plans and Neighbourhood Safety reports. A mail drop was recently completed in Riversdale and in Sutherland (around a park) to address City Council-approved recommendations that encourage residents to add house numbers at the rear of their properties.

REPORT

A utility bill insert can be created and would reach 80,000 households. These inserts are booked with the Communications Branch, and the earliest time frame currently available is September.

OPTIONS

1. Continue to use the current neighbourhood safety resource materials to promote the installation of house numbers in the alleys of homes.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The cost of a utility bill insert is \$1,650. This includes printing, design time, and distribution.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PUBLIC NOTICE

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

ATTACHMENT

1. Page 5 of the Safe at Home booklet

Section B – CORPORATE SERVICES

B1) 2010 Financial Reports (File No. CK. 1895-3 and CS.1895-3)

RECOMMENDATION: that the attached reports be received as information.

REPORT

Attached for City Council's information, are the 2010 City of Saskatoon Audited Consolidated Financial Statements and Trust Fund Financial Statements.

The audited 2010 City of Saskatoon Financial Report has been prepared in accordance with the financial reporting recommendations of the Public Sector Accounting Board (PSAB) of the Institute of Chartered Accountants. The Audit Committee approved the audited financial statements at its meeting on July 7, 2011:

The City of Saskatoon 2010 year-end results were finalized with a surplus of \$420,000 as previously reported to City Council. This surplus will be transferred to the City's Revenue Stabilization Reserve. One major restatement was required related to the recording of the City's Tangible Capital Assets under the new accounting standard that came into effect last year. The City's Land for Resale inventory values were over-stated in 2009 due to a valuation method used in prior years that included the costs of servicing in the value. However, with the separate reporting of the City's assets such as underground water mains, sewers, roads and other infrastructure under the new accounting standard, the amounts associated with these assets that were included in the land inventory values were essentially double-counted. As a result a revised valuation method was implemented and a downward adjustment of \$53.2 million (2% of total assets) was necessary bringing the total City assets to \$2.5 billion with a restated 2009 value of \$2.1 billion.

As a result of another new auditing standard that requires the external auditors to continue to review transactions until the Audit Committee has approved and City Council has received the statements, only the attached consolidated statements are presented to Council at this time. In the past, the full Annual Report was tabled with Council as part of the approval process. This process change, which took effect with the 2010 financial year-end, requires the statements to be presented first to Council and then incorporated into the City's 2010 Annual Report. The Annual Report will be submitted to City Council in its final printed form at a later date.

In addition to the 2010 Financial Report, copies of the following reports are also attached:

2010 City of Saskatoon Public Accounts
2010 Capital Status Report
2010 Financial Reports – Superannuation Plans

The Public Accounts document is legislated by *The Cities Act* and is to be generated each year by municipalities and lists, among other things, salaries of employees and its boards and commissions over \$50,000, as well as salaries for all elected officials. Included in the salaries figure are all amounts paid related to employment including severances, overtime and any adjustments. New regulations passed by the Provincial Cabinet came into effect for the 2010 year-end whereby the salary limits were increased from \$20,000 to \$50,000 to match the Provincial Public Accounts. In addition, the requirement for reporting on travel and other re-imbursements was deleted.

The Audited Financial Statements for the Saskatoon Public Library will be submitted at a future date following approval by the Library's Board of Directors likely in September.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

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

ATTACHMENTS

1. 2010 City of Saskatoon Audited Consolidated Financial Statements.
2. 2010 City of Saskatoon Public Accounts.
3. 2010 Capital Status Report.
4. 2010 Financial Reports – Superannuation Plans.

Section C – FIRE AND PROTECTIVE SERVICES

C1) Inspection Services Agreement between Ministry of Social Services and The City of Saskatoon Home First Program (File No. CK. 3000-1)

RECOMMENDATION: that the information be received.

BACKGROUND

The City of Saskatoon, through Fire and Protective Services, currently has an Inspection Services Agreement with the Ministry of Social Services for the Home First Inspection Program. This Agreement is in place to ensure that housing and accommodations rented to families or individuals that are clients of Social Services are inspected to identify that the rental accommodation meets the basic requirements for fire and life safety prior to or just after taking possession. The Home First Inspection Agreement has been in place since September 2005 and has been renewed on an annual basis.

REPORT

The current Agreement expired on March 31, 2011, and has been renewed for the period April 1, 2011 to March 31, 2012.

The terms of the Agreement have not changed. The Ministry agrees to pay the City the same fixed fee of \$83,200.00. This fee is compensation for inspection services during the term of the Agreement, up to a maximum of 1,040 inspections, based on an average of 20 inspections per week at a cost of \$80.00 per inspection. For each inspection or required re-inspection for compliance in excess of the maximum number, the Ministry shall pay the City an additional fee of \$80.00 per inspection.

OPTIONS

There are no options.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

There are no financial implications.

Administrative Report No. 14-2011
Section C – FIRE & PROTECTIVE SERVICES
Wednesday, July 13, 2011
Page 2

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

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

ATTACHMENT

1. Agreement between the Ministry of Social Services and The City of Saskatoon for the term April 1, 2011 to March 31, 2012.

Section E – INFRASTRUCTURE SERVICES

E1) Award of Professional Consultant Services Capital Project 1135 – Field House Roof Replacement (Files: CK. 612-2 and IS. 612-11-3)

- RECOMMENDATION:**
- 1) that the proposal from ADA Architecture Inc., to provide professional consultant services for the Field House Roof Replacement, for a total cost of \$133,717.50 (including G.S.T. and P.S.T.) be approved; and
 - 2) that the City Solicitor be instructed to prepare the necessary agreement for execution by the Mayor and the City Clerk, under the corporate seal.

REPORT

Capital Project 1135 - Field House Roof Replacement includes approved funding in the amount of \$2,311,000 for the replacement of approximately 84,500 square feet of roof at the Saskatoon Field House, which includes a review of the roof structure and a proposed fall protection system.

A Request for Proposal (RFP) was prepared to commission a prime consultant; which was sent to all Saskatoon based architectural firms and roofing specialists. The selection criteria included demonstrated experience in roof renovations; references from other clients regarding similar projects; previous City of Saskatoon re-roofing experience; the schedule for the upgrade; and the professional consulting fees.

Six submissions were received from the following firms:

- ADA Architecture Inc.
- AODBT Architecture
- Concentric
- March Schaffel Architects Ltd.
- HDH Architects
- SEPW Architects

After a systematic evaluation of the proposals, the Administration rated the proposal from ADA Architecture Inc. as being superior. Construction drawings are to be completed by the end of July 2011, with construction planned to commence in September 2011.

FINANCIAL IMPLICATIONS

The net cost to the City of Saskatoon for consultant services by ADA Architecture Inc. is as follows:

Consultant Fee	\$126,000.00
G.S.T.	\$ 6,300.00
P.S.T.	\$ 1,417.50
Total Fee	\$133,717.50
Less G.S.T. Rebate	<u>(\$ 6,300.00)</u>
Net Cost to City of Saskatoon	\$127,417.50

Construction costs are estimated to be \$1,800,000.

There is sufficient funding within Capital Project 1135 – Field House Roof Replacement.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PUBLIC NOTICE

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

E2) Enquiry – Councillor M. Neault (November 30, 2009)
Nose-In Parking – Streb Crescent
(File No. CK. 6120-1)

RECOMMENDATION: that the information be received.

BACKGROUND

The following enquiry was made by Councillor M. Neault at the meeting of City Council held on November 30, 2009:

“Nose in parking at 322, 324 and 326 Streb Crescent in Parkridge - With no back lanes for backward access for parking and these homes being on the curve of the crescent, with the indent that invites nose in parking; generally I have noticed that homes located on curves of crescents are pie lots with 2 to 2 ½ lots per curve. In this case there are 3 full pie lots in the curve with the centre lot being a duplex. There is no fire hydrant or other operational or safety concern with nose in parking at this location that I am aware of. Could this be looked into.”

REPORT

Nose in parking is not permitted on any crescent within the City of Saskatoon, as it may prevent efficient garbage collection and may constrict the roadway, possibly eliminating through traffic for large emergency vehicles. Tickets are issued when Parking Enforcement is advised of a violation.

Streb Crescent is classified as a local roadway which can be expected to carry up to 1,000 vehicles per day. The current roadway and parallel parking configuration was designed in such a way that essential and safety services can be provided. Environmental Services requires sufficient right-of-way for proper placement of garbage containers adjacent to the curb, and to manoeuvre garbage trucks. Emergency services (Fire, Police and MD Ambulance) require the space to safely manoeuvre vehicles. All properties in the area, with the exception of a duplex, have off-street parking to accommodate their needs.

The Administration does not recommend any changes to the current parallel parking configuration.

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.

**E3) Appointment of Weed Inspector – 2011 - *The Noxious Weed Act*
AND
Appointment of Municipal Dutch Elm Disease Inspectors – 2011
Dutch Elm Disease Control Regulations, *The Forest Resources Management Act*
(Files: CK. 4200-8, CK. 4200-4, IS. 4200-1, IS. 4200-2 and IS. 4510-1)**

RECOMMENDATION: 1) that Mr. Jeff Boone of the Infrastructure Services Department be appointed as the City of Saskatoon's 2011 Weed Inspector and as the 2011 Municipal Dutch Elm Disease Inspector, effective immediately, to replace Mr. David McKee; and

- 2) that Mr. Jessie Stolar of the Infrastructure Services Department be appointed as the City of Saskatoon's 2011 Weed Inspector, effective immediately, to replace Ms. Charity Williams.

REPORT

Section 7, Article 1 of *The Noxious Weed Act* (Saskatchewan) requires that City Council appoint a weed inspector(s) annually; and Section 8, Article 2 of the *Forest Resources Management Act* requires that Council appoint one or more Municipal Dutch Elm Disease Inspectors annually. At its meeting held on April 18, 2011, Council considered reports of the General Manager, Infrastructure Services Department, recommending the appointments for 2011, and approved a recommendation that Mr. David McKee and Ms. Charity Williams be appointed as the 2011 Weed Inspectors, and that Mr. Geoff McLeod and Mr. David McKee be appointed as the 2011 Dutch Elm Disease Inspectors.

David McKee has accepted another position, and, therefore, is unable to carry out his appointed duties. In addition, Charity Williams has resigned. The Administration is recommending that Jeff Boone be appointed to replace David McKee as Weed Inspector and Dutch Elm Disease Inspector for 2011, and that Jessie Stolar be appointed to replace Charity Williams as Weed Inspector for 2011.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

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

- E4) Post Budget Increase**
Capital Project – 1417 - Trunk Sewers – Blairmore
Capital Project 1667 – Flood Protection
Blairmore Sanitary Sewage Force Main
(Files: CK. 7820-4 and IS. 4111-47-5)

- RECOMMENDATION:** 1) that funding for the Blairmore Sanitary Sewage Force Main project be increased from \$22,447,000 to \$24,447,000; and

- 2) that the post budget increase of \$2,000,000 be funded from the Trunk Sewer Reserve.

REPORT

Capital Projects 1417 – Trunk Sewers – Blairmore, and 1678 – Flood Protection includes funding in the amount of \$19,753,000 and \$2,694,000 respectively, for a total of \$22,447,000, for the construction of the Blairmore Sanitary Sewage Force Main. This essential project will provide sanitary trunk sewer servicing for the future Kensington neighbourhood and the future Blairmore 2 neighbourhood. It will also provide flood protection for the Confederation neighbourhood and the area west of 33rd Street. In addition, by re-routing sanitary sewage loadings from the Confederation neighbourhood, the main sewage interceptor will be relieved to allow for future downtown development.

Prior to tender of construction of the force main, the construction of a 675 millimetre diameter gravity sanitary trunk sewer to service the future Kensington 2 neighbourhood was identified. This trunk sewer will not be required for approximately five years; however, it must be installed four to eight metres deeper than the Blairmore force main, and on the same alignment. It would be extremely difficult and expensive to construct the gravity sewer after the force main; therefore, a decision was made to install it prior to the installation of the force main.

It is estimated that with the construction of the force main and gravity sanitary trunk sewer, a future odour control structure and further design engineering, survey and construction management costs, the total project costs will be \$2,000,000 higher than the \$22,447,000 originally budgeted. The Administration is, therefore, recommending a \$2,000,000 increase to be funded from the Trunk Sewer Reserve.

FINANCIAL IMPACT

There are sufficient funds within the Trunk Sewer Reserve.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

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

E5) Storm Water Utility Rate Structure
(File No. CK. 1905-2)

- RECOMMENDATION:**
- 1) that implementation of the storm sewer rate structure, outlined in the Storm Sewer Audit which was approved by Council in 2001, proceed directly to Phase III, with an implementation date of January 1, 2012;
 - 2) that a new Storm Water Utility system be created to charge property owners the storm water utility fee based on the amount of impervious area on the property, subject to minimum rates;
 - 3) that a separate utility bill and billing system be created to charge the storm water utility fee to commercial and industrial properties and to property owners without a water meter based on the amount of impervious area on the property, subject to minimum rates;
 - 4) that single detached homes pay a fixed nominal base rate of one Equivalent Runoff Unit for the storm water utility;
 - 5) that all other properties pay a storm utility rate based on the estimated amount of impervious area on their property, but not less than a rate of two Equivalent Runoff Units for the storm water utility;
 - 6) that Rate Strategy Option 1 – Re-Adjustment with Rising Cap and Rate Increases, be implemented for commercial and industrial properties;
 - 7) that a recalculation procedure be implemented with the new utility structure to allow property owners to receive fee reductions for storm water improvements such as private storage ponds, storage tanks, bio-swales, green roofs, permeable paving, rain gardens or other “soft” landscaping;
 - 8) that the storm water utility be phased in over seven years, with full implementation by January 1, 2018; thereby generating approximately \$3.1 million in additional revenue for the utility;

- 9) that the storm water utility be revenue neutral in the first year of implementation (2012); and
- 10) that the City Solicitor be requested to prepare the appropriate bylaw for consideration by City Council.

EXECUTIVE SUMMARY

The following report outlines recommendations for changes to the storm water utility structure, which currently applies a flat rate to water meter bills, to one which would charge property owners proportionately for the amount of storm water load their property imposes on the storm sewer system. With the current system, single detached homes have effectively been subsidizing large properties.

The report includes a number of rate options and the Administration's recommendations. The additional revenue the utility will generate through future rate increases will be directed towards asset preservation, adherence to future provincial environmental regulations, and projects designed to reduce the risk of surface flooding from severe storm events.

The report also outlines procedures to allow property owners with large impervious areas to request a recalculation of their property's Equivalent Runoff Unit (ERU) evaluation and to be credited for private property improvements, such as storage ponds, storage tanks, bio-swales or pervious landscaping that reduces the amount of runoff.

BACKGROUND

City Council, at its meeting held on December 17, 2007, during consideration of Clause 1, Report No. 3-2007 of the Budget Committee, considered a report of the General Manager, Infrastructure Services Department, dated November 22, 2007, and approved the recommendation that the storm water utility levy rate be increased from \$3.40 per water meter to \$4.40 per water meter, effective January 1, 2008. Council also approved the recommendation that the Administration report further on the long-term funding requirement and rate structure of the storm water utility in 2008.

As explained in the report dated November 22, 2007, a new funding model is required to more equitably distribute the cost of service over the utility's customer base. The original plan, as outlined in the Storm Sewer Audit (which was approved by Council in 2001) was to implement the storm water utility charges in three phases. Phase I (implemented on January 1, 2002) charged a fixed levy on each water service which transferred storm sewer funding from the mill

rate. Phase II was to charge a levy on parcels based on the area of each parcel. Phase III was to charge a levy on properties based on the amount of impervious (hard) surface area on the parcel.

At its meeting held on April 18, 2011, Council considered a report of the General Manager, Infrastructure Services Department, forwarding recommended changes to the storm water utility rate structure and adopted a motion that the Administration report further with detailed recommendations for a new storm water utility rate structure, including rate options, phase-in periods, implementation costs and a communications plan.

REPORT

The Storm Water Utility currently funds the operation, engineering, maintenance and small-scale capital project costs required to manage the storm sewer infrastructure throughout the city. The storm sewer infrastructure consists of the ponds, pipes, culverts, ditches, outfalls, manholes and catch basins used to collect and convey rainwater and snowmelt from streets, sidewalks and lanes, as well as from private properties, to the South Saskatchewan River. Currently, the utility does not fund a large scale asset preservation program, or any large scale capital projects designed to reduce the risk of surface flooding from severe rain storms.

The storm water utility is currently collected at \$4.40 per month (\$52.80 annually) from each of the 64,398 water meters in the city, generating annual revenues of \$3.42 million, which is approximately distributed as follows:

- \$235,000 for costs of collection and administration charges, licenses and insurance;
- \$1,500,000 to the Storm Infrastructure Reserve for capital rehabilitation works; and
- \$1,685,000 to the storm system operating programs and engineering.

Asset Preservation Requirements

The current value of the storm water system is approximately \$437,000,000. The \$1,500,000 allocated towards capital rehabilitation per year equates to 0.3% of asset value, which implies a 333 year service life per element of the storm system. This funding level translates into a service level where the overall condition of the asset will decline, the cost of maintenance will increase, and the level of service to citizens will continue to decline.

Current funding levels do not allow for system-wide evaluation methods (i.e. a comprehensive storm sewer camera program) to establish the current condition of the majority of storm sewer assets. Once an evaluation program is in place to determine the current condition of the assets, a

long-term funding strategy can be established to improve the service level. It is currently estimated that in the long term, a minimum funding level of 1.0% of the asset value, or approximately \$4.4 million annually is required to maintain the storm sewer system. Since the current utility provides \$1.5 million, there is a deficit of at least \$2.9 million in asset preservation.

Project Locations for Reducing the Risk of Surface Flooding

The Administration is recommending that an appropriate portion of additional revenue over the next five to seven years be directed to large infrastructure projects that are designed to reduce the risk of surface flooding during severe storm events. As previously outlined, the costs of maintenance, capital rehabilitation and capital improvement must be balanced. The capital improvement projects may include such upgrades as new ponds, surface diversion features, relief sewers or storm sewer lining.

A number of locations where property damage has occurred in the past during severe rain events have been identified for these projects, including but not limited to:

Confederation Park	Confederation Drive and Laurier Drive
Haultain	1 st Street and Dufferin Avenue South
Brevoort Park	Early Drive and Tucker Crescent
Westview	Selkirk Crescent and Byers Crescent
Central Business District	23rd Street East and 2nd Avenue North
Avalon	William Avenue and Cascade Street
Dundonald	Junor Avenue and Makaroff Road
Lakeview	Whiteshore Crescent
Adelaide	Ruth Street West and Munroe Avenue South

It is important to note that these projects differ from the major infrastructure projects, such as “super pipes”, that are funded from the Temporary Flood Protection Levy, which are projects designed to reduce the risk of basement flooding from sanitary sewer backups during severe rain events.

Storm Water Utility Funding Requirements

Table 1 below illustrates how the funds from the Storm Water Utility would be allocated. The first year (2012) would see a one-time \$200,000 implementation cost. For the first years of the utility increase the approximately \$3.1 million in extra funding would be directed towards capital projects designed to lower the risk of damage from surface flooding. Gradually, over seven to

eight years, less money would be allocated to these projects and more would be allocated towards asset management rehabilitation projects.

Table 1: Proposed Allocation of Storm Water Utility Funding (\$,000)

Item	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Administration	\$ 235	\$ 235	\$ 265	\$ 265	\$ 265	\$ 265	\$ 265	\$ 265	\$ 265	\$ 265	\$ 265
Implementation		\$ 200									
Operating	\$1,685	\$1,685	\$1,685	\$1,685	\$1,685	\$1,685	\$1,685	\$1,685	\$1,685	\$1,685	\$1,685
Asset Management	\$1,500	\$1,300	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$3,005	\$4,560
Flood Reduction			\$ 660	\$1,170	\$1,630	\$2,040	\$2,520	\$3,060	\$3,060	\$1,555	
Total	\$3,420	\$3,420	\$4,110	\$4,620	\$5,080	\$5,490	\$5,970	\$6,510	\$6,510	\$6,510	\$6,510

Current Rate Structure

The \$4.40 per month rate system, which was implemented as a charge on water meters in 2002 (as part of Phase I), does not take into account the area of a property or the amount of “hard” surface on a property. “Hard” surfaces are areas such as concrete, asphalt and roofs, which do not allow rainwater to soak into the ground, creating runoff, as opposed to “soft” surfaces, such as lawns or gardens, which allow water to infiltrate. The more “hard” surface a property has, the more rainwater it will send into the storm water system, thereby creating the need for larger pipes, ponds and other infrastructure to move the rainwater to the river.

The current method of charging the storm water utility is imbalanced and ineffective for the following reasons:

- Only properties with a water meter pay the utility. For example, pay-for-use parking lots do not contribute to the utility.
- All properties that pay the utility pay the same amount. Therefore, a single house pays the same amount as a commercial property with a large parking area.
- The rate of increase in funding to the utility equals the rate of new water meters, not the rate of storm sewer infrastructure growth.
- Property owners have no incentive to reduce runoff.
- The current funding level is insufficient to fund any large scale flood reduction projects or any asset management strategies for the storm water system.

The proposed new structure outlined in this report seeks to eliminate these inequalities and generate the extra revenue necessary to fund large scale flood reduction projects and asset management strategies.

The proposed new storm water utility rate structure will charge the utility to every property at a rate proportional to the estimated amount of “hard” surface present on the property (this was referred to as “Phase III” in the storm water rate structure approved in 2001). It will also provide a process to request recalculation of a property’s storm water utility charge. Property owners may challenge the “hard” surface estimate and receive credit for property improvements designed to reduce or store runoff from rainfall events.

The Equivalent Runoff Unit Concept

Charging property owners for the amount of “hard” area on their property requires a new system, generally referred to as charging by Equivalent Runoff Unit (ERU). ERU’s are a standard method used by many municipalities for storm sewer billing. The approach is relatively straight forward, even though there are many variables and different applications of the method.

The first step involves determining the value of an ERU. One ERU is defined as the average amount of hard surface on a typical single detached residential house. In Saskatoon, the average single detached house has 265.3 square metres of hard surface, representing the base value for determining the number of ERUs for each property. For simplicity and uniform billing, all single detached houses are deemed to have exactly one ERU on their property. In Saskatoon, these single ERU properties represent approximately 91% of all properties.

Although single ERU properties represent a large proportion of the total number of properties, they represent only 60% of the impervious area on private property in Saskatoon. Approximately 6,000, or 9% of all properties in the city generate the remaining 40% of the runoff. It is these properties, which generate a disproportionate amount of the runoff to the storm sewer system, that will see a significant increase to the proportion of the storm sewer utility payment required.

The ERU concept creates a system whereby owners are billed fairly for the amount of storm water that their property generates. Single detached homeowners will not subsidize large commercial and industrial properties, and owners who do not have a water meter (i.e. parking lots) will be billed appropriately for the storm water loading that their property generates.

Rate Capping

Although the ERU system offers an equitable charging method for the storm water utility, it creates a very significant fee increase for those owners with extremely large amounts of hard surface on their property. A total of 91 properties in Saskatoon have more than 100 ERUs. These property owners could see an average increase of up to 300 times their current rate.

To soften this impact, a rate cap may be necessary in order to allow these property owners to adjust to the new system, as well as to provide time for them to implement changes to lower their impact on the system. If they choose not to implement changes, it will allow time for them to plan for the storm utility increase that will result from their inaction, if the cap is removed. A disadvantage of a rate cap is that individual homes will be subsidizing the larger properties; however, if the cap is phased out gradually, this inequity can be removed over time. A rising cap also has the effect of providing a “push”, as rate increases each year send a signal to property owners that future increases will continue through inaction.

Implementation

A lead time of at least six months is required to structure the storm water utility so that it can be collected and billed separately using the property’s zoning and gross area. It will also allow the Administration the time to conduct a communication and information strategy to help property owners understand and adjust to the changes.

Council approval is required to adopt ERUs as the basis for setting the storm water utility rates, which will allow the Administration to proceed with the development of a billing system for the revised storm water utility structure.

The 91 properties with the largest ERUs are of particular concern as they will have the largest rate increase. The Infrastructure Services Department will work with these property owners individually to ensure the maximum benefit to the utility through storm water reduction methods. In addition, the Infrastructure Services Department will provide education and opportunities for individual homeowners to reduce their impact on the storm water collection system.

Billing and Fee Collection

Two options exist for collecting the storm water utility from property owners: through the water meter bill or through a separate storm water utility bill sent directly to property owners.

The Cities Act states that utilities can never be part of the property tax system; therefore, the option of including the utility on an owner’s property tax bill cannot be considered.

The advantage of charging the storm water utility on the water meter bill is convenience, as the customer simply pays the fee monthly with their other utility charges. The disadvantage is that, in the case of rental properties, the water bill may be paid by the renter, not the property owner. This is significant, because it is the property owner who can make changes to the site to reduce its impact on the storm water system.

The Administration recommends that both billing methods be used for the new storm water utility rate structure, with single and multi-residential properties continuing to pay the storm water utility from their water meter bill; and commercial and industrial properties, as well as properties without water meters receiving a separate annual bill.

Single detached homes would always pay the minimum rate of one ERU, while multi-residential properties would pay proportional to the impervious area on their property. Billing through the water meter ensures that condominiums and single ownership multi-residential properties pay the same rate. Overall, these property categories represent over 90% of the total properties in Saskatoon.

Billing commercial properties, industrial properties and properties without water meters annually ensures that the property owner is charged for the utility, potentially influencing them to make changes to lower their property's impact on the storm sewer system. The Administration is recommending that the bill be sent directly to these property owners on February 1 annually. If the bill is not paid within 60 days (by April 1), the amount will be placed in arrears and added directly to the property tax bill in May, without penalty, thereby providing some convenience by allowing them pay the bill with their property tax and through the TIPPS program. The Administration will also be investigating electronic payment options.

Recalculation Procedure

Any property owner paying more than the minimum charge will have the ability to request a recalculation with respect to the estimated amount of impervious area they generate. An ERU evaluation form would be filled in by the property owner, and an engineering technician would perform an investigation of the property to determine if the estimate of impervious area is accurate, and make adjustments as necessary. Credit would be given for improvements designed to store, divert, delay or improve the quality of storm water released into the system.

These improvements may include, but are not limited to, private storage ponds, storage tanks, bio-swales, green roofs, permeable paving, rain gardens or other "soft" landscaping. Property owners will be credited for the equivalent amount of runoff that would be diverted during a storm event.

All single detached homes would still pay a minimum of one ERU, and all other properties would pay a minimum of two ERUs, regardless of the actual impervious area on the property. While single detached homes do not have a connection directly to the storm sewer, commercial and industrial properties generally have a direct pipe connection to the storm sewer for their roof drains or parking lots; hence the minimum charge of two ERUs rather than one.

Rate Structure

Single detached homes would pay exactly one ERU, regardless of size. All other properties would pay proportional to their estimated impervious “hard” surface, with a minimum of two ERUs charged. High impervious commercial properties tend to be entirely hard surfaced and, therefore, the property area multiplier is 0.9. Most other properties have a mix of “hard” and “soft” surfaces; therefore, a multiplier of 0.6 is used. These are generally accepted multipliers used in storm sewer engineering design.

As an example, a 1,500 square metre light industrial IL1 parcel would be estimated to have 900 square metres (0.6 area multiplier) of “hard” surface. Divided by 265.3 square metres per ERU, the property would pay at a rate of 3.4 ERUs. In other terms, the property generates the same amount of runoff as 3.4 average homes and, therefore, pays for this amount.

Multiple Ownership Residential Parcel (i.e Condominium) Rates

Multiple ownership residential parcels represent a unique situation in that the parcel may generate the same amount of runoff as a single ownership multi-residential property, but the multiple owners must still be charged for the correct proportion for the impervious areas associated with public property (i.e. streets, sidewalks, interchanges, etc.). Three possible options for charging the storm water utility exist:

- a) The parcel be charged at the same rate as a single ownership parcel and the individual owners be charged the appropriate fraction of the utility rate. This would effectively require that the utility be billed through the water meter as it would be very difficult to accurately assign the utility to individual condominiums. Further, this type of individual discrimination is not provided for calculating the rates for single detached homes. The amount of impervious property for each house varies significantly, yet a single rate charge of one ERU is applied.
- b) Charge all owners a flat rate of 0.7 ERUs to reflect that the multiple site parcel has less impact on the storm sewer system than a single detached house, although the owners must still be charged for the correct proportion of the impervious areas associated with public property.
- c) Charge all owners a flat rate of 1.0 ERU as a reflection of the minimum charge for any property in the city, regardless of circumstances.

From a total utility revenue standpoint the difference between the options is estimated at less than 1% of the total utility revenue, which is not significant.

OPTIONS

Billing

Determining how users will be billed for the utility helps contextualize some of the other parameters. The recommended billing strategy is shown below in Table 2. Groups may be shifted from one billing type or category to another.

Table 2: Recommended Storm Water Utility Billing Strategy

LAND USE	ESTIMATED SITES	BILLING	RATE
Single Residential	57,000	Water Meter	Exactly One ERU
Multi-Residential	910	Water Meter	By Impervious Area
Condominium Sites	270	Water Meter	By Impervious Area
Commercial	5,000	Separate Bill	By Impervious Area
Industrial	1,200	Separate Bill	By Impervious Area

Billing on the water meter provides convenience, but in the case of rental properties, charges the user or renter, while issuing a separate bill ensures that the property owner pays the utility.

A further possibility may exist if Council adopts moving waste collection to a utility. Any bill generated for the waste utility could also be utilized for the storm utility, as they are both property based assessments. Since the storm water utility is charged on the water bill as a matter of convenience, it could be transferred to a combined utility bill. Residential property users would receive the combined utility bill, while commercial and industrial property owners would only be charged for the storm water utility. As both utilities progress over time, these charges can be altered as necessary through this new single utility billing system.

Phase-in Period

A phase-in period of seven years is recommended to allow property owners to adjust to the new system. It is also recommended that the new utility rate structure begin on January 1, 2012, and that at the beginning of the utility's seventh year (January 1, 2018) the utility be fully implemented. Any length of time may be chosen as a phase-in period, or the phase-in period may be eliminated altogether.

Rate Capping

Rate capping reduces the impact of the new fee structure for the owners of large properties. The recommended capping strategy is shown in Table 3 below. Groups may be shifted from one category to another and minimum charges, starting caps and maximum caps may be altered.

Table 3: Recommended Storm Water Utility Rate Capping Strategy

<u>LAND USE</u>	<u>ESTIMATED SITES</u>	<u>Minimum Charge</u>	<u>Starting cap</u>	<u>Maximum Cap</u>
Single Residential	57,000	Exactly 1 ERU	NA	NA
Multi-Residential	910	2 ERUs	No cap	No cap
Condominium Sites	270	2 ERUs	No cap	No cap
Commercial	5,000	2 ERUs	10 ERUs	100 ERUs
Industrial	1,200	2 ERUs	10 ERUs	100 ERUs

It is recommended that multi-residential and condominium sites not be subjected to a cap for two reasons:

- 1) Not capping the sites provides a measure of equality with single residential property owners; and
- 2) Because the area and composition of these sites are not among the largest impervious properties in the city, only a low cap would impact them.

A "Revenue Neutral" or Re-Adjustment Period

A "Revenue Neutral" or readjustment period of one year is recommended to demonstrate the realignment of the utility from a flat fee to a user-pay strategy without adding the confusion caused by extra revenue generation.

The disadvantage of a "Revenue Neutral" period is that rate increases are necessary to bring the ERU rate back to the funding level required to generate an additional \$3.1 million in revenue.

Although manipulating the four variables listed above could produce many possible alternatives, three obvious options could be implemented:

- Option 1 – Re-Adjustment with Rising cap and Rate Increases
- Option 2 – Re-Adjustment with a Steady 100 ERU cap and Rate Increases
- Option 3 – No Re-Adjustment with a Rising cap and No Rate Increases

It would be appropriate to use any option that provides additional revenue of \$3.1 million to fund large scale asset preservation programs and large scale capital projects designed to reduce the risk of surface flooding from severe rain storms. The three options listed above are outlined in Attachment 1. The Administration is recommending that Rate Strategy Option 1 – Re-Adjustment with Rising Cap and Rate Increases be implemented. This option is revenue neutral in the first year of implementation. The additional revenue the utility will generate through future rate increases will be directed towards asset preservation, adherence to future provincial environmental regulations, and projects designed to reduce the risk of surface flooding from severe storm events.

POLICY IMPLICATIONS

The new proposed rate structure fundamentally changes the storm water utility levy collection system from a monthly flat fee water meter based payment, to a payment based on how much estimated “load” a property owner places on the storm sewer system through runoff generated from their property. To a large extent, property owners rather than water users will now pay the levy. The levy will no longer be a flat fee with the very large group of single detached homeowners subsidizing the relatively smaller group of properties with large impervious areas. By basing the levy on estimated impervious area, each property owner will pay proportionally for the runoff they contribute.

The proposed new rate structure requires the creation of a new billing system for properties without water meters and requires that these property owners receive a new utility bill separate from the property tax bill.

FINANCIAL IMPLICATIONS

Any additional revenue generated by the proposed storm utility rate structure would be used to fund storm sewer projects. Administration costs such as communication and recalculation inspection costs are relatively minor. Implementation of a new billing system will have a one-time formation cost estimated at \$200,000 and a continuing operating cost estimated at \$30,000 annually. These costs will be paid by the storm water utility.

PUBLIC COMMUNICATIONS PLAN

A communications plan will be developed to smoothly transition all property owners that receive the new storm utility bill. The Infrastructure Services Department will also work with individual commercial and industrial properties that have large impervious areas to help with the transition to the new rate structure system.

Key messages would include a description of how the additional revenue generated through the storm water utility funding will be directed, in part, to projects designed to reduce the risk of surface flooding during severe storm events and would list the locations which have been identified for projects, where property damage has occurred in the past during severe rain events.

ENVIRONMENTAL IMPLICATIONS

The proposed new rate structure would have a positive environmental impact to the city and the watershed as it would encourage the detention and treatment (through settling) of storm water before it is discharged into the river as many of the capital improvements funded by the additional revenue received will be for storage infrastructure (i.e. ponds) that capture and detain runoff. This will eliminate silt and debris that would otherwise flow into the river.

In addition, rate recalculations for private property owners for the construction of private storage ponds or tanks, or “green” storm water improvements such as bio-swales, green roofs, permeable paving, rain gardens or other “soft” landscaping will encourage the detention of storm water.

Most new environmental regulations in jurisdictions outside of Saskatchewan emphasize detention and settling as the main aspects of improving storm water quality. Encouraging these features through the storm water rate structure will place the City of Saskatoon ahead of any future regulations.

PUBLIC NOTICE

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

ATTACHMENT

1. Details of the Three Rate Options for the Storm Water Utility

Section F – UTILITY SERVICES

F1) Recycling Request For Proposals (Files: CK. 7830-5 and WT 7832-19)

- RECOMMENDATION:**
- 1) that the Draft Recycling Request for Proposals (RFP) document attached to this report be finalized by Administration and then issued through the City of Saskatoon Purchasing Department in accordance with the identified time-lines; and,
 - 2) that the Evaluation Committee report back to City Council with a recommendation related to award of contract.

BACKGROUND

At its meeting of January 17, 2011, Council instructed Administration to develop a Request for Proposal for a comprehensive, city-wide, curbside collection service of recyclables from one-unit dwellings.

At the June 13, 2011 meeting of City Council, the following RFP Fundamentals were adopted:

- 1) That the Request for Proposals for a comprehensive, city-wide recycling program be developed based on the principals of flexibility and performance outcomes as described in the report (of May 9, 2011);
- 2) That the Request for Proposals be based on a city-wide concept;
- 3) That the evaluation of proposals submitted under the Recycling RFP be based on complete proposals including both collections and processing components;
- 4) That the Recycling RFP allow proposals that identify single-stream, multiple-stream, or modified versions of any method of recyclable material collections, and that no glass be collected; and
- 5) That the proposed RFP be brought forward to City Council for final approval prior to issuance.

REPORT

A Draft Recycling Request for Proposals (RFP) is included with this report as Attachment 1. An evaluation process, which aligns with the RFP Fundamentals outlined in May, is included to highlight the prioritization of factors considered important to the development of a successful single-family curbside recycling program for Saskatoon.

Administration has considered the importance of transparency and fairness through the Competitive Selection Process. Composition of the Evaluation Committee is proposed as follows:

Jeff Jorgenson - General Manager, Utility Services Department
Brenda Wallace - Manager, Environmental Services Branch
Representative to Be Determined, Finance Branch, Corporate Services Department
One Representative from the City's Internal Auditor, Garman, Weimer & Associates Ltd.
One Representative from exp Services Inc., Consultant

The Evaluation Committee will consider whether a Proposal substantially satisfies the requirements of the RFP and demonstrates that the Proponent is capable of performing and will perform the obligations and responsibilities of an Agreement. A three-envelope system will form the basis of the evaluation process.

The first sealed envelope will contain the Mandatory Requirements: the Submission must be received at the Delivery Address no later than the Closing Time; and the Proponent must include an executed Consent of Surety from the Proponent's surety. This package will be reviewed prior to consideration of the Technical Submission.

The second sealed envelope will contain the Technical Proposal Requirements. These include the various performance-based objectives for which points are awarded (to a maximum of 70) based on the quality of the Submission. This package will be reviewed prior to consideration of the Financial Submission.

The third sealed envelope will contain the Financial Proposal Requirements. A maximum of 30 points may be awarded. For the purposes of comparing Submissions, the Evaluation Committee will use a net present value approach to the pricing provided for each year of the seven year term.

The Evaluation Committee anticipates selecting as Preferred Proponent the Proponent submitting the Proposal achieving the highest score based on a detailed evaluation. The following table summarizes the maximum points available through evaluation.

Evaluation Criteria	Maximum Available Points
EFFICIENCY: Management and Track Record	10 points
EFFICIENCY: Quality Control	10 points
EFFICIENCY: Reporting	5 points
SUSTAINABILITY: Economic Viability	20 points
SUSTAINABILITY: Environmental Impact	2 points
CONVENIENCE TO RESIDENTS: Ease of Participation	10 points
CONVENIENCE TO RESIDENTS: Implementation Plan	2 points
DIVERSION OF MATERIALS: Range of Materials	2 points
DIVERSION OF MATERIALS: Material Capture	3 points
DIVERSION OF MATERIALS: Material Recycling and Re-Use	3 points
Pricing For Provision of Unsorted Fibre For Delivery To Cosmopolitan Industries	3 points
Financial Submission (Package 3)	30 points
TOTAL	100 points

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The financial implications have been provided in previous reports.

ENVIRONMENTAL IMPLICATIONS

Environmental impacts will be reported on in subsequent reports outlining program specifics derived from the highest scoring Proposal.

PUBLIC NOTICE

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

ATTACHMENT

1. Draft Request for Proposals for a Single-Family Residential Curbside Recycling Program

Administrative Report No. 14-2011
Section F – UTILITY SERVICES
Wednesday, July 13, 2011
Page 4

Respectfully submitted,

Paul Gauthier, General Manager
Community Services Department

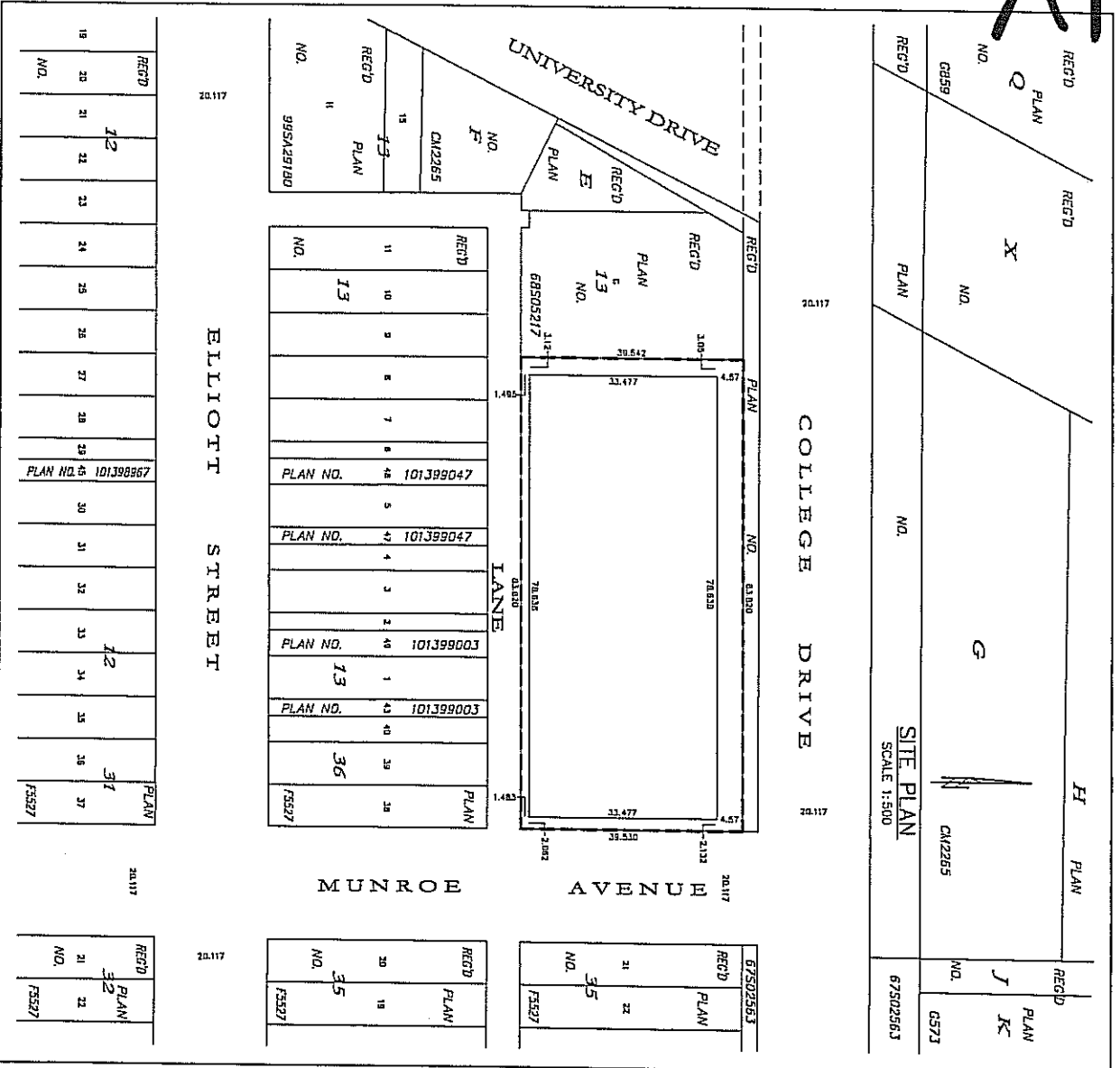
Marlys Bilanski, General Manager
Corporate Services Department

Brian Bentley, General Manager
Fire & Protective Services Department

Mike Gutek, General Manager
Infrastructure Services Department

Jeff Jorgenson, General Manager
Utility Services Department

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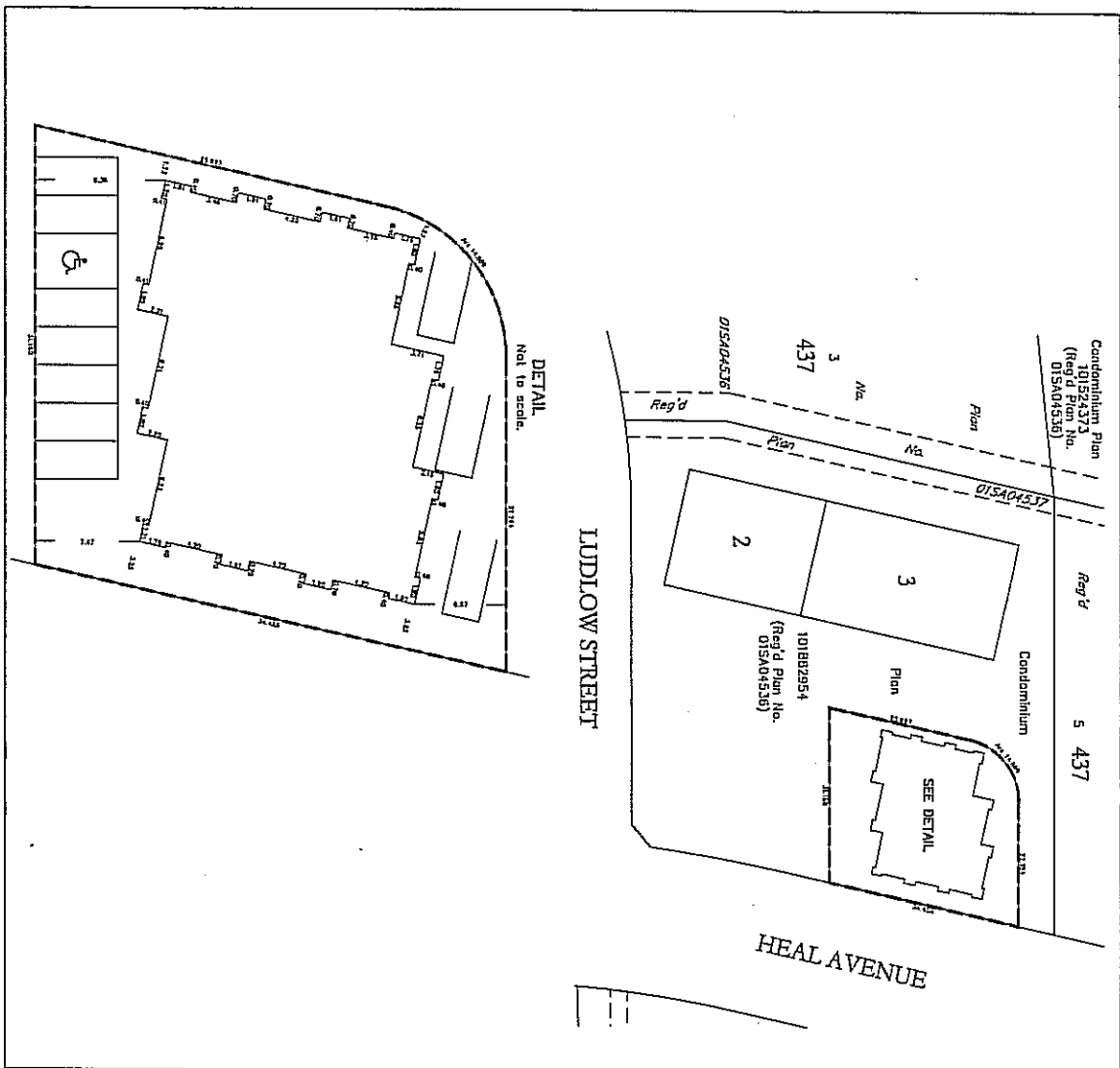
SHEET NUMBER 1 OF 3
SITE PLAN & LEGEND

PLAN OF SURVEY SHOWING SURFACE BUILDING CONDOMINIUM FOR LOTS 27-34, BLOCK 13 REG'D PLAN NO. F5527 LOTS 35-37, BLOCK 36 REG'D PLAN NO. F5527 LOT 42, BLOCK 36 PLAN NO. 101399036 LOT 44, BLOCK 13 PLAN NO. 101933115 LOT 45, BLOCK 13 PLAN NO. 101399104 LOT 46, BLOCK 13 PLAN NO. 101399069 N/W 1/4 OF SECTION 27 TWP. 36, RGE. 5, W.3rd MER. SASKATOON, SASKATCHEWAN BY T.R. WEBB, S.I.S. SCALE AS SHOWN NOVEMBER 2010 - JUNE 2011

LEGEND

1. Dimensions shown are in metres and decimals thereof.
2. Measurements indicating the position of the building in relation to the outer boundaries of the parcel are taken to the concrete foundation of ground level.
3. Commercial, Residential and Parking unit numbers are shown as 1, 2, 3, etc. on sheets 2 & 3.
4. Regular Commercial and Residential unit boundaries are shown on Sheets 2 & 3 by a heavy solid line and are defined as follows:
- the exterior surface of any blower finishing material that forms the surface of any common and exterior wall, floor, or ceiling.
- Regular parking unit boundaries are shown on Sheet 2 by a heavy solid line and are defined by measurements on the ground from the foundation walls.
5. The doors and windows form part of the regular residential units.
6. An exterior surface is common property.
7. The center of each regular residential unit shall have exclusive use of that building in which the unit is located.
8. Parking spaces are to be accorded with Section 11(1) of the Condominium Property Act.
9. Water parking spaces shown on Sheet 2 are designated as V1, V2, V3 and V4.
10. All areas not designated with a unit number are common property.
11. Areas to be appraised in outline by a heavy dashed line.
12. The parcel within the line of approval has an Extension D.
13. Storage spaces shown on Sheet 2 are designated as S1, S2, S3, etc.
14. Storage spaces shown on Sheet 2 are designated as S1, S2, S3, etc.

Prepared by
Chris Durpys
© 2011
02-1781A 02



Condominium Plan
101524373
(Reg'd Plan No.
015A04536)

Reg'd
5 437

101B82954
(Reg'd Plan No.
015A04536)

DETAIL
Not to scale.

LUDLOW STREET

HEAL AVENUE

SHEET NUMBER 2 OF 3
SHE: P.M. & LEGRO

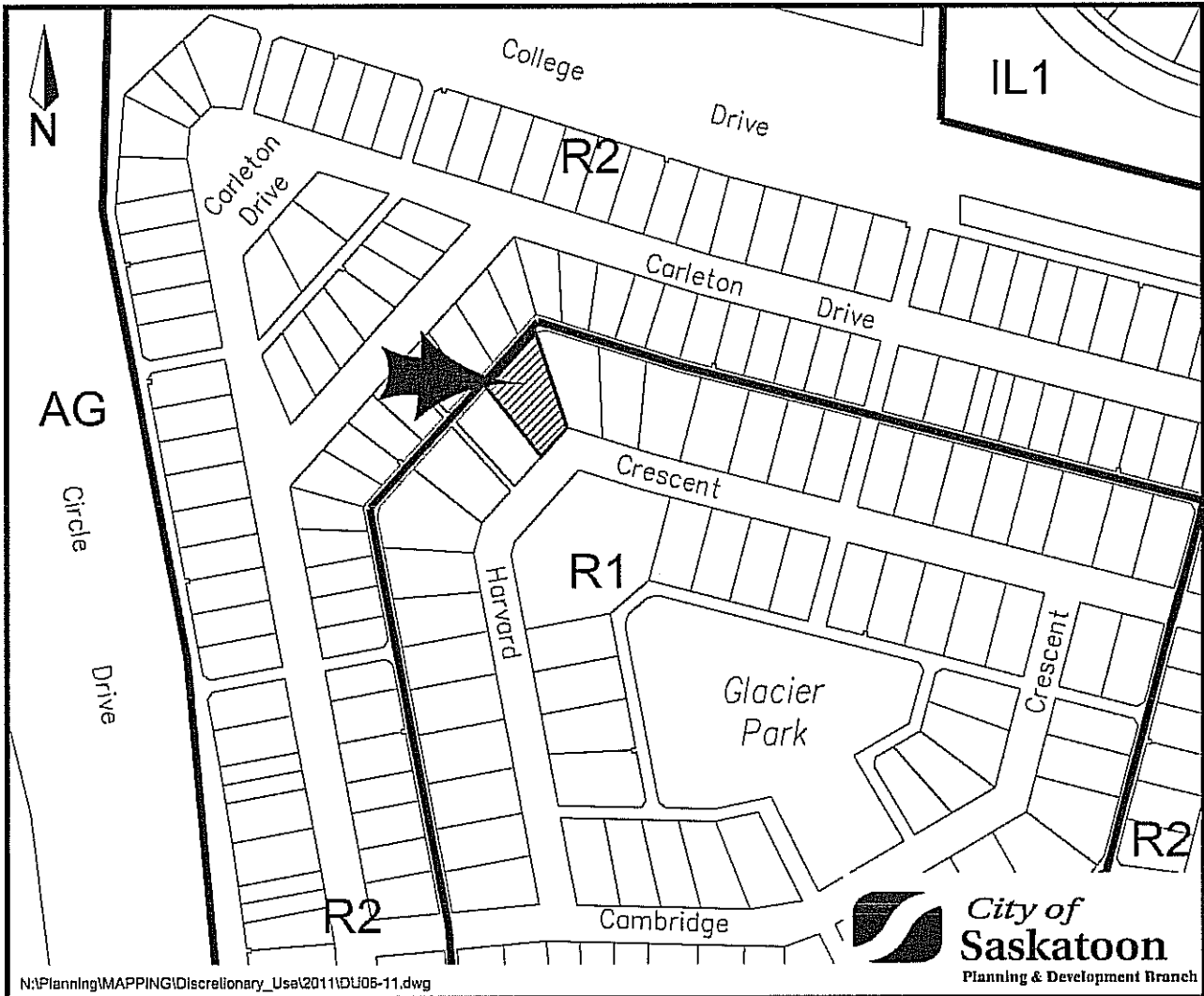
SITE PLAN
SCALE 1:500

PLAN OF SURVEY SHOWING
RE-DIVISION OF BARE LAND
CONDOMINIUM UNIT 1,
CONDOMINIUM PLAN 101B82954
IN ACCORDANCE WITH SEC. 25 OF
THE CONDOMINIUM PROPERTY
ACT 1993, INTO CONDOMINIUM
UNITS 4-6 INCLUSIVE
SASKATOON, SASKATCHEWAN
BY T.R. WEBB, S.I.S.
SCALE AS SHOWN
JANURAY 2011 - MAY 2011

- LEGEND**
1. Dimensions shown are in metres and include tolerances.
 2. Measurements bounding the portion of the building to include in the unit are shown in bold type and are to be used in the event of a dispute.
 3. Unit numbers are shown on 4, 5, 6 or street 1.
 4. Unit boundaries are shown on sheet 3 by a heavy solid line and are shown on sheet 4 by a heavy dashed line.
- The entire portion of my plan that includes the area shown on sheet 3 is hereby sold to the unit owner.*
5. The doors and windows form part of the unit.
 6. All exterior surfaces are common property.
 7. Parking spaces are in accordance with Section 11(2)(b) of the Condominium Property Act.
 8. All areas not designated with a unit number are common property.
 9. Areas to be reserved is outlined by a heavy dashed line.

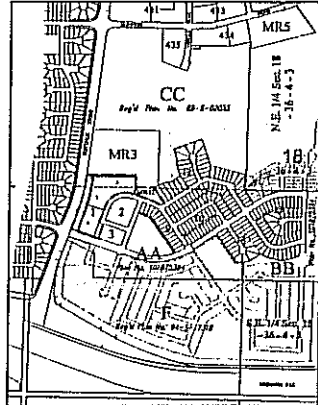
Prepared by
Webb Durvasis
S.I.S.
01-120148
2011
1111

Proposed Discretionary Use D6/11



Municipal Reserve
MR3

Reg'd Plan
No. 94-S-17318



Key Map

ROSEWOOD

PLAN
SHOWING PROPOSED SUBDIVISION
OF PART OF
PARCEL AA, PLAN NO. 101875394
AND PART OF
MUNICIPAL RESERVE MR3
REG'D PLAN NO. 94-S-17318
W. 1/2 SEC. 18 -
TWP. 36 - RGE. 4 - W.3rd MER.
SASKATOON, SASKATCHEWAN.
BY: R.A. WEBSTER, S.L.S.
2011



R.A. Webster
Saskatchewan Land Surveyor
May 4th, 2011
Revised Date 10th, 2011

EXAMINED: OWNER - BOSTON INVESTMENTS LTD.
Boston Investments Ltd.
[Signature]
[Seal]

EXAMINED: CITY OF SASKATOON

1. SENIOR PLANNER, LAND BRANCH OF THE COMMUNITY SERVICES DEPARTMENT
Date: _____, 4 D 2011

LEGEND:
Distances shown on this map are in meters and decimals thereof.
Distances are approximate and may vary by 0.22 meters.
Portion of this plan prepared for submission is outlined with a heavy broken line,
and contains 2 1/2" bearings.
Distances on corners are as follows:
: B indicates that the location
This proposed subdivision may be surveyed in plan.

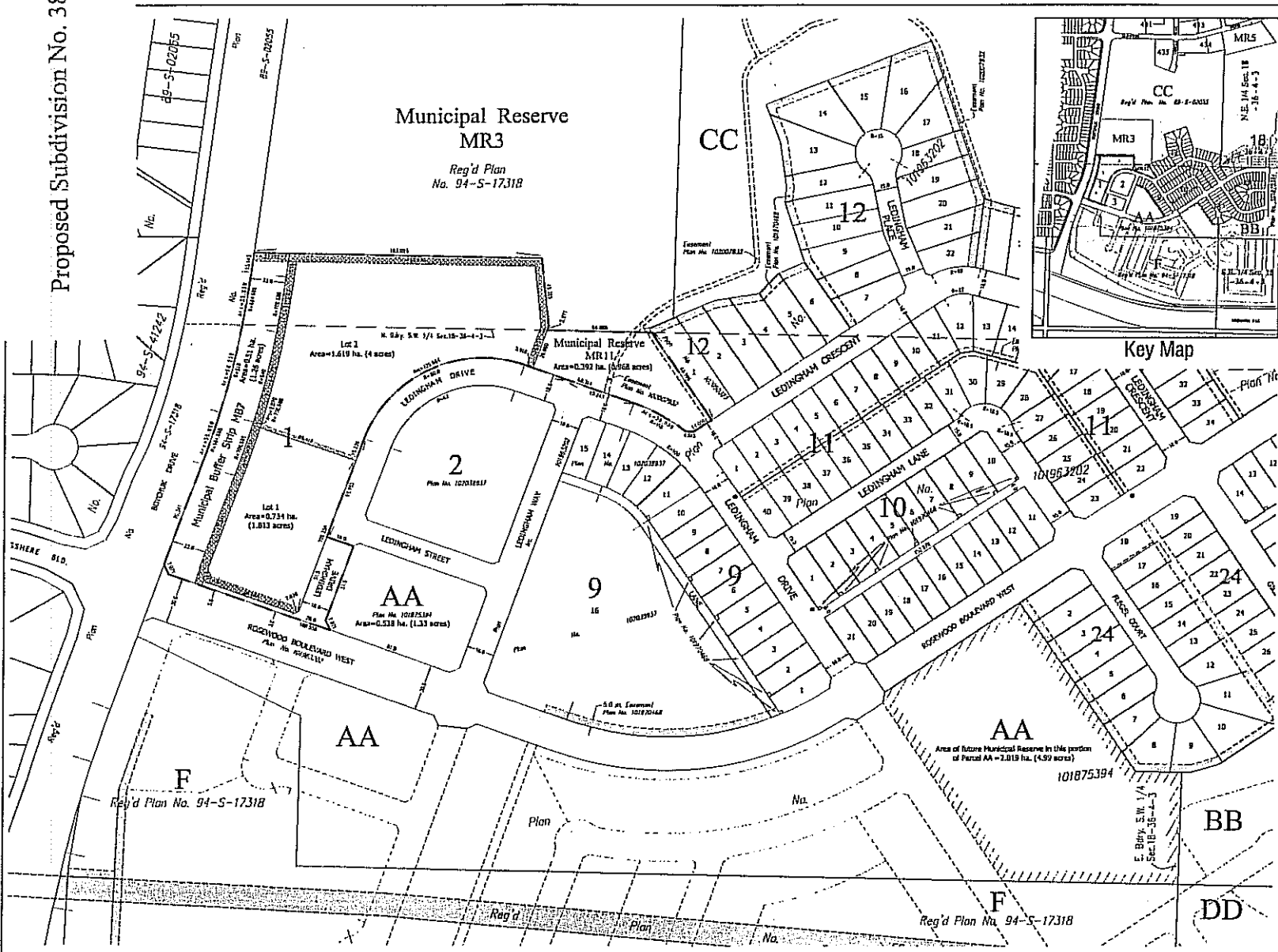
EASEMENTS
1 Existing easements are shaded gray
2 3m Sewer Easement
3 4m Sewer, Sanitary, and Storm Easements
4 3m Sewer, Sanitary, and Storm Easements
5 City of Saskatoon - for water & sewer
6 2.0m x 2.0m Sewer/Pipe easement for installation
7 2.75 x 2.0m Sewer/Pipe easement for installation

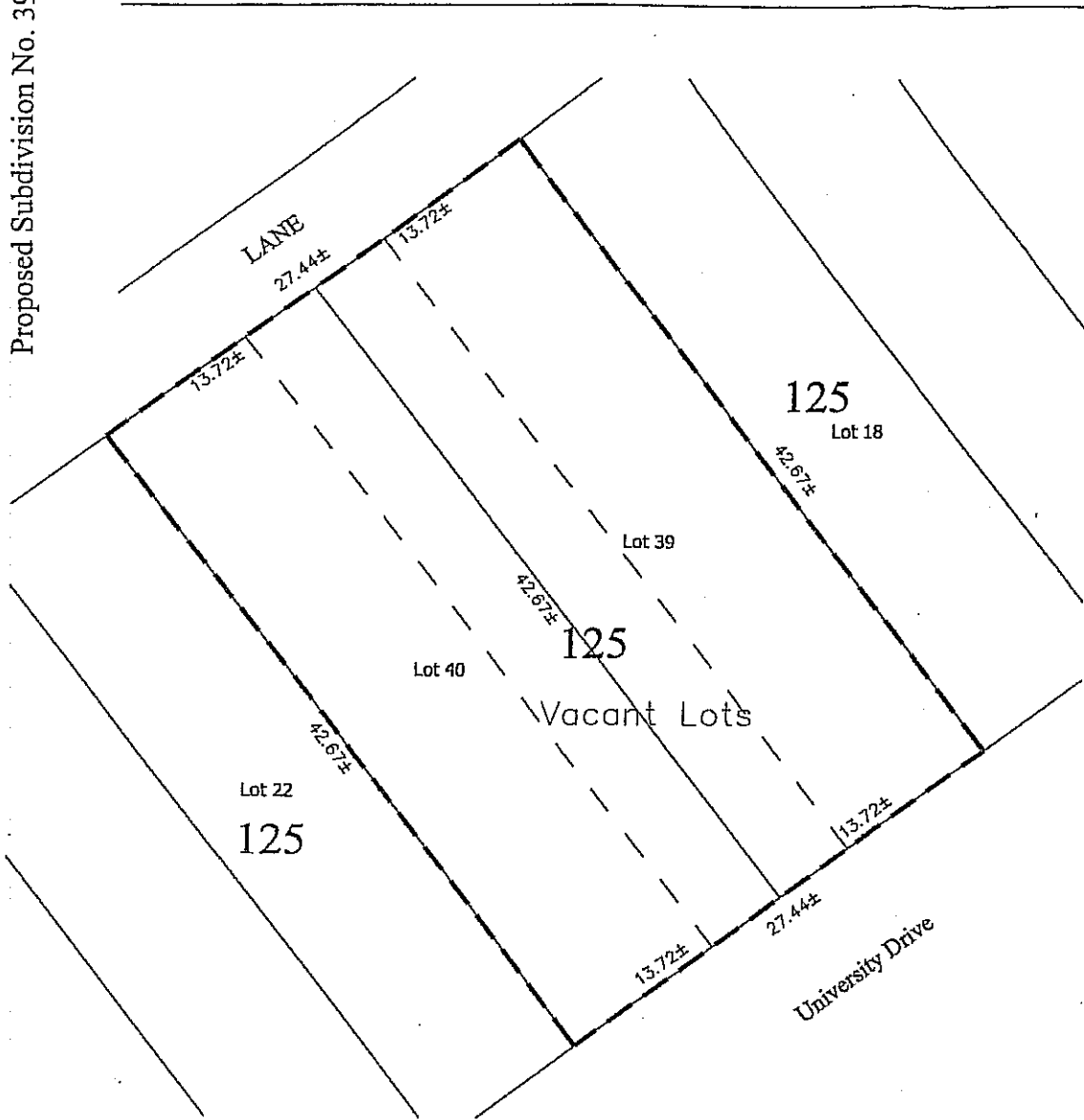
EXAMINED: CITY OF SASKATOON
1. Approved under the provisions of Opus No. 8533 of the City of Saskatoon.

1. General Manager of the Community Services Department
Date: _____, 4 D 2011



WEBSTER SURVEYS LTD.
811 - 3rd Street East
Saskatoon, Sask. S7N 0M4
Phone (306) 853-6133
Fax (306) 853-0254





PLAN
 SHOWING PROPOSED SUBDIVISION
 LOTS 19, 20, and 21 BLOCK 125
 REG'D PLAN NO. G461
 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

[Signature]
 Saskatchewan Land Surveyor June 5th, 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.
 Distances are approximate and vary by ±1.00m.

EXAMINED : OWNER

[Signature]

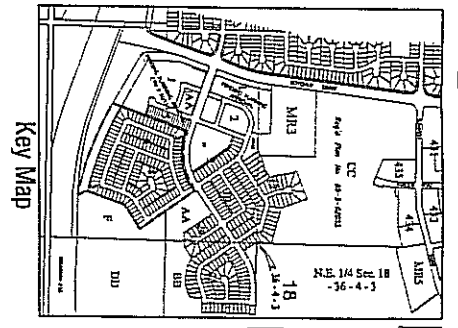
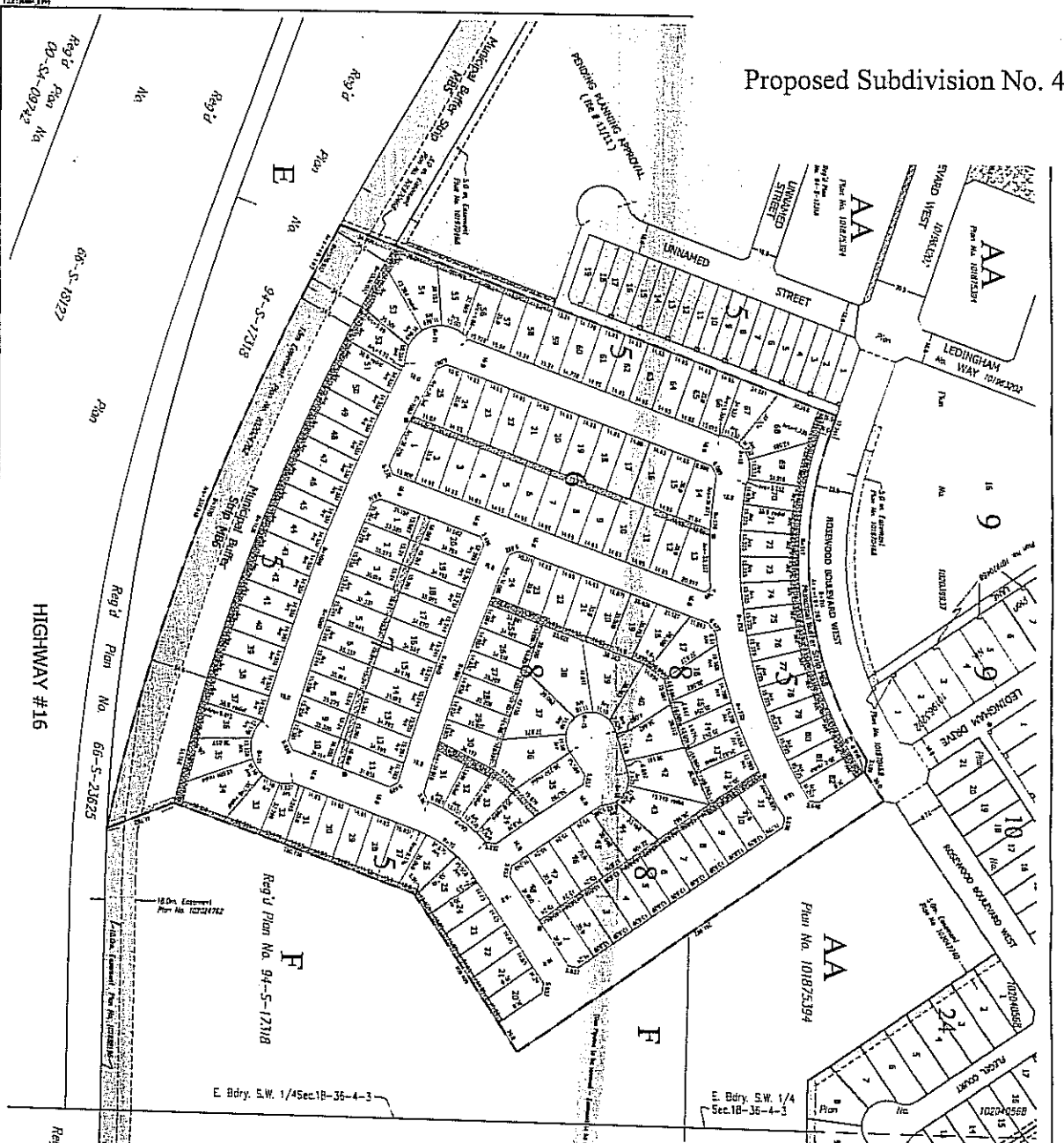
EXAMINED : CITY OF SASKATOON
 : Approved under the provisions of Bylaw No. 6537 of the City of Saskatoon.

: General Manager of the Community Services Department

Date: _____, A.D. 2011.



WEBSTER SURVEYS LTD.
 611 - 9th Street East
 Saskatoon, Sask. S7H 0A4
 Phone (306) 853-1433
 Fax (306) 853-1024



ROSEWOOD

PLAN
SHOWING PROPOSED SUBDIVISION OF PARTS OF
PARCEL F
REG'D PLAN NO. 94-S-17318 &
PARCEL AA, PLAN NO. 101875394
S.W. 1/4 SEC. 18 -
TWP. 36 - RGE. 4 - W. 3rd MER.
SASKATOON, SASKATCHEWAN.
BY: R.A. WEISBER, S.L.S.
2011

EXAMINED & APPROVED
[Signature]
2011

EXAMINED & APPROVED
[Signature]
2011

EXAMINED & APPROVED
[Signature]
2011

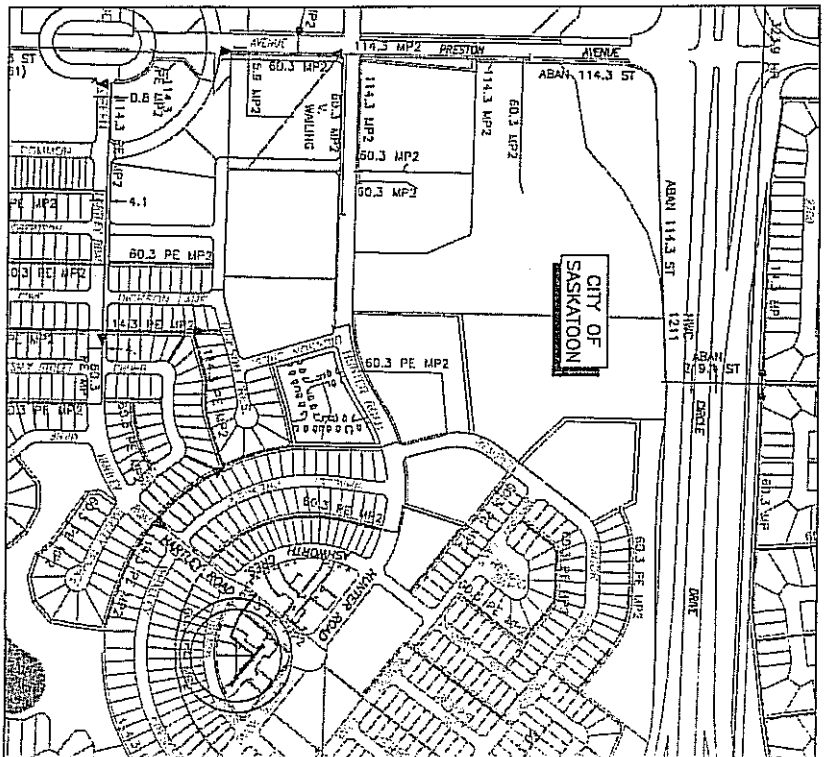
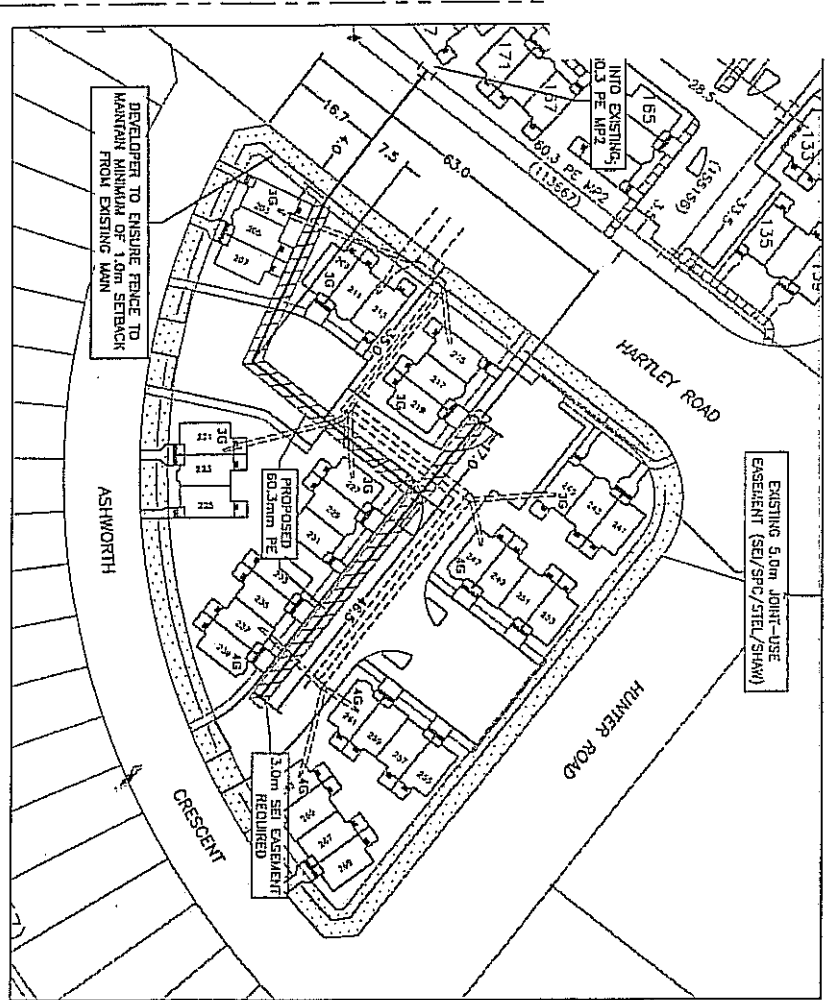
DD
Plan No. 102029386

Reg'd Plan No. 00-S-09742

HIGHWAY #16

LEGEND
1. Existing boundaries and lot numbers
2. New boundaries and lot numbers
3. Proposed boundaries and lot numbers
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99. Proposed boundaries and lot numbers
100. Proposed boundaries and lot numbers





3G & 4G - SIGNIFY LOCATION OF ONE SERVICE c/w # OF METERS

PRESSURE TESTING REQUIREMENTS

PROPOSED

3.0m SEI EASEMENT
 PROPOSED
 EXISTING
 NOTES



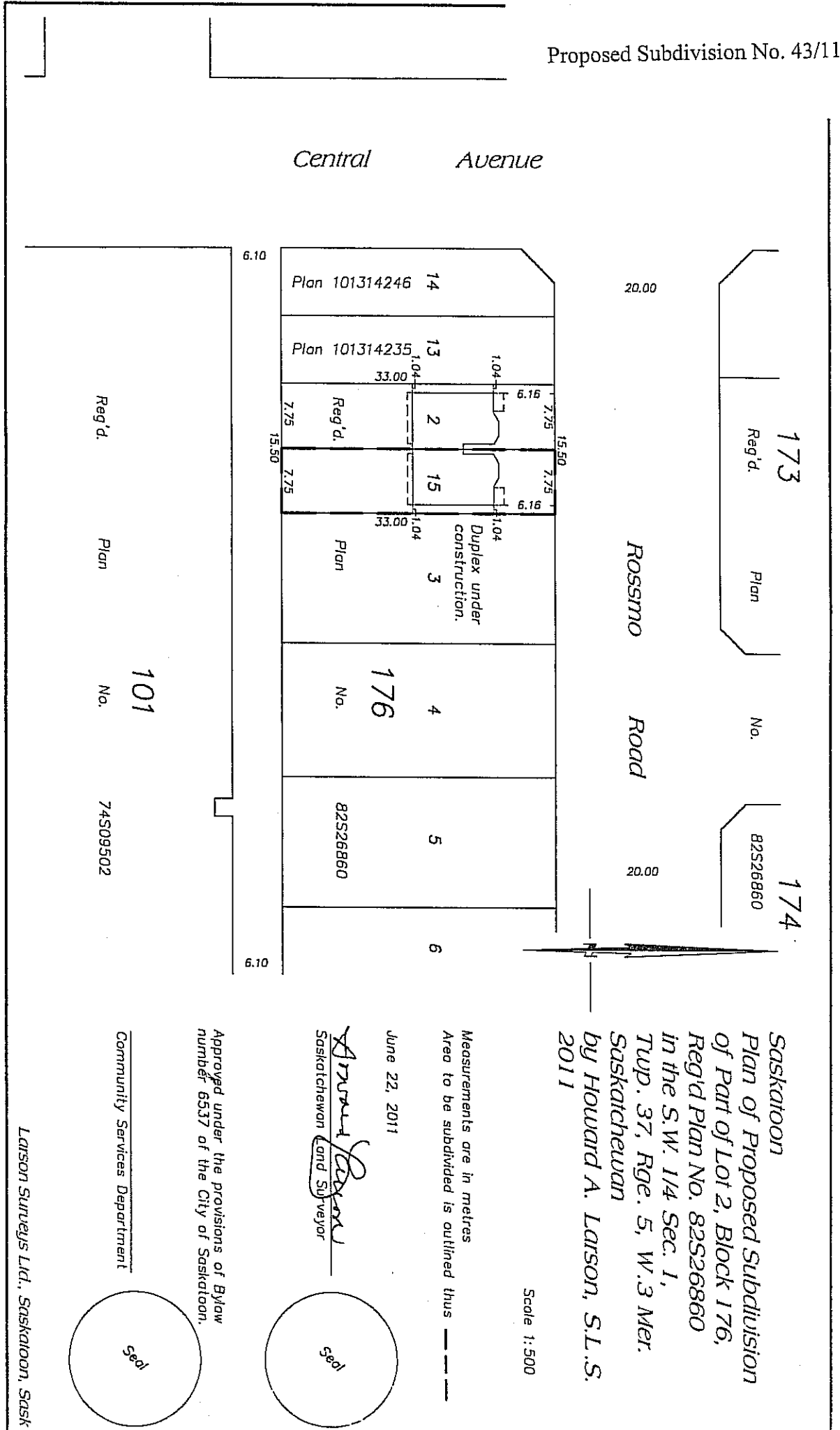
1. Test Pressure Requirements:
 - a.) Rural Plastic Distribution systems shall be tested with air or nitrogen and comply with Saskatchewan SPI D-08-02.1
 - b.) Urban Distribution Systems shall be tested with air or nitrogen and comply with Saskatchewan SPI D-08-02.2
2. Test Records and Reports to be completed in accordance with Saskatchewan SPI D-08-03.1 D-08-03.2 and forwarded to Distribution Engineering.
3. Modifications to above only with WRITTEN authorization of Distribution Engineering.

**DISTRIBUTION ENGINEERING
 APPROVED FOR
 CONSTRUCTION**

Signature: *[Signature]*
 Date: *2/11/11*

W:\Dwelling\2011\04\Saskatoon\HN\158759\158759.dwg

SaskEnergy		CONSTRUCTION DRAWING	
DISTRIBUTION ENGINEERING NORTH		PROJECT : SANDOUGE 2 TOWNHOUSE DR.	
LOCATION : JAMES ROAD & ASHWORTH CRESCENT-SASKATOON		DATE : 2011/09/07	
ACT# : 2011-31-1000 W.R.# 158759 SCALE : 1:12.5		LOCAL ORDER # : 2001	
DATE : 2011/09/07		REFERENCE	
PPE REQUIREMENTS		APPROVALS	
-1.0m at 60.3m PE		DIRECTOR : M. SMITH/EA/EN	
S44-3-41		ENGINEERING : V. JAMES/EA/EN	
HRT REVIEWER		PROJECT : 0874	



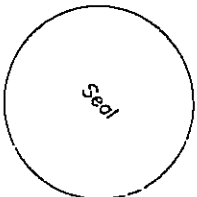
Saskatoon
 Plan of Proposed Subdivision
 of Part of Lot 2, Block 176,
 Reg'd Plan No. 82S268860
 in the S.W. 1/4 Sec. 1,
 Twp. 37, Rge. 5, W.3 Mer.
 Saskatchewan
 by Howard A. Larson, S.L.S.
 2011

Scale 1:500

Measurements are in metres
 Area to be subdivided is outlined thus

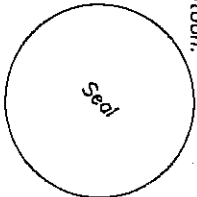
June 22, 2011

Howard A. Larson
 Saskatchewan Land Surveyor



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

Community Services Department



Larson Surveys Ltd., Saskatoon, Sask

A2



- Talk to a locksmith about extra door security devices that are available for your protection, such as:
 - a triangular doorstop
 - a simple door bar
 - a prop that fits under the doorknob such as a "Bronx Bar," "Master Lock" or "Door Club"
 - for sliding glass doors available options are: an "anti-lift" device, auxiliary lock, or bar or screws in the track
- On little used doors, consider a 2' x 4' wood or steel bar across the entrance that slips into metal holders on either side of the door.
- Always change the locks when you move into a new home.
- The door leading to the house from your garage should be as solid as all other exterior entrances and equipped with the same type of safety lock.
- The garage door must always be kept closed. If you are away for a long time, consider padlocking the track.

AROUND YOUR HOUSE

- ✱ • Make sure your house number is visible both day and night. Brass house numbers are difficult to see at night, consider purchasing reflective or lit numbers instead. House numbers should also appear in the laneway if you have one, placed either on the fence or garage.
- Trim shrubs and trees to eliminate hiding places around the house perimeter.
- Lock up ladders lying around the yard which can be easily used to break in.
- Garden hose holders that are attached to the house can be used by intruders to step up to high windows. Move them away from windows if necessary.
- Consider getting a dog to scare away potential intruders. They do not want noise interrupting them while they are breaking into your home.
- It is best to install a chain link or open fence which will give police or neighbours a clear view of anything unusual on your property. A high, solid fence may be more difficult to climb, however it may also protect and hide anyone who is in your yard unlawfully.
- A warning buzzer on the fence gate can be linked to the house, letting you know whenever someone is entering your property.
- Fan or exhaust vents and other openings larger than 600 cm² should be secured with sturdy locking devices.
- Skylights should be as secure as possible. Consider installing a locking device similar to that on your doors.

C1

**SOCIAL SERVICES
SERVICE AGREEMENT**

THIS AGREEMENT MADE IN duplicate the _____ day of _____, 2011.

BETWEEN:

HER MAJESTY THE QUEEN in Right of the Province of Saskatchewan as represented by the Minister of the Ministry of Social Services (hereinafter referred to as the "Ministry")

- and -

CITY OF SASKATOON, a municipal corporation continued pursuant to *The Cities Act*

(hereinafter referred to as the Municipality)

THE PARTIES AGREE as follows:

1.0 TERM

1.1 The Municipality shall provide service in accordance with the provisions of this Agreement during the term commencing on April 1, 2011 and terminating on March 31, 2012.

2.0 PAYMENT

2.1 The Ministry agrees to pay the Municipality to a maximum of the amount set forth in the attached Appendix A. All payments to the Municipality made pursuant to this Agreement are subject to appropriation of funds by the Legislature of Saskatchewan.

3.0 SERVICES

3.1 The Municipality agrees to provide the services described in each Appendix B in accordance with the terms of this Agreement. Any amendments to the services described in each Appendix B shall be agreed upon between the Ministry and the Municipality. All amendments must be in writing and signed by the Municipality and the Ministry.

3.2 The Municipality shall deliver a monthly composite report to Social Services, summarizing and reporting on all inspections conducted during the prior calendar month, in such form as Social Service may reasonably require.

4.0 TERMINATION OF THE AGREEMENT

- 4.1 On the occurrence of one of the following events:
- a) the Municipality failing to comply with the terms of this Agreement;
 - b) the Municipality failing to comply with any legislative requirements relevant to the fulfilment of the services described in Appendix "B";
- the Ministry may terminate this agreement immediately by notice in writing to the Municipality.
- 4.2 If the Municipality fails to obtain the Police Record Checks on the individuals as described in paragraph 5.0, the Ministry may allow 30 days to remedy the issue. If at the end of 30 days the Municipality has failed to obtain the Police Record Checks the Ministry may terminate this agreement immediately by notice in writing to the Municipality.
- 4.3 If the Municipality fails to duly perform and carry out any of its obligations in accordance with the requirement of this Agreement, the Ministry may give written notice (the "Notice of Complaint") to the Municipality specifying in reasonable details the matter complained of. If within 10 days of receiving a Notice of Complaint the Municipality fails to remedy the matter complained of in a reasonable manner, or fails to take reasonable steps to so remedy and give reasonable assurances to the Ministry that such matter will be remedied or rectified within a reasonable period of time, the Ministry may, notwithstanding any other provision of this Agreement, immediately terminate this Agreement, by giving written notice to the Municipality to that effect.
- 4.4 Without limiting the generality of paragraph 4.2 to 4.3, either party may terminate this Agreement at any time without cause, by giving at least 90 days prior written notice to that effect to the other party.
- 4.5 In the event of termination of this Agreement pursuant to sections 4.2 to 4.4, the Ministry shall pay the Municipality any amounts which may be properly owing pursuant to the Appendix A for inspections completed prior to the date of such termination.

5.0 POLICE RECORD CHECKS

- 5.1 Before any person provides the services described in Appendix B, the Municipality shall ensure that person has provided the Municipality with a Police Record Check, completed by a municipal police force or the Royal Canadian Mounted Police, with respect to all criminal convictions and outstanding criminal charges. This section does not apply to anyone employed by the Municipality prior to April 1, 1997.
- 5.2 The Municipality shall review the completed Police Record Check and shall record whether the Police Record Check indicates that the applicant has a criminal record and why the application was accepted or denied. The Municipality shall return the Police Record Check to the applicant and shall not make a copy. The Police Record Check is the property of the applicant.
- 5.3 The Municipality shall maintain confidentiality with respect to the information obtained from the Police Record Check. The Municipality shall only use the information to assess the applicant's ability to provide the services described in Appendix B.
- 5.4 The Ministry is not responsible for any costs associated with obtaining the Police Record Check.

6.0 ADMINISTRATION

6.1 The Municipality shall upon the request of the Ministry, provide such information, including financial and statistical statements, as may reasonably be necessary to determine whether the Municipality is complying with the terms and conditions of this Agreement.

7.0 CONFIDENTIALITY

7.1 The Municipality agrees that its employees shall treat as confidential any information received with respect to any client of the Ministry.

7.2 The Municipality shall use the information provided by the Ministry only as necessary to fulfil the obligations of the agreement and shall not use the information for any other purpose.

7.3 Where personal information is provided by the Ministry, the Municipality shall have in place and shall follow reasonable security policies and procedures to protect and safeguard the personal information. Specific requirements are outlined in Appendix C to this agreement.

7.4 The Municipality shall not disclose any information to third parties, except where specifically authorized by this agreement or where approved by the Ministry.

7.5 The Municipality shall only provide the information to those individuals within the organization who need to know the information to perform the obligations under this agreement.

7.6 The Municipality will retain the records it creates for a period of not less than seven years (or longer when specified), after which time they will be securely destroyed.

7.7 Clauses 7.1 to 7.6 of this agreement shall survive the expiration or termination of this agreement.

8.0 INDEMNIFICATION

8.1 Social Services agrees to indemnify the Municipality and its officers, servants, and employees from and against all claims, demands, loss, costs, damages, actions, suits or other proceedings brought or prosecuted in any manner based upon, or occasioned by injury or death of any person, damage or loss or destruction of property, economic loss or any infringement of rights caused by or arising directly or indirectly from any inspections conducted pursuant to this Agreement, except for those arising from willful misconduct or gross negligence by the Municipality or its employees, officers, or servants.

8.2 Clause 8.1 of this agreement shall survive the expiration or termination of this agreement.

9.0 ASSIGNMENT AND SUBCONTRACTING

9.1 Without the prior written consent of the Ministry, the Municipality shall not:

- a) assign, either directly or indirectly, this Agreement or any right under this Agreement; or
- b) subcontract any obligations of the Municipality under this Agreement.

10.0 GENERAL

10.1 This agreement contains all terms agreed to by the parties.

10.2 Any notice pursuant to this Agreement shall be given by registered mail addressed to:

Ministry of Social Services
Executive Director,
Income Assistance Service Delivery
1920 Broad Street
REGINA SK S4P 3V6

AND

City of Saskatoon
Fire and Protective Services
125 Idylwyld Drive South
Saskatoon, Saskatchewan S7M 1L4
Attention: Brian Bentley, General Manager/Fire Chief

WHEREAS the parties hereto have executed this Agreement on the day and year first above written.

SIGNED, SEALED AND DELIVERED in the presence of:

(Seal) or Witness Signature

City of Saskatoon - Signature

Witness Name (Print)

City of Saskatoon Official's Name (Print)

Witness Signature

Ministry Signature

Witness Name (Print)

Ministry Name (Print)

APPENDIX A

All payments made to the Municipality pursuant to this Agreement are subject to appropriation of funds by the Legislature of Saskatchewan.

Fixed Fee

The Ministry agrees to pay the Municipality a fixed fee of \$83,200.00, payable in monthly or quarterly instalments. This fee is compensation for all inspection services to be performed by the Municipality during the term of this Agreement, up to a maximum of 1,040 inspections. Without limiting the generality of the foregoing, the parties acknowledge that the fixed fee has been calculated based on an average of 20 inspections per week at a cost of \$80.00 per inspection file.

Additional Inspections

For each inspection performed by the Municipality during the term of this agreement in excess of 1,040, the Ministry shall pay the Municipality an additional fee of \$80.00 per inspection during the period of April 1, 2011 to March 31, 2012.

Expenses

The fees set forth above are inclusive of all out-of-pocket expenses which the Municipality may incur in performing its services under this Agreement.

Taxes

The Ministry represents and warrants that it is exempt from the payment of federal good and services tax or provincial sales tax and its GST exemption number is 107864258.

Invoices

The Municipality shall invoice the Ministry for services provided pursuant to this Agreement on a monthly or quarterly basis. The Ministry shall pay all properly invoiced amounts within 30 days of receiving the Municipality's invoice.

APPENDIX B

Inspection Services

The Municipality agrees to perform inspections of residential housing units as requested from time to time by the Ministry. The Municipality agrees to perform its inspection services in a diligent, lawful and professional manner and in the best interests of the Ministry, in accordance with the terms and conditions of this Agreement.

1. Inspection Services may be required to inspect selected rental units to:
 - a) Verify health, safety indicator questions related to the Saskatchewan Rental Housing Supplement;
 - b) Look for conditions that would pose a health and safety risk to occupants (i.e. conditions such as filth, drug activities, over-crowding, or other building deficiencies); and
 - c) In some cases, verify the presence of disability features in the unit (i.e. units where applicants have applied for the Disability Housing Supplement).
2. The Municipality agrees to perform the inspection services as outlined and required on the Saskatchewan Rental Housing Supplement Inspection Report appended hereto.
3. The inspection process shall be as outlined below:
 - a) The Ministry Inspection Co-ordinator shall E-mail a list of properties requiring inspection on a weekly basis to the Municipal Co-ordinator. The Ministry will also include a copy of the quality questions for each unit requiring an inspection. A two (2) week turnaround period is required for each property/file.
 - b)
 - i) The Municipal Inspector contacts the applicant/client to set up appointment.
 - ii) If the Ministry Inspection Co-ordinator does not receive a file response within two (2) weeks, a follow-up notice will be forwarded to the Municipal Co-ordinator
 - iii) Two (2) failed attempts to schedule an appointment or conduct the inspection will be considered a failed inspection and a report is returned to the Ministry as failed. A minimum of two (2) phone attempts are required.

If no phone contact is made, a card shall be delivered to the applicant's residence, requesting the client contact the Municipal Inspector to set up an appointment. If there is no response after two (2) weeks and/or two (2) attempts or cancellations have been encountered, the inspection report shall be returned to the Ministry Inspection Co-ordinator as incomplete.
 - iv) The client or the client's spouse must be present at the time of the inspection. If no one suitable is available, or if it does not appear safe to conduct the inspection, the Municipal Inspector shall leave a card requesting that the client reschedule the inspection within the next two (2) weeks.

If the client or spouse fails to make the inspection date, or if it does not appear safe to conduct the inspection for a second time, the file shall be returned to the Ministry Inspection Co-ordinator as incomplete.
4. The Ministry shall provide the Municipality with blank inspection reports, information cards and picture identification cards as required for use by the Municipality's inspectors.

5. The Municipal Inspectors shall not discuss program requirements or provide program related direction to the clients, nor shall they discuss the overall condition of the residence. All enquiries shall be directed to the Ministry Call Centre.
6. The delivery Municipality/municipality shall verify that the Municipality staff responsible for carrying out the technical functions of program delivery (Inspectors) meet the minimum technical qualifications as follows:
 - a) Completion of an architectural technology or civil engineering technology diploma and several years of project management and building construction experience; or
 - b) An equivalent combination of education and experience in the construction or inspection or bylaw enforcement fields.
7. The delivery Municipality staff shall be responsible for carrying out the technical functions of program delivery (Inspectors) and shall demonstrate the following technical competencies:
 - a) Ability to perform inspections, recognize, record and analyze deficiencies and architectural, structural, mechanical, and electrical faults. It is acknowledged and agreed by the parties that the inspectors, in conducting such inspections, will perform the inspections to the standard of a reasonable property standards inspector and not to the standard of a professional architect, engineer or electrician.
 - b) Ability to assess the condition of the property and identify acceptable or unacceptable standards based on program requirements.
 - c) Ability to write clearly and accurately.
8. The Ministry agrees to provide the Municipality, upon request, with the addresses of properties that do not meet the minimum health and safety standards for the Saskatchewan Rental Housing Supplement Program. The provisions of non-qualifying property lists will not constitute a request for the inspection of these properties or for remuneration related to the inspection of these properties.
9. The Ministry will inform participants of the program that Municipal inspectors may be inspecting the premises not only on behalf of the Rental Housing Supplement Program, but also on behalf of the Municipality.

Training

The Municipality shall ensure that any of its employees or agents performing inspection services pursuant to this Agreement will attend a program orientation with officials from the Ministry.

APPENDIX C

Confidential Information

This disclosure of Saskatchewan Rental Housing Supplement client names and addresses to the Municipality is authorized pursuant to clause 29(2)(h) of *The Freedom of Information and Protection of Privacy Act*.

All data and information generated or collected by or for the Municipality in connection with the inspection services performed pursuant to this Agreement (collectively, the "Confidential Information") shall at all times be the property of the Ministry. The Municipality shall keep the Confidential Information in strict confidence at all times and shall take such measures in connection with its operations and internal security as shall be reasonably necessary to protect and maintain the confidential nature of the information.

The Municipality shall only use the Confidential Information for the performance of its inspection services under this Agreement and for the purpose of administering or enforcing any municipal bylaw or carrying out a lawful investigation. The Municipality shall not disclose the Confidential Information to any other party except where the disclosure is necessary to carry out the obligations of this agreement or with the written consent of the Ministry.

E5

Option 1 – Re-Adjustment with Rising Cap and Rate Increases

	2011	2012	2013	2014	2015	2016	2017	2018
Monthly Charge per Water Meter	\$ 4.40	NA	NA	NA	NA	NA	NA	NA
Water Meters Charged	64,398	NA	NA	NA	NA	NA	NA	NA
Properties Charged	-	64,876	64,876	64,876	64,876	64,876	64,876	64,876

Monthly Charge per ERU	NA	\$ 3.16	\$ 3.36	\$ 3.56	\$ 3.76	\$ 3.96	\$ 4.16	\$ 4.40
Single Residential & Agricultural Properties	58,982	58,982	58,982	58,982	58,982	58,982	58,982	58,982
Single Residential & Agricultural Annual Revenue (,000)	\$ 3,110	\$ 2,230	\$ 2,370	\$ 2,510	\$ 2,660	\$ 2,800	\$ 2,940	\$ 3,110

CAP (ERUs)	NA	10	20	30	40	50	70	100
Multi Residential, Commercial, & Industrial Properties	5,894	5,894	5,894	5,894	5,894	5,894	5,894	5,894
Multi-Res, Comm, & Ind Properties OVER CAP	NA	1,569	794	489	347	258	166	91
Multi-Res, Comm, & Ind Properties UNDER CAP	NA	4,325	5,100	5,405	5,547	5,636	5,728	5,803
Multi-Res, Comm, & Ind Properties UNDER CAP - Avg ERUs	NA	3.67	5.35	6.45	7.19	7.78	8.58	9.55
Multi-Res, Comm, & Ind Annual Revenue (,000)	\$ 310	\$ 1,190	\$ 1,740	\$ 2,110	\$ 2,420	\$ 2,690	\$ 3,030	\$ 3,400

Total Annual Revenue (,000)	\$ 3,420	\$ 3,420	\$ 4,110	\$ 4,620	\$ 5,080	\$ 5,490	\$ 5,970	\$ 6,510
Revenue Increase from 2011 (,000)	\$ -	\$ -	\$ 690	\$ 1,200	\$ 1,660	\$ 2,070	\$ 2,550	\$ 3,090

Option 2 – Re-Adjustment with a Steady 100 ERU Cap and Rate Increases

	2011	2012	2013	2014	2015	2016	2017	2018
Monthly Charge per Water Meter	\$ 4.40	NA	NA	NA	NA	NA	NA	NA
Water Meters Charged	64,398	NA	NA	NA	NA	NA	NA	NA
Properties Charged	-	64,876	64,876	64,876	64,876	64,876	64,876	64,876

	NA	\$ 2.32	\$ 2.66	\$ 3.00	\$ 3.34	\$ 3.68	\$ 4.02	\$ 4.40
Monthly Charge per ERU	NA	\$ 2.32	\$ 2.66	\$ 3.00	\$ 3.34	\$ 3.68	\$ 4.02	\$ 4.40
Single Residential & Agricultural Properties	58,982	58,982	58,982	58,982	58,982	58,982	58,982	58,982
Single Residential & Agricultural Annual Revenue (,000)	\$ 3,110	\$ 1,630	\$ 1,880	\$ 2,120	\$ 2,360	\$ 2,600	\$ 2,840	\$ 3,110

CAP (ERUs)	NA	100	100	100	100	100	100	100
Multi Residential, Commercial, & Industrial Properties	5,894	5,894	5,894	5,894	5,894	5,894	5,894	5,894
Multi-Res, Comm, & Ind Properties OVER CAP	NA	91	91	91	91	91	91	91
Multi-Res, Comm, & Ind Properties UNDER CAP	NA	5,803	5,803	5,803	5,803	5,803	5,803	5,803
Multi-Res, Comm, & Ind Properties UNDER CAP - Avg ERUs	NA	9.55	9.55	9.55	9.55	9.55	9.55	9.55
Multi-Res, Comm, & Ind Annual Revenue (,000)	\$ 310	\$ 1,790	\$ 2,050	\$ 2,320	\$ 2,580	\$ 2,840	\$ 3,110	\$ 3,400

Total Annual Revenue (,000)	\$ 3,420	\$ 3,420	\$ 3,930	\$ 4,440	\$ 4,940	\$ 5,440	\$ 5,950	\$ 6,510
Revenue Increase from 2011 (,000)	\$ -	\$ -	\$ 510	\$ 1,020	\$ 1,520	\$ 2,020	\$ 2,530	\$ 3,090

Option 3 – No Re-Adjustment with a Rising Cap and No Rate Increases

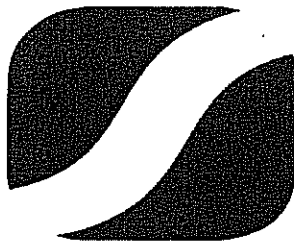
	2011	2012	2013	2014	2015	2016	2017	2018
Monthly Charge per Water Meter	\$ 4.40	NA	NA	NA	NA	NA	NA	NA
Water Meters Charged	64,398	NA	NA	NA	NA	NA	NA	NA
Properties Charged	-	64,876	64,876	64,876	64,876	64,876	64,876	64,876

Monthly Charge per ERU	NA	\$ 4.40	\$ 4.40	\$ 4.40	\$ 4.40	\$ 4.40	\$ 4.40	\$ 4.40
Single Residential & Agricultural Properties	58,982	58,982	58,982	58,982	58,982	58,982	58,982	58,982
Single Residential & Agricultural Annual Revenue (,000)	\$ 3,110	\$ 3,110	\$ 3,110	\$ 3,110	\$ 3,110	\$ 3,110	\$ 3,110	\$ 3,110

CAP (ERUs)	NA	10	20	30	40	50	70	100
Multi Residential, Commercial, & Industrial Properties	5,894	5,894	5,894	5,894	5,894	5,894	5,894	5,894
Multi-Res, Comm, & Ind Properties OVER CAP	NA	1,569	794	489	347	258	166	91
Multi-Res, Comm, & Ind Properties UNDER CAP	NA	4,325	5,100	5,405	5,547	5,636	5,728	5,803
Multi-Res, Comm, & Ind Properties UNDER CAP - Avg ERUs	NA	3.67	5.35	6.45	7.19	7.78	8.58	9.55
Multi-Res, Comm, & Ind Annual Revenue (,000)	\$ 310	\$ 1,660	\$ 2,270	\$ 2,610	\$ 2,830	\$ 2,990	\$ 3,200	\$ 3,400

Total Annual Revenue (,000)	\$ 3,420	\$ 4,770	\$ 5,380	\$ 5,720	\$ 5,940	\$ 6,100	\$ 6,310	\$ 6,510
Revenue Increase from 2011 (,000)	\$ -	\$ 1,350	\$ 1,960	\$ 2,300	\$ 2,520	\$ 2,680	\$ 2,890	\$ 3,090

F1



City of
Saskatoon

**DRAFT – July 6, 2011
Request For Proposals
for a
Single-Family Residential Curbside Recycling Program**

Closing Time:

Delivery Address:
330 – 350 3rd Ave. North
Saskatoon, Sk.
S7K 6G7

Contact Person: Kelly G. Goyer

E-mail address: kelly.goyer@saskatoon.ca

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1 INTRODUCTION

1.1 Purpose of this Request for Proposal

The purpose of this Request for Proposals (RFP) is to invite interested Proponents to prepare and submit competitive Proposals for the collection and processing of common recyclable materials for all single-family dwellings as well as townhouses or other buildings currently receiving individual solid waste collection services.

1.2 Eligibility to Participate in this RFP

Any interested party or parties, may submit a Proposal to this RFP. Proponents may be corporations, cooperatives, joint ventures, partnerships, associations, sole proprietorships, or any other legal entity eligible to conduct business within the Province of Saskatchewan.

2 THE PROJECT

2.1 Scope of the Successful Proponent's Responsibility

This RFP and the Proposal submitted by the Successful Proponent will be combined with any subsequent negotiated items between the two parties to form the basis for an Agreement between the City and the Successful Proponent. The basic responsibilities of the Proponent are outlined in Appendix B, and are summarized as follows:

- Provide, deliver, and maintain for the duration of the Agreement suitable Recycling Container(s) for all serviced units.
- Provide collection service to all identified residential properties including approximately 66,000 residences, primarily consisting of single family dwellings but also includes townhouses or other buildings currently receiving individual solid waste collection services within the City of Saskatoon. Collection to occur on a minimum semi-monthly basis and be appropriately coordinated with garbage collection days.
- Provide all aspects of processing, sorting, marketing, and delivery of collected recyclables to market.
- Undertake regular monitoring and reporting to the City.
- Provide ongoing customer service to residents as the main point of contact for customers utilizing the city-wide curbside recycling service.
- Educate and provide outreach services in collaboration with the City.
- Provide quantities, on a regular basis and during normal business hours, of unsorted fibre in good condition to Cosmopolitan Industries in approximately the following proportions: 76% ONP, 16% OCC, 8% Mixed Waste Fibre. Quantities would be established annually by the City of Saskatoon.

2.2 Additional Services

In order to determine future interest for private sector provision of recyclables collection and processing for multi-family dwellings, Proponents may include these additional services in their proposal, but are not required to do so for successful submission.

PLEASE NOTE: no additional points will be awarded for proposals that include additional services, and any costs submitted will not form part of the cost evaluation process. The City may, at its sole discretion, further discuss and enter into an agreement with any Proponent for the provision of multi-family solutions

whether or not the Proponent was the Successful Proponent for single-family curbside recycling services.

- Provide, deliver, and maintain for the duration of the Agreement suitable Recycling Container(s) for all identified serviced units.
- Provide collection service to all identified multi-unit residential properties including approximately 22,000 multi-family dwellings.
- Provide all aspects of processing, sorting, marketing, and delivery of collected recyclables to market.
- Undertake regular monitoring and reporting as defined in the Proposal Requirements outlined in Appendix B.
- Provide customer service to residents.
- Educate and provide outreach services in collaboration with the City.

2.3 Agreement

The City and the Successful Proponent will enter into an Agreement for the provision of the single-family curbside recycling program which will set out the terms and conditions applicable to the Project. The following are some of the key commercial terms that the City anticipates will be included in the Agreement:

Term: The term of the Agreement will be for seven (7) years commencing on the first day of provision of services.

Payment: Payment shall be made monthly based on the provision of required reports and an invoice.

Insurance: Contractor to provide \$5 million commercial general liability insurance and \$5 million automobile liability insurance for the Term of the Agreement.

3 PROCUREMENT PROCESS

3.1 Estimated Timeline

The following is the City's estimated timeline for the Project:

Activity	Timeline
RFP Issued	August 12, 2011
Introductory Project Meeting	August 18, 2011
RFP Closing Time	4:00 p.m. (CST), October 7, 2011
Selection of Preferred Proponent	November 10, 2011
Contract Award	December 21, 2011

This estimated timeline is subject to change at the sole discretion of the City

3.2 Introductory Project Meeting

The City intends to hold an Introductory Project Meeting to introduce the Project to Proponents, who have completed, signed and delivered the Proponent Registration Form referenced as Appendix C. Attendance will not be mandatory. Minutes will not be prepared or circulated.

Any issues arising that require clarification will be included in this RFP by way of Addendum.

Any statements made by the City or any of their respective advisors or representatives at the Introductory Project Meeting shall not and will not be relied upon in any way by the Proponents, except as included in this RFP by way of Addendum.

3.3 Inquiries

All Inquiries and communications regarding any aspect of this RFP should be directed to the Contact Person by email and the following applies to any Inquiry:

- a) responses to an Inquiry will be in writing;
- b) all Inquiries, and all responses to Inquiries from the Contact Person, will be recorded by the City;
- c) the City is not required to provide a response to any Inquiry;
- d) a Proponent may request that a response to an Inquiry be kept confidential by clearly marking the Inquiry "Commercial in Confidence" if the Proponent considers the Inquiry to be a matter of proprietary commercial interest;
- e) if the City decides that an Inquiry marked "Commercial in Confidence", or the City's response to such an Inquiry, must be distributed to all Proponents, then the City will permit the inquirer to withdraw the Inquiry rather than receive a response and if the Proponent does not withdraw the Inquiry, then the City may provide its response to all Proponents;
- f) notwithstanding Section 3.3(d) and 3.3(e):
 - i. if one or more other Proponents submits an Inquiry on the same or similar topic to an Inquiry previously submitted by another Proponent as "Commercial in Confidence", the City may provide a response to such Inquiry to all Proponents; and
 - ii. if the City determines there is any matter which should be brought to the attention of all Proponents, whether or not such matter was the subject of an Inquiry, including an Inquiry marked "Commercial in Confidence", the City may, in its discretion, distribute the Inquiry, response or information with respect to such matter to all Proponents.

Information offered from sources other than the Contact Person with regard to this RFP is not official, may be inaccurate, and should not be relied on in any way, by any person for any purpose.

3.4 Addenda

The City may, in its absolute discretion through the Contact Person, amend this RFP at any time by issuing a written Addendum. Written Addenda are the only means of amending or clarifying this RFP, and no other form of communication whether written or oral, including written responses to Inquiries as provided by Section 3.3, will be included in, or in any way amend, this RFP. Only the Contact Person is authorized to amend or clarify this RFP by issuing an Addendum. No other employee or agent of the City is authorized to amend or clarify this RFP. The City will provide a copy of all Addenda to all Proponents, who have completed, signed and delivered the Proponent Registration Form referenced as Appendix C.

3.5 Website Provision of Information

The City has established a website to be used for accessing electronic data in the possession of the City. The City does not make any representation as to the relevance, accuracy or completeness of any of the information available via the website except as the City may advise with respect to a specific document. The City will grant Proponents access to the website when Appendix C is completed, signed and delivered to the Contact Person.

The information on the website may be supplemented or updated from time to time. Although the City will attempt to notify Proponents of all updates, Proponents are solely responsible for ensuring they check the website frequently for updates and to ensure the information used by the Proponents is the most current, updated information.

4 FINANCIAL REQUIREMENTS

4.1 Affordability Ceiling

The City has identified an Affordability Ceiling of **\$27,407,140** in as spent dollars for the collection, processing and marketing of recyclable materials for all single-family dwellings as well as townhouses or other buildings currently receiving individual solid waste collection services within the City of Saskatoon. Project approvals will be based on the Affordability Ceiling.

Affordability Ceiling							
Year	2012	2013	2014	2015	2016	2017	2018
Annual Total Cost	\$3,800,000	\$3,820,816	\$4,021,059	\$4,209,964	\$4,408,390	\$4,616,817	\$4,835,751

The Evaluation Committee will evaluate and select the highest scoring Proposal in the manner set out in Appendix A. If the annual cost to the City provided by the Preferred Proponent is equal to or lower than each and every annual cost shown above, the Evaluation Committee will recommend to City Council award of the Contract.

If the highest scoring Proposal costs more than any annual amount above, the results will be presented to City Council for a decision on whether or not to award.

The Evaluation Committee reserves the right to consider only those Proposals that are under the Affordability Ceiling.

4.2 Performance Bonding

Under the Contract, the successful Proponent will be required to provide the City with a 50% performance bond issued by a surety company acceptable to the Owner and authorized to transact the business of suretyship in Saskatchewan. Each Proponent must provide with the Proposal a Consent of Surety executed by the Proponent's surety.

5 PROPOSAL REQUIREMENTS

5.1 Proponent Registration Form

As a condition of participating in this RFP each Proponent must complete, sign and deliver to the Contact Person, the Proponent Registration Form, substantially in the form attached as Appendix C. Proponents will not be provided with access to the website, receive Addenda, be invited to participate in the Introductory Project Meeting, or participate further in the Competitive Selection Process unless and until they have completed, signed and delivered Appendix C as required by this Section.

5.2 Proposal Format and Content

Proposals should be in the format and include the content described in Appendices A and B.

6 SUBMISSION INSTRUCTIONS

6.1 Closing Time and Delivery Address

Proposals must be received at the Delivery Address before the Closing Time. Proposals received after the Closing Time will not be considered and will be returned unopened.

6.2 Number of Copies

A Proponent should submit Proposals as described in Appendix A – Proposal Guidelines and Evaluation. The electronic copy should be on CD, with a label on each CD describing its contents.

6.3 No Fax or Email Submission

Proposals submitted by fax or email will not be accepted.

6.4 Language of Proposals

Proposals should be in English. Any portion of a Proposal not in English may not be evaluated.

6.5 Receipt of Complete RFP

Proponents are responsible to ensure that they have received the complete RFP, as listed in the table of contents of this RFP, plus any Addenda. A submitted Proposal will be deemed to have been prepared on the basis of the entire RFP issued prior to the Closing Time. The City accepts no responsibility for any Proponent lacking any portion of this RFP.

6.6 Electronic Communication

Proponents should not communicate with the Contact Person by fax. The Contact Person will not respond to any communications sent by fax. The following provisions will apply to any email communications with the Contact Person, or the delivery of documents to the Contact Person by email where such email communications or deliveries are permitted by the terms of this RFP.

The City does not assume any risk or responsibility or liability whatsoever to any Proponent:

- a) for ensuring that any electronic email system being operated for the City is in good working order, able to receive transmissions, or not engaged in receiving other transmissions such that a Proponent's transmission cannot be received; or
- b) if a permitted email communication or delivery is not received by the City or, or received in less than its entirety, within any time limit specified by this RFP; and
- c) all permitted email communications with, or delivery of documents by email to, the Contact Person will be deemed as having been received by the Contact Person on the dates and times indicated on the Contact Person's electronic equipment.

6.7 Inconsistency between Paper and Electronic Form

If there is any inconsistency between the paper form of a document issued by or on behalf of the City to Proponents and the digital, electronic or other computer readable form, the paper form of the document will prevail.

6.8 Amendments to Proposal

A Proponent may amend any aspect of its Proposal at any time prior to the Closing Time by delivering written notice, or written amendments, to the Delivery Address prior to the Closing Time.

6.9 Revisions Prior to the Closing Time

A Proponent may amend or withdraw its Proposal at any time prior to the Closing Time by delivering written notice to the Contact Person at the Delivery Address prior to the Closing Time.

6.10 Validity of Proposals

By submitting a Proposal, each Proponent agrees that its Proposal, including all prices, will remain fixed and irrevocable from the Closing Time until midnight at the end of the 90th day following the Closing Time (the Proposal Validity Period).

6.11 Material Change after RFP Closing Time

A Proponent will give immediate notice to the City of any material change that occurs to a Proponent after the Closing Time, including a change to its membership or a change to financial capability.

7 EVALUATION

7.1 Mandatory Requirements

The City will review Proposals on a preliminary basis to determine whether they comply with the Mandatory Requirements. Proposals which do not comply with the Mandatory Requirements will be rejected and not considered further in the evaluation process.

The City has determined that the following are Mandatory Requirements:

- a) the Submission must be received at the Delivery Address no later than the Closing Time; and
- b) the Proponent must include an executed Consent of Surety from the Proponent's surety.

The other requirements of this RFP, even if stated in mandatory terms, are not included in the Mandatory Requirements.

7.2 Evaluation Committee

The City will appoint a committee (Evaluation Committee) to evaluate Proposals and identify the Preferred Proponent. The Evaluation Committee may be assisted by other persons as the Evaluation Committee may decide it requires, including technical, financial, legal and other advisers or employees of the City.

7.3 Evaluation of Proposals

The Evaluation Committee will evaluate Proposals in the manner set out in Appendix A and may consider any criteria it considers relevant.

The Evaluation Committee may, in its sole and absolute discretion, but is not required to:

- a) conduct reference checks relevant to the Project with any or all of the references cited in a Proposal, or with any other person not listed in a Proposal, to verify any and all information regarding a Proponent, including its directors, officers and the Key Individual;
- b) conduct any background investigations that it considers necessary in the course of the Competitive Selection Process;
- c) seek clarification or rectification of a Proposal or supplementary information from any or all Proponents;
- d) request interviews or presentations with any, all or none of the Proponents to clarify any questions or considerations based on the information included in Proposals during the evaluation process, with such interviews or presentations conducted in the discretion of the City, including the time, location, length and agenda for such interviews or presentations; and
- e) the Evaluation Committee may in its sole and absolute discretion rely on and consider any information received as a result of such reference checks, background investigations, requests for clarification or supplementary information and interviews/presentations in the evaluation of Proposals.

The Evaluation Committee may decide not to complete a detailed evaluation of a Proposal if the Evaluation Committee concludes having undertaken a preliminary review of the Proposal as compared to other Proposals, the Proponent of the Proposal is not in contention to be selected as the Preferred Proponent.

8 SELECTION OF PREFERRED PROPONENT AND AWARD

8.1 Selection and Award

If the City selects a Preferred Proponent, the City will invite the Preferred Proponent to enter into discussions to settle all terms of the Agreement, based on the Preferred Proponent's Proposal, including any clarifications that the Preferred Proponent may have provided during the evaluation of Proposals.

The City also reserves the right to negotiate changes to the Proposal.

If for any reason the City determines that it is unlikely to reach final agreement with the Preferred Proponent, then the City may terminate the discussions with the Preferred Proponent and proceed in any manner that the City may decide, in consideration of its own best interests, including:

- a) terminating the procurement process entirely and proceeding with some or all of the Project in some other manner, including using other contractors; or
- b) inviting one of the other Proponents to enter into discussions to reach final agreement for completing the Project.

Final approval of City Council will be a condition precedent to the final execution or commencement of the Contract.

8.2 No Partial Compensation for Participation in this RFP

The City will not provide any compensation to Proponents for participating in this RFP Competitive Selection Process.

8.3 Debriefs

The City will, following Contract Award, upon request from an unsuccessful Proponent, conduct a debriefing for that Proponent. In a debriefing the City may discuss the relative strengths and weaknesses of that Proponent's Proposal, but the City will not disclose or discuss any Confidential Information of another Proponent.

9 CONFLICT OF INTEREST AND RELATIONSHIP DISCLOSURE

9.1 Reservation of Rights

The City reserves the right to disqualify any Proponent that in the City's opinion has a conflict of interest or an unfair advantage (including access to any Confidential Information not available to all Proponents), whether real, perceived, existing now or likely to arise in the future, or may permit the Proponent to continue and impose such conditions as the City may consider to be in the public interest or otherwise required by the City.

9.2 Conflict of Interest Declaration

Each Proponent should fully disclose all relationships they may have with the City or any other person providing advice or services to the City with respect to the Project or any other matter that gives rise, or might give rise, to an unfair advantage:

- a) by submission of the completed Conflict of Interest Declaration with its Proposal; and
- b) thereafter during the Competitive Selection Process by written notice addressed to the Contact Person promptly after becoming aware of any such relationship.

At the time of such disclosure, the Proponent will include sufficient information and documentation to demonstrate that appropriate measures have been, or will be, implemented to mitigate, minimize or eliminate the actual, perceived or potential conflict of interest or unfair advantage, as applicable. The Proponent will provide such additional information and documentation and implement such additional measures as the City may require in its discretion in connection with the City's consideration of the disclosed relationship and proposed measures.

10 RFP TERMS AND CONDITIONS

10.1 No Obligation to Proceed

This RFP does not commit the City to select a Preferred Proponent or enter into an Agreement and the City reserves the complete right to at any time reject all Proposals, or to otherwise terminate this RFP and the Competitive Selection Process and proceed with the Project in some other manner.

Further, Project approvals will be based on the Affordability Ceiling as set out in Section 4.1.

10.2 No Contract

This RFP is not an agreement between the City and any Proponent nor is this RFP an offer or an agreement to purchase work, goods or services. No contract of any kind for work, goods or services whatsoever is formed under, or arises from this RFP, or as a result of, or in connection with, the

submission of a Proposal, unless the City and the Preferred Proponent execute an Agreement, and then only to the extent expressly set out in the Agreement.

10.3 Confidentiality

All documents and other records in the custody of, or under the control of, the City are subject to the Local Authority Freedom of Information and Protection of Privacy Act (LAFOIP) and other applicable legislation. Except as expressly stated in this RFP, and subject to LAFOIP or other applicable legislation, all documents and other records submitted in response to this RFP will be considered confidential. The City will keep all documents and other records submitted in response to this RFP strictly confidential and will not disclose or allow any of its representatives to disclose, in any case whatsoever, in whole or in part, or use, or all allow any of its representatives to use, directly or indirectly, any documents and other records submitted in response to this RFP, subject to the provisions of LAFOIP.

10.4 Cost of Preparing the Proposal

Subject to Section 8.2, each Proponent is solely responsible for all costs it incurs in the preparation of its Proposal, including all costs of providing information requested by the City, attending meetings and conducting due diligence.

10.5 Reservation of Rights

The City reserves the right, in its discretion, to:

- a) amend the scope of the Project, modify, cancel or suspend the Competitive Selection Process at any time for any reason;
- b) accept or reject any Proposal based on the Evaluation Committee's evaluation of the Proposals in accordance with Appendix A, and in particular the City is not obliged to select the Proposal with the lowest contract price;
- c) waive a defect or irregularity in a Proposal and accept that Proposal;
- d) reject, disqualify or not accept any or all Proposals without any obligation, compensation or reimbursement to any Proponent or any of its team members;
- e) re-advertise for new Proposals, call for tenders, or enter into negotiations for this Project or for work of a similar nature;
- f) make any changes to the terms of the business opportunity described in this RFP;
- g) negotiate any aspects of a Preferred Proponent's Proposal; and
- h) extend, from time to time, any date, time period or deadline provided in this RFP, upon written notice to all Proponents who have completed, signed and delivered Appendix C.

10.6 No Collusion

Proponents will not discuss or communicate, directly or indirectly, with any other Proponent or any director, officer, employee, consultant, adviser, agent or representative of any other Proponent regarding the preparation, content or representation of their Proposals. Nothing in this section will prevent any interested party from talking to other interested parties for the purpose of forming a team to submit a Proposal to this RFP.

10.7 No Lobbying

Proponents, Proponent Team members and the Key Individual, and their respective directors, officers, employees, consultants, agents, advisers or any other representatives will not engage in any form of

political or other lobbying whatsoever in relation to the Project, this RFP, or the Competitive Selection Process, including for the purpose of influencing the outcome of the Competitive Selection Process. The use of the media for these purposes is also prohibited. Further, no such person (other than as expressly contemplated by this RFP) will attempt to communicate in relation to the Project, this RFP, or the Competitive Selection Process, directly or indirectly, with any representative of the City (including any member of the Council), or any employee of City, any Restricted Parties, or any director, officer, employee, agent, adviser, consultant or representative of any of the foregoing, or the media, as applicable, for any purpose whatsoever, including for purposes of:

- a) commenting on or attempting to influence views on the merits of the Proponent's Proposal, or in relation to Proposals of other Proponents;
- b) influencing, or attempting to influence, the evaluation, scoring and ranking of Proposals, the selection of the Preferred Proponent, or any negotiations with the Preferred Proponent;
- c) promoting the Proponent or its interests in the Project, including in preference to that of other Proponents; and
- d) criticizing the Proposals of other Proponents.

In the event of any lobbying or communication in contravention of this Section, the City in its discretion may at any time, but will not be required to, reject any and all Proposals submitted by that Proponent without further consideration.

10.8 Ownership of Proposal

All Proposals submitted to the City become the property of the City and will be received and held in confidence by the City, subject to the provisions of LAFOIP and this RFP.

10.9 Limitation of Damages

Each Proponent on its own behalf and on behalf of the Proponent Team and any member of a Proponent Team:

- a) agrees not to bring any Claim against the City or any of its employees, advisers or representatives for damages in excess of an amount equivalent to the reasonable costs incurred by the Proponent in preparing its Proposal for any matter in respect of this RFP or Competitive Selection Process, including:
 - i. if the City accepts a non-compliant proposal or otherwise breaches (including breach of material terms) the terms of this RFP or the Competitive Selection Process; or
 - ii. if the Project or Competitive Selection Process is modified, suspended or cancelled for any reason (including modification of the scope of the Project or modification of this RFP or both) or the City exercises any rights under this RFP; and
- b) waives any and all Claims against the City or any of its employees, advisers or representatives for loss of anticipated profits or loss of opportunity if no agreement is made between the City and the Proponent for any reason, including:
 - i. if the City accepts a non-compliant proposal or otherwise breaches (including breach of material terms) the terms of this RFP or the Competitive Selection Process; or
 - ii. if the Project or Competitive Selection Process is modified, suspended or cancelled for any reason (including modification of the scope of the Project or modification of this RFP or both) or the City exercises any rights under this RFP.

11 INTERPRETATION

11.1 Definitions

In this RFP:

Addendum means an addendum to this RFP issued by the Contact Person as described in Section 3.4;

Affordability Ceiling has the meaning set out in Section 4.1;

Claim means any claim, demand, suit, action, or cause of action, whether arising in contract, tort or otherwise, and all costs and expenses relating thereto;

Closed Loop means the process whereby recyclable materials are made into new goods or products that can themselves be readily recycled at their end of life, creating an ongoing process/feedstock 'loop'.

Closing Time means the time indicated as such on the cover page of this RFP;

Competitive Selection Process means the overall process for the selection of a Preferred Proponent for the Project including, but not limited to, this RFP stage;

Contact Person means the person identified as such on the cover page of this RFP;

Contract Award means the time when the Agreement related to the Project has been executed and delivered and all conditions to the effectiveness of the Agreement have been satisfied;

Contractor means the entity that enters into the Agreement with the City;

Delivery Address means the delivery address identified as such on the cover page of this RFP;

GST/HST at any given time means the tax imposed at that time pursuant to Section IX of the Excise Tax Act (Canada);

Inquiry has the meaning set out in Section 3.3;

Introductory Project Meeting has the meaning as set out in Section 3.2;

Evaluation Committee has the meaning set out in Section 7.2;

Financial Submission means the documentation and information as described in the Financial Submission section of Appendix B.

LAFOIP has the meaning set out in Section 10.3;

Key Individual of a Proponent means the specific firm and person, exclusive to the Proponent, filling the following roles (or equivalent) in the Proponent's Proposal:

- Contractor's Project Director;

Mandatory Requirements means the Proposal requirements described in Section 7.1;

Multi-family Dwelling means a residential building housing greater than four attached units;

Preferred Proponent means the Proponent selected pursuant to this RFP to enter into negotiations with the City

Project means the provision of collection, processing and marketing recycling services to single-family residences (as defined in section 1.1) for the City of Saskatoon;

Proponent means the party that submits a Proposal;

Proponent Registration Form means the form attached as Appendix C to this RFP;

Proponent's Representative means identified below is an officer of the company and is fully authorized to represent the Proponent in any and all matters related to its Proposal.

Proponent Team means a Proponent and Key Individual;

Proposal means a proposal submitted in response to this RFP;

Proposal Requirements means the requirements described in Appendix B;

Proposal Validity Period has the meaning set out in Section 6.10;

Recyclables or Recyclable Materials means materials such as aluminium and tin cans; corrugated cardboard; mixed paper; newspaper; polycoat, fine paper, magazines, boxboard; recyclable plastic #1-7 containers that have contained non-hazardous products; plastic film; all provincially legislated beverage containers excluding glass; milk cartons/jugs. Both household glass and legislated glass beverage containers are excluded from this RFP.

Recycling Container means any container provided or designated by the City or Proponent for the collection of Recyclables, which includes, but may not be limited to, wheeled carts, blue boxes, clear bags or tote bags. Qualifying containers must have sufficient volume, ability to address issues such as windblown material and seasonal fluctuations in weather (e.g. rain, snow, freezing temperatures), and provide convenience for a variety of residential property configurations.

Remanufacture means the process whereby recyclable materials are made into usable feedstocks for new goods or products, not necessarily with the original function of the source commodity.

RFP means this request for proposals;

Serviced Units means all identified residential properties including approximately 66,000 single family dwellings including townhouses or other buildings currently receiving individual solid waste collection services within the City of Saskatoon;

Technical Submission means the documentation and information as described in the Technical Submission section of Appendix B.

11.2 Interpretation

In this RFP:

- a) the use of headings are for convenience only and are not to be used in the interpretation of this Agreement;
- b) a reference to a Section or Appendix, unless otherwise indicated, is a reference to a Section of or Appendix to this RFP;
- c) words imputing any gender include all genders, as the context requires, and words in the singular include the plural and vice versa;
- d) the word "including" when used in this RFP is not to be read as limiting; and
- e) each Appendix attached to this RFP is an integral part of this RFP as if set out at length in the body of this RFP.

**APPENDIX A
PROPOSAL GUIDELINES AND EVALUATION**

The Evaluation Committee will evaluate the Proposal submissions in accordance with this Appendix A.

A1 PROPOSAL GUIDELINES

Proposals should:

- a) Include all of the information requested in this Appendix A;
- b) Be submitted as follows:

Package	Content	Number of Copies
Package 1 (sealed envelope #1 includes Mandatory Requirements)	<ol style="list-style-type: none"> 1. Transmittal Letter 2. Consent of Surety 3. Conflict of Interest Declaration (see Appendix D of the RFP) signed by the Proponent 	<p>One</p> <p>One</p> <p>One</p>
Package 2 (sealed envelope #2 includes Technical Proposal Requirements)	<p>Technical Submission excluding the Financial Information provided in Package 3.</p> <ol style="list-style-type: none"> 1. Proponents must submit to the Delivery Address by the Closing Time the technical portion of the Proposal, which should be made up of the following: <ol style="list-style-type: none"> (a) the cover letter (and all attachments) to the Technical Submission as described at the beginning of the Technical submission section of Appendix B; and (b) the portion of the Proposal Requirements described as the Technical Submission in Appendix B. 	One unbound copy marked "Technical Proposal - Master", and 4 bound copies and one electronic copy.

Package	Content	Number of Copies
Package 3 (sealed envelope #3 includes Financial Proposal Requirements)	Financial Submission 1. Proponents must submit to the Delivery Address by the Closing Time the financial portion of the Proposal, which should be made up of the following: (a) the cover letter (and all attachments) to the Financial Submission as described at the beginning of the Financial Submission section of Appendix B; (b) the portion of the Proposal Requirements described as the Financial Submission in Appendix B; and (c) the completed Pricing Model as described in Appendix B.	One unbound copy marked "Financial Proposal - Master", and 4 bound copies and one electronic copy.
Package 4 (sealed envelope)	Optional Technical Submission for provision of service to multi-family residential properties.	One

(c) Be clearly marked with the words, "City of Saskatoon Request For Proposals for Residential Curbside Recycling, Processing and Marketing" to the Delivery Address.

A2 EVALUATION PROCESS

A2.1 Evaluation By Committee

Subject to the terms of this RFP, the evaluation will consider whether the Proposal substantially satisfies the requirements of this RFP, including the requirements set out in Appendix B and demonstrates to the satisfaction of the City, that the Proponent is capable of performing and will perform the obligations and responsibilities of the Agreement and that the Proponent has a good understanding of the Project referenced in Section 1.1 and the Scope of the Contractor's Responsibility as referenced in Section 2.1.

Mandatory Requirements (Package 1) will be reviewed prior to consideration of Technical Submissions (Package 2). Technical Submissions (Package 2) will be evaluated prior to consideration of Financial Submissions (Package 3).

The Evaluation Committee anticipates selecting as Preferred Proponent the Proponent submitting the Proposal achieving the highest score based on detailed evaluation in the manner set out in Appendix B.

The Evaluation Committee reserves the right to consider only those Proposals that are under the Affordability Ceiling.

A2.2 Technical Submission

Subject to the terms of this RFP, the Technical Submission evaluation will consider whether the Technical Submission substantially satisfies the requirements of this RFP, including the requirements set out in Appendix B.

If the Evaluation Committee determines that the Technical Submission does not substantially satisfy the above requirements, the Evaluation Committee may decide not to complete a detailed evaluation of the Proposal.

A2.3 Financial Submission

Proposals will be examined to determine whether the Financial Submission substantially satisfies the requirements of this RFP including the requirements set out in Appendix B.

If the Evaluation Committee determines that the Financial Submission does not substantially satisfy the above requirements, the Evaluation Committee may decide not to complete a detailed evaluation of the Proposal.

A2.4 Disqualification of Proposals

Without limitation, the City may, in its sole discretion, disqualify a Proposal if:

- a) Background investigations reveal any criminal affiliations or activities by the Proponent or a member of the Proponent Team and such affiliations or activities would, in the sole opinion of the City, interfere with the integrity of the Competitive Selection Process; or
- b) It includes a false or misleading statement, claim or information; or
- c) An unbalanced bid price has been submitted.

Proponents and Project Teams may be required to undertake a criminal records check in order to participate in the Project.

APPENDIX B PROPOSAL REQUIREMENTS

Technical Submission

The Technical Submission is to be submitted in a separate sealed envelope as per Appendix A Package 2. The Technical Submission is the Proponent's opportunity to thoroughly describe their comprehensive approach to the provision of recycling services for the City. The Proposal will be evaluated as described in the following sections of this Appendix.

B1 EFFICIENCY

B1.1 Management and Track Record (10 points)

- a) Provide a corporate resume and the resumes of Key Individuals, including all sub-contractors the Proponent plans to use on the Project along with details of the role each sub-contractor will have on the Project. Emphasize demonstrated experience in the provision of same or similar services.
- b) Provide Proponent and sub-contractor qualifications including client references related to the provision of expected services.
- c) Provide Financial References.

B1.2 Quality Control (10 points)

- a) Provide Recyclables Contamination Reduction Plan. Identify measures to minimize residuals from the recycling program (including litter/unacceptable items during collections, and waste after processing). Residual rates (waste after processing) between 3-5% are desired. In addition to this, demonstrated commitment to quality assurance including certifications (i.e. ISO or other).
- b) Provide details on how inappropriate materials such as Waste Electronics, Household Hazardous Waste, or other materials will be handled. Include a management plan to address such items received incidentally through the comprehensive curbside recycling program.
- c) Provide details on how the quantities for payment under the Agreement will be assured.

B1.3 Reporting (5 points)

- a) Proponents shall provide a plan specifying how it will meet the minimum requirements for ad hoc, monthly and annual reporting, including but not limited to reports on:
 - i. Customer satisfaction
 - ii. Set-out rates
 - iii. Participation rates
 - iv. Complaints and resolutions
 - v. Apportioning method to determine City program proportion of recyclable materials at MRF
 - vi. Quantities of Recyclables, per commodity, collected within the City program only
 - vii. Contamination of Recyclables collected within the City program only
 - viii. Residuals characterization audit
 - ix. Recyclables collections characterization audit (curbside audits)

- x. Education and promotion activities and evaluation
- xi. Contract performance review
- xii. Compliance with Delivery of Unsorted Fibre Material to Cosmopolitan Industries on a regular and ongoing basis.

B2 SUSTAINABILITY

B2.1 Economic Viability (20 points)

- a) Provide a detailed outline of the proposed approach to the provision of expected services:
 - Provide, deliver, and maintain for the duration of the Agreement suitable Recycling Container(s) for all serviced units.
 - Provide collection service to all identified residential properties including approximately 66,000 dwellings including single family dwellings and townhouses or other buildings currently receiving individual solid waste collection services within the City of Saskatoon on a minimum bi-weekly basis.
 - Provide all aspects of processing, sorting, marketing, and delivery of collected recyclables to market.
 - Undertake regular monitoring and reporting as defined in the Proposal Requirements.
 - Provide ongoing customer service to residents and to the City throughout the duration of the Contract.
 - Educate and provide outreach services in collaboration with the City.
 - Provide quantities of unsorted fibre in good condition to Cosmopolitan Industries, on a regular and ongoing basis, in approximately the following proportions: 76% ONP, 16% OCC, 8% Mixed Waste Fibre. Quantities would be established annually by the City of Saskatoon.
- b) Provide technical specifications for all equipment and assets to be used for the provision of expected services.
- c) Provide a detailed list of staffing allocations and training to be provided in the provision of expected services.
- d) Provide a detailed list of efficiency measures (ie. standard operating procedures) to be adhered to in the provision of expected services.

B2.2 Environmental Impact (2 points)

- a) Provide plans and Corporate policies that address fleet emissions, facility process energy consumption, or other resource consumption associated with the provision of services as outlined in this RFP.
- b) Provide any Alternative Fuels/Green Fleet Initiative(s) to be used in the provision of services as outlined in this RFP.
- c) Spill Response Plan to address mechanical failures (e.g. hydraulic) and any liquids escaping containment area of collection vehicles.
- d) Provide details on local market uptake of commodities.

B3 CONVENIENCE TO RESIDENTS

B3.1 Ease of Participation (10 points)

- a) Provide details on the proposed program's level of accessibility for a broad range of participant physical abilities, property configurations, and distance to set-out location.
- b) Provide details on the proposed program's ability to address a broad range of participant physical abilities and property configurations.
- c) Provide details on the proposed program's ability to integrate with existing City waste collections.
- d) Provide details on recycling container(s) sufficient volume, ability to address issues such as windblown material and seasonal fluctuations in weather (e.g. rain, snow, freezing temperatures), and provide convenience for a variety of residential property configurations.
- e) Provide a detailed outline of the anticipated role of the Contractor in information dissemination and promotional material development to encourage participation by residents. The Proponent will be the main point of contact for customers utilizing the city-wide curbside recycling service.

B3.2 Implementation Plan (2 points)

- a) Provide a detailed implementation plan specifying schedules and tasks including:
 - Equipment acquisition
 - Recycling container(s) roll-out
 - Start-up for collection services
 - Education and promotion plans as required

B4 DIVERSION OF MATERIALS

B4.1 Range of Materials (2 points)

- a) Range of materials collected, processed, and marketed for remanufacture to include, but is not limited to:
 - i. aluminium and tin cans; corrugated cardboard; mixed paper; newspaper; polycoat, fine paper, magazines, boxboard; recyclable plastic #1-7 containers that have contained non-hazardous products; plastic film; all provincially legislated beverage containers excluding glass; milk cartons/jugs.
- b) Items accepted as Recyclables will be determined when contract is awarded.
- c) Both household glass and legislated glass beverage containers are excluded from this RFP.

B4.2 Material Capture (3 points)

- a) Provide a plan outlining the approach to monitor and achieve high participation rates among customers.

- b) Provide details for achieving high rates of material capture per commodity outlined in this RFP.

B4.3 Material Recycling and Re-Use (3 points)

- a) Provide a strategy for selling the recyclable materials to market where the materials will be processed for re-use or remanufacturing.
- b) Where no market exists for a material, provide options for creative use of materials (preferably with an emphasis on local use).

B5 PRICING FOR PROVISION OF UNSORTED FIBRE FOR DELIVERY TO COSMOPOLITAN INDUSTRIES (3 points)

The City will continue to supply unsorted fibre to Cosmopolitan Industries on a regular basis. Because the volume of fibre collected at the existing depots is expected to decrease with the implementation of a curbside recycling program, the City will need to divert some paper from the Successful Proponent to Cosmopolitan Industries, which may be up to 4,000 tonnes per year. As part of the financial evaluation, the City is requesting a price per tonne for unsorted fibre in good condition delivered to Cosmopolitan Industries. The fibre must be in approximately the following proportions: 76% ONP, 16% OCC, 8% Mixed Waste Fibre.

- a) Provide details on the method(s) for providing unsorted fibre for delivery to Cosmopolitan Industries located at 28 Thirty-Fourth Street East, Saskatoon, Saskatchewan, Canada S7K 3Y2.
- b) Provide pricing in the Financial Submission submitted in a separate sealed envelope as per Appendix A Package 3.

The City may, in its sole discretion, disqualify a Proposal if a price per tonne for unsorted fibre in good condition delivered to Cosmopolitan Industries is not provided.

B6 EVALUATION POINTS SUMMARY

Evaluation Criteria	Maximum Available Points
EFFICIENCY: Management and Track Record	10 points
EFFICIENCY: Quality Control	10 points
EFFICIENCY: Reporting	5 points
SUSTAINABILITY: Economic Viability	20 points
SUSTAINABILITY: Environmental Impact	2 points
CONVENIENCE TO RESIDENTS: Ease of Participation	10 points
CONVENIENCE TO RESIDENTS: Implementation Plan	2 points
DIVERSION OF MATERIALS: Range of Materials	2 points
DIVERSION OF MATERIALS: Material Capture	3 points
DIVERSION OF MATERIALS: Material Recycling and Re-Use	3 points
Pricing For Provision of Unsorted Fibre For Delivery To Cosmopolitan Industries	3 points
Financial Submission (Package 3)	30 points
TOTAL	100 points

Financial Submission (30 points)

The Financial Proposal must be submitted in a separate sealed envelope as per Appendix A Package 3.

Price will be assigned a maximum of 30 evaluation points. The lowest cost acceptable proposal will be given 30 points, with lesser points awarded to more expensive proposals on a proportional basis.

Example: Consider two proposals; A and B. Proposal A has the lowest price of \$100,000. Proposal B's price is \$125,000. Proposal A, having the lowest price will be awarded the full 30 points, while points earned by proposal B will be calculated based on this formula:

Example: $\text{Earned Points} = 30 - [30(125,000 - 100,000) / 100,000] = 30 - 7.5 = 22.5$

For the purposes of evaluating proposals, the annual tonnage used will be 26,000 tonnes for 2012 increasing incrementally by 3% each subsequent year.

YEAR ONE

Item	Pricing
Collection of Recyclables from Serviced Units (minimum semi-monthly)	\$ /tonne recycled
Processing of collected Recyclables	\$ /tonne recycled
Public Education & Promotion	\$ /tonne recycled
Customer Call Centre & Customer Service	\$ /tonne recycled
TOTAL	\$ /tonne recycled
Provision of unsorted fibre to Cosmopolitan Industries	\$ /tonne provided

YEAR TWO

Item	Pricing
Collection of Recyclables from Serviced Units (minimum semi-monthly)	\$ /tonne recycled
Processing of collected Recyclables	\$ /tonne recycled
Public Education & Promotion	\$ /tonne recycled
Customer Call Centre & Customer Service	\$ /tonne recycled
TOTAL	\$ /tonne recycled
Provision of unsorted fibre to Cosmopolitan Industries	\$ /tonne provided

YEAR THREE

Item	Pricing
Collection of Recyclables from Serviced Units (minimum semi-monthly)	\$ /tonne recycled
Processing of collected Recyclables	\$ /tonne recycled
Public Education & Promotion	\$ /tonne recycled
Customer Call Centre & Customer Service	\$ /tonne recycled
TOTAL	\$ /tonne recycled
Provision of unsorted fibre to Cosmopolitan Industries	\$ /tonne provided

YEAR FOUR

Item	Pricing
Collection of Recyclables from Serviced Units (minimum semi-monthly)	\$ /tonne recycled
Processing of collected Recyclables	\$ /tonne recycled
Public Education & Promotion	\$ /tonne recycled
Customer Call Centre & Customer Service	\$ /tonne recycled
TOTAL	\$ /tonne recycled
Provision of unsorted fibre to Cosmopolitan Industries	\$ /tonne provided

YEAR FIVE

Item	Pricing
Collection of Recyclables from Serviced Units (minimum semi-monthly)	\$ /tonne recycled
Processing of collected Recyclables	\$ /tonne recycled
Public Education & Promotion	\$ /tonne recycled
Customer Call Centre & Customer Service	\$ /tonne recycled
TOTAL	\$ /tonne recycled
Provision of unsorted fibre to Cosmopolitan Industries	\$ /tonne provided

YEAR SIX

Item	Pricing
Collection of Recyclables from Serviced Units (minimum semi-monthly)	\$ /tonne recycled
Processing of collected Recyclables	\$ /tonne recycled
Public Education & Promotion	\$ /tonne recycled
Customer Call Centre & Customer Service	\$ /tonne recycled
TOTAL	\$ /tonne recycled
Provision of unsorted fibre to Cosmopolitan Industries	\$ /tonne provided

YEAR SEVEN

Item	Pricing
Collection of Recyclables from Serviced Units (minimum semi-monthly)	\$ /tonne recycled
Processing of collected Recyclables	\$ /tonne recycled
Public Education & Promotion	\$ /tonne recycled
Customer Call Centre & Customer Service	\$ /tonne recycled
TOTAL	\$ /tonne recycled
Provision of unsorted fibre to Cosmopolitan Industries	\$ /tonne provided

NOTE: The Evaluation Committee will calculate the total bid price using a Net Present Value for each of the annual prices provided over the seven year term of the Project. A discount rate of five percent (5%) will be used to calculate this Value.

OPTIONAL Item	Pricing
Collection of Recyclables from Multi-Unit Dwellings	\$
Processing of collected Recyclables	\$
TOTAL	\$

**APPENDIX C
PROPONENT REGISTRATION FORM**

(To be submitted by the Authorized Representative of the Proponent)

REQUEST FOR PROPOSALS

Submission Time: 4:00 p.m. (CST), October 7, 2011

To receive any further distributed information about this Request for Proposals, and to apply for access to the electronic Data Room of the Project, please return this completed form, as soon as possible, to:

**Contact Person : Kelly Goyer
Email: kelly.goyer@saskatoon.ca**

PROPONENT CONTACT INFORMATION

NAME OF PROPONENT:	
STREET ADDRESS:	
CITY POSTAL CODE:	
CITY:	
MAILING ADDRESS, IF DIFFERENT:	
FAX: ()	
TELEPHONE: ()	
CONTACT PERSON:	
E-MAIL ADDRESS:	

In consideration of the City's agreement to allow the undersigned (Proponent) to participate in the Request for Proposal (RFP), issued August 12, 2011, the Proponent hereby agrees that:

1. Understanding of Proposal Call Process

The Proponent acknowledges and agrees:

- a) This is not a tender process. An RFP has been issued seeking Proposals from Proponents. The Preferred Proponent will be selected based on a number of mandatory and non-mandatory criteria detailed in the RFP;
- b) The proposal call process will include opportunities to discuss aspects of the Proponent's proposal with project management representatives that are either employed, or appointed, by the City;
- c) That it will commit to providing a Proposal which includes the full scope of services required for this Project as indicated in the RFP; and
- d) That it will comply with the procedures and process detailed in the RFP.

2. Limitation of Damages

The Proponent:

- a) agrees not to bring any Claim against the City or any of its employees, Advisers or representatives for damages in excess of an amount equivalent to the reasonable costs incurred by the Proponent in preparing its Proposal for any matter in respect of this RFP or Competitive Selection Process, including:
 - i. if the City accepts a non-compliant proposal or otherwise breaches (including breach of material terms) the terms of this RFP or the Competitive Selection Process; or
 - ii. if the Project or Competitive Selection Process is modified, suspended or cancelled for any reason (including modification of the scope of the Project or modification of this RFP or both) or the City exercises any rights under this RFP; and
- b) waives any and all Claims against the City or any of its employees, advisers or representatives for loss of anticipated profits or loss of opportunity if no agreement is made between the City and the Proponent for any reason, including:
 - i. if the City accepts a non-compliant proposal or otherwise breaches (including breach of material terms) the terms of this RFP or the Competitive Selection Process; or
 - ii. if the Project or Competitive Selection Process is modified, suspended or cancelled for any reason (including modification of the scope of the Project or modification of this RFP or both) or the City exercises any rights under this RFP.

3. Proponent's Representative

The Proponent's Representative identified below is an officer of the company and is fully authorized to represent the Proponent in any and all matters related to its Proposal.

PROPONENT	PROPONENT REPRESENTATIVE
Name of Firm	Name
Address	E-mail Address

**APPENDIX D
CONFLICT OF INTEREST DECLARATION FORM**

[RFP Proponent's Letterhead]

To: [Insert client and submission location]

Attention: [Insert contact person]

In consideration of the City's agreement to consider our Proposal in accordance with the terms of the RFP, the Proponent acknowledges that:

His Worship the Mayor and City Council
The City of Saskatoon

ADMINISTRATIVE REPORTS

Section A – COMMUNITY SERVICES

**A1) Land-Use Applications Received by the Community Services Department
For the Period Between June 30, 2011 to August 2, 2011
(For Information Only)
(Files CK. 4000-5, PL. 4355-D and PL. 4300)**

RECOMMENDATION: that the information be received.

The following applications have been received and are being processed:

Discretionary Use

- Application No. D7/11: 1515 Edward Avenue
Applicant: Lorraine Sadler
Legal Description: Lots 45 and 46, Block 1, Plan G107
Current Zoning: R2
Proposed Use: Bed and Breakfast
Neighbourhood: North Park
Date Received: June 30, 2011

Subdivision

- Application No. 44/11: 2514/2518 Kelvin Avenue
Applicant: Larson Surveys Ltd. for New Look Renovations and Bellevue Construction
Legal Description: Lots 11, 12, and 13, Block 17, Plan G234
Current Zoning: R2
Neighbourhood: Avalon
Date Received: July 14, 2011
- Application No. 45/11: 209 3rd Street East
Applicant: Larson Surveys Ltd. for Prime Developments Ltd.
Legal Description: Lots 35, 36, and 37, Block 21, Plan G229
Current Zoning: R2
Neighbourhood: Buena Vista
Date Received: July 14, 2011

Subdivision

- Application No. 46/11: 357 LaRonge Road
Applicant: Webb Surveys for 101000639 Sask. Ltd.
Legal Description: Lot 10, Block 662, Plan 77S25116
Current Zoning: R2
Neighbourhood: River Heights
Date Received: July 13, 2011
- Application No. 47/11: 3403, 3415 and 3427 Faithfull Avenue
Applicant: Webb Surveys for West Corr Holdings Ltd.
Legal Description: Lots 1, 2, and 3, Block 869, Plan 01SA25986
Current Zoning: IL1
Neighbourhood: Hudson Bay Park
Date Received: July 13, 2011
- Application No. 48/11: 419 Brand Road
Applicant: Webb Surveys for Vaughn Wyant Investments Ltd.
Legal Description: Part of Lot 2, Block 427, Plan 00SA01739
Current Zoning: AM
Neighbourhood: CN Industrial
Date Received: July 21, 2011
- Application No. 49/11: MacInnes Street/Cornish Road/Lewin Crescent
Applicant: Webster Surveys for Dundee Realty Corp.
Legal Description: Part S.E. ¼ Sec. 15-36-5-W3M and
Part N.E. ¼ Sec. 10-36-5-W3M
Current Zoning: R1A
Neighbourhood: Stonebridge
Date Received: July 29, 2011
- Application No. 50/11: 2008 Coy Avenue
Applicant: Altus Geomatics for 101054472 Sask. Ltd.
Legal Description: Lots 37, 38, and 39, Block 20, Plan H4128
Current Zoning: R2
Neighbourhood: Exhibition
Date Received: July 29, 2011

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PUBLIC NOTICE

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

ATTACHMENTS

1. Plan of Proposed Discretionary Use No. D7/11
2. Plan of Proposed Subdivision No. 44/11
3. Plan of Proposed Subdivision No. 45/11
4. Plan of Proposed Subdivision No. 46/11
5. Plan of Proposed Subdivision No. 47/11
6. Plan of Proposed Subdivision No. 48/11
7. Plan of Proposed Subdivision No. 49/11
8. Plan of Proposed Subdivision No. 50/11

**A2) Application to Amend DCD1 District – Victory Majors Investments Corporation
(Files CK. 4350-011-3 and PL. 4350-Z7/11)**

RECOMMENDATION: that the information be received.

REPORT

Victory Majors Investments Corporation has submitted a revised development proposal with respect to Parcel YY. This revised proposal includes an office building which includes retail space at grade, a residential tower, and a hotel. The proposal also includes a large plaza, which fronts onto Spadina Crescent. All parking is proposed to be provided underground. Please refer to Attachment 1 – Proposed Building Elevations and Site Plan – 200 Spadina Crescent East.

In order to facilitate this proposed development, Victory Majors Investments Corporation has submitted an application to amend the following provisions of the DCD1 District:

- 1) Section 13.1.3.1 a) Offices – Increase the maximum gross floor area of offices from 30 percent up to a maximum of 100,000 square feet to 40 percent up to a maximum of 250,000 square feet per site;
- 2) Section 13.1.3.3 a) Maximum Building Height – Increase the maximum building height on Parcel YY from 68 metres to 95 metres;
- 3) Section 13.1.3.3 b) Building Setbacks – Provide the flexibility to reduce or eliminate building setbacks based on the merit and intent to the overall urban design, wind mitigation, accessibility, and at-grade openness; and

- 4) Section 13.1.3.3 c) Maximum Floor Space Ratio – Increase the maximum floor space ratio on Parcel YY from 4:1 to 6:1.

The Community Services Department will be arranging a community engagement process to provide the opportunity for public input regarding these proposed amendments. This consultation process will take place in September. It is anticipated that City Council will consider these proposed amendments in November or December of this year. Should these amendments be approved, the application for a Development Permit for this development will be brought forward for City Council's consideration early in the new year.

It should be noted that your Administration is also considering several other amendments to the DCD1 regulations that would apply to sites in the area. It is anticipated that these amendments will be considered in a separate, but parallel, track to the Victory Majors Investment Corporation's application.

PUBLIC NOTICE

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

ATTACHMENT

1. Proposed Building Elevations and Site Plan – 200 Spadina Crescent East

Section B – CORPORATE SERVICES

B1) Incentive Application Yanke Group of Companies (Files CK. 3500-13 and CS. 3500-1)

RECOMMENDATION: 1) that the application from Yanke Group of Companies for a five-year tax abatement on the incremental portion of taxes at 1359 Fletcher Avenue, be approved as follows:

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

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

REPORT

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

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

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

ATTACHMENT

1. Report – Chair, SREDA Board of Directors

B2) Communications to Council
From: Henry Dayday
Date: May 10, 2011
Subject: Civic Spending
(Files CK. 1500-1 and CS. 1500-1)

RECOMMENDATION: that the information be received.

Administrative Report No. 15-2011
Section B – CORPORATE SERVICES
Wednesday, August 17, 2011
Page 2

At its meeting held on May 24, 2011, City Council considered the above-noted letter (Attachment 1) with respect to civic spending. Council passed a motion that the letter be referred to the Administration to respond to the writer.

Your Administration has responded to Mr. Dayday and is attaching a copy of that letter (Attachment 2) for Council's information.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

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

ATTACHMENTS

1. Letter dated May 10, 2011 from Henry Dayday
2. Letter dated August 8, 2011 from Marlys Bilanski to Henry Dayday

Section D – HUMAN RESOURCES

D1) 2010 Contract Negotiations Canadian Union of Public Employees Local No. 859 (File No. CK. 4720-6)

- RECOMMENDATION:**
- 1) that City Council approve the proposed changes set out in the attached report dated July 15, 2011, with respect to the 2010 - 2012 contract with the Canadian Union of Public Employees Local No. 859; and,
 - 2) that City Council authorize completion of the revised contract incorporating all the changes for execution by His Worship the Mayor and the City Clerk under the Corporate Seal.

REPORT

Attached is a report dated July 15, 2011, detailing conditions agreed upon by the bargaining team of the City and the Canadian Union of Public Employees Local No. 859.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

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

ATTACHMENT

1. Report dated July 15, 2011

Section E – INFRASTRUCTURE SERVICES

E1) Post Budget Increase

Capital Project 625 – McOrmond Drive Sanitary & Storm Sewer Trunks

Award of Owner’s Engineering Services

(Files CK. 7820-2 and IS. 7820-71)

- RECOMMENDATION:**
- 1) that a post budget increased from \$175,000 to \$650,000 be approved for Capital Project 625 - McOrmond Drive Sanitary and Storm Sewer Trunks;
 - 2) that the post budget increase of \$475,000 be funded from the Trunk Sewer Reserve;
 - 3) that the proposal submitted by CH2M Hill Canada Ltd. for Owner’s Engineer Services for the McOrmond Drive Sanitary & Storm Sewer Trunks, on a time and expense basis, at an estimated total cost of \$637,732 (including G.S.T. and applicable P.S.T.) be accepted; and
 - 4) 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.

REPORT

Capital Project 625 - Trunk Sewer – North East Sector, includes approved funding in the amount of \$175,000.

In order to develop the east sector of Saskatoon, sanitary and storm sewer trunk servicing is required in the area. These trunks will be located under McOrmond Drive, beginning at Highway 5 and connecting with the existing trunks at Attridge Dr. The overall project will consist of two large diameter sewer pipes, each 1.5 kilometres in length. The estimated cost of construction is \$30,000,000.

Due to the complex nature of such a construction project in a developed neighbourhood, the Administration has determined that the project would best be delivered through a design-build approach.

A request for proposal (RFP) for Owner’s Engineering Services to provide design-build support and construction services for the sanitary and storm sewer trunks closed on July 7, 2011. Four proposals were received as follows:

- AECOM Canada Ltd.;
- Associated Engineering Ltd.;
- CH2M Hill Canada Ltd.; and
- Stantec Consulting Ltd.

After a thorough evaluation of the submissions, the Administration is recommending that the proposal submitted by CH2M Hill Canada Ltd. be accepted, at a total cost, on a time and expense basis, estimated at \$637,732 (including G.S.T. and applicable P.S.T.).

Timely initiation of this project by CH2M Hill Canada Ltd. will allow for the selection of a design build team by March 31, 2012, with construction of the trunk sewers to be completed to provide service for the east sector developments in late 2014.

FINANCIAL IMPACT

The estimated net cost to the City for the proposal from CH2M Hill Canada Ltd. is as follows:

Estimated Cost	\$598,800.00
P.S.T. (5% of 30%)	\$ 8,982.00
G.S.T.	<u>\$ 29,940.00</u>
Total Fees	\$637,732.00
G.S.T. Rebate	<u>\$(29,940.00)</u>
Total	<u>\$607,782.00</u>

There is funding available within Capital Project 625 - Trunk Sewer – North East Sector in the amount of \$175,000. It is recommended that a post budget increase in the amount of \$475,000, to be funded from the Trunk Sewer Reserve, be approved to cover the shortfall of \$462,732 for the Owner's Engineering Services, as well as \$12,268 for additional administrative in-house expenses.

PUBLIC NOTICE

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

**E2) Proposed Amendments to Bylaw 7200, The Traffic Bylaw
Speed Limit Changes
(File No. CK. 6320-1)**

RECOMMENDATION: 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 meters south of Atton Crescent;
- b) 80 km/hr – Lowe Road from Agra Road to the North City Limit;
- c) 80 km/h - 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) 80km/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) 90km/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.

BACKGROUND

The City of Saskatoon recently annexed roadways which fell under provincial traffic bylaws and must now be included in the Traffic Bylaw, 7200.

The recommended maximum allowable speeds for new and/or modified roadways are based on road classification, adjacent land use, driver behaviour and familiarity, and/or safety concerns. The goal is to establish a reasonable and safe speed limit that is appropriate for a particular roadway based on its design and classification. The posted speed limit should also ensure continuity and reflect the behaviour of the majority of drivers under favourable conditions.

REPORT

The speed limits of roadways outside of city limits are governed by *The Traffic Safety Act*, which states that the speed limit on any provincial roadway that lacks speed limit signage is 80 km/hr. In order to maintain driver familiarity and ensure safe driving conditions, the Administration is recommending that the speed limit on the following roadways be maintained when included in Bylaw 7200, since no significant changes to adjacent land use have been made since the annexation:

- Lowe Road from Agra Road to the North City Limit (80 km/hr);
- McOrmond Drive from 8th Street East to College Drive/Highway 5 (80 km/hr);
- Zimmerman Road from Highway 5 to the South City Limit (80 km/hr);
- Blackley Road from Highway 41 to the North City Limit (80 km/hr);
- Fleury Road from Range Road 3045 to the East City Limit (80 km/hr);
- Central Avenue from Agra Road to the North City Limit (80 km/hr);
- Highway 41 from Highway 5 to the East City Limit (100 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 (90 km/hr);
- College Drive/Highway 5 from a point 1,617 east of Central Avenue to the East City Limit (100 km/hr); and
- Millar Avenue from 71st Street to the North City Limit (80 km/hr).

It is recommended that the following changes to speed limits be applied to the following roadways:

Lowe Road and Central Avenue, north of Agra Road to a point 1,617 metres north of Agra Road (from 60km/hr to 80 km/hr)

Currently, the speed limit on Lowe Road and Central Avenue, north of Agra Road to a point 1,617 metres north of Agra Road (i.e. the old City Limits), is posted at 60 km/hr. In order to remain consistent with all other grid roads, the Administration is recommending that the speed limits on these sections of Lowe Road and Central Avenue be increased to 80 km/hr, since no development has yet occurred in these areas.

Lowe Road from a point 200 metres south of Atton Crescent to Agra Road (60 km/hr to 50 km/hr)

Given the roadway's future use as a route to the new Evergreen neighbourhood, the Administration is recommending that the posted speed limit of 60 km/hr be reduced to 50 km/hr at the neighbourhood entrance. The speed limit on Lowe Road will resume at 80 km/hr at Agra Road to the North City Limit.

Attridge Drive from Circle Drive to Rever Road (70 km/hr to 60 km/hr)

The Administration is recommending that the current posted speed limit of 70 km/hr be reduced to 60 km/hr to ensure consistency with Attridge Drive from Rever Road to McOrmond Drive, as well as to improve safety of left turns at the Circle Drive overpass and at the intersection of Attridge Drive and Central Avenue.

Speed limits in the annexed land and surrounding areas are illustrated in Attachment 1.

OPTIONS

No other options were considered.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

Implementation costs are nominal and are provided for in the existing Operating Budget.

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.

ATTACHMENT

1. Annexed Land and Surrounding Area Speed Limits

E3) School Signing Revisions
(File No. CK. 5200-5)

RECOMMENDATION: that the school signing revisions, as set out in the following report, be approved.

REPORT

Infrastructure Services has received a request to expand the school speed zone at Princess Alexandra School.

Avenue G is located at the rear of Princess Alexandra School, and is a secondary access for pedestrians. Reducing the speed on this street during school hours will enhance the safety of pedestrians along this roadway.

The Administration is recommending that a school speed zone be installed on Avenue G, adjacent to the Princess Alexandra School playground located between 20th Street and 21st Street, as shown on Plan 212-0042-001r-004 (Attachment 1).

POLICY IMPLICATIONS

The proposed location of this school speed zone complies with Policy C07-015 - Reduced Speed Zone for Schools.

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.

ATTACHMENT

1. Plan 212-0042-001r004

**E4) Proposed Bylaw No. 8954
Closure of Right-of-Way
Walkway adjacent to 67 and 71 Bence Crescent
(File CK. 6295-1)**

RECOMMENDATION: that Council consider Bylaw No 8954, The Street Closing Bylaw, 2011 (No. 7).

REPORT

City Council, at its meeting held on March 14, 2011, during consideration of Matters Requiring Public Notice, considered a request for closure of the walkway adjacent to 67 and 71 Bence Crescent and resolved:

- “1) that the walkway adjacent to 67 and 71 Bence Crescent be closed;
- 2) that upon receipt of the legal land survey documents, the City Solicitor be requested to prepare the appropriate bylaw for consideration by City Council;
- 3) that upon approval of the bylaw, the City Solicitor be instructed to take all necessary steps to bring the intended closure forward and to complete the closure; and
- 4) that upon closure of the walkway, the land be sold to Gerald and Cindy Hubic of 71 Bence Crescent, for \$1,000.”

The Administration has received the Plan of Proposed Subdivision, prepared by Webb Surveys, dated April 28, 2011. SaskPower has advised that they have existing facilities with easements within the area and approve the proposed closure. The Administration is, therefore, recommending that Bylaw 8954, The Street Closing Bylaw, 2011 (No. 7) be approved.

PUBLIC NOTICE

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

ATTACHMENT

1. Proposed Bylaw 8954, The Street Closing Bylaw, 2011 (No. 7)

E5) 2011 Connection Rehabilitation
(File No. CK-7780-1)

- RECOMMENDATION:**
- 1) that the proposal submitted by Brunner's Construction for the 2011 Connection Rehabilitation, at a total estimated cost of \$1,178,698.50, be accepted; and
 - 2) that His Worship the Mayor and the City Clerk be authorized to execute the contract documents, as prepared by the City Solicitor, under the corporate seal.

REPORT

The repair and replacement of water and sewer connections to residences in Saskatoon is contracted annually.

On July 13, 2011, a Request for Proposals (RFP) for the replacement of failed water and sewer connections was issued. This contract is to run from July 25, 2011 to April 30, 2012.

One proposal was received from Brunner's Construction, which after review was determined to be acceptable.

The Administration is recommending that the proposal submitted by Brunner's Construction for the 2011 Connection Rehabilitation contract, at a total estimated cost of \$1,178,698.50, be approved.

FINANCIAL IMPACT

The net cost to the City for the proposal submitted by Brunner's Construction is as follows:

Base Fee	\$1,122,570.00
G.S.T.	<u>\$ 56,128.50</u>
Total Fees	\$1,178,698.50
Less Home Owner Cost	(\$ 361,600.00)
Less Home Owner G.S.T.	(\$ 18,080.00)
Less G.S.T. Rebate	<u>(\$ 38,048.50)</u>
Net Cost to City	\$ 760,970.00

In this contract, the City is to pay 60% of the cost of the rehabilitation to a home, and the homeowner is to pay 40%, to the maximum of \$2,250. The homeowner has the option to pay Brunner's Construction directly, or have the amount added to their property taxes.

There are sufficient funds within the Operating Budget and Capital Project 1615 – Water Distribution.

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.

E6) Post Budget Increase
Capital Project – 1417 – Trunk Sewer – Blairmore
Award of Tender – Contract 11-0042 - Blairmore Sewage Pumping Station
(Files CK. 7820-4 and IS. 4111-47-5)

- RECOMMENDATION:**
- 1) that a post budget increase of \$1,881,000 to Capital Project 1417 – Trunk Sewer – Blairmore be approved;
 - 2) that \$790,000 of the post budget increase be funded from the Lift Station Reserve and \$1,091,000 be funded from the Prepaid Service Reserve;
 - 3) that the tender submitted by Saskcon Repair Services Ltd. for Contract 11-0042 - Blairmore Sewage Pumping Station, Option #2, at a total tender cost of \$10,379,250 (including P.S.T. and G.S.T.) be accepted; and
 - 4) that His Worship the Mayor and the City Clerk be authorized to execute the contract documents, as prepared by the City Solicitor, under the corporate seal.

REPORT

Capital Project 1417 – Trunk Sewers – Blairmore and Capital Project 1678 – Wet Weather Systems - Wet Weather Inflow Remediation include funding in the amount of \$7,522,000 and

\$1,282,000 respectively, for a total of \$8,804,000, for the construction of the Blairmore Sewage Pumping Station. This project will provide sanitary trunk sewer servicing for the future Kensington neighbourhood and the future Blairmore 2 neighbourhood. It will also provide flood protection for the Confederation neighbourhood and the area west of 33rd Street. In addition, by re-routing sanitary sewage loadings from the Confederation neighbourhood, the main sewage interceptor will be relieved to allow for future downtown development.

Tenders were opened publicly on July 12, 2011 for Contract 11-0042 – Blairmore Sewage Pumping Station. Four tenders were received and the results are listed below:

BIDDER	Option #1 TOTAL TENDER PRICE	Option #2 TOTAL TENDER PRICE
Saskcon Repair Services Ltd. Saskatoon, SK	\$10,316,250	\$10,379,250
Ledcor Construction Ltd. Saskatoon, SK	\$11,466,934	\$11,537,000
Graham Construction Saskatoon, SK	\$13,020,000	\$13,079,827
Allan Construction Saskatoon, SK	\$13,356,000	\$13,415,850

Two options were tendered using different pump systems. Both systems can handle the needs of the facility; however, they have different requirements for cooling which requires different sizes of ventilation equipment. Option #1 just meets the capacity requirements of the design flows, while Option #2 comfortably exceeds the capacity requirements and will reduce maintenance and increase the reliability of the facility. Option #2 may also extend the time until another lift station will be required to service the City's long-term sewage needs for the west side of Saskatoon.

It is the Administration's opinion that the long term value, which has been deemed sufficiently greater for Option #2, justifies the slightly greater cost.

It is recommended that the low bid for Option #2, from Saskcon Repair Services Ltd., in the amount of \$10,379,250 (including G.S.T. and P.S.T.) be accepted. Saskcon Repair Services Ltd. has performed similar work for the City in the past and has provided the required bid bond and consent of surety.

The engineer's final estimate of the total tender price was \$9,610,000 (including G.S.T.).

FINANCIAL IMPACT

The net cost to the City for the low bid submitted by Saskcon Repair Services Ltd. for Option #2 is as follows:

Base Tender Amount	\$9,885,000
G.S.T.	<u>494,250</u>
Total Tender Price	\$10,379,250
Less G.S.T. Rebate to City	<u>(494,250)</u>
Net Cost to City	\$9,885,000

The construction costs for the project as identified in the low bid submitted by Saskcon Repair Services Ltd. are \$9,885,000. When consulting fees and project administration costs are included with the construction costs, the total estimated project costs are expected to be \$1,881,000 higher than the \$8,804,000 originally budgeted. A post-budget increase to Capital Project 1417 – Trunk Sewer – Blairmore, from \$8,804,000 to \$10,685,000 is, therefore, being requested, with \$790,000 to be funded from the Lift Station Reserve and \$1,091,000 to be funded from the Prepaid Service Reserve.

There are sufficient funds within the Lift Station Reserve and Prepaid Service Reserve.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

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

E7) Request for Change Order **Contract 11-0041 - Blairmore Storm Pond #1** **(Files CK. 292-011-27 and IS. 4111-47-5)**

RECOMMENDATION: that a Change Order in the amount of \$543,460 for Contract No. 11-0041, Blairmore Storm Pond #1, be approved.

REPORT

On May 2, 2011, the tender from Lux Construction Ltd., for Contract 11-0041 – Blairmore Storm Pond #1, was awarded, at a total net cost of \$1,597,092.10 (excluding G.S.T.). The project is to be funded from Capital Project 1417 – Trunk Sewers – Blairmore.

The original tender specified that material excavated from the storm pond be stockpiled at a designated location. It has now been identified that it would be more efficient to use this material to fill in low areas surrounding the pond, which will need to be filled for future neighbourhood development in the area. By filling in these low areas now, the City would save on the cost by not having to handle the material twice, as well as save on any increased costs to do the work in the future.

As the area to be filled is not scheduled for development for approximately five years, it will be seeded to reduce weed growth and dust during that time.

The proposed estimated work to be included in the change order is as follows:

- 28,500 m³ of additional topsoil stripping;
- 100,400 m³ of excavation to embankment; and
- 35.2 acres of grass seeding.

The cost of the additional work, as outlined above, totals \$563,460, which is greater than 25% of the tendered contract price.

FINANCIAL IMPACT

There are sufficient funds within approved Capital Project 1417 – Trunk Sewers – Blairmore.

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.

**E8) Proposed Land Exchange Agreement
Between the City of Saskatoon and the Saskatoon Regional Health Authority
Part of Parcel X, Plan 02SA04690 (City of Saskatoon) and
Part of Parcel A, Plan 89S03644 (Saskatoon Regional Health Authority)
(Files CK. 4020-1 and LA. 4020-53)**

- RECOMMENDATION:**
- 1) that City Council approve an exchange of lands between the City of Saskatoon and the Saskatoon Regional Health Authority, as shown on Schedule A entitled, "Land Exchange: City of Saskatoon and Saskatoon Regional Health Authority (SHR)" (Attachment 1); and
 - 2) that the City Solicitor be requested to prepare the necessary agreements for execution by His Worship the Mayor and City Clerk under the corporate seal.

BACKGROUND

At its meeting held May 25, 2010, City Council considered Clause E4, Report No. 9-2010 of the Infrastructure Services Department, regarding a post budget adjustment for the 25th Street Extension, and adopted, in part, that \$1,118,000 of the post budget adjustment be funded from the Dedicated Roadway Reserve. The report indicated that a portion of the post budget adjustment to be funded from the Dedicated Roadway Reserve was required for the replacement of the Saskatoon Health Region (SHR) lands.

REPORT

The Corporate Project Team, in conjunction with the City Solicitor, has negotiated a Land Exchange Agreement with the SHR, subject to Council approval, whereby two parcels of land (shown as "(3)" and "(4)" on Attachment 1), will be provided to SHR in exchange for the lands required for the 25th Street Extension (shown as "(1)" and "(2)" on Attachment 1).

In addition to the exchange of land, the City will also compensate the SHR for the following:

1. Loss of Parking Stalls
The sum of \$60,000 will be paid to the SHR. This value represents compensation for the loss of six parking stalls (\$10,000 per stall) as a result of the land exchange.

2. Loss of Revenue from Billboard Lease
The City shall compensate the SHR for its loss of gross revenue from the billboard lease in the amount of \$10,000 per year remaining in the term of the lease between the SHR and the billboard company. Compensation for the year 2011 shall be prorated from the date of the lease termination. Approximately five years are remaining on the term of the lease.

3. Angle Parking Along Rear of SHR Site
To allow for improved traffic flow on Wall Street north of 24th Street, the parking stalls behind the SHR building will be converted to angle parking. As a result of the existing nose-in parking stalls being converted to angle parking, the City will compensate the SHR for the loss of one parking stall due to the conversion at a rate of \$10,000 per stall.

Attachment 1 illustrates the land exchange details between the City of Saskatoon and the SHR. Also attached is the Plan of Proposed Subdivision (Attachment 2).

Significant terms and conditions of the Land Exchange Agreement are as follows:

1. Closing Date
Will be the earlier of: that date which is 5 business days following notification from the City to the SHR that titles to the lands exchanged have been raised as a result of the subdivision process; or January 16, 2012.

2. Temporary Parking
The City shall construct a temporary parking facility on City lands shown as “(3)” on Attachment 1, and as Parcel H on Attachment 2. This temporary parking facility will accommodate the SHR site parking that will be displaced by the extension of 25th Street and the requirement of the SHR land for the 25th Street roadway.

3. Permanent Parking
The City shall construct a permanent paved and electrified parking facility on the City lands shown as “(3)” on Attachment 1. Upon completion of this permanent parking facility, the SHR shall relocate its displaced parking to this permanent parking facility.

4. Possession Date
The City shall be entitled to possession of the SHR lands shown as “(1)” on Attachment 1 on the date which is two business days following notice to the SHR that the temporary parking facility is ready for occupation.

The SHR shall be entitled to possession of the City lands shown as “(3)” on Attachment 1 two business days following notice to the SHR that the permanent parking facility is ready for occupancy.

The SHR shall be entitled to possession of the City lands shown as “(4)” on Attachment 1 on the closing date of the Agreement.

5. Option to Re-Purchase

In the event that the SHR no longer requires Parcel H as shown on Attachment 2 for parking purposes, the City shall have the option to re-purchase the land for the sum of \$350,000.

6. Alternate Configuration of Parcel H

The City may, at its sole option, designate an alternative configuration for Parcel H as shown on Attachment 3. This optional configuration of Parcel H allows for an alternative building access strategy and parking configuration in and around Wall Street and Pacific Avenue.

7. Other Terms

- (1) The City shall be responsible for all survey, subdivision and land registry fees in respect of this land exchange.
- (2) The lands being exchanged are being transferred on an “as is, where is” basis.
- (3) Each party shall be responsible for its own legal costs.

The total estimated cost of all conditions is \$245,000.

OPTIONS

There are no options.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

As approved by City Council in May 2010, the acquisition costs and related expenses will be funded from the Dedicated Roadway Reserve.

STAKEHOLDER INVOLVEMENT

A public open house was held in September 2010. This open house provided details of the project to the public and allowed for feedback on the proposed 25th Street Extension.

In addition to an open house, various parking and building access concerns that were expressed by adjacent property owners have also been addressed and accommodated. The City has received confirmation from both adjacent property owners indicating that they acknowledge and agree with a proposal to close and sell certain portions of Wall Street, the lane currently connecting Wall Street and Pacific Avenue, and the lane running north/south between Wall Street and Pacific Avenue. This new proposal is illustrated on Attachment 3 and includes the alternative configuration of Parcel H as set out in the Land Exchange Agreement with the SHR. The closing and selling of the above mentioned lanes and street would all be subject to a public hearing. This public hearing is scheduled to occur at the September 12, 2011 meeting of City Council.

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. Land Exchange: City of Saskatoon and Saskatoon Regional Health Authority (SHR)
2. Plan of Proposed Subdivision for the 25th Street Extension (Revision 5 – June 21, 2011)
3. Plan of Proposed Subdivision for the 25th Street Extension (Revision 7 – August 3, 2011)

Section F – UTILITY SERVICES

F1) Saskatoon Regional Waste Management Centre Surface Water Management Engineering Services - Contract Approval (Files CK. 7500-1 and WT. 7970-62)

- RECOMMENDATION:**
- 1) that the revised proposal for providing engineering services for the development of a Surface Water Management Plan for the Regional Waste Management Centre from XCG Consultants Ltd., for a total upset fee of \$106,415.87 (including G.S.T. and P.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

Every spring and following significant rainfall events, the Saskatoon Regional Waste Management Centre (Landfill Facility) experiences flooding in service areas and operational challenges to accommodate waste filling areas that are too wet for equipment. Erosion causes existing surface water management infrastructure to quickly become clogged, with site resources being insufficient to keep up with the required cleaning and maintenance.

The need for improved surface water management is one of the issues addressed in the May 16, 2011 Landfill Optimization report received by the Administration and Finance Committee at its May 30, 2011 meeting. The report, originally to be presented by the Administration and Finance Committee to Council on July 13, 2011, has been deferred to Council's August 17, 2011 meeting. Capital funding identified in the Landfill Optimization report, provides funding for a Surface Water Management plan.

REPORT

A Terms of Reference was drafted outlining the requirements for the development of a Surface Water Management plan. Consulting engineering firms were invited to submit proposals regarding the provision of engineering services including the creation of a priority list of recommendations for drainage improvements, design, tendering, and construction management for the most urgently required infrastructure, and a plan outlining surface water management infrastructure requirements through all stages of the Landfill development as per the Integrated Landfill Management Plan. Responses were received from the following firms:

- AMEC Earth & Environment
- Klohn Crippen Berger Ltd.
- MDH Engineered Solutions Corp.
- XCG Consultants Ltd.

Following a rated criteria evaluation by Environmental Services Branch project management engineers, the proposal submitted by XCG Consultants Ltd. was rated as most favourable for the project.

OPTIONS

Administration could cancel the RFP and re-issue. However, the XCG proposal meets the requirements of the City and was deemed most favourable.

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:

Basic Upset Fee	\$80,591.00
Disbursements	<u>19,330.00</u>
Subtotal	\$99,921.00
P.S.T. (on 30% of design (\$22,280))	1,498.82
G.S.T. @ 5%	<u>4,996.05</u>
Total Upset Fee	\$106,415.87
G.S.T. Rebate @ 5%	<u>(4,996.05)</u>
Net Cost to the City	<u>\$101,419.82</u>

Sufficient funding has been identified in the Landfill Optimization report to cover the costs for the engineering services for the development of a Landfill Facility Surface Water Management Plan as well as the design, tender, and construction management of the high-priority infrastructure requirements.

ENVIRONMENTAL IMPLICATIONS

Proper surface water management is an environmental requirement under the Landfill Permit to Operate issued by the Saskatchewan Ministry of Environment. If storm water contacts waste, it becomes leachate, which can contaminate groundwater and adjacent water bodies (South Saskatchewan River) if not contained and handled appropriately. Surface water management improvements are required to properly direct storm water and to ensure leachate does not drain off of the Landfill Facility.

PUBLIC NOTICE

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

F2) Saskatoon Transit
Sole Source Purchase Over \$100,000 – Mid-Size Low-Floor Bus
(File No. CK. 1402-1)

- RECOMMENDATION:**
- 1) that Administration be granted approval to purchase two (2) mid-size low-floor buses from Crestline Coach Ltd., at an estimated total cost of \$137,436.36 each plus taxes; and,
 - 2) that the Corporate Services Department, Purchasing Services Branch be authorized to issue the Purchase Order to Crestline Coach Ltd.

BACKGROUND

During its 2011 Capital Budget review process, City Council adopted Capital Project #0584 – Transit-Additional Buses including the purchase of two mid-size, low-floor buses. Smaller, less expensive buses are better suited to serve some of Transit's neighbourhood collector routes.

REPORT

Transit has primarily been utilizing the four mid-size buses purchased in 2010 to support peak-heavy routes and routes with low ridership such as routes 40, 25 and 28. Transit is working towards identifying neighbourhoods that can be changed to a local route by summer of 2012. A local route would service a group of neighbourhoods with one bus then return to a designated transfer area or bus terminal to transfer passengers onto a DART bus. Montgomery (route 3) is a prime example, whereby, it is currently interlined with the route 4 on the east side of the city and runs through both the Confederation Terminal and the Downtown Terminal requiring up to ten buses to maintain a consistent daily service.

Crestline's *Arboc Spirit of Mobility* mid-size bus is currently the only available rear wheel drive, low-floor bus with a full OEM (original equipment manufactured) suspension available with a diesel engine. The Duramax engine has proven to be durable and is the same unit as the newer Access Transit buses and the last four mid-sized Arboc buses purchased. As well, Transit has purchased shop equipment specifically for service of these engines. Transit's Maintenance shop is not equipped or tooled to maintain gas powered vehicles. The Arboc does not have any

stairs which makes it a true low-floor bus. Instead, a full-size, fold-out wheelchair ramp is used as required, which is expected to be very customer-friendly for Transit customers with mobility challenges. There are no other bus companies that build a product similar in mechanical design.

These buses will be purchased with an 'extreme cold weather package' with extra heating and insulation, and have a seating capacity between 20 and 28 passengers with two wheelchair spots. Administration estimates the purchase price to be \$137,436.36 per bus, plus taxes. For comparison, a traditional bus costs approximately \$450,000.

The purchase of mid-size buses, combined with Transit's replacement and refurbishment strategy, will enable Transit to provide a fit-for-purpose fleet in the long term.

OPTIONS

As an alternative, Transit could develop tender specifications or a Request for Proposal for this purchase. There are no other bus companies that currently build a mid-size bus that offers rear wheel drive, full OEM suspension, a standard low floor bus with no stairs, a full-size wheelchair ramp and a diesel engine. The Administration believes that until other bus companies begin building a product similar in mechanical design, the purchase of Crestline's Arboc mid-size bus will accomplish the most favourable result for both Transit and its customers.

POLICY IMPLICATIONS

There are no policy implications with respect to this purchase.

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) Post-Budget Adjustments
Saskatoon Light & Power
Capital Projects 736, 1282, 1305, 1308, and 1342
(Files CK. 1703-ED and WT. 1703-01)**

- RECOMMENDATION:**
- 1) that post-budget adjustments be approved for Saskatoon Light & Power Capital Projects as follows:
 - a) additional funding of \$200,000 for Project 1308-02;
 - b) additional funding of \$225,000 for Project 0736-01;
 - c) additional funding of \$528,000 for Project 1305-05;
 - d) additional funding of \$109,000 for Project 0736-03;
 - e) additional funding of \$130,000 for Project 1342-01;
 - f) additional funding of \$341,000 for Project 1282-01;and,
 - 2) that the total adjustment of \$1,533,000 be funded as follows:
 - a) \$203,000 from the Electrical Distribution Extension Reserve; and,
 - b) \$1,330,000 from the Electrical Distribution Replacement Reserve.

BACKGROUND

The purpose of this report is to request post-budget approvals for six capital projects. Three of these projects relate to increased activity as a result of customer requests. The other three projects relate to increased work quantities necessary to replace aging infrastructure within the existing electrical distribution system.

In accordance with City Council Policy C03-001 (The Budget Process), City Council approval is required for all capital projects with significant changes in scope as well as for projects requiring additional funding or those with over-expenditures exceeding \$100,000.

A significant portion of Saskatoon Light & Power's (SL&P) capital spending is related to providing upgraded electrical services to our customers. This is typically the result of capital improvements made by our customers to their existing buildings, or new buildings being constructed with increased density and therefore an increased electrical load.

It is often difficult to predict when and where our customers will require our services throughout the year. Post-budget adjustments are therefore required periodically in order to continue to meet the customer's changing needs during the year.

Other programs undertaken by SL&P have resulted in additional work being required in order to maintain the integrity of the electrical distribution system and to deal with pressing infrastructure issues. Post-budget adjustments are being requested for projects that will exceed the existing allocated funding.

The funding source for these post-budget requests will come from a combination of the Electrical Distribution Extension Reserve (EDER) and the Electrical Distribution Replacement Reserve (EDRR). These reserves are funded by the Utility through provisions in the Operating Budget. There are sufficient funds within these two reserves for these projects.

REPORT

The following summarizes the existing funding for each project as well as the amount of funding now being requested and the corresponding totals.

1. Capital Project 1308-02 – Electrical Feeders – Conversion of Intermediate Substation – 14th Street – 4.16/14.4 KV Conversion

This project is a result of increased redevelopment activity occurring within the Varsity View Neighbourhood. In order to meet the electrical distribution needs within this neighbourhood, an upgrade to the existing 4.16 kV primary distribution will be required. The current system does not have adequate capacity to meet the upcoming demand for power from new customer loads. The particular issue requiring an advance of funding from 2012 to 2011 is a result of a new multi-story residential complex on College Drive between Munroe Avenue and Clarence Avenue. This building replaces single-family homes in this area that had significantly lower electrical requirements.

The present Capital Budget and Plan shows this work starting in 2012. Occupation of these residential complexes is expected to start in the latter part of 2011. It is therefore proposed that new overhead primary conductors be installed in 2011 to handle the initial power demand utilizing the present 4.16 kV system. Conversion of the distribution system from 4.16 kV to 14.4 kV has been ongoing in this neighbourhood for a number of years.

Additional funding in the amount of \$200,000 is required for this project.

2. Capital Project 0736-01 – Electrical Distribution Services – Extension/Replacement – Electrical Residential/Industrial/Commercial/Institutional – 2009

This project provides new and/or upgraded electrical services to customers. The budgetary amount for this annual project is based on experience from prior years and information received from customers through the development process. However, changes in development phasing or increased activity in development can have a significant impact from year to year.

The work completed under this project is the result of requests from developers or the electrical customer in 2009. Some of the work contained within this project was undertaken in 2009 and some was not completed until the early part of 2010. The funding for this work includes cost recovery from the developer or customer as well as funding from SL&P's two reserves.

The actual demand for new and upgraded services was above the prior year's expectation. The total over expenditure that requires funding is \$225,000.

3. Capital Project 0736-03 – Electrical Distribution Services – Extension/Replacement – Network Services – 2008

This project provides service connections for customers in the downtown area to connect to the underground network distribution system. The network system is offered to customers within the area roughly bounded by the river, 25th Street and Idylwyld Drive.

The budget estimate for this annual project was based on historical electrical service requests. New services as well as upgrades of overhead services to underground connections were charged to this project. These requests were made in 2008 with work completed in 2008 and the early part of 2009. The funding for this work included cost recovery from the developer or customer as well as funding from SL&P's two reserves.

The actual demand for new and upgraded services to the underground network was above the prior year's expectation. The total over expenditure that requires funding is \$109,000.

4. Capital Project 1342-01 – Electrical Network Primary Protection – Electrical Network 14.4 kV Primary Protection

This ongoing project was originally initiated in 2002. The objective of the project was to replace the existing primary protection system for the underground network in the downtown area. The reason for replacement was that the equipment installed was no longer available as

the original manufacturer was taken over by another company who did not continue that product. A significant number of the existing protective equipment components had failed as a result of flooding in the underground vaults and water leaking into controls and high voltage cabinets.

City Council, at its meeting held on September 18, 2006, approved additional funding for this project along with approval of a sole source contract for the replacement of network interrupters and controllers. The protection equipment was subsequently purchased and charged to this project. The system has been installed and is now operating at three vaults, with work partially completed at an additional three locations.

This project is now complete with an over expenditure of \$130,000 (which was a result of difficulty encountered with the installation process and a longer construction time). Completion of the equipment installation will be funded within other existing capital projects.

5. Capital Project 1282-01 – SL&P – Street Lights – Steel Pole Mitigation

This ongoing project was originally initiated in 2004. The purpose was to inspect all steel street light poles to determine their current condition and to undertake maintenance, repair, or replacement of the poles as necessary.

Current specifications now require replacement poles to be hot dip galvanized and no longer rely on paint to protect the steel from rusting. A serious form of structural damage on the existing poles is rusting at the weld between the pole shaft and base. The failure of that weld causes the pole to fall. Another form of structural damage on the poles is caused by collisions with vehicles.

The work under this project was completed in 2010. Pole inspections were scheduled over a number of years with the intent that pole replacement in the year of inspection would only be done where the condition of the pole was bad enough to warrant immediate action. The remaining poles were to be scheduled into the future year's maintenance or replacement program.

The total over expenditure that requires funding is \$341,000.

6. Capital Project 1305-05 – Electrical Feeder – Upgrade/Replacement

This project allows for the repair and upgrade of the electrical distribution system following annual inspections. In 2009, it was found that a significantly large number of wood

distribution poles had deteriorated to the point where immediate replacement was necessary. The budget had been based on prior year's experience and was therefore not sufficient to complete all of the work necessary. The excessive number of poles was the result of a concentrated effort to complete pole inspections in 2009 that would normally have been completed in prior years. This work became a priority where poles fell or were discovered to be on the verge of falling.

SL&P has approximately 30,220 wooden poles. Poles purchased prior to approximately 1975 had a limited application of wood preservative with many having no preservative at all. This resulted in a shorter life expectation. Approximately 17,087 poles (57% of all wooden poles) were installed prior to 1975. Consequently, it was not unreasonable to find that a large number of poles were found in a very poor condition. The poles that were replaced were deemed to be in need of immediate replacement for public safety and to maintain a reasonable assurance of system reliability.

The total over expenditure that requires funding is \$528,000.

OPTIONS

There were no viable options in order to meet customer needs and to maintain a safe and reliable electrical distribution system.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

Sufficient funds are available from the Electrical Distribution Extension Reserve and Electrical Distribution Replacement Reserve. The net draw from these reserves is \$1,533,000 with \$203,000 from the Extension Reserve and \$1,330,000 from the Replacement Reserve.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PUBLIC NOTICE

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

Respectfully submitted,

Paul Gauthier, General Manager
Community Services Department

Marlys Bilanski, General Manager
Corporate Services Department

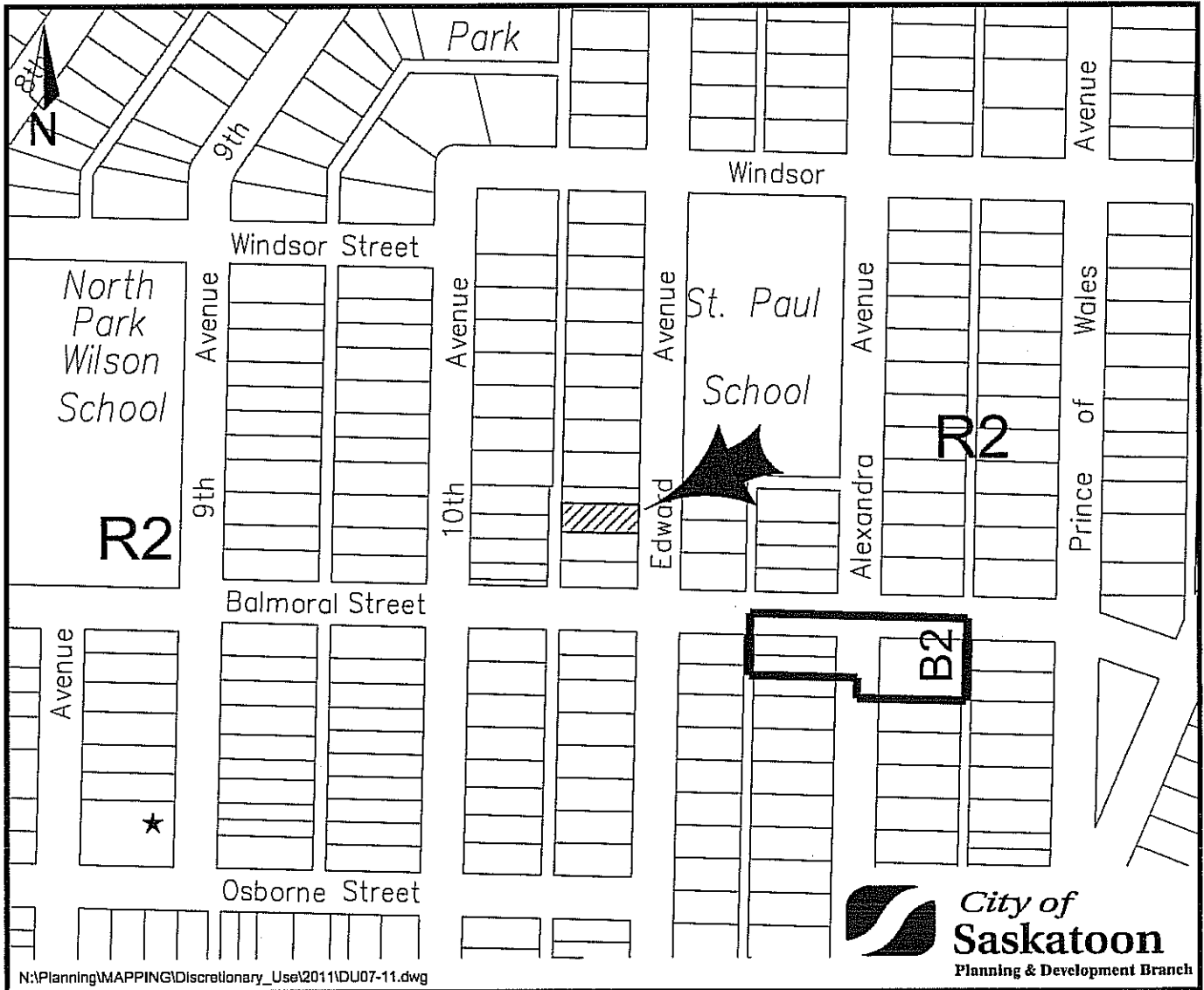
Judy Schlechte, Director
Human Resources Department

Mike Gutek, General Manager
Infrastructure Services Department

Jeff Jorgenson, General Manager
Utility Services Department

AI

Proposed Discretionary Use No. D7/11

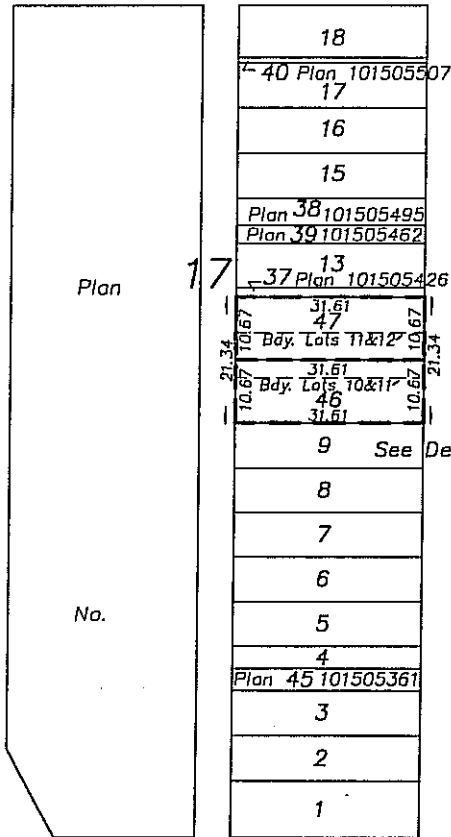


16

Idylwild Drive

McPherson Avenue

Bute Street

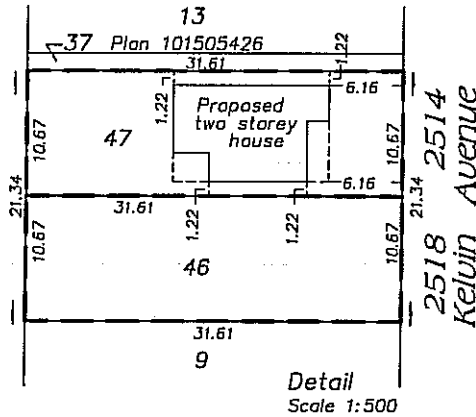


Kelvin Avenue

Plan

18

G234



Saskatoon
 Plan of Proposed Subdivision
 of Lots 10, 11 and 12,
 Block 17, Reg'd Plan No. G234
 in the N.W. 1/4 Sec. 16,
 Twp. 36, Rge. 5, W.3 Mer.
 Saskatchewan
 by Howard A. Larson, S.L.S.
 2011

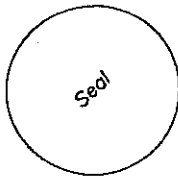
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Measurements are in metres

Area to be subdivided is outlined thus - - - -

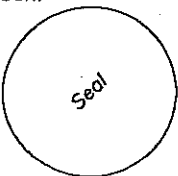
May 20, 2011

Howard A. Larson
 Saskatchewan Land Surveyor



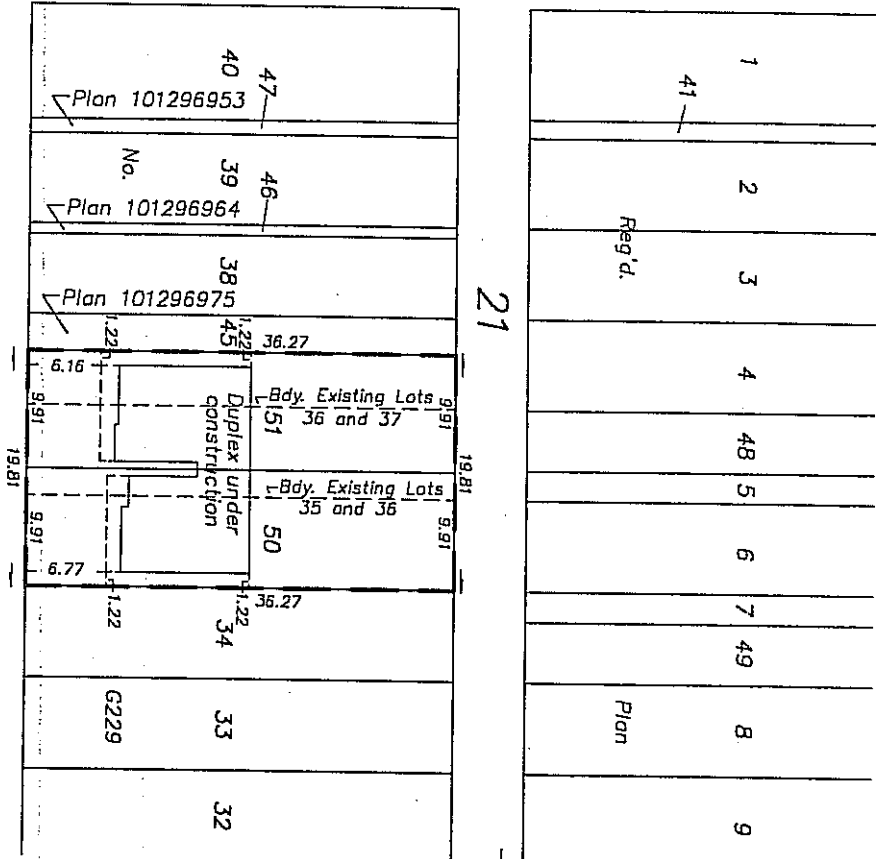
Approved under the provisions of Bylaw
 number 6537 of the City of Saskatoon.

Community Services Department



McPherson Avenue

3rd Street East



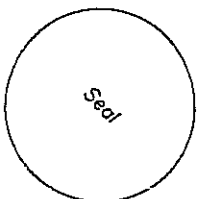
Saskatoon
 Plan of Proposed Subdivision
 Lots 35, 36 and 37, Block 21,
 Reg'd Plan No. G2229
 in the N.W. 1/4 Sec. 21,
 Twp. 36, Rge. 5, W.3 Mer.
 Saskatchewan
 by Howard A. Larson, S.L.S.
 2011

Scale 1:500

Measurements are in metres
 Area to be subdivided is outlined thus

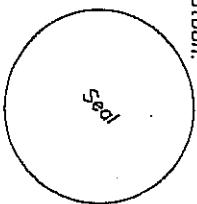
July 8, 2011

Howard A. Larson
 Saskatchewan Land Surveyor



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

Community Services Department



Larson Surveys Ltd., Saskatoon, Sask


LA RONGE ROAD

PLAN OF PROPOSED
 SUBDIVISION OF
 LOT 10, BLOCK 622
 REG'D PLAN NO 77S25116
 357 LA RONGE ROAD
 IN NW 1/4 SEC 11-
 TWP 37-RGE 5-W 3rd MER
 SASKATOON, SASK.
 BY T.R. WEBB, S.L.S.
 SCALE 1:500

T.R. Webb
 T.R. Webb July 27, 2011
 Saskatchewan Land Surveyor

Seal

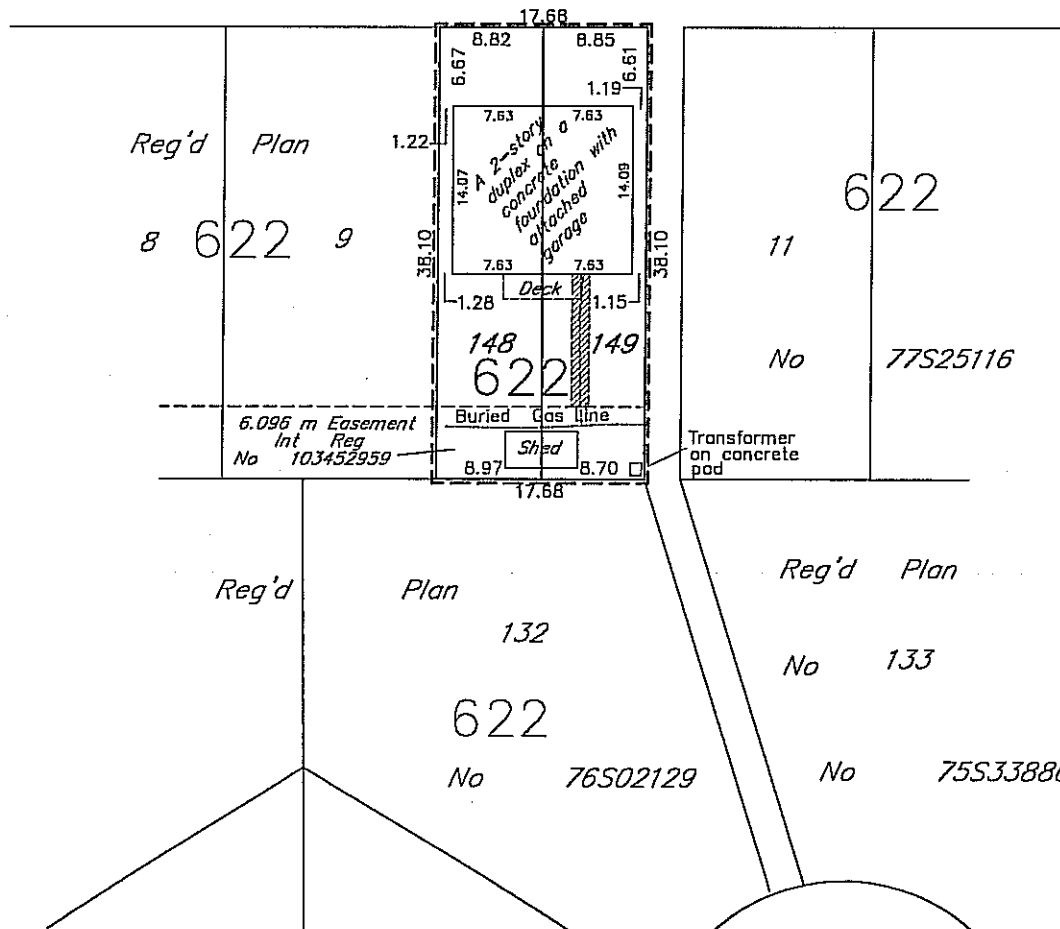
Dimensions shown are in metres and decimals thereof and may vary from the final plan of survey by 0.5± metres.
 Portion of this plan to be registered is outlined in red with a bold, dashed line and contains 0.07± ha (0.17± ac.).

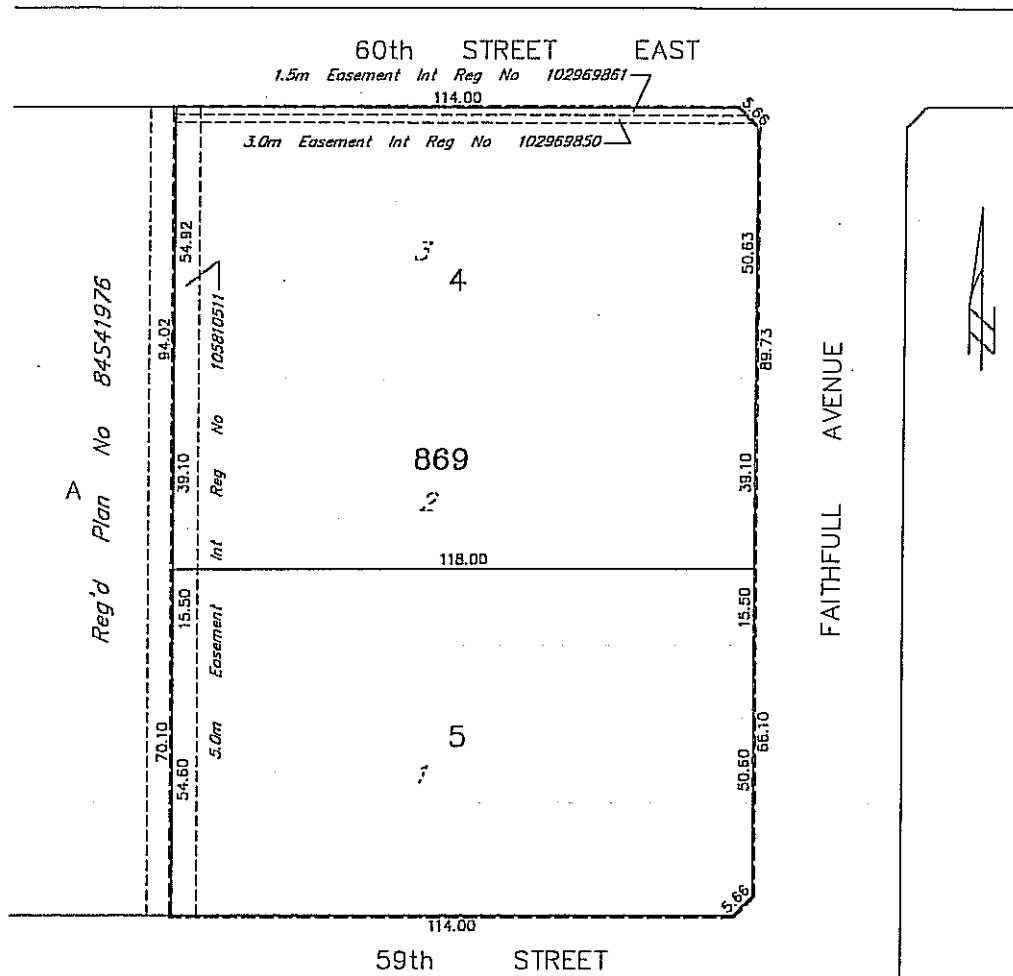
 Proposed 1.5m SaskEnergy Easement

Prepared by

Webb Surveys
 11-2210ca CAS

Proposed Subdivision No. 46/11





PLAN OF PROPOSED
SUBDIVISION OF
LOTS 1, 2 & 3, BLOCK 869
REG'D PLAN NO 01SA25986
SASKATOON, SASK.
SCALE 1:1000

T.R. Webb
T.R. Webb July 11, 2011
Saskatchewan Land Surveyor

Seal

Dimensions shown are in metres and decimals thereof.
Portion of this plan to be approved is outlined in red with a bold, dashed line and contains 1.93± ha (4.78± ac.).

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

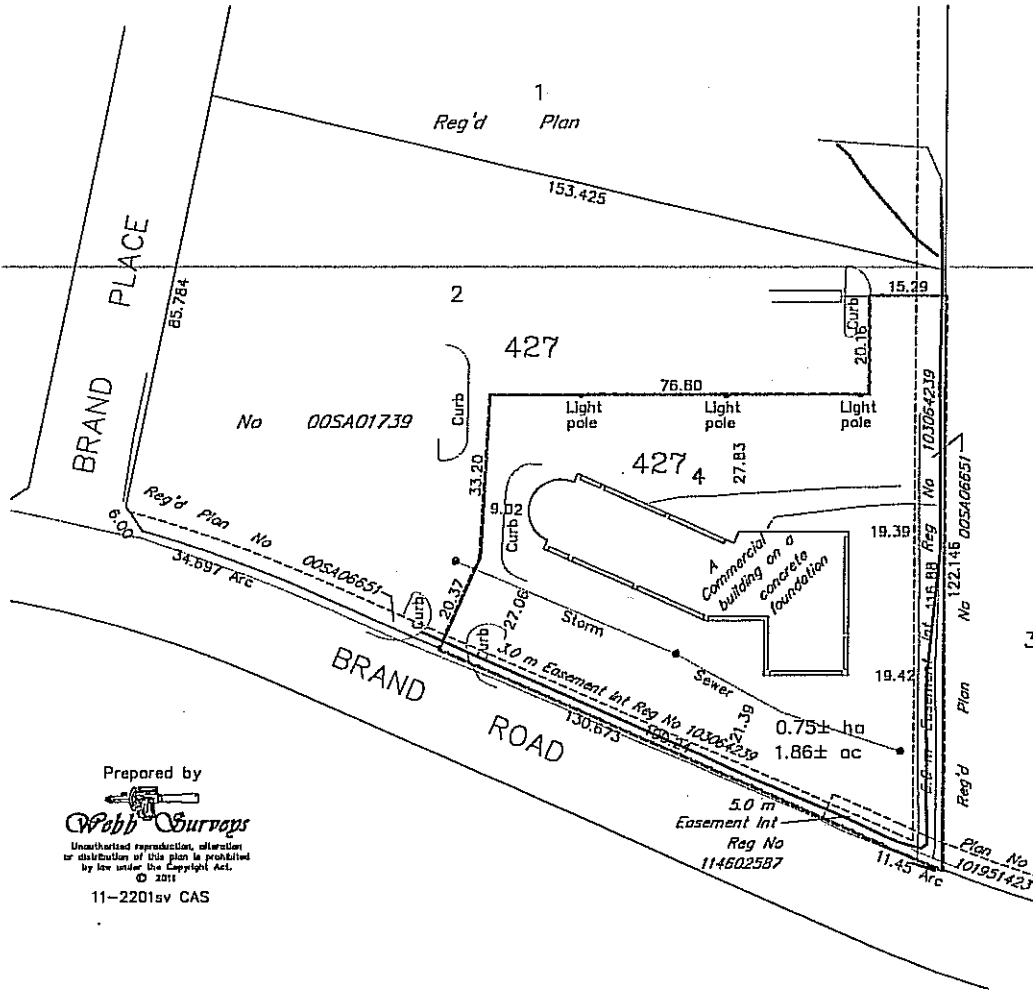
Date
Community Services Department

Prepared by

T.R. Webb Surveyor
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11-2230st CAS

Reg'd Plan No 01SA25986



PLAN OF PROPOSED
SUBDIVISION OF
PART OF LOT 2, BLOCK 427
PLAN NO 00SA01739
SASKATOON, SASK.
SCALE 1:1000

T.R. Webb
T.R. Webb July 27th, 2011
Saskatchewan Land Surveyor

Seal

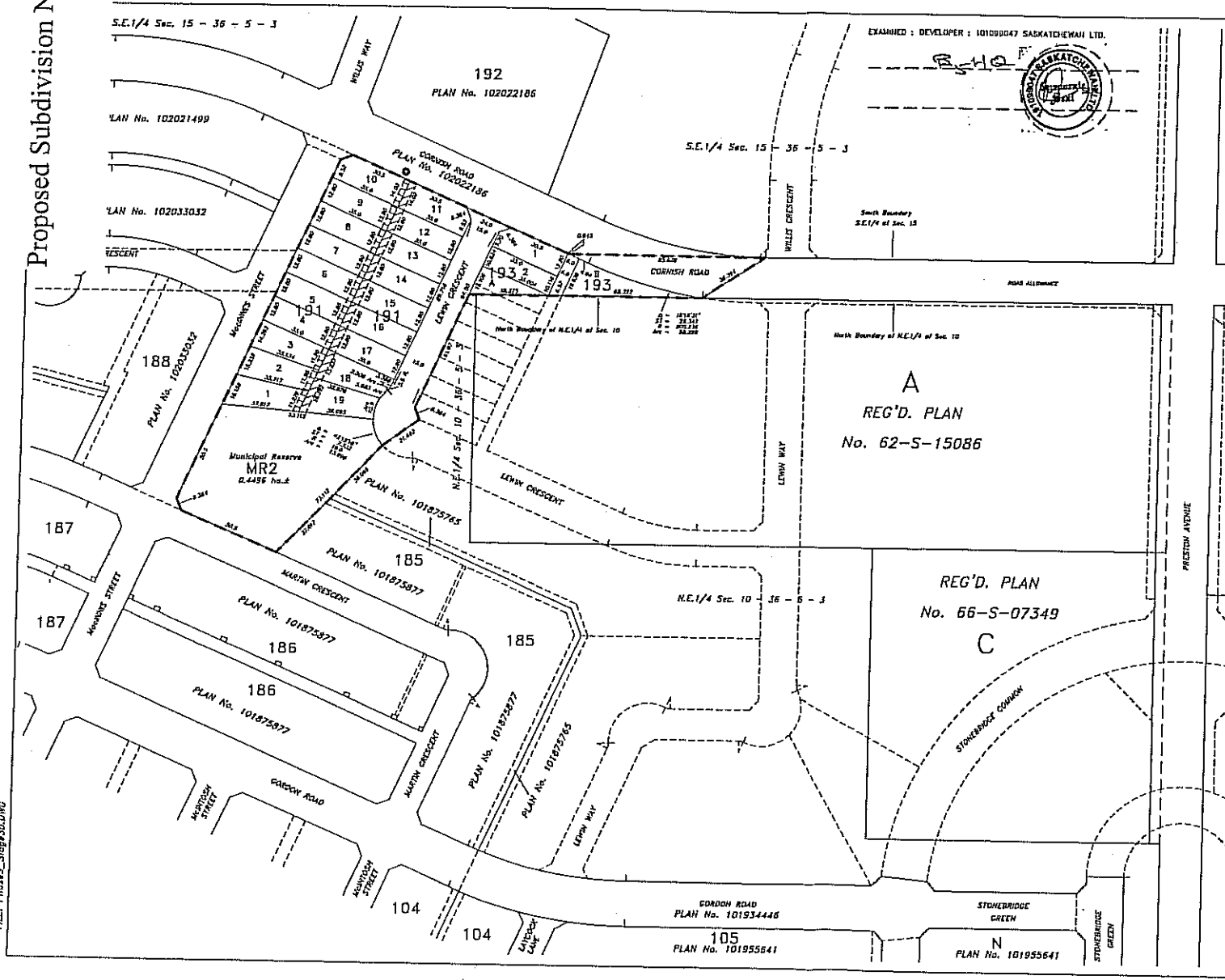
- Buried Gas Line
- Buried Electrical Line
- Buried Phone Line
- Catch basin

Dimensions shown are in metres and decimals thereof.
Portion of this plan to be approved is outlined in red with a bold, dashed line and contains 0.75± ha (1.85± ac.).

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

Date
Community Services Department

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Webb Surveys
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11-2201sv CAS



EXAMINED : DEVELOPER : 101099047 SASKATCHEWAN LTD.



STONEBRIDGE - Phase 3 - Stage 3
 PLAN SHOWING PROPOSED SURFACE
 SUBDIVISION OF PART OF
 S.E.1/4 SEC. 15 -36-5-W.3rdMER.
 N.E.1/4 SEC. 10 -36-5-W.3rdMER.
 AND PART OF
 - CLOSED PORTION OF ROAD ALLOWANCE BETWEEN
 SEC'S. 10 & 15 - TWP. 36 - RGE. 5 - W.3rdMER.
SASKATOON, SASKATCHEWAN.
 BY : R.A. WEBSTER, S.L.S.
 SCALE 1 : 1000
JULY, 2011



- LEGEND**
- : Distances dimensions shown are in metres and decimals thereon.
 - : Portions of this plan to be subdivided are outlined with a heavy dashed line and contain 1.7775 ha. ±.
 - : Lot line locations are shown thus ⊗
- EASEMENTS**
- : Easements shown are 3.0 metres in width for joint use of Sask Power, Sask Tel, Sask Energy, and Show Cable.
 - : Easements shown of 3.0 metres in width for use of Sask Power, Sask Tel, and Show Cable.
 - : Easements shown of 3.0 metres in width for use of Sask Energy.
 - : Easements shown of 3.0 metres in width for use of Sask Energy.
 - : Sask. Power Poles/塔 2.75 x 2.0, and Transformers 2.0 x 2.0

R.A. Webster
 Saskatchewan Land Surveyor July 25th, 2011

EXAMINED : CITY OF SASKATOON
 Approved under the provisions of
 Bylaw No. 6237 of the City of Saskatoon.

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

EXAMINED : DEVELOPER : 630278 SASKATCHEWAN LTD.

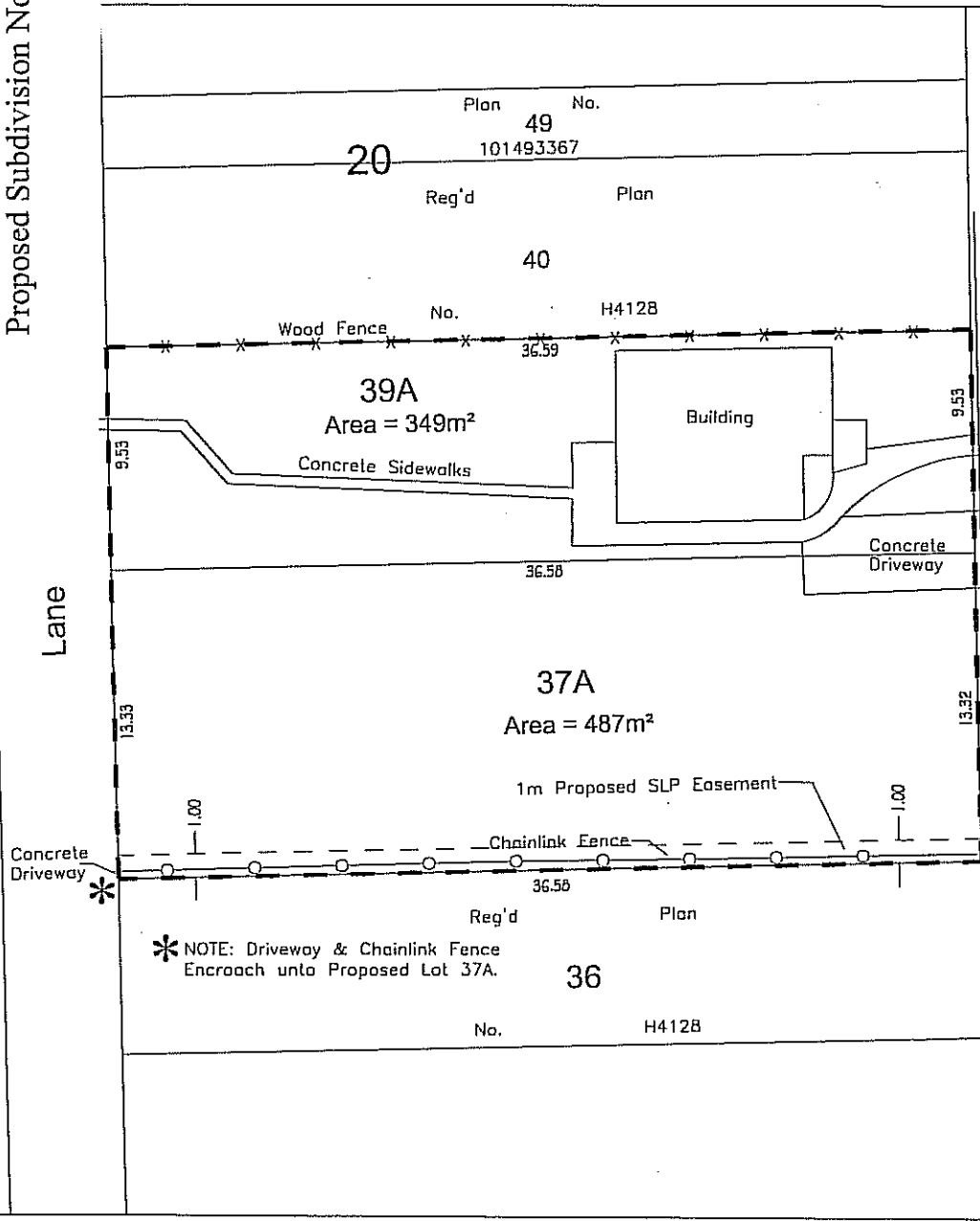
[Signature]
 Saskatchewan Land Surveyor

EXAMINED : DEVELOPER : DUNDIE REALTY CORPORATION

[Signature]
 Saskatchewan Land Surveyor



WEBSTER SURVEYORS LTD.
 811 - 20A Street East
 Saskatoon, Sask. S7N 0A8
 Phone (306) 431-1633
 Fax (306) 431-1241



Lane

Coy Avenue

Plan of Proposed Subdivision
Of Lots 37, 38 & 39, Block 20, Plan H4128
In the SE ¼ Section 20,
Twp 36, Rge 5, W 3rd Mer.
Saskatoon, Saskatchewan
Wilfred J. Peters, SLS
May 2011
Scale 1:200

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

(Signature)
101054472 Saskatchewan Ltd.

Project No.: 139574
Initials: EB-LB-WP
Preliminary Survey: May 17th, 2011

Notes:
: Area to be subdivided is outlined with a bold, dashed line and contains 836 m².
: Distances shown are horizontal at general ground level and are expressed in meters and decimals thereof and may vary ± 0.20 meters.
: Utility lines shown are for reference only. Locations of lines must be verified by the responsible utility prior to any construction.

Dated at Saskatoon in the Province of Saskatchewan this 26th day of July 2011.

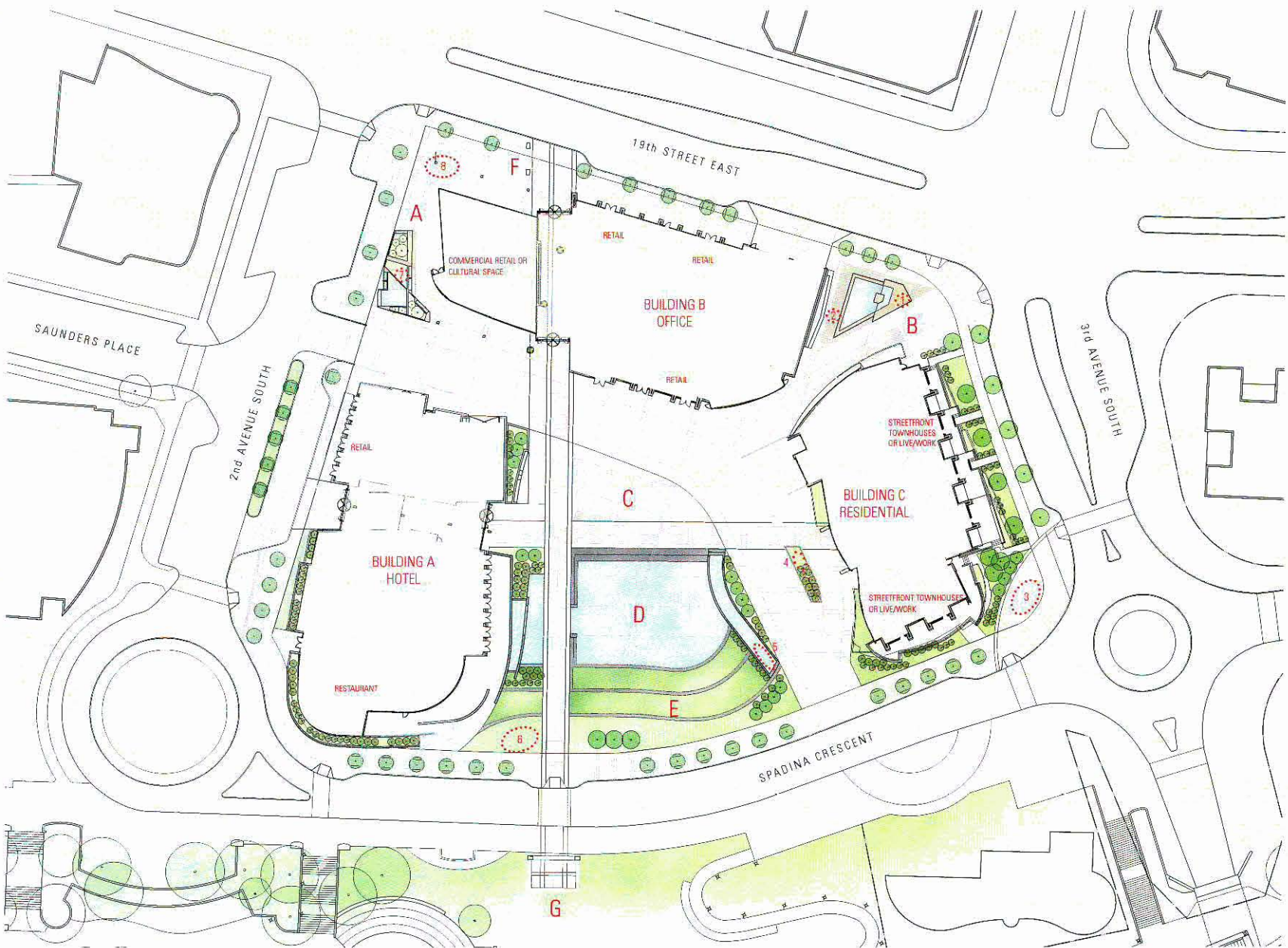
(Signature)
Saskatchewan Land Surveyor



Altus Geomatics
Limited Partnership

Toll Free: 1-800-495-9999
www.altusgeomatics.com

Examined: City of Saskatoon
: Approved under the provisions of ByLaw No. 6537 of the City of Saskatoon.
: General Manager of the Community Services Department
Date: _____, A.D. 2010.



LEGEND

A NORTHWEST PEDESTRIAN PLAZA*
ADJACENT TO 19th STREET & 2nd AVENUE

B NORTHEAST PEDESTRIAN PLAZA*
ADJACENT TO 19th STREET & 3rd AVENUE

* NOTE
CORNER PLAZAS OFFER OPPORTUNITY FOR GENERAL
PUBLIC AMENITY SPACE SUCH AS:
MULTILEVEL FOUNTAINS
SCULPTURE DISPLAY PLINTH
VERTICAL ART DISPLAY WALL
PUBLIC SEATING AREA

C MULTI-FUNCTION PERFORMING ART SPACE

OPPORTUNITY FOR PUBLIC AMENITY SPACE SUCH AS:
PERFORMANCE AREA
OPEN GATHERING SPACE
PUBLIC SEATING AREA
PATIO SEATING

D URBAN PLAZA

POTENTIAL ALL-SEASON USE INCLUDE:
WINTER FUNCTION - SKATING RINK
DRAINED SUMMER FUNCTION - PUBLIC GATHERING
FLOODED SUMMER FUNCTION - POND
FESTIVALS
ART WALK
CONCERTS

E SEATING TERRACES (URBAN THEATRE)

GRASSED SEATING AREA

F NORTH TERMINUS

OPPORTUNITY TO INTEGRATE HISTORIC ARTIFACTS

G SOUTH TERMINUS (VIEWING PLATFORM)

OPPORTUNITY TO INTEGRATE HISTORIC ARTIFACTS
SUCH AS GATHERCOLE ARCH

••• DENOTES POTENTIAL OUTDOOR
LOCATION (PERMANENT OR TEN

CONCEPT SITE PLAN

NORTH

A2
Gib

ATTACHMENT 1



PERSPECTIVE VIEW OF URBAN PLAZA



PERSPECTIVE VIEW OF PROJECT



LEGEND

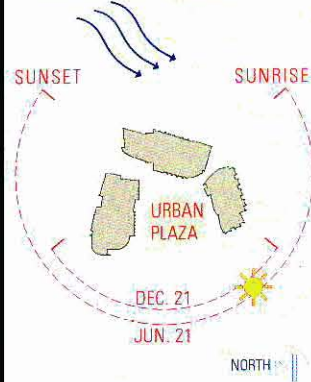
- SET BACK VARIANCE
- BUILDING HEIGHT VARIANCE

NOTE - 60 % OF SPADINA CR FRONTAGE IS URBAN PLAZA

NOTE - 51 % OF SITE AREA IS AT-GRADE URBAN PARK

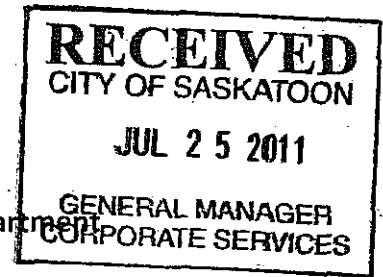
ENVIRONMENTAL INFLUENCES

PREVAILING WIND WEST/NORTH-WEST AT 19-22 km/h



AT-GRADE URBAN PLAZA AND VARIANCES

MEMO



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

FROM: Bryan Leverick, Chair
SREDA Board of Directors

RE: Incentive Application Review

DATE: July 21, 2011

BI

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

Yanke Group of Companies will renovate and expand their transportation and logistics operations located at 1359 Fletcher Avenue. The company expects to invest \$5,859,331 on their expansion project and meets the minimum eligibility requirement for an existing business of five new full time or full-time equivalent positions will be created as a result of this expansion.

The Saskatoon Regional Economic Development Authority's Board of Directors approved the following resolution on July 21, 2011:

Recommendation

THAT Yanke Group of Companies be approved for a five-year tax abatement on the incremental portion of taxes at 1359 Fletcher Avenue as a result of their expansion in 2011 and that the tax abatement be calculated at the rate of 100% in year 1, 80% in year 2, 70% in year 3, 60% in year 4, and 50% in year 5.

The Board's recommendations are to be forwarded to City Council for further consideration and approval. A summary of the tax abatement application from Yanke Group of Companies is attached for your reference.

Bryan Leverick, Chair

**CITY OF SASKATOON
BUSINESS DEVELOPMENT INCENTIVE APPLICATION**

COMPANY: Yanke Group of Companies
JOBS CREATED: Meets minimum of 5 new full time or FTE positions
INVESTMENT: \$5,859,331

COMPANY BACKGROUND:

N Yanke Transfer was established in 1968 by Norman Yanke and was purchased in 1980 by Marcoux Brothers Trucking. In 1999, N. Yanke Transfer Ltd. changed its name to the Yanke Group of Companies. The company provides transportation, distribution and international freight forwarding. They are located at 1359 Fletcher Road in Saskatoon, SK. The company anticipates a phase 2 expansion in the near future at another of their locations in Saskatoon.

Yanke Group of Companies intends to grow their international freight forwarding and import/export management through its Global Logistics Services division. The goal is to assist Saskatchewan producers and consumers in securing access to critical markets.

EXPANSION PROJECT DESCRIPTION:

Yanke Group of Companies recently acquired 1359 Fletcher Avenue and is proposing to renovate and expand this location. The company needs to relocate their operations due to the new south bridge expansion and will streamline their businesses to become more efficient to meet growing demand for their Global Logistics Services with plans to service the India and China needs.

Yanke Group of Companies expects to commence with construction by early summer of 2011 and to be completed by January of 2012.

ELIGIBILITY:

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

ESTIMATED VALUE OF TAX ABATEMENT:

Total estimated increase in property taxes as a result of the expansion project is \$40,110. Total estimated value of 5-year tax abatement is \$144,396.00 calculated at the following rate:

Year 1 @ 100%	- \$40,110
Year 2 80%	- \$32,088
Year 3 70%	- \$28,077
Year 4 60%	- \$24,066

Year 5 50% - \$20,055

RECOMMENDATION:

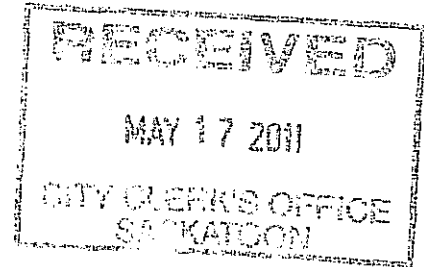
THAT Yanke Group of Companies be approved for a 5-year tax abatement on the incremental portion of taxes at 3315 Miners Avenue as a result of their expansion in 2011 and that the tax abatement be calculated at the rate of 100% in year 1, 80% in year 2, 70% in year 3, 60% in year 4, and 50% in year 5.

Henry Dayday
354 Coldspring Cres.
Saskatoon, SK S7J 3N1

32

May 10, 2011

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



To Your Worship and Members of City Council:

Please accept this letter as a concern that a number of taxpayers have related to me as a former Mayor of the city. The city has been experiencing a boom period, but as in the past we know that times change. The concern is due to the large amount of money that is being spent on new projects without a clear plan for financing and paying for these projects. To date, many of these projects have been built with financing that uses borrowed money, or financing that will reduce the revenues to the city for operations in the future, or will reduce the amount of money available through reserves.

The city, to date, needs \$12M to service its present projected debt of \$175M. The city has also agreed to use money from new developed areas of the city to finance capital projects such as the Clarence Street overpass, which is in addition to the one third that already goes from increased taxation in new development areas for capital projects. Some reserves that are in deficit have already received approval as exemptions from the normal requirement to be funded. There is also a conversion of one half million dollars that the Art Gallery received from assessment growth that goes as a capital contribution and will now be diverted to debt repayment. This means that the city now needs to find an additional one half million dollars to fund the already deficient reserves. In addition, City Council adopted a policy in March of 2008 that transfers annually a portion of the accumulated return on investment of approximately \$5M from the land development activities to general revenue, which is in addition to the existing transfer of over \$1M.

The city has now approved a proposed new police station that is estimated to cost the taxpayers \$131M with \$9M as a down payment in 2011. Each year, hence until 2016, the city will raise taxes by \$850,000. By the year 2016, the taxpayers will have had a tax hike of approximately 5.8%. Then once the \$7.5M repayment of the loan begins, the tax hike will be another 5.8% for a total tax increase of 11.6%. Furthermore, in 2016 the total cash paid is \$38M leaving a loan of \$93M. At a 7% interest rate, which appears to be the rate that is being paid on the present \$175M debt, this requires that the taxpayer will need approximately \$98M over 30 years for interest including the \$131M as the principal cost for a total cost to the taxpayers of \$229M. This is in addition to many other projects such as a new traffic bridge, the Mendel Art Gallery, the new transit headquarters and the relocation of the city yards, just to mention a few where there is no funding in place.

During my years as the Mayor, the administration and I negotiated an agreement with the Provincial Government to transfer City Hospital for a large tract of land in the north east sector of the city. This land proved to be very beneficial to the city and is meant to help the taxpayers by reducing tax increases in the future. Another objective is that the land sales are to be used not only for development, but also to replace the sold land through new land acquisitions. My concern is with the policy of

March, 2008 where Council is drawing approximately \$5M from the reserve annually. At this rate, that could deplete the reserve when sales slow down as well as not replace the land for future development whereby future taxpayers would not get the benefit that the land was intended to provide.

To my knowledge, the city has been required to have an actuarial review done on all its pension plans every three years. It is also my understanding that these reviews have been deferred. The taxpayers would be interested in knowing the status of these pension funds.

Every time the city changes a policy of transferring money from one account to another to finance a project and then does not replace the money or draws more money from an account, so that the account will not be sufficiently funded in the future, is another form of borrowing against the future.

The purpose of this letter is to answer the concerns that the taxpayers have raised. How do we pay for this spending and how will it impact on future tax increases?

To date, we have a borrowing limit of \$400M with \$175M already borrowed. We have a projected unfunded liability to the end of 2015 for reserves of \$144M. We have a number of expensive projects that are already started with funds committed such as the \$131M police station, the \$67M Art Gallery, the \$26M traffic bridge and a \$200M approved financing plan for a new transit headquarters and the relocation of the city yards without knowing the funding sources. These commitments already appear to exceed the borrowing limit. In the past, major expenditures by the city, such as Credit Union Centre, had a financial plan in place as to how the project would be financed before we proceeded with any construction. As was the case with Credit Union Centre, the taxpayers voted twice as to the location of the facility and then on the approval of the \$10M expenditure. If my memory serves me correctly, the cost for each household was approximately \$15.00 annually for ten years. After ten years, City Council decided what to do with the extra \$1M plus that was no longer required to fund the debt. To date, we have not seen any financial plans as to the impact all these major expenditures will have on the taxpayer in the future.

Since my research on these costs and expenditures is limited, there may be some inaccuracies and I would be interested in the accurate information as would the taxpayers. Since it is my understanding that there are no public disclosures of the funding and repayment plans for many of these major projects, with the exception of a partial outline for the funding of the police station, I would respectfully request the following:

1. The administration provide a report to City Council on the financial plans for the following projects: the police station, the new transit headquarters and the relocation of the city yards, the new traffic bridge, the Mendel Art Gallery and any other major projects that are not presently funded and will impact on tax increases in the future.
2. That the report includes a summary (assuming there is no further increases in Federal or Provincial funding) that shows the cost of the project, the sources of funds, the cost of borrowing (assuming the present interest rates), total borrowing required, the length of time for repayment and the impact on the taxpayers on future tax increases.

3. That the administration report on the impact on the taxpayer to fund the unfunded liability in the reserves.
4. That the administration report on any other deficiency that will impact on the taxpayer.

I thank you for your consideration in this matter.

Sincerely,



Henry Dayday

cc: Saskatoon Chamber of Commerce
North Saskatoon Business Association
The Partnership
Riversdale Business Improvement District
Broadway Business Improvement District
Sutherland Business Association



August 8, 2011

Mr. Henry Dayday
354 Coldspring Crescent
Saskatoon SK S7J 3N1

Dear Mr. Dayday:

Re: Response to your Letter to City Council

I am writing to you today in response to your letter dated May 10, 2011, addressed to City Council. In that letter you raise several concerns about the City of Saskatoon's financial management practices and, in particular, the City's recent investments in some much needed capital projects. In addition to these concerns, you also make the request for more detailed information on the financial plans for the City's major capital projects, the status of the City's reserves and any other financial deficiency that may impact taxpayers.

Given your concerns, the purpose of this letter is to not only address the issues you raise in your letter, but also to clarify the key assumptions you make respecting the City's financial management practices. My response will start by providing an overview of the City's approach to financial management. It will then proceed to address the concerns you raise regarding the City's investments in some of the major capital projects and their impact on the City's long term debt. My response will conclude by addressing some of the emerging financial issues that you allude to in your letter.

The City's Approach to Financial Management:

The City's approach to financial management has been recognized by a variety of external sources, whether it be our bond rating agency, Standard & Poors or Maclean's magazine naming Saskatoon among the best two run cities in Canada¹ (Saskatoon was rated #1 among the 22 largest cities in Canada). The City works closely with its bond rating agency to ensure all future borrowing plans are taken into account when they determine the annual rating. The City has maintained a Triple A credit rating for over 19 years. They have acknowledged the City's phased-in funding plans have assisted in maintaining that rating. The City continues to be in a secure financial position and will keep its rating agency informed of future borrowing plans.

¹ Saskatoon was named Canada's 2nd best run city by Maclean's Magazine in July 2009. Maclean's compared 31 of Canada's biggest cities, and Saskatoon was second to Burnaby, B.C. as the best run city in the country. The survey company for Maclean's gathered and compared information into seven broad categories: government and finance; taxation; safety and protection; transportation; environmental health; economic development; and recreation and culture. They measured efficiency and effectiveness. Saskatoon was listed with others as providing "great service at a good price."

The City also annually prepares a Municipal Services Benchmark Report which identifies and quantifies, in detail, the factors contributing to different property tax rates between Saskatoon and the cities of Regina, Winnipeg, Edmonton and Calgary. The research in the 2010 report indicates that Saskatoon's financial resources are well managed and that Saskatoon is a good place for businesses to set up operations and make investments.² Saskatoon's property taxes (municipal and library) per capita are \$658.03. This compares to the cities of Regina at \$739.13, Winnipeg at \$571.32, Edmonton at \$1,043.26 and Calgary at \$882.49.

The City of Saskatoon's system of financial control includes a rigorous requirement that every capital project, before it can proceed, must have a detailed funding plan in place and that plan must be approved by City Council. The objective of this clear and thorough requirement is to achieve maximum value for Saskatoon taxpayers.

Funding plans identify the optimum combination of city dollars and money available from other sources to pay for the capital needs of a growing city. When money is available from senior governments to build major community facilities, for example, it is incorporated into the funding plan to build projects such as the Art Gallery of Saskatchewan or to make major roadway improvements, such as the Circle Drive South Project. Similarly, when one-time stimulus funding is available, as it was during the recent recession, it is taken advantage of in the funding plan to reduce the backlog of transportation and water main/sanitary sewer main rehabilitation projects. And even when no external money is available, the funding plan identifies how City finances can be mobilized to pay for long-overdue facilities, such as a new home for Saskatoon's police service.

All funding plans are developed taking all funding options into account. In some cases, the use of reserves is appropriate as that is the purpose of "reserving" the funds. There are annual reserve contributions from the City's operating budget, based on policy, to ensure the reserves continue to serve their purposes. It is recognized, however, that some reserves are currently underfunded and this issue will be addressed in a later point about infrastructure deficit.

The City has always had a "pay as you go" funding philosophy whereby day-to-day operations and routine capital projects are funded using reserves governed by bylaws/policies that specifically outline the eligible use of those reserve funds. The City has a long-standing financial policy of borrowing for large projects that benefit future generations. Many of the services and facilities which today, make Saskatoon a better place to live, such as the wastewater treatment plant, neighbourhood recreation centres and Credit Union Centre were made possible with borrowed funds. During high interest rate years, the City made a conscious effort to pay off its debt and limit itself to the use of reserves. However, during this recent period of record low

² The 2010 Municipal Services Benchmark Report was tabled with City Council on April 18, 2011 and identified the following comparisons: Saskatoon relied the least on taxation to fund its 2010 operating budget; budgeted for breakeven operations; budgeted for the second lowest property tax revenue per capita; had the second lowest average assessed property value; had the highest budgeted contributions to reserves; had the second lowest budgeted withdrawals from reserves; and had the lowest utility-supported debt levels per capita and the lowest total debt levels per capita.

interest rates, prudent financial management dictates that the current borrowing climate is conducive to funding large projects at low interest costs.

Partnerships with Other Orders of Government:

As noted earlier, the City of Saskatoon attempts to minimize its financial contributions to capital projects by partnering financially with the federal and provincial orders of government, through various capital grant programs. However, to take advantage of many federal and provincial capital grants, it is important to note that matching civic funds are almost always required. In other words, the City is required to put money on the table in order to receive matching dollars from federal and provincial governments. This is the new political and fiscal reality and failure to understand it could mean that Saskatoon loses out on major funding opportunities from other orders of government. In order to be prepared for these situations, some reserves were established for this very purpose (Transportation Expansion Infrastructure Reserve, Traffic Noise Attenuation Reserve).

In the past few years, both federal and provincial governments have provided 33 cent, 50 cent and 66 cent dollars on eligible projects. Some targeted the construction of new facilities (the Art Gallery of Saskatchewan, expanded water reservoirs), while others (such as the Infrastructure Stimulus Fund) targeted construction upgrades (roads, sanitary sewer mains). In order to contribute the City's share, the City can either use existing qualifying capital reserve funds or advance from future provisions to qualifying capital reserves (short term internal borrowing). The City also has the option of borrowing funds. This is the case for the Art Gallery of Saskatchewan as well as for two major water projects. Borrowing funds sometimes provides leveraging opportunities. The Art Gallery of Saskatchewan is a \$70.7M project, of which the City's share is only \$20.9M. For every dollar the City contributing to the project, \$2.37 is coming from other orders of government governments and private donors.

Investments in Major Capital Projects:

In your letter, you mention \$500,000 of incremental tax revenues from assessment growth is being targeted, in part, to the Art Gallery of Saskatchewan. At the same time that the federal gas tax funding was introduced, providing an opportunity to move forward on large capital projects using a combination of cash and borrowing (gas tax funds pay the debt servicing costs), a similar plan was established for major recreational and cultural facilities whereby \$500,000 of new revenue resulting from increased assessment growth would be targeted to provide a base of cash and debt servicing costs for River Landing (both phases), the majority of the Shaw Centre, and the Art Gallery of Saskatchewan. The funding was previously targeted as an annual cash contribution towards the City's discretionary capital reserve (the Reserve for Capital Expenditures). City Council made the decision to temporarily divert these annual incremental funds towards a funding plan that would allow major unfunded recreational and cultural projects to move forward. It is anticipated that this plan will be complete in 2014, providing the City with the opportunity to redirect any incremental new revenue resulting from assessment growth.

You also note that City Council approved a \$5 million allocation to general revenues from the Neighbourhood Land Development profits. This was a one-time allocation distributed as

follows: \$1.5 million in 2008, \$1.25 million in 2009, \$1 million in 2010, \$750,000 in 2011, and \$500,000 in 2012. In addition, \$1 million was allocated to the Reserve for Capital Expenditures in each of 2009 through 2013. This provides Saskatoon taxpayers with a share of the success of the City's land development program.

In terms of the new Police Headquarters, this project has been postponed for a significant number of years. As a result of this delay, the cost of the project has increased from \$42 million in 2002 to \$122.1 million in 2011. Every year that passed with no decision cost taxpayers more. Crowded and cramped conditions got worse with a building designed to accommodate 300 staff, now housing double that.

In addition, the Police Service is currently spending approximately \$1 million every year to rent 12 locations dispersed around the city. Lease payments are anticipated to increase to \$1.5 million annually by the time the new building is open. A new headquarters will bring all those operations under one roof, improving efficiency and redirecting rent payments towards paying for a building that taxpayers own, creating a value added asset for the citizens of Saskatoon.

With respect to the Traffic Bridge, the work will not be tendered until a complete funding plan is in place. This is consistent with all projects -- they need to be funded, or require a funding plan prior to any work being tendered.

The funding plan for the Police Building, the use of the Gas Tax funds, the funding plan for the Major Recreational and Cultural Facilities and the preliminary funding plan for the Civic Facilities Addition/Replacement/Expansion (which includes the relocation of the Transit and City Yards Facilities) have all been approved in principle by City Council. Once a project is ready to move forward, the actual funding for that specific project is approved. If borrowing is required, a public hearing is held. Prior to completing any external borrowing, interest rates and terms are provided to City Council for approval.

Debt Servicing:

It is anticipated that \$107 million will be borrowed for the Police Headquarters, which will result in \$7.6 million in annual debt servicing costs for approximately 30 years. This will be partially offset by approximately \$1 million which is the savings based on the elimination of the existing lease payments. The final borrowing amount will be determined when the City actually borrows the money, and when the final construction cost is known. The \$6.6 million in base funding required to service the debt (all borrowing is expected to be complete by 2015) represents an approximate increase of 4.8% based on 2011 property taxes, which will decline to a lesser percentage when the borrowing is completed in 2015. I do not understand your reference to an 11.6% increase; once the \$6.6 million has been raised, it will transfer from cash used for the project, to a source of funding for the annual debt servicing costs. There is no 11.6% increase in taxation as you suggest, only the 4.8% as stated above.

The City's current outstanding long-term debt is \$145.5 million. This results in total debt servicing of approximately \$16.4 million. The Federal Gas Tax contributed \$4.98 million of the

debt servicing costs; the Water and Wastewater Utilities, \$6.5 million; with the remainder funded by the mill rate. There are no plans to borrow in 2011.

The City projects its anticipated debt based on planned projects out to 2025 (which includes the Police Headquarters, additional borrowing for the Circle Drive South Project, the Art Gallery of Saskatchewan, plus various utility projects) and it is expected to cap out at an estimated \$300 million. This also takes into account potential borrowing for the relocation of the Transit and City Yards facilities. At this time, the relocation of these two facilities is subject to discussions with the Federal Government on a P3 funding model. Once this discussion is finalized, a final funding plan on this project will be completed. Saskatoon's tax supported debt per capita is \$292.21 (adjusted for federal gas tax supported debt). This compares to the cities of Regina at \$167.63, Winnipeg at \$289.57, Edmonton at \$1,108.48 and Calgary at \$710.06.

The Sufficiency of the City's Reserves:

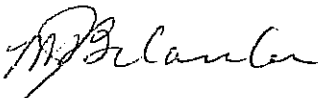
With respect to the City's reserves, the unfunded liability reflects a portion of the City's infrastructure deficit. In the past this has been ignored; however the City of Saskatoon together with most other major cities, has recently begun to quantify it. Federal programs such as the Infrastructure Stimulus Fund assisted the City in reducing it. Federal and provincial governments are considering future infrastructure programs to help cities and communities in Saskatchewan, and across Canada, to continue to provide the infrastructure and amenities that their residents need.

Finally, all the city pension plans have had a valuation completed as of December 31, 2009 and none reflected a going concern deficiency; however, all reflected a solvency deficiency. This information has been presented to City Council for information and is public record.

In summary, the City of Saskatoon continues to be in a strong financial position and also continues to be committed towards clarity and transparency to the public on its financial matters.

I trust that the information provided in this letter sufficiently addresses the issues and concerns you raise.

Respectfully Yours,



Marlys Bilanski
General Manager, Corporate Services

:mjb

copy: His Worship the Mayor and Members of City Council
Murray Totland, City Manager

DI

The Canadian Union of Public Employees Local No. 859
Revision to the Collective Agreement

Bargaining between the City and the Canadian Union of Public Employees Local No. 859 started on January 12, 2010. A Memorandum of Agreement was reached on July 6, 2011. The Union ratified the terms of the Memorandum of Agreement on July 14, 2011. The contract is for a three year term from January 1, 2010 to December 31, 2012.

1. Wages

January 1, 2010 – 2% increase
January 1, 2011 – 2% increase
January 1, 2012 – 3% increase

2. Other Collective Agreement Changes

Article 34. Retirement

Article 36. No Discrimination

Amended Articles to reflect the elimination of mandatory retirement at age 65.

Article 27. Differential Pay

Effective date of City Council ratification, an increase from 0.90¢ to \$1.00 for shift differential.

Housekeeping

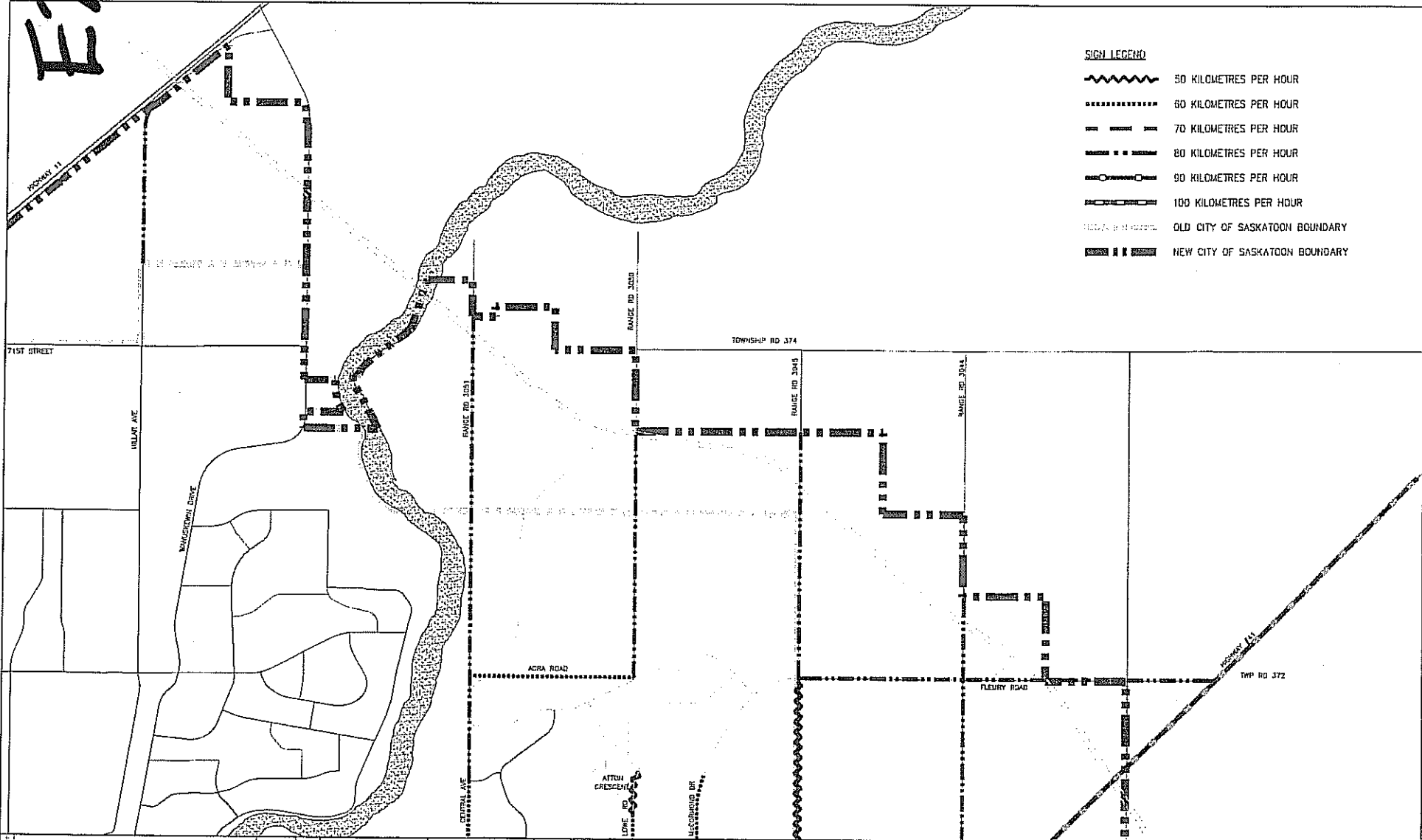
Housekeeping changes were negotiated to clarify contract language.

Report Submitted by,

for 
Chelsey Samborski
Labour Relations Officer

July 15, 2011

E2



- SIGN LEGEND**
- 50 KILOMETRES PER HOUR
 - 60 KILOMETRES PER HOUR
 - 70 KILOMETRES PER HOUR
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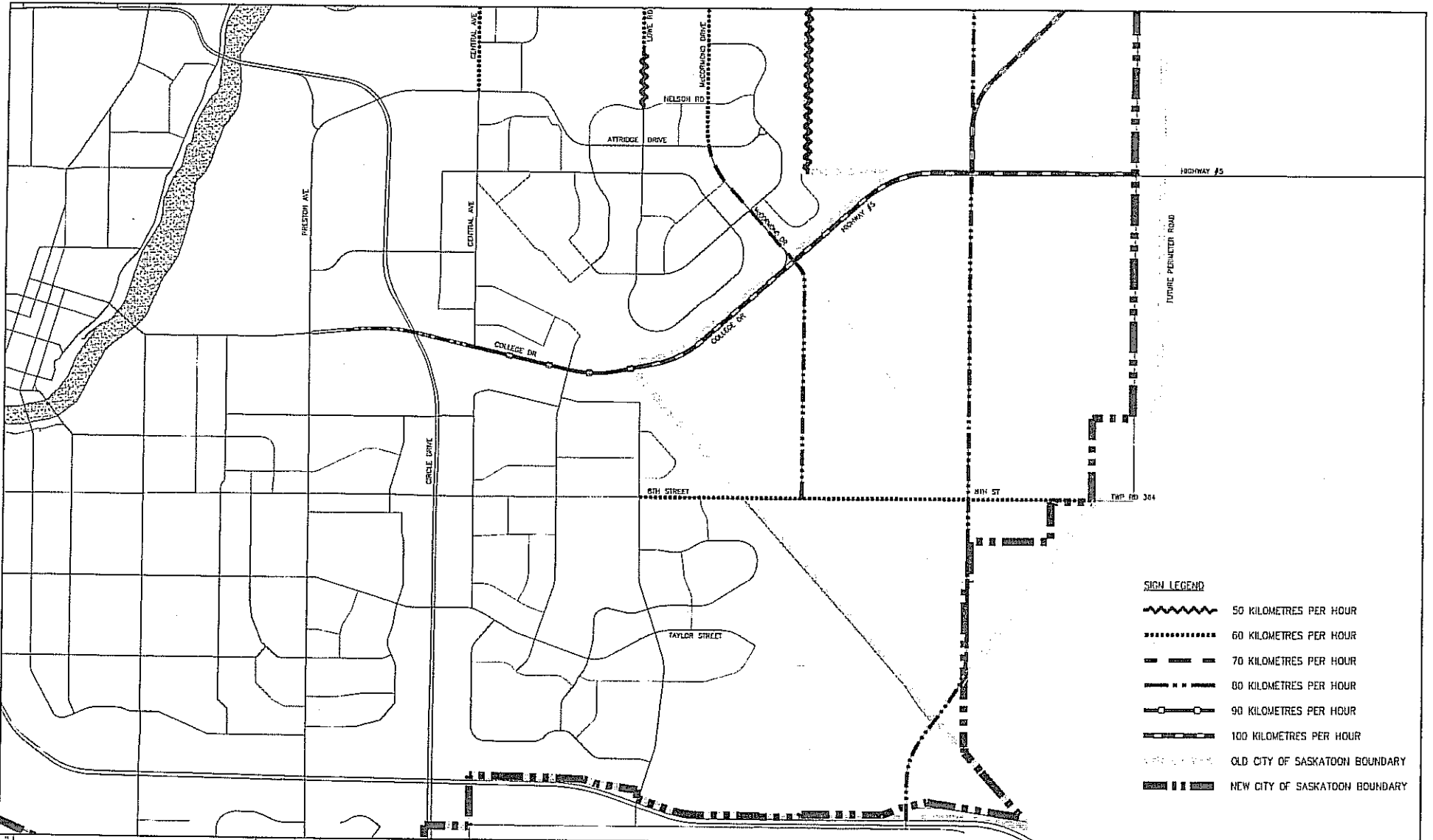
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City of Saskatoon
Infrastructure Services Department

SPEED LIMIT SIGNING FOR 2010 ANNEXATION AREA
NORTHEAST SASKATOON

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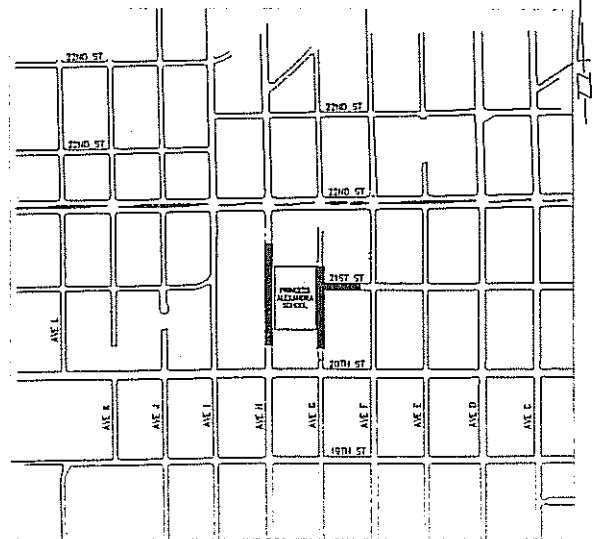
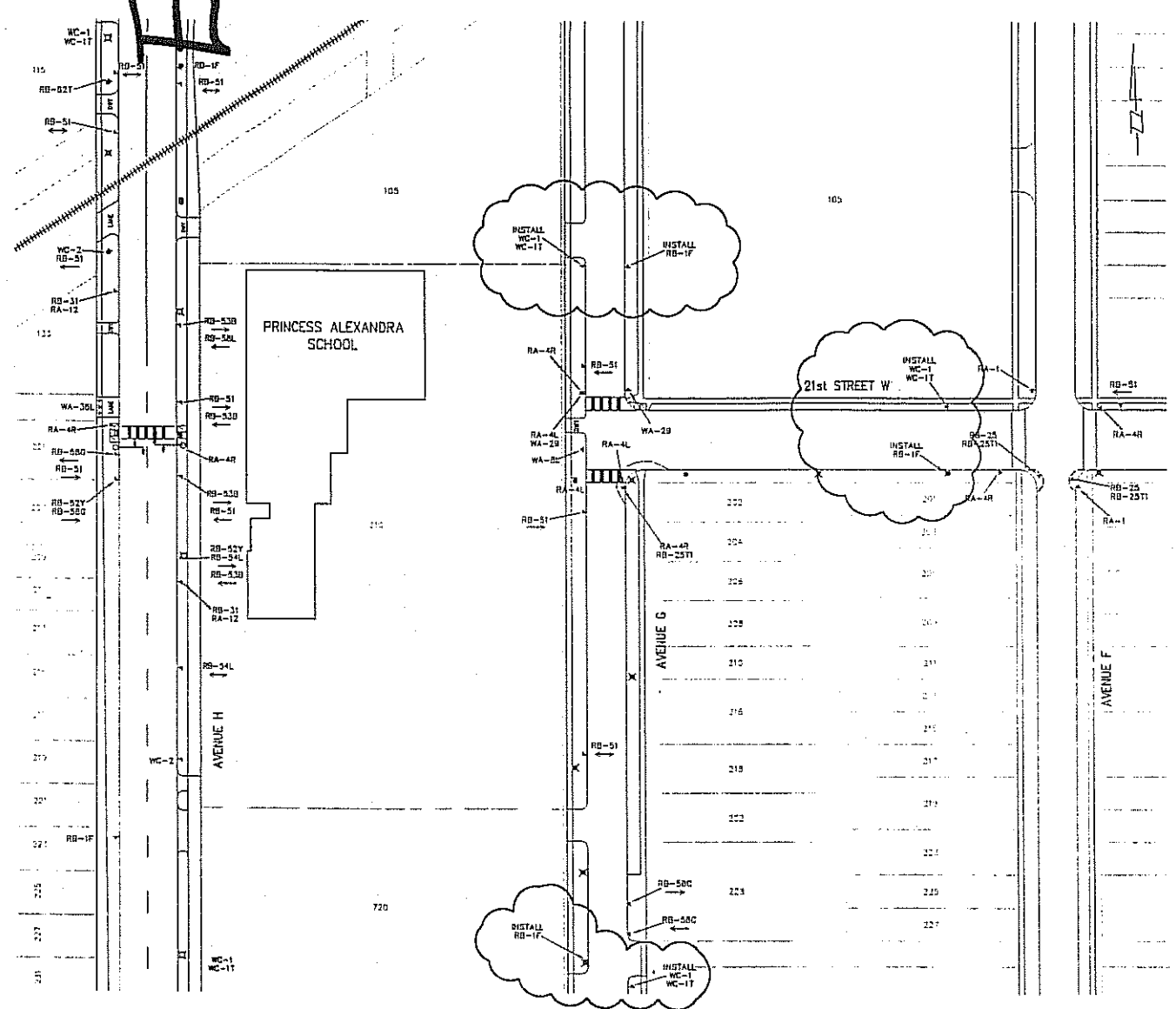
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SPEED LIMIT SIGNING FOR 2010 ANNEXATION AREA
SOUTHEAST SASKATOON

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AREA MAP 1:10000

SIGN LEGEND

- RA-1 STOP SIGN
- RA-2 YIELD SIGN
- RA-4L/R PEDESTRIAN CROSSWALK LEFT/RIGHT SIGN
- RA-12 TO CORRIDOR SPEED SIGN
- RB-1F MAXIMUM SPEED SIGN
- RB-25 KEEP RIGHT SIGN
- RB-25TI HAZARD BOARD SIGN
- RB-31 DO NOT PASS SIGN
- RB-51 NO PARKING SIGN
- RB-52Y NO PARKING SNOW ROUTE SIGN
- RB-53B 5 MIN PARKING 0800-1700 M-F SIGN
- RB-54L 2H PARKING 0800-1700 M-F
- RB-58C DISABLED PERSONS PARKING SIGN
- RB-62A NO TRUCKS SIGN
- RB-63E OVER 5000KG SIGN
- WA-33R RIGHT LANE ENDS SIGN
- WC-1 SCHOOL AHEAD SIGN
- WC-1T MAXIMUM SPEED 30KM 0800-1700-M-F SEPT-JUN SIGN
- WC-2 PEDESTRIAN CROSSWALK AHEAD SIGN
- WA-8L CHECKERBOARD LEFT SIGN
- WA-29 NOT A THROUGH STREET SIGN

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SCHOOL ZONE SIGNING
PRINCESS ALEXANDRA SCHOOL
 210 AVENUE H SOUTH

SHEET NO.		212-0042-001:004
PLAN NO.		

BYLAW NO. 8954

The Street Closing Bylaw, 2011 (No. 7)

The Council of The City of Saskatoon enacts:

Short Title

- 1. This Bylaw may be cited as The Street Closing Bylaw, 2011 (No. 7).

Purpose

- 2. The purpose of this Bylaw is to close a walkway adjacent to 67 and 71 Bence Crescent, Saskatoon, Saskatchewan.

Closure of Walkway

- 3. All that walkway adjacent to 67 and 71 Bence Crescent more particularly described as all that portion of Lane 29 lying adjacent to and between Lots 46 & 47 in Block 459, Registered Plan No. 61S17572, as shown on a Plan of Proposed Surface Subdivision by T.R. Webb S.L.S. dated April 28, 2011 and attached as Schedule "A" to this Bylaw is closed.

Coming into Force

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

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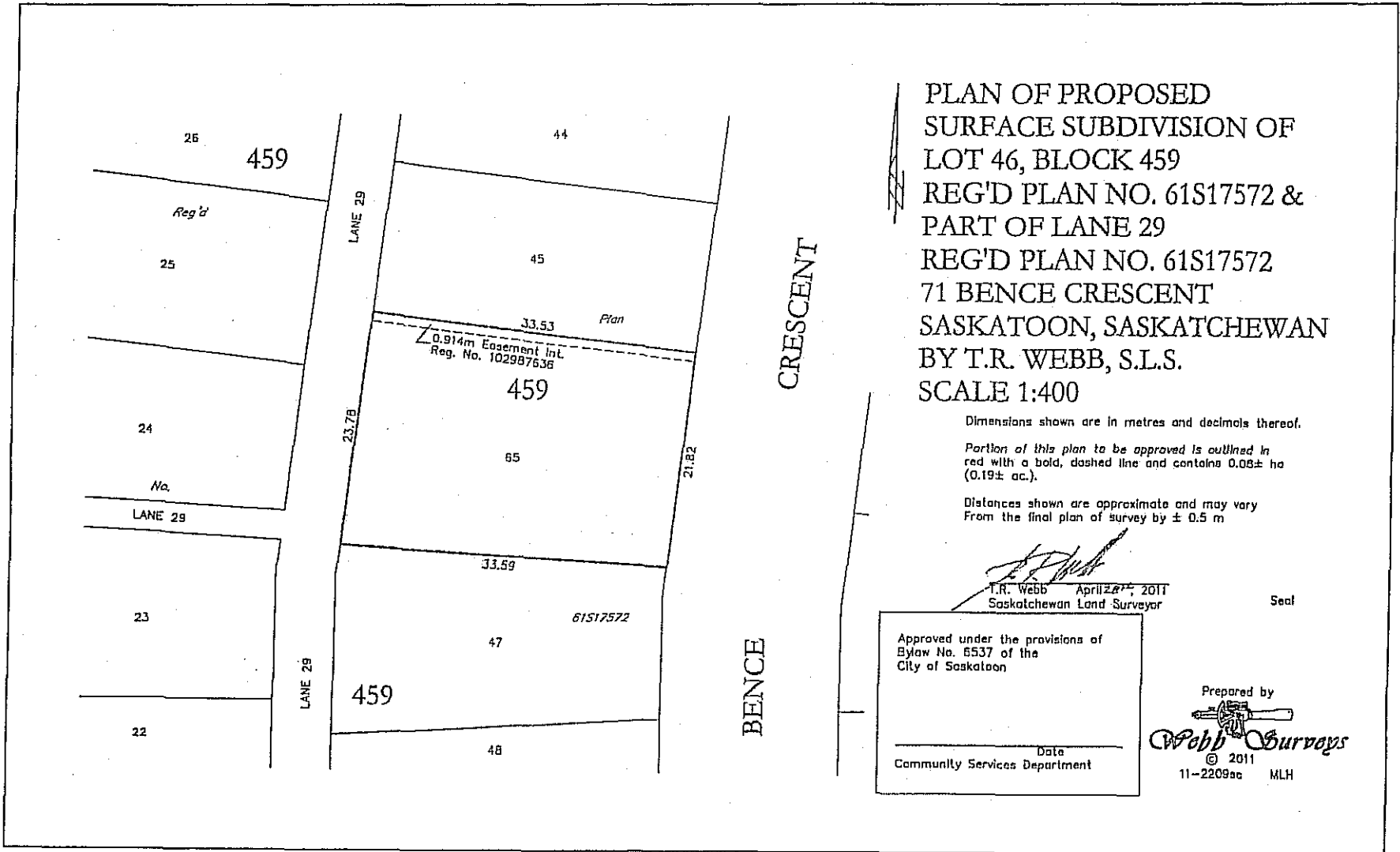
Read a second time this	day of	, 2011.
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Read a third time and passed this	day of	, 2011.
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Mayor

City Clerk

Schedule "A"



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

Dimensions shown are in metres and decimals thereof.

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

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

T.R. Webb
 T.R. Webb April 26th, 2011
 Saskatchewan Land Surveyor

Seal

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

Date _____
 Community Services Department

Prepared by

 © 2011
 11-2209ac MLH

Land Exchange: City of Saskatoon and Saskatoon Regional Health Authority (SHR)

E8

SHR Land to City of Saskatoon (COS)



Exchange Lands

SHR Land to COS:

(1) Portion of Parcel A -	14,737 ft ²
(2) Portion of Parcel A -	20 ft ²
Total	14,757 ft²

COS Land to SHR:

(3) Portion of Parcel X -	12,705 ft ²
(4) Portion of Lots 8-11 -	996 ft ²
Total	13,701 ft²

Exchange Lands Summary

SHR to COS -	14,757 ft ²
COS to SHR -	13,701 ft ²
Difference	1,056 ft²

City of Saskatoon (COS) Land to SHR

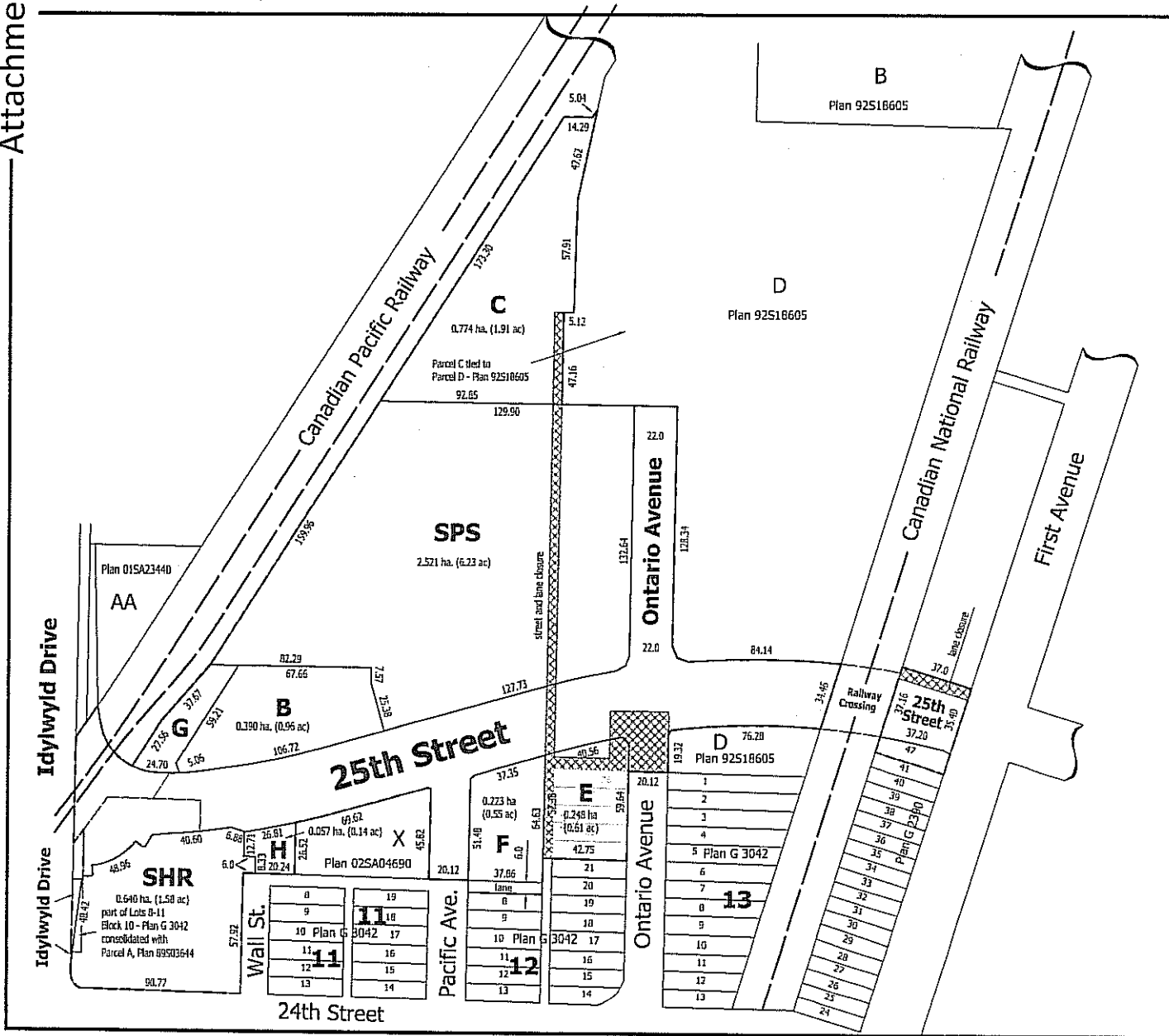


Total SHR Parcel Size

Existing SHR Parcel	75,784 ft ²
New SHR Parcel	74,728 ft ²
Difference	1,056 ft²

Community Services - Land Branch June 2011

The Land Branch does not guarantee the accuracy of this plan. To ensure accuracy, please refer to the Registered Plan of Survey. This plan is not to scale. Distances are in metres unless shown otherwise. This is not a legal plan. Lot dimensions and the location of other features are compiled from available information and are subject to change without notice. For verification please check with the appropriate authority. Park design and municipal buffer landscaping is not finalized and subject to change.



Plan of Proposed Subdivision

of Lots 42-46 - Plan G2390
 and part of Parcel D - Plan 92S18605
 and Ontario Avenue and lane - Plan 92S45913
 and lane - Plan G 3042
 and part of Parcel X - Plan 02SA04690
 and part of Parcel A - Plan 89S03644
 and parts of Lots 8-11 - Block 10 - Plan G 3042
 and parts of Lots 22-26 - Block 12 - Plan G 3042
 and part of Railway Plan E 917
 SW 1/4 Sec 33 Twp 36 Rge 5 West 3 Mer

and Consolidation

of part of Parcel A - Plan 89S03644
 and parts of Lots 8-11 - Block 10 - Plan G 3042
 and part of Parcel X - Plan 02SA04690
 SW 1/4 Sec 33 Twp 36 Rge 5 West 3 Mer

Saskatoon, Saskatchewan

December, 2010 AD Scale 1:2000

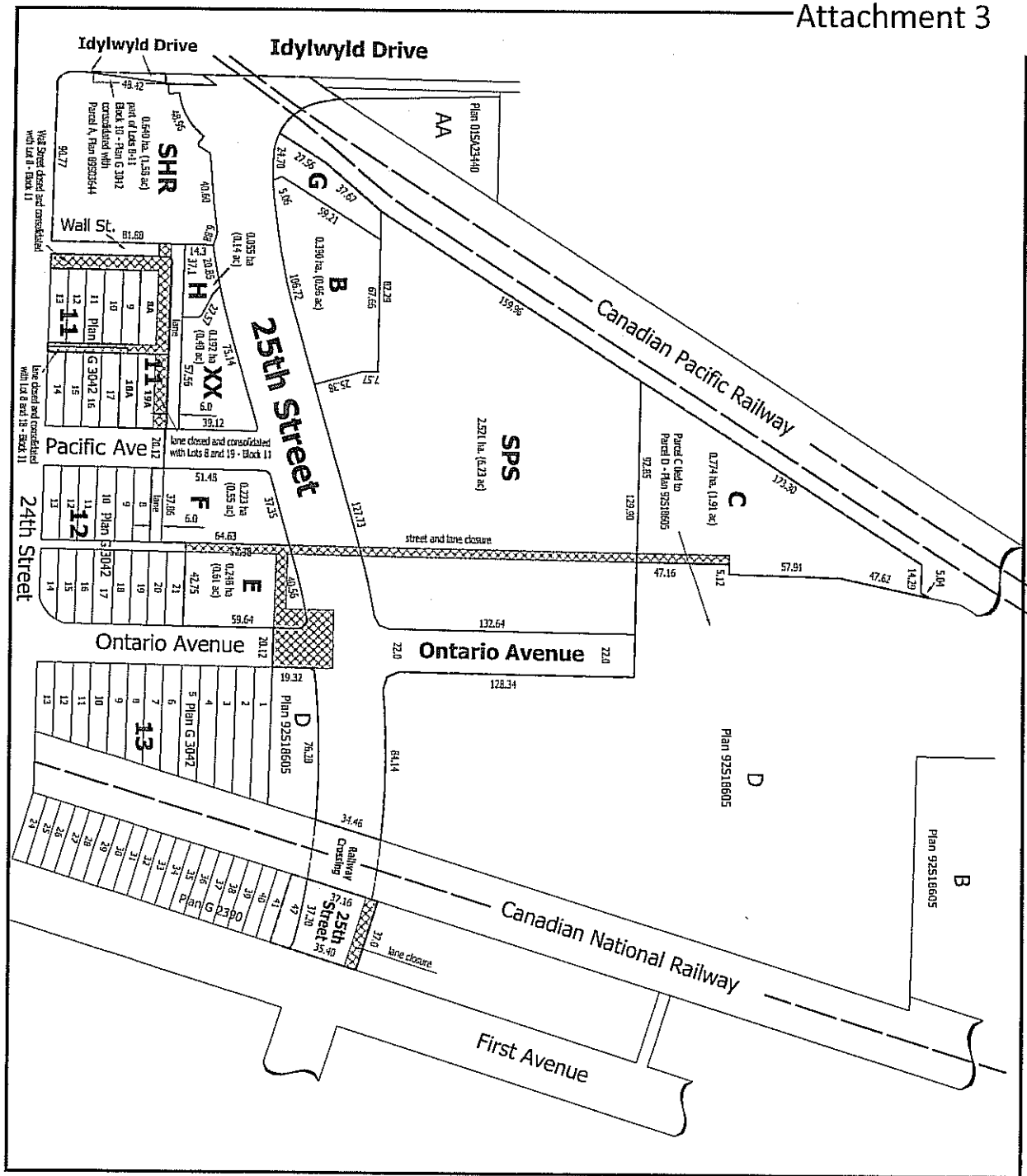
Notes:
 All dimensions are in metres and decimals thereof.
 Portion to be subdivided is outlined in heavy broken line and contains 6.99 ha.

- Revision 1 - Feb. 04, 2011
- Revision 2 - Feb. 20, 2011
- Revision 3 - May 16, 2011
- Revision 4 - Jun. 03, 2011
- Revision 5 - Jun. 21, 2011

Land Surveyor M. Muren
 Saskatchewan Land Surveyor

City of Saskatoon

Owners
 Canadian Pacific Railway Company
 City of Saskatoon



Plan of Proposed Subdivision

of Lots 42-46 and lane - Plan G2290
 and part of Parcel D - Plan 925/95913
 and Ontario Avenue and lane - Plan 925/45913
 and lane - Plan G 3042
 and Parcel X and lane - Plan 025A04690
 and Parcel A - Plan 89503644
 and parts of Lots 8-11 - Block 10 - Plan G 3042
 and parts of Lots 22-26 - Block 12 - Plan G 3042
 and part of Railway Plan E 917
 SW 1/4 Sec 33 Twp 36 Rge 5 West 3 Mer

and Consolidation

of part of Parcel A - Plan 89503644
 and parts of Lots 8-11 - Block 10 - Plan G 3042
 and part of Parcel X and lane - Plan 025A04690
 and Lots 8, 9, 19 and lane - Block 11 - Plan G 3042
 and part of Wall Street - Plan G 3042
 SW 1/4 Sec 33 Twp 36 Rge 5 West 3 Mer

Saskatoon, Saskatchewan

December, 2010 AD
 Scale 1:2500

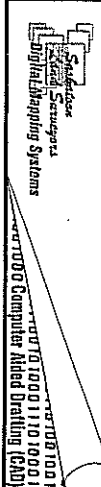
Notes:
 All dimensions are in metres and decimals thereof.
 Portion to be subdivided is outlined in heavy broken line and contains 6.99 ha.

Revision 1 - Feb.04.2011
 Revision 2 - Feb.20.2011
 Revision 3 - May.16.2011
 Revision 4 - Jun.21.2011
 Revision 5 - Jul.22.2011
 Revision 7 - Sep.03.2011

Land Surveyor
 Saskatchewan Land Surveyor

City of Saskatoon

OWNERS
 Canadian Pacific Railway Company
 City of Saskatoon



His Worship the Mayor and City Council
The City of Saskatoon

ADMINISTRATIVE REPORTS

Section F – UTILITY SERVICES

**F4) Capital Project #2193 - WTP – High Lift Pump Station Upgrade
Contract No. 11-0425 WTP Avenue H Reservoir Expansion Project – Pumping
Equipment Supply – Award of Tender
(File No. CK. 7920-1 and WT 7960-96-4-2)**

- RECOMMENDATION:**
- 1) that the tender submitted by Power and Mine Supply Co. Ltd. for the Water Treatment Plant Avenue H Reservoir Expansion Project - Pumping Equipment Supply, Contract No. 11-0425, at a total estimated cost of \$3,060,200.00 including GST and PST be accepted; and,
 - 2) that the Purchasing Services Branch be instructed to send a Letter of Intent to the Supplier stating that, following award of the construction and installation contract, the General Contractor will issue a Purchase Order to the supplier (Power and Mine Supply Co. Ltd.) for the selected equipment.

BACKGROUND

Capital Project #2193 - WTP - High Lift Pump Station Upgrade provides funding for the design and construction of a new distribution pumping station at the Water Treatment Plant. The project has a total of \$5,100,000 of approved funding in the 2007, 2008, and 2010 Capital Budgets.

Capital Project #2195 - WTP - Enhanced Disinfection System provides funding for the design and construction of an ultraviolet disinfection system. The project has \$290,000 of approved funding in the 2006 Capital Budget and proposed funding of \$9,160,000 on the 2012 Capital Plan.

Capital Project #2198 - WTP - Reservoir Capacity Expansion provides funding for construction of additional capacity at the Avenue H and 42nd Street locations and reconfiguration of the distribution system to provide transferability between reservoirs. Sub Project #2, Avenue H

Reservoir Expansion, has \$14,850,000 of approved funding in the 2009 and 2010 Capital Budgets.

CH2M HILL Canada Limited prepared a Long Term Capital Development and Expansion Plan (LTCDP) for the Water Treatment Plant (WTP) in 2009 and a major recommendation was the construction of a combined storage reservoir/chlorine and ultraviolet disinfection/high lift pumping facility located adjacent to the existing Avenue H Reservoir. At its meeting held on April 26, 2010, Council approved the award of engineering services for the combined facility to Associated Engineering (Sask.) Ltd., teamed with CH2M HILL Canada Limited for the design and construction engineering.

REPORT

The Avenue H Expansion Project is presently at the final stage of the detail design with construction planned to start in spring 2012.

The tendering process for this project is handled in two phases. The first one involves pre-selection of the major facility equipment, followed by the tendering for construction of the facility and equipment installation. The pre-selection of the equipment will secure timely supply of this equipment and allow completion of the detail design stage.

This process includes tendering and issuing a Letter of Intent to the selected supplier which constitutes a bid approval. Additionally, a Purchase Order for 5% of the total bid value will be sent to the supplier for the submission of the equipment shop drawings needed to complete detail design. The selected equipment and its price will be identified in the contract tender documents for the construction of the proposed facility scheduled for October 2011. As a consequence to the award of the construction contract, the General Contractor will become responsible for the execution of the equipment supply and installation. This process has been successfully utilized for the New Intake Facility.

The consultant's opinion of probable cost prior to tendering was \$4,000,000.

Tenders were opened publicly on June 22, 2011. Three tenders were received and are listed below:

<u>Bidder</u>	<u>Total Tender Price</u>
ITT Water & Wastewater (Saskatoon, SK)	\$2,993,104.40
National Process Equipment (Saskatoon, SK)	\$3,004,663.20
Power and Mine Supply Co. Ltd. (Winnipeg, MB)	\$3,060,200.00

The tender documents required each tender to be accompanied by a certified cheque or a bank letter of credit in an amount equal to ten (10) percent of the Total Tender Price as bid security. Both ITT Water & Wastewater and National Process Equipment provided a bank letter of credit which was for less than ten percent of their Total Tender Price. Their bids were considered non-compliant and rejected.

ITT Water & Wastewater and National Process Equipment have been notified that each one's bid could not be accepted. As a result, Power and Mine Supply Co. Ltd. is considered the apparent low bidder.

Associated Engineering (Sask.) Ltd., teamed with CH2M HILL Canada Limited, performed a technical bid evaluation. The equipment offered by Power and Mine Supply Co. Ltd. met all the efficiency requirements specified in the tender documents and award was recommended.

OPTIONS

Options include award to the lowest compliant bidder, as recommended in this report, or award to either of the non-compliant bidders and deal with a possible challenge to the award. Not awarding to any of the bidders and re-tendering is not an option as a compliant bid was received and the net cost to the City was below the consultant's estimate and the amount of the contract does not exceed the approved project budget.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The net cost to the City for the only compliant bid submitted by Power and Mine Supply Co. Ltd. would be as follows:

Base Tender Amount	\$2,782,000.00
P.S.T.	139,100.00
G.S.T.	<u>139,100.00</u>
Total Tender Price	\$3,060,200.00
Less G.S.T. Rebate to City	<u>(139,100.00)</u>
Net Cost to the City	<u>\$2,921,100.00</u>

The approved funding in Capital Project #2193 - WTP - High Lift Pump Station Upgrade is sufficient for this purchase.

ENVIRONMENTAL IMPLICATIONS

The pumping equipment specifications included minimum efficiency parameters and an analysis of long term operating costs to ensure pumping from the new facility and the resultant energy consumption is the smallest amount.

PUBLIC NOTICE

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

**F5) Capital Project #2193 - WTP – High Lift Pump Station Upgrade
Contract No. 11-0575 WTP Avenue H Reservoir Expansion Project – Variable
Frequency Drive Supply – Award of Tender
(File No. CK. 7920-1 and WT 7960-96-4-3)**

- RECOMMENDATION:**
- 1) that the tender submitted by KVA Dynamo Inc. for the Water Treatment Plant Avenue H Reservoir Expansion Project – Variable Frequency Drive Supply, Contract No. 11-0575, at a total estimated cost of \$870,887.60 including GST and PST be accepted; and,
 - 2) that the Purchasing Services Branch be instructed to send a Letter of Intent to the Supplier stating that, following award of the construction and installation contract, the General Contractor will issue a Purchase Order to the supplier (KVA Dynamo Inc.) for the selected equipment.

BACKGROUND

Capital Project #2193 - WTP - High Lift Pump Station Upgrade provides funding for the design and construction of a new distribution pumping station at the Water Treatment Plant. The project has a total of \$5,100,000 of approved funding in the 2007, 2008, and 2010 Capital Budgets.

Capital Project #2195 - WTP - Enhanced Disinfection System provides funding for the design and construction of an ultraviolet disinfection system. The project has \$290,000 of approved funding in the 2006 Capital Budget and proposed funding of \$9,160,000 on the 2012 Capital Plan.

Capital Project #2198 - WTP - Reservoir Capacity Expansion provides funding for construction of additional capacity at the Avenue H and 42nd Street locations and reconfiguration of the distribution system to provide transferability between reservoirs. Sub Project #2, Avenue H Reservoir Expansion, has \$14,850,000 of approved funding in the 2009 and 2010 Capital Budgets.

CH2M HILL Canada Limited prepared a Long Term Capital Development and Expansion Plan (LTCDP) for the Water Treatment Plant (WTP) in 2009 and a major recommendation was the construction of a combined storage reservoir/chlorine and ultraviolet disinfection/high lift pumping facility located adjacent to the existing Avenue H Reservoir. At its meeting held on April 26, 2010, Council approved the award of engineering services for the combined facility to Associated Engineering (Sask.) Ltd., teamed with CH2M HILL Canada Limited for the design and construction engineering.

REPORT

The Avenue H Expansion Project is presently at the final stage of the detail design with construction planned to start in spring 2012.

The tendering process for this project is handled in two phases. The first one involves pre-selection of the major facility equipment, followed by the tendering for construction of the facility and equipment installation. The pre-selection of the equipment will secure timely supply of this equipment and allow completion of the detail design stage. Variable frequency drives are used to control the two large pumping units in the high lift pumping station.

This process includes tendering and issuing a Letter of Intent to the selected supplier which constitutes a bid approval. Additionally, a Purchase Order for 5% of the total bid value will be sent to the supplier for the submission of the equipment shop drawings needed to complete detail design. The selected equipment and its price will be identified in the contract tender documents for the construction of the proposed facility scheduled for October 2011. As a consequence to the award of the construction contract, the General Contractor will become responsible for the execution of the equipment supply and installation. This process has been successfully utilized for the New Intake Facility.

The consultant's opinion of probable cost prior to tendering was \$1,000,000.

Tenders were opened publicly on July 19, 2011. Two tenders were received and are listed below:

<u>Bidder</u>	<u>Total Tender Price</u>
Siemens Canada Ltd. (Edmonton, AB)	\$865,205.00
KVA Dynamo Inc. (Saskatoon, SK)	\$870,887.00

The tender documents required each tender to be accompanied by a certified cheque or a bank letter of credit in an amount equal to ten (10) percent of the Total Tender Price as bid security. The bank letter of credit provided by Siemens Canada Ltd. was for less than ten percent of their Total Tender Price. In addition, one of the required schedules in the bid documents was not completed. The bid from Siemens Canada Ltd. was considered non-compliant and rejected.

Associated Engineering (Sask.) Ltd., teamed with CH2M HILL Canada Limited, performed a technical bid evaluation of the single compliant bid. The equipment offered by KVA Dynamo Inc. met all the efficiency requirements specified in the tender documents and award was recommended.

OPTIONS

Options include award to the lowest compliant bidder, as recommended in this report, or award to the non-compliant bidders and deal with a possible challenge to the award. Not awarding to any of the bidders and re-tendering is not an option as a compliant bid was received and the net cost to the City was below the consultant's estimate and the amount of the contract does not exceed the approved project budget.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The net cost to the City for the only compliant bid submitted by KVA Dynamo Inc. would be as follows:

Base Tender Amount	\$791,716.00
P.S.T.	39,585.80
G.S.T.	<u>39,585.80</u>
Total Tender Price	\$870,887.60
Less G.S.T. Rebate to City	<u>(39,585.80)</u>

Net Cost to the City

\$831,301.80

The approved funding in Capital Project #2193 - WTP - High Lift Pump Station Upgrade is sufficient for this purchase.

ENVIRONMENTAL IMPLICATIONS

The pumping variable frequency drive specifications included minimum efficiency parameters and an analysis of long term operating costs (20 years) to ensure the most efficient energy consumption.

PUBLIC NOTICE

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

**F6) Capital Project #2195 - WTP – Enhanced Disinfection System
Contract No. 11-0383 WTP Avenue H Reservoir Expansion Project –
UV Equipment Supply – Award of Tender
(File No. CK. 7920-1 and WT 7960-96-4-1)**

RECOMMENDATION:

- 1) that the tender submitted by Trojan Technologies for the Water Treatment Plant Avenue H Reservoir Expansion Project - UV Equipment Supply, Contract No. 11-0383, at a total estimated cost of \$995,940.00 including GST and PST be accepted; and,
- 2) that the Purchasing Services Branch be instructed to send a Letter of Intent to the Supplier stating that, following award of the construction and installation contract, the General Contractor will issue a Purchase Order to the supplier (Trojan Technologies) for the selected equipment.

BACKGROUND

Capital Project #2193 - WTP - High Lift Pump Station Upgrade provides funding for the design and construction of a new distribution pumping station at the Water Treatment Plant. The project has a total of \$5,100,000 of approved funding in the 2007, 2008, and 2010 Capital Budgets.

Capital Project #2195 - WTP - Enhanced Disinfection System provides funding for the design and construction of an ultraviolet disinfection system. The project has \$290,000 of approved funding in the 2006 Capital Budget and proposed funding of \$9,160,000 on the 2012 Capital Plan.

Capital Project #2198 - WTP - Reservoir Capacity Expansion provides funding for construction of additional capacity at the Avenue H and 42nd Street locations and reconfiguration of the distribution system to provide transferability between reservoirs. Sub Project #2, Avenue H Reservoir Expansion, has \$14,850,000 of approved funding in the 2009 and 2010 Capital Budgets.

CH2M HILL Canada Limited prepared a Long Term Capital Development and Expansion Plan (LTCDP) for the Water Treatment Plant (WTP) in 2009 and a major recommendation was the construction of a combined storage reservoir/chlorine and ultraviolet disinfection/high lift pumping facility located adjacent to the existing Avenue H Reservoir. At its meeting held on April 26, 2010, Council approved the award of engineering services for the combined facility to Associated Engineering (Sask.) Ltd., teamed with CH2M HILL Canada Limited for the design and construction engineering.

REPORT

The Avenue H Expansion Project is presently at the final stage of the detail design with construction planned to start in spring 2012.

The tendering process for this project is handled in two phases. The first phase involves pre-selection of the major facility equipment through a competitive bidding process while the second phase is competitive bidding by general contractors for the construction of the facility and installation of the pre-selected equipment. The pre-selection of the equipment secures timely supply of this equipment and allows completion of the detail design stage.

This process includes tendering and issuing a Letter of Intent to the selected supplier which constitutes a bid approval. Additionally, a Purchase Order for 5% of the total bid value will be sent to the supplier for the submission of the equipment shop drawings needed to complete detailed design. The pre-selected equipment and its price will be identified in the contract tender documents for the construction of the facility which is scheduled to be tendered in October 2011. The award of the construction contract results in the General Contractor becoming responsible for the execution of the pre-selected equipment supply contract. This process has been successfully utilized for the New Intake Facility.

Enhanced disinfection in the form of UV reactors were specified as an element of the Avenue H Reservoir Expansion as UV is highly effective against Giardia and Cryptosporidium, requires a small footprint, is easy to operate, and is the industry's lowest cost option for Cryptosporidium inactivation. The consultant's opinion of probable cost prior to tendering was \$1,430,000.

Tenders were opened publicly on June 23, 2011. Three tenders were received and are listed below:

<u>Bidder</u>	<u>Total Tender Price</u>
Calgon Carbon Canada (Markham, ON)	\$824,198.06
Trojan Technologies (London, ON)	\$995,940.00
ITT Water and Wastewater (Pointe Claire, QC)	\$1,045,220.00

The bid from Calgon Carbon Canada listed several exceptions to the specifications. A significant exception was the inclusion of a Limitation of Liability clause which restricted Calgon Carbon Canada's total liability. The list of clarifications and exceptions also included several changes to tender specifications which were unacceptable to the City. A review of the bid by Purchasing Services determined the bid was non-compliant resulting in the bid being rejected. The City Solicitor's Office has also reviewed the Calgon Carbon Canada bid.

The tender documents stated that the selection would be based on completeness, technical quality, capital cost, and a lifecycle cost analysis based on twenty years of operation. The completeness and technical quality categories were a pass/fail system. Having passed the first two categories, the bid with the lowest overall price consisting of the combined capital cost and life cycle costs would be considered the most favourable bid. The project consultants, Associated Engineering (Sask.) Ltd., teamed with CH2M HILL Canada Limited, performed a technical bid evaluation and determined the total overall cost for the two compliant bids as follows:

<u>Bidder</u>	<u>Total Overall Price</u>
Trojan Technologies (London, ON)	\$1,339,063.00
ITT Water and Wastewater (Pointe Claire, QC)	\$1,362,189.00

Based on a responsive bid, adherence to the technical specifications and lowest total overall cost, the bid from Trojan Technologies was recommended.

OPTIONS

Options include award to the lowest compliant bidder, as recommended in this report, or award to the non-compliant bidder who submitted the lowest total tender price and deal with a possible

challenge to the award. Not awarding to any of the bidders and re-tendering is not an option as a compliant bid was received and the net cost to the City was below the consultant's estimate.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The net cost to the City for the bid submitted by Trojan Technologies would be as follows:

Base Tender Amount	\$905,400.00
P.S.T.	45,270.00
G.S.T.	<u>45,270.00</u>
Total Tender Price	\$995,940.00
Less G.S.T. Rebate to City	<u>(45,270.00)</u>
Net Cost to the City	<u>\$950,670.00</u>

The City will issue a purchase order for 5% of the total tender price for shop drawings after award at a net cost to the City of \$47,533.50. Once the general construction contract for the Avenue H Reservoir Expansion project has been awarded, the UV Equipment Supply contract will be assigned to the General Contractor and the General Contractor will be made responsible for the execution of the UV Equipment Supply contract.

ENVIRONMENTAL IMPLICATIONS

The UV equipment tender used a twenty-year life cycle cost analysis to determine the lowest overall price for the equipment to ensure the resultant energy consumption is the smallest amount.

PUBLIC NOTICE

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

Respectfully submitted,

Jeff Jorgenson, General Manager
Utility Services Department

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.

Attached is a schedule of recommended meeting dates in 2012.

The highlights of this schedule are:

- No meetings the week of January 30 (SUMA)
- No meetings the week of February 20 (week of Family Day)
- No Executive meeting on February 13 in order to build in a break
- No meetings the week of June 4 (FCM)
- Only one Council meeting in July and August, held on Wednesday so that reports from Committees can be submitted
- No meetings held during the month of October (i.e. after nominations close on September 26)
- 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

**A2) By-Election – Ward Three
Establishment of Date, Hours of Voting,
Polling Areas and Places, Advance/Special/Mobile Polls
(File No. CK. 265-1)**

- RECOMMENDATION:**
- 1) that a by-election to fill the vacancy in Ward Three be held on Wednesday, October 19, 2011;
 - 2) that voting take place between the hours of 8:00 a.m. and 8:00 p.m. on the day of the by-election;
 - 3) that the following polling areas and polling places be established, as outlined on the attached map:

Poll 301	Fairhaven School 495 Forrester Road
Poll 302	St. Marguerite School 1235 McCormack Road
Poll 303	Father Vachon School 3722 Centennial Drive
Poll 304	Bishop Roborecki School 24 Pearson Place
 - 4) that a Special Poll be established at the Parkridge Centre, 110 Gropper Crescent for the residents of the Parkridge Centre between the hours of 1:30 p.m. and 4:30 p.m. on Monday, October 17, 2011;
 - 5) that an Advance Poll be held on Saturday, October 8 and October 15 at the Shaw Centre, 122 Bowlt Crescent, between the hours of 9:00 a.m. and 5:00 p.m.; and
 - 6) that a Mobile Poll be established for electors, and their resident caregivers, who because of physical disability or limited mobility are unable to attend at an established polling place to vote.

In accordance with Section 6(1) of *The Local Government Election Act*, City Council is required to provide for the holding of a by-election where a vacancy occurs on Council. A vacancy exists in Ward Three with the passing of Councillor Maurice Neault.

A minimum period of eight to ten weeks is desirable in order to do all of the things necessary to carry out a by-election, including advertising for candidates, hiring and training election workers, and printing ballots. It is therefore recommended that the by-election be held on Wednesday, October 19, 2011. The following are the pertinent dates:

Ad - Call for Nominations	Saturday, August 27 and Saturday, September 3
Nominations Accepted	Tuesday, September 6 to Wednesday September 14
Advance Polls	Saturday, October 8 and Saturday, October 15
Special Poll	Monday, October 17
By-election	Wednesday, October 19
New Councillor Sworn In	Monday, October 24

PUBLIC NOTICE

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

ATTACHMENT

1. Map of Ward Three

**A3) Ward Seven Municipal By-Election
Disclosure of Campaign Contributions and Expenses
(File No. CK. 255-5-1)**

RECOMMENDATION: that the information be received.

Bylaw No. 8491, The Campaign Disclosure and Spending Limits Bylaw, 2006, requires that all candidates in a by-election must file a Statement of Election Expenses/Contributions with the Returning Officer within 180 days following the day of the by-election. The Ward Seven by-election was held on February 9, 2011; accordingly the last day for filing the required Statements of Election Expenses and Contributions was Monday, August 8, 2011.

The Statement of Election Expenses/Contributions for candidates for Councillor consists of a Statutory Declaration (Schedule A) indicating the total campaign contributions and the total

campaign expenses of the candidate, and a list (Schedule B) of the contributor names and amount for all contributions exceeding \$250.00.

Section 10 of the *Bylaw* provides that all documents filed with the Returning Officer are public documents and, at any time after the filing deadline, may be inspected at the office of the City Clerk during regular office hours. The *Bylaw* further states that the Returning Officer shall forward to Council and also post in a conspicuous place a report summarizing the campaign contributions and campaign expenses of each candidate, with a notation for any candidate who has exceeded the limit on campaign expenses and the names of any candidates who fail to file the required disclosure statements.

Attached is a summary of the disclosures filed to date. All candidates have complied with the Bylaw. Copies of the summary, as well as the complete disclosure forms have been posted on the City's website.

PUBLIC NOTICE

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

ATTACHMENT

1. Ward 7 Municipal By-Election Disclosure Chart

Section B – OFFICE OF THE CITY SOLICITOR

**B1) Enquiry - Councillor D. Hill (July 14, 2008)
Use of Longboards in City Centre No Skateboard Zone
(File No. CK. 5200-4)**

RECOMMENDATION: that City Council consider proposed Bylaw No. 8956.

City Council, at its meeting held on June 27, 2011, instructed the City Solicitor to prepare an amendment to Bylaw No. 7200, The Traffic Bylaw, to:

- (a) permit skateboarding on exclusive bike lanes and multi-use trails within the Central Business District and other Business Improvement Districts; and
- (b) create an offence for anyone damaging City property or stunting while using a bicycle, skateboard, rollerblades or other methods of conveyance.

The attached Bylaw makes the required amendments to The Traffic Bylaw, respecting skateboarding, longboarding and rollerblading. In our opinion, an amendment to Bylaw No. 6884, The Bicycle Bylaw, would be required to create an offence for stunting or causing damage to City property while using a bicycle.

We have created an offence for causing damage to City property which applies throughout the City. We have suggested a penalty of \$50.00 for this offence. In addition to this penalty, we have added a provision to the Bylaw that allows the City to request a Court Order requiring that a person convicted of causing such damage reimburse the City for the cost of the repair.

PUBLIC NOTICE

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

ATTACHMENT

1. Proposed Bylaw No. 8956, The Traffic Amendment Bylaw, 2011 (No. 2).

Respectfully submitted,

Janice Mann, City Clerk

Theresa Dust, City Solicitor

A1

January 2012

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
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February 2012

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March 2012

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April 2012

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July 2012

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August 2012

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September 2012

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October 2012

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November 2012

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December 2012

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Notes

C = City Council Meetings

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

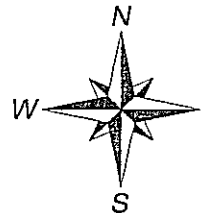
X = Holiday - City Hall Closed

PCO/ASF - 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



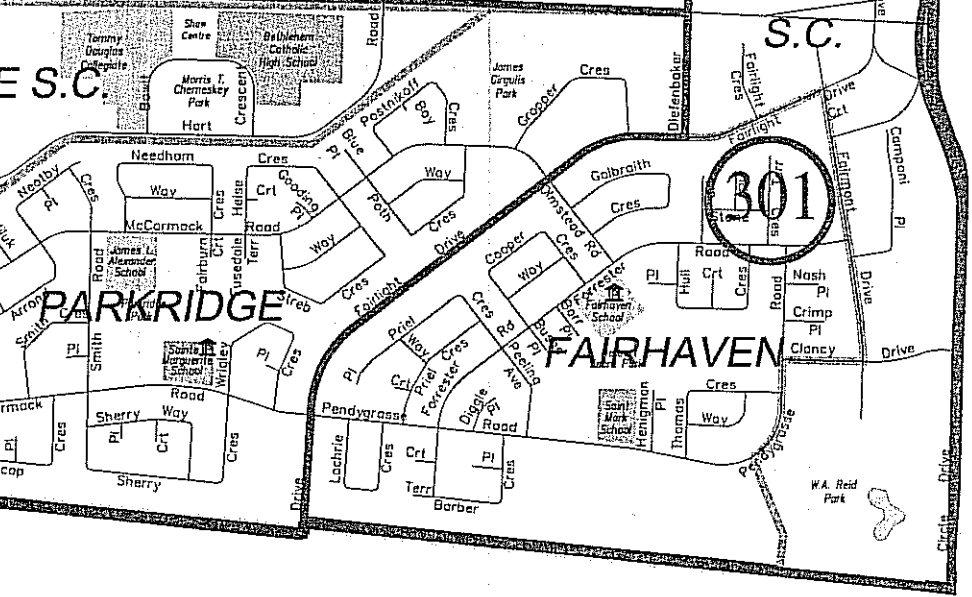
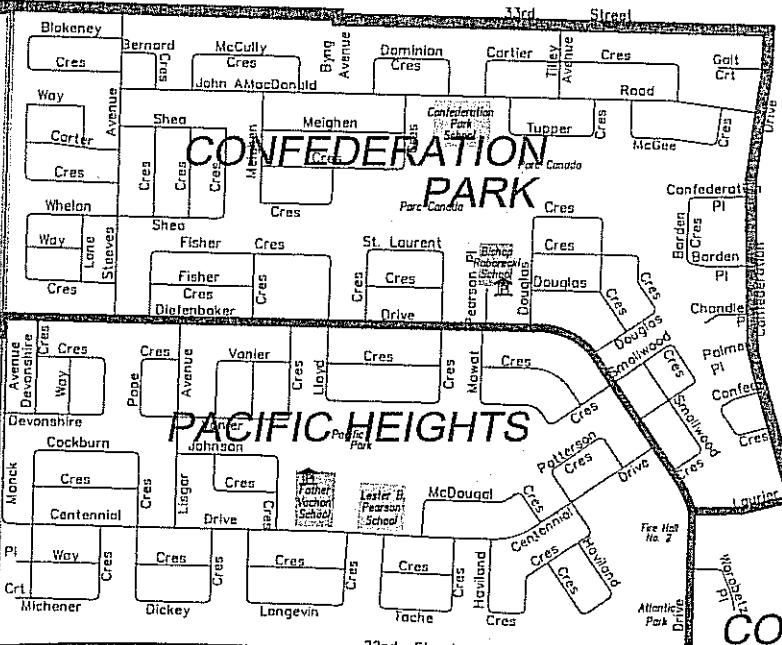
BLAIRMORE DEVELOPMENT AREA

304

303

302

301



Ward 3

City of Saskatoon
 Community Services
 Planning & Development Branch

NOTE: This map is for reference only and not for legal purposes. This map may be reproduced without the expressed written consent of Community Services - Business Licenses, Mapping & Research Section.
 DRAWING NOT TO BE SCALED
 April 2009

ATTACHMENT 1

A3

WARD SEVEN MUNICIPAL BY-ELECTION
FEBRUARY 9, 2011

DISCLOSURE – CAMPAIGN CONTRIBUTIONS AND EXPENSES

NAME	CONTRIBUTIONS	EXPENSES	EXCEEDED LIMIT	DID NOT FILE
Robin Bellamy	\$6,678.01	\$6,678.01	No	
Michael Bergsteinsson	0	\$69.00	No	
Mike Bzowey	0	\$9,980.42	No	
Mairin Loewen	\$11,788.69	\$9,021.53	No	
Bill J. Oranchuk	0	\$3,063.11	No	
Adam Pollock	0	0	No	
Patrick Thomson	\$700	\$2,135	No	
Bill Wheatley	\$1,181.00	\$2,272.40	No	

BYLAW NO. 8956

The Traffic Amendment Bylaw, 2011 (No. 2)

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as The Traffic Amendment Bylaw, 2011 (No. 2).

Purpose

2. The purpose of this Bylaw is to amend The Traffic Bylaw to:
 - (a) permit skateboarding on exclusive bike lanes and multi-use trails within the Central Business District; and
 - (b) prohibit stunting and damaging property owned by The City of Saskatoon by persons operating or using skateboards, longboards, bicycles, rollerblades and other similar vehicles.

Bylaw No. 7200 Amended

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

Section 35 Amended

4. Section 35 is amended by repealing Subsection (2).

New Part VI.A

5. The following is added after Section 38:

“Part VI.A – Skateboards, Longboards, Rollerblades and other Means of Conveyance

Interpretation of Part

38.1 In this Part:

- (a) “skateboard” includes longboard and “skateboarding” includes longboarding; and
- (b) “vehicle” includes a skateboard, rollerblades, and other similar means of conveyance, but does not include a wheelchair.

Skateboarding

- 38.2 (1) Except as provided in Subsection (2), no person shall skateboard on a street, sidewalk or other public place within the Restricted Areas outlined in Schedule No. 5.
- (2) Skateboarding is permitted in the Restricted Areas outlined in Schedule No. 5 within an exclusive bike lane on a street and on a designated off road multi-use trail. For greater certainty, "exclusive bike lane" does not include lanes designated by "Sharrows" as accommodating both bicycle and motor vehicular traffic.

Stunting

- 38.3 (1) Except as provided in Subsection (2), no person operating or using a vehicle shall perform or engage in any stunt or activity on a sidewalk or other public place that is likely to distract, startle or otherwise interfere with other users of the sidewalk or other public place.
- (2) Stunting is permitted within designated skate parks.

Damaging City Property

- 38.4 No person skateboarding, longboarding or roller-blading shall do so in a manner which causes damage to a street, sidewalk or other public place designed and intended for or used by pedestrians or any City property affixed or placed on a street, sidewalk or other public place designed and intended for or used by pedestrians."

Section 59.2 Added

6. The following Section is added after Section 59.1:

"Restitution

- 59.2 (1) In addition to any fine or sentence of imprisonment imposed for an offence under this Bylaw, the convicting judge or justice of the peace shall, at the request of the Crown, order the imposition of a penalty relating to a fee, cost, rate, toll or charge that is associated with the conduct giving rise to the offence.
- (2) The convicting judge or justice of the peace shall impose the penalty in a reasonable amount that reflects the costs incurred by the City as a result of the conduct giving rise to the offence."

Schedule No. 10 Amended

7. Schedule No. 10 is amended by:

(a) striking out 35(2) in Section 1 "Notice of Violation Offences";

(b) adding the following after 38 in Section 1 "Notice of Violation Offences":

"38.2(1)	Skateboarding in Restricted Area	25.00	10.00
38.3(1)	Stunting	40.00	20.00"

and,

(c) by adding the following after 30 in Section 2 "Summons Ticket Offences":

"38.4	Damaging City Property	\$50.00".
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Coming Into Force

8. The Bylaw shall come into force on the day of its final passing.

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

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

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

Mayor

City Clerk

His Worship the Mayor and City Council
The City of Saskatoon

REPORT

of the

PLANNING AND OPERATIONS COMMITTEE

Composition of Committee

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

1. Enquiry – Councillor T. Paulsen (September 27, 2010)
Civic Centre Programs
(Files CK. 5500-1 and LS. 215-16)

RECOMMENDATION: that the information be received.

The following enquiry was made by Councillor T. Paulsen at the meeting of City Council held on September 27, 2010.

“I am receiving numerous complaints about programs in the civic centres being full, particularly children’s swimming lessons. Could the Administration please report on how many of the civic centre clients (for all programs) are residents of Saskatoon and how many are residents of other communities?”

In response to the enquiry, your Committee has reviewed the attached report of the General Manager, Community Services Department, dated February 23, 2011 with the Administration. The report is being forwarded to City Council for its information.

2. 2011 Prepaid Service Rates (Direct and Offsite)
(Files CK. 4216-1 and IS 4216-1)

RECOMMENDATION: that the 2011 Prepaid Service Rates, as set out in the attachments to the report of the General Manager, Infrastructure Services Department, dated June 24, 2011, be approved.

Attached is a report of the General Manager, Infrastructure Services Department dated June 24, 2011, with respect to the 2011 Prepaid Service Rates for direct and offsite levies.

Your Committee has reviewed the report with the Administration and supports the proposed rates for 2011.

3. Innovative Housing Incentives Application
628318 Saskatchewan Ltd. – Accessible, Affordable Rental Units
707/711 Avenue M South and 717 Avenue L South
(Files CK 750-4 and PL. 951-54)

RECOMMENDATION: that an additional payment of \$27,220 be approved from the Affordable Housing Reserve to meet the City of Saskatoon's commitment under the Innovative Housing Policy No. C09-002 based on actual expenditures for the projects at 707/711 Avenue M South and 717 Avenue L south (628318 Saskatchewan Ltd.).

Your Committee has reviewed the attached report of the General Manager, Community Services Department dated June 24, 2011 regarding the above-noted project and supports an additional payment of \$27,200 from the Affordable Housing Reserve to cover the City's maximum contribution of 10 percent of the total capital costs (maximum \$100,000).

4. Innovative Housing Incentives Application –
Cress Housing Corporation - 315 Avenue H South
(Files CK. 750-4 and PL. 951-93)

RECOMMENDATION: 1) that funding of 10 percent of the total project cost for the construction of 27 affordable rental units by Cress Housing Corporation, located at 315 Avenue H South, estimated at \$266,759.50, be approved under the Innovative Housing Incentives Policy No. C09-002;

- 2) that a five-year tax abatement of the incremental taxes be applied to the subject property commencing the next taxation year following completion of construction; and
- 3) that the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

Attached is a report of the General Manager, Community Services Department dated June 24, 2011 with respect to an application for funding assistance under the Innovative Housing Incentives Program towards the construction of a 27-unit apartment building at 315 Avenue H South in the Riversdale neighborhood.

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

5. The Lighthouse Supported Living Inc. – Innovative Housing Incentives – Affordable Rental Units/Shelter Spaces – 227 20th Street East (Files CK. 750-4 and PL. 951-85)
-

- RECOMMENDATION:**
- 1) that the approved funding for the development at 227 20th Street East by The Lighthouse Supported Living Inc., be reduced by \$100,000 to \$1,085,000; and
 - 2) that the City Solicitor be requested to prepare the necessary agreement with the appropriate amendments, 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 June 23, 2011, regarding a reduction in the number of affordable rental units in The Lighthouse Supported Living Inc. project at 227 20th Street East due to increased construction and labour costs.

Your Committee has reviewed the report with the Administration and recommends support for this project at the reduced funding levels as outlined in the above recommendations.

6. Reserve and Rate Sufficiency Review
(Files CK 4216-1 and LS. 4216-1)

RECOMMENDATION: 1) that the Parks and Recreation Levy component rate for 2011 on residential lots be increased, as follows:

Neighbourhood	\$206.05
District	\$ 85.75
Multi-District	<u>\$ 20.30</u>
Total	\$312.10;

2) that the Community Centre Levy for 2011 on residential lots remain, as follows:

Hampton Village	\$141.90
Stonebridge	\$ 91.75
Rosewood	\$119.80
Evergreen	\$146.20; and

3) that the proposed revision to City Council Policy No. C03-011 Parks and Recreation Levy be approved.

Your Committee has reviewed the attached report of the General Manager, Community Services Department dated June 6, 2011 regarding the 2011 Parks and Recreation Levy component and Community Centre Levy on residential lots and supports the recommendations outlined above.

7. Zoo Program/Paws-Inn Concession Agreement
(Files CK. 4205-8 and LS. 290-38)

RECOMMENDATION: 1) that the City Solicitor be requested to prepare the appropriate contract between the City of Saskatoon and the Saskatoon Zoo Society; and

2) that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

Report No. 10-2011
Planning and Operations Committee
Wednesday, July 13, 2011
Page 5

Attached is a report of the General Manager, Community Services Department dated May 18, 2011, recommending approval of an Agreement with the Saskatoon Zoo Society regarding programming services, admission and gate services and operation of the Kinsmen Express at the Forestry Farm Park and Zoo.

Your Committee has reviewed this report with the Administration and submits the above recommendations for City Council's approval.

8. Cosmopolitan Couples Club – Proposed Children's Safety Village
(Files CK. 5300-1, LS. 5700-2-1 and PL. 5400-1)

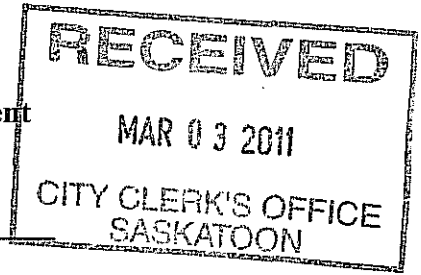
RECOMMENDATION: that the location of the proposed Children's Safety Village at Pierre Radisson District Park be approved in principle.

Your Committee has reviewed the attached report of the General Manager, Community Services Department dated June 27, 2011 with the Administration and a representative of the Cosmopolitan Couples Club and supports a recommendation for approval, in principle, that Pierre District Park be the location of the proposed Children's Safety Village.

Respectfully submitted,

Councillor P. Lorje, Chair

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: February 23, 2011
SUBJECT: Council Enquiry – Civic Centre Programs
FILE NO: LS 215-16



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

BACKGROUND

During its September 27, 2010 City Council meeting, Councillor T. Paulsen made the following enquiry regarding program registrations at the civic centres:

“I am receiving numerous complaints about programs in the civic centres being full, particularly children’s swimming lessons. Could the Administration please report on how many of the civic centre clients (for all programs) are residents of Saskatoon and how many are residents in other communities?”

The Leisure Services Branch (Leisure Services) manages six indoor leisure facilities (Cosmo Civic Centre, Saskatoon Field House, Harry Bailey Aquatic Centre, Lakewood Civic Centre, Lawson Civic Centre, and Shaw Centre) and four outdoor pools (George Ward Pool, Lathey Pool, Mayfair Pool, and Riversdale Pool). These facilities provide fitness, recreation, and aquatic programs through the four program seasons (winter, spring, summer, and fall).

Registered programs take the form of a scheduled class with an instructor who leads the participants through a predefined set of activities for which preregistration is required. The majority of our registered programs continue to be swimming lessons for children.

Swimming lessons are offered at four indoor leisure centres (Harry Bailey Aquatic Centre, Lakewood Civic Centre, Lawson Civic Centre, and Shaw Centre) in a mix of morning, afternoon, evening, and weekend lessons to provide as many registration options to parents as possible. Outdoor pool swimming lessons are offered at four pools in the weekday mornings and early evenings.

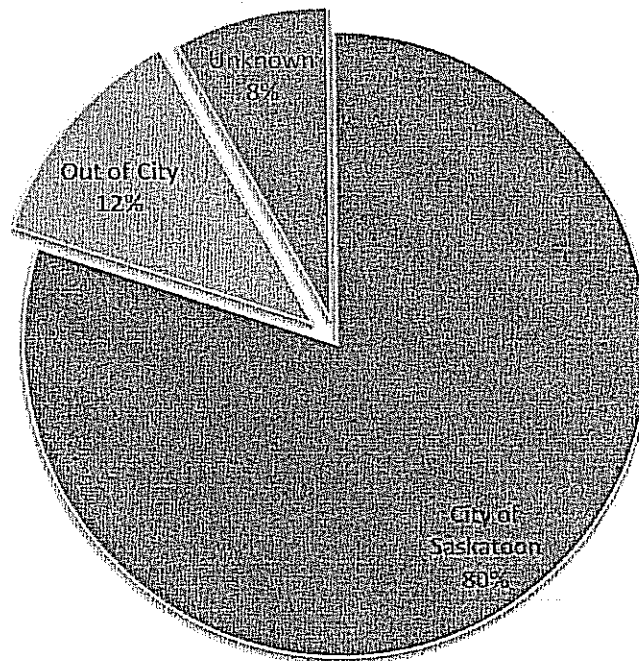
The busiest period for swimming lessons, where parents find it most difficult to register a child at a preferred time is typically:

- Weekday mornings (9:00 a.m. to 11:00 a.m.) which are primarily parents and preschool children, and
- Weekday evenings (4:30 p.m. to 7:00 p.m.) which are a mix of preschool and school-aged children.

REPORT

In 2010, overall combined registrations for aquatic and recreation programs at both leisure centres and outdoor pools reached almost 17,550 registrations. Outlined in the chart below, approximately 80 percent of program registrations were from people who supplied postal codes that were inside the City of Saskatoon (City), and 12 percent were from postal codes outside of the City. Approximately 8 percent either did not provide a postal code, or the postal code was not recognizable in our registration database.

2010 Registrations



Aquatics registrations account for 85 percent of our total registrations in leisure programs, and recreation registrations account for the remaining 15 percent. In 2010, approximately 2,300 swimming lesson classes were delivered that accommodated approximately 14,850 registrations. In 2010, approximately 230 recreation classes were provided (e.g. cooking classes, personal fitness training, 'learn-to' classes, etc.) that accommodated approximately 2,700 registrations. A summary of the 2010 Registrations by Suburban Area is found in Attachment 1.

After each season, Leisure Services program staff evaluate the program mix (number of classes and time offered) and make adjustments for the following year based on registration trends, wait lists, and program cancellations.

To accommodate as many registrants as possible during high demand periods, the automated

registration system produces wait lists and reports to identify programs that are not meeting minimum registration volumes. These reports are produced two weeks prior to the start of a season, which gives program staff time to make adjustments by contacting patrons on the wait list asking if they wish to register in a class not currently at capacity.

There are other factors that may be contributing to parents' difficulties registering for swim lessons at high demand times, as follows:

- With more leisure options available to their children, parents are registering their children fewer times per year in swimming lessons. Parents pick a specific season where swimming lessons will work for their family based on other activities they are participating in.
- In recent years, your Administration has experienced an increase of online customers starting to register their children in more than one lesson at the beginning of a season because they do not yet know their schedule for other sports/activities for that season. Once their sports/activities schedules have been confirmed, they then cancel out of one of the swimming lessons they had previously registered for. At the time of online registration, this can create a barrier for other parents wanting to register in classes where the class has already reached its maximum capacity.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PUBLIC NOTICE

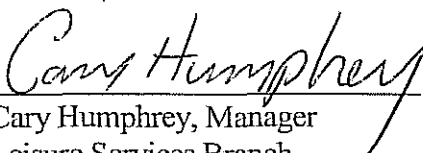
Public Notice, pursuant to Section 3 of the Public Notice Policy No. C01-021, is not required.

ATTACHMENT

1. 2010 Registrations by Postal Code of Registrants

Written by: Rob Gilhuly, Supervisor
Program Services, Leisure Services Branch

Reviewed by:


Cary Humphrey, Manager
Leisure Services Branch

Approved by:

Paul Gauthier
Paul Gauthier, General Manager
Community Services Department
Dated: March 2, 2011

cc: Murray Totland, City Manager

S/Reports/LS/2011/2011 Committee/P&O Council Enquiry – Civic Centre Programs/ks

BF No.: 53-10

ATTACHMENT 1

2010 Registrations by Postal Code of Registrants

2010 Aquatics Registrations - Leisure Centres

Suburban Area Name	Total Registrations	Percentage
AIRPORT INDUSTRIAL	1	0%
CONFEDERATION	2509	18%
CORE	674	5%
HUDSON BAY INDUSTRIAL	11	0%
GORDIE HOWE MANAGEMENT AREA	1	0%
LAKEWOOD	2288	17%
LAWSON HEIGHTS	1475	11%
NORTH INDUSTRIAL	56	0%
NUTANA	1712	12%
OUT OF CITY	1864	13%
UNIVERSITY HEIGHTS	2095	15%
Unkown	1132	8%
Grand Total	13818	

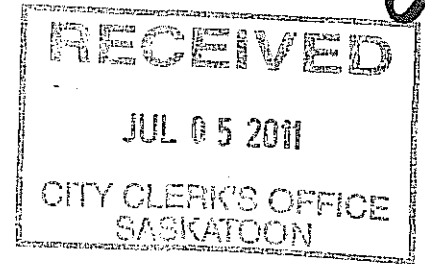
2010 Aquatics Registrations - Outdoor Pools

Suburban Area Name	Total Registrations	Percentage
CONFEDERATION	120	12%
CORE	106	10%
LAKEWOOD	101	10%
LAWSON HEIGHTS	45	4%
NORTH INDUSTRIAL	1	0%
NUTANA	429	42%
OUT OF CITY	66	7%
UNIVERSITY HEIGHTS	99	10%
Unkown	46	5%
Grand Total	1013	

2010 Recreation Registrations - Leisure Centres

Suburban Area Name	Total Registrations	Percentage
AIRPORT INDUSTRIAL	3	0%
CONFEDERATION	543	20%
CORE	274	10%
GORDIE HOWE MANAGEMENT AREA	1	0%
LAKEWOOD	422	16%
LAWSON HEIGHTS	311	11%
NORTH INDUSTRIAL	3	0%
NUTANA	465	17%
OUT OF CITY	147	5%
UNIVERSITY HEIGHTS	382	14%
Unkown	167	6%
Grand Total	2718	

4216-1 2.



TO: Secretary, Planning and Operations Committee
FROM: General Manager, Infrastructure Services Department
DATE: June 24, 2011
SUBJECT: 2011 Prepaid Service Rates (Direct and Offsite)
FILE: IS 4216-1

RECOMMENDATION: that a report be submitted to City Council recommending that the attached 2011 Prepaid Service Rates be approved.

BACKGROUND

The City of Saskatoon's financial source of revenue for the construction of infrastructure in new areas within the city is the Prepaid Service Rates. The prepaid service rates were established on the premise that new development should pay the cost of the services provided. City Council has resolved that General Revenues are not to be used to fund the services covered by these rates.

The prepaid rates are divided into two major servicing categories: direct services, which benefit the frontage of new property; and offsite services, which benefit the neighbourhood or catchment area as a whole.

Infrastructure Services has prepared the rates with the understanding that shortfalls may be absorbed in the following year's process. The risk in this method is the possibility of a following year where limited construction is forecasted but shortfalls are evident. To mitigate this potential problem, Infrastructure Services attempts to wait for a considerable cross section of tenders to be awarded in order to arrive at a reasonable overall prepaid service rate.

The prepaid service rates were last approved on June 28, 2010. Infrastructure Services has reviewed the actual 2010 costs of land developed by the City of Saskatoon, as well as the 2011 tenders received to date, in order to establish the proposed 2011 offsite and direct service rates.

The proposed rates were discussed and received by the Manager of the Community Services Department, Land Branch, as well as with the Developers' Liaison Committee. The net overall effect for the 2011 year will be an increase of 5.6% for the residential prepaid service rates. Of this change, the net effect that impacts private developers that may utilize our direct rates is also an increase of approximately 5.6%.

If City Council continues the policy whereby new development funds the entire cost of servicing new development, the proposed rate increases are required to meet projected and actual expenditures. The present rates do not reflect the cost of interest or carrying costs.

REPORT

The City of Saskatoon has awarded a majority of the planned tenders for construction of various services in 2011. This year's program will eventually entail awarding tenders for the partial direct servicing of 633 residential lots in the Evergreen, Rosewood and Hampton

neighbourhoods; continued offsite service construction in various areas; as well as servicing within the Marquis Industrial area. Other direct service construction includes road and utility work, not completed from 2010 contracts, in the Hampton Village and Evergreen neighbourhoods. Offsite service tenders will include primary water main construction on Central Avenue and Fedoruk Drive as well as the Marquis Industrial Area; a lift station and force main in Kensington; trunk sewers in Marquis Industrial; as well as arterial road work in Hampton Village.

The net effect is a construction program slightly higher but comparable to 2010, with expected land development costs totalling \$80 million.

The offsite levies comprise services that are common to the entire neighbourhood or geographical catchment area. These services usually benefit a number of neighbourhoods and are derived from studies that encompass very large piping and roadway systems. The majority of the tenders have been awarded this year, and the cost analysis of these tenders, including information on construction costs from last year, are the basis for the prepaid service rates. The net overall inflationary pressures for new development have increased in 2011. Oil and gas prices, which are a major component within the rates, have shown a substantial escalation, which is verified by the average Statistics Canada Industry Price Indexes, which indicate a rise of 23% for diesel fuel within the prairie provinces from a year ago. Contract unit prices, as reviewed within tenders, are higher in many instances from last year's levels, or at least stabilized. It is assumed that contract prices will stay fairly constant through most of the tendering process until capacity issues result in contract prices exceeding normal pricing patterns. Within the analysis of individual rates, changes have occurred. These changes will require an adjustment to the prepaid rates (Attachment 1).

A. Water and Sewer Servicing

Water and Sewer Mains. Trunk Sewers. Primary Water Mains and Lift Stations

Tenders have been awarded within the residential neighbourhoods of Evergreen and Rosewood, with subsequent tenders to follow for the construction of water and sewer direct servicing. Primary watermains are planned to be tendered later this summer for both the Marquis Industrial Area and the University Heights Area, on Central Avenue and Fedoruk Drive. Lift station construction was in progress last year within Stonebridge, Fletcher and Jasper Avenues, with a planned station to be tendered later this year in Kensington.

In analyzing the current costs, it has been noted that overall direct water and sewer unit prices have augmented this year, after also showing an increase the year before. One of the main components of water and sewer mains is the cost of plastic piping (PVC). The cost index for PVC resin has increased 9.9% this past year, with an additional spike in prices noted this spring. Specific services that will affect rates include the following:

- 1) Water and Sewer Mains and Service Connections – One residential contract has been awarded in Rosewood, with a further contract contemplated in Evergreen, in

the Kloppenburg Crescent area, as well as servicing in Marquis Industrial. Prices are within budget but are generally higher with average depth piping systems. Main line prices for 150 millimetre (mm) water mains and 200 mm sanitary sewer main pipes at an average depth were 14% and 7% higher respectively than similar unit prices last year. Storm sewers typically cover a large range of sizes and depths. Upon analysis and comparison to similar items in last year's contracts, a typical 375 mm storm pipe constructed to an average depth appeared to be more costly, indicating an average increase of 12%. The net result was an increase in the residential servicing rate of 8.6%, which compares to an increase from last year of 3.2%.

Water and sewer service connections were constructed within two separate contacts. Specialty material items such as main and curb stops have risen, however, the basic 100 mm sanitary sewer service pipe are less costly this year. Tenders for this service have indicated that a higher rate of 13.9% is warranted.

- 2) Trunk Sewers and Primary Water Mains – This year bidding took place on the extension of the Marquis Trunk along 66th Street. Also, in 2011, a tender was awarded for a force main to serve the Kensington neighbourhood. During 2009, extensive bidding took place for the extension of trunk servicing on Arthur Rose Avenue within the Marquis Industrial area. From these prices, an estimate for trunk pricing was derived which comprises 74.7% of the trunk sewer levy. The remaining 25.3% of the levy funds storm ponds, where the primary cost is the excavation of large amounts of earth material. This, along with information from Statistics Canada acknowledging the change in concrete piping costs, was used in determining the modification of the rate for 2011. Extrapolating these components resulted in a change being warranted for the trunk sewer rate.

Primary water mains include the larger piping systems that serve entire neighbourhoods, typically equal or greater than 400 mm in size. Primary water mains have, in most cases, lagged initial development and may include a variety of components that are not necessarily utilized consistently for each job, such as pumped drain structures or concrete bulkheads. A common component is piping, however, this can also vary between, not only sizes, but material type and construction required through pavement structures or undeveloped land. Depending on the size and the length of individual pipes needed in any one contract, different types of piping materials are utilized. As mentioned previously, the cost of PVC piping has increased the most, whereas polyethylene and concrete piping products have had more modest increases. The larger diameter sizes of pipe are constructed with concrete; however, the two projects that are currently being tendered for Marquis and University Heights are a smaller diameter and will be utilizing a plastic pipe product. Also, an analysis was conducted by comparing budgeted projects with existing and expected revenues within catchment areas. The net result is a recommended increase in the rate of 5.2% for primary water mains.

- 3) Lift Stations – all of the current neighbourhoods undergoing construction require a sewage lift station, with the exception of the Evergreen neighbourhood. A number of new lift stations were started in 2010, and a cost estimate was derived. The estimate has been revised to take into account additional costs incurred for specialized circumstances at some lift stations. In 2011, a large lift station and force main will be tendered within Kensington. This lift station will serve two of the neighbourhoods within the Blairmore sector, as well as alleviate pressure on the Spadina interceptor by rerouting flows from a number of neighbourhoods. These projects have provided a large cost base and, combined with an analysis of the expected frontage within each of the neighbourhoods, have been the impetus for the calculation of the overall rate. The net result is a change in the rate of 3.4%.

Taken as a whole, the net price change for various services and calculated frontages has resulted in a cost increase for 2011. It is recommended that the general construction rate change by the following percentages, with similar changes noted within Attachment 1 for other zoning classifications:

Water and Sewer Mains	8.6%
Trunk Sewers	5.8%
Primary Water Mains	3.2%
Lift Stations	3.4%
Water and Sewer Connections	13.9%

B. Roadways

Grading, Sidewalks, Paving, Lanes, Walkways, Buffers, Fencing and Arterial Roadways

In 2010, the City had a very large scale road building program, including over 36,000 metres of sidewalk and curbing compared to an impressive 19,000 metres in 2009. Due to wet weather conditions, some of the projects were carried over into 2011. The 2011 program will be balanced between residential direct and arterial roadways. This year, the main projects include two lanes on Claypool Drive, as well as residential sidewalk and roadway construction in Rosewood, Hampton Village and the Evergreen neighbourhoods. Most of the roadwork planned for 2011 has been awarded. Areas of noted significance are as follows:

- 1) Grading and Buffers – This component involves the excavation, transportation and placement of large quantities of dirt to facilitate the overall drainage pattern within a development area. In late 2010, area grading contracts were awarded for Evergreen and additional contracts were awarded this spring for Rosewood, and Marquis Industrial. A storm pond in Kensington was also tendered. An additional area grading contract is planned for later this year in Evergreen. The main component utilized within this area is diesel fuel, which has increased markedly. In 2009, unit prices decreased in response to a lowering of fuel prices, however, this year we have seen, on average, unit prices for the stripping of

topsoil and excavation of material intensify. On average, topsoil excavation costs are up 42%, and excavation to embankment has moved forward 26%. In Evergreen a further component is the removal of rock. The boulder layer that exists through a portion of the neighbourhood extending from Silverspring is still a concern, however prices for this component have stabilized this year after increasing substantially last year.

The main components within the Buffer levy are berming, which also utilizes the movement of earth material and fine grade and seeding. As noted previously, excavation costs have swelled. A contract for fine grade and seeding will be tendered this summer and further costs will be analyzed. This component did not show evidence of higher tender prices last year and will not be increased in 2011. As a result, the buffer strip rate will augment less than the overall grading rate.

- 2) Sidewalk and Curbing – In 2011, three contracts were analyzed, including two in Evergreen and one in Rosewood, as well as the Claypool arterial contract. Supply and installation of concrete jumped in 2011. The standard 1050 mm sidewalk and rolled curb, which is utilized extensively in residential neighbourhoods, is up, on average, 24%. Separate walk and curb has increased less, on average, and rolled curbing saw a small 4% decrease. Different components are included within residential versus multi-family/commercial areas, which are then blended together in arriving at a rate for each classification. As a result, the multi-family/commercial rate, used primarily in suburban areas, is traditionally 1.7 times greater than the residential rate. In 2011, a larger than normal amount of multi-family properties will be constructed in Evergreen, however, a larger amount of combined walk and curb will be utilized, versus the more expensive separate walk and curb service. Even though prices have escalated, the resulting offset will allow the rate to remain the same in 2011.
- 2) Paving, Lanes, Arterial Roadways and Interchanges – Unit prices from three residential and one arterial roadway tender were used to arrive at the arterial roadway rate, as well as an analysis of the remaining frontage within existing areas. The net result was a change in the arterial roadway rate for all classifications of 3.2%

Roadways on average, experienced increases in cost for the main building components, such as asphalt at 9.2%, base material at 15% and sub base material at 17%. Although asphalt is higher this year, it is still below the peak prices of \$170 per tonne experienced in 2008. As with sidewalks, mentioned previously, an analysis was performed and costs were again averaged between local residential roadways and multi-family/commercial rates. The multi-family/commercial roadway rate was increased substantially in 2007 to account for the non frontage areas within the Blairmore suburban area. The result was that this classification of roadways, as a ratio to narrower residential roads, is considerably higher than was the historical average. With the higher amount of

multi-family lands being constructed in Evergreen this year, that include a higher ratio of roadways built to a residential standard, versus those normally found within a suburban area, the multifamily/commercial rate may be decreased and the residential rate held at the current rate. As reported in previous years, the City has been constructing local roadways and rear lanes with additional base course and, where necessary, also geotextile fabric due to high water tables within residential neighbourhoods. All residential roadways contracted in 2010 were constructed in this manner. In 2011, the City will endeavour to construct new roadways utilizing our standard specifications and, where necessary, switch to the high water table method. By utilizing our standard method where possible we will be reducing the amount of additional base gravel, which is a resource that is becoming increasingly more expensive as stockpiles are obtained further from the City limits. The net result, after averaging commercial/institutional frontages within the City's active neighbourhoods, is a negligible change in the rate for residential classifications and a reduction in the commercial zoning classifications. The industrial component produced an increase of 9.6%.

The interchange levy was adopted in 2006 to provide a funding source for a portion of the cost of interchanges as they relate to new development. In 2006, the rate was phased in before being fully implemented in 2007. Detailed information was gleaned to determine component pricing from the construction of the Preston Avenue/Circle Drive interchange, currently under construction. From studying the costs of this interchange, data was extrapolated to determine a projected value for 12 interchanges identified as requiring funding from the interchange levy, including flyovers in Stonebridge and Rosewood. Frontages have also been estimated for all five sectors within the City that are contributing towards the interchange levy. The net result, after also analyzing the available frontage, revenues to date and costs to date, is an adjustment to the global interchange rate.

The net effect on the prepaid service rates for this category is as follows:

Grading	14.4%
Buffers	7.9%
Sidewalks and Curbing	0.0%
Paving	0.0%
Arterial Roadways	3.2%
Interchanges	12.4%
Lanes	0.0%

C. Utilities

Street Lighting, Gas and Underground Electrical

City developed land includes a prepaid levy for street lighting, gas and underground electrical servicing. Private developers contract directly with the respective crown corporation for telephone and gas servicing. A data base exists that includes two decades of street lighting service applications where costs and revenues are tracked. In consideration of planned construction in areas that will produce less saleable frontage adjacent to neighbourhood parks in Stonebridge in 2011, as well as labour and material increases, the street lighting rate should be increased in order to breakeven.

SaskEnergy provides natural gas servicing to all classifications of property. The levy is composed of a header allocation charge that is calculated by the utility for each neighbourhood separately, as well as a gas distribution charge. SaskEnergy absorbs a portion of these costs by applying a capital contribution investment charge of \$1,145 per lot. SaskEnergy has indicated that their investment charge may be reduced in the future; however, for construction in 2011, no changes to the prepaid service rate are anticipated.

New underground electrical service within Saskatoon is almost entirely provided by SaskPower. The exception to this is a portion of the Evergreen neighbourhood being constructed this year, which is included within Saskatoon Light & Power's franchise area. In 2010, 861 residential lots received underground electrical servicing. Both the crown corporation and the City also provide a \$1,300 per lot capital contribution. The underground electrical service rate has been adequate since 2006, but it is recommended it rise in 2011 to breakeven.

The recommended change to the utility rates is as follows:

Street Lighting	3.2%
Underground Electrical Servicing	5.9%

D. Administration

Planning, Municipal Administration, Servicing Agreement Fees, Inspection

The servicing fees for the administration of the land development program are increased each year in tandem with the changes to the standard collective agreement and the car allowance rate, where applicable. For 2010, the change has been estimated between 1.7% and 2.0%.

The Future Growth Strategy Group, which consists of planning, engineering and accounting staff, was created in 2008 to prepare a Master Future Growth Plan for the City.

The funding for the Group comes partially from current operations, and partially from a \$5 per front metre increase to the planning levy rate which was implemented in 2008. At that time, it was anticipated that an additional \$5 per front metre, for a total increase of \$10, would be required in

2009 to fund the Group. That increase has not yet been required and the rate is reviewed annually in conjunction with the annual review of all levy rates.

The proposed increase to the 2011 planning levy rate will, therefore, simply reflect possible changes to the collective agreement.

E. Parks and Recreation Levy, Community Centres

The Parks and Recreation Levy is a significant portion of the total offsite levies and is submitted as a separate report from the Community Services Department. The inclusion within this report is to illustrate completeness of the prepaid service rate schedule.

The levy for community centres has been implemented as a separate charge per residential neighbourhood, calculated on a front metre basis for all saleable property. This levy will also be reported on by the Community Services Department.

OPTIONS

One option would be to phase in the change in the rates. The Administration does not recommend this method as all costs for the various reserves would not be recouped for the 2011 program.

A second option would be to not change the prepaid rates. The Administration does not recommend this as it would increase pressure on the mill rate; prepaid service rates are expected to reflect the current cost of construction wherever possible; and a higher-than-normal increase would be required for next year's rates.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

The financial impact of increasing the prepaid rates is to ensure the costs to prepare serviced lots for sale in Saskatoon is in equilibrium with the revenue generated from the sale of these lots.

PUBLIC NOTICE

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

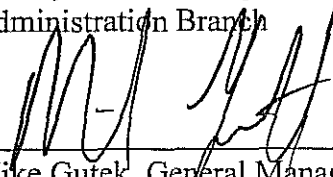
ATTACHMENT

1. Proposed Prepaid Servicing Rates

Written by: Daryl Schmidt, Manager, Land Development Section
Construction and Design Branch

Approved by: Chris Hallam, Manager
Construction and Design Branch

Approved by: Shelley Korte, Manager
Administration Branch

Approved by: 
Mike Gutek, General Manager
Infrastructure Services
Dated: Jun 27, 2011

Copy to: Murray Totland
City Manager

Prepaid rate 2011

SCHEDULE I

2011 RESIDENTIAL PREPAID SERVICE RATES

Application:

All lots and/or parcel having an area less than 1,000 square metres and zoned R1, R1A, R1B, R2, RMHC, RMHL, R2A, RM1, RM2. RMTN, RMTN1 < 40 metres in depth.

Cost Per Front Metre:

	2010 Final Rates	Proposed 2011 Rates	% Change
Direct Services:			
1. Water Mains, Sanitary Sewer Mains, and Storm Sewer Mains	\$1,141.25	\$1,239.30	8.6
2. Grading	336.45	384.90	14.4
3. Sidewalks	392.40	392.40	0.0
4. Paving	742.10	742.10	0.0
5. Street Lighting	63.65	65.55	3.0
Subtotal Direct Services	2675.85	2824.25	5.5
Offsite Services:			
1. Trunk Sewer Levy	467.45	494.55	5.8
2. Primary Watermain Levy	119.05	125.25	5.2
3. Arterial Road Levy	451.50	466.00	3.2
4. Interchange Levy	75.55	84.95	12.4
5. Parks and Recreation Levy	306.00	312.10	2.0
6. Buffers	33.00	35.60	7.9
7. Signing and Signals	13.35	16.25	21.7
8. Fencing	10.95	11.75	7.3
9. Planning	18.90	19.25	1.9
10. Municipal Administration	10.10	10.30	2.0
Subtotal Offsite Services	1505.85	1576.00	4.7
TOTAL	\$4,181.70	\$4,400.25	5.2
Others: (Where Applicable)			
1. Water and Sewer Connection (per lot)	\$3,728.00	\$4,245.00	13.9
2. Lift Station Levy (where applicable)	76.50	79.10	3.4
3. Inspection (Private Development)	17.30	17.60	1.7
4. Long Term Warranty	17.25	17.25	0.0
5. Lanes (Where Applicable)	197.90	197.90	0.0
6. Telephone/Gas (per City lot)	755.00	755.00	0.0
7. Electrical Servicing (per lot)	930.00	985.00	5.9
8. Servicing Agreement Fee	2153.00	2196.00	2.0
9. Community Centres (per neighbourhood)			

SCHEDULE II

2011 INSTITUTIONAL, COMMERCIAL AND SCHOOL

PREPAID SERVICE RATES

Application:

All lots and/or parcels zoned M1, M2, M3, M4, MX, B1A, B1, B2, B3, B4, B5, B6, DCD1, B1A, B1, B2, B3, B4, B5, B6, RA. RMTN, RMTN1 > 40 metres in depth.

All lots having an area greater than 1,000 metres and zoned R1, R1A, R2, RMHC, RMHL, RM1, RM2, RM3, RM4, RM5, AG, FUD, APD, PUD, PPD.

All lots and/or parcels zoned contract zoning and located in a Residential, Commercial or Institutional Subdivision.

Cost Per Front Metre:

	2010 Final Rates	Proposed 2011 Rates	% Change
Direct Services:			
1. Water Mains, Sanitary Sewer Mains, and Storm Sewer Mains	\$1,393.95	\$1,513.65	8.6
2. Grading	440.45	503.85	14.4
3. Sidewalks	668.00	668.00	0.0
4. Paving	2208.85	1767.10	-20.0
6. Street Lighting	<u>73.20</u>	<u>75.40</u>	<u>3.0</u>
Subtotal Direct Services	4784.45	4528.00	-5.4
Offsite Services:			
1. Trunk Sewer Levy	657.95	696.10	5.8
2. Primary Watermain Levy	119.05	125.25	5.2
3. Arterial Road Levy	451.50	466.00	3.2
4. Interchange Levy	151.05	169.90	12.5
5. Parks and Recreation Levy	306.00	312.10	2.0
6. Buffers	33.00	35.60	7.9
7. Signing and Signals	13.35	16.25	21.7
8. Fencing	10.95	11.75	7.3
9. Planning	18.90	19.25	1.9
10. Municipal Administration	<u>10.10</u>	<u>10.30</u>	<u>2.0</u>
Subtotal Offsite Services	<u>1771.85</u>	<u>1862.50</u>	<u>5.1</u>
TOTAL	\$6,556.30	\$6,390.50	-2.5
Others: (Where Applicable)			
1. Lift Station Levy (where applicable)	\$76.50	\$79.10	3.4
2. Inspection (Private Development)	17.30	17.60	1.7
3. Long Term Warranty	17.25	17.25	0.0
4. Lanes (Where Applicable)	197.90	197.90	0.0
5. Servicing Agreement Fee	2153.00	2196.00	2.0
6. Community Centres (per neighbourhood)			

SCHEDULE II - Continued

Notes:

- a) Parcels over 60 metres in depth.

Charges are assessed on an area basis at the rate of 169 front metres per hectare for underground services, area grading, arterial roads, interchanges and the parks & recreation levy.

Area rate: $169 \times \$3,786.85 = \$639,977.65$ per hectare.

- b) School property is assessed for prepaid services at the same rates as Institutional and Commercial for all items except the Trunk Sewer Levy. The trunk Sewer Levy rate for schools is the same as the Residential Trunk Sewer Levy, therefore:

1) For parcels less than 60 metres in depth, the total rate for underground services, area grading, arterial roads, interchanges, and parks and recreation is \$3,585.30 per front metre.

2) For parcels greater than 60 metres in depth, the total rate for underground services, area grading, arterial roads, interchanges, and parks and recreation is $169 \times \$3,585.30 = \$605,915.70$ per hectare.

- c) Water and Sewer Service connection costs are not included. The owner is responsible for installation of the required connections at his own expense.
- d) Institutional, Commercial and School Buildings are subject to a connection fee based on calculated electrical demand.

SCHEDULE III

2011 INDUSTRIAL PREPAID SERVICE RATES

PREPAID SERVICE RATES

Application:

All lots and/or parcels zoned IL1, IL2, IB, ID3, IH, AG, FUD, DCD2.

All Lots and/or parcels zoned contract zoning and located in an Industrial Subdivision.

Cost Per Front Metre:

	2010 Final Rates	Proposed 2011 Rates	% Change
Direct Services:			
1. Water Mains, Sanitary Sewer Mains, and Storm Sewer Mains	\$1,265.10	\$1,265.10	0.0
2. Grading	430.00	430.00	0.0
3. Curbing & Boulevards	197.85	197.85	0.0
4. Paving	1427.40	1564.40	9.6
5. Street Lighting	66.00	68.00	3.0
Subtotal Direct Services	3386.35	3525.35	4.1
Offsite Services:			
1. Trunk Sewer Levy	899.30	951.45	5.8
2. Primary Watermain Levy	178.55	187.85	5.2
3. Arterial Road Levy	488.60	504.25	3.2
4. Interchange Levy	98.20	110.45	12.5
5. Parks Levy	40.38	40.38	0.0
6. Buffers	7.70	7.70	0.0
7. Street Signing and Traffic Controls	10.95	13.30	21.5
8. Fencing	10.95	11.75	7.3
9. Planning	21.20	21.60	1.9
10. Municipal Administration	10.10	10.30	2.0
Subtotal Offsite Services	1765.93	1859.03	5.3
TOTAL	\$5,152.28	\$5,384.38	4.5
Others: (Where Applicable)			
1. Lift Station Levy (where applicable)	43.15	43.15	0.0
2. Inspection (Private Development)	24.25	24.70	1.9
3. Long Term Warranty	23.00	23.00	0.0
4. Lanes (Where Applicable)	197.90	197.90	0.0
5. Servicing Agreement Fee	2153.00	2196.00	2.0

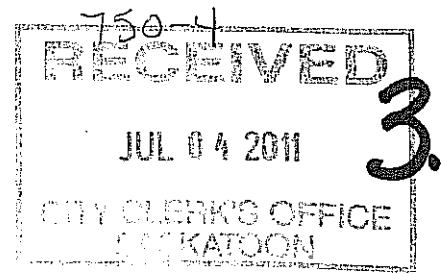
SCHEDULE III - Continued

Notes:

- a) Water and Sewer Service connection costs are not included. The owner is responsible for installation of the required connections at his own expense.
- b) Industrial buildings are subject to a connection fee based on calculated electrical demand for electrical service.
- c) Lots over 88 Metres in Depth (underground)

Charges are assessed on an area basis at the rate of 113 front metres per hectare for underground services, area grading, arterial roads, interchanges and the parks levy.

Area rate: $113 \times \$3,489.48 = \$394,311.24$ per hectare.



TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: June 24, 2011
SUBJECT: Innovative Housing Incentives Application
628318 Saskatchewan Ltd. – Accessible, Affordable Rental Units
707/711 Avenue M South and 717 Avenue L South
FILE NO.: PL 951-54

RECOMMENDATION: that a report be submitted to City Council recommending that an additional payment of \$27,220 be approved from the Affordable Housing Reserve to meet the City of Saskatoon's commitment under the Innovative Housing Incentives Policy No. C09-002 based on actual expenditures for the projects at 707/711 Avenue M South and 717 Avenue L South (628318 Saskatchewan Ltd.).

BACKGROUND

On February 19, 2008, City Council approved an application from 628318 Saskatchewan Ltd. for funding assistance under the Innovative Housing Incentives Program for the construction of two accessible duplexes, to provide four affordable rental units to individuals and families with mobility challenges. The locations of the constructed suites are 707/711 Avenue M South and 717 Avenue L South in the King George neighbourhood. Each unit is 1,145 square feet with three bedrooms, and incorporate accessibility features such as; wheel-in showers, raised toilets, accessible counters, and front-load laundry. The total estimated cost for the projects in February 2008, was \$727,800. The City of Saskatoon's (City's) contribution was calculated to be \$72,780.

The City approves its contributions and incentives based on estimated costs at the application stage. However, the City pays out its committed amount based on actual costs. In September 2006, City Council delegated to the Administration the authority to spend up to 15% over the estimated costs for applications approved under the Innovative Housing Incentive Program to cover unforeseen increases in costs associated with construction or renovation.

REPORT

628318 Saskatchewan Ltd. recently informed the Planning and Development Branch that construction and labour costs associated with the development of the four accessible rental units located at 707/711 Avenue M South and 717 Avenue L South has increased the total capital costs of the project. Due to the timing of when the units began construction (2008) and the rise in construction costs and labour, an increase of more than 15 percent of the total estimated project cost has occurred. As of June 2011, the total estimated cost of the project is \$1,011,121, a 39 percent increase from the initial estimated costs, or a difference of \$28,332 from the initial funding amount approved.

In most cases, the housing projects that the City has supported have come in at or below the estimated value. In the case of 707/711 Avenue M South and 717 Avenue L South, the rise in construction costs and labour, as well as a delay in provincial and federal funding, has caused an increase from the initial estimated cost of \$727,800 to \$1,011,121.

In April 2010, City Council approved an amendment to the Innovative Housing Incentives Policy No. C09-002 to limit the maximum amount of capital grants per unit for affordable housing projects. A contribution of 10 percent of the total capital cost of this project would exceed the maximum contribution limit of \$25,000 per unit for three-bedroom units as set out in the 2010 Housing Business Plan. Therefore, the City's maximum capital contribution for this project (707/711 Avenue M South and 717 Avenue L South) will be \$100,000 or an additional \$27,220 from the initial approved amount.

The Administration is recommending the expenditure of the additional \$27,220 to cover the City's contribution to the projects at 707/711 Avenue M South and 717 Avenue L South.

OPTIONS

1. Approve the requested amount of \$27,220 to cover the City's maximum contribution of 10 percent of the total capital costs (maximum \$100,000) to 628318 Saskatchewan Ltd. for its affordable rental projects at 707/711 Avenue M South and 717 Avenue L South.
2. Decline to approve the \$27,220 to cover the City's share under the Innovative Housing Incentives Program. This option would represent a departure from Innovative Housing Incentives Policy No. C09-02. 628318 Saskatchewan Ltd. will have to cover the remaining capital portion for this project from its own resources.

Your Administration is recommending Option 1.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The funding source for affordable housing projects is the Affordable Housing Reserve. Funding was approved for this project from 2008 to 2012 capital funding commitment of \$2.5 million per year from the Neighbourhood Land Development Fund. Given the present level of demand, the funding allocation to the Affordable Housing Reserve is nearly fully committed to the end of 2012. However, there is room within the 2008 to 2012 budget to support this cost increase. Furthermore, the Provincial Government has announced a range of new funding programs which are available to participating municipalities. The City has made a request for funding from these new programs

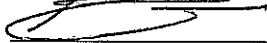
ENVIRONMENTAL IMPLICATIONS


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.

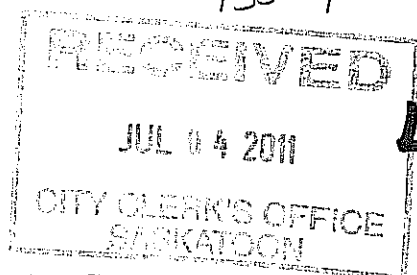
Written by: Melissa Austin, Planner
Neighbourhood Planning Section

Reviewed by: 
Randy Grauer, Manager
Planning and Development Branch

Approved by: 
Paul Gauthier, General Manager
Community Services Department
Dated: June 27, 2014

Approved by: 
Murray Toland, City Manager
Dated: July 4/11

750-4



TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: June 24, 2011
SUBJECT: Innovative Housing Incentives Application – Cress Housing Corporation –
315 Avenue H South
FILE NO.: PL 951 – 93

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

- 1) that funding of 10 percent of the total project cost, for the construction of 27 affordable rental units by Cress Housing Corporation, located at 315 Avenue H South, estimated at \$266,759.50, be approved under the Innovative Housing Incentives Policy No. C09-002;
- 2) that a five-year tax abatement of the incremental taxes be applied to the subject property commencing the next taxation year following completion of construction; and
- 3) that the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

BACKGROUND

In May 2011, the City of Saskatoon (City) received an application from Cress Housing Corporation (Cress) for funding assistance under the Innovative Housing Incentives Program. Cress is a non-profit organization that is a subsidiary of the Saskatoon Tribal Council. Their mandate is to provide affordable and adequate housing to First Nations people living in the city with priority given to families with dependents under the age of 18 years.

Cress has been providing affordable housing in the city for over 25 years and currently manages more than 400 rental units. They have a waiting list of more than 900 families in need of suitable, affordable housing.

REPORT

Cress purchased this vacant site in 2009 with the ambition to provide good quality affordable housing units to First Nations students. The proposal received from Cress calls for the construction of a 27-unit apartment building at 315 Avenue H South in the Riversdale neighbourhood.

The project includes 27 bachelor suites. Rent for these units has been set at \$385 a month and includes utilities to make these units affordable for persons with annual incomes as low as \$25,000.

The total estimated project cost, including land acquisition and construction costs, is \$2,667,595. Cress has committed \$66,500 of their own funds to the project (315 Avenue H South). The additional funds required to complete this project will be supported by Saskatchewan Housing Corporation with a commitment of \$2,259,336, and also from the Dakota Dunes Community Development Corporation with a commitment of \$75,000.

This project also meets the criteria for a five-year incremental property tax abatement under the Innovative Housing Incentives Policy No. C09-002. The annual incremental property tax increase resulting from this project is estimated at \$5,459, and will total \$27,295 over the five years of the incentive.

Distribution of Affordable Housing

In January 2011, City Council authorized the Administration to begin discussions with the development community to look for ways and means to realize a more equitable distribution of affordable housing in Saskatoon. This was in response to a growing concern that affordable housing has been concentrated in some established neighbourhoods. In April 2011, staff of the Community Services Department met with the Developer's Liaison Committee to introduce the concentration issues and seek their input. At that meeting it was agreed that more dialogue and a detailed presentation on the City's incentive programs was the next step. The hope is that land will be made available in all new neighbourhoods specifically for new affordable housing, including areas being developed by the Land Branch and the private sector.

In the meantime, this development by Cress has been in the planning stages since 2009. The Administration has reviewed the request for assistance by Cress. Based on the review, it was determined that the project meets the eligibility criteria set out in the Innovative Housing Incentives Policy No. C09-002. The Administration recommends support for this project as it will add much needed student housing for First Nations youth.

OPTIONS

1. Provide assistance to Cress towards its 27-unit affordable rental project at 315 Avenue H North in the form of a grant equivalent to 10 percent of the total capital costs (estimated at \$266,759), as well as a five-year incremental property tax abatement (estimated at \$27,295).
2. Decline to fund the project. This option would represent a departure from Innovative Housing Incentives Policy No. C09-002.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

This report recommends a total funding commitment of \$266,759. The funding source of this project is the Affordable Housing Reserve. Funding for this project has been allocated from the reserve since 2009.

ENVIROMENTAL 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.

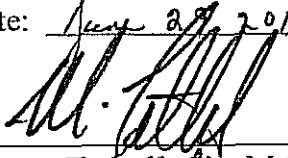
ATTACHMENT

1. Project Location: 315 Avenue H South

Written by: Melissa Austin, Planner
Neighbourhood Planning Section

Reviewed by: 
Randy Grauer, Manager
Planner and Development Branch
Date: _____

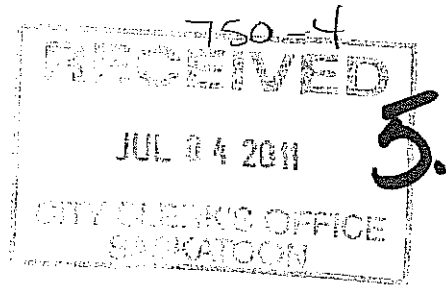
Approved by: 
Paul Gauthier, General Manager
Community Services Department
Date: July 27, 2011

Approved by: 
Murray Totland, City Manager
Date: July 4, 11

Project Location

315 Avenue H South





TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: June 23, 2011
SUBJECT: The Lighthouse Supported Living Inc. – Innovative Housing Incentives – Affordable Rental Units/Shelter Spaces – 227 20th Street East
FILE NO.: PL 951-85

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

- 1) that the approved funding for the development at 227 20th Street East, by The Lighthouse Supported Living Inc. be reduced by \$100,000 to \$1,085,000; and
- 2) that the City Solicitor be requested to prepare the necessary agreement with the appropriate amendments, and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

BACKGROUND

An application for assistance under the City of Saskatoon (City) Innovative Housing Incentives Program was received from The Lighthouse Supported Living Inc. (The Lighthouse) on June 24, 2010. On August 18, 2010, City Council approved funding of \$1,185,000 for the development of 65 supportive affordable rental units and 20 shelter units at 227 20th Street East, as well as a five-year incremental tax abatement estimated at \$275,635 over the five year period.

The Lighthouse is a non-profit corporation that assists in the stabilization and development of individuals with mental health and addiction issues, as well as those with cognitive, intellectual, and physical disabilities by providing stable and safe affordable housing. The Lighthouse currently owns and operates a 64-unit supported living facility in the City's Downtown. This facility contains long term, transitional, and shelter housing to help provide a stable environment for high needs, at-risk individuals. In addition to accommodation, The Lighthouse's current facility provides meal services, a common area with amenities, and numerous support services.

REPORT

The Lighthouse has recently informed the Planning and Development Branch that they have had to reduce the number of affordable rental units in their project at 227 20th Street due to increased construction and labour costs. The number of supportive, affordable rental units has been reduced from 65 to 58 units. The number of shelter units has not changed (20 units).

The project meets the criteria for a 10 percent capital grant from the Innovative Housing Incentives Policy No. C09-002, subject to maximum limits approved as a part of the 2010 Housing Business Plan. As a result of the change to the number of units, the project now qualifies for a capital grant of \$1,085,000 as calculated below:

11 new two-bedroom units x \$20,000 =	\$ 220,000
47 new one-bedroom units x \$15,000 =	\$ 705,000
20 new shelter spaces x \$8,000 =	<u>\$ 160,000</u>
	\$1,085,000

The City Assessor's Office has informed the Planning and Development Branch that the value of the incremental property tax abatement will be reduced by approximately \$50,000, to \$225,635 over the five year period.

The Administration has reviewed the changes and continues to recommend support for this project at the reduced funding levels.

OPTIONS

There are no options.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The funding source for affordable housing projects is the Affordable Housing Reserve. Funding was approved for this project from 2008-2012 capital funding commitment of \$2.5 million per year from the Neighbourhood Land Development Fund. As a result of the changes to The Lighthouse Project (decrease in number of units), there will be an additional \$100,000 in the Reserve that will be used towards other affordable housing projects.

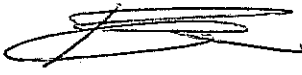
ENVIRONMENTAL IMPLICATIONS

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.

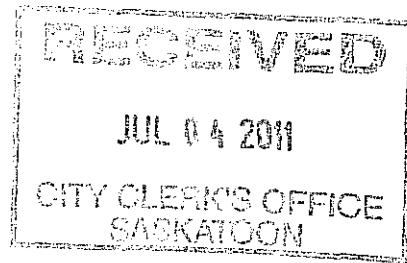
Written by: Melissa Austin, Planner
Neighbourhood Planning Section

Reviewed by: 
Randy Grauer, Manager
Planning and Development Branch

Approved by: Paul Gauthier
Paul Gauthier, General Manager
Community Services Department
Dated: June 29, 2011

Approved by: Murray Totland
Murray Totland, City Manager
Dated: July 4/11

4216-1



6.

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: June 6, 2011
SUBJECT: Reserve and Rate Sufficiency Review
FILE NO: LS 4216-1

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

- 1) that the Parks and Recreation Levy component rate for 2011 on residential lots be increased, as follows:

Neighbourhood	\$206.05
District	\$ 85.75
Multi-District	<u>\$ 20.30</u>
Total	\$312.10;

- 2) that the Community Centre Levy for 2011 on residential lots remains, as follows:

Hampton Village	\$141.90
Stonebridge	\$ 91.75
Rosewood	\$119.80
Evergreen	\$146.20; and

- 3) that the proposed revision to City Council Policy No. C03-011 Parks and Recreation Levy be approved.

BACKGROUND

The City of Saskatoon (City) established the Parks and Recreation Levy as a means to fund neighbourhood local parks (including core neighbourhood parks, pocket parks, and linear parks) and recreation facilities, district parks and recreation facilities, and residential funds for multi-district parks and recreation facilities. During its January 18, 1999 meeting, City Council adopted, in part, the following recommendation:

“that the Administration coordinate the review by departments involved, of any rate increases on levies for unsold residential lots in order to ensure the consideration of all components of a levy increase takes place at the same time.”

Table 1 on Page 2 is a chronological timeline listing the changes that have had an impact on the levy ever since 2008.

Table 1 Rate Increases - Chronological Timeline

Year	Approved Rate per Front Metre	Percent Increase over Previous Year	Reasons for Increase
2008	\$273.00	8.6 percent	Increases in costs primarily due to site drainage, asphalt, plant material, and site furniture.
2009	\$273.00	0 percent	Levy rate remained the same as 2008 rate since there had been no significant increases in park construction cost.
2010	\$306.00	11.8 percent	Increase in costs primarily due to site to site drainage, landscaping surface costs (e.g. irrigation, asphalt) and landscaping material costs (e.g. benches, park lighting, trash unites).
2011	\$312.10	1.99 percent	Increase in costs primarily due to landscaping surface costs (irrigation, rough grading), and landscaping material costs (e.g. benches, trash units, back stops).

During its December 2, 2002 meeting, City Council adopted, in part, the following recommendation:

“that the provision of a community centre in new neighbourhoods be funded from a levy established through a one-time charge against a new land development placed on each front unit frontage within a defined neighbourhood.”

In 2003, for the first time, City Council established a Community Centre Levy rate for the two new neighbourhoods of Willowgrove and Hampton Village. City Council approved the Concept Plan for Stonebridge in April 2005, and during its June 2005 meeting approved the 2005 Community Centre Levy rates for Hampton Village, Willowgrove, and Stonebridge. City Council approved the Community Centre Levy for Rosewood in December 2008 and Evergreen in June 2010.

REPORT

The proposed Parks and Recreation Levy rate increase includes a 1.99 percent increase in the costs to construct parks in 2010. To prepare the 2011 Park Development Capital budget for City Council’s consideration, the Parks Branch, Infrastructure Services Department and Leisure Services Branch, Community Services Department Administration met in the fall of 2010 to review actual construction costs to prepare a park design and construction cost estimate for the 2011 construction season.

The construction cost estimate used to prepare the 2011 Park Development Capital budget is used to determine the 2011 Parks and Recreation Levy rate change. The Parks and Recreation Levy rate change is summarized in Table 2 on page 3.

Table 2

	2010 Approved Rate	2011 Required Rate	Percent Change
Neighbourhood Park*	\$202.10	\$206.05	2.46 percent
District Park	\$ 83.25	\$ 85.75	3.0 percent
Multi-District Park	\$ 20.65	\$ 20.30	(1.69 percent)
Total	\$306.00	\$312.10	1.99 percent

* The \$3.95 increase to the Neighbourhood Park portion of the Levy is comprised of the combined cost increase for a village square, pocket park, linear park and core neighbourhood park.

The 2011 Parks and Recreation Levy rate increase is due to the following park development cost increases:

- 1) Village Square – Increase of \$9,000 per acre (3.5 percent)
 - Increase in landscape surface costs by 1 percent due to increase costs for an automated irrigation system (4.3 percent).
 - Landscape amenity cost increase of 10.6 percent due to increases in site furnishing costs for benches (13.6 percent), trash units (42.9 percent), and picnic tables (20 percent).
- 2) Pocket Parks – Increase of \$5,700 per acre (3.1 percent)
 - Increase in landscape surface costs by 1.7 percent due to increase costs for an automated irrigation system (4.3 percent).
 - Landscape amenity cost increase of 8.2 percent due to increases in site furnishing costs for benches (13.6 percent), trash units (42.9 percent), and picnic tables (20 percent).
- 3) Linear Parks – Increase of \$3,600 per acre (2.4 percent)
 - Increase in site drainage costs of 3.7 percent due to increase costs for rough grading (9.1 percent).
 - Increase in landscape surface costs by 0.6 percent due to increase costs for an automated irrigation system (4.5 percent).
 - Landscape amenity cost increase of 4.9 percent due to an increase in site furnishing costs for park benches (13.6 percent) and trash units (42.9 percent).
- 4) Core Neighbourhood Park – Increase of \$3,800 per acre (2.2 percent)
 - Increase in site drainage costs of 1.5 percent due to increase costs for rough grading (9.1 percent).
 - Increase in landscape surface costs by 1.6 percent due to increase costs for an automated irrigation system (4.5 percent).
 - Landscape amenity cost increase of 5.3 percent due to an increase in site furnishing costs for park benches (13.6 percent), trash units (42.9 percent), picnic tables (20 percent), player benches (50 percent) and ball diamond backstops (9.8 percent).

- 5) District and Multi-District Parks – Increase of \$3,800 per acre (3.3 percent)
- Increase in site drainage costs of 11.9 percent due to increase costs of rough grading to address site drainage (25 percent).
 - Increase in landscape surface costs by 0.7 percent due to increase costs for an automated irrigation system (4.5 percent).
 - Landscape amenity cost increase of 4.7 percent due to an increase in site furnishing costs for park benches (13.6 percent), trash units (42.9 percent), player benches (50 percent), and ball diamond backstops (9.8 percent).

Community Centre Levy

The new neighbourhood Concept Plans for Willowgrove, Hampton Village, Stonebridge, Rosewood, and Evergreen provide a single site adjacent to the neighbourhood core park to accommodate an integrated community centre.

Table 3 identifies the impact of the levy required to fund the capital costs for the community centre in the neighbourhoods of Willowgrove, Hampton Village, Stonebridge, Rosewood, and Evergreen.

Table 3

Neighbourhood	Front Metre/Area	Proposed Rate per Area 2011
Hampton Village	26,716	\$141.90
Stonebridge	42,795	\$91.75
Rosewood	43,428	\$119.80
Evergreen	34,586	146.20

The Provincial Government announced its commitment to fund the design of a new school in Willowgrove in its spring 2010 Operating Budget. Design of the new facility is currently under way and plans are to tender the project in October of this year and to award a contract in November, with construction to start immediately after award of tender. The new schools plan to open in September of 2013.

Your Administration is continuing its discussions with the Ministry of Education, the Public School Board, and Greater Saskatoon Catholic School Board regarding the level of integration for each school board for Hampton Village, Stonebridge, Rosewood, and Evergreen. Design and construction dates for these new neighbourhoods are not known at the time of this report.

OPTIONS

There are no options.

POLICY IMPLICATIONS

During its June 28, 2010 meeting, City Council adopted the Parks and Recreation Levy Rate report of the Planning and Operations Committee. Within this report, the Administration identified a new method of calculating "actual lot frontage". As a consequence of larger populated neighbourhoods and increased density, the new method used to calculate the Parks and Recreation Levy is applied on a combination of actual lot frontage or total lot area. Section 3.3 of the Parks and Recreation Levy Policy No. C03-011 (Parks and Recreation Levy) has been amended to reflect this new calculation, as follows:

- 1) actual "front metre" calculation will be used for lots that are less than 60 metres in depth (e.g. single-unit dwellings); and
- 2) actual "front metre per hectare" calculation will be used for lots greater than 60 metres deep (e.g. multi-unit dwellings).

Your Administration has also made some further amendments to the Parks and Recreation Levy Policy No. C03-011 to reflect our current corporate structure. These amendments are as follows:

- 1) Section 2.3 – The definition of Developer has changed to remove the reference to Land Department that no longer exists and replaced it with the Land Branch.
- 2) Section 4.1 d) (new) – Approving policy amendments as required.
- 3) Section 4.2 – The Planning and Development Committee name has changed to the Planning and Operations Committee.
- 4) Sections 4.3 and 4.4 – These two sections referred to responsibilities of the Director of Finance and Senior Administration. These two sections should be combined under a new heading titled General Manager, Community Services Department, and responsible for the following:
 - a) implementing and administering this policy;
 - b) preparing reports, in accordance with Section 3.9 of this policy, for submission to City Council;
 - c) providing appropriate analysis and information to assist City Council to fulfil its responsibilities under this policy; and
 - d) recommending to City Council (through the Planning and Operations Committee) policy amendments as may be required from time to time.

Attachment 1 is a revised copy of the Parks and Recreation Levy Policy No. C03-011 that your Administration is recommending be approved by City Council.

FINANCIAL IMPLICATIONS

There is no financial impact to changing the proposed new method of calculating the Parks and Recreation Levy.

STAKEHOLDER INVOLVEMENT

The new Parks and Recreation Levy rates were tabled with the Developers Liaison Committee during the April 21, 2011, meeting for comment and input. Committee members did not raise any concerns regarding the proposed rate increase

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

SAFETY [Crime Prevention Through Environmental Design (CPTED)]

The CPTED principles will be applied to all park and community centre designs.

PUBLIC NOTICE

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

ATTACHMENT

1 Revised Parks and Recreation Levy Policy No. C03-011.

Written by: Cary Humphrey, Leisure Services Branch Manager

Reviewed by: Wayne Briant, Parks Branch Manager

Approved by: Paul Gauthier
Paul Gauthier, General Manager
Community Services Department
Dated: June 16, 2011

Approved by: Mike Gutek
Mike Gutek, Acting General Manager
Infrastructure Services Department
Dated: June 16, 2011

Approved by: Murray Totland
Murray Totland, City Manager
Dated: July 4/11

CITY OF SASKATOON COUNCIL POLICY

NUMBER

C03-011

POLICY TITLE <i>Parks and Recreation Levy</i>	ADOPTED BY: <i>City Council</i>	EFFECTIVE DATE <i>September 21, 1987</i>
		UPDATED TO <i>June 18, 2001</i>
ORIGIN/AUTHORITY <i>Planning and Development Committee Reports No. 37-1987, 40-1989, 1-1990, 31-1991, 3-1992, 15-1993 and 12-1995; City Commissioner Report No. 7-1992; and Administration and Finance Committee Report No. 8-2001</i>	CITY FILE NO. <i>CK. 4216-1</i>	PAGE NUMBER <i>1 of 6</i>

1. PURPOSE

To accelerate the development of parks and recreation facilities without impairing the City's financial position and to obtain a direct financial contribution from the beneficiaries of parks and recreation facilities in approximate relation to the benefits received (as measured by geographic proximity to the facilities).

2. DEFINITIONS

- 2.1 Parks and Recreation Levy - a one-time charge against new land development, required to raise funds for the provision of parks and recreation facilities. The levy shall represent a prepayment towards a facility to be constructed at a later date or post payment for facilities already constructed.
- 2.2 Catchment Area - the geographical area that will benefit from and contribute (i.e. through the parks and recreation levy) to the cost of a proposed park or recreation facility.
- 2.3 Developer - the owner of the property to be developed. For the purpose of this policy, a developer can be either a private developer or the City's Land Branch.
- 2.4 Capital Cost - the capital cost of a facility shall include the land (except where the facility is built on dedicated Public or Municipal Reserve land), the physical structures placed on the land, and those additional services (e.g. water line connections) directly attributable to the facility.
- 2.5 Facilities - shall include parks, boulevard trees, and any structures built for recreational programs.

CITY OF SASKATOON COUNCIL POLICY

NUMBER

C03-011

POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
<i>Parks and Recreation Levy</i>	<i>September 21, 1987</i>	<i>June 18, 2001</i>	<i>2 of 6</i>

- 2.6 Neighbourhood Area - shall be of a size equivalent to the area served by a centrally located Public Elementary School. For the purpose of setting parks and recreation levy rates, a typical neighbourhood will be assumed to have 21,000 metres of collectable frontage.
- 2.7 District Area - shall be an area formed by several neighbourhoods and may include a high school. For the purpose of calculating parks and recreation levy rates, a typical district shall be assumed to have 84,000 metres of collectable frontage.
- 2.8 Contributing Base - the total frontage within a defined catchment area to which the parks and recreation levies are applied.
- 2.9 Multi-District Reserve - a reserve account established for the purpose of financing parks and recreation facilities throughout the City.
- 2.10 Neighbourhood-Local Facilities - parks and recreation facilities intended to serve a Neighbourhood Area as defined in 2.6 above.
- 2.11 Neighbourhood-District Facilities - parks and recreation facilities intended to serve a District Area as defined in 2.7 above.
- 2.12 Multi-District Facilities - parks and recreation facilities that directly serve more than one (1) District and/or that indirectly serve the entire City.

3. POLICY

The City shall, subject to the requirements of the Saskatchewan Planning and Development Act, levy a one-time charge against new lots to finance all or a part of the capital cost of parks and recreation facilities.

- 3.1 Application - a parks and recreation levy shall be applied to all private and City-owned property (except land dedicated as Public and Municipal Reserve), located within the catchment area, that is classified:

- Residential;
- Commercial;

CITY OF SASKATOON COUNCIL POLICY

NUMBER
C03-011

POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
<i>Parks and Recreation Levy</i>	<i>September 21, 1987</i>	<i>June 18, 2001</i>	<i>3 of 6</i>

- Institutional and School;
- Industrial.

3.2 Cost Recovery - the Parks and Recreation Levy shall cover the entire capital cost of parks and recreation facilities at the Neighbourhood Local and District levels. The Levy shall also provide for complete or partial recovery of the capital cost of Multi-District parks and recreation facilities.

- a) The Levy shall not include recovery of:
 - i) Replacement facilities;
 - ii) Ongoing operating costs;
 - iii) Debt charges on moneys borrowed to accelerate the construction of a park or facility.
- b) Parks and Recreation facilities built on public reserve shall not be charged for the land component.
- c) Parks and Recreation levies collected from Industrial Properties may be used for Multi-District parks, boulevard trees, and recreation facilities.

3.3 Parks and Recreation Levy Rate - the parks and recreation levy rates shall be city wide, and may vary according to property classification (i.e. residential versus non-residential).

- a) The Neighbourhood Local and District Parks and Recreation Levy shall be based on the current equivalent cost to construct the applicable parks and recreation facilities.
- b) The Multi-District Parks and Recreation Levy shall be based on the current cost to construct suburban and city-wide parks and recreation facilities approved by City Council to be funded from this source of funds.
- c) The City may establish and apply a different rate for each property classification.

CITY OF SASKATOON COUNCIL POLICY

NUMBER

C03-011

POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
<i>Parks and Recreation Levy</i>	<i>September 21, 1987</i>	<i>June 18, 2001</i>	<i>4 of 6</i>

- d) Rates will be calculated and charges applied on the following basis:
 - i. Actual "front metre" calculation will be used for lots that are less than 60 metres in depth (e.g., single-unit dwellings).
 - ii. Actual "front metre per hectare" calculation will be used for lots greater than 60 metres in depth (e.g., multi-unit dwellings).

3.4 Facilities

City Council shall, by resolution, authorize a list of parks and recreation facilities to be used for the purpose of calculating Neighbourhood Local and District parks and recreation levy rates. The list shall represent a commitment to provide basic facilities at the Neighbourhood Local and District levels.

- a) The list of facilities shall be reviewed annually and updated, when required, by resolution of Council.
- b) Where alternate facilities are provided in an area, the maximum amount of funds available from the applicable parks and recreation levy account shall not be greater than the amount that would otherwise be required to complete construction of the facilities contained in the current list that has been approved by resolution of Council.

Additional funds, if required, should be financed through an alternate source subject to Council approval.

- c) Parks and Recreation Levy funds shall be used first, to complete Neighbourhood-Local parks and recreation facilities (including boulevard trees), and next, to complete Neighbourhood-District parks and recreation facilities. Residual funds shall be used for Multi-District parks and recreation facilities.

3.5 Construction Schedule

City Council shall establish guidelines pertaining to the timing of construction of Neighbourhood Local and District parks and recreation facilities. The construction schedule shall be reflected in the City's annual Prepaid Land Development Budget.

CITY OF SASKATOON COUNCIL POLICY

NUMBER

C03-011

POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
<i>Parks and Recreation Levy</i>	<i>September 21, 1987</i>	<i>June 18, 2001</i>	<i>5 of 6</i>

3.6 Interim Use of Funds

Funds may be loaned between Parks and Recreation Levy accounts, provided the timing of construction of the facilities associated with the lending account is not jeopardized.

3.7 Multi-District Reserve

Parks and Recreation levy funds intended for Multi-District parks and recreation facilities shall be credited to a "Multi-District Reserve" account and shall, subject to prior approval of City Council, be used:

- a) To finance Multi-District parks and recreation facilities to be determined by City Council; and
- b) To cover shortfalls in Parks and Recreation Levy accounts at the Neighbourhood Local and District levels.

3.8 Shortfalls and Surpluses

Projected shortfalls/surpluses must be reported promptly to City Council in order to allow sufficient time and flexibility for Council to deal with them. Surpluses will be transferred to the "Multi-District Reserve" account.

3.9 Reports

City Council shall be provided with annual reports on the status of each Parks and Recreation Levy Account. Such reports must comply with the standard contents and format prescribed by City Council.

4. RESPONSIBILITIES

4.1 City Council - shall be responsible for:

- a) Establishing, by resolution, the list of standard facilities to be used in calculating Neighbourhood Local and District parks and recreation levies.

CITY OF SASKATOON COUNCIL POLICY

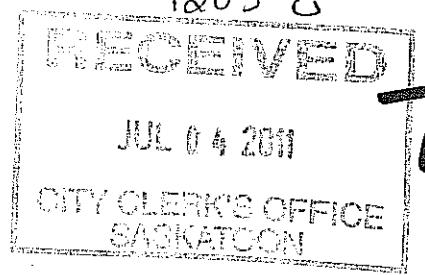
NUMBER

C03-011

POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
<i>Parks and Recreation Levy</i>	<i>September 21, 1987</i>	<i>June 18, 2001</i>	<i>6 of 6</i>

- b) Setting and, where necessary, revising the parks and recreation levy formulas and/or rates.
 - c) Authorizing the use of funds credited to the Multi-District Reserve Account.
 - d) Approving policy amendments, as required.
- 4.2 Planning and Operations Committee - shall be responsible for reviewing and making recommendations on all matters in this policy which require City Council approval and for advising City Council on any amendments that may be required to this policy.
- 4.3 General Manager, Community Services Department - shall be responsible for:
- a) Implementing and administering this policy.
 - b) Preparing reports, in accordance with Section 3.9 of this policy, for submission to City Council.
 - c) Providing appropriate analysis and information to assist City Council to fulfil its responsibilities under this policy.
 - d) Recommending to City Council (through the Planning and Operations Committee) policy amendments as may be required from time to time.

4205-8



TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: May 18, 2011
SUBJECT: Zoo Program/Paws-Inn Concession Agreement
FILE NO.: LS 290-38

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

- 1) that the City Solicitor be requested to prepare the appropriate contract between the City of Saskatoon and the Saskatoon Zoo Society; and
- 2) that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

BACKGROUND

The City of Saskatoon (City) has had a contract with the Saskatoon Zoo Society (SZS) to operate the concession at the Saskatoon Forestry Farm Park and Zoo (SFFPZ) since 1989, and to provide education program services since 1985. The current agreement between the City and the SZS expired on December 31, 2010.

The purpose of the contract with the SZS is to provide a vehicle through which educational, interpretive, and environmental programming can be provided to the general public. The contract also authorizes the SZS to provide concession services to the patrons visiting the zoo, Paws-Inn Concession and Gift Shop, and the collection of admissions to the zoo. The SZS has reaffirmed their interest to continue operation of the concession/admission booth and provision of program services and is in agreement with the revisions as identified in this report.

REPORT

The term of the agreement negotiated by your Administration is for three years commencing January 1, 2011, and ending December 31, 2013 (see Attachment 1). The majority of changes to the new contract reflect inflationary cost increases for staff and material.

A. Programming Services:

The SZS agrees to provide the interpretive, educational, and environmental program services as outlined in this contract and in return, shall receive the following from the City:

Programming Services, Clause (3)	
Current Wording	Revised Wording
The City shall compensate the society for programming services as follows: <ul style="list-style-type: none"> • 2010 - \$43,000 	The City shall compensate the society for programming services as follows: <ul style="list-style-type: none"> • 2011 - \$44,200 • 2012 - \$45,600 • 2013 - \$47,000
Administrative Comment	
The program fee that the City will pay the SZS represents only 22 percent of the total costs the SZS spends each year for staff, programs, special events, tours, and outreach programs on behalf of the zoo. The \$200,000 the SZS spends on program services includes salaries for three permanent staff and one part-time office support person. Your Administration believes the contract fee represents very good value for the services the SZS provides on behalf of the zoo. In 2010, the SZS was involved in 568 educational programs and special events and provided over 7,000 volunteer hours of service.	

B. Admissions and Gate Services:

As compensation for managing the parking gate, the City will pay the SZS 12 percent of the labour charge attributed to this activity (Clause 3).

In exchange for managing the zoo admissions gate, the SZS shall receive the following from the City (Clause 6):

Admissions and Gate Services, Clause (3)	
Current Wording	Revised Wording
The SZS shall invoice the City, on a pay-period basis, for the actual labour costs attributed to the front gate of the SFFPZ and as an administrative charge an amount equal to 10 percent of the labour costs.	The SZS shall invoice the City, on a pay-period basis, for the actual labour costs attributed to the front gate of the SFFPZ and as an administrative charge an amount equal to 12 percent of the labour costs.
Administrative Comment	
This increase will help offset additional administration expenses the SZS has incurred in delivering this service.	

Admissions and Gate Services, Clause (6)	
Current Wording	Revised Wording
In return for collecting the admission charges to the zoo and managing the gate to the zoo, the City shall pay the SZS the following amounts: <ul style="list-style-type: none"> • 2010 - \$13,000 • This sum will be paid in two equal payments, July and September. 	In return for collecting the admission charges to the zoo and managing the gate to the zoo, the City shall pay the SZS the following amounts: <ul style="list-style-type: none"> • 2011 - \$14,000 • 2012 - \$14,500 • 2013 - \$15,000 • The City will pay this amount in five equal monthly payments starting on May 15.
Administrative Comment	
This increase is a result of anticipated increases in staffing costs associated with this service. The five equal payments will better reflect a payment schedule based on when the costs are incurred by the SZS and improve their cash flow during the early part of the season.	

C. Operation of Kinsmen Express Peplemover:

The City pays the SZS a management fee for operating the Kinsmen Express Peplemover interpretive train tour at the SFFPZ. This management fee will increase to 12 percent of labour charges attributed to this activity for the 2011 through 2013 period.

Operation of Kinsmen Express Peplemover, Clause (3)	
Current Wording	Revised Wording
The SZS shall invoice the City, on a pay-period basis, for the actual labour costs attributed to the Kinsmen Express Peplemover and as an administrative charge an amount equal to 10 percent of the labour costs.	The SZS shall invoice the City, on a pay-period basis, for the actual labour costs attributed to the Kinsmen Express Peplemover and as an administrative charge an amount equal to 12 percent of the labour costs.
Administrative Comment	
This increase will help offset additional administration expenses the SZS has incurred in delivering this service.	

D. Paws-Inn Concession and Gift Shop License:

The Licensee shall pay to the City the following fees for operating the Paws-Inn Concession and Gift Shop: \$4,900, plus G.S.T., in 2011 and \$5,000, plus G.S.T., in both 2012 and 2013.

Paws-Inn Concession and Gift Shop License, Clause (2)	
Current Wording	Revised Wording
<p>The SZS shall pay to the City a license fee for the right to operate Paws-Inn Concession and Gift Shop in the following amount:</p> <ul style="list-style-type: none"> • 2010 - \$4,900 plus G.S.T. 	<p>The SZS shall pay to the City a license fee for the right to operate Paws-Inn Concession and Gift Shop in the following amounts:</p> <ul style="list-style-type: none"> • 2011 - \$4,900 plus G.S.T. • 2012 and 2013 - \$5,000 plus G.S.T.
Administrative Comment	
<p>Contracting the concession services with the SZS allows the SZS to generate revenue to support its programs and other initiatives within the zoo. The SZS is dedicated to supporting the zoo; therefore, their funds remain directed toward the zoo. The SZS has agreed to pay a contract fee to the City (\$4,900, plus G.S.T., the first year and \$5,000, plus G.S.T., the next two years), for the operation of the concession, which covers utility and minor maintenance costs for the concession building.</p>	

Without the support of the SZS, the costs to operate the SFFPZ would substantially increase.

OPTIONS

The City could hire dedicated staff to deliver the education programs that the SZS currently offers at the SFFPZ. Your Administration does not recommend this option. The City receives very good value for the contracted services provided by the SZS.

The concession license could be contracted through a private service agency. Your Administration does not recommend this option. A private contractor would potentially pay a larger contract fee; however, the profits generated from the concession operation would not be directed towards programs within the zoo as it currently does with the SZS contract.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The financial increase, as noted earlier in this report, amounts to a total increase in costs of \$3,700 for 2011, \$2,100 for 2012, and \$2,300 for 2013 for the Zoo Society Program Agreement and Concession Contract, which will be incorporated in the 2011, 2012, and 2013 Operating Budgets.

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. Agreement for the provision of services at the Saskatoon Forestry Farm Park and Zoo by the Saskatoon Zoo Society for the City of Saskatoon, from January 1, 2011, to December 31, 2013

Written by: John Moran, Manager
Saskatoon Forestry Farm Park and Zoo

Reviewed by: Cary Humphrey
Cary Humphrey, Manager
Leisure Services Branch

Approved by: Paul Gauthier
Paul Gauthier, General Manager
Community Services Department
Dated: June 28, 2011

Approved by: Murray Totland
Murray Totland, City Manager
Dated: July 4, 11

Agreement

This Agreement effective the 1st day of January, 2011.

Between:

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

- and -

Saskatoon Zoo Society Inc., a non-profit charitable corporation pursuant to the provisions of *The Non-profit Corporations Act, 1995*, S.S. 1995, Chapter N-4.2 (the "Zoo Society")

Background

- A. The City owns and operates the Saskatoon Forestry Park & Zoo (the "Forestry Farm") that includes zoological, horticultural, and heritage elements and is composed of two key parts: the Forestry Farm Park, a large urban park on the site of the Sutherland Forestry Nursery Station National Historic Site, and the Saskatoon Zoo ("Zoo"), a site that serves as a living museum of Saskatchewan plants and animals and certain exotic species.
- B. The Zoo Society has for many years delivered interpretative, educational and environmental programs to the public at the Zoo that contributed to the public education and conservation goals of the City with respect to the Forestry Farm.
- C. The City wishes to continue to retain the Zoo Society to perform programming services at the Forestry Farm, and the Zoo Society is prepared to do so.
- D. This Agreement outlines the terms under which the City retains the Zoo Society to perform programming services, that the parties share the proceeds of admissions once certain targets are met, and that the Zoo Society agrees to perform programming relative to the Forestry Farm, the Zoo, staff the Kinsmen Express Zoo train interpretive tours and operate the concession and giftshop that is on site (the "Paws Inn").

Term

1. The term of this Agreement is three years, commencing January 1, 2011, and ending December 31, 2013 (the "Term").

Programming Services

2. (1) The City hereby retains the Zoo Society to provide programming services relative to the Forestry Farm, and the Zoo Society agrees to provide services to the City upon the terms and conditions as set forth in this Agreement.
- (2) The Zoo Society shall deliver programs relative to the Forestry Farm that are interpretative, educational and environmental. Without limiting the generality of the foregoing, the Zoo Society agrees as follows:
 - (a) the programs shall be educational and environmental programs that are acceptable to the Manager of the Saskatoon Forestry Farm Park & Zoo (the "Manager");
 - (b) the parties shall review the programs with a view to evaluate each and determine its viability thereby meeting professional requirements; and
 - (c) the proposed educational programs for 2011, and each subsequent year, shall be submitted to the Manager on or before January 31 to permit the parties to review the same.
- (3) The City shall compensate the Zoo Society for providing programming services, as follows:
 - 2011 - \$44,200.00;
 - 2012 - \$45,600.00; and
 - 2013 - \$47,000.00
- (4) In addition, if the budgeted paid volumes of admission to the Zoo exceed 102% of what was budgeted, then the City shall deliver to the Zoo Society from that point a sum equal to 20% of the incremental admission revenue from the Zoo.
- (5) The Zoo Society shall not assign the performance of any of its programming services to any other party unless the written consent of the Manager has been

sought and obtained in advance, which consent shall not be unreasonably withheld.

- (6) The parties agree that the Zoo Society shall retain ownership and copyright in all programs, systems, manuals, binders, leaflets, pamphlets or any written or other material of any kind developed or produced by the Zoo Society for any of the programming services described in this Agreement (collectively "Zoo Society Intellectual Property"). However, the Zoo Society may grant to the City during the Term of this Agreement and thereafter an unrestricted, paid up, royalty-free license to use all or any part of the Zoo Society Intellectual Property for the benefit of the Forestry Farm. As well, the parties agree that if the Zoo Society ceases operations, is wound up, struck, becomes bankrupt, or otherwise stops carrying on business then the Zoo Society Intellectual Property shall be offered to the City and the City will maintain a first right of refusal for all Zoo Society Intellectual Property for the benefit of the Forestry Farm.
- (7) The Zoo Society shall be responsible for any and all costs associated with the programming services, including any labour costs, wages, salaries, professional fees or service costs in relation to the programming services.

Admissions and Gate Services

3.
 - (1) The Zoo Society shall manage and staff the admission gates to the Forestry Farm Park and also to the Zoo.
 - (2) For the front gate to the Forestry Farm Park, the Zoo Society shall collect the appropriate vehicle charges and fishing permits, as determined by the City, and remit these to the City without set-off or reduction.
 - (3) The Zoo Society shall invoice the City, on a pay-period basis, for the actual labour costs attributable to the front gate of the Forestry Farm Park and as an administrative charge an amount equal to 12% of the labour costs.
 - (4) The City shall pay the invoice of the Zoo Society with respect to the front gate to the Forestry Farm Park within 30 days of receipt, subject to the City's right to review and approve the salary levels for employees of the Zoo Society assigned to the front gate of the Forestry Farm Park.
- (5) For the gate to the Zoo, the Zoo Society shall collect the appropriate admission charges and supervise the admission gate, such charges to be

determined by the City, and remit these to the City without set-off or reduction.

- (6) In return for collection the admission charges to the Zoo and managing the gate to the Zoo, the City shall pay the Zoo Society the following amounts:
- (a) in 2011, the sum of \$14,000.00;
in 2012, the sum of \$14,500.00;
in 2013, the sum of \$15,000.00; and
 - (b) in addition, if the budgeted paid volumes of admission to the Zoo exceed 102% of what was budgeted, then the City shall deliver to the Zoo Society from that point a sum equal to 5% of the incremental admission revenue from the Zoo,

which sums shall be paid in two (2) equal installments on or about May 15 and September 15 of the Term, subject to the Zoo Society's performance of its obligations relative to the admission gate.

- (7) The parties acknowledge and agree that if the proposed gift shop is operational in 2012 or early 2013, the parties shall review the fee the City pays the Zoo Society in section 6, and establish a rental fee for the gift shop.

- (7.8) The Zoo Society acknowledges and agrees that the City shall have the right to determine the hours of operation and staffing levels required for the admission gates.

Operation of Kinsmen Express

4. (1) The Zoo Society shall be responsible for the operation of the vehicle and attendant cars used to transport visitors throughout the Forestry Farm, known as the Kinsmen Express.
- (2) The Zoo Society shall operate the Kinsmen Express in a manner and along a route as determined by the Manager.
- (3) The Zoo Society shall invoice the City, on a per-pay-period basis, for the actual labour costs attributable to the Kinsmen Express and as an administrative charge an amount equal to 12% of the labour costs.

- (4) The City shall pay the invoice of the Zoo Society with respect to the Kinsmen Express within 30 days of receipt, subject to the City's right to review and approve the salary levels for employees of the Zoo Society assigned to the Kinsmen Express.
- (5) For clarity, the parties acknowledge and agree that the City shall be responsible for any vehicle registration, maintenance, repair or vehicle operating expenses attributable to the Kinsmen Express.

Paws Inn License

5. (1) The City grants the Zoo Society, subject to its performance of the other aspects of this Agreement, the right and license to operate Paws Inn.
- (2) The Zoo Society shall pay to the City a license fee for the right to operate Paws Inn in the following amount:
 - (a) in 2011 the sum of \$4,900.00, plus goods and services tax ("GST");
 - (b) in 2012 the sum of \$5,000.00, plus good and services tax ("GST"); and
 - (c) in 2013 the sum of \$5,000.00, plus goods and services tax ("GST").
- (3) The parties agree that the other terms applicable to the operation of the Paws Inn are as outlined in the attached Schedule "A".

Corporate Control and Oversight

6. (1) During the Term, the Zoo Society shall remain in good standing with the Saskatchewan regulatory authorities with respect to: corporate status, finance and workers compensation.
- (2) During the Term, the Zoo Society shall determine its annual membership rate after consulting with the Manager, and any rates shall be in accordance with what might be charged for similar memberships in the market.
- (3) During the Term, if the Zoo Society's paid membership exceeds 1000 family memberships, then the Zoo Society shall remit to the City, from that point, an amount equal to 20% of the incremental family membership fees. The City shall use any such funds received for programming at the Forestry Farm.

Rights of Termination

7. (1) If the Zoo Society defaults in the performance of any of the terms or provisions of this Agreement, the City shall give the Zoo Society written notice of such default, and if the Zoo Society does not correct the default, or commence correction of the default to the satisfaction of the City, within 14 business days of the notice, the City, without diminishing any other rights or remedies it may have, shall be entitled to forthwith terminate this Agreement by giving notice of such to the Zoo Society, or, the City, at its option, may correct the default itself and charge the costs of doing so to the Zoo Society.
- (2) The City may terminate this Agreement upon providing the Zoo Society with 60 days' prior written notice thereof.
- (3) The Zoo Society may terminate this Agreement upon providing the City with 60 days' prior written notice thereof.

Waiver and Indemnity

8. (1) The City shall not be liable for or in any way responsible to the Zoo Society for:
 - (a) any death or injury of any person arising from any occurrence relating to programming or the operating of the Paws Inn;
 - (b) any loss of or damage howsoever caused to the property of the Zoo Society or any other person in or about Paws Inn; and
 - (c) any loss to, injury or damage suffered by the Zoo Society or other persons which is in the nature of direct or indirect or consequential loss, injury, or damage of any nature except to the extent that the same is caused by the negligence of the City.
- (2) The Zoo Society shall be responsible for any damages to the City or any member of the public for any act or omission done or caused by the Zoo Society. The Zoo Society shall at all times hereinafter save, defend and hold harmless and fully indemnify the City from and against any and all claims, demands, losses, costs, charges, damages and expenses whatsoever that may in any arise in connection with the operation of Paws Inn.

General Terms and Conditions

9. (1) Unless otherwise specified, any payment due from the City to Zoo Society, pursuant to the terms of this Agreement, shall be paid on a quarterly basis or upon receipt of an invoice, namely, on or within 15 days of April 1, July 1, October 1 and for year-end, January 1 of the following year in the Term.
- (2) Nothing contained in this Agreement shall create any relationship between the parties other than that of licensor and licensee, and, without limitation, nothing in this Agreement shall be construed to constitute the City and the Zoo Society as partners, joint venturers or members of a joint or common enterprise.
- (3) Any notice, demand, statement or request ("Notice") required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been duly given if personally delivered, delivered by courier or mailed by registered prepaid post, in the case of notice to the City, to it at the address set out in this Section and in the case of notice to the Zoo Society, to it at its offices at the Forestry Farm. Notice may be given by facsimile transmission, electronic mail or any other electronic communication.
- (4) Any such Notice given in accordance with the above requirements shall be deemed to have been given, if mailed, on the fifth day following the date of such mailing or, if delivered, on the day on which it was delivered so long as such delivery was prior to 5:00 p.m. on a business day (and, if after 5:00 p.m. or if any such day is not a business day, then it shall be deemed to have been delivered on the next business day.) Either party may, from time to time by Notice, change the address to which Notices to it are to be given. Notwithstanding the foregoing, during any interruption or threatened interruption in postal services, any Notice shall be personally delivered or delivered by courier. If a copy of any Notice to the Zoo Society is to be sent to a second address or to another person other than the Zoo Society the failure to give any such copy shall not vitiate the delivery of the Notice to the Zoo Society.

To the City:

The City of Saskatoon
c/o Office of the City Solicitor
222 Third Avenue North
Saskatoon SK S7K 0J5
Fax No. (306) 975-7828

To Saskatoon Zoo Society Inc.

Saskatoon Zoo Society Inc.
1903 Forestry Farm Park Drive
Saskatoon SK S7S 1G9
Fax No. (306) 975-3326

- (5) The City and the Zoo Society represent and warrant to each other that they have the power, capacity and authority to enter into this Agreement and to perform its obligations hereunder and that there are no covenants, restrictions or commitments given by it which prevent or inhibit it from entering into this Agreement.

Applicable Laws

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

The City of Saskatoon

Mayor

c/s

City Clerk

Saskatoon Zoo Society Inc.

c/s

Schedule "A" Paws Inn License Terms

Grant of License

1. The City of Saskatoon (the "City"), hereby grants to the Saskatoon Zoo Society Inc. (the "Zoo Society") the privilege of selling non-alcoholic refreshments, food and souvenir items in the City's concession building at the Saskatoon Forestry Farm Park & Zoo (the "Paws Inn"). This license is subject to the terms and conditions hereinafter set out and as contained in the Agreement to which this is attached as Schedule "A".

Term

2. The term of this license shall be for three (3) years and for the period from January 1, 2011 until December 31, 2013 (the "Term"), unless the Agreement is terminated by either party.

Payment

3. In consideration of the rights herein granted to the Zoo Society by the City, the Zoo Society shall pay to the City the amounts specified in section 5 of the Agreement.

Hours of Operation

4. (1) The Zoo Society, weather permitting, shall keep Paws Inn open and provide services to the general public during the following hours of operation for the Term:
 - (a) April 1 to April 30 - 10:00 a.m. until 4:00 p.m., seven days a week;
 - (b) May 1 to and including Labour Day - 9:00 a.m. until 8:00 p.m., seven days a week;
 - (c) the day after Labour Day to October 31 - 10:00 a.m. until 4:00 p.m., seven days a week;
 - (d) November 1 to March 31 - by appointment; and
 - (e) during such other times as the City may direct.
- (2) The Zoo Society shall not alter the hours of operation without the prior written approval of the Manager of the Saskatoon Forestry Farm Park and the Zoo (the "Manager").

- (3) The Zoo Society shall display the hours of operation in full view of the public in Paws Inn.

Supplementary Concession Services

5. Supplementary concession services by the Zoo Society may be permitted through the use of vending machines or portable ice cream carts. The selection of vending products must be approved by the City.

License Interest Only

6. Nothing herein contained shall create any tenancy or confer on the Zoo Society any interest in the land on which Paws Inn is located.

Use of Cafeteria

7. The Zoo Society shall not use or allow Paws Inn to be used for any other purpose other than that of selling refreshments, food and souvenir items to the general public.

Catering

8. (1) With respect to an event where space is rented, and so long as the general public is excluded from the event, either within the Zoo or the Forestry Farm Park, the City reserves the right:
 - (a) to cater or allow others to cater or self-cater; and
 - (b) to sell or allow others to sell any goods, food or refreshments,at or in respect of any events that the City may determine.
- (2) Notwithstanding Subsection (1), it is mutually agreed that during any special events or meetings any rental group wishing to provide their own food for their own group function may do so within its rental area.

Refreshments, Food and Pricing

9. (1) The Zoo Society shall submit to the Manager, as may be required, a list of all refreshments and other items to be sold to the general public, together

with the prices. The list and prices shall be subject to the approval of the Manager.

- (2) The Zoo Society shall, at all times, prominently display the list and prices in Paws Inn.
- (3) The Zoo Society shall make available in Paws Inn food that is healthy and has a nutritional value. Non-alcoholic beverages shall, at all times, be available to customers.
- (4) The Zoo Society shall not sell or allow to be sold sunflower seeds, peanuts in the shell, tobacco or tobacco products, or any other item of food that the City shall deem undesirable.
- (5) The Zoo Society shall not sell or serve or allow to be sold or served any beverage which is not contained in paper, plastic or metal containers.

Equipment and Fixtures

10. (1) The City shall supply to the Zoo Society the following equipment, receipt of which in good and operational condition the Zoo Society hereby acknowledges, and which the City shall, at its expense, maintain in good working order:
 - (a) two cash registers;
 - (b) one debit machine; and
 - (c) one safe.
- (2) The Zoo Society shall supply all other equipment which is required for the good and efficient operation of Paws Inn and shall, at the Zoo Society's expense, maintain all such equipment in good working order.
- (3) The Zoo Society shall keep all equipment and fixtures in Paws Inn, whether supplied by the City or by the Zoo Society, in a clean and sanitary condition at all times.
- (4) If deep frying or pan frying is done, canopies with ventilation and removable grease filters must be provided over the cooking area.

Alterations

11. The Zoo Society shall not make or permit to be made any alterations to the equipment or fixtures supplied by the City or to Paws Inn without the prior written consent of the City.

Smoking

12. The Zoo Society shall not allow smoking in the area in or around Paws Inn.

Uniforms and Employees

13.
 - (1) The Zoo Society shall ensure that the Zoo Society's employees in or about Paws Inn are, at all times, neatly and cleanly clad and are orderly and polite in speech and conduct.
 - (2) The Zoo Society shall ensure that Paws Inn is at all times properly and sufficiently staffed by competent and responsible persons.
 - (3) The Zoo Society shall ensure that its employees are at least 16 years of age.
 - (4) The Zoo Society shall ensure that the requirements of Section 10 of *The Public Eating Establishment Regulations* requiring at least one qualified person to be working in the public eating establishment at all times when food is being prepared or served are satisfied.
 - (5) The Zoo Society shall not employ people that are employees of the City unless prior written consent has been obtained from the City.

Cleanliness and Refuse

14. The Zoo Society shall keep the area in and around Paws Inn neat and tidy and shall pick up all papers and other waste emanating from Paws Inn. The Zoo Society shall deposit loose papers and waste materials in proper garbage receptacles. The City shall supply such receptacles, and the Zoo Society shall make all necessary arrangements for bagging and removal of waste.

Inclement Weather

15. During periods of inclement weather, the decision of whether Paws Inn shall be open or not shall be at the discretion of the Manager.

Legal Requirements

16. (1) The Zoo Society shall comply with all applicable Federal, Provincial and municipal laws.
- (2) Without limiting the generality of Subsection (1), the Zoo Society shall operate Paws Inn in accordance with the applicable fire and health regulations. The Zoo Society shall obtain a Certificate of Approval issued by the Medical Health Officer for Saskatoon prior to the opening of Paws Inn and shall provide a copy of the Certificate of Approval to the City three days prior to opening. The Zoo Society shall display the Certificate of Approval in full view in Paws Inn.
- (3) The Zoo Society shall, at its own expense, obtain all necessary business or other licenses or permits that may be required by the City or any other authority in connection with the operation of Paws Inn.

Utilities, Rates and Taxes

17. The City shall provide, at no cost to the Zoo Society, water, electricity and heating for Paws Inn. All hookup or service fees shall be paid for by the Zoo Society. No changes or alterations or expansions of the service facilities or service lines shall be made without the prior written consent of the City and any permitted changes or expansions shall be at the expense of the Zoo Society. Any other utility services and charges for the same shall be the responsibility of the Zoo Society and at the Zoo Society's expense.
18. Except as otherwise provided herein, the Zoo Society shall be solely responsible for all rates, taxes (including Goods and Services Tax), charges or fees of any kind that may be charged, levied, assessed or imposed in respect of the use and operation of Paws Inn.

Inspection and Repair

19. The Zoo Society acknowledges that the City shall have the right to enter Paws Inn with or without the presence of the Zoo Society and, without notice to the Zoo Society being required, to perform any maintenance, repairs or inspections.

Security

20. The Zoo Society shall at all times be responsible for maintaining the security of Paws Inn and shall be responsible for maintaining the security of the building in

which Paws Inn is contained at all times when entering or leaving the same during hours when such building is closed to the general public.

Assignment

- 21. The Zoo Society shall not assign this license or any rights or duties conferred or imposed thereunder to any other person, corporation or entity without the prior written consent of the City.

Insurance

- 22. With respect to Paws Inn, the Zoo Society shall purchase and maintain in full force and effect for the duration of the Term and the Agreement, a public liability insurance policy in an amount of not less than \$1,000,000.00 and shall provide proof of the existence of such insurance policy to the City three days prior to the opening of Paws Inn to the general public and shall forthwith report in writing to the City any changes in insurance coverage. The City shall be named as an additional insured on the insurance policy. The Zoo Society shall be responsible for obtaining the appropriate property insurance.

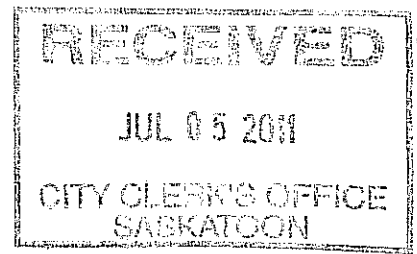
Surrender of Premises

- 23. (1) The Zoo Society shall, at the expiration or other sooner termination of the Term or the Agreement, peaceably surrender Paws Inn with all erections or fixtures which shall become the property of the City without any compensation to the Zoo Society, in a clean and sanitary state and in good and substantial repair and condition, reasonable wear and tear only excepted.
- (2) The Zoo Society shall remove its equipment, stock or property from Paws Inn forthwith after the expiration or sooner termination of the Term or the Agreement, and if it does not, the City may remove and dispose of the same by discarding, sale or other means, and may recover all of the costs of doing so from the Zoo Society.

Initials

Initials

5300-1



TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: June 27, 2011
SUBJECT: Cosmopolitan Couples Club – Proposed Children’s Safety Village
FILE NOS.: LS 5700-2-1, PL 5400-1, and CK 5300-1

RECOMMENDATION: that a report be submitted to City Council recommending approval, in principle, that Pierre Radisson District Park be the location of the proposed Children’s Safety Village.

BACKGROUND

During its April 12, 2010 meeting, City Council considered a presentation and submission from Mr. John Waddington with respect to a proposed Children’s Safety Village. City Council passed a motion that the matter be referred to the Administration for review and report.

A Children’s Safety Village is designed to give children a chance to practice and develop a positive attitude to safety skills in a specially designed small village atmosphere featuring streets, sidewalks, buildings, traffic lights and railway crossings. A classroom is designed to teach road and fire safety skills under supervision of police and fire officers and volunteers. The entire Children’s Safety Village will encompass approximately 2.5 acres of land.

Recent statistics show that unintentional injury is the leading cause of death and disability among school age children. In Canada, injuries kill more children annually than all other causes of death combined. Injury prevention experts estimate that 90 to 95 percent of childhood injuries are easily preventable. A safety village can help reduce injuries by teaching individual responsibility and awareness whenever a child rides in a motor vehicle, pedals a bicycle, walks down the street, or encounters other potential hazardous situations in the home or in the community.

Initially, G.D. Archibald Memorial District Park was a suggested location. G. D. Archibald Memorial District Park is located along Spadina Crescent. It was determined that this location for the Children’s Safety Village would have no impact to the formal programmed activities and very little impact to the informal activities that occurred within this park. However, adjacent residents opposed the project. Consequently, the Cosmopolitan Couples Club has explored other options.

REPORT

Administration met with members of the Cosmopolitan Couples Club to investigate a suitable location for a proposed Children’s Safety Village in a centrally located or easily accessed park location. With these criteria in mind and ensuring minimal impact on existing programming in the park, Pierre Radisson District Park has been identified as a suitable location for this amenity. Pierre Radisson District Park is located between 29th and 33rd Streets (see Attachment 1).

A District Park is intended to serve four or five neighbourhoods for both passive and active recreation pursuits, activities that may require more space, and hard surface areas such as a

tennis court or a structure similar to the Children's Safety Village. Complimentary amenities such as parking surfaces or buildings, are acceptable facilities in a District Park.

On May 10, 2011, a public information meeting was held at Ecole Henry Kelsey. The intent of the meeting was:

1. To provide information to the residents of the Hudson Bay Park suburban area what a Children's Safety Village primary purpose is;
2. To provide the scale of the project and the potential location; and
3. To gather feedback from the community of having such a program amenity located within Pierre Radisson District Park.

There were approximately 30 people in attendance at the meeting; of the 30 people, approximately 17 were community members and 13 were members of the Cosmopolitan Couples Club. The meeting began with a presentation from the Cosmopolitan Couples Club followed by a facilitated question and answer period. Concerns that were raised through the question and answer period at the public information meeting were:

- Extra traffic to an already congested area;
- Spring runoff and/or heavy rain accumulation – ensuring backyards are not flooded with water that is rerouted from the Children's Safety Village building;
- Disapproval of this type of amenity in the park – or any park; and
- Unwanted activity and vandalism when the building and village are not in use.

In addition to the public information meeting, the public was encouraged to email or phone in their opinions on the Cosmopolitan Couples Club project. The above listed concerns were similar to the concerns addressed in the three phone calls and one email received. The majority of people who raised concerns were not against the philosophy of a Children's Safety Village; they just did not like the proposed location. The two people who objected to the Children's Safety Village believe that safety is solely the responsibility of the parents and a facility like this is unnecessary.

The design of the building and surrounding park will be able to address the concerns of flooding and park program amenity. Your Administration is submitting a capital project, pending City Council approval, to address the overall program plan and design of Pierre Radisson Park. The business plan from the Cosmopolitan Couples Club will address the extra traffic, through a traffic study and preventative measures of unwanted activity and/or vandalism to the Safety Village during non-peak operational hours.

The Cosmopolitan Couples Club did receive support from most of the community members who attended the Public Information meeting. As well, the club has received letters of support from the Saskatoon Police Service; Community Services Department, Planning and Development Branch; Saskatoon and District Safety Council; and the Principal of Ecole Henry Kelsey.

Those who spoke favourably to the project felt that the Pierre Radisson Park had been neglected for far too long and were excited to see a project that could potentially revitalize the park area. Members from the Westmount Local Area Plan (LAP) Committee, who attended the public information meeting, deem this type of project is conducive with the type of development and upgrading addressed in the LAP.

Next Steps

Before a final report can be submitted recommending the approval of Pierre Radisson District Park for the permanent location of the Children's Safety Village, the following must be completed:

1. The Cosmopolitan Couples Club must submit a detailed business plan outlining the purpose and goals of the club; a vision for a safety village; proposed amenities; potential users of the facility; a capital funding plan; and an on-going operating plan (see Attachment 2). The plan must address all areas and show how a Children's Safety Village is self-sustaining;
2. The Administration will be submitting a capital project to City Council. If the capital project is approved by City Council, the funding will address: a Park Program Review; Site Survey and Geo Technical Survey; Detail Design; and construction to ensure the Children's Safety Village enhances future passive and active recreation; and
3. Engagement of the public through a public consultation process, in conjunction with the Administration's Park Program Plan Review.

Once these steps have been completed, Administration will submit a final report to City Council for final approval of the location for the Children's Safety Village

OPTIONS

One option would be that City Council does not agree, in principle, to use Pierre Radisson Park as a location for the proposed Children's Safety Village, and directs Administration to work with the Cosmopolitan Couples Club to identify other potential sites for the proposed Safety Village.

The other option is that City Council approves, in principle, that Pierre Radisson District Park is a suitable site for the Children's Safety Village, and the Administration can proceed with the next steps in the planning process.

Your Administration is recommending the second option.

POLICY IMPLICATIONS

Currently there is a policy being developed that addresses private recreational facilities that are located on Municipal Reserve Land. Once this policy is developed and approved by City Council, the policy will be applied to the Children's Safety Village project.

FINANCIAL IMPLICATIONS

Your Administration is preparing a capital project submission for the Hudson Bay Area Park System that would see \$2.8 million invested over the next five years (Attachment 3). The request for 2012 is \$45,000 for consultation, program planning, and site survey and analysis.

There has been ongoing public demand for development of the Hudson Bay Area parks. Scott, Pierre Radisson and Henry Kelsey (north) are classified as District Parks; therefore, are ineligible for funding through Capital Project 901 Neighbourhood Park Upgrade. These parks are currently under-developed and consist mostly of barren, dry land grass.

The Cosmopolitan Couples Club and Leisure Services Branch are proposing a Children's Safety Village to be located in Pierre Radisson Park. This proposal provides an opportunity to identify, through public consultation, the needs and wants of stakeholders for formal and informal activities within the park system. The public consultation will help ensure the Children's Safety Village is designed and built to accommodate future park development and usage.

STAKEHOLDER INVOLVEMENT

Administration will advise the Cosmopolitan Couples Club of City Council's decision.

PUBLIC COMMUNICATION PLAN

There will be public meetings to provide information and to obtain input from the community, the stakeholders, and the residents on the project.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

SAFETY [Crime Prevention Through Environmental Design (CPTED)]

As policy dictates, a Crime Prevention Through Environmental Design (CPTED) audit will be completed during the detailed design phase.

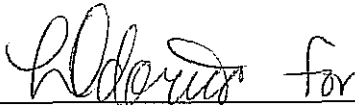
PUBLIC NOTICE

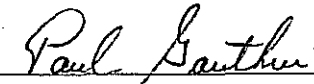
Public Notice, pursuant to Section 3 of the Public Notice Policy No. C01-021, is not required.

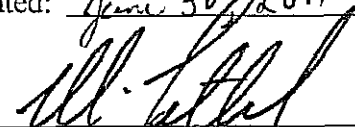
ATTACHMENTS

1. Map of Pierre Radisson District Park
2. Business Plan Outline
3. Capital Budget

Written by: Nancy Johnson, Open Space Consultant

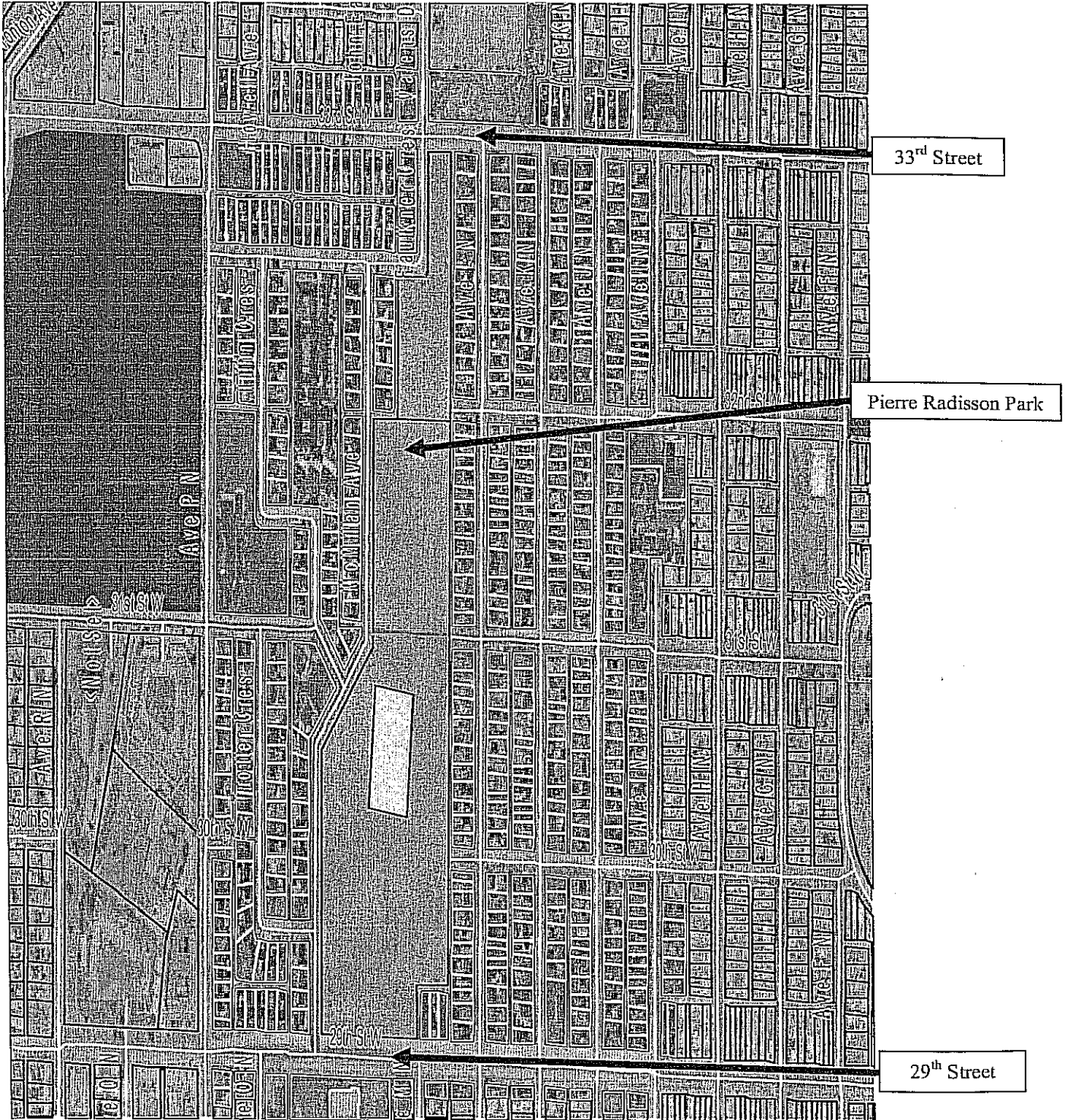
Reviewed by: 
Cary Humphrey, Manager
Leisure Services Branch

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

Approved by: 
Murray Totland, City Manager
Dated: July 5/11

ATTACHMENT 1

Pierre Radisson District Park Location



33rd Street

Pierre Radisson Park

29th Street

Business Plan Guideline Cosmopolitan Safety Village

1. Introduction

- Information/overview of the Cosmopolitan Couples Club (e.g. purpose, goals, objectives, etc.)

2. Vision/Need for Proposed Safety Village

- Facility components, programs and services to be offered, users/target groups, activities, etc.
- Compatibility with existing programming in the park, i.e. softball, soccer, rugby
- Community benefits/participation

3. Proposed Amenity

- Site and facility specifications
- Site preparation requirements, utility services requirements
- Operating requirements, i.e. water/power source
- Program amenities, i.e. washrooms, parking
- Impact on existing park

4. Analysis of Potential users/ programs added by the facility

- Current membership, visitor numbers from other locations
- Hosting of potential events
- Potential users, i.e. community, schools

5. Capital Funding Plan

- Projected construction, equipment and design costs
- Sources of funding (e.g. Cosmopolitan Couples Club, City of Saskatoon, Provincial Governing Body, etc.)
- Construction benefits (employment opportunities)
- Summary of project scope and funding proposals, timelines

6. Operating Costs

- Revenue source, fundraising etc.
- Operating costs, annual maintenance costs, replacement costs, utilities, etc.
- 5 year operating plan

7. License Agreement

- License agreement with terms and conditions, to operate on Municipal Reserve Land

8. Summary

- Roll of Cosmopolitan Couples Club or other businesses in provision of the facility
- Expectations from the City of Saskatoon contributions to capital costs, replacement of equipment, operating

**2012 CAPITAL BUDGET /2013-2016 CAPITAL PLAN
PROJECT DETAILS (\$'000s)**

2474 CY-HUDSON BAY AREA DISTRICT PARKS

	2012 BUDGET	2013 PLAN	2014 PLAN	2015 PLAN	2016 PLAN	TOTAL
GROSS COST DETAILS						
Public Consultation & Program Plan	10	0	0	0	0	10
Survey & Site Analysis	35	0	41	19	0	95
Detailed Design	0	88	117	40	0	245
Construction	0	0	642	841	961	2,444
Total GROSS COST DETAILS	45	88	800	900	961	2,794
FINANCING DETAILS						
Unfunded	(45)	(88)	(800)	(900)	(961)	(2,794)
Total FINANCING DETAILS	(45)	(88)	(800)	(900)	(961)	(2,794)

Project Description

This project involves a program plan review and survey, and site analysis, for the Hudson Bay Area Parks (Pierre Radisson, Henry Kelsey North, and Scott). This project also includes construction for Pierre Radisson Park .

General Comments

The Cosmopolitan Couples Club has identified Pierre Radisson District Park as a suitable location for a Children's Safety Village. This proposed park program amenity provides a catalyst in the development of Hudson Bay Area Park system, in particular Pierre Radisson District Park. This capital project will provide a strategy to ensure the Children's Safety Village is designed and built to incorporate current and future activities, both formal and informal, within the park system. It will be crucial to ensure all stakeholders including Cosmopolitan Couples Club, neighborhood residents, suburban area residents, sport user groups, and transportation be involved in the public consultation stage of this capital project.

The Westmount Local Area Plan committee recognized "that while Westmount values its abundant green spaces and opportunities for active, community living, the neighborhood's parks are not being utilized to their full potential". This capital project will assist in creating the vision that the Westmount Local Area Plan committee has identified as important in components such as: improved landscaping, walkways, benches, and lighting but still maintaining wide open spaces for users.

A Master Plan prepared in 1989 provides a framework for the public consultation and park program review planned for 2012. Survey and site analysis will provide an understanding of what the water levels are and what needs to be done to ensure the Children's Safety Village and neighboring parcels of land are not negatively impacted with this construction.

The proposed phasing consists of:

- 2012 - public consultations & park program review, survey & site analysis for Pierre Radisson Park;
- 2013 - detail design for Pierre Radisson Park;
- 2014 - survey & site analysis for Henry Kelsey Park North and construction for Pierre Radisson;
- 2015 - survey & site analysis for Scott Park and construction for Pierre Radisson;
- 2016 - construction for Pierre Radisson Park.

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: Emily Boehr, dated June 14, 2011
and Elmer Boehr, dated June 20, 2011
Subject: Parking Permits in the Kelsey Area
AND
Limited Residential Parking Program
(Files CK. 6120-4 and IS. 6120-1)

- RECOMMENDATION:**
- 1) that Council consider Bylaw 8958, The Residential Parking Program Amendment Bylaw, 2011 (No. 3); and
 - 2) that amended Policy C07-014 – Residential Parking Permits be approved.

Attached is a report of the General Manager, Infrastructure Services Department dated July 29, 2011, with respect to the above matters, along with copies of letters referred to above and presentation from Emily Boehr dated July 12, 2011.

Your Committee has considered the above matter and supports the proposed amendments to the Residential Parking Program Bylaw and Residential Parking Permits Policy C07-014.

Attached, for Council's consideration is a copy of Bylaw No. 8958.

**2. Enquiry – Councillor P. Lorje (November 21, 2010)
Pedestrian/Vehicle Issues – 22nd Street Corridor
AND
Westmount Local Area Plan
AND
Unpredictable Pedestrian Crossings
(File No. CK. 6150-1)**

- RECOMMENDATIONS:**
- 1) that a post budget increase in the amount of \$120,000 be approved for Capital Project 0631 – Traffic Safety Improvements, for the installation of two pedestrian actuated signals along 22nd Street West, at the intersections of Avenue M and Avenue R;
 - 2) that the post budget increase in the amount of \$120,000 be funded from the 2012 allocation to the Traffic Safety Reserve;
 - 3) that a copy of the report of the General Manager, Infrastructure Services Department dated July 23, 2011 be forwarded to the Board of Police Commissioners and the Traffic Safety Committee for its information; and
 - 4) that the Administration report back within one year on the effectiveness of the additional pedestrian actuated signals and overall safety on 22nd Street.

Attached is a report of the General Manager, Infrastructure Services Department dated July 23, 2011, with respect to the above matter. Also attached to the report is a letter dated July 12, 2011 from Ms. Tracy Ridalls and memo dated June 24, 2011 from the Traffic Safety Committee.

Also attached are copies of the following further communications:

- Letter dated August 8, 2011 from Mr. Ray Pilkey; and
- Letter dated July 21, 2011 from Mr. John Thomson.

Your Committee has reviewed the above report with the Administration, along with the above correspondence, and received a further presentation from Ms. Ridalls in support of the phased approach outlined in the submitted report.

The Administration has clarified that the proposed post budget increase for Capital Project 0631 – Traffic Safety Improvements for the installation of two pedestrian actuated signals along 22nd Street West, at the intersections of Avenue M and Avenue R, would advance the funding to proceed more quickly with plans for these improvements. These locations had already been identified in the 2012 budget for traffic safety improvements.

Following review of this matter, your Committee is supporting the recommendations of the Administration, as outlined above.

**3. Servicing Agreement
310644 Alberta Ltd. – Airport Industrial Development Area
Subdivision No. 6/11
(File No. CK. 4300-011-6)**

- RECOMMENDATION:**
- 1) that the Servicing Agreement (Attachment 1 to the July 27, 2011 report of the General Manager, Infrastructure Services Department) with 310644 Alberta Ltd., for a portion of the Airport Industrial Area in the South one half Section 8, Township 37, Range 5, West of the 3rd Meridian, be approved; and
 - 2) 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, Infrastructure Services Department dated July 27, 2011, with respect to the above matter.

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

**4. Traffic Conditions: Avenue F between 21st and 22nd Streets
(File No. CK. 6320-1)**

RECOMMENDATION: that the information be received.

Attached is a report of the General Manager, Infrastructure Services Department dated June 29, 2011, providing an update on the above matter.

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

**5. Vacant Lot and Adaptive Reuse Incentive Program
1105 Lancaster Boulevard – Randall Renneberg
(Files CK. 4110-45 and PL. 4110-71-12)**

RECOMMENDATION:

- 1) that City Council approve a five-year tax abatement equivalent to 75 percent of the incremental taxes for the development of a one-unit dwelling at 1105 Lancaster Boulevard;
- 2) that the five-year tax abatement take effect in the next taxation year following completion of the project; and
- 3) that the City Solicitor be requested to prepare the appropriate agreement, and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

Attached is a report of the General Manager, Community Services Department dated July 28, 2011 with respect to an application received under the above program for the development of a single unit dwelling on an existing vacant site at 1105 Lancaster Boulevard.

Your Committee has reviewed the matter with the Administration, including the effective area of the program. It was confirmed that it pertains to the established neighbourhoods, being those within Circle Drive, along with Montgomery and Sutherland. Once the program has been in place for one year, the Administration will be reporting back on its effectiveness and will include information with respect to existing vacant sites in Montgomery and other neighbourhoods.

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

**6. Vacant Lot and Adaptive Reuse Incentive Program
1210 Avenue M South – New Look Renovations
(Files CK. 4110-45 and PL. 4110-71-8)**

- RECOMMENDATION:**
- 1) that City Council approve a five-year abatement equivalent to 75 percent of the incremental taxes for the redevelopment of 1210 Avenue M South;
 - 2) that the five-year tax abatement take effect in the next taxation year following completion of the project; and
 - 3) that the City Solicitor be requested to prepare the appropriate agreement, and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

Attached is a report of the General Manager, Community Services Department dated July 29, 2011 with respect to an application received under the above program for the development of an existing vacant site at 1210 Avenue M South into a new single family dwelling.

Your Committee has reviewed the matter with the Administration and is supporting the recommendations outlined in the submitted report, as outlined above.

**7. Habitat for Humanity Builds – 320 Avenue W South, 602 Avenue G South,
234 Coad Manor, 309 Camponi Place, 610 Avenue J North and 123 Avenue T South
(Files CK. 750-4 and PL. 951-86, 951-96, 951-97, 951-98, 951-101 and 951-102)**

- RECOMMENDATION:**
- 1) that funding of 10 percent of the total project costs for the development of a total of 13 affordable housing units at 320 Avenue W South, 602 Avenue G South, 234 Coad Manor, 309 Camponi Place, 610 Avenue J North, and 123 Avenue T South, by Habitat for Humanity Saskatoon Inc., estimated at \$160,681, be approved under the Innovative Housing Incentives Policy No. C09-002;

- 2) that a five-year tax abatement on the incremental taxes be applied to the eligible properties, outlined in the report of the General Manager, Community Services Department dated July 29, 2011, commencing the next taxation year following completion of the project; and
- 3) that the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

Attached is a report of the General Manager, Community Services Department dated July 29, 2011, with respect to an application from Habitat for Humanity Saskatoon Inc. for funding assistance under the Innovative Housing Incentives Program for the construction of 13 affordable homes.

Your Committee has reviewed the matter with the Administration and is supporting the recommendations outlined in the above report.

**8. Sale of Pre-designated Land – 211 Slimmon Road
Habitat for Humanity Saskatoon – Innovative Housing Incentives
(Files CK. 4215-1, PL. 951-90 and LA. 4217-09-5)**

- RECOMMENDATION:**
- 1) that the City of Saskatoon enter into a six month Option to Purchase Agreement with Habitat for Humanity Saskatoon Inc. to sell Lot 10, Block 433, Ext 1, Plan 01-SA-29464 (211 Slimmon Road), for the purpose of constructing 12 affordable housing units according to the terms set out in the report of the General Manager, Community Services Department dated July 27, 2011;
 - 2) that funding equal to 10 percent of the estimated project cost in the amount of \$181,500 be provided to Habitat for Humanity Saskatoon when the land is purchased in the form of a discounted purchase price under the Land Cost Reduction Program;

- 3) that a five-year tax abatement of the incremental taxes be applied to the subject property commencing the next taxation year following completion of construction; and
- 4) that the City Solicitor be requested to prepare the necessary documents to execute the Option to Purchase Agreement and Tax Abatement Agreements, 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 July 27, 2011 with respect to the above proposed sale of pre-designated land.

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

**9. Donation of Sculpture – “The Raven”
(Files CK. 4040-1, LS. 215-12-5 and LS. 1870-3)**

RECOMMENDATION: that the location for the sculpture “The Raven” be approved for the Heritage Rose Garden, Saskatoon Forestry Farm Park and Zoo.

Attached is a report of the General Manager Community Services Department dated July 12, 2011, with respect to the above matter.

Your Committee has reviewed the above matter with the Administration and is supporting the above recommendation.

Respectfully submitted,

Councillor P. Lorje, Chair

1.

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Infrastructure Services Department
DATE: July 29, 2011
SUBJECT: Communications to Council
From: Emily Boehr, dated June 14, 2011
and Elmer Boehr, dated June 20, 2011
Subject: Parking Permits in the Kelsey Area
AND
Limited Residential Parking Program
FILE: CK 6120-4 and IS 6120-1

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

- 1) that Council consider Bylaw 8958, The Residential Parking Program Amendment Bylaw, 2011 (No. 3); and
- 2) that amended Policy C07-014 – Residential Parking Permits be approved.

BACKGROUND

On March 7, 2011, Council approved a report of the General Manager, Infrastructure Services Department, recommending approval of the creation of the Caswell Hill Residential Permit Program. The recommendation was made in response to concerns from local area residents who were affected by students from SIAST Kelsey Campus parking in the adjacent neighbourhoods.

The Planning and Operations Committee, at its meeting held on July 12, 2011, considered letters from Emily and Elmer Boehr, which had been referred to the Committee from Council, regarding parking permits in the Kelsey area. Emily Boehr was in attendance and requested that the City extend to apartment dwellers, the same rights homeowners have to purchase an annual or daily visitor parking permit. The Committee resolved that the matter be referred to the Administration for a report.

City Council, at its meeting held on November 8, 2010, considered a report of the Planning and Operations Committee regarding a proposed limited residential parking program on J.J. Thiessen Crescent, Terrace and Way and O'Brien Crescent, Court and Terrace and approved, in part:

- “1) that the City Solicitor be requested to amend Bylaw 7862, The Residential Parking Program Bylaw, to create a Limited Residential Parking Permit, as outlined in the report of the General Manager, Infrastructure Services Department dated October 18, 2010; and
- 2) that Policy C07-014 - Residential Parking Permits be amended to include an exception to the existing criteria in order to create a Limited Residential Parking Permit for residential streets within 150 metres of an institutional property (publicly owned medical, secondary or post secondary educational facility) that has a 50 percent or greater resident support level.”

REPORT

The Residential Parking Permit (RPP) program allows residents to apply for a permit to park on a street within a defined RPP zone longer than the posted parking restriction time limit. Bylaw 7862, the Residential Parking Program Bylaw, 1999, restricts the issuance of Visitor Permits to residents who reside in single unit dwellings, or multiple unit dwellings with four or less units. Managers of multiple unit dwellings of five or more units may apply to purchase up to three Visitor Permits for use by maintenance and other personnel while attending to business at the building. The Limited Parking Permit Program (LPP) does not allow any resident to purchase a Visitor permit, with the exception of managers of multi-unit dwellings of five or more units.

Allowing residents of multi-unit dwellings of five or more units to purchase an annual or daily visitor parking permit could, ultimately, defeat the purpose of the parking restriction. For example, if permits were made available to each resident in a building with 20 units, there could potentially be an additional 20 vehicles parked on the adjacent street. This amount grows significantly as the number of units in a building increases.

Although allowing residents in large multiple unit dwellings to purchase daily or visitor parking permits is not recommended, upon review of the concerns brought forward by Emily and Elmer Boehr, the Administration is recommending that the managers of multiple unit dwellings of five or more units, within both the RPP areas and the LPP areas, be allowed discretion in the use of the three Visitor Permits available for their properties, which may include providing these permits to their tenants for short term use. The coordination of these permits with the residents would be the responsibility of the respective building management. A modification to Bylaw 7862 is required to permit this use.

In addition, Bylaw 7862 and Policy A07-014 include a definition of a personal vehicle, which currently states that its weight needs to be less than 5,000 kilograms (kg). In 2007, modifications were made to Bylaw 7200, The Traffic Bylaw, to increase the maximum gross vehicle weight of a personal vehicle to 8,000 kg. The Administration is recommending that this same weight limit be used in Bylaw 7852, to ensure consistency in enforcement of parking on the right-of-way.

Attached is a copy of Bylaw 8958, The Residential Parking Program Amendment Bylaw, 2011 (No. 3) (Attachment 1), which includes the provision for the Limited Residential Parking Permit Program for residential streets within 150 metres of an institutional property (publicly owned medical, secondary or post secondary educational facility) that has a 50 percent or greater resident support level; the amendment to allow managers of multiple unit dwellings of five or more units discretion in the use of the Visitor Permits available for their properties; and the change to increase the maximum gross vehicle weight of a personal vehicle to 8,000 kg.

Also attached is a copy of Policies C07-014, Residential Parking Permits, and A07-014 – Administration of Residential Parking Permits (Attachments 2 and 3), which have been amended to include the information necessary to create and administer the Limited Parking Permit Program.

OPTIONS

No other options were considered.

POLICY IMPLICATIONS

Amendments to Bylaw 7862, the Residential Parking Program Bylaw, 1999, as well as Council Policy C07-014 – Residential Parking Permits and Administrative Policy - A07-014 – Administration of Residential Parking Permits, are required in order to reflect the changes outlined in this report.

FINANCIAL IMPACT

There is no financial impact.

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. Copy of Bylaw 8958;
- 2. Revised Policy C07-014 – Residential Parking Permits; and
- 3. Revised Policy A07-014 – Administration of Residential Parking Permits.

Written by: Phil Haughn, Parking Services Manager
 Transportation Branch
 and
 Justine Nyen, Traffic Engineer
 Transportation Branch

Approved by: Angela Gardiner
 Angela Gardiner, A/General Manager
 Infrastructure Services
 Dated: Aug 5/11

Approved by: Murray Totland
 Murray Totland
 City Manager
 Dated: Aug 8/11

BYLAW NO. 8958

The Residential Parking Program Amendment Bylaw, 2011 (No. 3)

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as The Residential Parking Program Amendment Bylaw, 2011 (No. 3).

Purpose

2. The purpose of this Bylaw is to amend The Residential Parking Program Bylaw, 1999 to:
 - (a) designate certain streets within the City as limited residential parking zones;
 - (b) grant permits to some residents of limited residential parking zones, the display of which would allow them to park the vehicles for a time longer than allowed by a posted parking restriction in a limited residential parking zone;
 - (c) set the terms and conditions for the granting of the permits; and
 - (d) set the fees for the permits.

Bylaw No. 7862 Amended

3. The Residential Parking Program Bylaw, 1999 is amended in the manner set forth in this Bylaw.

Section 2 Amended

4. Section 2 is amended by adding "or limited residential parking zones" after "residential parking zones" wherever it appears, and by adding "or limited residential parking zone" after "residential parking zone" in the last line of paragraph (b).

Section 4 Amended

5. Section 4 is amended by:

- (a) adding “or limited residential parking zones” after “residential parking zones” in Subsection (1); and
- (b) adding the following subsection after Subsection (2):
 - “(3) The streets set out in Schedule “B” of this Bylaw are designated as limited residential parking zones.”

Section 5 Amended

6. Section 5 is amended by:

- (a) adding the following subsection after Subsection (1):
 - “(1.1) The display of a limited residential or visitor permit in a vehicle allows the vehicle to be parked within the limited residential parking zone for a time longer than allowed by a posted parking restriction.”; and
- (b) striking out “Subsection 5(1)” in Subsection (2) and substituting “Subsections (1) and (1.1)”.

Section 6 Amended

7. Section 6 is amended by:

- (a) adding the following subsection after Subsection (1):
 - “(1.1) A person who owns or operates a vehicle and resides within a limited residential parking zone may apply to the City for a limited residential permit.”; and
- (b) adding “or (1.1)” after Subsection (1)” and adding “, limited residential” after “residential” in Subsection (2).

Section 7 Amended

8. Section 7 is amended by:
- (a) adding "or limited residential parking zone" after "residential parking zone" wherever it appears in Subsection (1);
 - (b) striking out "5,000" and substituting "8,000" in Clause 1(a); and
 - (c) adding "or limited residential" after "residential" wherever it appears in Subsection (2);

Subsection 7.1(4.1) Amended

9. Subsection 7.1(4.1) is repealed the following substituted:

"(4.1) Notwithstanding Subsection (4) and Subsection 6(1.1), the manager of a building to which this section applies will be eligible to receive up to three visitor permits for use by maintenance and other personnel while attending to business at the building, or for short term use by visitors of a resident of a dwelling unit within the building."

Section 8 Amended

10. Section 8 is repealed and the following substituted:

"Information on Residential and Limited Residential Permit

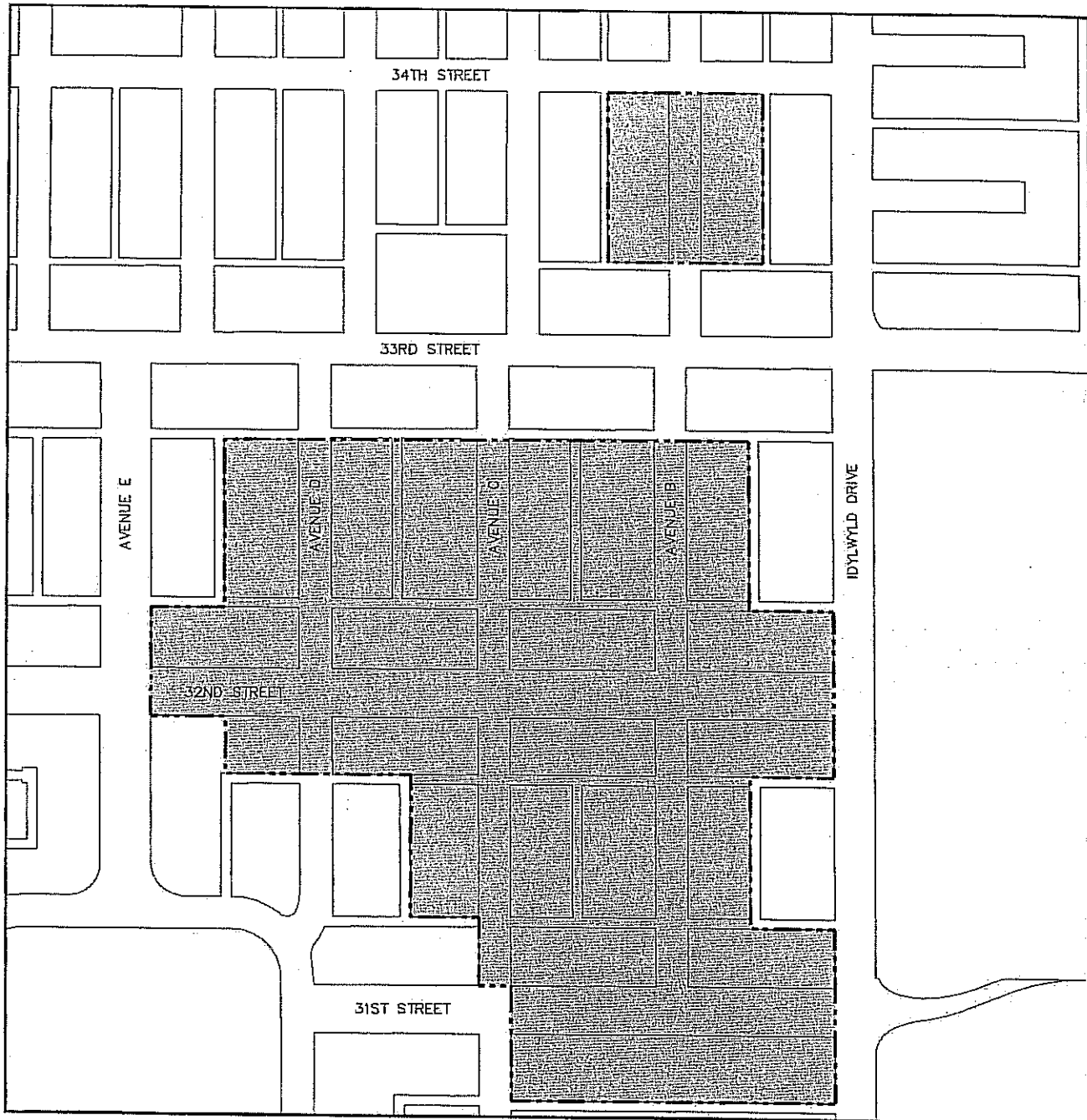
8. The residential or limited residential permit shall set out the permit number, the residential parking zone or limited parking zone in which the vehicle may be parked, the permit year during which the permit is valid and the license number of the vehicle to which the permit may be attached."

Subsection 11(1.1) Added

11. The following subsection is added after Subsection 11(1):

"(1.1) The fee for the limited residential permit shall be \$15.00 plus all applicable taxes for one permit year or any portion of a permit year."

Schedule "A" to Bylaw No. 8958



**Caswell Hill
Residential Parking Permit Zone**



- Two hour time restrictions
- Effective Monday to Friday
- Parking Permits expire May 31 of each year

Streets Designated as the Caswell Hill & Mayfair Residential Parking Zone

- Avenue B: 1000, 1100 (to Lane S. of 33rd Street) & 1200 (from Lane N. of 33rd Street) Blocks
- Avenue C: 1000 & 1100 (to Lane S. of 33rd Street) Blocks
- Avenue D: 1100 (to Lane S. of 33rd Street) Block
- 31st Street W: 100 & 200 Blocks
- 32nd Street W: 100, 200, 300, & 400 Blocks

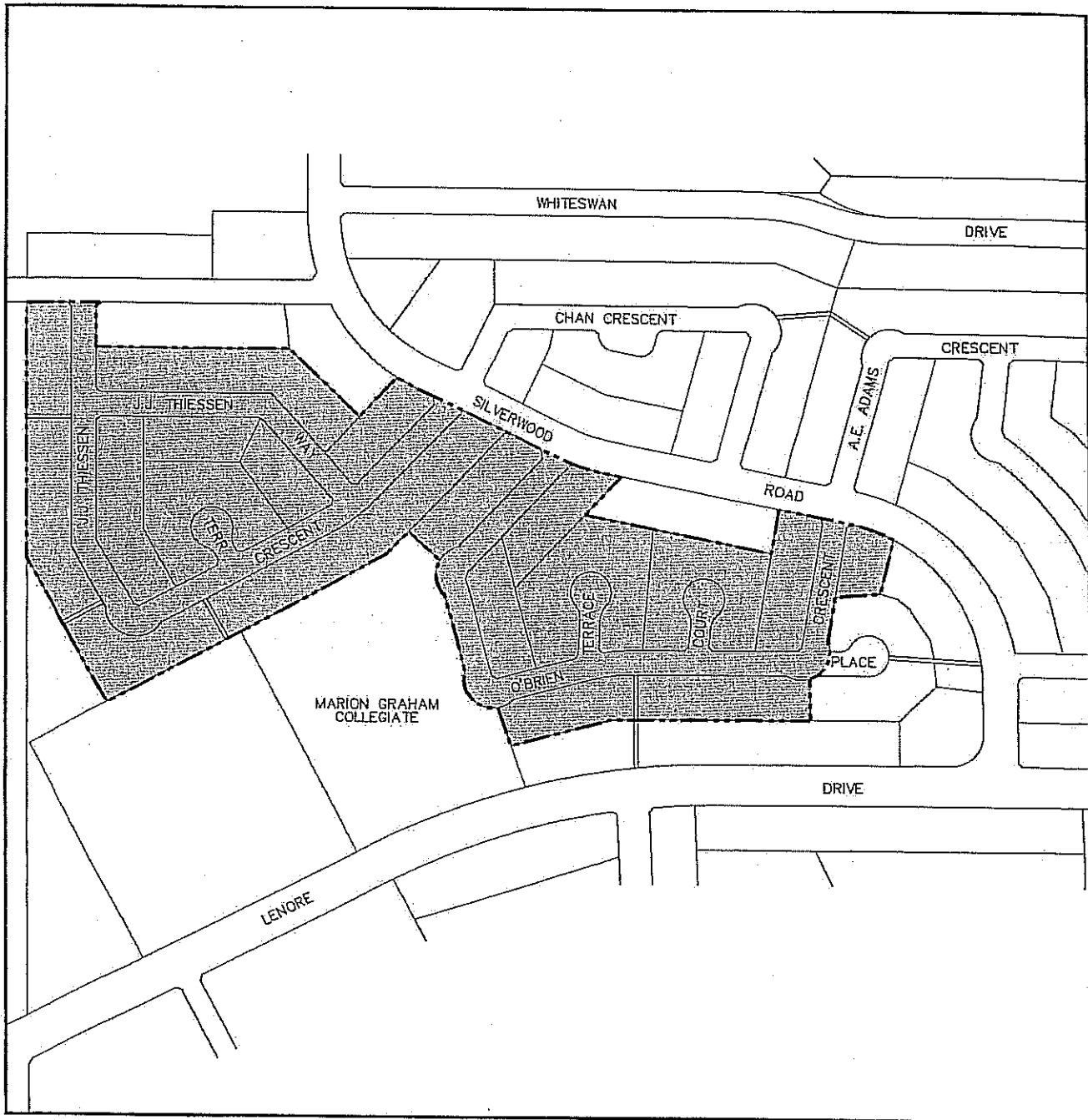


260-0038-001r003
Revised: 2/11/11

Schedule A - Bylaw # 7862



Schedule "B" to Bylaw No. 8958



J.J. Thiessen Limited Residential Parking Permit Zone



Streets Designated as the J.J. Thiessen Limited Residential Parking Zone

- J.J. Thiessen Crescent: 100 & 200 Blocks
- J.J. Thiessen Terrace: 200 Block
- J.J. Thiessen Way: 300 Block
- O'Brien Crescent: 100, 200, & 300 Blocks
- O'Brien Terrace: 200 Block
- O'Brien Court: 200 Block

- One hour time restrictions
- Effective Monday to Friday
- Parking Permits valid September to June



260-0001-001r001
Revised: 2011-10-04

Schedule B - Bylaw # 7862

CITY OF SASKATOON COUNCIL POLICY

 NUMBER

 C07-014

POLICY TITLE <i>Residential Parking Permit Program</i>	ADOPTED BY: <i>City Council</i>	EFFECTIVE DATE
ORIGIN/AUTHORITY <i>Clause 2, Report No. 4-2003 of the Planning and Operations Committee</i>	CITY FILE NO. <i>CK. 6120-4-3</i>	PAGE NUMBER <i>1 of 6</i>

1. PURPOSE

To provide a cost/revenue neutral Residential Parking Permit Program that allows increased on-street parking opportunities for residents in areas of high on-street parking demand.

2. DEFINITIONS

- 2.1 Residential Parking Permit Program – is a program that allows residents to park on a street for a period longer than that allowed by a posted parking restriction.
- 2.2 Residential Parking Permit – is a decal/tag displayed in a vehicle, which indicates that the vehicle is part of a Residential Parking Permit Program.
- 2.3 Resident – a person who occupies a one-unit dwelling, a two-unit dwelling, a semi-detached dwelling, or a multiple-unit dwelling with three or four units within a residential parking permit zone and produces proof of that occupancy.
- 2.4 Residential Parking Permit Zone – is the area in which a Residential Parking Permit Program is implemented.
- 2.5 Single Housing Unit- a separate building designed and occupied exclusively as one dwelling unit.
- 2.6 Multi Housing Unit- a separate building designed and occupied exclusively as two, three or four separate dwelling units.
- 2.7 Apartment Building – a building designed and occupied with five or more separate dwelling units.
- 2.8 Household- the occupants of a single or multi housing unit.
- 2.9 High Parking Generator – are events, businesses, institutions, etc., which generate large amounts of transient on-street parking.

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NUMBER

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POLICY TITLE	EFFECTIVE DATE:	PAGE NUMBER
<i>Residential Parking Permit Program</i>		2 of 6

2.10 Limited Residential Parking Permit Program – is a program similar to the traditional Residential Parking Permit Program with exceptions to the existing criteria.

2.11 Institutional Property – publicly owned medical, secondary or post secondary educational facility.

3. POLICY

3.1 General

A Residential Parking Permit Program will provide an effective and long-term solution to the problems associated with transient on-street parking occurring in residential neighbourhoods close to high parking generators. A Residential Parking Permit Program is not a guarantee that a resident will be able to park in front of their place of residence.

A Limited Residential Parking Permit Program is a scaled down version of the traditional Residential Parking Permit Program for residential streets within 150 metres of an institutional property.

Residents are not exempt from the City's global parking restrictions (36 hour maximum, 10 metres to corner, hydrants, driveways, etc.) and other poster parking restrictions or prohibitions (i.e. bus stops, no parking signs, loading zones, etc.).

A Residential Parking Permit is only valid for parking in the zone indicated on the permit. Permits are only available to those properties within the restricted parking zone.

A Residential Parking Permit Program will not be implemented in an area of the City with parking meters.

3.2 Residential Parking Permit Program

The following criteria must be met for a traditional Residential Parking Permit to be warranted:

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- a) The area to be specified as a Residential Parking Permit zone must be predominantly used as a single or multi housing unit area as determined by Infrastructure Services.
- b) The area to be specified as a Residential Parking Permit zone must have a shortage of on-street parking as determined by Infrastructure Services.
- c) The Residential Parking Permit zone will be determined by Infrastructure Services and must consist of a minimum of ten city block faces. The centreline of a street will not be the boundary of a Residential Parking Permit zone.
- d) The minimum level of support from residents of single or multi housing units in the Residential Parking Permit zone must be no less than 70 percent on each block. Only one resident per single housing unit and one resident of each unit in a multi housing unit is eligible to sign the petition.
- e) The minimum level of support of residents of single or multi housing units who would purchase Residential Parking Permits in the Residential Parking Permit zone must be no less than 70 percent of the people who support the program. Only one resident per single housing unit or one resident of each unit in a multi housing unit is eligible to sign the petition.

3.3 Limited Residential Parking Permit Program

The following criteria must be met for a Limited Residential Parking Permit to be warranted:

- a) The area to be specified as a Limited Residential Parking Permit zone must be within 150 metres of an institutional property as determined by Infrastructure Services.
- b) The Limited Residential Parking Permit will only be available to residents within the zone.
- c) The area to be specified as a Limited Residential Parking Permit zone must have a shortage of on-street parking as determined by Infrastructure Services.
- d) The minimum level of support from residents of single or multi housing units in the Limited Residential Parking Permit zone must be no less than 50 percent

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within the area. Only one resident per single housing unit and one resident of each unit in a multi housing unit is eligible to sign the petition.

- e) The minimum level of support of residents of single or multi housing units who would purchase Limited Residential Parking Permits in the Limited Residential Parking Permit zone must be no less than 50 percent of the people who support the program. Only one resident per single housing unit or one resident of each unit in a multi housing unit is eligible to sign the petition.
- f) The time frame for the Limited Residential Parking Permit Program will be set based on the specific circumstances of the area.
- g) Visitor and Temporary Permits for the Limited Residential Parking Permit Program will not be available. The exception is for managers of managers of an apartment building (5 unit or higher dwelling) for the Limited Residential Parking Program.

3.4. Implementation

- a) Upon receipt of a request for a Residential Parking Permit zone, Infrastructure Services will send out to the applicant(s) the criteria for the establishment of a Residential Parking Permit zone and a blank petition. It is up to the applicant(s) to circulate the petition to residents of the proposed Residential Parking Permit zone. One signature will be allowed on the petition from each single housing unit or each dwelling unit in a multi housing unit. The petition will ask residents the following questions:
 - Would your household support the implementation of a Residential Parking Permit Program?
 - If your household supports a Residential Parking Permit Program, would any member of your household purchase a permit at an annual cost of \$25? **OR**
 - If your household supports a Limited Residential Parking Permit Program, would any member of your household purchase a permit at an annual cost of \$15?

Infrastructure Services will verify the results of the petition.

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- b) If the criteria and petition requirements are met, Infrastructure Services will conduct a parking study to determine parking accumulation, duration, turnover and the extent of transient parking in the area. The transient parkers in the Residential Parking Permit zone must be 25 percent or greater of the vehicles parked in the area, when measured at two times during the day (typically 10:30 a.m. and 2:30 p.m.). The parking accumulation must be greater than 70% when measured at two times during the day (typically 10:30 a.m. and 2:30 p.m.). The measure of transient parkers and accumulation is taken as a percentage of all the vehicles and parking spaces in the entire Residential Parking Permit zone, respectively (not on a block face basis).
- c) If all requirements are met, the Residential Parking Permit zone shall employ the least restrictive parking restriction, which is suitable and is applied consistently over the zone. A resident only parking zone will not be allowed.
- d) A report will be sent to City Council seeking approval of the Residential Parking Permit Program.
- e) Notices will be sent to the area's residents giving a brief description of what the Residential Parking Permit Program entails, the office location and service hours to secure permits, the cost of the permits, the documentation required to purchase a permit and a notice of the impending installation of a parking restriction.

3.5 Removal

- a) If the level of participation by residents in a Residential Parking Permit Program declines, then Infrastructure Services will review the need for the zone and consider discontinuing the program.
- b) The Residential Parking Permit program may be removed entirely or on a block by block basis at the discretion of Infrastructure Services.
- c) If the residents no longer want a Residential Parking Permit Program in their area, it is up to the residents to circulate a petition and obtain 70% (or 50% in the case of a Limited Residential Parking Permit Program) support for the removal of the program. This process can proceed on a block by block basis. Infrastructure Services will verify the results of the petition.

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4. RESPONSIBILITY

The Infrastructure Services Department is responsible for administering this Policy.

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 NUMBER

 A07-014

POLICY TITLE <i>Administration of Residential Parking Permits</i>	ADOPTED BY: <i>City Council</i>	EFFECTIVE DATE <i>August 2, 2011</i>
ORIGIN/AUTHORITY <i>Clause 4, Report No. 7-1998 of the Planning and Operations Committee</i>	CITY FILE NO. <i>CK. 6120-4 & 6330-1</i>	PAGE NUMBER <i>1 of 9</i>

1. PURPOSE

To outline the administrative procedures required of a Residential Parking Permit Program and a Limited Residential Parking Permit Program.

2. DEFINITIONS

- 2.1 Residential Parking Permit Program – is a program which allows residents to park on a street for a period longer than that allowed by a posted parking restriction.
- 2.2 Residential Parking Permit- is a decal/tag displayed in a vehicle which indicates that the vehicle is part of a Residential Parking Permit Program.
- 2.3 Resident – a person who occupies a single or multi housing unit and produces proof of that occupancy.
- 2.4 Residential Parking Permit Zone – is the area in which a Residential Parking Permit Program is implemented.
- 2.5 Limited Residential Parking Permit Program – is a program similar to the traditional Residential Parking Permit Program with exceptions to the existing criteria.
- 2.6 Visitor – a person who is not a resident.
- 2.7 Visitor Parking Permit- is a removable decal/tag which allows a visitor of a resident to park their vehicle on the block where the single or multi housing unit they are visiting is located. A vehicle displaying a visitor parking permit is part of a Residential Parking Permit Program.
- 2.8 Temporary Parking Permit – is a temporary decal/tag which indicates that a vehicle is part of a Residential Parking Permit Program for a designated period of time as indicated on the temporary parking permit.

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- 2.9 Single Housing Unit – a separate building designed and occupied exclusively as one dwelling unit.
- 2.10 Multi Housing Unit – a separate building designed and occupied exclusively as two, three or four separate dwelling units.
- 2.11 Apartment Building – a building designed and occupied with five or more separate dwelling units.
- 2.12 High Parking Generator – are events, businesses, institutions, etc., which generate large amounts of transient on-street parking.
- 2.13 Student – a person attending any academic/post secondary institution within the boundaries of the City of Saskatoon.
- 2.14 Vehicle – a passenger car or truck weighing less than 8000 kilograms and shorter than 6 metres.
- 2.15 Institutional Property – publicly owned medical, secondary or post secondary educational facility.

3. POLICY

3.1 General

The administrative procedures of a Residential Parking Permit Program will outline the specific details of such a program. These administrative procedures will provide guidance of the rules and steps to be taken to implement and maintain a Residential Parking Permit Program.

A Residential Parking Permit Program will provide an effective and long-term solution to the problems associated with transient on-street parking occurring in residential neighbourhoods close to high parking generators.

A Limited Residential Parking Permit Program will provide an effective solution to the problems associated with transient on-street parking occurring in residential neighbourhoods within 150 metres of an institutional property.

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3.2 Permit Fees

The Residential Parking Permit Program is a cost/revenue neutral program that the City of Saskatoon offers residents of neighbourhoods close to high parking generators. The annual cost of a residential parking permit or a limited residential parking permit will be \$25 or \$15 respectively, plus applicable taxes.

The annual fee for a visitor parking permit is \$5, plus applicable taxes, if a resident purchases a residential parking permit. If a resident did not purchase a residential parking permit, then the annual fee for a visitor parking permit is \$25, plus applicable taxes.

The fee for a temporary parking permit is \$1 per day plus applicable taxes.

3.3 Proof of Residency/Vehicle Ownership

Residents are required to provide a minimum of two pieces of documentation which proves that they live in a single or multi housing unit within the Residential Parking Permit zone. Residents are also required to provide a minimum of one piece of documentation which proves that they own or operate a motor vehicle that is parked at their place of residence.

All applicants must produce a valid Saskatchewan vehicle registration card/form for each vehicle registered to the residential parking permit address. This is sufficient to prove vehicle ownership, however additional documentation is required to confirm the resident's address. The following is a list of acceptable pieces of documentation to show proof of residency:

- Valid drivers license that shows the address;
- Current months phone, utility, or cable TV bill;
- Current property tax receipt;
- Current months bank or credit card statement;
- Tenancy agreement;
- Valid vehicle insurance card/form;
- Change of address registered with the post office.

In instances where the resident is not the registered owner of the vehicle, but is the principal operator, the person must sign an affidavit declaring possession of that vehicle. Persons driving corporate vehicles must provide proof of

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employment with the corporation or ownership of the corporation. An employment contract, a letter on corporate letterhead signed by an official of the company, shareholder agreement, business card, etc. are all acceptable forms of documentation.

Students with out of province license plates must produce a valid out of province vehicle registration card/form, a current student registration form or student card, and two pieces of the above mentioned documentation which shows proof of residency. Students with out of province license plates are the only people not required to provide a valid Saskatchewan vehicle registration card/form.

All forms of documentation are subject to verification by the Parking Services Group.

3.4 Number of Parking Permits Available for Sale

One residential parking permit will be available for sale per resident with a vehicle. A resident can not purchase more than one residential parking permit. Permits will only be sold to residents of single or multi housing units. Permits will not be sold to residents of apartment buildings who have adequate off-street parking as outlined in Bylaw 7862. All housing units must be legal according to the City's records. Occupants in housing units not listed on the City's records will not be sold permits. Permits are not available to anyone residing outside of the Residential Parking Permit Zone.

3.5 Visitor Parking Permits

For the Residential Parking Permit Program, one visitor parking permit will be available for sale per single housing unit or for each unit in a multi housing unit within the Residential Parking Permit zone. The visitor parking permit will be issued on an annual basis at the same time the Residential Parking Permit is sold.

The annual fee for a visitor parking permit will be \$5 plus applicable taxes for a single housing unit or for each unit in a multi housing unit if a resident in one of those housing units purchases a Residential Parking Permit. If none of the residents of a single housing unit or a unit in a multi housing unit purchase a Residential Parking Permit then that residence is not issued a visitor permit for \$5 plus applicable taxes. However, those residents can purchase a visitor parking permit for an annual fee of \$25 plus applicable taxes.

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Only one visitor parking permit can be purchased per single housing unit or for each unit in a multi housing unit. Visitor parking permits are not issued based upon the number of vehicle permits a single or multi housing unit has.

Visitor parking permits are only valid on the block where the residence is located. The address of the single housing unit or a unit in a multi housing unit will be displayed on the visitor parking permit.

Visitor parking permits will not be replaced if lost or stolen.

Visitor parking permits and temporary parking permits will not be available to a resident who has purchased a Limited Residential Parking Permit. Visitor parking permits will only be available for managers of an apartment building (5 unit or higher dwelling) for the Limited Residential Parking Program.

3.6 Temporary Parking Permits

Temporary parking permits are intended for those residents of single or multi housing units within a Residential Parking Permit zone who require additional parking permits for special events.

Requests for these permits are to be made to Customer Service and suitable documentation must be shown proving residency. Approval of temporary parking permits is at the discretion of the Parking Services Group.

Temporary parking permits will be date stamped (showing a start and expiry date) and the vehicle's license plate number will be prominently displayed on the permit.

The cost of a temporary parking permit will be \$1 per day, plus applicable taxes.

Temporary parking permits will not be available to a resident who has purchased a Limited Residential Parking Permit.

3.7 Disposal of Vehicle. Change of License Plates

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If a resident sells their vehicle and no longer requires a residential parking permit, the permit must be returned to Customer Service on the first floor of City Hall and no refund will be given.

If a resident sells their vehicle and then buys a new vehicle and the new vehicle has the same license plate number as the previous vehicle, the resident must notify Customer Service of the change.

If a resident changes license plates on their vehicle and the ownership of the vehicle remains the same, the resident must return their old permit into Customer Service and show proof of ownership documentation as outlined in 3.3 above illustrating that ownership has remained the same, but the license plate number is now different. When this is done, a new permit will be issued.

If a resident is not the registered owner of a vehicle but is the primary operator and changes vehicles, the resident must return their old permit to Customer Service and show documentation as outlined in 3.3 above. When this is done a new permit will be issued.

In all of the above scenarios for the disposal of a vehicle or a change in license plates, no fee will be charged.

3.8 Resident Moves

The following are the three possible scenarios:

- a) A resident moves to another single or multi housing unit within the same Residential Parking Permit zone. In this case the resident is to notify Customer Service of the change of address and to provide proof of the new location. When this is completed, Customer Service will make the necessary modifications to any existing permits.
- b) A resident moves to another single or multi housing unit within another Residential Parking Permit zone. In this case the resident is to notify Customer Service of the change of address and to provide proof of the new location. When this is completed, a new permit(s) will be issued for the new zone and no fee will be charged.

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- c) A resident moves to a non-Residential Parking Permit zone. The resident is required to return their permit(s) to Customer Service.

3.9 Lost or Stolen Permits

A resident who loses or has their permit stolen can apply for a new permit at Customer Service. The resident may be required to show proof of a theft, such as an insurance claim form. The resident will be charged the full fee for the replacement of the permit if a new permit is authorized by the Parking Services Group. The issuance of a replacement residential parking permit is at the discretion of the Parking Services Group.

Lost or stolen visitor and temporary parking permits will not be replaced.

3.10 Enforcement

Once a Residential Parking Permit zone has been established and residents have been issued permits, enforcement of the Residential Parking Permit zone will commence. Enforcement will be conducted on a continuous basis throughout the year.

Once a Limited Residential Parking Permit has been established and residents have been issued permits, enforcement will commence on complaint basis only.

3.11 Renewal

Residential parking permits and visitor parking permits are valid for one year with the expiry date indicated on the permit. Expiry dates for different Residential Parking Permit Zones will be staggered throughout the year in order to limit the number of residents reapplying at any one time.

Residents of a Residential Parking Permit zone will be notified of reapplication procedures by mail, three weeks in advance of the permits expiring. This task will be done by the Parking Services Group.

Limited Residential Parking Permits may be valid for a specified time period, or for the entire year. No notification will be provided to residents of the need to reapply. Residents within the Limited Residential Parking Permit zone will need to re-apply for permits annually.

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Re-application procedure is the same as the initial application for a permit, where the applicant has to provide proof of residency and vehicle ownership.

3.12 Information Displayed on Permits

The following information will be displayed on the Residential Parking Permit/Limited Residential Parking Permit:

- License plate number;
- Residential parking permit zone identification;
- Permit number; and
- Expiry date.

The following information will be displayed on the Visitor Parking Permit:

- Residential parking permit zone identification;
- Permit number;
- Expiry date; and
- Resident's address.

The following information will be displayed on the Temporary Parking Permit:

- License plate number;
- Residential parking permit zone identification;
- Permit number;
- Resident's address;
- Start date; and
- Expiry date.

Permits shall be displayed prominently according to instructions on the back of permits. Permits displayed incorrectly are not valid.

3.13 Database

A database will be maintained of all Residential Parking Permit holders. This database will be set up and maintained by the Parking Services Group. Revenue Branch personnel will enter applicant's data into the database when issuing permits.

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This database will help facilitate better enforcement of the Residential Parking Permit Program and allow for a more efficient renewal process.

3.14 Ticket Cancellation

A ticket can be cancelled only if:

- A ticket is issued for a parking permit violation (not for violation of some other parking restriction);
- A parking permit has been issued to the vehicle described on the ticket;
- The ticket is less than two weeks old; and
- Previous outstanding violations have not been issued to this vehicle.

The Parking Services Group has sole authority for canceling any parking ticket. Cancellation of any parking ticket is at the discretion of the Parking Services Group.

4. RESPONSIBILITIES

4.1 Parking Services Group

The Parking Services Group, Transportation Branch, of the Infrastructure Services Department is responsible for:

- a) The administration of this policy;
- b) The review and update of this policy; and
- c) The administration of all Parking Permit applications, requests and inquiries.

4.2 Revenue Branch

The Revenue Branch of the Corporate Services Department is responsible for:

- a) The collection of Parking Permit fees;
- b) The issuance of Parking Permits; and

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- c) Database updates.

Presentation by
Emily Boehr to P.O.
Cite = July 12/11

Emily Boehr
#6 - 1111 Avenue D North
Saskatoon, Sask.
S7L 1N7

Phone 242-6076

Planning and Operations Committee

July 12, 2011

Re: Parking permits in the Kelsey area (File CK.6120-4)

My name is Emily Boehr and I would like to thank the committee for a chance to speak about the parking permits in the Kelsey area of Caswell Hill.

I live in an apartment building with a small parking lot for residents and no room for any visitor parking. The brochure sent out regarding the parking, states that apartment residents are not allowed any visitor parking permits, either annual or daily.

I have a two bedroom apartment and my brother comes to Saskatoon every 6 to 8 weeks and stays at my place for 3 to 4 days. My sister comes a couple times a year and stays here as well. I also have days off during the week and visitors cannot stay more than two hours under the current regulations. Where do my visitors park?

People with a house can purchase two resident permits plus an annual visitor permit while an apartment resident cannot purchase any permits if they have an assigned spot.

It is not right to deprive an apartment resident of the same rights a homeowner has to have visitors. There is ample parking with two spots in front of the building and from the building to 32nd street, there are four spots on each side as the houses face 32nd street.

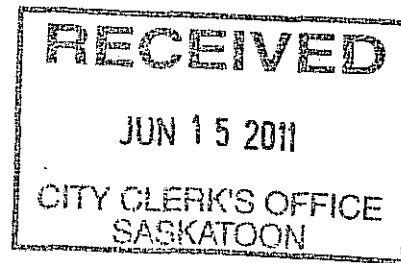
We would like you to extend to apartment dwellers, the same rights homeowners have to purchase an annual or daily visitor permit. If you have any concerns about how many permits would be purchased, you currently have a policy that an apartment manager can purchase three permits for maintenance staff. Could these also be used for visitor parking.

Yours sincerely



Emily Boehr

Emily Boehr
#6 - 1111 Avenue D North
Saskatoon, Sask.
S7L 1N7



City Council
City of Saskatoon

June 14, 2011

Dear Councillors: *Mayor & members of city council*

I am writing in regard to the resident parking permits in the Caswell community in the SIAST area that take effect in June and we are asking that the conditions be reviewed for visitor permits.

I live in a 16 suite apartment building and the brochure that was delivered stated that a resident of this type of building cannot apply for an annual visitor permit or a daily visitor permit.

I have a two bedroom apartment and my brother comes to Saskatoon every couple of months for 3 to 4 days and my sister once or twice a year for a few days and they stay at my place. The apartment building is over 40 years old and has a small parking lot with no spots for visitors and no room to create any. Back then, there probably were no rules for visitor parking.

To say residents of houses can have visitors but apartment residents are not allowed visitors is definitely not fair. There are three possible options and we ask that one or more of these be approved to avoid discrimination against the type of dwelling a resident resides in.

1. Allow an apartment resident to purchase an annual visitor permit if the apartment building does not have visitor parking.
2. Allow the resident to purchase the daily visitor permit under the same conditions.
3. The apartment manager is allowed to purchase three permits but these can only be used by maintenance personnel. Allow the residents of that building to share the three permits for visitor parking.

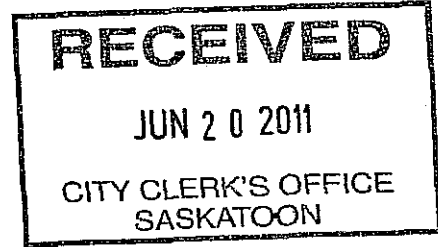
Yours sincerely

Emily Boehr

Emily Boehr

6120 - 4

From: CityCouncilWebForm
Sent: June 20, 2011 10:26 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Elmer Boehr
P.O. Box 756
St. Walburg
Saskatchewan
S0M 2T0

EMAIL ADDRESS:

boeh@ Sasktel.net

COMMENTS:

I want to know why City Council is discriminating against and violating the rights of Caswell Hill residents, especially apartment renters. These people have the same right to free, totally unrestricted parking as anyone living outside this parking area. Every homeowner and apartment renter should be given 3 all inclusive passes to be used on their own or visitors vehicles. I come to the city regularly and stay with someone in an apartment. I have no place to park except on the public street and will continue to do so. The problem is with Kelsey students, not residents, and City Council has absolutely NO right to place any parking restrictions on any residents of the Caswell Hill area. Your current permit program shows a total lack of fairness and any semblance of common sense. It is ten times more complicated than is necessary. This program will not and cannot work as the students will just move over a couple of blocks, thereby creating problems for a new set of residents. The solution to students parking at Kelsey and also the U. of S. is to require these institutions to provide more on-site parking.

2.

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Infrastructure Services Department
DATE: July 23, 2011
SUBJECT: Enquiry – Councillor P. Lorje (November 21, 2010)
Pedestrian/Vehicle Issues – 22nd Street Corridor
AND
Westmount Local Area Plan
AND
Unpredictable Pedestrian Crossings
FILE NO: CK. 6150-1

RECOMMENDATIONS: that the following report be submitted to City Council, at its meeting to be held on August 17, 2011, recommending:

- 1) that a post budget increase in the amount of \$120,000 be approved for Capital Project 0631 – Traffic Safety Improvements, for the installation of two pedestrian actuated signals along 22nd Street West, at the intersections of Avenue M and Avenue R;
- 2) that the post budget increase in the amount of \$120,000 be funded from the 2012 allocation to the Traffic Safety Reserve;
- 3) that a copy of this report be forwarded to the Board of Police Commissioners and the Traffic Safety Committee for its information; and
- 4) that the Administration report back within one year on the effectiveness of the additional pedestrian actuated signals and overall safety on 22nd Street.

BACKGROUND

The following enquiry was made by Councillor P. Lorje at the meeting of City Council held on November 21, 2010:

“Will the Administration please review the pedestrian/vehicle issues along the 22nd Street corridor and report as soon as possible on any practical solutions to improve safety along the roadway, particularly from Avenue H through to Avenue W.”

City Council, at its meeting held on June 27, 2011, approved the Westmount Local Area Plan (LAP) Final Report, which included the following recommendation:

“That the Infrastructure Services Department, Transportation Branch, conduct a pedestrian count on 22nd Street West between Avenue H North and Witney Avenue, and

determine appropriate measures to enhance pedestrian crossings at non-controlled intersections with the goal to improve pedestrian safety.”

At its meeting held on July 12, 2011, the Planning and Operations Committee received a memo from the Traffic Safety Committee (Attachment 1) forwarding comments and a recommendation for a barrier along 22nd Street West. The Committee resolved that the information be received and forwarded to the Administration for inclusion in its report to City Council dealing with the outstanding enquiry from Councillor Lorje on pedestrian/vehicle issues on 22nd Street.

Also attached is a copy of correspondence from Tracy Ridalls, on behalf of Smart Cities Healthy Kids (Attachment 2), outlining the results of a study comparing pedestrian crossings along 22nd Street West, 8th Street East, and 20th Street West, and indicating their opposition to a barrier being placed along 22nd Street West.

REPORT

Twenty-Second Street West, from Avenue H to Witney Avenue, is a two-kilometre section of roadway classified as a major arterial street. Major arterial streets are designed to carry up to 50,000 vehicles per day, and typically form neighbourhood boundaries.

Twenty-Second Street West is comprised of three lanes in both the eastbound and westbound directions, and carries between 40,000 and 45,000 vehicles per day. Land use throughout this section of 22nd Street West is mixed, with approximately 75% comprised of commercial properties (zoned B3 and B4); while the remaining 25% is comprised of high-density dwelling units (zoned RM3 and RM4).

By definition, under *The Traffic Safety Act*, legal crosswalks exist at each intersection of two streets. This includes three-legged intersections (i.e. “T-Intersections”) and off-set intersections. In total, 19 legal crosswalks exist along 22nd Street, from Avenue H to Witney Avenue, five of which have pedestrian-activated signals (Avenue H, Avenue P, Avenue T, Avenue W and Witney Avenue). The remaining 14 legal crossings do not have pavement markings; however curb cuts exist in the centre median to allow for stroller and wheelchair accessibility.

Yellow diamond advance warning signs indicating, “Pedestrian Crossing Ahead”, are usually placed approximately 50 metres in advance of a marked crosswalk, generally in a location where pedestrians wouldn’t normally cross, such as around a curve, or on a major arterial road. On 22nd Street, these warning signs have been placed for both marked and unmarked crosswalks, sometimes closer than 50 metres apart, due to the number of legal crossings that exist. (It had been previously noted that the visibility of some warning signs was limited due to shrubbery. These signs have recently been relocated.) Sometimes, both motorists and pedestrians mistakenly believe that these warning signs are actually marking where the legal crossing location is, creating a false sense of security for pedestrians.

From June 10 to 17, 2011, three pedestrian-vehicle collisions occurred on 22nd Street West, one of which resulted in a fatality. A review of the most recently available five-year collision history (2006 to 2010), obtained from Saskatchewan Government Insurance (SGI), indicated that there

were 63 reported pedestrian-vehicle collisions along 22nd Street West from Avenue H to Witney Avenue during that time period. Most resulted in personal injury, none were fatal. A significant percentage of the reported collisions (71%) indicate pedestrian action as the major contributing factor, which included pedestrian impairment; running into the roadway; and/or crossing without the right-of-way, either between intersections or against a red light. Detailed pedestrian-vehicle collision history for 22nd Street West is included in Attachment 3.

A comparison of the number and spacing of protected crossings on 22nd Street West versus other streets in the city does not necessarily yield directly comparable figures. For example, the two-kilometre section of 8th Street, from Cumberland Avenue to Circle Drive, has nine signals, but the adjacent land use is completely zoned commercial district (B4) and there are no residential frontages along the street. Similarly, sections of 20th Street West, a minor arterial with several pedestrian-actuated crossings, are mostly zoned as commercial, service, or industrial district. Commercial business areas typically exhibit higher traffic/pedestrian volumes and multiple vehicle turning movements, resulting in a higher risk for pedestrian-vehicle conflict points, thus necessitating the need for additional pedestrian-actuated crossings and traffic signals.

A collision history comparison of 22nd Street West to an analogous section of 8th Street East between Broadway Avenue and Sommerfield Avenue (a major arterial roadway exhibiting a similar geometric cross-section and adjacent land use), indicates that there were 12 reported pedestrian-vehicle collisions in the same time period, between 2006 and 2010, none of which were fatal. This is significantly less than the 63 collisions along 22nd Street West. Only two of the reported collisions were due to pedestrian action. A detailed pedestrian-vehicle collision history for 8th Street East is shown in Attachment 2.

Fewer pedestrian related collisions occurred on this section of 8th Street despite the fact that it has fewer marked crosswalks (four are signalized and the remaining crosswalks are unmarked) than 22nd Street West. This suggests that the number of pedestrian-vehicle collisions cannot be solely attributed to the number of pedestrian-actuated crossings available.

Pedestrian counts were conducted at various locations along 22nd Street West, between Avenue H and Witney Avenue, between the summer of 2010 and the summer of 2011. Counts were conducted during pedestrian peak hours (8:00 a.m. to 9:00 a.m.; 11:30 a.m. to 1:30 p.m.; and 3:00 p.m. to 5:00 p.m.).

Pedestrian volumes at each intersection varied from 50 to 215 pedestrians per day, during the peak hours. Of the total number of those crossing 22nd Street West, the following observations were made:

- Approximately 10% were children; 30% were teenagers, 60% were adults;
 - 11% were on bikes.
 - 15% of the pedestrians/cyclists crossed between legal crosswalks, i.e. "jaywalking";
 - Of those jaywalking, 44% did so within one block of a traffic signal;
 - Of those jaywalking, 11% were children, 13% were teenagers, 76% were adults.

An analysis was completed to determine if additional pedestrian activated signalized crosswalks were warranted along 22nd Street West. The signal warrant is a tool that is used to compare crossing locations relative to other similar locations. It assigns points for a variety of conditions that exist at a crossing location, including the number of traffic lanes to be crossed, the presence of a physical median, the posted speed limit, the distance to the nearest protected crosswalk point, and the number of pedestrians and vehicles. The minimum requirement for the installation of a pedestrian actuated traffic signal is 100 points or greater. In addition to the warrant, engineering judgement is used to evaluate the appropriateness of any traffic control measure, given adjacent land uses and other location specific conditions.

Based on the conditions outlined above, the pedestrian studies yielded warrant values ranging from 79 to 122 points.

The Administration will be implementing a three-phase, progressively restrictive program, as outlined below, in order to increase pedestrian and motorist safety along 22nd Street West and will work closely with the Saskatoon Police Services (SPS) to determine the effectiveness of each phase implemented. Should SPS continue to observe non-compliance of the Traffic Bylaw (i.e. continued jaywalking and speeding) despite increased enforcement, then the next phase of the program will be implemented. If it is found that the measures implemented sufficiently increase safety, then subsequent phases will not be implemented.

Phase 1

In Phase 1, two pedestrian activated signals will be installed along 22nd Street West, at the intersections of Avenue M and Avenue R, at the earliest possible date, upon post-budget approval. These locations were selected due to the results of the pedestrian studies and the lack of pedestrian-actuated crossings between Avenue H and Avenue P. The yellow pedestrian warning signs will also be removed to eliminate pedestrian and motorists confusion.

An education program to increase awareness will be created and implemented by the Administration. Creation and implementation of the education program will be done in consultation with the appropriate community consultants and SPS. SPS will also be requested to implement the use of portable speed trailers and increase the level of enforcement for jaywalking and speeding along 22nd Street West.

Crossing between pedestrian-activated signals is not recommended nor encouraged. However, in order to facilitate access to adjacent neighbourhoods and businesses for pedestrians, Phase 1 does not prohibit crossing at the unmarked locations.

Phase 2

Should the above measures fail to improve the pedestrian-motorist safety and reduce the number of collisions, Phase 2 will be implemented. In Phase 2, crossing at all remaining unmarked locations will be prohibited via appropriate signage and an increased level of enforcement by SPS. The Administration will also conduct an additional review of 22nd Street to determine if and where additional legal and safe pedestrian crossings are warranted.

Phase 3

Should the above measures fail to improve the pedestrian-motorist safety and reduce the number of collisions, a report will be submitted for Council approval to move to implement Phase 3, which will physically restrict any crossing between pedestrian-actuated signals by installing a barrier along the 22nd Street West centre median. Details of the design of the barrier will be determined, if the measure is deemed necessary, however, it will be designed to prevent or deter pedestrians from jaywalking, while ensuring that it has an aesthetic appeal and does not restrict sightlines.

OPTIONS

While there has been some support for the immediate installation of a barrier along the centre median of 22nd Street West to prevent jaywalking, it is the opinion of the Administration that such a measure is too restrictive, particularly given the City's role in promoting active transportation, such as walking and cycling. Additionally, it is typically the Administration's practice to begin by implementing the least restrictive measures possible. An estimate indicates that the cost of a six-foot high ornamental-style fence would be approximately \$200,000.

Marking all legal crosswalks along 22nd Street West with signage and pavement markings is also not recommended. A marked crosswalk raises the expectation that motorists will stop for pedestrians. However, motorists who stop for pedestrians crossing multi-lane streets may block the view of drivers in other lanes who, therefore, aren't able to see that a pedestrian is crossing. It also results in approaching vehicles switching lanes and manoeuvring around a vehicle that has stopped or is decelerating for a pedestrian, increasing the potential for a collision with the pedestrian. As a result, motorists have shown a reluctance to stop for pedestrians crossing multi-lane streets.

It should also be noted that although traffic calming devices are sometimes used to increase pedestrian safety, such measures would not be considered in a case such as this. Traffic calming devices are physical measures (such as curb extensions, speed humps, etc) used on local and collector roadways and are generally not considered appropriate for arterial roadways. Because arterial roadways are designed to carry large traffic volumes, implementation of traffic calming devices on them can lead to several safety issues, such as:

- Delay in emergency services response times - Arterial roads are important routes for emergency vehicles.
- Increase in shortcutting vehicles – The inconvenience and discomfort of the traffic calming features on arterial roads may encourage drivers to use alternative roadways displacing the traffic to neighbouring local roads which could result in increased risk for vehicle/pedestrian conflicts on roadways with typically higher pedestrian volumes.

POLICY IMPLICATIONS

The installation of pedestrian actuated signals on 22nd Street West at the intersections of Avenue R and Avenue M is in accordance with Policy C07-018 – Traffic Control at Pedestrian Crossings.

FINANCIAL IMPLICATIONS

It is estimated that the installation of the two pedestrian actuated signals will cost approximately \$120,000. The Administration is recommending a post-budget increase to Capital Project 0631 – Traffic Safety Improvements in the amount of \$120,000, to be funded from the 2012 allocation to the Traffic Safety Reserve.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PUBLIC NOTICE

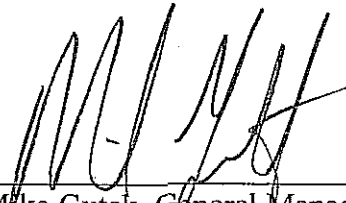
Public Notice pursuant to Section 3 of Policy C01-021, Public Notice Policy, is not required.

ATTACHMENTS

1. Memo dated July 12, 2011, from the Secretary, Traffic Safety Committee;
2. Correspondence dated July 12, 2011, from the Tracy Ridalls;
3. 5-Year Reported Collision History (2006 - 2010) 22nd Street West, Avenue H to Witney Avenue; and
4. 5-Year Reported Collision History (2006 - 2010) 8th Street East, Broadway Avenue to Sommerfield Avenue.

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

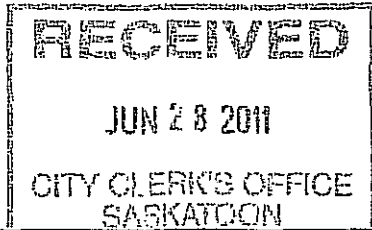
Approved by: Angela Gardiner, Manager
Transportation Branch

Approved by: 
Mike Gutek, General Manager
Infrastructure Services
Dated: July 28, 2011

Copy to: Murray Totland
City Manager

Attachment 1

5200-1



CITY OF SASKATOON

Office of the City Clerk

To: Secretary
Planning and Operations Committee

Date: June 24, 2011

Phone: 3240

Our File: CK. 5200-1

From: Joyce Fast, Committee Secretary
Traffic Safety Committee

Your File:

Re: Unpredictable Pedestrian Crossings

The Traffic Safety Committee, at its meeting held on June 14, 2011, during discussion of unpredictable pedestrian crossings on a portion of 22nd Street West, resolved, in part, that a request be sent to the Planning and Operations Committee for an eight foot barrier fence to be installed on the boulevard on 22nd Street West from Avenue H to Witney Avenue.

SGI stats show Saskatoon with 131 pedestrian or cyclist motor vehicle injuries in 2010. This is a disturbing average of more than one every three days. Pedestrian claims represent about 85% of the total 131. The first quarter of 2011 indicates this year is right on track with 2010's numbers.

In 2010, SGI recorded 27 pedestrian injury claims on 22nd Street alone, the majority of which occurred between Avenue H and Witney Avenue. This one street accounts for a quarter of all pedestrian injury claims filed with SGI for the entire city of Saskatoon. Several of these unfortunate incidents resulted in moderate to severe injuries, some requiring long-term institutional care.

The Committee strongly endorses moving ahead with a barrier fence for the benefit and safety of people in the area.

JF:bz

cc: General Manager, Infrastructure Services Department

Sexon, Rosemarie (IS - Transportation)

Subject: FW: Potential barrier on 22nd Street

From: Tracy Ridalls [mailto:tracy.ridalls@usask.ca]

Sent: Tuesday, July 12, 2011 8:47 AM

To: Lorje, Pat (CK - Council); Clark, Charlie (CK - Council); Donauer, Randy (CK - Council); Loewen, Mairin (CK - Council); Dubois, Bev (CK - Council)

Subject: Potential barrier on 22nd Street

To the members of the Planning and Operations Committee,

We just read the article in the Saskatoon Star Phoenix (July 11, 2011, page A3) about the possibility of a barrier on 22nd Street to prevent jaywalking. For the past two years we have been conducting the Smart Cities, Healthy Kids project, under Dr. Nazeem Muhajarine, about how neighbourhood design affects walkability. Given the data that we have collected and our systematic observations of Saskatoon's neighbourhoods, we are concerned that the proposal of a 2 kilometre long fence favors the needs of cars over those of pedestrians and citizens of Saskatoon neighbourhoods adjacent to the 22nd artery: Riversdale, Westmount, Mount Royal, Pleasant Hill, and Meadow Green. Instead of creating safe passage for pedestrians and neighbourhood residents to cross 22nd Street, erecting a fence on the boulevard will simply make citizens' movement from one neighbourhood to the next across the 22nd Street more arduous than it already is.

As a part of our project we examined the layout of the area between Avenue H and Witney Avenue. Over an 18 block span there are only five marked crosswalks (Avenue H, Avenue P, Avenue T, Avenue W and Witney Avenue). The article, "Barrier urged for 22nd Street," states that there have been significantly fewer pedestrian-car collisions on two other major arteries in the city, 8th Street and 20th Street, within the same time period. On a comparable 2 kilometre section of 8th Street, between Cumberland Avenue and Circle Drive, there are 9 marked, pedestrian-activated crosswalks with flashing hands, almost twice as many as on the proposed section of 22nd Street. On 20th Street, which is also a much narrower and less busy roadway than 22nd Street, there are fourteen marked crosswalks in a shorter distance (10 are pedestrian-activated and 4 are marked with signage). The difference in pedestrian-car collisions in the comparable 8th and 20th Streets can be attributed to the greater number of opportunities provided for safe crossing on these streets, compared to the very low number of opportunities for safe crossing provided on 22nd Street.

As you know, pedestrians have the right of way at any unmarked intersection unless it is within one block of a marked crosswalk. This would indicate that pedestrians should be able to cross at any of the street corners between Avenue N and Avenue J on 22nd Street. As well, the 22nd Street boulevard has a number of curb cuts directly across from street corners, where pedestrians are allowed to cross. We know from experience and observation that when pedestrians attempt to use these crossings vehicles neither slow down nor respect the bylaw that allows pedestrians to cross at corners. Instead these pedestrians are viewed as jaywalkers.

The distance between marked crosswalks, between Avenue H and Avenue P, is eight blocks long. This is an unreasonable distance to ask someone, on foot or pushing a stroller, to go out of their way to cross the street. It would seem that a better, more reasonable and pedestrian and citizen friendly option would be to put in more crosswalks, overhead walkways, or traffic calming devices rather than further restrict the safe movement of pedestrians by implementing physical barriers.

If 22nd Street was in fact a freeway (similar to Circle Drive) and the passage of pedestrians was prohibited then erecting an 8 foot high, 2 kilometre long barrier would be reasonable. However, these are residential neighbourhoods that happen to be bisected by 22nd Street and there are a number of commercial and recreational destinations on both sides of 22nd Street that should be accessible to the people who live in these neighbourhoods.

We strongly urge you to rethink building a fence barrier on 22nd Street; instead we urge you to create innovative solutions to allow free passage across 22nd Street for pedestrians and residents of these neighbourhoods.

Sincerely,

Dr. Nazeem Muhajarine
Principal Investigator, Smart Cities, Healthy Kids and
Chair, Community Health and Epidemiology

Tracy Ridalls, Research Coordinator, Smart Cities, Healthy Kids

Fleur Macqueen Smith, Knowledge Transfer Manager
Saskatchewan Population Health and Research Unit

Janelle Anderson, Research Assistant, Smart Cities, Healthy Kids

Joel Heitmar, Research Assistant, Smart Cities, Healthy Kids

Kristjana Loptson, Research Assistant, Smart Cities, Healthy Kids

Tracy Ridalls, M.A.
Research Coordinator - Smart Cities, Healthy Kids
Saskatchewan Population Health Evaluation Research Unit (SPHERU)
University of Saskatchewan
501-121 Research Drive
Saskatoon, SK
S7N 1K2
306-966-2237
tracy.ridalls@usask.ca
www.smartcitieshealthykids.com

5-Year Reported Collision History (2006 - 2010)
22nd Street West, Avenue H – Witney Avenue

Attachment 3

DATE	LOCATION	PEDACT	PEDMCF	NOTES
10-Dec-10	22ND ST & AVE T	RUNNING INTO ROADWAY		
30-Nov-10	22ND ST & AVE P	AT INTERSECTION, CROSSING WITHOUT ROW	PED ACTION	E/B V1 on 22nd St/Ave P and pedestrian crossed S/B across 22nd/Ave p and was struck.
24-Nov-10	22ND ST & AVE S	RUNNING INTO ROADWAY	PED ACTION	E/B V1 in RH/L of 22nd St W, hit S/B pedestrian which ran across 22nd St W at Ave S.
18-Nov-10	22ND ST & AVE H	AT INTERSECTION, CROSSING WITHOUT ROW		Hit & Run MVA where pedestrian was struck while crossing legally at the intersection. V1 failed to stop.
18-Nov-10	22ND ST & AVE P	AT INTERSECTION, CROSSING WITH ROW		Pedestrian was crossing street and V1 tried to stop but slid into pedestrian. Pedestrian slipped on ice as well.
31-Oct-10	22ND ST & AVE Y	AT INTERSECTION, CROSSING WITH ROW	DID NOT CONTRIBUTE	
30-Oct-10	22ND ST & AVE T	RUNNING INTO ROADWAY	PED ACTION	E/B V1 hit pedestrian which ran out in front of vehicle on roadway.
26-Oct-10	22ND ST & AVE T	AT INTERSECTION, CROSSING WITH ROW		Pedestrian H & R MVA. W/B V1 hit pedestrian, checks on well being of pedestrian and didn't provide any info.
02-Oct-10	22ND ST & AVE L	WALKING ON ROADWAY - TRAVELLED PORTION	IMPAIRED	Impaired pedestrian crossed right and center lanes and when on Left Lane, stumbled back into Center Lane in front of W/B Center Lane V1 and MVA resulted.
29-Sep-10	22ND ST & AVE H	AT INTERSECTION, CROSSING WITHOUT ROW	PED ACTION	E/B V1 in centre lane on green light and struck S/B pedestrian crossing at intersection on a red light.
30-Jul-10	22ND ST & AVE N	AT INTERSECTION, CROSSING NO TRAFFIC CONTROL	PED ACTION	
24-Jul-10	22ND ST & AVE V	AT INTERSECTION, CROSSING NO TRAFFIC CONTROL	DID NOT CONTRIBUTE	
02-Jul-10	22ND ST & AVE P	BETWEEN INTERSECTION, CROSSING ROADWAY	FAIL TO YIELD ROW TRAFFIC CONTROL DISREGARDED	
18-Jun-10	22ND ST & 2000 W AVE T - AVE U	BETWEEN INTERSECTION, CROSSING ROADWAY	IMPAIRED OTHER HUMAN ACTION	W/B V1 hit pedestrian crossing between intersection.

DATE	LOCATION	PEDACT	PEDMCF	NOTES
17-Jun-10	22ND ST & WITNEY AVE	DID NOT CONTRIBUTE		Pedestrian/car MVA in crosswalk at 22nd and Witney. Pedestrian was N/B and W/B V1 turned lefe, failing to yield during wet/raining conditions.
01-Jun-10	22ND ST & AVE H	AT INTERSECTION, CROSSING WITHOUT ROW		Pedestrian was crossing at intersection, unsure if having right of way.
01-May-10	22ND ST & AVE H	AT INTERSECTION, CROSSING WITHOUT ROW	FAIL TO YIELD ROW	S/B V1 turning E/B struck pedestrian crossing against light. Pedestrian charged w/jaywalking.
20-Mar-10	22ND ST & WITNEY AVE	RUNNING INTO ROADWAY	PED ACTION FAIL TO YIELD ROW	N/B V1 went through intersection on green light and pedestrian ran W/B across street on red light.
08-Mar-10	22ND ST & AVE P	AT INTERSECTION, CROSSING WITH ROW	DID NOT CONTRIBUTE	V1 making left hand turn from 22nd St onto Ave P S, and struck W/B pedestrian on south side of street.
01-Mar-10	22ND ST & AVE S	RUNNING INTO ROADWAY	HAD BEEN DRINKING FAIL TO YIELD ROW	
16-Feb-10	22ND ST & 1900 W AVE S - AVE T	RUNNING INTO ROADWAY	PED ACTION	
11-Feb-10	22ND ST & AVE H	AT INTERSECTION, CROSSING WITHOUT ROW	INNATENTIVE OTHER HUMAN ACTION	Pedestrian ran into traffic and E/B V1 unable to avoid collision.
24-Jan-10	22ND ST & AVE T	AT INTERSECTION, CROSSING WITHOUT ROW	TRAFFIC CONTROL DISREGARDED	W/B vehicle struck pedestrian at intersection, which was crossing against a "Don't Walk" signal.
15-Jan-10	22ND ST & AVE P	AT INTERSECTION, CROSSING WITH ROW	HAD BEEN DRINKING	
09-Jan-10	22ND ST & AVE V	AT INTERSECTION, CROSSING WITHOUT ROW	HAD BEEN DRINKING	
19-Dec-09	22ND ST & WITNEY AVE	AT INTERSECTION, CROSSING WITHOUT ROW	PED ACTION	V2 W/B, decelerating & approachint intersection. Two adults and one childcrossed fr SE to NE corner of intersection against walk signal, V2 had green light, didn't see people striking pedestrians.
25-Nov-09	22ND ST & WITNEY AVE	RUNNING INTO ROADWAY	INNATENTIVE	
14-Nov-09	22ND ST & AVE K	AT INTERSECTION, CROSSING WITH ROW	DID NOT CONTRIBUTE	N/B V1 stopped at intersection, didn't see pedestrian and started to turn right, striking pedestrian who had started W/B across street.
24-Oct-09	22ND ST & 1400 W AVE N - AVE O	BETWEEN INTERSECTION, CROSSING ROADWAY	PED ACTION HAD BEEN DRINKING	The intoxicated pedestrian stepped off the center meridian and was struck the the car.

DATE	LOCATION	PEDACT	PEDMCF	NOTES
13-Oct-09	22ND ST & 1200 W AVE L - AVE M	BETWEEN INTERSECTION, CROSSING ROADWAY	HAD BEEN DRINKING PED ACTION	
29-May-09	22ND ST & AVE H	RUNNING INTO ROADWAY	PED ACTION	V1 started in traffic @ intersection & a male pedestrian ran out in front of vehicle while crossing 22nd street, going S/B on Ave H. He jumped out in frt of two vehicles, blocked from V1 view. V1 slammed on brakes/stopped, but clipped pedestrian.
11-Apr-09	22ND ST & 1500 W AVE O - AVE P	RUNNING INTO ROADWAY		ped kept running after being hit by v1
05-Mar-09	22ND ST & AVE W	DID NOT CONTRIBUTE		Pedestrian was struck by a left turning car at the intersection.
05-Feb-09	22ND ST & 1400 W AVE N - AVE O	DID NOT CONTRIBUTE		Pedestrian was crossing the street when struck by an eastbound vehicle.
28-Jan-09	22ND ST & AVE P	AT INTERSECTION, CROSSING WITHOUT ROW	PED ACTION	
11-Dec-08	22ND ST & 1900 W AVE S - AVE T	DID NOT CONTRIBUTE	PED ACTION HAD BEEN DRINKING	The driver of a car hit a pedestrian.
02-Dec-08	22ND ST & AVE O	AT INTERSECTION, CROSSING WITHOUT ROW	IMPAIRED	Vehicle was E/B on 22nd St W and struck pedestrian crossing roadway from Ave O S.
30-Nov-08	22ND ST & AVE H	DID NOT CONTRIBUTE	DID NOT CONTRIBUTE	
31-Oct-08	22ND ST & 2400 W AVE X - AVE Y	RUNNING INTO ROADWAY	HAD BEEN DRINKING PED ACTION	Pedestrian struck by car.
02-Oct-08	22ND ST & WITNEY AVE	AT INTERSECTION, CROSSING WITH ROW	DID NOT CONTRIBUTE	The driver of the car was making a left turn and failed to yeild to the pedestrian in the cross walk.
01-Oct-08	22ND ST & AVE P	AT INTERSECTION, CROSSING WITHOUT ROW	FAIL TO YIELD ROW TRAFFIC CONTROL DISREGARDED	Vehicle E/B on 22 on green light at Ave P. Pedestrian was crossing N/B on red light and was struck.
25-Sep-08	22ND ST & WITNEY AVE	AT INTERSECTION, CROSSING WITHOUT ROW	FAIL TO YIELD ROW	
26-Jul-08	22ND ST & 2400 W AVE X - AVE Y	DID NOT CONTRIBUTE	PED ACTION	The driver of the police car had his emergency lights on, could not stop and struck the pedestrian who was fighting on the street.
30-May-08	22ND ST & AVE H	AT INTERSECTION, CROSSING WITH ROW	DID NOT CONTRIBUTE	Pedestrian was cross at the intersection with the right of way and was struck by a car turning right.

DATE	LOCATION	PEDACT	PEDMCF	NOTES
31-Mar-08	22ND ST & 2200 W AVE V - AVE W	RUNNING INTO ROADWAY	PED ACTION	V2 SB slowing in traffic due to incident on street corner, ped runs across traffic WB to help out when V2 hits ped
06-Mar-08	22ND ST & WITNEY AVE	AT INTERSECTION, CROSSING WITH ROW	DID NOT CONTRIBUTE	V1 travelling south, turning right on red light, struck pedestrian walking east in north crosswalk of intersection
22-Jan-08	22ND ST & 2000 W AVE T - AVE U	RUNNING INTO ROADWAY	INNATENTIVE PED ACTION	Ped ran thru traffic 2000 blk 22nd St, N to S, Veh hit ped mid block
20-Nov-07	22ND ST & AVE R - AVE S	RUNNING INTO ROADWAY	PED ACTION DISTRACTED	The driver of a car, travelling WB, struck a pedestrian running NB from centre median.
16-Oct-07	22ND ST & AVE T	BETWEEN INTERSECTION, CROSSING ROADWAY	PED ACTION	
01-Oct-07	22ND ST & AVE S	BETWEEN INTERSECTION, CROSSING ROADWAY	PED ACTION INNATENTIVE	The driver of an SUV, struck pedestrian who was crossing street against traffic.
19-Sep-07	22ND ST & AVE N	AT INTERSECTION, CROSSING NO TRAFFIC CONTROL	DID NOT CONTRIBUTE	The driver of a car failed to yield to a pedestrian and struck the pedestrian at an intersection.
21-Aug-07	22ND ST & AVE P	AT INTERSECTION, CROSSING WITH ROW	DID NOT CONTRIBUTE	Pedestrian was crossing at the intersection, was struck by the east bound car.
28-Jun-07	22ND ST & 2100 W AVE U - AVE V	BETWEEN INTERSECTION, CROSSING ROADWAY	INNATENTIVE FAIL TO YIELD ROW	
28-Jan-07	22ND ST & 900 W AVE I - AVE J	BETWEEN INTERSECTION, CROSSING ROADWAY	PED ACTION	A pedestrian was crossing the street between intersections and was struck by a car.
28-Jan-07	22ND ST & AVE I	BETWEEN INTERSECTION, CROSSING ROADWAY	PED ACTION	A pedestrian was hit by a car while crossing the street.
21-Jan-07	22ND ST & AVE P	BETWEEN INTERSECTION, CROSSING ROADWAY	INNATENTIVE	The driver of a car, travelling WB, could not stop in time when pedestrian crossed street. Struck pedestrian, but did not get any information.
05-Nov-06	22ND ST & 2400 W AVE X - AVE Y	WALKING ALONG ROADWAY AGAINST TRAFFIC	DID NOT CONTRIBUTE	
22-Sep-06	22ND ST & 1500 W AVE O - AVE P	ON SIDEWALK, MEDIAN, SAFETY ZONE	PED ACTION	Pedestrian stepped in front of car on sidewalk.
21-Sep-06	22ND ST & 1900 W AVE S - AVE T	RUNNING INTO ROADWAY	PED ACTION	The driver of a car struck a pedestrian that ran out into traffic.
23-Aug-06	22ND ST & 2100 W AVE U - AVE V	BETWEEN INTERSECTION, CROSSING ROADWAY	PED ACTION	A pedestrian was struck by a pickup when the pedestrian attempted to cross between intersections.
12-Aug-06	22ND ST & 2400 W AVE X - AVE Y	WALKING ON ROADWAY - TRAVELLED PORTION	DID NOT CONTRIBUTE	

DATE	LOCATION	PEDACT	PEDMCF	NOTES
07-Jul-06	22ND ST & AVE R - AVE S	WALKING ON ROADWAY - TRAVELLED PORTION	IMPAIRED	
19-Mar-06	22ND ST & AVE V	AT INTERSECTION, CROSSING NO TRAFFIC CONTROL		A pedestrian was struck by a car at the intersection. There were no controls present.

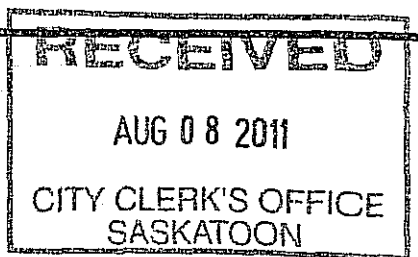
Attachment M

5-Year Reported Collision History (2006 - 2010)
8th Street East, Broadway Avenue to Sommerfeld Avenue

DATE	LOCATION	PEDACT	PEDMCT	NOTES
06-Feb-06	8TH ST & CUMBERLAND AVE	AT INTERSECTION, CROSSING WITH ROW		The driver of a car struck two pedestrians while turning right at the intersection.
18-Mar-07	8TH ST & CLARENCE AVE	RUNNING INTO ROADWAY		
16-Jan-07	8TH ST & 1800 MORGAN - SOMMERFELD	ON SIDEWALK, MEDIAN, SAFETY ZONE	DID NOT CONTRIBUTE	A pedestrian was struck by an unknown driver while on the sidewalk.
05-Jan-07	8TH ST & CAIRNS AVE	PUSHING, WORKING ON VEHICLE	DID NOT CONTRIBUTE	A pedestrian was struck by a car while trying to hook up a vehicle.
04-Jul-09	8TH ST & WIGGINS AVE	AT INTERSECTION, CROSSING WITH ROW	DID NOT CONTRIBUTE	Pedestrian walking N/B across street at unmarked location, when auto made left turn striking pedestrian.
12-May-08	8TH ST & CLARENCE AVE	AT INTERSECTION, CROSSING WITHOUT ROW	PED ACTION	Pedestrian was crossing the intersection without the right of way and was struck by the car who had a green light.
20-Feb-09	8TH ST & LANSDOWNE AVE	AT INTERSECTION, CROSSING WITH ROW	DID NOT CONTRIBUTE	Vehicle W/B on 8th St in L lane and other vehicles were stopped in Rt lane for pedestrian. As a result pedestrian was struck.
22-Aug-10	8TH ST & CLARENCE AVE	AT INTERSECTION, CROSSING WITH ROW		N/B V1 made E/B turn and struck N/B pedestrian.
26-Feb-10	8TH ST & 1000 E CLARENCE - MCKINNON	AT INTERSECTION, CROSSING WITH ROW	HAD BEEN DRINKING	
06-Jul-10	8TH ST & CLARENCE AVE	DID NOT CONTRIBUTE	OTHER HUMAN ACTION	
31-Jul-10	8TH ST & 1800 MORGAN - SOMMERFELD	AT INTERSECTION, CROSSING WITH ROW	DID NOT CONTRIBUTE	S/B V1 turned W/B and failed to yield to pedestrian, resulting in MVA.
27-Aug-10	8TH ST & CUMBERLAND AVE	RUNNING INTO ROADWAY	DID NOT CONTRIBUTE	

Mann, Janice (Clerks)

From: Mann, Janice (Clerks)
Sent: August 08, 2011 3:05 PM
To: Mann, Janice (Clerks)
Subject: FW: Fence to stop JAY walkers on 22nd st.



From: Ray [rlpilk@shaw.ca]
Sent: July 12, 2011 1:29 PM
To: Paulsen, Tiffany (CK - Council)
Cc: glen.penner@saskatoon.ca; Heidt, Myles (CK - Council); Neault, Maurice (CK - Council)
Subject: Fence to stop JAY walkers on 22nd st.

Why does the city always throw money at problems like this?

The city should have these people ticketed so that the offenders pay for this crap and not becoming a cost to us non offenders.

This is what the tax payers are getting fed up with.

Furthermore we have too many walls in this city now. What we need are roads and not bearers.

Have a nice day.

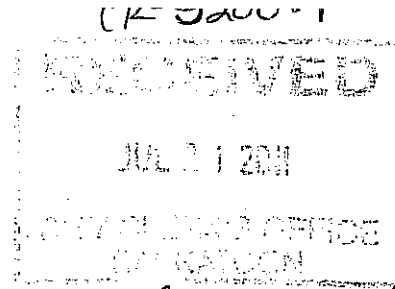
thanks.

Ray Pilkey
2422120

235-815 Heritage gm

July 21, 2011

Mayor Atchison and City Council
Saskatoon City Hall
222 3rd Ave. N.
Saskatoon, SK S7K 0J5



*Circulated to
PO Office - Aug 16/11*

Mayor Atchison and City Council

The recent discussion regarding installing a fence from Ave. H to Whitney Ave. is long overdue. I recently returned from a trip to Calgary where not only do they implement this type of pedestrian control on busy collector streets but also have creative ways in dealing with high volumes of traffic.

All the discussions about making 22nd more pedestrian friendly ignores the fact that this street is a major collector with direct access to city centre. This fence is something that must be done and the City should also consider reducing the number of side street access for vehicles (make them dead end). Too often our City is reactive instead of proactive – now is the time to think further down the road and realize that 22nd will continue to be high traffic unless there will be no further development on the westend or the City turns 22nd into a nice pedestrian mall with planters, fountains and benches. I'm confident that Saskatoon decision makers have observed some of the techniques in Calgary – use of center median fencing as well as sound walls that “split” neighbourhoods and pedestrian over-passes so that traffic can be moved efficiently. Interestingly Calgary is in the process of constructing a 24 million dollar pedestrian only bridge which has raised considerable controversy, which according to some, the City is now trying to reduce by calling the bridge “The Peace Bridge” to acknowledge military contributions.

Our city continues to grow and unfortunately so will the number of vehicles on city streets. Comparing 8th St. to 22nd St. is completely flawed as foot traffic in the 8th St. area is considerably less since many would drive before walking, unlike 22nd St., where foot traffic is higher due in part to the social economics of the area. The problem of foot traffic along the 22nd St. corridor always increases considerably in warmer months as well.

Bicycle paths, pedestrian malls/streets are nice expensive “wants” since we live in a climate that is less inviting for year round use. It is time the City starts being creative, forward thinking when it comes to the movement of vehicles, since vehicles aren't going to vanish anytime soon.

Sincerely,

John Thomson
202 Nixon Cres.
Saskatoon, SK S7L 7E9

3.

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Infrastructure Services
DATE: July 27, 2011
SUBJECT: Servicing Agreement
310644 Alberta Ltd. – Airport Industrial Development Area
Subdivision No. 6/11
FILE NO: 4111-1

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

- 1) that the Servicing Agreement (Attachment 1) with 310644 Alberta Ltd., for a portion of the Airport Industrial Area in the South one half Section 8, Township 37, Range 5, West of the 3rd Meridian, be approved; and
- 2) that His Workshop the Mayor and the City Clerk be authorized to execute the Agreement under the corporate seal.

BACKGROUND

310644 Alberta Ltd. has submitted a subdivision application to the City of Saskatoon to develop the Aero Green Business Park within the Airport Industrial Area. The developer has requested the City of Saskatoon enter into a Servicing Agreement to assign responsibility for the construction and payment of various servicing items.

REPORT

The Administration is recommending that an agreement be entered into to cover the development of Phase 1, all in the South one half Section 8, Township 37, Range 5, West of the 3rd Meridian, subject to the following, which includes both standard and a number of non-standard clauses which are necessary due to the unique nature of the development, and have been agreed upon by the developer:

A. Standard Items:

That the Developer pay the prepaid service rates applicable for this development based on the rates approved by the Council of the City of Saskatoon that are in affect at the time the roads are constructed to a base stage of development.

B. Non-Standard Items:

1. The developer will provide the City with a temporary easement to allow for the construction of an 800 millimetre (mm) forcemain along Airport Drive that will facilitate the development of the Kensington neighbourhood.
2. The developer shall construct buffer strip MB1 to a standard acceptable to the Infrastructure Services Department, including seeding, trees and other plantings.

OPTIONS

There are no options.

POLICY IMPLICATIONS

There are no policy implications.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

FINANCIAL IMPACT

The funding for any construction that is the responsibility of the City of Saskatoon is self-supporting and approved in the Prepaid Capital Budget.

PUBLIC NOTICE

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

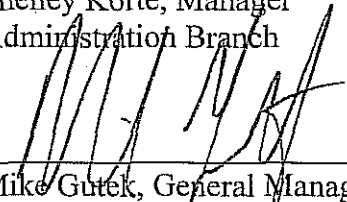
ATTACHMENT

- 1. Servicing Agreement.

Written by: Daryl Schmidt, Land Development Manager
Municipal Engineering Branch

Approved by: Chris Hallam, Manager
Construction and Design Branch

Approved by: Shelley Korte, Manager
Administration Branch

Approved by: 
 Mike Gutek, General Manager
 Infrastructure Services

Dated: July 28, 11

Copy to: Murray Totland, City Manager

Servicing Agreement

The effective date of this Agreement is _____, 2011.

Between:

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

- and -

310644 Alberta Ltd., an Alberta corporation, carrying on business in the City of Saskatoon, in the Province of Saskatchewan (the "Developer")

Whereas the Developer has made application to the City for approval of a Plan of Subdivision, a copy of which is attached to this Agreement and marked as Schedule "A" (the "Plan") and which forms part of this Agreement;

Whereas the City requires as a condition of the approval of the said Plan that the Developer enter into an agreement with the City respecting the installation and construction of certain services and other matters referred to in this Agreement; and

Whereas the City deems it advisable that the Development Area be developed as provided for in this Agreement, and that the Developer and the City provide the facilities as set out in this Agreement.

Now therefore the City and the Developer agree as follows:

Part I Introduction

Plan of Proposed Subdivision

1. The Plan showing the proposed subdivision of a part of Registered Plan Nos. 66-S-09344, 69-S-07233, 80-S-45858 and part of Section 8, Township 37, Range 5, West of the Third Meridian, located in the City of Saskatoon, in the Province of Saskatchewan, in the Dominion of Canada, attached to this Agreement as Schedule "A", is made part of this Agreement.

Definitions and Term

2. (1) Throughout this Agreement:
 - (a) "Development Area" means all that portion of the lands shown outlined in red on Schedule "A" attached to this Agreement, consisting of approximately 521 metres of frontage and 6.23 hectares of parcel land, being those lands which, subject to regulatory approval, have been approved for development; and
 - (b) "Manager" means the General Manager of the City's Infrastructure Services Department.
- (2) The term of this Agreement shall be two years commencing on the effective date and ending on the day two years from the effective date (the "Term").
- (3) The determination of metre frontage shall be based upon lineal metres of frontage as indicated on the Plan of the area being serviced at the time of such servicing. The frontage of lots with corner cutoffs shall include the distance to the intersection of the production of property lines.

Part II Off-Site Servicing

City Servicing

3. Upon the execution of this Agreement the City shall within a reasonable time, and in coordination with the Developer's various stages of service construction, cause the Development Area to be improved and benefited by the supply, placement, installation, construction, use and enjoyment of the following services:
 - (a) Trunk Sewer Service;
 - (b) Primary Water Main Service;
 - (c) Arterial Road Service;
 - (d) Interchange Service;
 - (e) Street Signing and Traffic Controls Service;
 - (f) Parks and Recreation Service;

- (g) Street Lighting Service;
- (h) Planning Service;
- (i) Inspection Service;
- (j) Fencing Service;
- (k) Prepaid Extended Maintenance Service;
- (l) Lift Station Service; and
- (m) Servicing Agreement Charge.

The City warrants that all such services shall be of a size and capacity sufficient to satisfy the servicing requirements of any and all permitted uses to be situated within the Development Area.

Levies Payable by the Developer

- 4. (1) In consideration of the City providing the various services upon and in relation to the Development Area as specified in Section 3, the Developer shall pay to the City the following fees, levies and other charges calculated in accordance with and at the rates described in Schedule "B":
 - (a) Trunk Sewer Levy;
 - (b) Primary Water Main Levy;
 - (c) Arterial Road Levy;
 - (d) Interchange Levy;
 - (e) Street Signing and Traffic Controls Levy;
 - (f) Parks and Recreation Levy;
 - (g) Street Lighting Charge;
 - (h) Planning Levy;
 - (i) Inspection Levy;

- (j) Fencing Charge;
 - (k) Prepaid Extended Maintenance Charge;
 - (l) Lift Station Levy; and
 - (m) Servicing Agreement Fee,
- (the "Development Charges").

- (2) The Developer shall pay to the City the Development Charges as follows:
- (a) within 21 calendar days after the execution of this Agreement, the Developer shall pay to the City 25% of all the Development Charges. Thereafter, the Developer shall pay to the City the remainder of the Development Charges in three equal installments upon November 30, 2011, March 31, 2012 and July 31, 2012;
 - (b) the Developer acknowledges that the Development Charges will be subject to such rates as the Council of The City of Saskatoon has established and has in general force and effect for the 2011 construction season; and
 - (c) the Developer acknowledges and agrees that should the construction of services outlined in Section 12(a) not be completed to the base stage of road construction during 2011, that the Development Charges shall be adjusted to reflect the rates in effect for the construction year that all base material has been installed. The City acknowledges that should the Development Charges be adjusted, the payment schedule contained in Section 4(2)(a) shall be adjusted forward from the dates in this Agreement to the date construction commences in the subsequent year. The provisions of this Section shall not apply where the failure to reasonably complete results from any strike, labour dispute or Act of God.

Payment Dates and Interest

5. (1) All of those Development Charges and other fees, levies and charges payable by the Developer to the City pursuant to this Agreement shall be due and payable upon the various dates specified herein.
- (2) Should any amount or invoice not be paid at the times or within the period so specified, interest shall be payable at Royal Bank of Canada prime rate

plus one and one-half (1 ½ %) percent per annum on all such overdue amounts. In addition to any other remedy which may be available to the City, should any amount invoiced to the Developer not be paid within the times specified, the City shall upon seven days' written notice to the Developer have the right to immediately stop construction until such amount or invoice has been paid by the Developer.

Retroactive Charges

6. The Developer acknowledges that this Agreement is retroactive in effect and all Development Charges and other levies, fees or charges provided for in this Agreement shall specifically apply to any lands developed or services provided before the execution of this Agreement.

Letter of Credit

7. Upon the execution of this Agreement, the Developer shall deposit with the City Clerk, a Letter of Credit in a form acceptable to the City Solicitor, from a chartered bank carrying on business in the Province of Saskatchewan. The Letter of Credit shall be calculated in the amount of \$1,660.18 per front metre, being the sum of \$864,954.00, and shall secure the Developer's performance of the provisions of this Agreement. The Letter of Credit shall be irrevocable during the currency of this Agreement, but may be reduced from time to time in proportion to the amount of construction and Development Charges paid. The Developer shall keep the Letter of Credit current until completion of all construction of services provided for in this Agreement and until the full payment of all Development Charges and all other levies, fees and charges have been received by the City.

Shallow Buried Utilities

8.
 - (1) The City agrees to make all necessary arrangements for the installation of street lighting facilities on streets within the Development Area in accordance with the City's standard specification for commercial development. Any deviation required by the Developer may result in additional charges.
 - (2) The Developer shall consult with the Saskatchewan Power Corporation, Saskatchewan Energy Corporation, Saskatchewan Telecommunications Corporation and Saskatoon Light & Power of The City of Saskatoon as to the timing and construction of utilities within the Development Area.

Temporary Construction Interest

9. The City requires access to a portion of the Developer's land to allow for construction and installation of a 800 mm forcemain. The Developer shall allow the City access and provide the City with a temporary construction interest with respect to the portion of the lands shown as cross-hatches in Schedule "C".

Maintenance in Accordance with *The Cities Act*

10. All services and other facilities supplied, placed, installed and constructed by the City pursuant to the provisions hereof shall be maintained in keeping with the provisions of *The Cities Act*.

City's Indemnification

11. The City will indemnify and save harmless the Developer with respect to any action commenced against the Developer as a result of any act or omission of the City upon or in relation to the City's obligations set out in this Agreement, including the acts or omissions of its officers, employees, servants or agents, or anyone for whom the City is responsible at law.

Part III

Development Area Servicing

Developer Servicing Responsibilities

12. Except as herein expressly provided, the Developer agrees that development and servicing is its sole responsibility and it agrees to cause the Development Area to be serviced and developed by the supply, placement, installation, construction and maintenance of the following services:
 - (a) Direct Services:
 - (i) Water Mains;
 - (ii) Sanitary Sewer Mains;
 - (iii) Storm Sewer Mains;
 - (iv) Grading;
 - (v) Sidewalks, Curbing and Boulevards;

- (vi) Walkways;
 - (vii) Street Cutting; and
 - (viii) Street Paving.
- (b) Buffer Strip Development:

Construction of Buffer Strip MBI including topsoil, grass seeding, trees and other plantings to a standard acceptable to the Manager. The design plan for the buffer shall be submitted to and approved by the Manager prior to construction. The timing of construction shall be determined by the City and this Section may succeed the Term of this Agreement.

Developer Warranties

13. (1) All works constructed by the Developer pursuant to Section 12 of this Agreement on, in or under any street, avenue, lane, easement or other public place shall be the property of the City upon completion of construction. Such works shall be warranted and maintained by the Developer for the periods specified as follows:

Water Mains	2 years from the date of Construction Completion Certificate;
Sanitary Sewer Mains	2 years from the date of Construction Completion Certificate;
Storm Sewer Mains	2 years from the date of Construction Completion Certificate;
Sidewalks and Curbs	2 years from the date of Construction Completion Certificate;
Street Paving	2 years from the date of Construction Completion Certificate; and
All others	2 years from the date of Construction Completion Certificate.

A Construction Completion Certificate shall be issued on completion and acceptance of each phase of work. The warranty periods as outlined in this Subsection shall apply notwithstanding the expiration of the Term of this Agreement.

- (2) The Developer shall put up such barricades, lights or other protection for persons and property as will adequately protect the public or any person in

the neighbourhood and maintain same during the course of construction, and, upon the request of the Manager or the Saskatoon Police Service, shall improve or change same.

- (3) When the Developer has completed all of the storm sewers, sanitary sewers, waterworks, easement cutting, sidewalks, curbs and paving pursuant to any work done under Subsection 13(1), it may so notify the Manager, in writing, who shall within 15 days, carry out the required inspection, and if the Manager is satisfied on inspection that the work is substantially complete and will not be adversely affected by other work, the Manager shall within 15 days issue a Construction Completion Certificate to that effect, and the maintenance period for the works included in the Certificate shall start on the day the Certificate is issued.
- (4) Upon completion and acceptance by the Manager as required in Subsection 13(3), the Developer shall carry out any work, by way of repair or replacement, as directed by the Manager, and which the Manager in his sole discretion deems necessary to conform to the approved plans and specifications. Also:
 - (a) after the issuance of the Construction Completion Certificate, the Developer shall be responsible for any and all repairs and replacement to any utilities and improvements which may become necessary up to the end of the maintenance periods set out in Subsection 13(1);
 - (b) if during the construction or maintenance periods any material defects become apparent in any of the utilities or improvements installed or constructed by the Developer under this Agreement, and the Manager requires repairs or replacements to be done, the Developer shall be so notified, and within a reasonable time after said notice shall cause any repairs or replacements to be done, and if the Developer shall default, or any emergency exists, the City may do the repairs or replacements and recover the cost of doing so from the Developer;
 - (c) the Developer shall be responsible for adjusting all hydrants and main valve boxes to the established grades as they are developed, until such time as the City issues the Completion Certificates for the maintenance of streets and lanes; and
 - (d) the Developer agrees that maintenance is a continuous operation that must be carried on until the expiry date of the maintenance period

for each and every utility, and that no release from liability will be given until all repairs or replacements required by the Manager in his final inspection reports have been made. The final inspection reports shall be completed no later than 60 days prior to the end of the warranty period. A formal release will be issued upon correction of all deficiencies listed in the final inspection reports.

- (5) During the maintenance periods referred to in this Agreement and notwithstanding any other provisions to the contrary, in the case of an emergency involving the breakage of a waterline or the stoppage of a sewer line constructed by the Developer, the City may take such emergency repair measures as it deems necessary, through its officers, servants or agents, on its behalf, to prevent damage to property, and the costs of such repair work shall be payable by the Developer on demand.

Developer Covenants

14. In relation to the development and servicing of the Development Area, the Developer agrees:

- (a) that all topsoil excavated from any streets, lanes, walkways and easements shall be stockpiled and used in the following order or priority:
- (i) development of boulevards;
 - (ii) development of parks; and
 - (iii) allocation to lots or building sites requiring additional topsoil.

In no case shall any topsoil be removed from the Development Area without the express written permission of the Manager;

- (b) (i) to provide all utility, construction and service easements which may be required, at no cost to the City or any other utility agency or service, and to comply with the terms of any easement agreement entered into by the Developer with respect to such easements provided that such easements shall not materially adversely affect the development of the Development Area;

- (ii) to provide and register a utility easement plan if required by the Manager; and
 - (iii) to provide for a covenant in all sale, ground lease or transfer agreements within the Development Area to the effect that the grades set on any such easements shall not be altered without the prior approval of the Manager, whose approval will not be unreasonably withheld;
- (c) to indemnify and save harmless the City with respect to any action commenced against the City as a result of any act or omission of the Developer in relation to the Developer's obligations set out in this Agreement, including the acts or omissions of its officers, employees, servants or agents, or anyone for whom the Developer is at law responsible;
- (d) that all work carried out by the Developer shall be designed and the works supervised by a qualified firm of consulting engineers retained by the Developer. Plans and specifications of design must be approved by the Manager. All design and work carried out must conform to the current City of Saskatoon specifications as to material and construction practices;
- (e) that the Developer shall obtain all approvals required by the Department of the Environment and the Saskatchewan Water Corporation, together with any other sanctions or approvals which may be required by law, copies of all such approvals shall be provided to the City;
- (f) to supply all necessary labour, material and equipment, and to construct and provide sanitary sewers complete with manholes and all other accessories throughout the Development Area;
- (g) to supply all necessary labour, material and equipment, and to construct and provide all water mains, including valves, hydrants and all other accessories throughout the Development Area;
- (h) to supply all necessary labour, material and equipment, and to construct and provide a storm water drainage system for the Development Area which meets the City's requirements as established by the Manager, including all storm sewer mains, piping, manholes, catch basins and other accessories;

- (i) to supply all necessary labour, material and equipment, and to construct and provide all sidewalks and curbs throughout the Development Area;
- (j) to supply all necessary labour, material and equipment, and to construct and provide all sidewalks and curbs required by the Manager throughout the Development Area;
- (k) to supply all necessary labour, material and equipment, and to construct and pave all streets as required by the Manager throughout the Development Area;
- (l) to provide the City with all such detailed plans, specifications, tests and records as the Manager may require both before and after construction. The "as built" plans shall be to the City's standard in size, scale and form and shall be on both vellum and digital copy; and
- (m) to supply the City with proof of adequate commercial general liability insurance which includes a non-owned vehicle endorsement and vehicle liability insurance, minimum coverage to be as follows:

Commercial General Liability Insurance which includes a non-owned vehicle endorsement:

\$5,000,000.00 for each occurrence

Vehicle Liability Insurance:

\$5,000,000.00 for each occurrence,

which coverage shall be maintained throughout the Term of this Agreement.

Standard of Construction

15. With respect to work undertaken by the Developer pursuant to Subsection 12(a), where for any reason the Manager requires construction by the Developer to be different from the City's standards, or different from the conditions of this Agreement, the Developer shall construct in accordance with the instructions of the Manager, but the City shall pay to the Developer any reasonable excess costs involved.

Changes in City Services

16. In the event that the Developer requires changes in City services, other than those contemplated in this Agreement, same shall be provided at the expense of the Developer. Changes requested by the Developer shall be in writing addressed to the Manager, and shall require the written approval of the City.

Part IV General

Approval for Installation of Services

17. The City shall consider all applications for approval made by the Developer as are required respecting the development and servicing of the Development Area by the Developer. All approvals resulting from the applications shall be issued in the normal course, under usual conditions and in accordance with the City's standard specifications respecting the class of works in question.

Timing and Expeditious Construction

18.
 - (1) All works required to be performed by this Agreement shall be carried out as expeditiously as time and construction conditions permit.
 - (2) Subject to the provisions of this Agreement, it is agreed that the Developer shall determine the timing of service installation with a view to the earliest possible servicing of the entire area outlined in red on Schedule "A", subject to the proviso that the views of the Manager with respect to sound construction practices are to prevail, and in particular, with respect to the influence of seasonal and weather conditions as they affect construction. The Manager shall prepare and supply to the Developer a schedule outlining the sequence and timing of any works to be performed by the City.
 - (3) Notwithstanding any other provision of this Agreement and unless otherwise agreed to by the Manager, the parties agree that street paving shall be completed in the year following installation of underground services.
 - (4) In the event the Developer fails to carry out any of the undertakings provided for in this Agreement by December 31, 2011, abandons the work or fails to continue with construction for a period of 30 days at any time, the City may, at its sole option, take over the work and complete same and charge the cost of doing so to the Developer, and the Developer shall pay the cost of doing so to the City. The provisions of this Section shall not

apply where failure to do the work results from labour disputes, strikes, lockouts, Acts of God or any cause of any kind whatsoever which are beyond the Developer's control.

Assignment

19. During the Term of this Agreement, the Developer shall not assign this Agreement without the prior express written consent of the City being first obtained, such consent shall not be unreasonably withheld or delayed by the City.

Dispute Resolution

20. In the case of any dispute between the City and the Developer arising out of the performance of this Agreement, or afterwards as to any matter covered by this Agreement, either party shall be entitled to give to the other notice of such dispute and demand arbitration thereof. Such notice and demand being given, each party shall at once appoint an arbitrator and these shall jointly select a third. The decision of any two of the three arbitrators shall be final and binding upon the parties, who covenant that their dispute shall be so decided by arbitration alone, and not by recourse to any court or action of law. If the two arbitrators appointed by the parties do not agree upon a third, or a party who has been notified of a dispute fails to appoint an arbitrator, then the third arbitrator and/or the arbitrator to represent the party in default shall be appointed by a Judge of the Court of Queen's Bench at the Judicial Centre of Saskatoon. *The Arbitration Act, 1992* of the Province of Saskatchewan shall apply to any arbitration under this Agreement, and the costs of arbitration shall be apportioned equally between the parties hereto.

Applicable Law

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

Force and Effect

22. This Agreement shall remain in full force and effect until such time as both the City and the Developer have fully completed their respective obligations hereunder, and, for greater certainty, until such time as all Development Charges, fees, levies and other charges payable by the Developer to the City pursuant to the terms of this Agreement have been paid.

Agreement Runs With the Land

23. The Developer acknowledges and agrees that this Agreement runs with the land, and binds the Developer, and subject to Section 19, its successors and assigns; and, further, agrees that the City may elect, at its sole option, to register an Interest pursuant to *The Planning and Development Act, 2007* in the Land Titles Registry for Saskatchewan charging all those lands comprising the Development Area with the performance of the obligations under this Agreement.

Notices

24. (1) Except as otherwise provided in this Agreement, all notices or communications required or permitted to be given by one party to the other shall be in writing and shall be deemed to have been sufficiently given if posted registered mail, postage prepaid, addressed as follows:
- (a) in the case of the City:
- The City of Saskatoon
c/o Office of the City Clerk
222 - 3rd Avenue North
Saskatoon SK S7K 0J5
Attention: General Manager, Infrastructure Services Department
Facsimile: (306) 975-2784
- (b) in the case of the Developer:
- 310644 Alberta Ltd.
c/o RE/MAX Guardian Commercial
135 21st Street East, Suite 300
Saskatoon SK S7K 0B4
Attention: Mr. Gilbert Dobroskay
Facsimile: (306) 665-4449
Email: gil@remax-guardiansk.ca
- (2) Any notice delivered personally shall be deemed to have been validly and effectively given and received on the date of such delivery provided same is on a business day (Monday to Friday, other than a statutory holiday).
- (3) Any notice sent by registered mail shall be deemed to have been validly and effectively given and received on the fifth business day following the date of mailing.

- (4) Any notice sent by facsimile, email or other electronic communication shall be deemed to have been validly and effectively given and received on the business day next following the date on which it was sent (with confirmation of transmittal received).
- (5) Either party to this Agreement may, from time to time by notice given to the other party, change its address for service under this Agreement.

Entire Agreement

25. This Agreement constitutes the complete and exclusive statement of the Agreement between the parties, which supersedes all proposals, oral or written, and all other communications or representations between the parties, relating to the subject matter of this Agreement.

Illegality

26. If one or more of the phrases, sentences, clauses or articles contained in this Agreement is declared invalid by a final and unappealable order or decree of any court of competent jurisdiction, this Agreement shall be construed as if such phrase, sentence, clause or paragraph had not been inserted in this Agreement.

Amendment

27. This Agreement may be changed only by written amendment signed and sealed by authorized representatives of the parties.

Headings

28. The headings contained in this Agreement are inserted for convenience of reference only and are not to be considered when interpreting this Agreement.

Covenants

29. Each obligation of the City or of the Developer in this Agreement, even though not expressed as a covenant, is considered to be a covenant for all purposes.

Time of Essence

30. Time shall be of the essence of this Agreement and every part of this Agreement.

Further Assurances

31. The Developer and the City shall, at their own expense, promptly execute such further documentation to give effect to this Agreement as the Developer and the City, as the case may be, may reasonably require from time to time.

Approval of Plan of Subdivision

32. Upon execution of this Agreement by both parties, the City acknowledges that condition 1 "the developer entering into a servicing agreement with The City of Saskatoon" of Subdivision Application 6/11 has been met by the Developer.

In Witness Whereof the parties hereto have hereunto affixed their corporate seals, duly attested by the hands of their proper officers in that behalf, as of the day and year first above written.

The City of Saskatoon

Mayor

c/s

City Clerk

310644 Alberta Ltd.

c/s

AERO GREEN BUSINESS PARK

PLAN OF PROPOSED
SURFACE SUBDIVISION OF
ALL STREETS, LANES &
PARCELS IN BLOCKS
596, 597, 598, 599, 600, 601, 602,
603, & PARCEL F,
REG'D PLAN NO. 66S09344 &

ALL OF THE WALKWAY &
LANE LYING WEST OF THE
WEST BOUNDARY OF THE
NORTH-SOUTH LANE,
BLOCK 597, & PARCEL D,
REG'D PLAN NO. 69S07233 &

PART OF PARCEL AA,
REG'D PLAN NO. 80S45858

PART OF S. 1/2 SEC. 8
TWP. 37, RGE. 5, W. 3RD M. &
SASKATOON, SASKATCHEWAN
BY T.R. WEBB, S.L.S.
SCALE 1:2000

Dimensions shown are in metres and decimals thereof.

Portion of this plan to be approved is outlined in red with a bold, dashed line and contains 19.572 ha (48.354 ac) and includes...

1.442 ha (3.554 ac) for streets,
0.278 ha (0.722 ac) for Municipal Buffers,
0.482 ha (1.142 ac) for Utility Purposes.

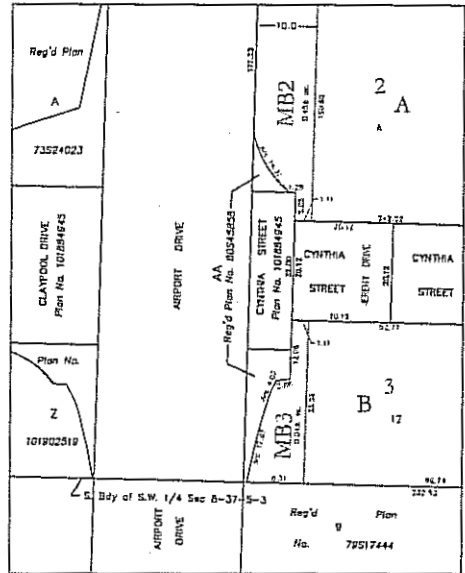
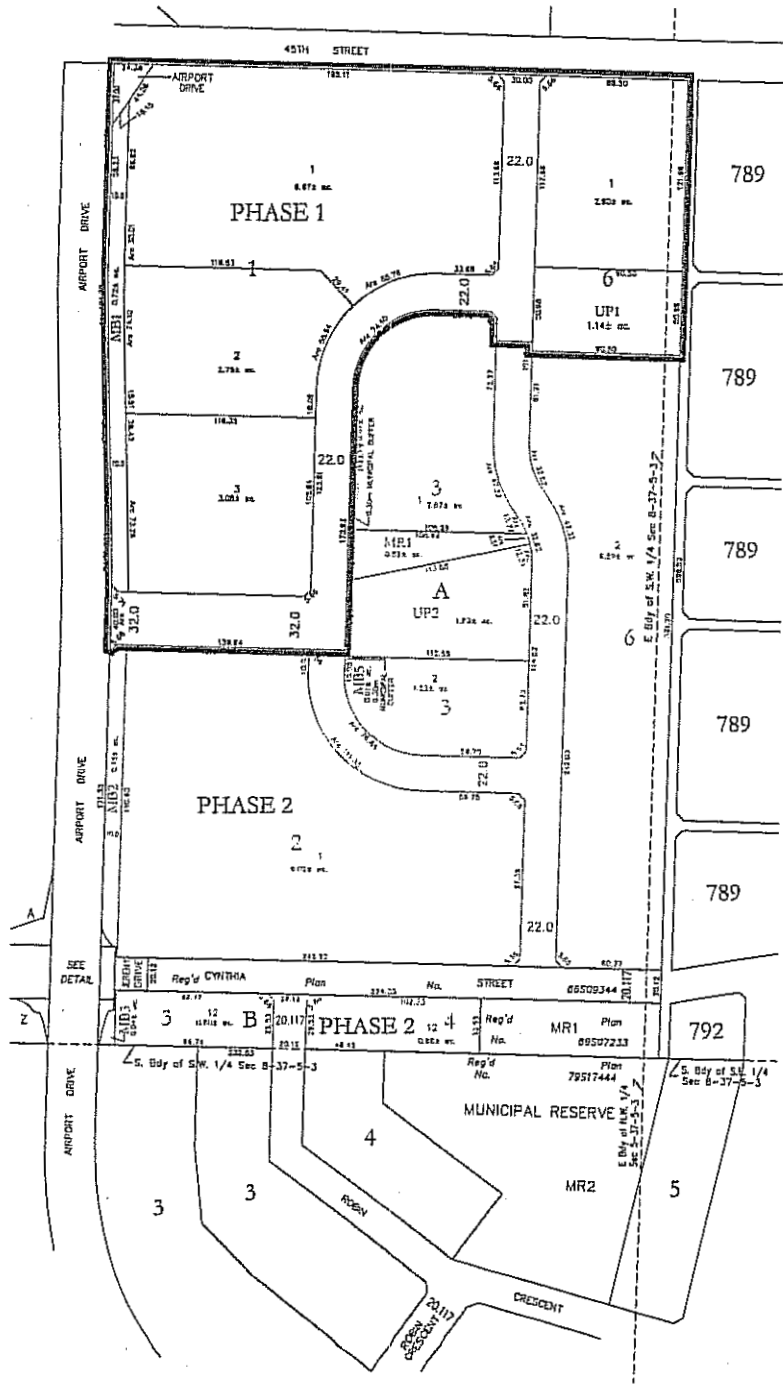
Distances shown are approximate and may vary from the final plan of survey by ± 1.0 m

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

Date
Community Services Department

T.R. Webb March, 2011
Saskatchewan Land Surveyor

Prepared by
Webb Surveys
© 2011
00-1911sk MLH



SCHEDULE 'A'

Schedule "B"

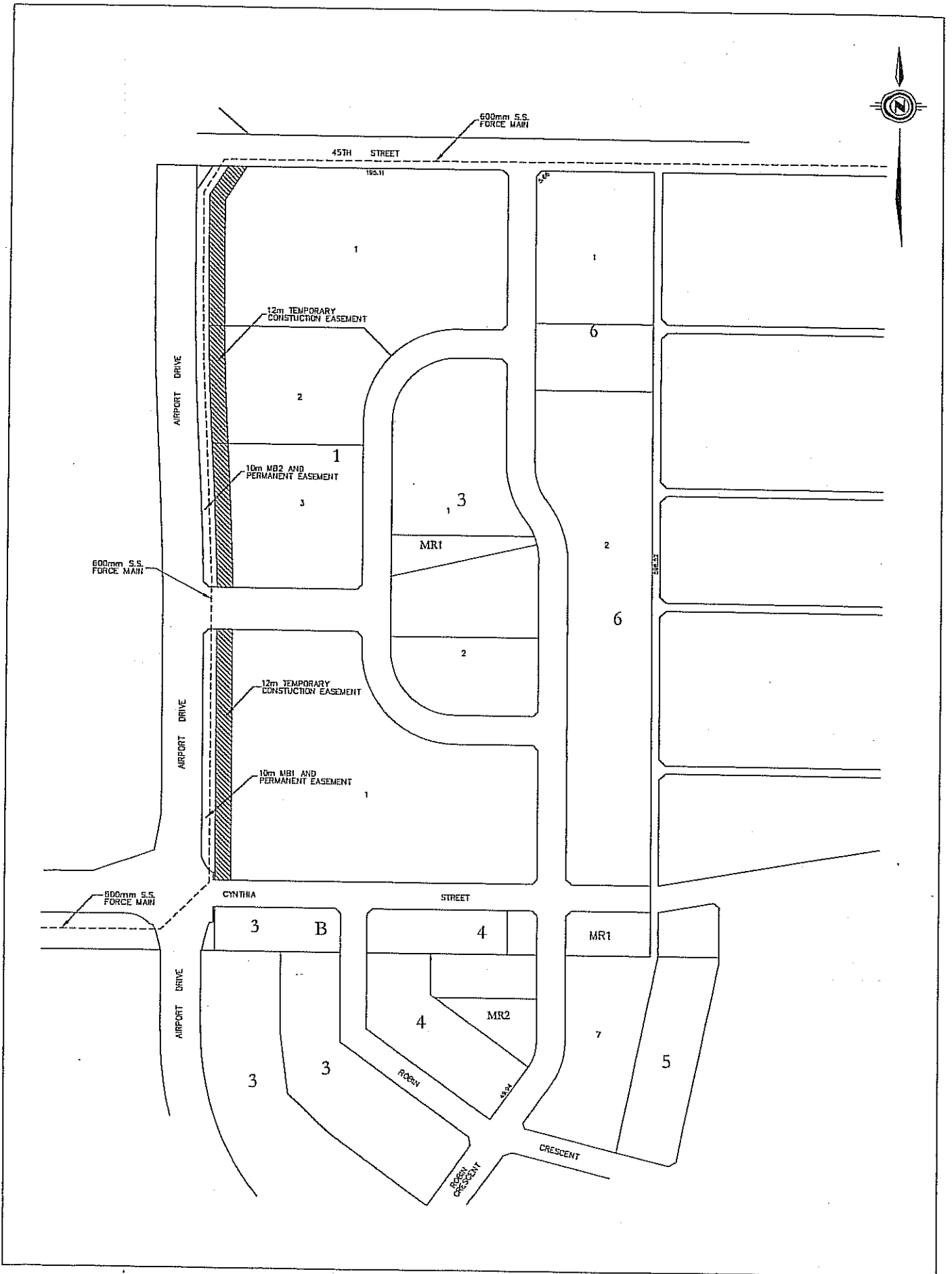
Fees, Levies and Other Charges Applicable to the Development Area

The charges payable by the Developer to the City pursuant to Section 4 hereof shall be calculated in accordance with the rates as the Council of The City of Saskatoon has established and are in general force and effect for the 2011 construction season. By way of illustration only, the following rates were effective for the 2010 construction season:

(a) Trunk Sewer Levy	\$ 899.30 per front metre;
(b) Primary Water Main Levy	\$ 178.55 per front metre;
(c) Arterial Road Levy	\$ 488.60 per front metre;
(d) Interchange Levy	\$ 98.20 per front metre;
(e) Street Signing and Traffic Controls Charge	\$ 10.95 per front metre;
(f) Parks and Recreation Levy	\$ 40.38 per front metre;
(g) Street Lighting Charge	\$ 66.00 per front metre;
(h) Planning Levy	\$ 21.20 per front metre;
(i) Inspection Fee	\$ 24.25 per front metre;
(j) Fencing Charge	\$ 10.95 per front metre;
(k) Buffer Strip Charge	\$ 7.70 per front metre;
(l) Prepaid Extended Maintenance Charge	\$ 23.00 per front metre;
(m) Lift Station Levy	\$ 43.15 per front metre;
(n) Servicing Agreement Fee	\$ 2,153.00 per Agreement.

The Trunk Sewer Levy, Primary Water Main Levy, Lift Station Levy, Arterial Road Levy, Interchange Levy and Parks and Recreation Levy will be calculated at an area rate of 113 equivalent front metres per hectare for the industrial parcels over 88 metres in depth. Area rate: $113 \times \$1,748.18 = \$197,544.34$ per hectare.

SCHEDULE "C"



4.

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Infrastructure Services Department
DATE: June 29, 2011
SUBJECT: Traffic Conditions: Avenue F between 21st and 22nd Streets
FILE: CK. 6320-1

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

BACKGROUND

At its meeting held on April 21, 2008, City Council considered a report of the General Manager, Infrastructure Services Department, in response to an enquiry from Councillor Lorje regarding traffic calming measures or traffic control changes that could be implemented on the 100 and 200 blocks of Avenue F South. The report recommended that a temporary diverter be installed at the intersection of Avenue F South and 21st Street West to reduce traffic volume. A number of residents expressed opposition to the proposed measure; therefore, Council resolved that the matter be referred back to the Administration for a further report.

City Council considered a follow up report at its meeting held on July 21, 2010, and adopted a recommendation that a traffic calming device known as a directional closure be placed temporarily at the intersection of Avenue F South and 21st Street West to restrict all southbound traffic on Avenue F South from entering into the Riversdale neighbourhood. The report indicated that, if the traffic calming measure proved effective, subject to funding availability, the Administration would report further requesting permanent installation, which would require Public Notice.

REPORT

The installation of the directional closure at the intersection of Avenue F South and 21st Street West was implemented in August 2010 in order to reduce the volume of traffic on the 200 block of Avenue F. From September to November 2010, a number of traffic studies were undertaken, including traffic counts during the peak hours of 7:00 a.m. to 9:00 a.m.; 11:30 a.m. to 1:30 p.m. and 4:00 p.m. to 6:00 p.m., to determine the effectiveness of the closure.

The first count was conducted on September 20, which identified 220 vehicles disobeying the signage. A follow up study was conducted on September 21, which showed 200 vehicles disobeying the signage. Additional signage was installed in October on the west side of Avenue F, prior to the driveway entrances to the commercial site. In addition, "No Parking" signage was installed at the south east corner of 22nd Street and Avenue F, to allow easier right-hand movements and to reduce backup; and an additional "Right Turn Prohibited" sign was installed at the far south driveway of the commercial site.

An additional study was conducted on November 2, after the new signs were installed, which indicated 100 vehicles during the same peak hours disobeying the signage. As a result, police enforcement was requested.

A 24-hour traffic count was conducted from November 4 to 10, 2010, to determine the average daily traffic (ADT) volume on the 100 and 200 blocks of Avenue F South. The ADT for the 100 block was 2,900 vehicles, with 552 of those vehicles travelling southbound and ignoring the one-way signage. The 200 block showed 1,215 vehicles per day.

Due to the number of vehicles ignoring the one-way restriction, as well as concerns from the adjacent businesses, the directional closure was removed in December 2010.

A review of the five year collision history, between 2006 and 2010, for the intersections of Avenue F and 21st Street; Avenue G and 21st Street; and the mid 100 block of Avenue F South was conducted. A summary of the collisions are as follows:

Collision History - Avenue F South and 21st Street

Year	Collision Configuration						Total	Contributing Factors
	Right Turn – Same Direction	Side Swipe - Same Direction	Rear End	Right Angle	Object on Roadway	Other		
2006	1	1	0	0	0	0	2	1 - driving too fast - fail to yield 1 - packed snow - road condition
2007	0	0	1	3	0	1	5	1 - packed snow 3 - disregarding traffic control 1 - inattentive
2008	0	0	1	5	1	0	7	5 - disregarding traffic control 2 - packed snow- road condition
2009	0	0	0	2	0	2	4	2 - disregarding traffic control 1 - packed snow – road condition 1 - inattentive
2010	0	0	0	1	0	0	1	1 - disregarding traffic control
Total	0	1	2	11	1	3	19	

Of the 19 collisions, 10 were disregarding the traffic control device for the northbound and southbound traffic on Avenue F.

Collision History - 100 Block of Avenue F South

Year	Collision Configuration					Total	Contributing Factors
	Object on Roadway	Side Swipe	Left Turn	Right Angle	Other		
2006					1	1	Not stated
2007	1	1	1	1		4	1 - Inattentive 1 - Packed snow/road condition 1 - Impaired
2008					1	1	Inattentive
2009			1		4	5	3 - inattentive 2 - not stated
2010					2	2	Not stated
Total	1	1	2	1	8	13	

All 13 collisions were mid-block. There were no fatalities in the area. For the amount of activity, the collision history is reasonable.

There were no collisions reported at the intersection of Avenue G and 21st Street during the time period of 2006 to 2010.

The studies which were conducted determined the following:

1. Traffic volumes, which are between 1,000 and 3,000 vehicles per day, are within the acceptable ranges for a local roadway in a commercial/residential area.
2. A significant number of motorists chose to ignore the one-way restriction on Avenue F (southbound), indicating that the device wasn't working.
3. The traffic volume on the 200 block of Avenue F decreased by 200 vehicles as a result of the restriction. This volume could have decreased more, if motorists had obeyed the signage.
4. The collision history for Avenue F and 21st Street shows that motorists are disobeying the yield signs, causing unnecessary collisions.

Further Consultation

On December 9, 2010, the Administration met with the owners of Tim Horton's and Giant Tiger, as well as the Riversdale Business Improvement District, the Riversdale Community Association, a representative of the 200 Block of Avenue F South and Councillor Lorje to discuss the issues and solutions. The business owners expressed opposition to any type of solution that would be too restrictive, since it may affect their businesses. The representative of the 200 Block of Avenue F was concerned with speeding and the volume of traffic.

Two solutions were discussed. One was to open a driveway for traffic from Tim Horton's to exit onto Avenue G; and the other was to make Avenue F a one-way street. It was requested that these solutions be discussed with Princess Alexandra School, located on Avenue H South.

It was determined that making Avenue F a one-way street would not be considered since it would be too restrictive and similar to the other devices that were previously implemented and removed.

The principal of Princess Alexandra School was contacted to obtain input with respect to the possibility of developing a driveway access on Avenue G for Tim Horton's traffic. The school advised that their students currently cross at Avenue G and 21st Street, on their way to the fast food restaurants on 22nd Street, therefore, a new driveway access onto Avenue G would create a conflict between the students and the additional traffic.

Based on the review and feedback from the stakeholders, the following modifications will be made to assist in calming traffic in the area as shown on Attachments 1 and 2:

1. The installation of curb extensions at 21st Street and Avenue F South to narrow the entrance to the 200 block of Avenue F and slow down vehicles choosing this route;

2. The installation of curb extensions and a zebra crossing at Avenue G South and 21st Street to enhance the crosswalk and improve safety for the students. (There is currently an unmarked crosswalk at this location.); and
3. Replacement of the yield signs at Avenue F South and 21st Street with stop signs.

The only way to reduce volumes on the 100 block of Avenue F South is to implement restrictive measures such as a diverter, directional closure or one-way street at either end of the block. Based on discussions with stakeholders, this would not be acceptable to either the business owners or the residents in the neighbourhood.

The curb extensions indicated above will be installed temporarily until proven effective.

PUBLIC NOTICE

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

FINANCIAL IMPACT

The cost for installation of the temporary curb extensions and the crosswalk is estimated to be \$1,000 in total. Adequate funding is available within Capital Project 1512 - Neighborhood Traffic Management. If proven effective, the traffic calming devices will be made permanent, subject to adequate funding.

PUBLIC CONSULTATION

Various stakeholders have been consulted throughout the review of the traffic concerns along Avenue F, including the Riversdale Community Association, Riversdale Business Improvement District, adjacent business owners, the Public School Board and residents along Avenue F South. All stakeholders have been notified of the traffic calming plans and no opposition has been received.

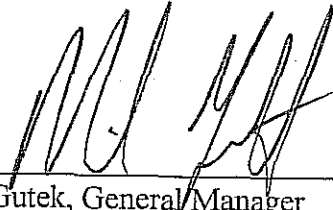
ATTACHMENTS

1. Plan 210-0042-015r008; and
2. Plan 210-0042-011r003.

Written by: Shirley Ann Matt, P.Eng, Traffic Management Engineer
Transportation Branch

Approved by: Angela Gardiner, Manager
Transportation Branch

Approved by:



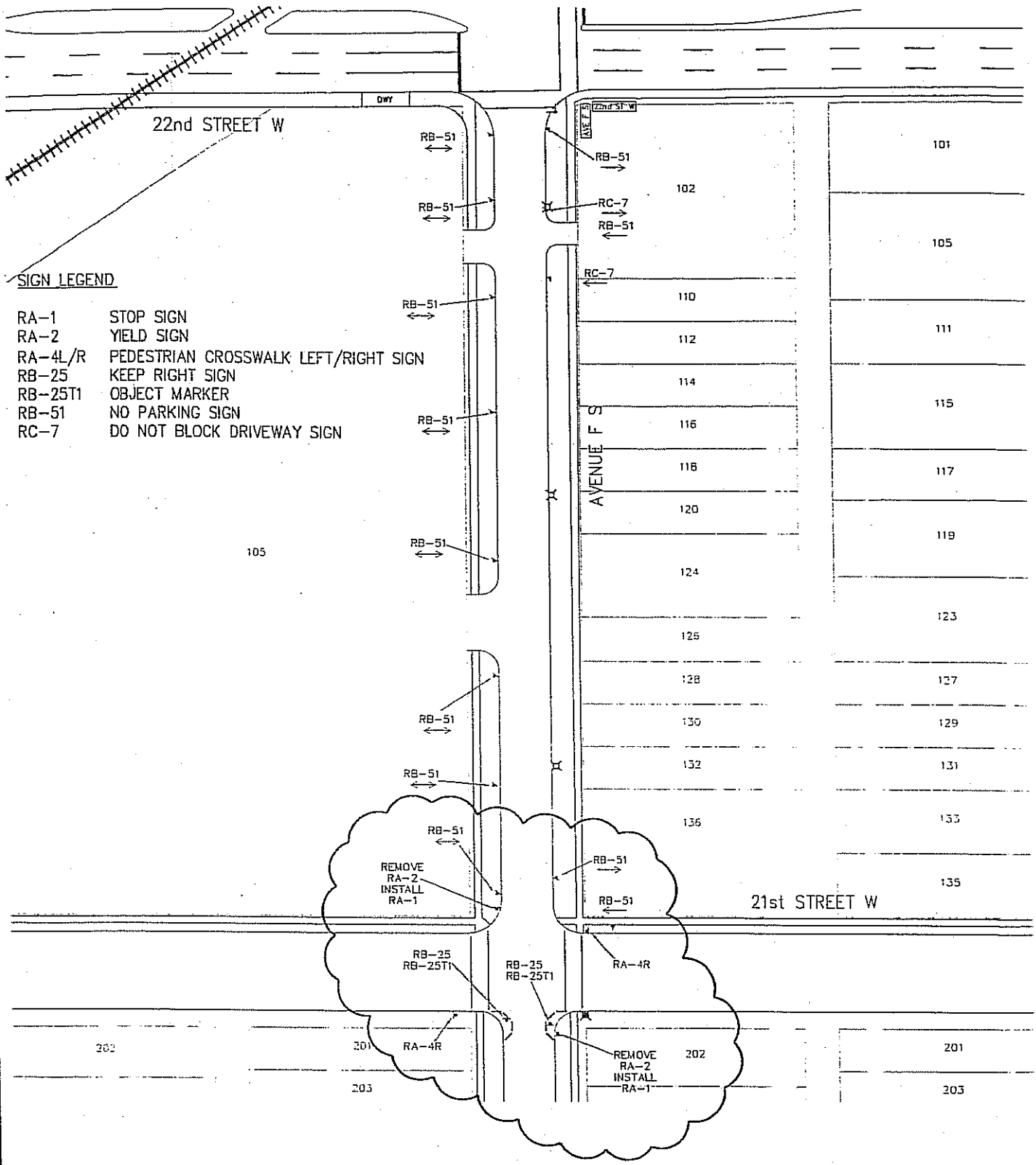
Mike Gutek, General Manager
Infrastructure Services

Dated: July 28, 2011

Copy to:

Murray Totland
City Manager

PO SM Ave F 21st



REVISIONS	
1	
2	
3	

DRAWN BY JMR
 DATE 2010-JUN-21

SCALES:
 HOR. 1:1000
 VERT. _____



City of Saskatoon
 Infrastructure Services Department

SIGNING & PAVEMENT MARKINGS
 AVENUE F SOUTH
 21ST STREET TO 22ND STREET

APPROVED	
GENERAL MANAGER	_____
ENGINEER	<i>Smart</i>
ENGINEER	_____
PLAN NO.	210-0042-015r008

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: July 28, 2011
SUBJECT: Vacant Lot and Adaptive Reuse Incentive Program
1105 Lancaster Boulevard – Randall Renneberg
FILE NO: PL 4110-71-12

5.

RECOMMENDATION:

that a report be submitted to City Council recommending:

- 1) that City Council approve a five-year tax abatement equivalent to 75 percent of the incremental taxes for the development of a one-unit dwelling at 1105 Lancaster Boulevard;
- 2) that the five-year tax abatement take effect in the next taxation year following completion of the project; and
- 3) that the City Solicitor be requested to prepare the appropriate agreement, and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

BACKGROUND

During its March 7, 2011 meeting, City Council approved the new Vacant Lot and Adaptive Reuse Incentive Program (VLAR Incentive Program). The VLAR Incentive Program is part of a larger strategy comprised of interrelated components: Incentives, Vacant Lot Inventory, and a Brownfield Redevelopment Guidebook. The goal of the strategy is to encourage the redevelopment of vacant sites and more infill development within established neighbourhoods. The VLAR Incentive Program encourages the reuse of existing vacant sites and buildings to meet objectives in the Official Community Plan Bylaw No. 8769.

Under the VLAR Incentive Program, applicants have a choice of either a five-year tax abatement or a grant, with the maximum incentive amount calculation based on the increment between the existing municipal taxes and the taxes owing upon completion multiplied by five years. The actual amount of the incentive is earned based on a point system. This point system provides earned incentives to those development projects that meet a set of defined policy objectives.

REPORT

On July 21, 2011, the Planning and Development Branch, Neighbourhood Planning Section received an application under the VLAR Incentive Program from Randall Renneberg for the development of a single-unit dwelling on an existing vacant site at 1105 Lancaster Boulevard.

The application was reviewed using the program's proposal evaluation criteria. The proposal evaluation uses points to determine the percentage of the total maximum incentive amount,

which is the increment between the existing municipal taxes and the taxes owing upon completion multiplied by five years. The system evaluates the development proposal and development features, scored to a maximum of 100 points. All eligible proposals are automatically granted 50 base points. Additional points are provided when a proposal includes development features that achieve a range of policy objectives. The project at 1105 Lancaster Boulevard received a total of 75 points out of 100, for 75 percent of the maximum incentive amount. The project received 50 base points, plus 10 additional points for a residential one-unit dwelling, 10 points for being located approximately 450 meters from an existing transit stop, and 5 points under the sustainable development feature for incorporating Energy Star components within the project.

The applicant is applying for a five-year tax abatement of the incremental property taxes. According to the Office of the City Assessor, the incremental increase in annual property taxes for the property is estimated to be \$3,200 based on the 2011 tax year. The maximum incentive amount would be \$3,200 multiplied by five years or \$16,000. The value of this abatement over the five-year period, and based on an earned incentive amount of 75 percent, is estimated to be \$12,000.

After a review of the application, the Administration has concluded that this project is consistent with the purpose of the Vacant Lot and Adaptive Reuse Incentive Policy No. C09-035. The Administration is recommending that City Council approve the five-year property tax abatement commencing in the next taxation year after completion of the project.

OPTIONS

1. Approve a five-year incremental property tax abatement (estimated at \$12,000), payable upon completion of construction and subject to the signing of a Tax Abatement Agreement.
2. Decline to support this project. Choosing this option would represent a departure from the Vacant Lot and Adaptive Reuse Incentive Policy No. C09-035.

Your Administration is recommending Option 1.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The incremental property tax abatement for the project at 1105 Lancaster Boulevard is foregone revenue and will not impact the Vacant Lot and Adaptive Reuse Incentive Reserve. However, the City of Saskatoon will forgo 75 percent of the increase in tax revenue resulting from this project over the five-year period.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

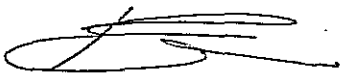
PUBLIC NOTICE


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

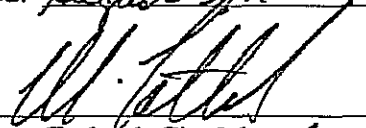
ATTACHMENT

1. Project Elevations and Location – 1105 Lancaster Boulevard

Written by: Melissa Austin, Planner
Neighbourhood Planning Section

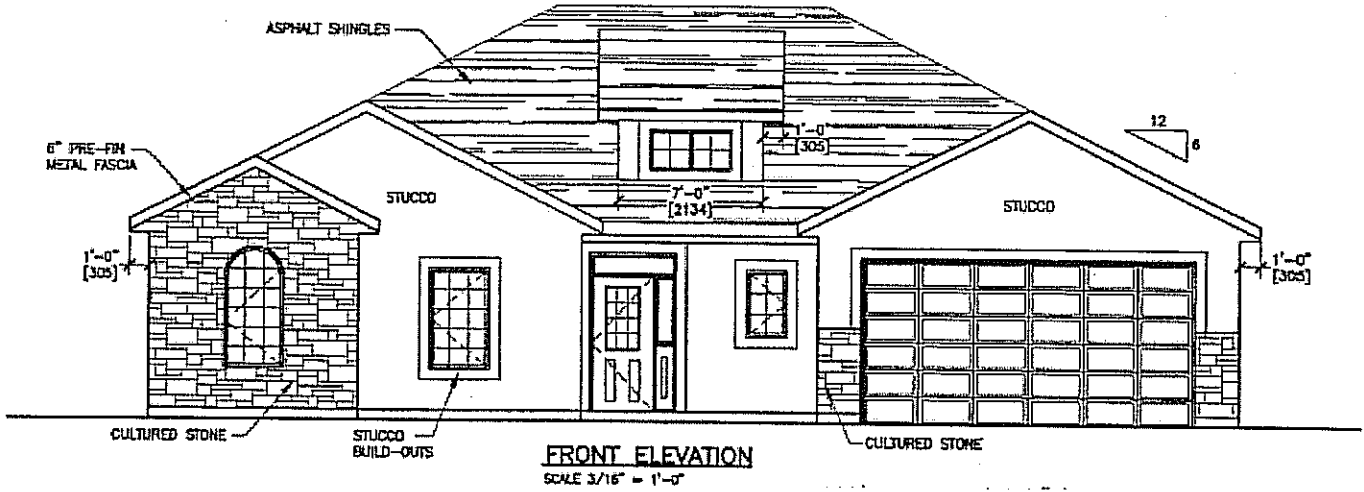
Reviewed by: 
Randy Grauer, Manager
Planning and Development Branch

Approved by: 
Paul Gauthier, General Manager
Community Services Department
Dated: August 3, 2011

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

Project Elevations and Location

ATTACHMENT 1



TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: July 29, 2011
SUBJECT: Vacant Lot and Adaptive Reuse Incentive Program
1210 Avenue M South – New Look Renovations
FILE NO: PL 4110-71-8

6.

RECOMMENDATION:

that a report be submitted to City Council recommending:

- 1) that City Council approve a five-year abatement equivalent to 75 percent of the incremental taxes for the redevelopment of 1210 Avenue M South;
- 2) that the five-year tax abatement take effect in the next taxation year following completion of the project; and
- 3) that the City Solicitor be requested to prepare the appropriate agreement, and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

BACKGROUND

On March 7, 2011, City Council approved the new Vacant Lot and Adaptive Reuse Incentive Program (VLAR Incentive Program). The VLAR Incentive Program is part of a larger strategy comprised of interrelated components: Incentives, Vacant Lot Inventory, and a Brownfield Redevelopment Guidebook. The goal of the strategy is to encourage the redevelopment of vacant sites and more infill development within established neighbourhoods. The VLAR Incentive Program encourages the reuse of existing vacant sites and buildings to meet objectives in the Official Community Plan Bylaw No. 8769.

Under the VLAR Incentive Program, applicants have a choice of either a five-year tax abatement or a grant, with the maximum incentive amount calculation based on the increment between the existing municipal taxes and the taxes owing upon completion multiplied by five years. The actual amount of the incentive is earned based on a point system. This point system provides earned incentives to those development projects that meet a set of defined policy objectives.

On June 7, 2011, the Planning and Development Branch, Neighbourhood Planning Section, received an application under the VLAR Incentive Program from New Look Renovations for the development of a single-unit dwelling at 1210 Avenue M South. The site has been vacant since 2007.

REPORT

New Look Renovations plans to develop an existing vacant site at 1210 Avenue M South, in the Holiday Park neighbourhood, into a new single-family dwelling. An application under the

VLAR Incentive Program has been received for the development of the vacant site.

The application was reviewed using the program's proposal evaluation criteria. The proposal evaluation uses points to determine the percentage of the total maximum incentive amount, which is the increment between the existing municipal taxes and the taxes owing upon completion multiplied by five years. The system evaluates the development proposal and development features, scored to a maximum of 100 points. All eligible proposals are automatically granted 50 base points. Additional points are provided when a proposal includes development features that achieve a range of policy objectives. The project at 1210 Avenue M South received a total of 75 points out of 100, for 75 percent of the maximum incentive amount. The project received 50 base points, plus 10 additional points for a residential one-unit dwelling, 10 points for being located approximately 450 meters from an existing transit stop, and 5 points under the sustainable development feature for incorporating Energy Star components within the project.

The applicant is applying for a five-year tax abatement of the incremental property taxes. According to the Office of the City Assessor, the incremental increase in annual property taxes for the property is estimated to be \$1,766 based on the 2011 tax year. The maximum incentive amount would be \$1,766 multiplied by five years or \$8,830. The value of this abatement over the five-year period, and based on an earned incentive amount of 75 percent, is estimated to be \$6,622.

After a review of the application, the Administration has concluded that this project is consistent with the purpose of the Vacant Lot and Adaptive Reuse Incentive Policy No. C09-035. The Administration is recommending that City Council approve the five-year property tax abatement commencing in the next taxation year after completion of the project.

OPTIONS

1. Approve a five-year incremental property tax abatement (estimated at \$6,622), payable upon completion of construction and subject to the signing of a Tax Abatement Agreement.
2. Decline to support this project. Choosing this option would represent a departure from the Vacant Lot and Adaptive Reuse Incentive Policy No. C09-035.

Your Administration is recommending Option 1.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The incremental property tax abatement for the project at 1210 Avenue M South is foregone

revenue and will not impact the Vacant Lot and Adaptive Reuse Incentive Reserve. However, the City of Saskatoon will forgo 75 percent of the increase in tax revenue resulting from this project over the five-year period.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

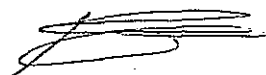
PUBLIC NOTICE


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

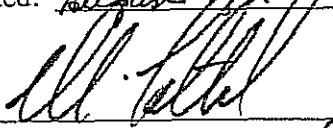
ATTACHMENT

1. Project Elevations and Location – 1210 Avenue M South

Written by: Melissa Austin, Planner
Neighbourhood Planning Section

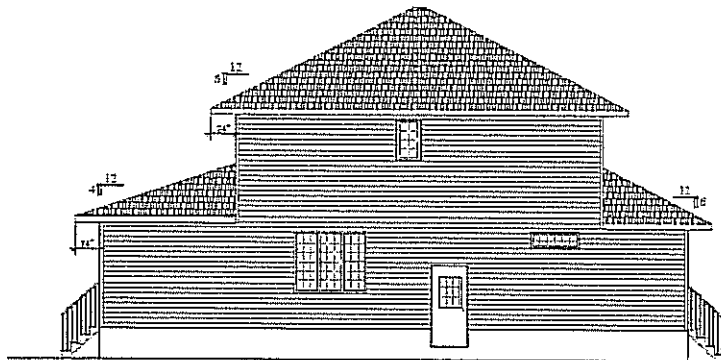
Reviewed by: 
Randy Grauer, Manager
Planning and Development Branch

Approved by: 
Paul Gauthier, General Manager
Community Services Department
Dated: August 4, 2011

Approved by: 
Murray Totland, City Manager
Dated: Aug 5/11

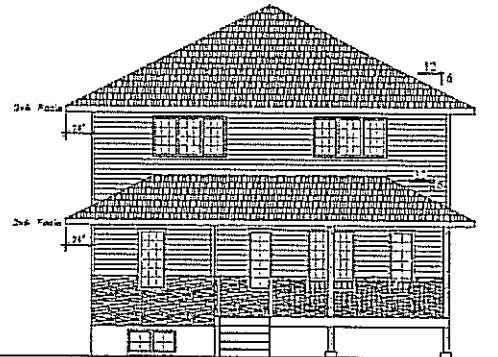
Project Elevations and Location

ATTACHMENT 1



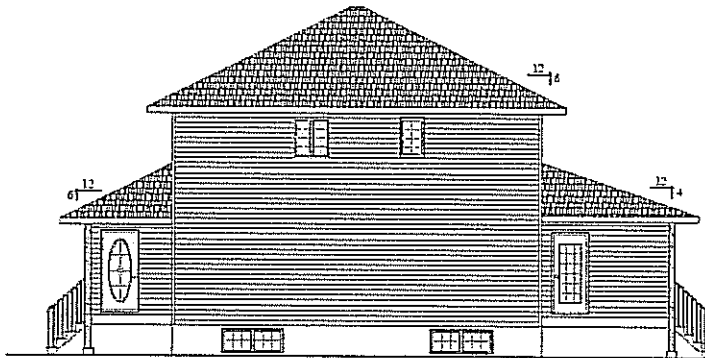
NORTH ELEVATION

Scale: 1/8" = 1'-0"



FRONT ELEVATION

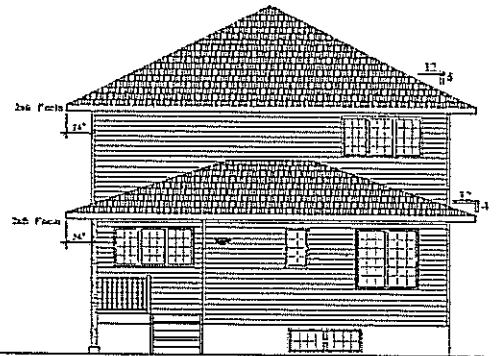
Scale: 1/8" = 1'-0"



SOUTH ELEVATION

Scale: 1/8" = 1'-0"

No railing shown for clarity



REAR ELEVATION

Scale: 1/8" = 1'-0"



7.

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: July 29, 2011
SUBJECT: Habitat for Humanity Builds – 320 Avenue W South, 602 Avenue G South, 234 Coad Manor, 309 Camponi Place, 610 Avenue J North, and 123 Avenue T South
FILE NO: PL 951-86, PL 951-96, PL 951-97, PL 951-98, PL 951-101 and PL 951-102

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

- 1) that funding of 10 percent of the total project costs for the development of a total of 13 affordable housing units at 320 Avenue W South, 602 Avenue G South, 234 Coad Manor, 309 Camponi Place, 610 Avenue J North, and 123 Avenue T South, by Habitat for Humanity Saskatoon Inc., estimated at \$160,681, be approved under the Innovative Housing Incentives Policy No. C09-002;
- 2) that a five-year tax abatement on the incremental taxes be applied to the eligible properties, outlined in the report, commencing the next taxation year following completion of the project; and
- 3) that the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

BACKGROUND

In June 2011, the City of Saskatoon (City) received six applications for funding assistance from Habitat for Humanity Saskatoon Inc. (Habitat for Humanity) under the Innovative Housing Incentives Program for the construction of 13 affordable homes. Habitat for Humanity is a community-based organization that works in partnership with prospective low-income homeowners, businesses, individual donors, and volunteers to build affordable housing in Saskatoon.

REPORT

Habitat for Humanity will provide affordable homeownership for 13 low-income families that are not able to obtain a conventional mortgage, with the six proposed projects. Income levels of the homeowners will need to fall within the Maximum Income Limits (MILs) as determined by the Saskatchewan Housing Corporation (SHC). Habitat for Humanity estimates that the mortgage for each unit will be approximately \$400 per month. The projects are outlined below.

320 Avenue W South

The project located at 320 Avenue W South is the development of a two-unit dwelling in the

Pleasant Hill neighbourhood. Each unit is 941 square feet on the main floor and contains four bedrooms and one bath. The total capital investment for the project is approximately \$248,000. This project meets the criteria for a 10 percent capital grant and a five-year incremental property tax abatement under the Innovative Housing Incentives Policy No. C09-002. The 10 percent capital grant is estimated at \$24,800. The annual incremental property tax increase resulting from this project is estimated at \$2,401 and will total \$12,005 over the five years of the incentive.

309 Camponi Place

The project located at 309 Camponi Place is an adaptive reuse project of 2 two-storey dwellings (four units) from McNab Park. Each four bedroom, one bath unit is approximately 1,250 square feet. The total estimated capital cost of the project is approximately \$390,516. This project meets the criteria for a 10 percent capital grant and a five-year incremental property tax abatement under the Innovative Housing Incentives Policy No. C09-002. The 10 percent capital grant is estimated at \$39,051. The annual incremental property tax increase resulting from this project is estimated at \$5,685 and will total \$28,425 over the five years of the incentive.

234 Coad Manor

The project at 234 Coad Manor is located in the Hampton Village neighbourhood and is a 1,004 square foot single-family dwelling that contains three bedrooms and one bath. The total investment for the project is approximately \$156,000. This project meets the criteria for a 10 percent capital grant and a five-year incremental property tax abatement under the Innovative Housing Incentives Policy No. C09-002. The 10 percent capital grant is estimated at \$15,600. The annual incremental property tax increase resulting from this project is estimated at \$1,785 and will total \$8,925 over the five years of the incentive.

602 Avenue G South

The project located at 602 Avenue G South is the development of a two-unit dwelling in the Pleasant Hill neighbourhood. Each unit is 941 square feet on the main floor and contains four bedrooms and one bath. The total investment of the project is approximately \$290,000. This project meets the criteria for a 10 percent capital grant and a five-year incremental property tax abatement under the Innovative Housing Incentives Policy No. C09-002. The 10 percent capital grant is estimated at \$29,000. The annual incremental property tax increase resulting from this project is estimated at \$1,872 and will total \$9,360 over the five years of the incentive.

610 Avenue J North

The project located at 610 Avenue J North, in the Westmount neighbourhood, is a two-unit dwelling. Each unit is 941 square feet on the main floor and contains four bedrooms and one bath. The total investment of the project is \$260,300. This project meets the criteria for a 10 percent capital grant under the Innovative Housing Incentives Policy No. C09-002, estimated at \$26,030. The project is not eligible for a five-year tax abatement as it has been approved for a grant, equal to the earned incentive amount (or \$4,657), under the Vacant Lot and Adaptive Reuse Incentive Program.

123 Avenue T South

The project located at 123 Avenue T South is the development of a two-unit dwelling in the Pleasant Hill neighbourhood. Each unit is 941 square feet on the main floor and contains four bedrooms and one bath. The total investment of the project is \$262,000. This project meets the criteria for a 10 percent capital grant under the Innovative Housing Incentives Policy No. C09-002, estimated at \$26,200. The project is not eligible for a five-year tax abatement as it has been approved for a grant, equal to the earned incentive amount (or \$4,890), under the Vacant Lot and Adaptive Reuse Incentive Program.

The Administration has reviewed the Request for Assistance by Habitat for Humanity. Based on the review, it was determined that the projects meet the eligibility criteria set out in the Innovative Housing Incentives Policy No. C09-002. The Administration is recommending support for these projects.

OPTIONS

1. Provide assistance for Habitat for Humanity Saskatoon Inc. affordable homeownership projects at 320 Avenue W South, 602 Avenue G South, 234 Coad Manor, 309 Camponi Place, 610 Avenue J North, and 123 Avenue T South in the form of a grant equivalent to 10 percent of the total capital costs (estimated at \$160,681), as well as a five-year incremental property tax abatement on eligible properties.
2. Decline to fund the projects. This option would represent a departure from Innovative Housing Incentives Policy No. C09-002. Habitat for Humanity will have to cover the remaining capital portion for the projects from its own budget.

Your Administration is recommending Option 1.

FINANCIAL IMPLICATIONS

This report recommends a total funding commitment of \$160,681. The funding source for these projects is the Affordable Housing Reserve. The Affordable Housing Reserve has an annual allocation of \$1.5 million. There is \$166,010 remaining in this allocation for 2011. If approved, this will be the last project to be funded from the 2011 allocation.

Approving this project will also result in forgone revenue from the incremental property tax abatement, estimated to be \$6,811 annually for a total of \$34,055 over the five years of the abatement.

POLICY IMPLICATIONS

There are no policy implications.

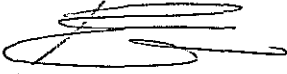
ENVIRONMENTAL IMPLICATIONS


There are no environmental and/or greenhouse gas implications.

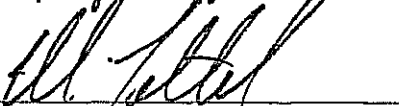
PUBLIC NOTICE

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

Written by: Melissa Austin, Planner
Neighbourhood Planning Section

Reviewed by: 
Randy Grauer, Manager
Planning and Development Branch

Approved by: 
Paul Gauthier, General Manager
Community Services Department
Dated: August 4, 2011

Approved by: 
Murray Totland, City Manager
Dated: Aug 5/11

8.

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: July 27, 2011
SUBJECT: Sale of Pre-designated Land – 211 Slimmon Road
Habitat for Humanity Saskatoon – Innovative Housing Incentives
FILE NO: PL 951-90 and LA 4217-09-5

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

- 1) that the City of Saskatoon enter into a six month Option to Purchase Agreement with Habitat for Humanity Saskatoon Inc. to sell Lot 10, Block 433, Ext 1, Plan 01-SA-29464 (211 Slimmon Road), for the purpose of constructing 12 affordable housing units according to the terms set out in this report;
- 2) that funding equal to 10 percent of the estimated project cost in the amount of \$181,500 be provided to Habitat for Humanity Saskatoon when the land is purchased in the form of a discounted purchase price under the Land Cost Reduction Program;
- 3) that a five-year tax abatement of the incremental taxes be applied to the subject property commencing the next taxation year following completion of construction; and
- 4) that the City Solicitor be requested to prepare the necessary documents to execute the Option to Purchase Agreement and Tax Abatement Agreements, and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

BACKGROUND

This 0.6 acre parcel located at 211 Slimmon Road in the Lakewood Suburban Centre, was originally pre-designated by City Council for market rental housing on September 28, 2009. When the site didn't sell for rental housing, City Council changed the designation to affordable housing on December 6, 2010.

City Council authorized the City of Saskatoon (City) Land Branch Manager to sell this parcel at a fixed price of \$375,000 plus applicable taxes through an Expression of Interest (EOI) and Request for Proposals (RFP) process to the proponent that received the highest score from the Administration, based on the evaluation criteria set by City Council.

On April 26, 2010, City Council approved the creation of the Land Cost Reduction Program as outlined in the 2010 Housing Business Plan. Under this program, affordable housing providers purchasing land from the City for affordable housing projects may request a discount in the purchase price of the land in lieu of a capital grant under the Innovative Housing Incentives Policy No. C09-002. The discount is to be equivalent to the amount of the capital grant that the project would have qualified for (not exceeding 10 percent).

REPORT

EOI Process

In February 2011 the City initiated an EOI process to seek preliminary submissions for this site. The EOI documents were emailed to land developers, builders, and affordable housing providers, as well as being advertised in The StarPhoenix and on the City's website. A total of six submissions were received. Three proponents received high scores for their submissions and were invited to prepare a full proposal for the site.

RFP Process

Three proponents were invited to participate in the RFP process and were given eight weeks to prepare a complete proposal for the site. The City received two proposals and the third proponent withdrew from the competition.

Both proposals met the objectives set for the site. The proposals were evaluated by the Community Services Department according to the criteria set by City Council, which included: density, architectural merit, creativity in financing and building techniques, energy conservation, and the provision of some accessible units. The proposal from Habitat for Humanity Saskatoon received the highest aggregate score from the Planning and Development and Land Branches.

Habitat for Humanity Saskatoon's Proposal

The proposal submitted by Habitat for Humanity Saskatoon includes 12 family-sized townhouses, 3 of which are fully wheel chair accessible (see Attachment 1). The homes are modest in size (890 square feet to 1,250 square feet) with two or three bedrooms, undeveloped basements and private yards. A common outdoor play area will be provided for small children. The homes will be built to meet Energy Star standards.

The units will be sold for approximately \$225,000 to partner families who provide 500 hours of volunteer work as a down payment. An interest free mortgage will be provided by Habitat for Humanity Saskatoon making these homes affordable to families with incomes well below \$52,000. The homes will be built with volunteer labour under the supervision of qualified trades people. Habitat for Humanity Saskatoon has successfully used this model to build 42 homes in Saskatoon for low-income families who otherwise would not be able to own a home.

The Saskatchewan Housing Corporation has committed funding of \$50,000 per unit for this project. Other partners will include RBM Architecture and the Saskatchewan Association for Community Living who will be assisting Habitat for Humanity Saskatoon in identifying low income, working families who require accessible housing.

Preliminary Zoning Review

The Planning and Development Branch conducted a preliminary zoning review of the proposed development. The proposal appears to comply with the Zoning Bylaw No. 8770 and will be verified at the time of Permit Application.

Architectural Review

The plans show attractive buildings and landscaping. A full architectural review will be conducted to ensure compliance with the City's architectural controls for multi-unit projects.

Deconcentration of Affordable Housing

This project will help deconcentrate the supply of affordable housing throughout the City. The prices of homes in the Lakewood Suburban Centre and surrounding neighbourhoods are well above average for the city of Saskatoon and those with limited income are usually forced to look in other areas of the city for affordable housing.

Innovative Housing Incentives

The 12 affordable housing units will qualify for a capital grant of up to 10 percent under the Innovative Housing Incentives Policy No. C09-002. Ten percent of the cost of this project has been estimated at \$181,500.

Habitat for Humanity Saskatoon has requested that in lieu of this grant, that the price of the land be discounted by this amount under the Land Cost Reduction Program. The Administration has determined that this request meets the criteria for the Land Cost Reduction Program.

The project also qualifies for a five-year incremental tax abatement under the Innovative Housing Incentives Policy No. C09-002. The annual incremental property tax increase resulting from this project is estimated at \$15,480 and will total \$77,400 over the five years of the incentive.

Option to Purchase Agreement

The price for this site has been set by City Council at \$375,000. Habitat for Humanity Saskatoon will be required to pay a non-refundable deposit of \$7,500 (2 percent of purchase price) plus G.S.T. and enter into a six month Option to Purchase Agreement no later than 30 days after this proposal is accepted by City Council. The option fee will go toward the purchase price when the Option to Purchase Agreement is exercised.

The architectural drawings must be accepted by the City before Habitat for Humanity Saskatoon can pay the full purchase price and take possession of the site. Should Habitat for Humanity fail to meet any of these deadlines in the Option to Purchase Agreement, their deposit will be forfeited, and the City will be free to sell the property to other buyers.

The Option to Purchase Agreement will contain a construction clause requiring that the foundations, as proposed, be finished within a time frame agreed to between the City and Habitat for Humanity Saskatoon. This clause will state that the City has the right to repurchase the property at the original price should Habitat for Humanity Saskatoon fail to meet their obligation by completing the foundations as proposed.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

This report recommends a total funding commitment of \$181,500. The funding source for this project is the Affordable Housing Reserve. The Affordable Housing Reserve has an allocation of \$1.5 million annually. The allocation for 2011 is fully committed. If approved, this will be the second project funded from the 2012 allocation and there will be approximately \$800,000 remaining for other affordable housing projects in the 2012 allocation.

Approving this project will also result in forgone revenue from the incremental property tax abatement estimated to be \$15,480 annually for a total of \$77,400 over the five years of the abatement.

ENVIRONMENTAL IMPLICATIONS

This project will be built according to Energy Star standards, which will reduce the use of natural gas, electricity, and water over conventional construction methods. This project is also located within a suburban centre and is within walking distance to shopping and transit service.

OPTIONS

1. Accept the recommendations of this report and enter into an Option to Purchase Agreement for this site with Habitat for Humanity Saskatoon.
2. Reject the proposal and reissue the RFP for this site. If this option is chosen, the Administration will require more direction from City Council concerning the criteria to use for this site.

The Administration is recommending Option 1.

PUBLIC NOTICE

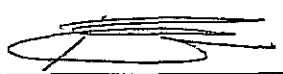
Public Notice, pursuant to Section 3 of City of Saskatoon Policy C01-021 (Public Notice Policy), is not required.

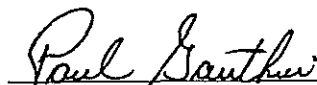
ATTACHMENT

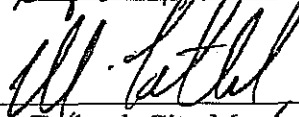
- 1. Proposed site plan and typical floor plan and typical front elevation

Written by: Daryl Sexsmith, Housing Analyst
 Neighbourhood Planning Branch;
 and
 Derek Thompson, Land Development Project Manager

Reviewed by: 
 FOR. Frank Long, Manager
 Land Bank

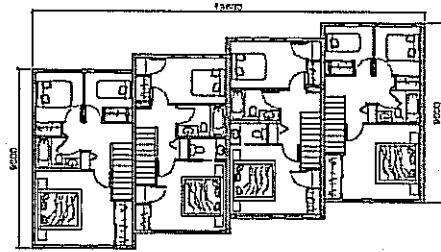
Reviewed by: 
 Randy Grauer, Manager
 Planning and Development Branch

Approved by: 
 Paul Gauthier, General Manager
 Community Services Department
 Dated: August 4/2011

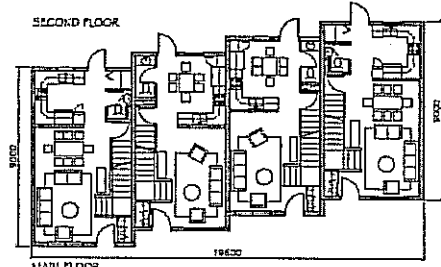
Approved by: 
 Murray Totland, City Manager
 Dated: Aug 5/11

cc: City Solicitor's Office

Sample Renderings – Habitat for Humanity – 211 Slimmon Road

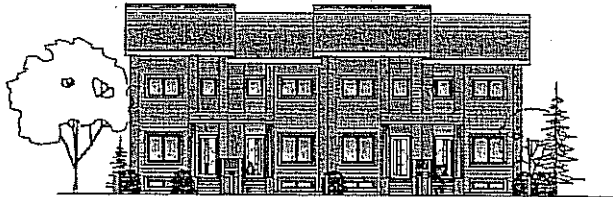


SECOND FLOOR

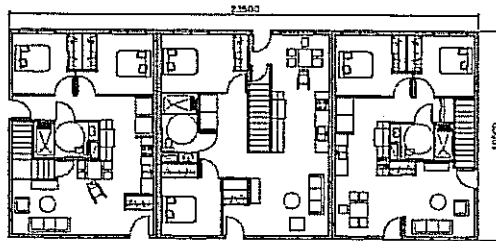


MAIN FLOOR

UNIT TYPE A UNIT TYPE B UNIT TYPE B UNIT TYPE A

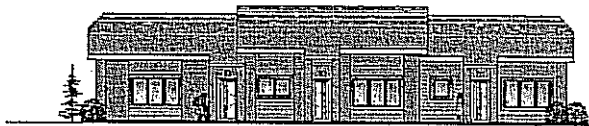


ELEVATION



MAIN FLOOR

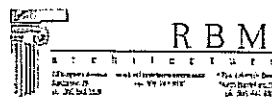
UNIT TYPE D2 UNIT TYPE E UNIT TYPE D1



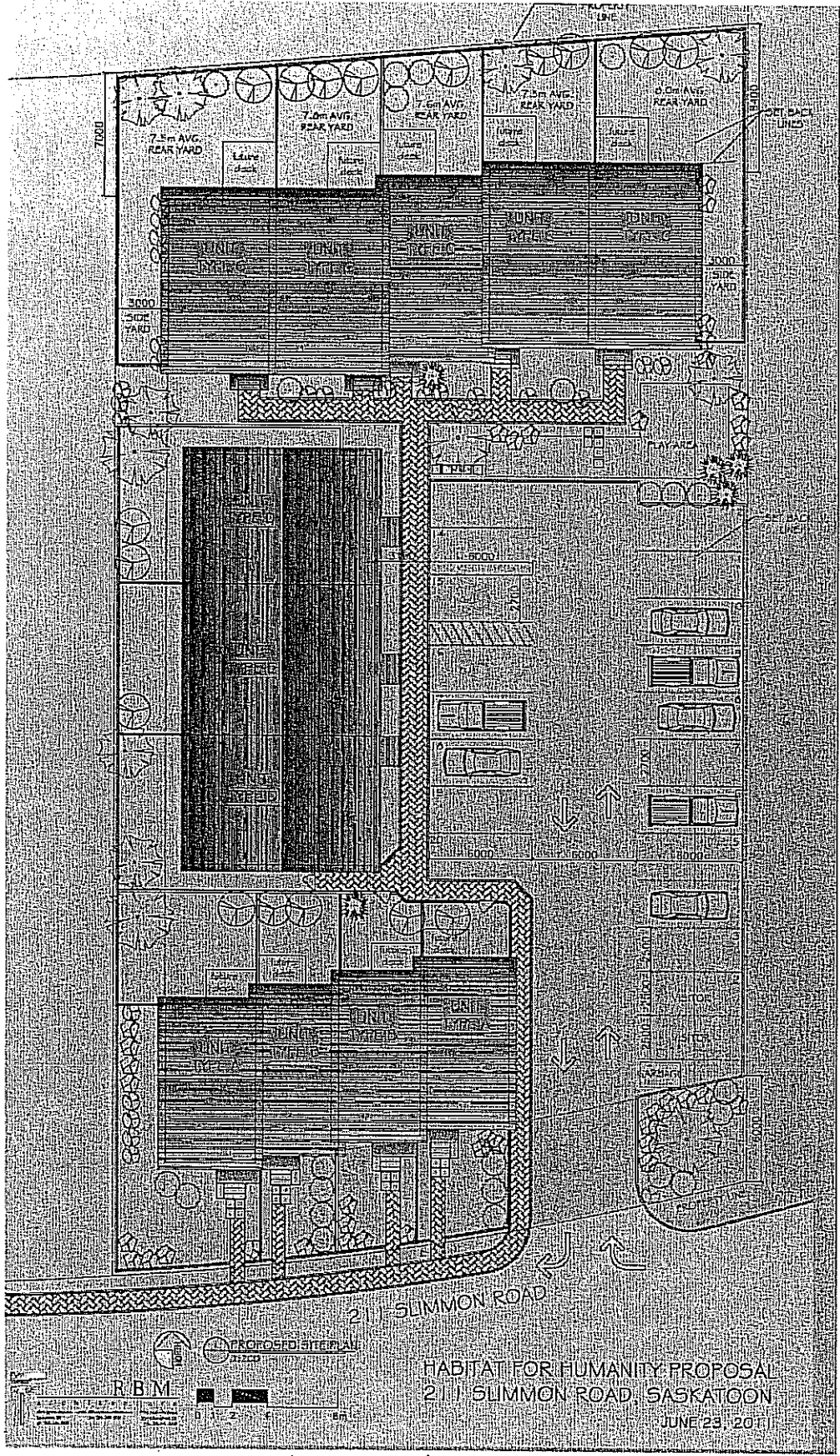
ELEVATION

HABITAT FOR HUMANITY
PROPOSAL
211 SLIMMON ROAD, SASKATOON

JUNE 23, 2011



Proposed Site Plan – Habitat for Humanity – 211 Slimmon Road



9.

TO: Secretary, Planning and Operations Committee
FROM: General Manager, Community Services Department
DATE: July 12, 2011
SUBJECT: Donation of Sculpture – “The Raven”
FILE NO: LS 215-13-5, LS 1870-3

RECOMMENDATION: that a report be submitted to City Council recommending that the location for the sculpture “The Raven” be approved for the Heritage Rose Garden, Saskatoon Forestry Farm Park and Zoo.

BACKGROUND

The City of Saskatoon received a request from the Saskatchewan Perennial Society (Society) to donate a work of art, “The Raven”, for installation at the Heritage Rose Garden, Saskatoon Forestry Farm Park and Zoo. As a donation of public art, it falls under the jurisdiction of the Visual Arts Placement Policy.

The Society was incorporated in 1989. Its mandate is the promotion and public education of the use and culture of perennial plants. In 2003, the Society, with a small grant and support from the Saskatoon Forestry Farm Park and Zoo, assisted City staff in laying the Heritage Rose Garden. Since then, the Society has provided ongoing support, both financially and through volunteer labour, toward the development of the Heritage Garden for the enjoyment of the community.

Part of the early plans for the garden included the incorporation of sculptures into the garden landscape. The first sculpture, “Pronghorn”, a bronze sculpture donated by Bill Epp was placed between the Rose Garden and the Meditation Garden. Two sculptures by Don Foulds, Spiral Stack (welded steel sculpture based on a spiral growth pattern) and Untitled (concrete over steel structure), were added in 2004. The Society assisted in the donation of all the works of art.

REPORT

The Society received funding from Artizoons, an annual craft show held on the Forestry Farm grounds, now disbanded, with the understanding that they would use the monies to purchase a piece of garden art for installation within the Heritage Garden. It was with these funds that Nisse Creek Foundry was commissioned to create “The Raven”. Nisse Creek Foundry is owned and operated by Jim and Deb Jensen. The foundry specializes in bronze plaques and artwork.

The sculpture entitled “The Raven” is a life-sized sculpture of a raven in flight, with a wingspan of 36” and is 18” high. The Raven is cast aluminium, painted black and would be mounted on a pole within the Heritage Garden. The Raven would come to rest at the ten foot level and will be mounted using a circular bracket bolted to the pole. The Raven has been commissioned for this location only, and no other location is being considered.

This application does not need to be presented to the Meewasin Valley Authority as it is below the \$10,000 value threshold and the subject content fits within their guidelines. The Raven is valued at \$500.

Your Administration is supportive of the Visual Arts Placement Jury's recommendation with respect to this sculpture and will work with the artists and donors on the technical details of the installation.

OPTIONS

The options for City Council are to accept the recommended location or decline the location, which in turn declines the donation of the sculpture.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

All costs for the installation and unveiling are the responsibility of the donor. Maintenance for the sculpture will be covered under the Public Art Maintenance Budget within the Infrastructure Services Department Operating Budget, which is currently under a maintenance standards and funding sufficiency review, with proposed increases being presented with the 2012 operating budget.

STAKEHOLDER INVOLVEMENT

Staff from the Forestry Farm Park and Zoo have been consulted on the donation of the Raven and its placement in the Rose Garden and endorse both. The Visual Arts Placement Jury (VAPJ) has reviewed the application for the donation of "The Raven" and supports the acceptance of this sculpture at the Heritage Rose Garden. The report of the VAPJ is attached.

PUBLIC COMMUNICATION PLAN

The communications plan will include the plans for the unveiling of the sculpture.

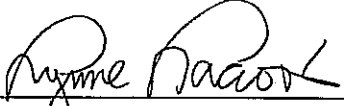
PUBLIC NOTICE

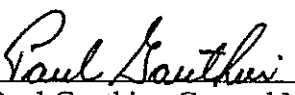
Public Notice, pursuant to Section 3 of Public Notice Policy No. C01-021, is not required.

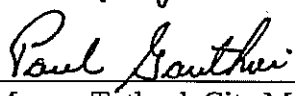
ATTACHMENTS

- 1. Saskatchewan Perennial Society Donation Application Forum
- 2. Visual Arts Placement Jury Memo
- 3. Site Images

Written by: Frances Westlund, Arts and Grants Consultant

Reviewed by: 
Lynne Lacroix, Manager
Community Development Branch

Approved by: 
Paul Gauthier, General Manager
Community Services Department
Dated: July 19, 2011

Approved by: *for* 
Murray Totland, City Manager
Dated: July 19, 2011



DONATIONS OF ARTWORK

Application Form - 2011

PURPOSE

The City of Saskatoon is pleased to receive applications for donations of artwork. Artwork is acquired by the City to:

- enhance the natural beauty and increase the attractiveness of civic facilities;
- provide visual focal points;
- encourage and showcase Saskatoon, Saskatchewan, and Canadian artists;
- build public awareness for opportunities in the arts; and
- encourage public involvement in and appreciation of the arts.

CRITERIA

1. The artwork must have artistic merit of enduring quality.
2. A public location must be available with which the artwork will be visually compatible (e.g., overall design, scale, content, medium, etc.)
3. The theme of the artwork and how this theme fits the proposed location will be taken into consideration.
4. The proposed location must have a suitable level of density of other artworks and/or memorials.
5. The artwork must be appropriate to programs and activities occurring in and around the proposed location and must consider the interests of the people using the area.
6. The security and safety of the artwork itself must be considered.
7. The artwork must not endanger the public (i.e., the artwork must be solidly mounted).
8. The artwork shall not require any unreasonable maintenance.
9. The artwork shall be accompanied by an informational plaque of a permanent nature. The plaque must include the name of the artist, date of execution, media employed and title of the artwork if titled. The wording of the plaque shall be approved by the committee.
10. The exhibition rights for the work must be provided to the City of Saskatoon by the artist for a negotiated fee to be paid by the donor.
11. Release of copyright must be granted to the City for purposes of promotion and tourism where no direct financial benefit issues to the City of Saskatoon.
12. The artwork may be rejected should the content and/or theme be assessed as offensive or demeaning to the public at large or any specific sector of society.
13. All submission must be discussed with the Arts & Grants Consultant prior to submission and before you have made any commitments to the artist or manufacturer.

APPLICATION MATERIALS

The complete application should include the following:

1. Completed Application form
2. Artist's profile and slides or CD of previous work (10).
3. Photographs, correctly scaled sketches, or some other clear representation of the artwork to be donated. Illustration must be in an 8.5" x 11" format. A maquette may eventually be required, but is not essential as part of the initial application.
4. Any additional relevant material (e.g., brochures, plans, etc.).
5. Budget, production schedule and installation plans must be included
6. Indication of funding sources and amounts of their commitments

Photographs and materials submitted with the application will remain with the Jury until the application process is complete. These materials will then be returned upon request. Although care will be taken with the submissions, the Jury will not be responsible for damage or loss. It is advisable, therefore, to submit copies of materials rather than originals.

ADJUDICATION PROCEDURES

The application should be submitted to the Arts and Grants Consultant, who will consult with appropriate Civic Staff and take the application forward to the Visual Arts Placement Jury. The Jury may then request that a representative of the donor attend a jury meeting before the application goes further, so that the applicant and the Jury can gain an understanding of their respective roles and expectations.

The Visual Arts Placement Jury has been appointed by City Council to adjudicate on the appropriateness and quality of art for placement in open space, civic facilities, and other City-owned property. The Visual Arts Placement Jury makes the final decision on accepting donations of art. Upon receipt of an application to donate art to the City of Saskatoon, the Jury shall make its decision according to the above noted criteria. The Jury will assess proposed donations of artwork as they are received. The applicant shall be notified of the Jury's decision by mail within four (6) months of the submission of the application. Adjudication will be based on the application form, photographs and materials supplied with the application form, and any additional information requested by the Jury. Incomplete or inaccurate applications may be rejected or deferred for clarification.

Please note that if the artwork is to be located in Meewasin Valley Authority's control zone (e.g., riverbank parks), the donor is responsible for obtaining the MVA's approval once City Council has approved the donation.

APPLICATION INFORMATION - Please complete this form as fully as possible.

Name of Donor SASKATCHEWAN PERENNIAL SOCIETY

Contact Name SHEILA LIOTA

Address BOX 21024 GROSVENOR PARK RD., S7H-5N9

Phone # 306-477-7745 SHEILA LIOTA

Email Address s.liota@sasktel.net

Name of Artist NISSE FOUNDRY - JIM JENSEN

Address BOX 86 MONT NEBO

Phone # 306-468-2853

Date of submission: MAY 2011

DESCRIPTION OF ARTWORK

Please provide a physical description of the piece to be donated.

LIFE SIZE SCULPTURE OF A RAVEN IN FLIGHT

36" WIDE WINGSPAN

18" HIGH, CAST ALUMINUM, PAINTED BLACK

SCULPTED BY DEB JENSEN + CAST BY JIM JENSEN

Title THE RAVEN

Size and scale _____

Medium/Media _____

Unique or special characteristics RAVEN IN FLIGHT

Estimated value \$500⁰⁰

Budget for the creation and installation of the donation

Detailed outline of maintenance needs and costs.

Theme or meaning OF THE FORESTRY FARM PARK AND ZOO
"A NATURAL PLACE TO BE"

Anticipated meaning to the public THE FORESTRY FARM PARK IS A PLACE OF NATURE, IT IS NOT UNCOMMON TO SEE RABBITS, PEACOCKS AND OTHER ANIMALS ON THE GROUNDS. THERE IS A SCULPTURE OF A PRONGHORN ANTELOPE AT THE GARDENS. THIS WOULD BE AN EXTENSION ON THAT THEME

LOCATION

City Council determines the placement of artwork donated to the City; therefore, it is important to know if your donation is contingent upon its placement in a specific location or type of setting. If not, please indicate "No preference."

If so, list 3 locations in your order of preference and provide a rationale for why the locations suit the theme of the artwork. Also note that River Landing site is not at the moment a priority site and there is currently in place a moratorium on commemorative art placements.

1. COULD BE MOUNTED ON ONE OF THE POSTS OR ARBORS AT THE FORESTRY FARM - HERITAGE ROSE GARDEN

- 2.

Donation of Art - Application

3.

ARTIST

Attach thorough background information on the artist, including related education, previous exhibitions, and existing public art. Please use a separate sheet, indicating the name of the donor. Also provide documentation on ten (10) existing works in slide/digital and/or photographic format. Please make sure that support materials such as slides are properly identified.

WWW.NISSEFOUNDRY.COM

Date Received by City of Saskatoon, Community Development Branch _____

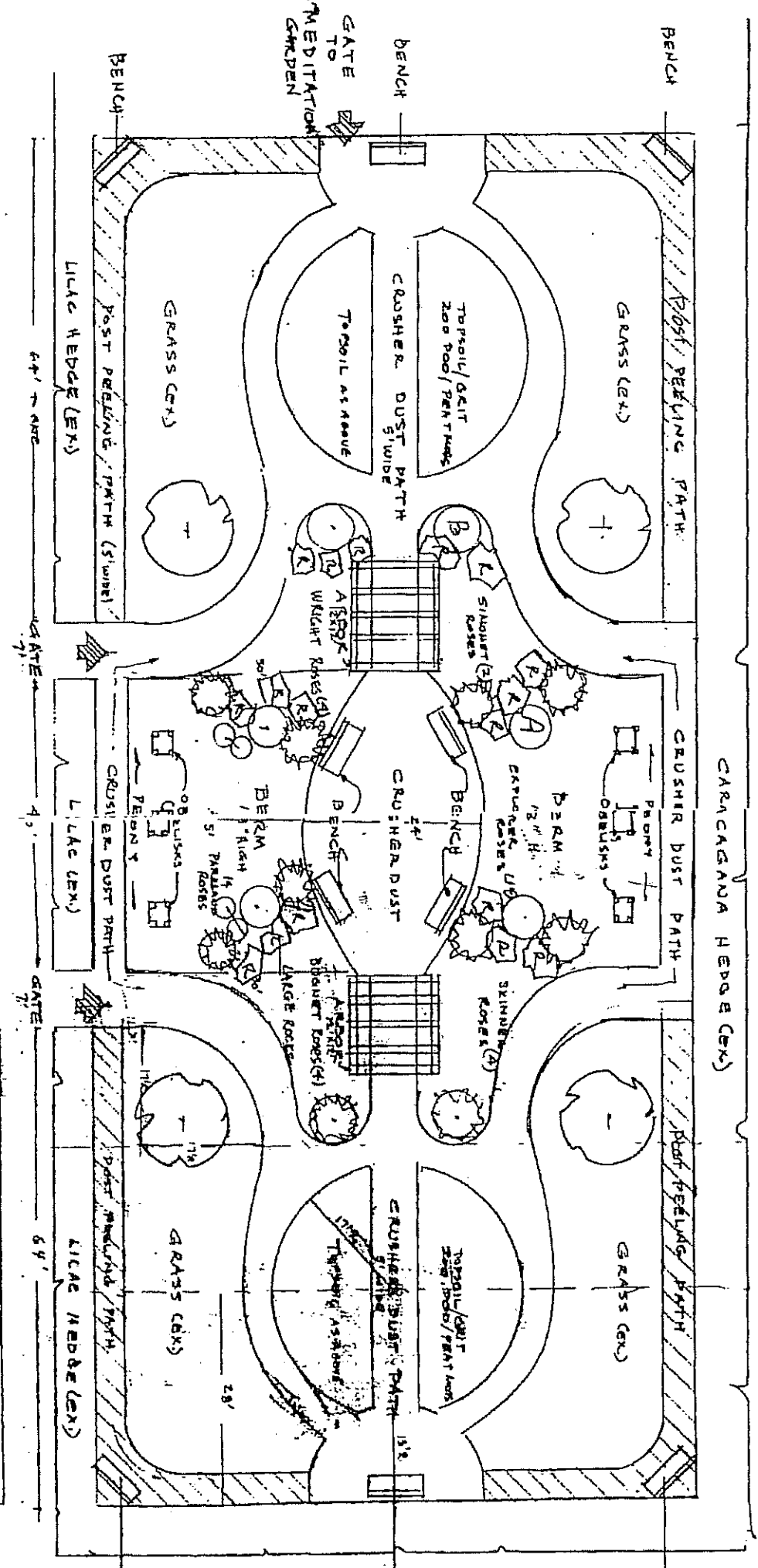
Application forms and materials should be sent to:

Arts and Grants Consultant
Community Development Branch
Cosmo Civic Centre
3130 Laurier Drive
Saskatoon, SK S7K 0J5

For further information, please call 975-3391.

HERITAGE ROSE/CLEMATIS/PEONY/LILY GARDEN
 PRELIMINARY LAYOUT PLAN

180'



FORESTRY FARM HERITAGE GARDEN
 - ROSES / CLEMATIS / PEONY / LILY / SHRUB
 TO HONOR: FRANK L. SIMONET, GEORGE ZUCKER, ROBERT SIMONET, JOHN WELCH, etc.
 CLEMATIS - SIMONET, RUBENSON, SULLIVAN, etc.
 LILIES - PATTERSON, PORTER, etc.
 SHRUBS - SIMONET, WILSON, BOURNARD
 SCALE: 1" = 10'
 APRIL 2008
 C. BERG
 PREPARED BY SASKATCHEWAN PARK
 CLINT

NISSE FOUNDRY & DESIGN

Jim and Deb Jensen created and operate *Nisse Foundry & Design* which specializes in bronze plaques and artwork. The plaster investment lost-wax method is used for casting sculpture pieces of all sizes, while plaques are sand-cast.

The foundry has evolved from a varied work history. Jim is a certified engineering technologist and Deb is a teacher, occupations which took them to work in Swaziland, Africa, from 1981 to 1983. Upon returning to Mont Nebo in 1983, creative urges were satisfied by designing and building a house, a leaf-cutter bee operation, and a seed-cleaning plant, (as well as teaching for Deb). As these endeavors "matured", Jim had time for new projects and began reading and experimenting with bronze casting, with mentorship from the late Bill Epp. In 1993, *Nisse Foundry & Design* was born. Both Jim and Deb sculpt and work on various aspects of the casting projects, though Jim is the main "foundry man".

Local involvement and contact with other artists and artisans is enjoyed through membership in the Prairie Sculptors' Association, the Saskatchewan Craft Council, CARFAC, the Thickwood Hills Studio Trail group, the Parkland Artisan Tour, and Prince Albert's Kyla art group. Both Jim and Deb have taken summer classes at Red Deer College. Jim has also taken part in the Emma Lake 2000 collaboration and demonstrated casting at CanIron international blacksmiths' symposium in North Battleford.

Besides taking part in gallery shows with PSA, Parkland Artisans, or Thickwood Hills, Jim and Deb display their original sculpture and garden ornaments such as sundials, armillary spheres, bells, etc. at juried craft shows. Custom orders for portraits, plaques, signs, and sculpture present a constant supply of new challenges. In addition, custom casting is done for other artists.

Sample of work

1998 - the casting of the life-sized Count von Imhoff on a horse for St. Walburg

2001 - casting of Susan Velder's 1 1/4 life size bust of T.C. Douglas for the legislature in Regina

2002 - design, sculpture and construction of a steel bench with bronze relief portrait of the nursery's founder and bronze lily ornamentation commissioned for Honeywood nursery

2002 - "Forging the Future" - 8 1/2 foot-tall blacksmith sculpted and cast by Jim (2007-2010 leased by the city of Saskatoon, Sk., installed in front of the Francis Morrison Library)

2003 - four-foot wide maple leaf-shaped memorial honouring war veterans for Albertville, Sk.

2005- life-sized goalie, "The Big Save" Jack Jensen's commission for Prince Albert, Saskatchewan's Art Hauser Centre

Our SOCIETY

The Saskatchewan Perennial Society was incorporated in 1989. Its constitutional mandate is the promotion and public education of the use and culture of perennial plants. For over 20 years we have been providing members as well as the general public with lectures, seminars and tours of area gardens at no cost. As well, the SPS has developed a large library, in excess of 400 books, on perennial plants and associated material available to members at no cost. We foster co-operation with other organizations with similar objectives, by inviting organizations to join with us on special projects, and by a mutual sharing of information. Membership is approximately 150. All projects, including the public gardens, are carried out on a volunteer basis.

HISTORY of the Gardens

More than a decade ago, Robin Smith, a past president and founding member of the Saskatchewan Perennial Society as well as a landscape architect by profession, visualized the creation of a meditation garden within a public space. He passed away before his dream could become a reality, but the Saskatchewan Perennial Society wanted to make Robin's dream a reality. The Saskatoon Zoo and Forestry Farm agreed to set aside land that was to be developed as the Robin Smith Gardens. This was the originally the site of the Foreman's house which had an adjoining vegetable garden. In 1998, the Meditation Garden was opened on a third of this space (the building site) after many hours of volunteer labour, earth moving by City staff, donations of plant material, and overall management by the Society. Grace Berg, a local landscape designer and active Society member designed this garden by taking Robin's concept drawings as a guide. During the creation of this garden, volunteers learned about gardening on a grand scale; how to combine plants for colour, texture, shape, size and form; and they also learned more practical and simple things, like how deep to plant, how to divide perennials, the importance of mulch, and more. This Garden continues to be maintained by volunteers and is still a learning garden. Furthermore, the Garden is the scene of weddings and family photo sessions, artist's paintings and individuals seeking a contemplative environment.

In 2003, the Saskatchewan Perennial Society received a \$2000 grant from the Saskatchewan Lotteries Fund through the City of Saskatoon to assist in the creation of a Heritage Rose Garden. This new garden takes up the remaining two thirds of the space that the Saskatoon Zoo and Forestry Farm set aside. Grace Berg designed this garden as well, again working with some of Robin's designs. The gardens were created in honour of Prairie Breeders and features roses, shrubs, trees and ornamental grasses that were created by them. City staff assisted in the laying out the bare bones of the garden by rototilling, moving soil and laying out the pathways, but the remaining of the work was completed by scores of volunteers. The grant money was used to purchase plants, but many roses and other plants on our wish list were donated by Society members and others. Even the labour to create plant stakes, used to identify all the plants with the name of the developer and their common and scientific names, was donated by Mr. Glen Harding and his Grade 12 Industrial Arts students at Walter Murray Collegiate and Mr. Doug Tarasoff and his Grade 12 Industrial Arts students. The Society also used some of their own money in this endeavor, and continue to cover minor, ongoing costs, such as



supplying organic mulch and plant replacements. Not only is this new Garden a place of beauty, it is also a teaching garden as many of the plants are clearly labeled and the more experienced gardeners are always available to show new gardeners (our many volunteers), how to primp, preen and prune properly. This garden is still young, but plants in the more established Meditation Garden occasionally need to be dug up and divided.

Strong structural elements were incorporated into the garden from the beginning, with tall trellises and repurposed telephone poles to support vining plants. It was natural to also include sculpture and immediately, almost before the last plant was in the ground, we started thinking that this historic space could be used to honour prairie plant breeders as well as a site to showcase prairie artists.

The first sculpture donated to the garden was Pronghorn, a bronze sculpture by Bill Epp. This is placed at the opening between the two gardens. Two sculptures by Don Foulds, Spiral Stack (a welded steel sculpture based on a spiral growth pattern) and Untitled (concrete over steel structure) were added in 2004.

ARTIZOONS

For several years a collective of artisans held a craft show on the grounds of the Saskatoon Forestry Farm Park. They became incorporated and held their annual craft fair on the grassy area opposite the Superintendent's building. This fair was held early in the year and because of several factors, the uncertainty of the weather being one of them, it never really blossomed into a very successful venture, so in 2008 the decision was made to disband the group. They donated their left over funds to the Saskatchewan Perennial Society with the understanding that we would use the money to buy a piece of garden art from one of the artisan members and that this work would be displayed in one of the gardens maintained by the Saskatchewan Perennial Society.

Since the amount of the donation was minimal (~\$500.00), we reviewed our options and decided to ask Nisse Foundry to design a bird that could be mounted on top of one of the telephone poles located in the Heritage Rose Garden. This would fulfill our obligation to the Artizoons and would save us the headache of having to provide a concrete base for a more conventional sculpture or artwork. Bronze was out of our price range and would be a lot heavier and more difficult to mount, so Nisse Foundry casted "The Raven" in aluminum and applied a black paint to finish the artwork.

A plaque matching others in the garden could be mounted near the bottom or at eye level on the telephone pole with the words:

"The Raven"

Cast Aluminum - sculpted by Deb Jensen and cast by Jim Jensen - Nisse Foundry- 2010.



Big Save is a bronze that sits in the

—Photos by Darlene Polachic

Bronze stands test of time



A bronze cat looks into a pot in this bronze

By Darlene Polachic
for The Saskatoon Sun

Jim Jensen is a bronze caster who doesn't believe in cutting corners. Jensen operates Nisse Foundry near Mont Nebo and creates fine quality cast bronze sculptures, plaques and gravestones using a very involved and labour intensive process.

"There are other ways to do it," he says. "Modern foundries use chemicals to speed the process, but what I do is called 'lost wax investment casting.' It involves about 17 separate steps."

Jensen learned the art of bronze casting from books and by trial and error. He says he began learning the process when he built his foundry. He also made his own equipment. "You can't buy equipment for a foundry this small.

"I got talked into starting a foundry by sculptor Bill Epp and my brother Jack," he goes on. "I knew Bill Epp because every time I went to Saskatoon I would stop at his place to see what he was doing. I became quite taken with the process of bronze casting."

For a number of years, Jensen made bronze cast sculptures as an artistic sideline. Now he does it full time.

"But it's hard to make a living at casting bronze art pieces, so I also cast bronze plaques and gravestones to put bread and butter on the table," he says.

The first step in the multi-faceted process of creating a bronze sculpture is to sculpt the figure in plasticine. Then Jensen makes a rubber mold of the sculpture and coats or

is a combination of a hard wax and a soft wax," he explains. "Both are necessary to get a good, sharp, durable impression. What you end up with is a hollow wax sculpture like a chocolate Easter bunny."

Jensen fixes a sprue (like a funnel) and feeder system and wax vents to the hollow piece, then invests it with plaster inside and out.

"The end product we're creating will be hollow," he says. "If it were solid bronze, even a small piece would be incredibly heavy. Very large pieces are generally created in two sections and welded together."

The plaster-covered wax sculpture is put in a kiln and heated to 1,100 degrees F for about 30 hours. This burns away the wax and any residue carbon, leaving only the plaster. If carbon or wax were left, Jensen says, the molten bronze that is about to go into the mold would be spit out.

Once the fired plaster is removed from the kiln, it is turned upside down and banked with sand. Jensen then heats ingots of bronze in his blast furnace to more than 2,000 degrees. The liquefied metal is poured into the sprue hole and drains into all the places the wax used to be.

"It only takes a few minutes for the molten bronze to solidify," Jensen says, "but it stays red hot for quite some time."

cool overnight, then Jensen ~~away the~~ plaster with a hammer and removes the sprue and all vents. What remains is the bronze sculpture.

Bronze casting is not an inexpensive process. "Since I started Nisse Foundry in 1990," Jensen says, "the cost of bronze has gone up 400 per cent." He gets his stock from a smelter in British Columbia.

Making bronze plaques is quite a different matter from sculptures. Jensen uses a sand casting process that involves building a pattern of wood, metal, plastic or wax.

"The pattern is exactly like what the final product will be," he says. "When woodcarvers do their work and say it's done, we say that's only the first step. You've only made a pattern."

The pattern is set in a four-sided box and sprinkled with 'parting powder' to prevent it from absorbing moisture. Next, a mixture of sand, clay and water is shovelled over top and compacted.

"The mixture is a delicate balance," Jim says. "It has to be strong enough to hold together, but porous enough to let out steam when the molten metal is poured in. You get to know by instinctive feel when the proportions are right." The sand does the same thing the plaster does in a sculpture.

Jensen makes a kind of bottom box of

top. When the top box is hoisted, pattern removed, a perfect impression remains. Jensen again adds and air holes, then replaces the pattern and pours in molten bronze to fill the the pattern used to be.

Bronze plaques are in high demand for gravestones, building designation plaques for centennial

"I keep busy with a steady supply of plaques for cemeteries," he says. "from the farm gate to customers in Canada."

But Jensen has also done some blacksmith work. His eight-and-a-half-foot high sculpture of a blacksmith standing in front of the F. Morrison Library in Saskatoon for years before being relocated to the Market. The Big Save, a massive bronze sculpture of a goalie, which was sculpted by Jack Jensen, and cast in bronze by Jensen, and cast in bronze by Jensen, dominates the lobby of the Art House in Prince Albert. Another of his bronze sculptures is Count Imhoff On His Horse which is on display in St. Walburg.

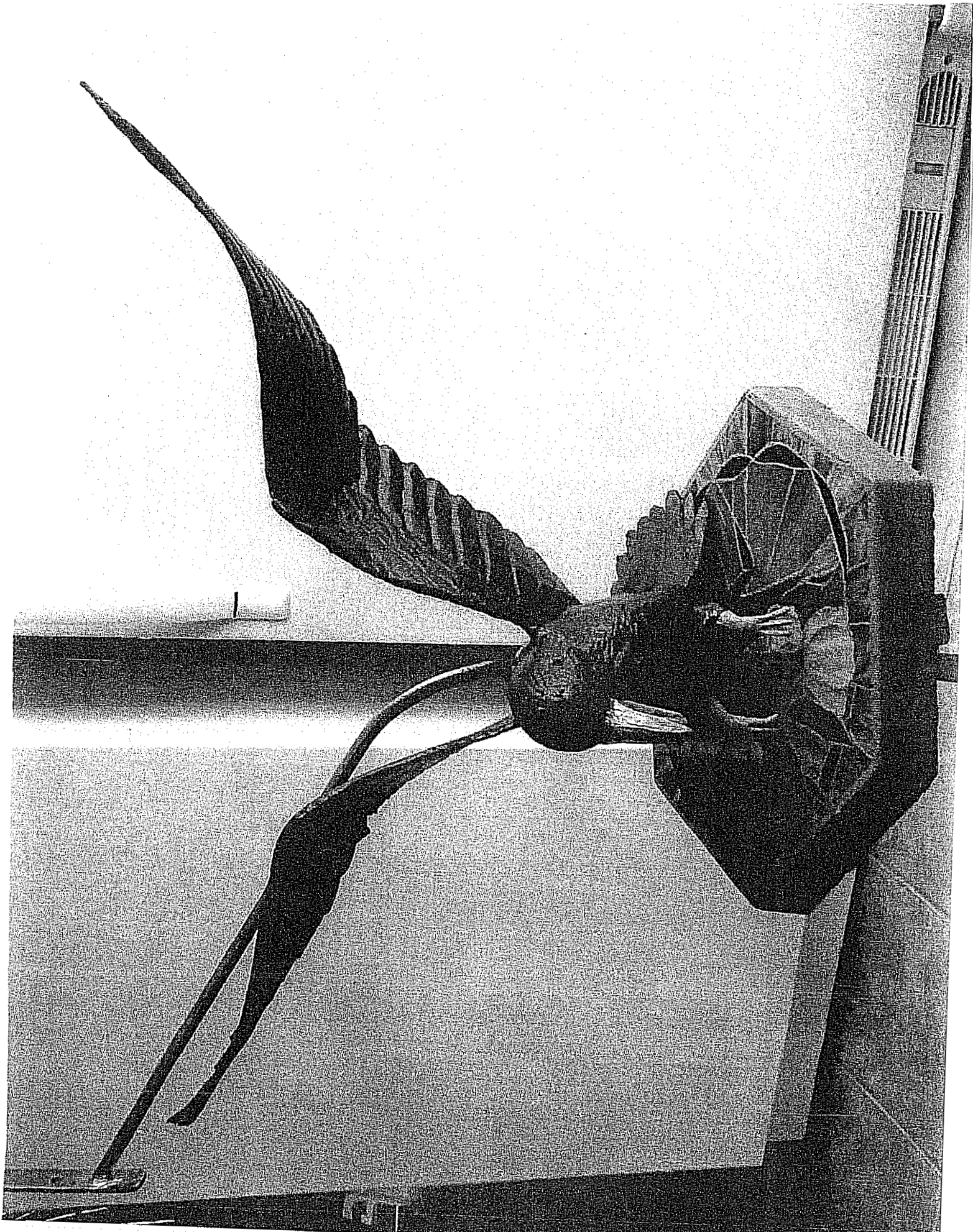
"Imhoff was sculpted by Susan Epp was going to cast it, but he pruned it," Jensen says, "so I did it." He also bronze bust of Tommy Douglas (sculpted by Susan Velder) for the Provincial

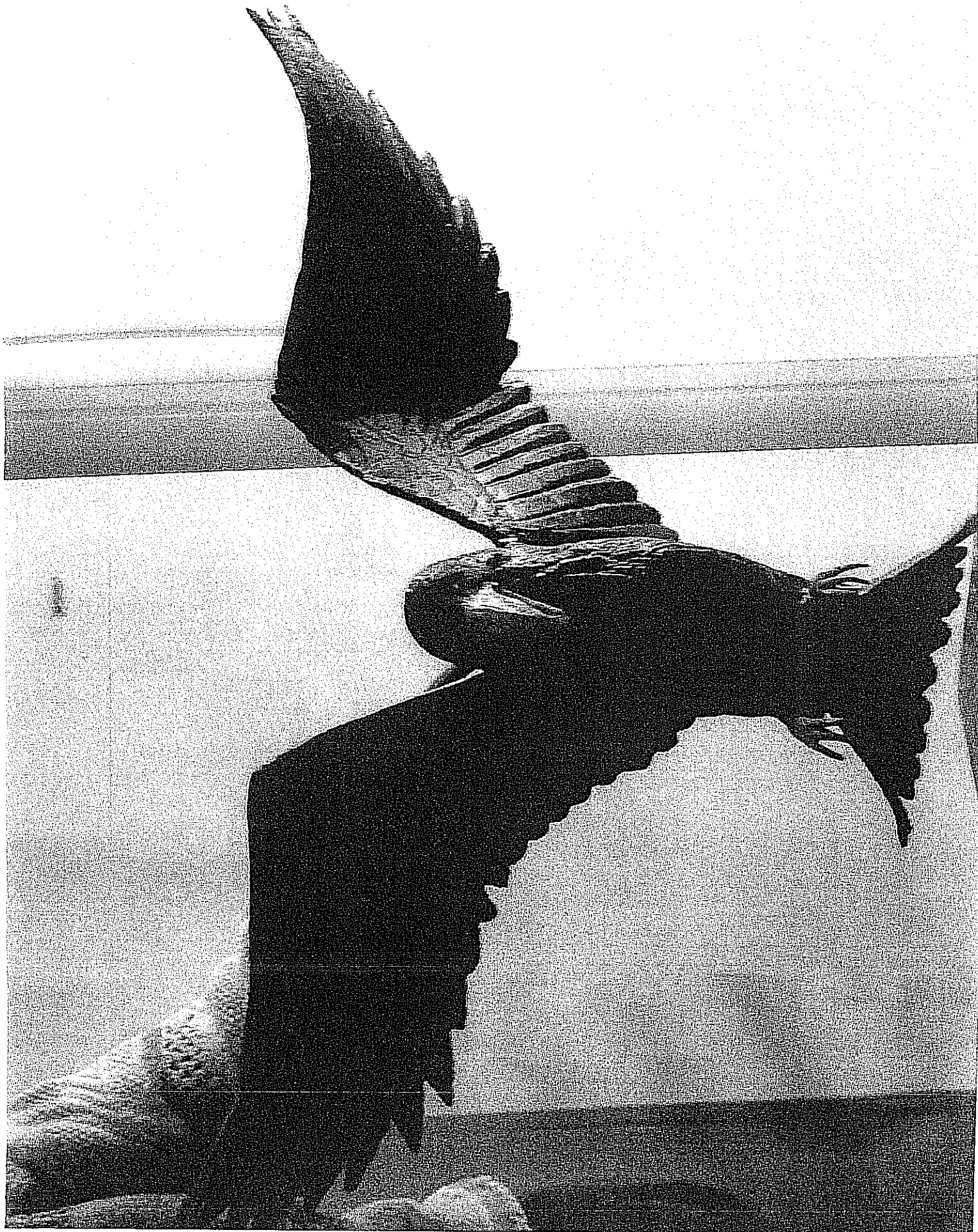
"I find bronze casting to be a very pleasing and

"We're still finding bronze pieces from the Bronze Age. I'm making something that lasts and I think that's important."

—Jim Jensen







CITY OF SASKATOON

Office of the City Clerk

To: Ms. Frances Westlund
Arts & Grants Consultant
Community Services Department

Date: June 23, 2011

Phone: 3240

Our File: CK. 100-1

From: Marlene Hall
Deputy City Clerk
(Visual Arts Placement Jury)

Your File:

Re: **[In Camera – Adjudication)**

Donation of Artwork - Saskatchewan Perennial Society

Life-size Sculpture of a Raven in Flight "The Raven"

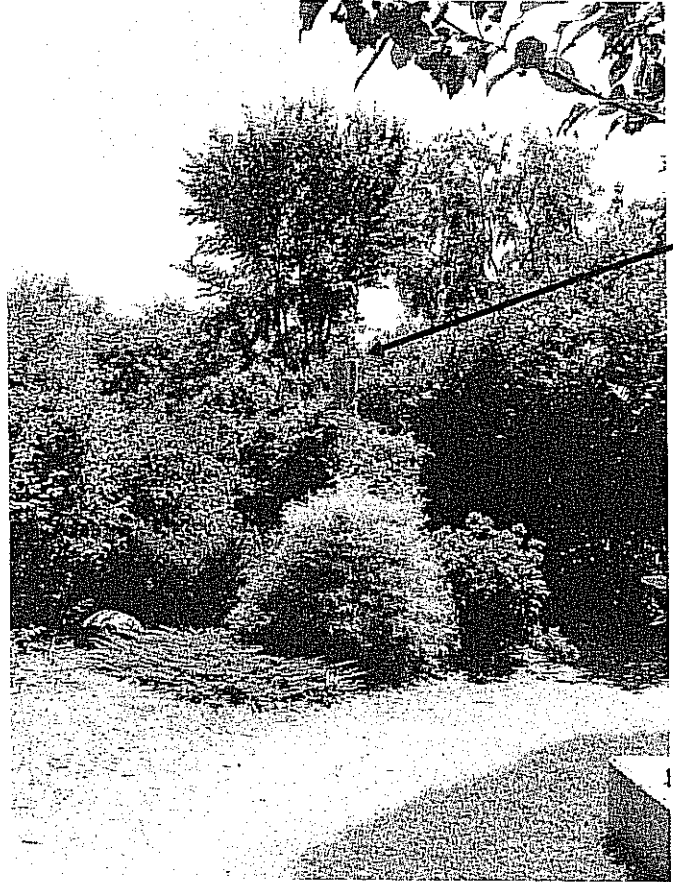
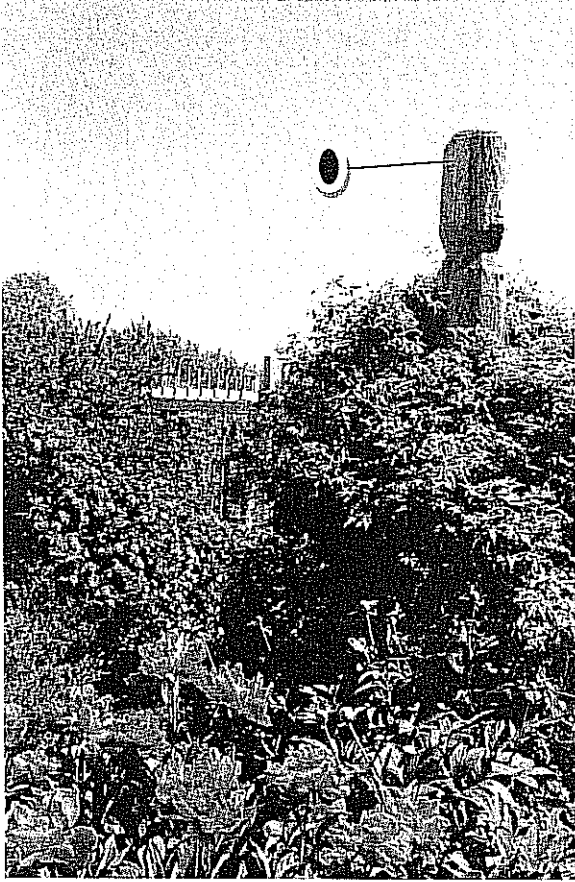
Sculptor – Deb Jensen and Cast by Jim Jensen, Nisse Foundry

Placement – Forestry Farm Park and Zoo – "A Natural Place to Be"

The Visual Arts Placement Jury considered the above-noted Donation of Artwork at its In Camera meeting held on June 20, 2011 and supported the donation of artwork from the Saskatchewan Perennial Society which was commissioned in response to a donation.

MH:mr

cc. Manager, Forestry Farm Park & Zoo



His Worship the Mayor and City Council
The City of Saskatoon

REPORT

of the

ADMINISTRATION AND FINANCE COMMITTEE

Composition of Committee

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

- 1. Tall Wind Turbine Project – June 2011 Public Information Meeting
Saskatoon Light & Power Capital Project #2306
Electrical Supply Options – Wind Turbine
(File No. CK. 2000-5)**
-

RECOMMENDATION: that the information be received.

Your Committee has reviewed the attached report of the General Manager, Utility Services Department dated June 20, 2011 providing a summary of the public information meetings held to discuss the Tall Wind Turbine Project and to provide some initial results from the studies currently underway on-site. The report is being forwarded to City Council for its information.

- 2. 2010 Access Transit Annual Report
(File No. CK. 430-17)**
-

RECOMMENDATION: 1) that the Access Transit 2010 Annual Report be received as information; and

2) that a meeting be arranged between representatives of City Council and the Minister to discuss further funding for para-transit.

Your Committee considered the attached report of the General Manager, Utility Services Department dated April 18, 2011, forwarding the 2010 Saskatoon Transit Services Annual Report at its meeting held on May 2, 2011. At that time, your Committee had intended that as part of its submission of the Annual Report to City Council for information, it also recommend that in order to narrow the gap in funding, the Provincial Government be requested to utilize one-year-old ridership as opposed to two-year data being used.

In the interim, Administration has reported that the Department of Municipal Affairs administers the Transit for People Living with Disabilities (TAPD) operating grant. Granting funding is formula based using the most current ridership data from each municipality. Due to the manner and timing in which the grant is administered, funding is received between one and two years following the operating year. For example, the TAPD grant pertaining to a particular calendar year (e.g. 2010) is calculated by using the number of revenue trips (including attendants) for each individual municipality. Grant payments are then distributed over a fiscal year where payments are received quarterly, with the first payment made in June of the year following (e.g. June 2011) and the last payment made in March of the second year (e.g. March 2012). The final payment is issued only after the application for the operating grant for the 2011 calendar year is received by the Department of Municipal Affairs (deadline is March 1st of each year).

Your Committee notes that Access Transit has contacted a representative of the Department of Municipal Affairs to discuss an alternate funding distribution strategy/structure. The Ministry has no intention of reviewing the current funding allocation strategy/structure anytime in the near future.

The 2010 Access Transit Annual Report highlights productivity levels for service in 2010, and provides comparative analysis of the service over previous years. Copies of the Annual Report have previously been circulated. A copy of the full report is available for viewing in the City Clerk's Office and on the City's website at www.saskatoon.ca as part of the Council agenda.

3. 2010 Saskatoon Transit Services Annual Report
(File No. CK. 430-17)

RECOMMENDATION: that the information be received.

Your Committee has reviewed the attached report of the General Manager, Utility Services Department dated June 2, 2011 submitting the 2010 Annual Report for Saskatoon Transit. The report is being forwarded to City Council for its information, and can be found on the City's website at www.saskatoon.ca as part of the Council agenda.

**4. Avenue H Reservoir Expansion/Enhanced Disinfection System/High Lift Pump Station Upgrade – Update
(File No. CK. 670-3 X 7920-1)**

RECOMMENDATION: that the information be received.

Your Committee has reviewed the attached report of the General Manager, Utility Services Department dated June 24, 2011 providing an update on the above-noted project. The report is forwarded to City Council for its information.

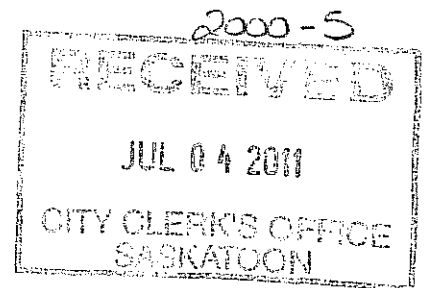
**5. Partnership Agreement between the Saskatchewan Human Right Commission, The City of Regina, and The City of Saskatoon
(File No. CK. 7305-1)**

RECOMMENDATION: that the information be received.

The attached report of the General Manager, Utility Services Department dated June 27, 2011 regarding the above has been reviewed by your Committee and is being forwarded to City Council for its information.

Respectfully submitted,

Councillor G. Penner, Chair



TO: Secretary, Administration and Finance Committee
FROM: General Manager, Utility Services Department
DATE: June 20, 2011
SUBJECT: Tall Wind Turbine Project – June 2011 Public Information Meeting
Saskatoon Light & Power Capital Project #2306:
Electrical Supply Options – Wind Turbine
FILE NO: WT 2000-10-2

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

BACKGROUND

Since early 2006, Saskatoon Light & Power has been investigating the feasibility of constructing a Tall Wind Turbine in Saskatoon. Proposed locations included a site near Innovation Place, the southeast corner of Diefenbaker Park, and most recently the northwest corner of the Saskatoon Landfill.

At its meeting of December 14, 2009, City Council approved the hiring of a consultant to conduct wind resource and environmental assessment for a tall wind turbine to be developed at the Landfill. Saskatoon Light & Power awarded the Wind and Environmental Assessment Study to Stantec Consulting in partnership with the Saskatchewan Research Council. A 60-metre meteorological tower was installed on the site in September 2010 and recording of wind data has been on-going since early October. One year of site-specific wind data is required by wind turbine manufacturers to match an appropriate wind turbine for the site. The environmental assessment includes bird and bat studies, and sound and shadow flicker assessments. Bird surveys have been on-going since the summer of 2010, and site specific sound and shadow flicker assessments have been completed. A bat acoustical survey will be conducted in August 2011.

Two public open house meetings were held in April of 2010 prior to the start of the wind and environmental assessments, and a follow-up public information meeting was held on June 7, 2011. The intent of the June 7 meeting was to present preliminary results of the assessments to residents and attendees, to answer questions and listen to concerns, and to solicit written feedback and comments.

Wind power currently supplies approximately 5% of our electrical demand in Saskatchewan, and over the next few years will increase to 8% - one of the highest percentages in Canada. It currently supplies about 1.1% of Canada's electrical demand, with 99 wind power facilities representing approximately 3,250 megawatts (MW) of generating capacity. The Canadian Wind Energy Association has outlined a future strategy for wind energy that would reach a capacity of 55,000 MW by 2025, meeting the goal of 20% of the country's energy needs – similar to countries like Denmark and Germany.

With wind power spreading all over the country, public opinion appears, for the most part, to be in support of this alternative energy source. According to a survey conducted by Angus Reid Strategies in 2007, 89% of respondents said that using renewable energy sources like wind or solar power was positive for Canada, because these sources were better for the environment.

Feedback received in 2008, following two public open house meetings, for the proposed Diefenbaker Park location for the tall wind turbine found that this same number (89%) of respondents were supportive of wind power in Saskatoon.

REPORT

The purpose of this report is to provide a summary of the Public Information Meetings held to discuss the Tall Wind Turbine Project and to provide some initial results from the studies that are currently underway on-site. This report is provided for information purposes only at this time. Following the completion of the studies, a further report will be submitted to City Council for final consideration and approval prior to proceeding with tendering this project for construction. This final report is expected to be submitted in October 2011.

Saskatoon Light & Power held a Public Information Meeting about the proposed Tall Wind Turbine Project at the Saskatoon Landfill on Tuesday, June 7, 2011 from 7:00 pm to 9:00 pm at Montgomery School. Thirty-six (36) people attended this meeting. Three civic staff and two consultants (Stantec Consulting and the Saskatchewan Research Council) were available to answer questions. The meeting was facilitated by Fast Consulting.

Four (4) written submissions were handed in at the public information meeting or mailed in afterward, with an additional five (5) e-mail submissions, for a total of nine (9) submissions. A summary of the submissions is shown below:

- 4 submissions were supportive of the proposed project;
- 4 submissions expressed concerns, mostly regarding sound level and shadow effects; and,
- 1 submission expressed concerns regarding an unrelated matter.

Concerns raised during the Public Information Meeting or submitted afterward were mostly regarding 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.

A summary of submissions from the public open house meetings held in April 2010 is shown below:

- 31 submissions were supportive of the proposed project;
- 15 submissions expressed concerns, mostly regarding sound level and shadow effects; and,
- 1 submission indicated more information is required in order to decide one way or the other.

Sound and shadow flicker assessments have been completed for the proposed landfill location, and indicate that even under worst-case scenario, the sound and shadow flicker effects from the wind turbine will be below levels permitted under the most stringent guidelines world-wide. Similarly, the most stringent guidelines world-wide call for a setback distance of 550 metres from the nearest residence. For the proposed landfill location, the setback distance is in excess of 700 metres from the nearest residence.

In May 2010, the Chief Medical Officer of Health in Ontario released a report in response to public health concerns about wind turbines. The report concludes that "the sound level from wind turbines at common residential setbacks is not sufficient to cause hearing impairment or other direct health effects, although some people may find it annoying". The report goes on to say "In general, published papers in peer-reviewed scientific journals, and reviews by recognized health authorities such as the World Health Organization (WHO) carry more weight in the assessment of health risks than case studies and anecdotal reports."

Based on the first seven (7) months of data collected from the meteorological tower, the average wind speed at the wind turbine hub height (80 metres) is 6.41 metres per second (or approximately 23 kilometres per hour). This represents an annual energy production of approximately 4.9 gigawatt-hours for the conceptual turbine (i.e. 2 megawatt capacity and 80 metre hub height). It is also important to note that during the wind resource assessment period to date, the average wind speed has been approximately 9% below the historical long-term average.

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 2,000 kilowatts (i.e. 2 megawatts) will have a power output on average of 600 kilowatts at all times throughout the year (i.e. $0.30 \times 2000 = 600$ 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%, based on site-specific wind measurements to date.

In both 2010 and 2011, Saskatoon Light & Power has applied to sell to SaskPower the energy produced from the wind turbine under their Green Options Partners Program (GOPP) lottery. In both years, our application was not drawn prior to SaskPower reaching their GOPP lottery cap. It is possible that Saskatoon Light & Power could apply again in 2012. The economic analysis under this program indicated a 20-year net profit of \$4.5 million, with a payback of eight (8) years and an internal rate of return (IRR) of 11.6%.

Similarly, 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 \$0.025 per kilowatt-hour over and above the current price of the electricity. There is also a possibility that this premium may increase in the near future, to a value of \$0.035 per kilowatt-hour. The sensitivity analysis considered varying rates for the EcoLogo premium, and 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 \$2.9 million (Payback = 11 years, IRR = 7.5%), to a high of \$7.5 million (Payback = 9 years, IRR = 13.5%). Under the most likely scenario, the 20-year net profit is estimated at \$4 million (Payback = 11 years, IRR = 9.2%).

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 3,750 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 next steps, pending City Council approval following completion of the current studies, would be to issue a tender for procurement and construction of the tall wind turbine.

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.

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 tender 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.

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 an assessment of the impacts of the turbine on birds and bats be completed, as well as two years of post operational avian and bat mortality surveys.

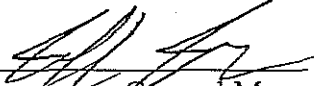
This project is expected to result in an offset of Greenhouse Gas Emissions of 3,750 tonnes annually (equivalent to removing over 650 vehicles from our roadways).

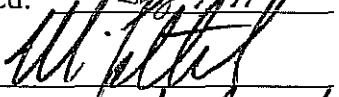
PUBLIC NOTICE

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

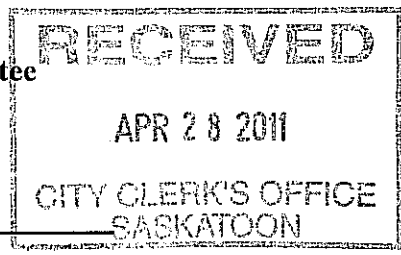
Written by: Kevin Hudson, Alternative Energy Engineer
Saskatoon Light & Power

Reviewed by: Trevor Bell, Manager
Saskatoon Light & Power

Approved by: 
Jeff Jorgenson, General Manager
Utility Services Department
Dated: July 4/11

Approved by: 
Murray Totland, City Manager
Dated: July 4/11

TO: Secretary, Administration and Finance Committee
 FROM: General Manager, Utility Services Department
 DATE: April 18, 2011
 SUBJECT: 2010 Access Transit Annual Report
 FILE NO: WT - 7305-1



RECOMMENDATION: that the Administration submit the Access Transit 2010 Annual Report to City Council.

REPORT

Access Transit continues to increase the amount of annual Revenue Trips provided over previous years. However, the year 2010 saw an increase in Denials as the Demand for service has increased. Productivity remains high despite increased traffic congestion noted by operators.

The attached report highlights productivity levels for service in 2010, and provides comparative analysis of the service over previous years.

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. Access Transit – 2010 Annual Report

Written by: Bob Howe, Access Transit Manager

Reviewed by: Mitch Riabko, Transit Manager

Approved by: [Signature]
 Jeff Jorgenson, General Manager
 Utility Services Department
 Dated: [Signature]

Approved by: [Signature]
 Murray Totland, City Manager
 Dated: April 21/11

SASKATOON
transit
Access

2010 Annual Report



2010 Access Transit Annual Report

Access Transit provides public transportation, within city limits, for people living with disabilities who cannot use regular transit with safety and dignity. The service is provided by using wheelchair lift-equipped buses. Access Transit is not a taxi or limousine service. It is a shared ride service where booking and scheduling decisions are made to allow as many customers as possible to use the system, while staying within budgetary guidelines.



Access Transit is essential for people with little or no family support as paratransit can be their only means of transportation. Trip booking requests for work, school, groceries, medical appointments, social outings, etc., are provided based on available service capacity, which is limited. For many of our customers, Access Transit is not just a service, it is their lifeline to the outside world and is key to achieving society and the Health Region objective of allowing people to remain in their houses for as long as possible.

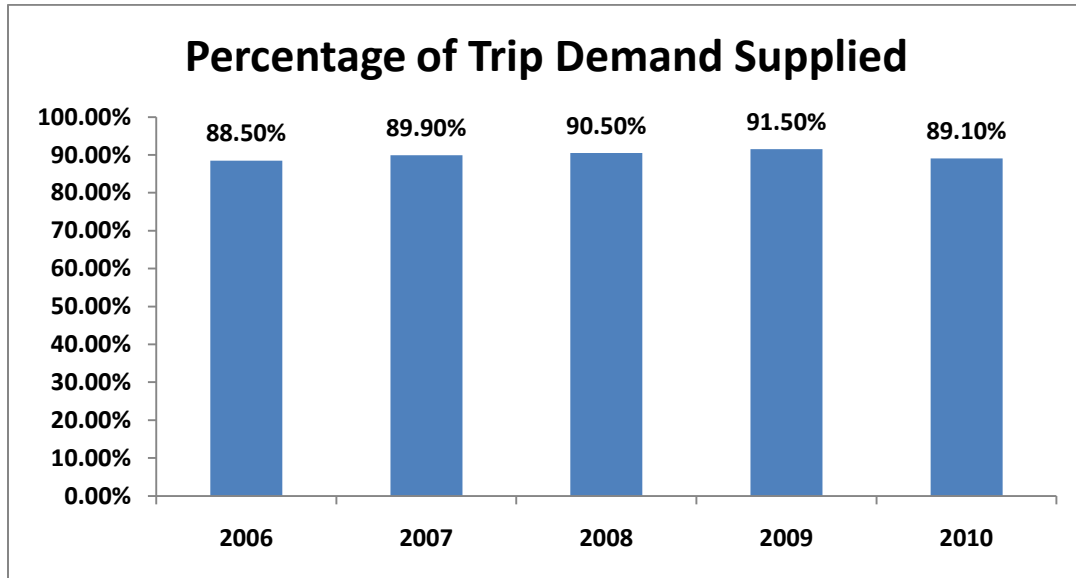
OUR CUSTOMER

Service demand is measured by the sum of Revenue Trips and Denials, plus No-Shows (customers absent at the pickup location when the bus arrived). In other words, Demand is a sum of all trips that could have been provided if conditions were ideal and we had sufficient resources.

In 2010, overall demand for service increased by 4,174 trips (3.2%) to a total of 135,950 trips requested. Access Transit was able to supply 89.1% of trips requested, which is a reversal of the improving trend of the four years previous. Revenue Trips increased slightly by 534, to a total of

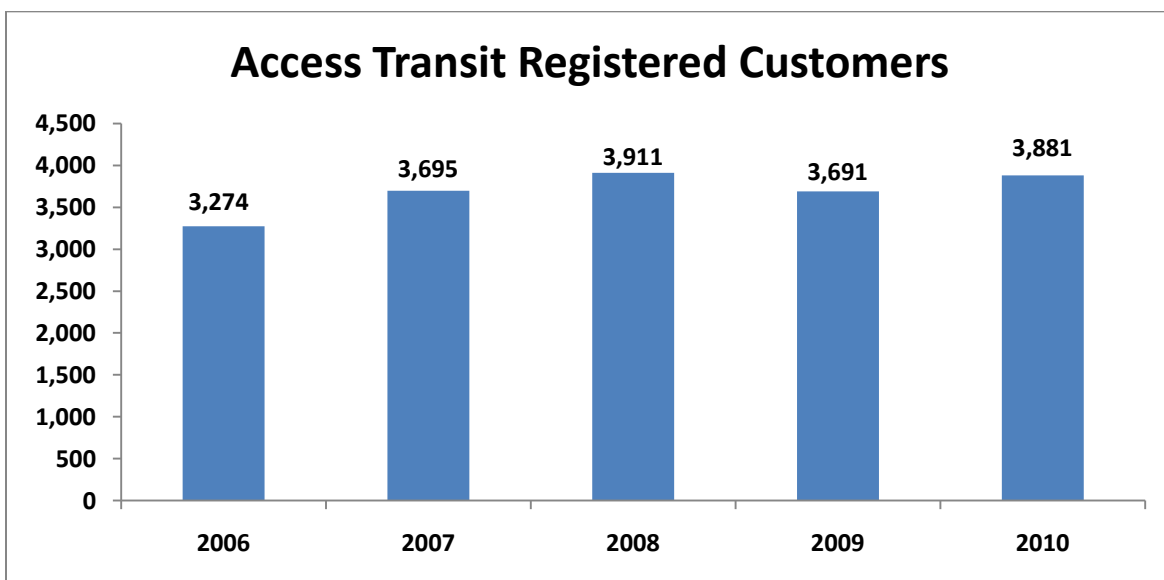
2010 Access Transit Annual Report

121,154 over 2009. Unfortunately, Trip Denials (11,756 trips) increased by 39% when compared to 2009 Denials, which is the direct result of the increased demand for service in 2010.

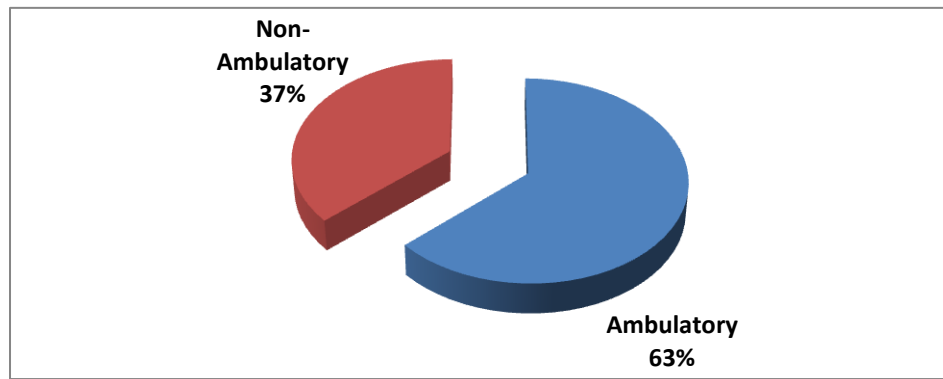


Customer Profile:

In 2010, there were 3,881 Active Registered Customers. The number of Active Registered Customers fluctuates regularly due to new registrants and people leaving the service. There is no direct correlation between the number of Active Registered Customers and the level of service demand. Historically, new customers tend to use the service more frequently than customers who have been using the service for some time.



2010 Access Transit Annual Report



Non-Ambulatory trips (customers who require a wheelchair or scooter for mobility aids) decreased by 2% while Ambulatory trips increased by 2% over 2009. This is a trend that continues to occur in most Canadian cities, with a few minor exceptions.



A report titled “The City of Saskatoon & the Saskatoon Health Region Population Projections” (2006–2026) was released in November of 2008. One of the notable highlights of the report predicts a large increase in the proportion of seniors (aged 65+) as a total of the population. By 2026, approximately 23% of the population of the City of Saskatoon will be seniors (age 65+). Statistically speaking, approximately 40% of all seniors have some type of disability. Access Transit is not a senior specific service; however, seniors with mobility issues comprise approximately 70% of our current customer base.

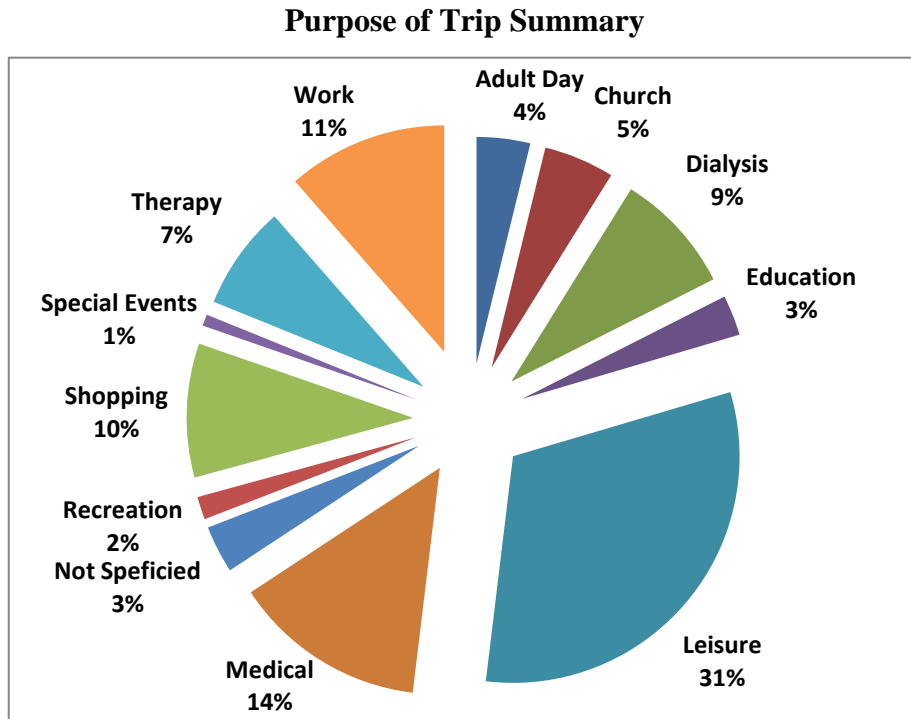
According to the Canadian Kidney Foundation, the average age of new adults starting dialysis is 65. The Saskatchewan Kidney Foundation states that the number of dialysis patients in this province increases by 12-15% every year.

There is a multitude of medical conditions like Cancer and Multiple Sclerosis that also drive the increase in demand for service. Given demand increases, annual funding increases will be

2010 Access Transit Annual Report

required to sustain and/or enhance the current level of accessible transportation service in the near and distant future.

Customer Relations:



This chart provides an overview as to how Access Transit is utilized by our customers. Due to the variety of dual purpose and/or cross-over trip potential, certain data fields like Shopping or Recreational may not be as accurate as the Work or Dialysis data fields.

There were only minor variations in terms of trip purpose for 2010. We noticed an increase of 1% in the Adult Day Program, Dialysis, Recreation, and Work fields, and a 2% reduction in Education and Leisure trips, but for the most part the service usage was very similar to 2009.



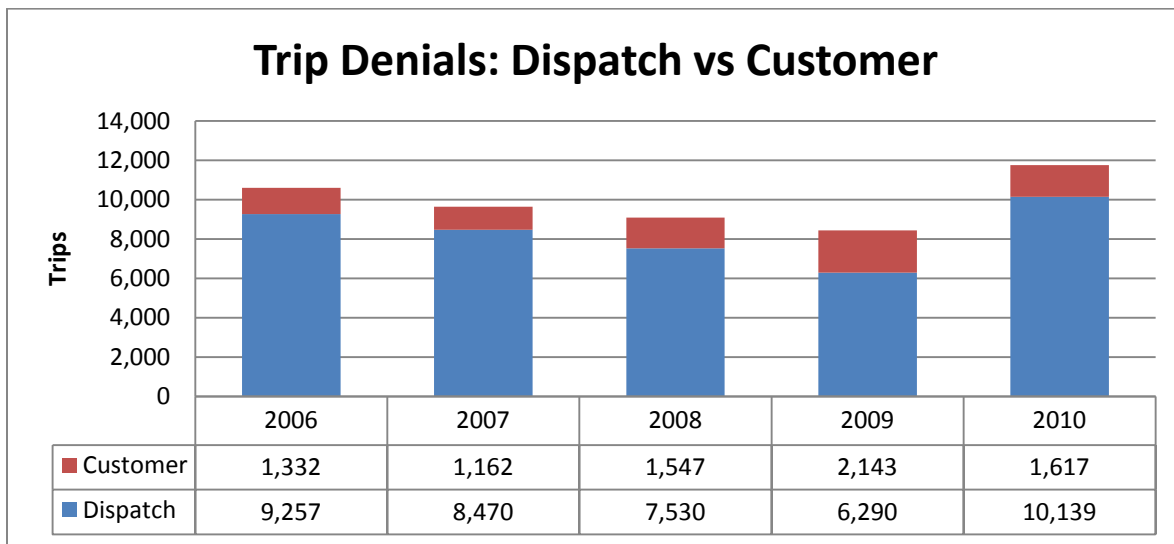
2010 Access Transit Annual Report

Access Transit Administration and Senior Civic Administration are continuing discussions with the Saskatoon Health Region regarding program funding. The Saskatoon Health Region provided a \$28,000 grant for the 2010-2011 operating budget. We appreciate and thank the Senior Administration from the Saskatoon Health Region for their continued support.

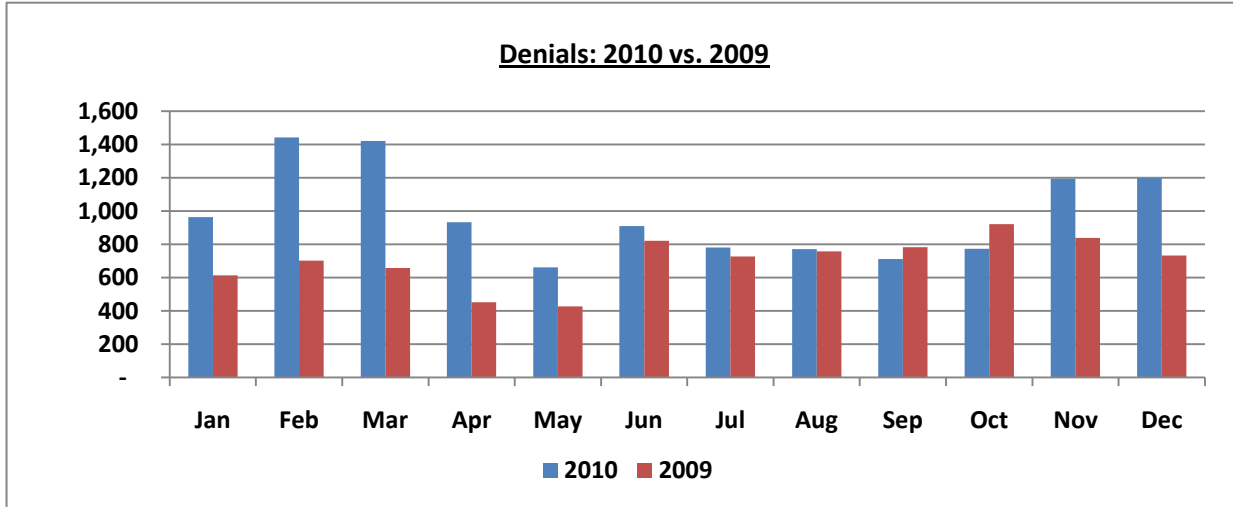
Denials:

A Denial is a trip request by a customer that cannot be accommodated, including both Customer and Dispatch Denials. A Customer Denial occurs when the client refuses the trip time offered by a Dispatcher regardless of the proximity to the original time requested. A Dispatch Denial is a trip request that cannot be accommodated due to insufficient resources (insufficient run time, buses/capacity).

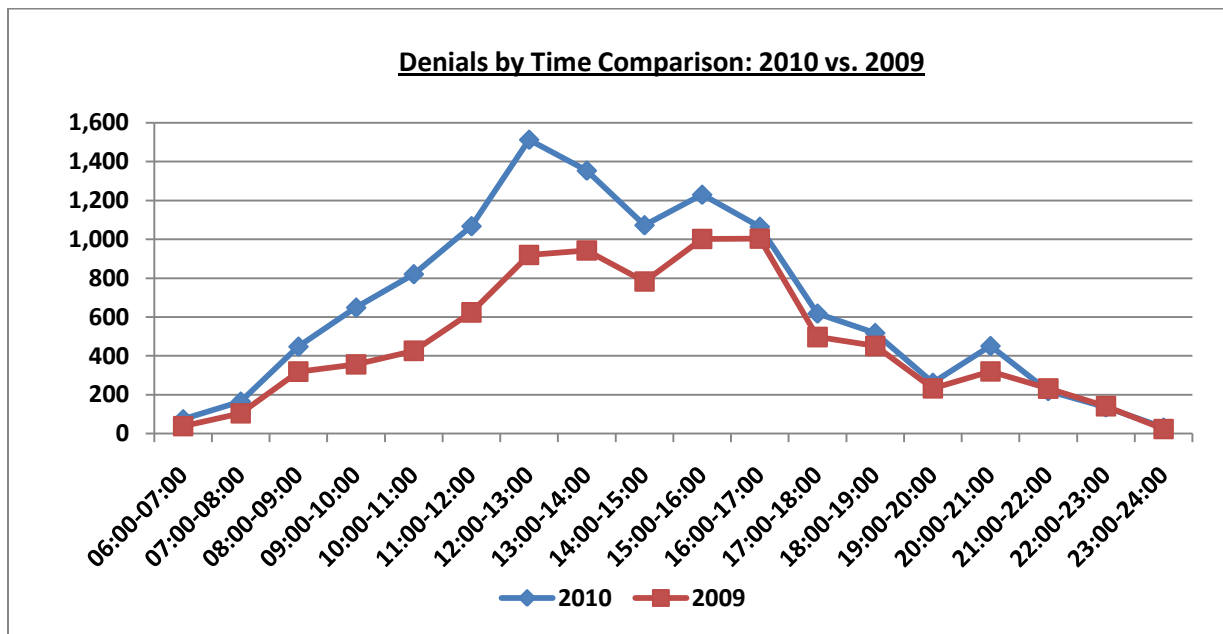
In 2010, there were 11,756 trip denials, an increase of 39% compared to 2009. Dispatch Denials account for 86% of the total Denials. This is an 11% increase. The increase is due to a lack of resources available for the date and time of the trip request by our customers.



2010 Access Transit Annual Report

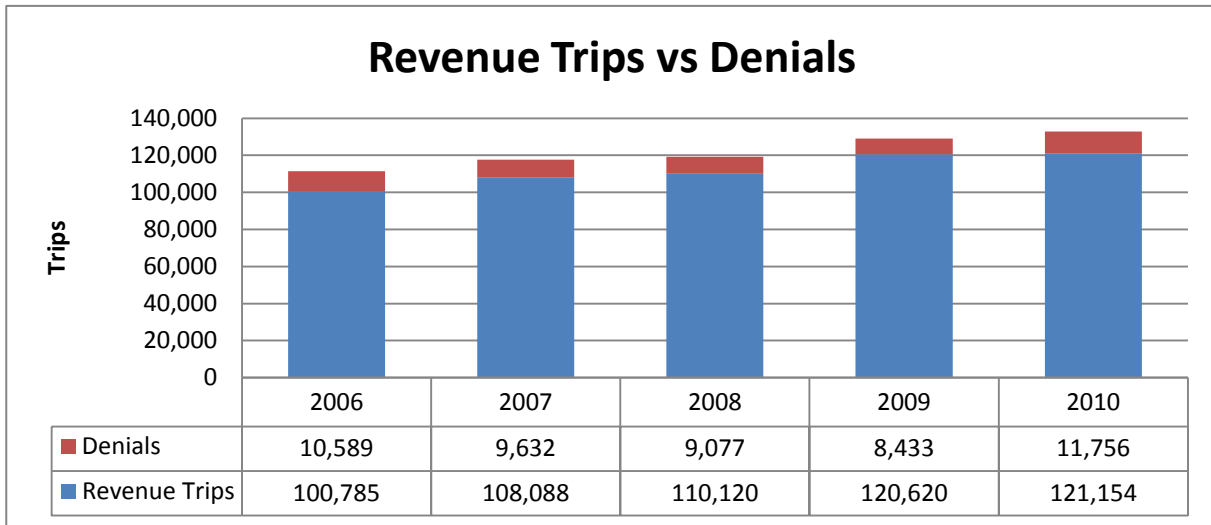


As illustrated by the graph above, denials increased during cold weather months when transportation options for some of our customers are limited.



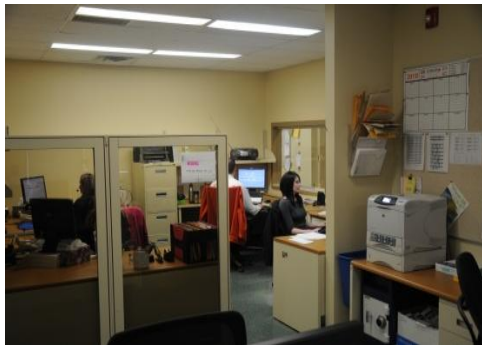
In previous years, we have requested that our customers try to book trips during non-peak hours (9:00 a.m. to 3:00 p.m.). Our customers have heeded this advice. This is now the time frame where we are experiencing more demand. We have maximized our current resources to assist with this sharp increase in service demand. As conventional Transit increases the number of low-floor, easy-access buses in the fleet, it is our hope that some of our customers who are able to utilize both services will use regular Transit more often to create capacity for our customers who cannot utilize both services.

2010 Access Transit Annual Report



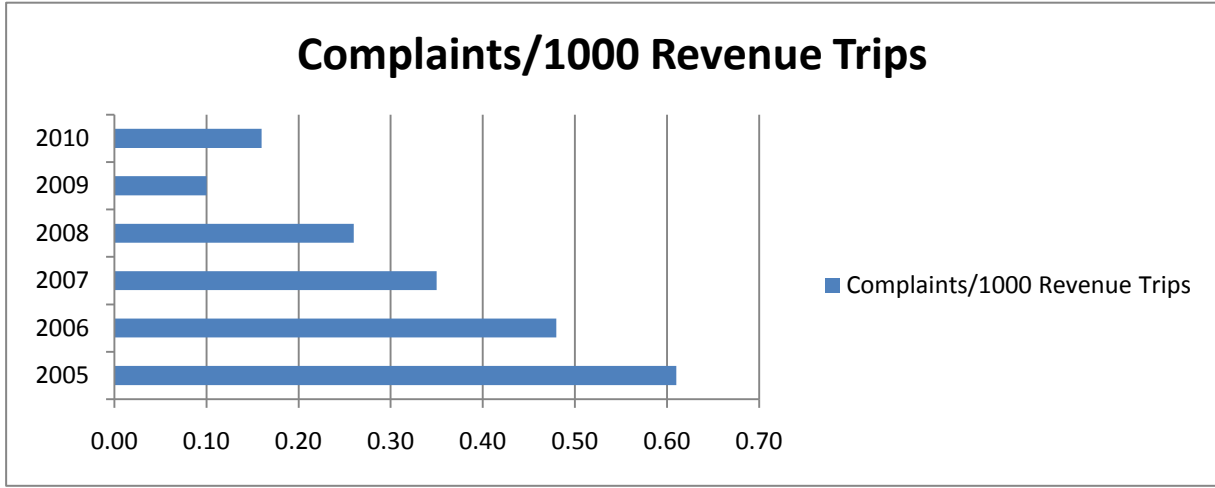
Access Transit has been successful during the last three years in our strategies to simultaneously increase Revenue Trips and decrease Denials. However, denials increased significantly in 2010. Revenue Trips slightly increased; however, Denials increased to 9.7% of the Total Revenue Trips compared to 7% in 2009.

Complaints:



The majority of the phone calls on the Customer Care Line are information inquiries. There are occasions where we receive a concern or complaint. The Access Transit Administration team try their best to rectify these complaints or concerns in a timely manner.

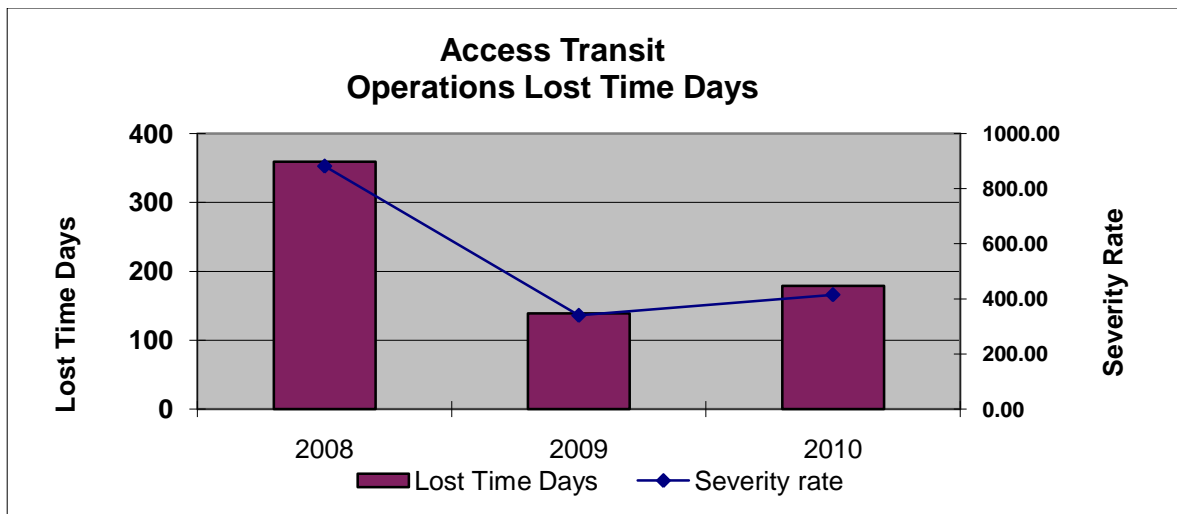
There was a slight increase in customer complaints or concerns in 2010, which was to be expected due to the rise in both service demand and denials. However, we continue to utilize the maximum amount of our resources to provide as many trips as possible to our customers.



OUR PEOPLE

Employee Safety:

Access Transit Operators have a very physically-demanding job, which is performed 365 days a year in all weather conditions. We have purchased additional safety equipment for our operators and our fleet and increased safety training and awareness. Due to increased traffic congestion, we also made modifications to our booking and scheduling software so that trip travel times are more realistic and the operators do not feel rushed at all times to stay on schedule. We want to be productive and efficient, but safety for all comes first.

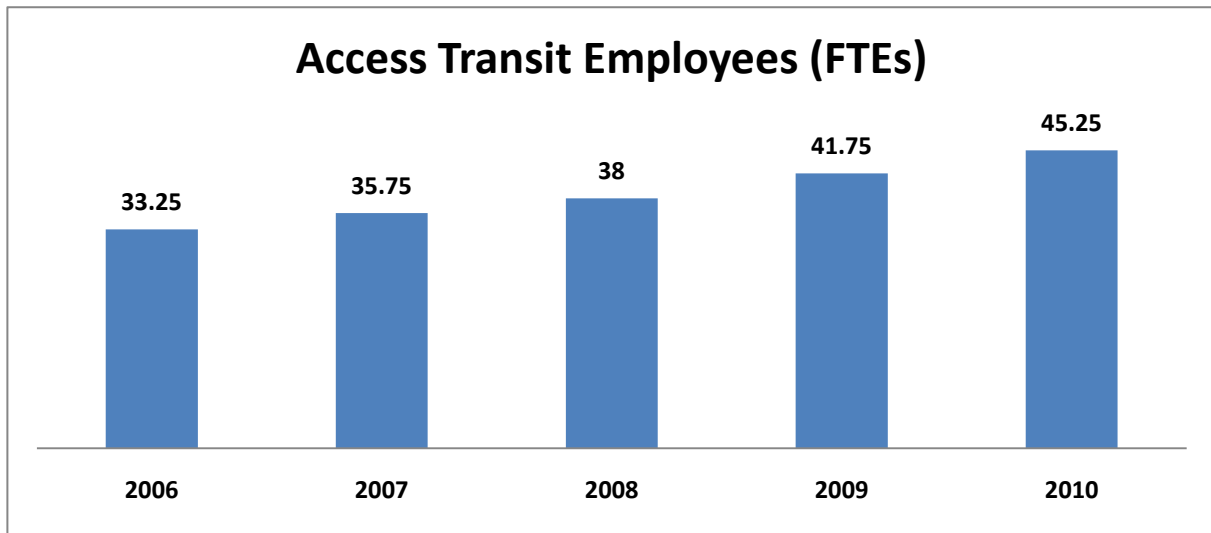


2010 Access Transit Annual Report

Staffing:

Access Transit provides service from 6:15 a.m. to 11:45 p.m. Monday through Friday and from 8:15 a.m. to 11:45 p.m. on weekends and holidays, 365 days a year.

We have increased the number of staff since 2004 to try and keep pace with the growing demand for service. As previously mentioned, we are expecting the present demand for service to double by the year 2026. Staffing at all levels, Booking and Scheduling Clerks, Operators, and Supervisors, will need to increase to keep up with the additional workload.

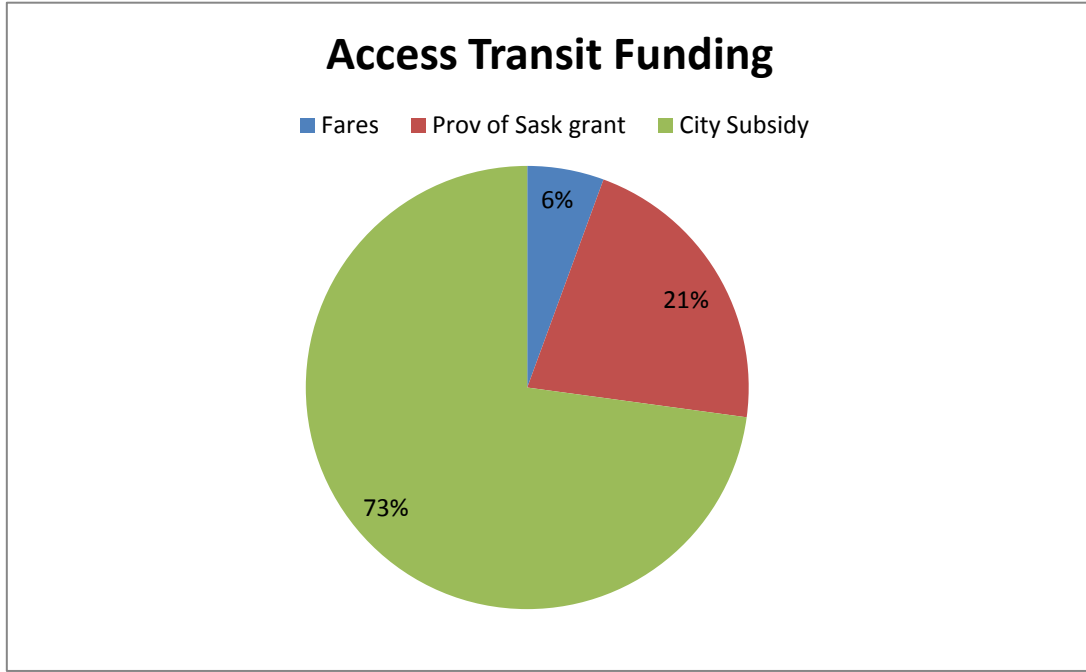


OUR FINANCES

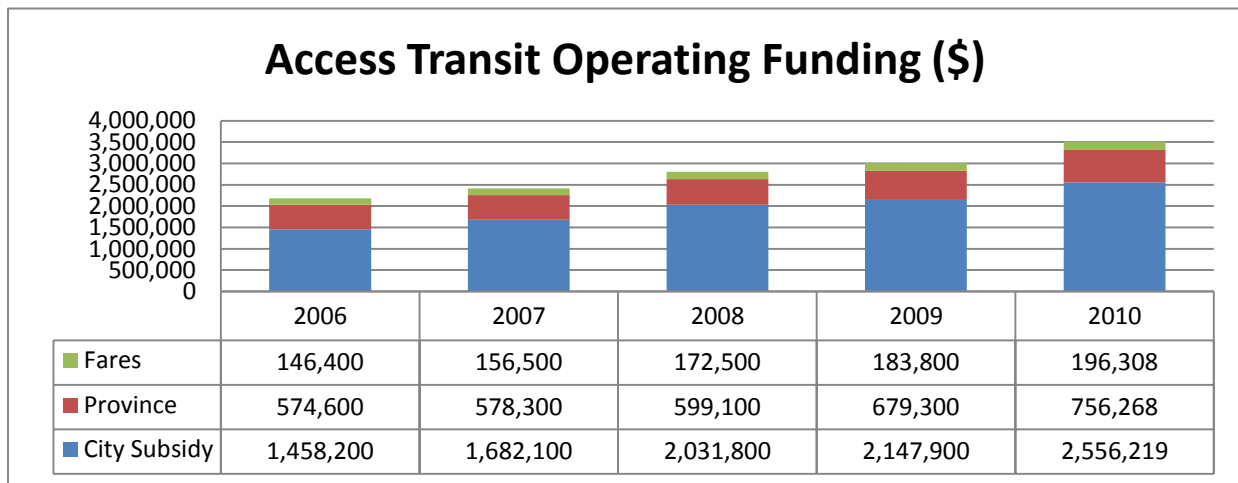
Access Transit Funding

The City of Saskatoon funds nearly three-quarters of Access Transit operations. Access Transit Administration and Senior Civic Administration are continuing their efforts to lobby Provincial and Federal Governments to increase their level of funding for accessible transit services.

2010 Access Transit Annual Report



Provincial funding from the Department of Municipal Affairs through the Transit for People Living with Disabilities (TFD) Grant, increased to \$756,268 in 2010, and provided approximately 21% of funding for Transit Access operations.

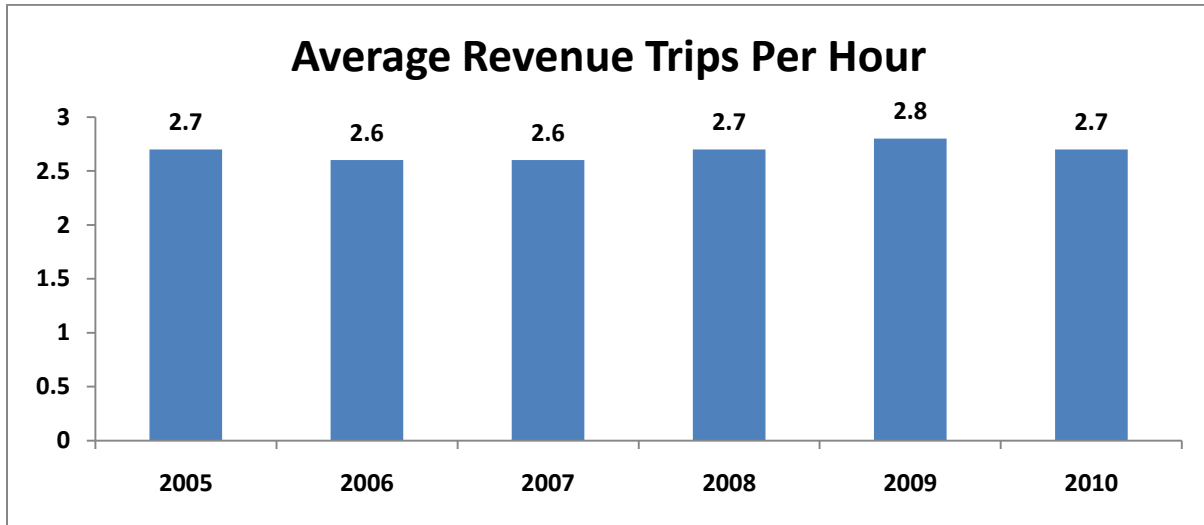


Key Performance Indicators:

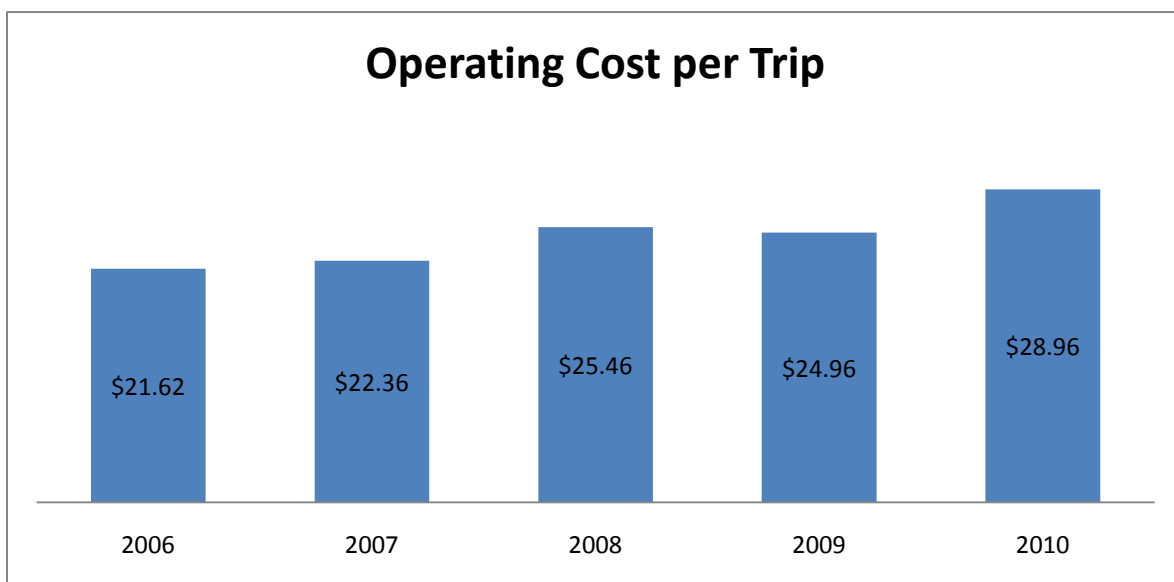
Revenue Trips per hour is one of the Key Performance Indicators (KPIs) that measure productivity. As illustrated below, our Revenue Trips per hour have decreased over 2009; however, our Total Revenue Trips have increased slightly over 2009. The primary reason for the

2010 Access Transit Annual Report

productivity reduction is increased traffic congestion. From 2006 to 2010, over 24,000 people moved to Saskatoon, which translates into additional vehicles on the road.



Averaging 2.7 Revenue Trips per hour throughout the year still is a significant achievement as the national average is 2.5 Revenue Trips per hour. The following graph indicates an increase of 16% in operating cost per trip between 2009 and 2010. This can be attributed to 3.5 new staff; new building operating costs; increased maintenance and radio costs; and lower than budgeted revenues. In 2009, Access Transit reached a breaking point where additional resources were required to maintain and increase our quality and quantity of service.



2010 Access Transit Annual Report



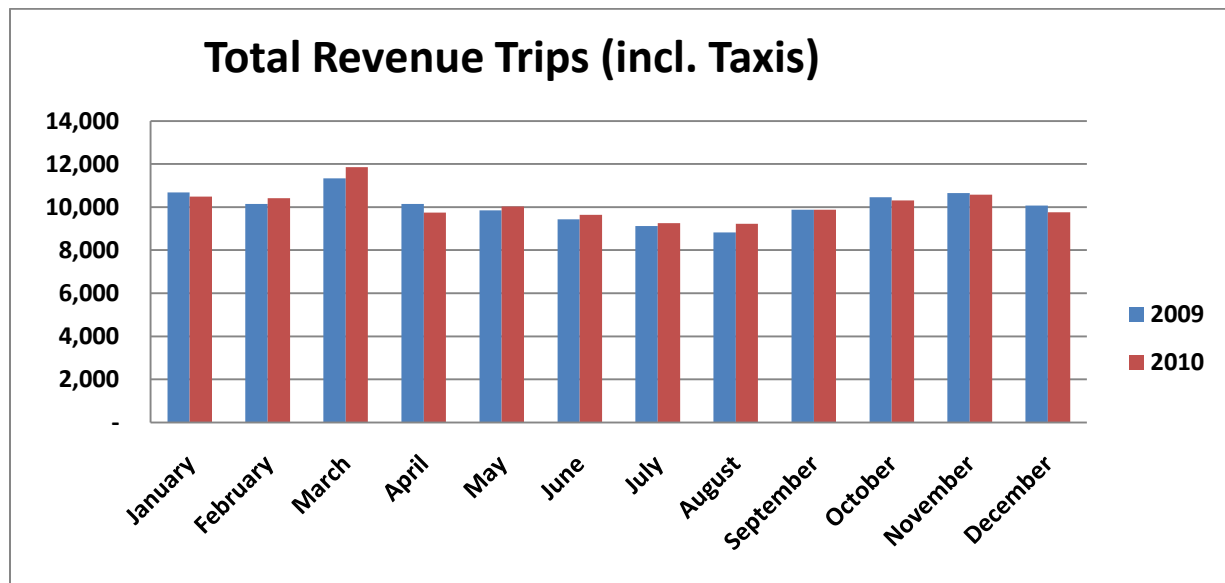
Buses were fuelled on site starting September of 2010, which helped us keep the buses on the road longer due to the fact that we will not have to take them out of service for fuelling and then drive to the garage.

This not only saves the additional time that operators require to drive to a fuelling station, it dramatically reduces wear and tear, added kilometres and enables us to provide more trips for our customers per bus, per day.

OUR WORK

Revenue Trips:

A Revenue Trip is defined as a one-way, destination-to-destination trip for one person. In 2010, revenue trips increased slightly (534 trips) to a total of 121,154 trips. The monthly trips provided are shown to be very similar to 2009.



2010 Access Transit Annual Report

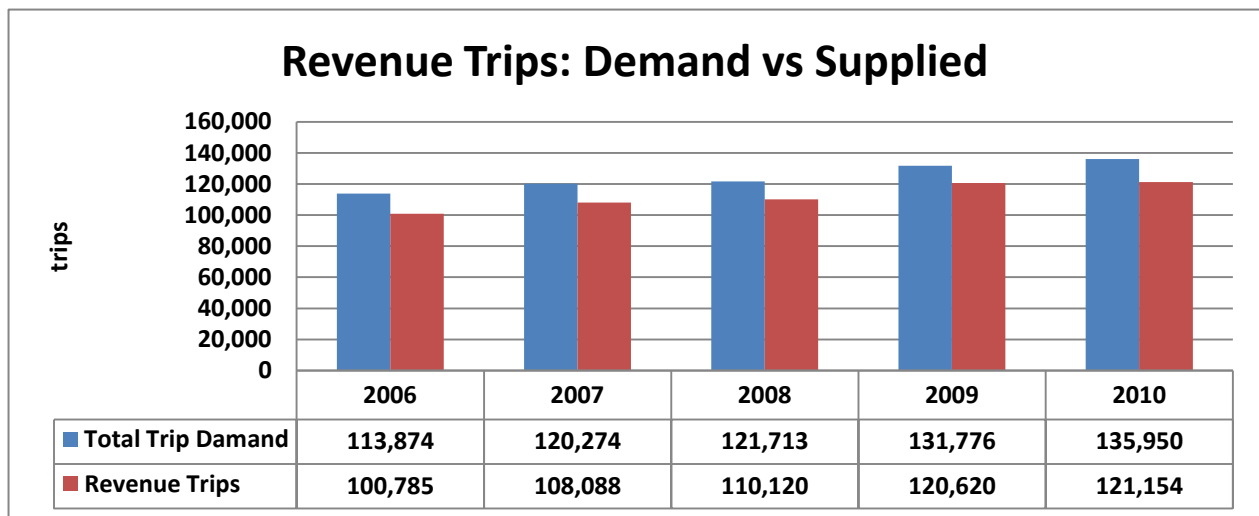


The Access Transit fleet consists of 26 lift equipped buses. Although the fleet is well maintained, the buses required more frequent servicing in terms of preventative maintenance and repairs in 2010, due to the high amount of usage in the last few years. In 2010, the Access fleet travelled over 880,000 kms in total.

The primary challenge in 2010 was meeting the increase in service demand with our current resources. Additional challenges included increased traffic congestion, due to a prolonged construction season, and the increased population of Saskatoon. There were also difficulties encountered with filling vacant positions with the appropriate staff in a timely manner.

Service Demand:

Our service demand is measured by the sum of Revenue Trips and Denials, plus No-shows (customers absent at the pickup location when the bus arrived). In 2010, demand for Access Transit service increased by 4,174 trips (3.2%) to a total of 135,950 trips. We were able to supply 89.1% of trips demanded.



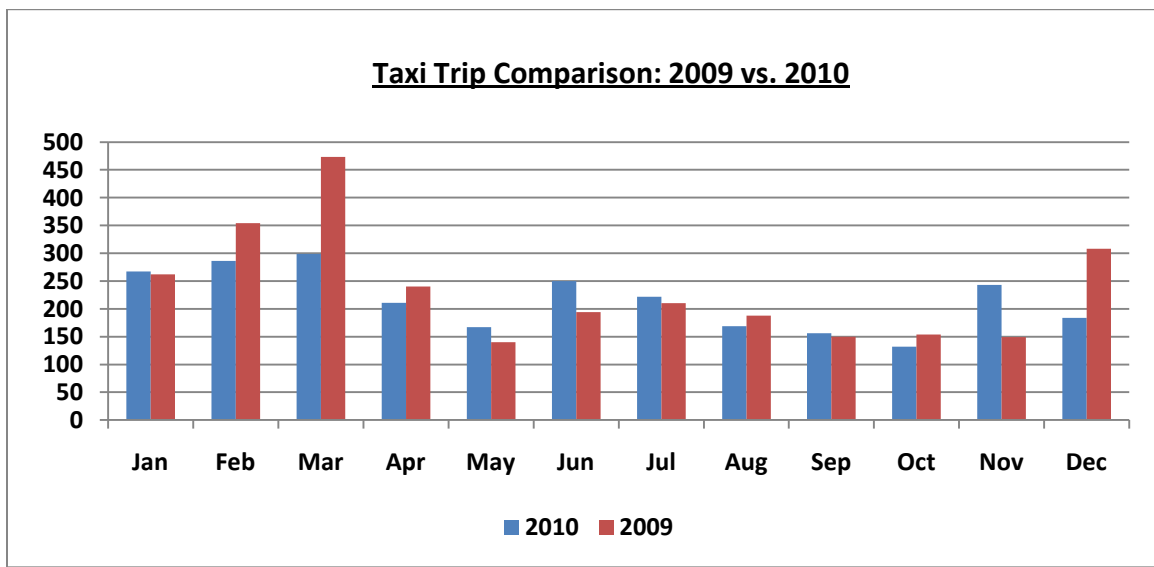
2010 Access Transit Annual Report

Alternate Service Delivery (Taxi Cab Usage):

Access Transit was able to utilize 98% of the Taxi Budget and provide 2,586 Taxi trips. There were 236 less taxi trips than in 2009, which was partially due to the result of an increased cost associated with the new taxi contract that was renewed in June of 2010.

We focus the majority of the taxi budget resource to assist our service during winter months when other transportation options, such as conventional low-floor transit buses, are very difficult or impossible for some of our customers to use due to snow and ice covered roads and sidewalks.

Access Transit Administration maximized the use of the 2010 taxi budget without exceeding budgetary guidelines. Taxis are also used in the summer, but on a much more stringent basis. The average cost of a taxi trip in 2010 was \$14.79 per trip. Although this average cost per trip is lower than the average Access Transit cost per trip, the quality of the average trip in terms of customer satisfaction cannot be compared. Prior to Access Transit coming “in-house” in 2004, customer complaints that City Council received regarding the service quality and lack of service reliability were extremely high. Access Transit has concentrated a great deal of effort at providing the best quality service possible. These efforts have paid off immensely as complaints regarding the quality and reliability of the service are few and far between.



2010 Access Transit Annual Report

IN CONCLUSION

Concluding Remarks:

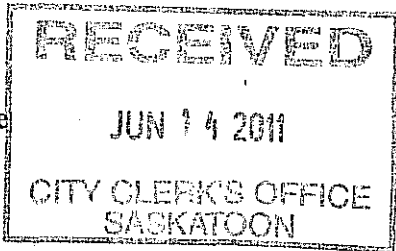
Access Transit Administration and staff remain committed to providing a caring quality service to the citizens of Saskatoon. We are constantly researching ways of improving the quantity and quality of our service as cost effectively as possible.



We are building and fostering relationships with all levels of Government and Provincial Agencies with whom we deal with both directly and indirectly, with the quality and quantity of our service to our customer as our prime objectives.

Access Transit Staff and Administration would like to thank Saskatoon City Council, the Province of Saskatchewan, the Saskatoon Health Region, and the citizens of Saskatoon for their continued support of an excellent service.

430-11
3.



TO: Secretary, Administration and Finance Committee
FROM: General Manager, Utility Services Department
DATE: June 2, 2011
SUBJECT: 2010 Saskatoon Transit Services Annual Report
FILE NO: WT 7300-1

RECOMMENDATION: that the Administration and Finance Committee submit a copy of the 2010 Saskatoon Transit Services Annual Report to City Council as information.

REPORT

The attached 2010 Saskatoon Transit Services Annual Report highlights information relating to ridership, fares, customer satisfaction, our finances and future challenges.

In 2010, Transit implemented a new fare collection system and two different styles and sizes of buses as steps towards enhancing service to customers.

Lost time incidents and lost time days decreased from the previous year and is recorded as the lowest since 2006.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PUBLIC NOTICE

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

ATTACHMENT

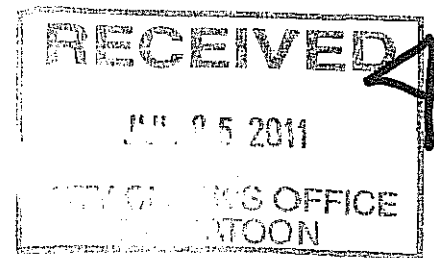
- 1. 2010 Annual Report – Saskatoon Transit Services

Written by: Mitch Riabko, Manager, Saskatoon Transit Branch

Approved by: [Signature]
Jeff Jorgenson, General Manager
Utility Services Department
Date: June 9/11

Approved by: [Signature]
Murray Totland, City Manager
Date: June 13/11

670-3
x 7920-1



TO: Secretary, Administration and Finance Committee
FROM: General Manager, Utility Services Department
DATE: June 24, 2011
SUBJECT: Avenue H Reservoir Expansion/Enhanced Disinfection System/High Lift Pump Station Upgrade - Update
FILE NO: WT 7960-96

RECOMMENDATION: that the information be received.

BACKGROUND

Capital Project #2198 WTP – Reservoir Capacity Expansion, provides funding for construction of additional capacity at the Avenue H and 42nd Street locations and reconfiguration of the distribution system to provide transferability between reservoirs. Sub project 02, Avenue H Reservoir Expansion, has \$14,850,000 of approved funding in the 2009 and 2010 Capital Budgets and proposed additional funding of \$6,000,000 in the 2012 Capital Budget.

Capital Project #2193 WTP – High Lift Pump Station Upgrade, provides funding for the design and construction of a new distribution pumping station at the Water Treatment Plant. The project has \$5,100,000 of approved funding in the 2007, 2008, and 2010 Capital Budgets.

Capital Project #2195 WTP – Enhanced Disinfection System, provides funding for the design and construction of an ultraviolet disinfection system. The project has \$290,000 of approved funding in the 2006 Capital Budget and proposed funding of \$9,160,000 in the 2012 Capital Plan.

CH2M HILL Canada Limited was engaged in the spring of 2009 to prepare a Water Treatment Plant, Long-Term Capital Development and Expansion Plan (LTCDP). The consultant determined the existing Water Treatment Plant could meet the treated water requirements of the City for another 30 years utilizing a combination of staged plant expansions, peak demand management, and water conservation initiatives. The LTCDP found that the existing clarifiers were hydraulically overloaded, the WTP has a deficiency in treated water storage, and a disinfection capacity upgrade is required. The study recommended a combined storage reservoir/chlorine and ultraviolet disinfection/high lift pumping facility at Avenue H and additional clarifier capacity be constructed within the next five years. These recommendations were used in preparing the 2010-2012 Capital Budgets and 2013-2016 Capital Plan. At its meeting held on April 26, 2010, City Council awarded engineering services to Associated Engineering (Sask.) Ltd teamed with CH2M HILL Canada Limited for the design and construction of a combined storage reservoir/chlorine and ultraviolet disinfection/high lift pumping station at Avenue H for a total upset fee of \$3,169,422.21 (including G.S.T.).

REPORT

The design kickoff meeting was held on May 5, 2010. By October 4, 2010, an Opinion of Probable Costs (OPC) was presented to the City, which was followed by a Value Engineering (VE) exercise to remove costs without impairing the basic functionality of the project. The 50% design was presented to the City on May 4, 2011.

The design team has held preliminary discussions with internal and external stakeholders. Internal stakeholders include Planning and Development, Transportation, and Parks, and external stakeholders include the Ministry of Environment and Meewasin Valley Authority. An open house for the public is tentatively scheduled for September 21, 2011.

Although the contractor's schedule and construction plan will not be available until the project is tendered, both the Administration and Associate Engineering believe that the project will require the temporary closure of Avenue H and 11th Street immediately adjacent to the structure for the majority of the two-year construction period. The project will take up the entire parcel northwest of the intersection of 11th Street and Avenue H, including the right-of-way between the Water Treatment Plant and the reservoir.

The design will be 95% complete by August 28th, at which time design drawings will be delivered to the City. The construction tender will close in mid November this year and commissioning of the completed project is planned for the spring of 2014.

Rendering drawings of the proposed facility have been included as Attachments 1 to 4. As shown, the new reservoir will change the look of the parcel substantially.

COMMUNICATIONS PLAN

A public information session will be held prior to construction to notify those affected and obtain public feedback. The open house will be advertised to the executive of the Holiday Park and King George Community Associations. Each association will be encouraged to promote the open house to their residents. The public will also be notified via:

- flyer notice to be delivered to the residents of Holiday Park and King George;
- advertisement in a weekend edition of The StarPhoenix;
- PSA to local media; and,
- posting on the City of Saskatoon social media sites.

Information will also be provided about the project on the City of Saskatoon's website and all communications about the project will include reference to the website. Website information will include concept plans, background/history of the project, frequently asked questions and contact person for more information or to submit comments.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

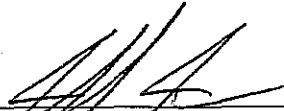
Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

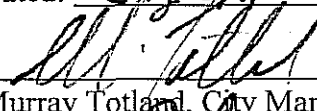
ATTACHMENTS

1. Reservoir Expansion NE View.
2. Reservoir Expansion SE View.
3. Reservoir Expansion SW View.
4. Reservoir Expansion Aerial View.

Written by: Larry Schultz, Engineering Services Manager

Reviewed by: Reid Corbett, Manager, Water and Wastewater Treatment Branch

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

Approved by: 
Murray Totland, City Manager
Dated: July 5/11

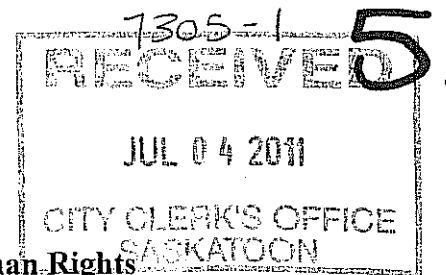








TO: Secretary, Administration and Finance Committee
FROM: General Manager, Utility Services
DATE: June 27, 2011
SUBJECT: Partnership Agreement between the Saskatchewan Human Rights Commission, The City of Regina, and The City of Saskatoon
FILE NO: WT 7305-1



RECOMMENDATION: that the information be received.

BACKGROUND

The City of Saskatoon's Access Transit has been asked to enter into a strategic alliance with the City of Regina and the Saskatchewan Human Rights Commission to work toward improving transit and Para-transit services for persons with disabilities.

REPORT

The Cities of Saskatoon and Regina have operated public transportation systems for many years and more recently have offered Para-transit services to persons with disabilities. The Saskatchewan Human Rights Commission, as one of its aims and objectives, promotes measures that improve the mobility and accessibility in the community for persons with disabilities and others with mobility impairments.

In 2010, the Saskatchewan Human Rights Commission initiated discussions between the three organizations on the subject of ways to improve that service. Over the course of several meetings and communications, the idea of a partnership, or strategic alliance, aimed at enhancing transit and para-transit services for persons with disabilities evolved. Human Rights is proposing a formal Partnership Agreement that could include provisions such as:

1. Agreement to offer accommodations in the fixed-route transit system to accommodate persons with disabilities (e.g. low floor buses) while also agreeing to operate a para-transit service, in recognition of the special needs of persons with disabilities;
2. The municipalities agree to have an advisory committee to bring forward issues relating to transit/paratransit;
3. The municipalities agree to have an internal complaint process where individuals may express consumer concerns about the service. The Agreement would not limit the Saskatchewan Human Rights Commission's ability to fulfill its legislated mandate respecting the filing of complaints;
4. The municipalities agree to pilot audible signals for persons who are sight-impaired using conventional transit;
5. The fares for transit and paratransit will be parallel in each individual municipality;
6. The parties agree to review their eligibility criteria during the course of the Agreement with a view to moving toward common eligibility criteria;
7. The Agreement focuses on pursuing increased financial commitments from all levels of government;
8. The Agreement will be a five-year Agreement that is reviewable annually; and,
9. All parties must agree to any changes in the Agreement.

This strategic alliance would be unique in Canada in that it brings together two major municipalities in conjunction with the Human Rights Commission to advance transit services for persons with disabilities. The review provision allows for the parties to consider new technology or automotive advancements that might assist persons with disabilities in the future. This non-confrontational approach to problem-solving is at the forefront of the Commission's commitment to ensuring broad accessibility for individuals with disabilities and could serve as a model for smaller municipalities in the future.

An invitation has been opened up to the Government of Saskatchewan to join this partnership. Representatives from the Human Rights Commission have communicated with the Office of Disability Issues within the Ministry of Social Services and there appears to be support from the Government to participate in this partnership Agreement.

POLICY IMPLICATIONS

There are no policy implications.

ENVIRONMENTAL IMPACT

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.

Written by: Bob Howe, Access Transit Manager

Reviewed by: Mitch Riabko, Transit Manager

Approved by: Brenda Wallace
 Brenda Wallace, A/General Manager
 Utility Services Department
 Dated: June 27, 2011

Approved by: Murray Tolland
 Murray Tolland, City Manager
 Dated: July 4/11

His Worship the Mayor and City Council
The City of Saskatoon

REPORT

of the

ADMINISTRATION AND FINANCE COMMITTEE

Composition of Committee

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

- 1. Amending and Renewal Agreement with Saskatchewan Association for Resource Recovery Eco-Centre – Used Oil, Oil Filter and Oil Container Recovery Facility at the Spadina Landfill
(File No. CK. 7830-5)**
-

- RECOMMENDATION:**
- 1) that City Council approve the Amending and Renewal Agreement with the Saskatchewan Association for Resource Recovery Corporation to October 31, 2012; and,
 - 2) that His Worship the Mayor and the City Clerk be authorized to execute the Agreement on behalf of the City of Saskatoon under the Corporate Seal.

Attached is a report of the General Manager, Utility Services Department dated July 28, 2011, with respect to the above matter.

Your Committee has reviewed the report with the Administration and supports approval of the above Amending and Renewal Agreement with the Saskatchewan Association for Resource Recovery Corporation.

Report No. 10-2011
Wednesday, August 17, 2011
Administration and Finance Committee
Page 2

**2. Enquiry – Councillor Dubois (November 8, 2010)
New Fare Box System – Saskatoon Transit
(File No. CK. 7300-1)**

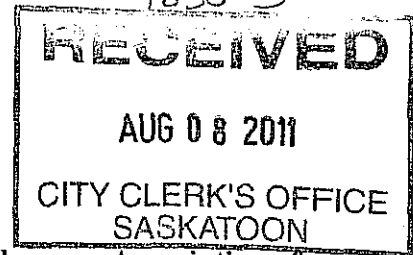
RECOMMENDATION: that the information be received.

Attached is a report of the General Manager, Utility Services Department dated July 13, 2011, providing an update on the above matter.

Your Committee has reviewed the above report with the Administration and is forwarding the report to Council as information.

Respectfully submitted,

Councillor Penner, Chair



TO: Secretary, Administration & Finance Committee
FROM: General Manager, Utility Services Department
DATE: July 28, 2011
SUBJECT: Amending and Renewal Agreement with Saskatchewan Association for Resource Recovery Eco-Centre - Used Oil, Oil Filter and Oil Container Recovery Facility at the Spadina Landfill
FILE NO: WT 7832-4 and CK. 7830-5

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

- 1) that City Council approve the Amending and Renewal Agreement with the Saskatchewan Association for Resource Recovery Corporation to October 31, 2012; and,
- 2) that His Worship the Mayor and the City Clerk be authorized to execute the Agreement on behalf of the City of Saskatoon under the Corporate Seal.

BACKGROUND

The Saskatchewan Association for Resource Recovery Corporation (SARRC) is the provincial organization responsible for the management of used oil, oil filters, and oil containers in the Province and is funded by levies imposed on these products. Membership in SARRC is compulsory for all oil and oil product sellers in Saskatchewan. SARRC makes funds available to collectors of the products through an Agreement.

REPORT

In 2000, the City of Saskatoon entered into an agreement with the SARRC for the construction and operation of an Eco-Centre facility at the Saskatoon Waste Management Centre (Spadina Landfill) to collect used oil, oil filter, and oil containers for recovery and recycling. The City of Saskatoon includes the management of the Eco-Centre in its operations for the Landfill Facility.

The terms of the Agreement between the SARRC and the City of Saskatoon stipulate that used oil, oil filters, and oil containers are collected at the Eco-Centre at no charge to customers. The Agreement is subject to renewal every three years.

The SARRC is a well established and experienced organization with 36 Eco-Centres currently operating across Saskatchewan.

OPTIONS

City Council may discontinue the Eco-Centre at the Landfill Facility. Decommissioning of the Eco-Centre would cost approximately \$20,000 (assuming no requirements for special handling of the deconstructed materials or soil).

POLICY IMPLICATIONS

There are no known policy implications.

FINANCIAL IMPLICATIONS

The SARRC assists with the cost of operating the Eco-Centre through a financial contribution of \$7,200 paid annually to the City of Saskatoon. In addition, the hauling contract provides approximately \$4,000 in revenue based on average prices of 10 to 15¢ per litre paid to oil collection sites. Total annual revenue covers the annual operating costs for including the Eco-Centre at the Landfill Facility (which are approximately \$11,000).

ENVIRONMENTAL IMPLICATIONS

The Eco-Centre captures in excess of 20,000 litres of used oil, over 1,000 used oil filters, and more than 1,200 kilograms of oil containers each year. These materials are reused and recycled, saving approximately 53 tonnes of CO₂e each year.

PUBLIC NOTICE


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

ATTACHMENT

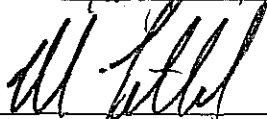
1. Amending Agreement

Written by: Brenda Wallace, Manager, Environmental Services Branch

Approved by:


 Jeff Jorgenson, General Manager
 Utility Services Department
 Dated: August 29, 2011

Approved by:


 Murray Towland, City Manager
 Dated: Aug 8/11

Amending and Renewal Agreement (No. 2)

Between:

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

- and -

Saskatchewan Association for Resource Recovery Corp., a non-profit membership corporation pursuant to the provisions of *The Non-profit Corporations Act*, 1995, S.S. 1995, c. N-4.2 ("SARRC")

Background

- A. On June 13, 2000, the City and SARRC entered into an agreement to create an eco-centre for the purposes of collecting used oil, oil filters and oil containers, which Agreement was renewed and has expired and is hereinafter referred to as the "Eco-Centre Agreement" and a copy of which is attached to this Agreement as Schedule "A".
- B. The City and SARRC desire that the Eco-Centre Agreement be renewed and amended as hereinafter set forth.

Accordingly, the City and SARRC agree as follows:

Section 4 Term

1. That the parties agree that the Eco-Centre Agreement is amended by deleting the existing Section 4.1 and its stead that following is substituted:

"4. Term

- 4.1 The Term of this Agreement commences on November 1, 2009, and ends October 31, 2012 (the "Term").

Other Terms

2. All other terms and conditions contained in the said Eco-Centre Agreement shall remain in full force and effect.

Signed by The City of Saskatoon this _____ day of _____, 2011.

The City of Saskatoon

Mayor

c/s

City Clerk

Signed by Saskatchewan Association for Resource Recovery Corp. this _____
day of _____, 2011.

Saskatchewan Association for Resource Recovery Corp.

c/s

Affidavit Verifying Corporate Signing Authority

Canada)
Province of Saskatchewan)
To Wit:)

I, _____, of the City of Saskatoon, in the
(Name)
Province of Saskatchewan, _____, make oath and say:
(Position Title)

1. I am an officer or director of the corporation named in the within instrument.
2. I am authorized by the corporation to execute the instrument without affixing a corporate seal.

Sworn before me at the City of)
Saskatoon, in the Province of)
Saskatchewan, this _____ day of)
_____, _____)
_____))
A Commissioner for Oaths in and for)
the Province of Saskatchewan.)
My Commission expires)
_____))
(or) Being a Solicitor.)

(Signature)

SCHEDULE "A"

E (Centre Pad Preparation

EcoCentre building is 66,000 pounds (30,000 kg.) with tank empty. A full oil tank and several full filter barrels adds another 10,000 – 12,000 pounds (4500 – 5500 kg) for a total weight of 76,000 to 78,000 pounds (35,000 kg).

Outside dimensions of building are 10 x 24 feet. Generalized weight per square foot with full tank and several full filter drums would be 320 pounds (145 kg).

Remember to site so that the pump-out truck (either tandem or semi-trailer) has enough room to access the door, turn around, etc.

There are basically three options for the surface on which the EcoCentre will sit:

1) Concrete pilings:

Pilings may be needed if the bearing capacity of the soil warrants it – for example, a sandy or poorly drained site. Recommendation is a minimum of 6 concrete piles, each 16 inches in diameter x 16 feet deep to eliminate frost movement. Use 10mm (3/8 inch) rebar. Piling on each corner, and centre of both long walls. Pilings can be more expensive than pad.

2) Concrete pad: In most cases this will be the best and easiest way to go.

- Thoroughly compacted gravel base underneath the concrete pad, 6 inches deep, and spread out at least several feet wider and longer than the pad, for stability.
- The concrete should be at least 3500 to 4000 psi.
- Make the concrete pad a few inches wider and longer than the building (e.g. 10' 6" x 24' 6") to allow for easier placement of the floor with a crane.
- Pad must be 6 inches thick throughout. The perimeter "footing" or edge of the pad should be wider and thicker, up to 12" x 12".
- Make the pad about 2" above grade level, and backfill as necessary so ramp is not too steep.
- 10 mm (3/8 inch) rebar at 1-foot spacings, or equivalent 3/8-inch heavy mesh (6 gauge, 6" x 6") across the pad. Additional rebar should be added to the perimeter footing, using two 5/8-inch rebar rods in the upper level of the footing tied in to the main pad, and two more 5/8-inch rebar rods at a lower level in the footing, tied into the two upper ones.
- Where soil is less stable (sandy, or mucky due to poor drainage) make the gravel base a bit wider. In this situation, the concrete pad could be up to 12' x 26' to allow the building to "float" on this bigger stable base. The concrete base should not be bigger than 12' x 26', to ensure that the building weight is borne on the footing. In most cases, 10½' x 24½' or 11' x 25' is the biggest that is needed.

3) Asphalt base:

- asphalt 6 inches thick, with 6" to 8" of thoroughly packed gravel underneath. (Existing paved lot would probably be sufficient, if asphalt is thick enough).

Make sure the pad and surface are level, to minimize or eliminate the need for shims.

THIS AGREEMENT dated as of the 13th day of June, 2000

BETWEEN:

SASKATCHEWAN ASSOCIATION FOR RESOURCE RECOVERY CORPORATION, a non-profit corporation with an office in the City of Saskatoon, in the Province of Saskatchewan (hereinafter called "SARRC")

- and -

THE CITY OF SASKATOON, a municipality governed by *The Urban Municipality Act, 1984* (hereinafter called the "City")

WHEREAS SARRC is a non-profit corporation formed by the oil and oil filter first sellers in Saskatchewan to develop, implement and maintain a used oil waste management program in Saskatchewan;

AND WHEREAS the City has taken steps to create an EcoCentre for the purposes of collecting used oil, filters and oil containers;

AND WHEREAS the parties are prepared to enter into this Agreement relating to the operation and funding of the EcoCentre;

NOW THEREFORE THIS AGREEMENT WITNESSETH that for and in consideration of the premises, and the terms and conditions set forth hereinafter, the parties hereto covenant and agree as follows:

1. DEFINITIONS

1.1 In this Agreement:

(a) "Act" shall mean *The Environmental Management and Protection Act*;

(b) "Regulations" shall mean the Regulations pursuant to the Act;

(c) "Acceptable Used Oil Materials" shall mean any materials, as described in the SARRC Used Oil Materials Training Manual, as from time to time amended, collected by the City at the EcoCentre;

(d) "EcoCentre" means a depot, operated by the City and designed for the purposes of collecting acceptable used oil, filters and oil containers as specified by the regulations under the Act and the SARRC Used Oil Materials Training Manual, as from time to time amended;

(e) "Environmental Matters" means environmental matters relating to the EcoCentre, whenever and however arising including, without limiting the generality of the foregoing, the existence in or emanation from the EcoCentre of any hazardous substance or potentially hazardous condition, substance or material including, without

limitation, Acceptable Used Oil Materials, crude oil, refined petroleum products and derivatives thereof, heat, sound, vibration or radiation resulting from human activity which might impair the quality of any air, land or water or adversely affect human health or damage any plant or animal and any illness, injury or death to any person or damage to any plant or animal or any adverse impact on the environment caused by the aforementioned;

(f) "Product Management Program" shall have the same meaning as in the Act and Regulations;

(g) "SERM" means the Saskatchewan Department of Environment and Resource Management, being the government department responsible for enforcement of the Act.

2. HEADINGS

2.1 All headings employed herein are inserted for convenience of reference only and shall not affect the construction or interpretation of this Agreement.

3. EXTENDED MEANINGS

3.1 Words importing singular number shall include the plural and vice versa, and words importing the masculine or neuter gender shall include the masculine, feminine, and neuter genders, and words importing persons shall include companies, corporations, partnerships, syndicates, trusts and any number or aggregate of persons, wherever the fact or context so requires.

4. TERM

4.1 Subject to earlier termination as contemplated herein, the term of this Agreement is for a period of three years commencing on the first day of operation of the EcoCentre (the "Term"). The first day of operation shall be mutually confirmed between the City and SARRC by fax or letter which shall become part of this Agreement. The City and SARRC agree that they may extend this Agreement or a revision of this Agreement beyond the Term, but to be effective such agreement to extend the Term must be in writing.

5. ECOCENTRE

5.1 The City shall supply, during the Term hereof, as the site of the EcoCentre, the real property described as Parcel K, Plan 75S32639, located at the Spadina Sanitary Landfill in the City of Saskatoon.

5.2 The City shall prepare the EcoCentre site and concrete base in accordance with the accompanying instructions and specifications as set out in Schedule "A" hereto.

5.3 The City covenants with SARRC to at all times maintain, during the Term hereof, a valid SERM Permit to Operate a Storage Facility as well as approval from SARRC to operate an EcoCentre.

5.4 The City shall own and operate the EcoCentre, being a depot created for the purposes of receiving and collecting SARRC Acceptable Used Oil Materials. The City acknowledges that it is obligated to operate the EcoCentre in compliance with the rules respecting collection depots under the Product Management Program prescribed by the Act and Regulations and the operating procedures set by SARRC.

6. ECOCENTRE EQUIPMENT

6.1 The EcoCentre shall have the specifications set out in Schedule "A" hereto and for that purpose, the City agrees to purchase, from suppliers approved by SARRC, the following:

- 1 - 3048 mm by 7315 mm prefabricated concrete building, installed complete with floor grating, access ramp and signage;
- 1 - 4500 litre used oil collection tank complete with dipstick, drum pump, hose and stinger.

6.2 In addition to the above, the City acknowledges that it will supply or arrange for the following equipment for the operation of the EcoCentre, namely:

- 1 - type ABC 20-lb fire extinguisher;
- 4 - 205-litre used oil filter drums;
- Used oil container bags and bag stands;
- Protective clothing, first-aid kit, drum sampler, drain rack, absorbent, and other incidental equipment and materials as required.

7. PAYMENT FOR ECOCENTRE EQUIPMENT AND SITE PREPARATION

7.1 In furtherance of the goals of the used oil product management program, SARRC shall, upon the City forwarding EcoCentre suppliers' invoices to SARRC, contribute to the City a sum equal to the purchase price of the EcoCentre building, tank, hand pump, signage, and shipping, to a maximum of \$19,500.00, plus applicable Province of Saskatchewan sales tax and the non-recoverable portion of the Government of Canada Goods and Services Tax. The City agrees to forward to the EcoCentre suppliers the full payments as indicated on the suppliers' invoices. The City agrees to self-assess and remit the provincial sales tax, and also to remit the applicable Goods and Services tax. The City shall assume full ownership of the EcoCentre.

7.2 In accordance with Article 5.2, upon the City forwarding suppliers' invoices to SARRC for site preparation, SARRC shall contribute to the City a maximum of three thousand dollars (\$3,000.00) which includes the applicable Province of Saskatchewan sales tax and the non-recoverable portion of the Government of Canada Goods and Services tax. This amount is to offset the costs of site preparation, forming and concrete work.

8. SARRC PAYMENTS TO CITY

8.1 Subject to Article 9 and on condition that the City submits the documentation required by SARRC, SARRC shall pay to the City, in consideration for its proper and authorized operation of the EcoCentre, the following amounts:

- (i) \$0.03 per litre for each litre of acceptable oil properly consigned to the EcoCentre.
- (ii) \$10.00 for each 205-litre drum of acceptable filters.
- (iii) \$0.30 per kg for acceptable containers.

Regardless of the actual amounts of Acceptable Used Oil Materials collected, as contemplated above, SARRC shall pay to the City not less than \$1,250.00 per annum. SARRC shall pay additional amounts if the value of all Acceptable Used Oil Materials combined exceeds \$1,250.00 per annum.

8.2 In addition, SARRC shall, in each year of the Term, pay to the City by way of an operating service fee the sum of \$5,950.00.

8.3 All amounts referred to in Articles 8.1 and 8.2 shall have the applicable Government of Canada Goods and Services Tax added.

9. MANNER OF PAYMENT

9.1 During the Term hereof, SARRC guarantees to the City that it shall receive from SARRC payments as set out in Article 8 totalling not less than \$7,200.00 per annum.

9.2 The \$7,200.00 per annum guaranteed payment shall be paid by SARRC to the City by monthly payments of \$600.00 to be paid on the last day of each month during the Term hereof.

9.3 In the event the City is entitled to payment, based on Article 8, in excess of \$600.00 per month, such surplus shall be accrued and paid to the City on December 31 of each year of the Term.

10. PUBLIC AWARENESS

10.1 Any public awareness or advertising campaign developed or implemented by SARRC will be at the sole expense and discretion of SARRC. The City may, at its discretion and on condition it obtains written permission from SARRC in advance, engage in public awareness or advertising campaigns respecting the EcoCentre and, if it does so, such activity will be at the sole expense of the City.

11. OBLIGATIONS OF THE CITY

11.1 The City shall safely, effectively and efficiently administer the EcoCentre in accordance with the provisions of the Act and Regulations and the directions of SERM. The EcoCentre shall operate during regular business hours and without limiting the generality of the foregoing, the City shall:

- (a) Receive acceptable used oil materials as described in the SARRC Used Oil Materials Training Manual (forwarded separately);
- (b) Receive acceptable used oil from 205-litre drums using the provided drum pump;
- (c) Visually inspect used oil materials and ensure they meet standards as may be prescribed by any and all applicable legislation, regulations, rules or standards;
- (d) Ensure the customer signs a log book prescribed by SARRC;
- (e) Deposit used oil into the collection tank;
- (f) Receive and supervise proper deposit of containers and filters at the EcoCentre;
- (g) Conduct inventory control checks daily or more frequently, as required;
- (h) Maintain the EcoCentre and the surrounding site in a neat and tidy condition at all times and in a manner as may be prescribed by any applicable legislation, regulation, rule or standard;
- (i) Ensure the EcoCentre is locked and secure when the EcoCentre is unattended;
- (j) Abide by and follow all operating procedures and responsibilities as set out by SARRC, as from time to time revised, as well as those instructions received from SERM.

12. OPTION TO PURCHASE ECOCENTRE

12.1 If at any time the City ceases to operate the EcoCentre, then, in that event, the City shall immediately give notice to SARRC of the cessation of operations and, for a period of nine months commencing from the date the City notifies SARRC that it has ceased to operate the EcoCentre, the City grants to SARRC an option to purchase (the "Option") the EcoCentre, being specifically the building only and not the land upon which it is situate, on the following terms and conditions:

- (i) The Option shall be exercised by SARRC delivering to the City a letter being notice of the exercise of the Option and a cheque in the amount of \$10.00 (ten dollars) (the "Purchase Price").

(ii) That upon delivery of the letter giving notice of the exercise of the Option of the payment of the Purchase Price, SARRC may remove the EcoCentre from the lands upon which it is situate, notwithstanding that the EcoCentre is a fixture, and dispose of same as SARRC sees fit.

(iii) The parties agree that SARRC shall remove the EcoCentre from the City lands within three months of the date of exercising the Option.

(iv) It is agreed between the City and SARRC that SARRC shall not be responsible for any repair or grooming of the lands after the removal of the EcoCentre, and that the City shall remain responsible for the care and control of the lands upon which the EcoCentre was situate.

(v) All costs involved in removing the EcoCentre from the land shall be borne by SARRC. Any costs for the repair or grooming of the lands after the removal of the EcoCentre shall be the responsibility of the City.

12.2 Notwithstanding the above, in the event the City receives an offer to purchase the EcoCentre from a purchaser satisfactory to SARRC, then, in that event, SARRC may consent to the sale to such purchaser on condition the purchaser enters into an EcoCentre agreement with SARRC that is also acceptable to the City.

13. REMOVAL OF ACCEPTED USED OIL MATERIALS

13.1 The City shall contract with a SARRC registered carrier for the purposes of removing the Acceptable Used Oil Materials from the EcoCentre, as required.

13.2 The City shall perform any such acts which are necessary to facilitate the removal of the Acceptable Used Oil Materials including completing any required documentation.

13.3 The City shall be responsible for the Acceptable Used Oil Materials collected at the EcoCentre until such time as they are removed by a SARRC registered carrier as provided for in clause 13.1.

13.4 The City shall comply with all applicable laws, regulations, by-laws, rules and standards with respect to the handling, collection and storage of the Acceptable Used Oil Materials and in carrying out the Product Management Program in the operation of the EcoCentre.

14. INSURANCE

14.1 The City shall maintain property, comprehensive general liability and environmental impact liability insurance in a form and fashion satisfactory to SARRC. Unless otherwise advised by SARRC, the City shall maintain the insurance as provided by the SARRC-approved group insurer under the universal group insurance plan for EcoCentres. The said insurance shall protect and indemnify SARRC and/or the City, as is appropriate, as well as their

respective officers, servants, agents, sub-contractors and employees from any claim for damage or injury to persons or property or for the loss of life including liability assumed under this Agreement, any agreement or document contemplated hereby with limits of not less than \$50,000.00 for property, \$100,000.00 for pollution clean up, \$5,000,000.00 for comprehensive general liability and \$1,000,000.00 for environmental impact liability of any one loss. Such insurance shall include SARRC as an additional named insured with a "cross-liability" or a "severability of interests" endorsement.

14.2 The City agrees to allow access of the insurer of the EcoCentre during regular business hours.

15. RELEASE AND INDEMNITY

15.1 The City acknowledges that the EcoCentre is a collection depot for Acceptable Used Oil Materials, which include hazardous substances, and will act with due diligence and care in dealing with the Acceptable Used Oil Materials in the operation of the EcoCentre. The City, for itself, its successors and assigns, agrees to release SARRC from each and every claim whatsoever that the City may have or may have hereinafter or howsoever suffer, sustain or incur in regard to, arising out of, or in any way connected with Environmental Matters relating to the EcoCentre, except for claims arising out of the negligence of SARRC.

15.2 The City shall indemnify and save SARRC harmless of and from any claims, causes of action, ministerial orders, other loss or demand arising out of the use of the EcoCentre including, without limitation, any costs incurred by SARRC with respect to actions or orders, statutory or otherwise, arising out of Environmental Matters.

16. ECOCENTRE LOCATION

16.1 The City may, with the written consent of SARRC and any other appropriate authority, change the location of the EcoCentre. Such change in location will be at the sole cost and expense of the City.

17. TERMINATION FOR CAUSE

17.1 In the event the City does not comply with the terms of this Agreement or any applicable legislation, regulation, by-law or rule, or if it removes the EcoCentre without the appropriate consents, then SARRC may terminate this Agreement on one day's notice. Upon the notice becoming effective, the parties shall have no further obligations to each other, except with respect to payments due under the Agreement prior to termination but not yet paid, and saving that the release and indemnity contained in Article 15 shall survive with respect to matters which arose under the currency of the Agreement.

18. TERMINATION WITHOUT CAUSE

18.1 SARRC may, in its absolute discretion, terminate this Agreement upon providing to the City three months written notice. The written termination shall be effective upon the expiration of the three months. The parties' obligations to each other shall continue during the

three-month notice and then terminate, except with respect to payments due under the Agreement prior to termination but not yet paid, and saving that the release and indemnity contained in Article 15 shall survive with respect to matters which arose under the currency of the Agreement.

19. SARRC SIGNAGE AT ECOCENTRE

19.1 Any signage at the EcoCentre referencing SARRC or SARRC's role in the Product Management Program shall be used at the discretion of SARRC, and in the event this Agreement is terminated, either pursuant to Article 17 or Article 18, then SARRC may immediately attend to the EcoCentre and remove any signage referencing SARRC.

20. NOTICES

20.1 Any notice to be given hereunder shall be in writing and may be fully served by faxing such notice via the fax number noted below or by sending same by prepaid registered mail or personal delivery to the addresses noted below:

In the case of SARRC:

2366 Avenue C North
Saskatoon, Saskatchewan
S7L 5X5
Fax No: (306) 652-1705

In the case of the City:

Office of the City Clerk
Saskatoon City Hall
222 - 3rd Avenue North
Saskatoon, Saskatchewan S7K 0J5
Fax No: (306) 975-2784

20.2 If a notice is sent by fax it shall be deemed to be received by the addressee on the next business day. If a notice is sent by prepaid registered mail, it shall be deemed to be received by the addressee three business days after being sent.

21. FURTHER ASSURANCES

21.1 Both parties covenant and agree that they shall promptly execute and deliver any deed, instrument or other documents necessary or desirable to give effect to the intent of this Agreement.

22. SEVERABILITY

22.1 If any covenant, obligation or agreement contained in this Agreement, or the application thereof to any person or circumstances shall, to any extent, be invalid or unenforceable, the remainder of this Agreement or the application of such covenant, obligation or agreement to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby and each covenant, obligation and agreement shall be separately valid and enforceable to the full extent permitted by law.

23. NON-WAIVER

23.1 No provision of this Agreement shall be deemed to be waived unless such waiver is in writing. Any waiver of any default committed by any of the parties hereto in the observance or the performance of any part of this Agreement shall not extend to or be taken in any manner to affect any other default.

24. CONFIDENTIALITY

24.1 The City covenants and agrees in favour of SARRC to keep the terms and conditions of this Agreement and matters ancillary thereto, confidential to the extent allowed by provisions of The Urban Municipality Act, 1984 and The Local Authority Freedom of Information and Protection of Privacy Act (the Acts). Where the City is allowed by the Acts to keep information relating to this Agreement confidential, it will not disclose such information without the prior written consent of SARRC. SARRC covenants and agrees in favour of the City to keep confidential any information it may receive unrelated to this program and related to the other business of the City.

25. APPLICABLE LAW

25.1 This Agreement shall be governed and construed in all respects by the laws of the Province of Saskatchewan.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written by their authorized officers.

THE CITY OF SASKATOON

SASKATCHEWAN ASSOCIATION FOR
RESOURCE RECOVERY CORPORATION

PER: [Signature]
Authorized Officer MAYOR

PER: [Signature]
Authorized Officer

PER: [Signature]
Authorized Officer DEPT. CLERK

[Signature]
PER: [Signature]
Authorized Officer

(Seal of The City of SASKATOON)

TO: Secretary, Administration and Finance Committee
FROM: General Manager, Utility Services Department
DATE: July 13, 2011
SUBJECT: Enquiry – Councillor Bev Dubois (November 8, 2010)
New Fare Box System – Saskatoon Transit
FILE NO: WT 7300-8

RECOMMENDATION: that a report be submitted to City Council recommending the information be received.

BACKGROUND

Saskatoon Transit implemented electronic fare boxes and smart card technology on its buses on February 1, 2010. An informational status report was received by Council on June 28, 2010. This report is a further update in response to the following inquiry made by Councillor B. Dubois at the meeting of City Council held on November 8, 2010:

“Would the Administration please report back on the progress/success/failures, etc. of the Saskatoon Transit new fare box system that was installed this year.”

REPORT

Transit has experienced a variety of improvements as a result of implementing an electronic fare collection system on February 1, 2010. These improvements include access to payment clarification, current ridership data, improved accounting efficiencies and improved customer service.

The new system counts the coin as it is dropped into the fare box which is a benefit as the driver can see what the passenger has paid and the system automatically records the amount of money that is collected. This recorded information is useful as it allows Transit to report out on ridership stats including both the number of customers riding the bus and method of payment.

Ridership information has identified a small shift from the use of cash on buses to the use of Go-Passes. In 2009, cash ridership accounted for 7% of total ridership and was reduced to 6% in 2010. This shift in fare medium is important in that it can result in an improvement to customer loading times. It also may benefit Transit ridership as riders who purchase cards tend to be long-term riders, while cash riders are more often one-time users of the Transit System.

The new system has improved customer service by allowing greater flexibility on what types of passes vendors can sell (i.e. Discounted Bus Passes) resulting in a reduction of “foot traffic” at the Downtown terminal and also gives customers the convenience of being able to purchase their pass at one of Transit’s many vendor outlets throughout the city.

Through the automated features in the system, Transit has improved efficiencies in its billing and cash counting processes. Vendor sales information is downloaded electronically, eliminating three days of staff time each month. The new system has also reduced the amount of time

required to count daily cash by 50% and provides data downloaded from the buses for reconciliation purposes.

As an added benefit, time and expense are no longer required for the design and purchase of varying types of paper passes. The new system allows Transit staff to set up new types of fare media easily on the Go-Pass.

Changing from a manual fare collection system to the current electronic version has not come without challenges. As the program launched, the time it takes to board passengers on the bus increased as a result of slow system recognition to record cash and pass information. The slower boarding times were especially noticeable at the University where a large number of students board the bus at the same time. Administration worked with the vendor to make software enhancements to the system resulting in improved bus pass scanning times. The time to scan a U-Pass and display a message for the operator has since decreased from 500 milliseconds to 75 milliseconds representing an 85% improvement.

Implementation of new technology occasionally results in technical glitches or failures. When these occur, Transit Supervisors are called to attend to a reported failure, unlock the fare box and reset the unit. To make this technical issue more efficient, the fare box vendor has been installing an external reset button on all fare boxes such that Operators can reset the unit as required. This installation is approximately 50% complete.

In its June 28, 2010 report to Council, the Administration committed to pilot a single-ride and Go-Pass reload vending machine by September 2010, and implement on-line loading of the Go-Pass by December 2010. There has been a delay in purchasing a vending machine due to certification issues associated with credit card usage. This issue is not within the control of the Administration and unless a "cash-only" vending machine is installed, implementation of this system will be indefinitely delayed.

Other priority improvements for Transit include Google Transit, bus stop data quality improvements, and an Intelligent Transit System pilot project. As a result of these priorities, Administration has not yet completed but is working towards implementation of bus pass on-line loading with Corporate Information Services Branch by mid-2012.

Transit has distributed many reloadable Go-Passes to the public since the new fare system's implementation in 2010. Consequently, costs have been increasing as some riders are consistently choosing to replace rather than reload the cards. This is not an intended customer behaviour. Transit will bring forward a strategy for addressing this problem in a future report to Council.

ENVIRONMENTAL IMPLICATIONS

As an information report, no environmental and/or greenhouse gas implications have been identified.

PUBLIC NOTICE

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

Written by: Mitch Riabko, Transit Manager

Reviewed by: Angie Larson, Business Administration Manager

Approved by: *Brenda Wallace*
per Jeff Jorgenson, General Manager
Utility Services Department
Dated: *July 29, 2011*

Approved by: *Murray Totland*
Murray Totland, City Manager
Dated: *Aug 5/11*

His Worship the Mayor and City Council
The City of Saskatoon

REPORT
of the
NAMING ADVISORY COMMITTEE

Composition of Committee

His Worship Mayor D. Atchison, Chair
Councillor Glen Penner
Councillor Tiffany Paulsen
Ms. Nancy Johnson
Ms. Laura Hartney
Ms. Paula Kotasek

1. Addition of Names to the Names Master List
File No.: PL 4001-5; CK 6310-1

RECOMMENDATION: that the roadways named “Evergreen Road,” “Evergreen Lane,” “Evergreen Way,” “Evergreen Bend,” and “Evergreen Link” be renamed “Johns Road,” “Wyant Lane,” “Rajput Way,” “Maningas Bend,” and “Dalglish Link.”

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) Renaming Request:

- i) The Administration requests that “Evergreen Road,” “Evergreen Lane,” “Evergreen Way,” “Evergreen Bend,” and “Evergreen Link” be renamed “Johns Road,” “Wyant Lane,” “Rajput Way,” “Maningas Bend,” and “Dalglish Link.”

The Land Branch has submitted a request for renaming five roadways surrounding the village square in the Evergreen neighbourhood.

Currently, the roadway names in this area all begin with “Evergreen.” When the Administration was attempting to assign civic addresses to the proposed lots, it became apparent that many addresses would be differentiated only by the roadway suffix (for example, “100 Evergreen Road” and “100 Evergreen Lane”). This would create confusion for property owners, emergency service providers, and mail service providers. The Crime Prevention Through Environmental Design (CPTED) Committee has also noted that this type of naming makes wayfinding difficult. As a result of the concerns expressed by the Administration, the Land Branch is proposing to rename the roadways.

To ensure the Land Branch’s lot production continues to meet market demand, the lots affected by the renaming must be subdivided, registered with the Province and ready for sale by fall 2011.

The naming request was sent to the Mayor for selection of names to be applied to the roadways. The following names were selected for use in this area:

- a) Johns – Dr. Harold Johns – a major scientific figure who was instrumental in the development of high-energy radiation cancer therapy.
- b) Wyant – Dr. Gordon Wyant – head of the University Hospital in 1954. Second World War veteran.
- c) Rajput – Dr. Ali Rajput – a neurologist and researcher at the University of Saskatchewan specializing in disorders such as Parkinson’s disease and the physical changes in the brain that accompany them.
- d) Maningas – Dr. Carlos Maningas - the Physician for Saskatoon’s School for the Deaf from 1968 to 1979. From 1979 to 1994, he was an Associate Professor in the Department of Pediatrics at the University of Saskatchewan’s College of Medicine. He became the Director of Ambulatory Pediatrics at the Royal University Hospital for three years. Dr. Maningas has been involved in the Filipino-Canadian Association of Saskatoon since it was created, over 30 years ago, and has held several executive positions. Dr. Maningas has received numerous awards such as the Cultural

Diversity Award from the City of Saskatoon, Filipino-Canadian Seniors Service Award, and the Long Service Award from the Saskatchewan Health Region. Dr. Maningas was recently appointed by the Republic of the Philippines as Honorary Consul for the Province of Saskatchewan.

- e) Dalglish – Dr. Harold Dalglish – long-time Saskatoon physician. Dr. Dalglish was elected president of the Canadian Medical Association in 1968 and was awarded their Medal of Service in 1979. Dr. Dalglish taught at all three hospitals and was the Chief of Staff at City Hospital from 1964 to 1968. In 1967, he was the recipient of the Canada Medal, the University of Manitoba gave him an Honorary Doctorate of Law, he was named an honorary member of the College of Family Physicians of Canada, and granted an Award of Merit from the Saskatchewan Medical Association.

The proposed roadway suffixes have been circulated to the Infrastructure Services Department and to the Community Services Department staff involved in civic addressing, and no concerns have been expressed.

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,

“Donald J. Atchison”

His Worship Mayor D. Atchison, Chair

His Worship the Mayor and City Council
The City of Saskatoon

REPORT
of the
EXECUTIVE COMMITTEE

Composition of Committee

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

1. Parking Meter Upgrade
(File No. CK. 6120-3)

RECOMMENDATION: that the Administration be authorized to proceed with a Request for Proposals for the modification of parking meter equipment throughout the city.

Your Committee has considered and supports the following report of the General Manager, Infrastructure Services dated June 29, 2011:

“REPORT

In 2001, the Infrastructure Services Department converted the entire inventory of single space parking meters from mechanical to electronic devices. This conversion was required due to the increasing frequency of broken meters resulting in a marked increase in annual maintenance costs and a decrease in parking meter revenue.

The average useful life of a single space electronic parking meter is approximately 10 years, which is when the cost to maintain the device exceeds its value. That 10-year life span has been reached and the City is faced with escalating repair costs. In addition, the meters are out of date, and some parts are no longer available. The most notable loss is the CityCard, which went out of production in 2006. The replacement card will not function in the current parking meters due to changes in technology.

The Infrastructure Services Department has reviewed the current parking meter infrastructure and has determined that there is an opportunity to take advantage of new technologies and methodologies that are now available in the parking industry, such as:

- Credit card acceptance at both single space and multi space parking meters;
- Maximizing available parking spaces with the use of multi space pay and display or pay by license plate parking meters; and
- System wide control and monitoring of the complete infrastructure using vendor supplied software.

One of the major advantages to upgrading the parking meters is the ability to reintroduce the CityCard system and to make use of the payment options available, including the ability to reload a CityCard at any multi space meter using cash or credit card.

The Administration is requesting permission to proceed with Request for Proposals (RFP) for the modification of parking meter equipment throughout the City. The RFP will provide qualified vendors in the parking industry an opportunity to offer a system that will maximize available parking spaces, reduce operational costs, be flexible in payment options, be user friendly and above all, be reliable.

The RFP will ask that the following two options be provided:

- A staged two to three year implementation strategy covering the high density metered parking locations which currently have nose-in or angle parking, with the final objective being a complete upgrade of the parking meter infrastructure;
- A recommended overall parking strategy for the City of Saskatoon;
- Options for the replacement of parking meter and enforcement software and hardware, including vendor-owned equipment, which, if chosen, would mean no initial financial impact to the City.

The RFP will also include the following general criteria:

- Real time Payment Card Industry (PCI) compliant credit card verification on multi space meters;

- CityCard compatibility on both multi space and single space meters;
- Guaranteed solar power operation for a minimum of nine hours per day;
- Cold weather operation;
- Remote access from on street systems to City Hall, where applicable;
- Pay-by-cell phone system compatibility; and
- Parking enforcement software with integrated handheld photo taking capabilities.

OPTIONS

Several options were considered for addressing the current issues with respect to the aging parking meter equipment, however, it was determined that the parking industry itself would be able to provide the best solution for the City, through the RFP process.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPACT

Capital Project 1518 – Parking Meter Purchases has approved funding in 2011 in the amount of \$900,000. Once final costs have been determined, any additional funding required will be requested from the Parking Reserve.

STAKEHOLDER CONSULTATION

The information contained in this report has been discussed with the Parking Committee, who have indicated their support.

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.”

**2. Remail Art Gallery of Saskatchewan
Public Open House
(File No. CK. 4129-15)**

RECOMMENDATION: that the information be received.

The following is a report of the City Manager dated July 4, 2011 providing information regarding the above:

“BACKGROUND

During its special meeting held on May 30, 2011, City Council approved the Remail Art Gallery of Saskatchewan schematic design, and authorized the Administration to proceed to the public input phase of the project. This report provides an overview on the public’s response to the public open house and in-person and online survey.

REPORT

The public was invited to view the concept drawings for the Remail Art Gallery of Saskatchewan at a public open house held from 5:00 p.m. to 9:00 p.m. on Wednesday, June 22, 2011, at TCU Place. A PowerPoint presentation at 5:30 p.m. and 7:30 p.m. by the design architects provided the public with an overview of the architecture of the new art gallery and the inspiration that was captured in the design as a result of the unique geography; quality of the natural light of the prairies; the South Saskatchewan River; and, the evolving identity of Saskatoon. Following each presentation, the public was provided with an opportunity in an open forum to ask questions of the architects, City and Mendel Administration, which were specific to the design and the project in general. Prior to and following the open forum, the public also had the opportunity to individually discuss the design with the architects as two stations of storyboards were set-up which provided drawings of the concept design, as well as organization of the functional program for the four-storey building.

The concept drawings and public input forms (Attachment 1) were also available from June 13 - 29 in the lobbies of City Hall and the Mendel Art Gallery. In addition, the concept drawings were available for viewing on the Mendel website, and people could comment through an online survey.

The public open house was attended by 92 people. Survey forms were completed at the open house, in both lobbies, and online for a total of 223 surveys submitted. While this is not statically valid, it does capture the thoughts and feelings of some members of the

community. The Administration asked the public for their opinions, which included both positive and constructive feedback, as this information could be used by the architects to further refine their design during the next stage of design development.

A summary of the comments from the survey is as follows:

- Respondents were asked to highlight, from a list of 11 features of the new gallery, which ones were of interest to them. The top three selections were: Special Exhibitions; Collection Exhibitions; and, Bistro Café.
- The respondents were asked to rate, on a scale from “disagree strongly” to “agree strongly”, four statements about the Remai Art Gallery:
 - the building design takes full advantage of the river view
 - the building is welcoming
 - the design incorporates the features that interest me the most
 - the gallery will enhance the value of River Landing

The majority of respondents from the in-person surveys agreed strongly with all four statements. The online results mirrored the in-person surveys, except for a larger number of respondents indicating that they did not find the building welcoming.

- The respondents were asked which elements/aspects/features of the design they liked the most. The comments ranged in the following themes:
 - design (including: boxy/cubic design the architecture the colour, the mesh, etc.)
 - interior spaces (including: bright spaces, the glass, openness, etc.)
 - view
 - location (in River Landing, surrounding the Remai Arts Centre, close to the river, etc.)
 - gallery spaces

- The respondents were asked what elements/aspects/features of the design they liked the least. The comments ranged in the following themes:
 - design (including: boxy/cubic design, the architecture, the colour, the mesh, etc.)
 - interior spaces (including: bright spaces, the glass, etc.)
 - view
 - location (including: keep it at the Mendel, doesn't fit in with the surroundings, too close to the freeway, etc.)
 - cost
 - gallery spaces
- **Additional Comments:**
 - need room for visible and secure bicycle parking
 - want to have free parking
 - want to have free admission
 - want to have lunchtime and weekend activities
 - would like the café to serve local, unique food products
 - concerned about cost of maintenance and staffing
 - put in a rooftop patio for weddings or dining
 - the Mendel is now too small for travelling exhibitions
 - stay at current location and upgrade the Mendel
 - preserve the Mendel legacy

A majority of participants at the open house were excited about the design, and a good dialogue occurred between participants and the architects during the open forum. The public asked the architects to consider: green energy and sustainable design; secure bike parking (both at street level and in the underground parkade); use of indigenous building materials; the ability to animate interior and exterior spaces along the south face; and, the importance of the community gallery for public programming. Additional comments included: the space should be used primarily for art and not public gatherings; and, ensuring the acoustics of the lecture theatre were adequate to meet a wide range of public program needs.

The Administration will forward both a summary of the comments and each written survey to the design architects for their review and consideration during the next stage of design development. The survey also provided the opportunity for people to list their contact information if they had specific questions or wanted a follow-up phone call. The Administration is currently contacting those individuals.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PUBLIC NOTICE

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

ATTACHMENT

1. Remai Art Gallery of Saskatchewan Survey Form.”

**3. Kinsmen Park and Area Master Plan
Adaptive Re-use of the Mendel Art Gallery Building
(File No. CK. 620-4 x4205-9-3)**

- RECOMMENDATION:**
- 1) that at the time a new tenant and use for the Mendel Art Gallery building is determined, the heating, cooling and ventilation system for the building be replaced, to be funded from the Civic Building comprehensive Maintenance Reserve;
 - 2) that the City fully fund the annual operating costs for the conservatory/conservatory support, and proportionately fund its share of the annual operating costs for the public washrooms and lobby access;
 - 3) that the Mendel Art Gallery Building be considered a significant civic asset and remain publically accessible with a focus on program activities; and
 - 4) that the recoverable costs for the Mendel Art Gallery Building include building reserve costs.

Your Committee has reviewed the following report of the General Manager, Community Services dated June 29, 2011 and puts forward the above recommendation for Council's consideration.

“BACKGROUND

City Council, at its meeting held on August 18, 2010, approved that the City maintain ownership of the Mendel Art Gallery and Civic Conservatory following the relocation of the Civic Gallery to the Art Gallery of Saskatchewan. The Conservatory would remain under the management and operation of the Parks Branch.

City Council, at its meeting held on November 22, 2010, approved a report that identified the process and timeline for facilitating the Adaptive Re-use of the Mendel Art Building Call for Ideas. The Call for Ideas was an invitation to organizations to submit proposals for use of space within the Mendel Art Galley Building.

The criteria for reviewing proposals for the Adaptive Re-use are as follows:

- 1) Integrated and complementary with the objectives of the Kinsmen Park and Area Master Plan;
- 2) A good fit and a great caretaker; with the existing building. Respects and maintains the modernist heritage fabric in the inside and out;
- 3) Community: A hub for Saskatoon's citizens, a meeting place for all regardless of age or culture, interactive and welcoming;
- 4) Tourism: Activities for tourists and a place for special events;
- 5) Education: A place where people can learn about and appreciate Saskatoon's history, culture, art and environment;

- 6) Multi-disciplinary and flexible: With a mix of uses and spaces suited to multi-purpose and multi-disciplinary programming; and
- 7) A centre for excellence: Unique within the city.

REPORT

Role of the City as the Building Landlord (Life Cycle Cost Management of Assets)

Attachment 1 provides a base plan of the Mendel Art Gallery Building. The building contains approximately 30,000 square feet of space. It is estimated that 25 percent of the floor space at approximately 8000 square feet is non-program area that is the responsibility of the City. The area identified as non-program space includes the conservatory/conservatory support, public washrooms, lobby access to both the conservatory and public washrooms, and mechanical/electrical/transformer vault. This public space is considered essential for the on-going operation of the building providing washroom facilities for visitors to the conservatory, MVA trail users, Nordic skiers, winter walkers, and other users of this broader area. Your Administration is recommending that the City pay the annual operating costs (janitorial, plant operation, and utilities) for the non-program space as identified in this report. The remaining 75 percent of the overall building space, or 22,000 square feet, is available to the primary tenant as program area.

The current cost for the civic conservatory is \$85,000, which is an on-going operating cost line item in the Parks budget. With the Re-Use of the building, adjoining areas will be required for operation of the conservatory including the entrance lobby, stairs, washrooms and service areas. A preliminary cost estimate (2011 costs - excludes reserve contributions) of \$50,000 for maintenance, building operation and utilities has been prepared for these city-run support areas. The tenant program area estimate of probable

cost is \$240,000, modelled on an office building type. This is the cost that would be fully recovered through rental rates from potential tenants with the building at full capacity.

Part of the preparation and planning for the re-use of the Mendel Art Gallery building has involved a review of the building condition to better understand operational requirements and costs when assessing the viability of new tenant proposals. The existing gas-fired, steam boiler system for the Mendel Art Gallery Building has been identified by the Infrastructure Services, Facilities Branch, as reaching the end of its useful life within the next five years. Irrespective of future use of the building, the existing system will require replacement once the building is vacated by the Art Gallery in 2014. The HVAC system replacement is covered under the Civic Building Comprehensive Maintenance Reserve (CBCM) of which this facility has been contributing through its operating budget. Your Administration is proposing that replacement of the building's heating system be funded from the CBCM reserve. The replacement of the system would not occur until a new use is determined for the building and a detailed system design can be carried out. Further modifications to the cooling and ventilation system will also be evaluated within the design of the overall HVAC system upgrade to best align with the building's new uses.

Cost Recovery Rate Calculation

The recoverable costs that are associated with rental rates established for the building landlord function of facilities are; preventative maintenance costs, building reserve, utilities, general maintenance, property taxes, and equipment maintenance. Currently, the annual contribution to the CBCM reserve for the Mendel building is \$126,000. Your Administration is recommending that the City, as part of its building landlord function, continue to pay the annual contribution to the reserve.

The Mendel Building functions as an important community and heritage landmark and a popular destination for the community. It is both a notable work of modernist architecture and a well-loved civic centre. In recognition of its importance as a building, your Administration is recommending that the City continue to pay the annual contribution to the reserve to ensure stewardship of the facility. This philosophy of stewardship for our heritage buildings is similar to the approach taken to the Albert Community Centre.

OPTIONS

Include the building reserve contribution in the cost structure. Your Administration does not support this option as this would establish rents for this building that could limit non-profit operators for the building and impact their ability to deliver accessible public programs.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The financial implications will be reported following further discussion with the proponents

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

PUBLIC NOTICE

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

ATTACHMENTS:

1. Base Plans Mendel Art Gallery Building”

4. **Appointment to Municipal Planning Commission
(File No. CK. 175-16)**

RECOMMENDATION: that Ms. Janice Braden be appointed to the Municipal Planning Commission to the end of 2011, to replace Ms. Joy Crawford who has resigned.

5. **Service Review – Boards and Commissions
(File No. CK. 116-1)**

RECOMMENDATION: that City Council instruct its Boards and Commission to undertake a Service Review for their respective operations and to put forward their “budget decision items” for consideration at the August 16th Service Review meeting.

Report No. 12-2011
Executive Committee
Wednesday, July 13, 2011
Page 12

Your Committee has started a formal Service Review process in order to review business and service lines to see what opportunities there may be to achieve efficiencies and cost reductions; better balance user pay versus property tax subsidy pricing of services; review appropriateness of current service levels; and reconsider the City's role and priority in programs introduced within the last decade.

This Service Review includes all civic operations under the direction of the City Manager, and as such does not include the outside Boards and Commissions (eg. Mendel Art Gallery, Library, TCU Place, Credit Union Centre, Board of Police Commissioners). Your Committee is of the view that in order to achieve the desired results the review should be applied to all civic operations, and accordingly puts forward the above recommendation.

Respectfully submitted,

His Worship Mayor D. Atchison, Chair

Remai Art Gallery of Saskatchewan

2.

We would like to hear from you about the plans for the Remai Art Gallery of Saskatchewan. Please take a few minutes to complete the following survey. Thank you very much!

Date: _____

- 1. The Remai Art Gallery of Saskatchewan will have many features, some of which are listed below. Please indicate those that are of interest to you.**

- _____ art studio classrooms
 _____ atrium lobby/community gathering space
 _____ bistro café
 _____ Gallery Gift Shop
 _____ meeting rooms and event space
 _____ Mendel Legacy Salon
 _____ parkade
 _____ community gallery
 _____ collection exhibitions
 _____ special exhibitions
 _____ lecture and film theatre

- 2. Please indicate your response to the following statements:**

	Disagree Strongly	Disagree Somewhat	Agree Somewhat	Agree Strongly	Don't Know Not Applicable
The building design takes full advantage of views of the river.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The building is welcoming.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The design incorporates the features that interest me most.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Gallery will enhance the value of River Landing.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 3. What elements/aspects/features of the design of the Remai Art Gallery of Saskatchewan do you like the most?**

- 4. What elements/aspects/features of the design of the Remai Art Gallery of Saskatchewan do you like the least?**

- 5. Do you have any other comments?** (please use the other side of the page if you need more room)

Please put in the drop-box or return by June 28, 2011 to the Mendel Art Gallery, 950 Spadina Crescent East, Saskatoon, S7K 3L6, or fax (306) 975-7670.

Optional: If you would like to be contacted to follow up on your comments or questions, please include your contact information below (please print clearly).

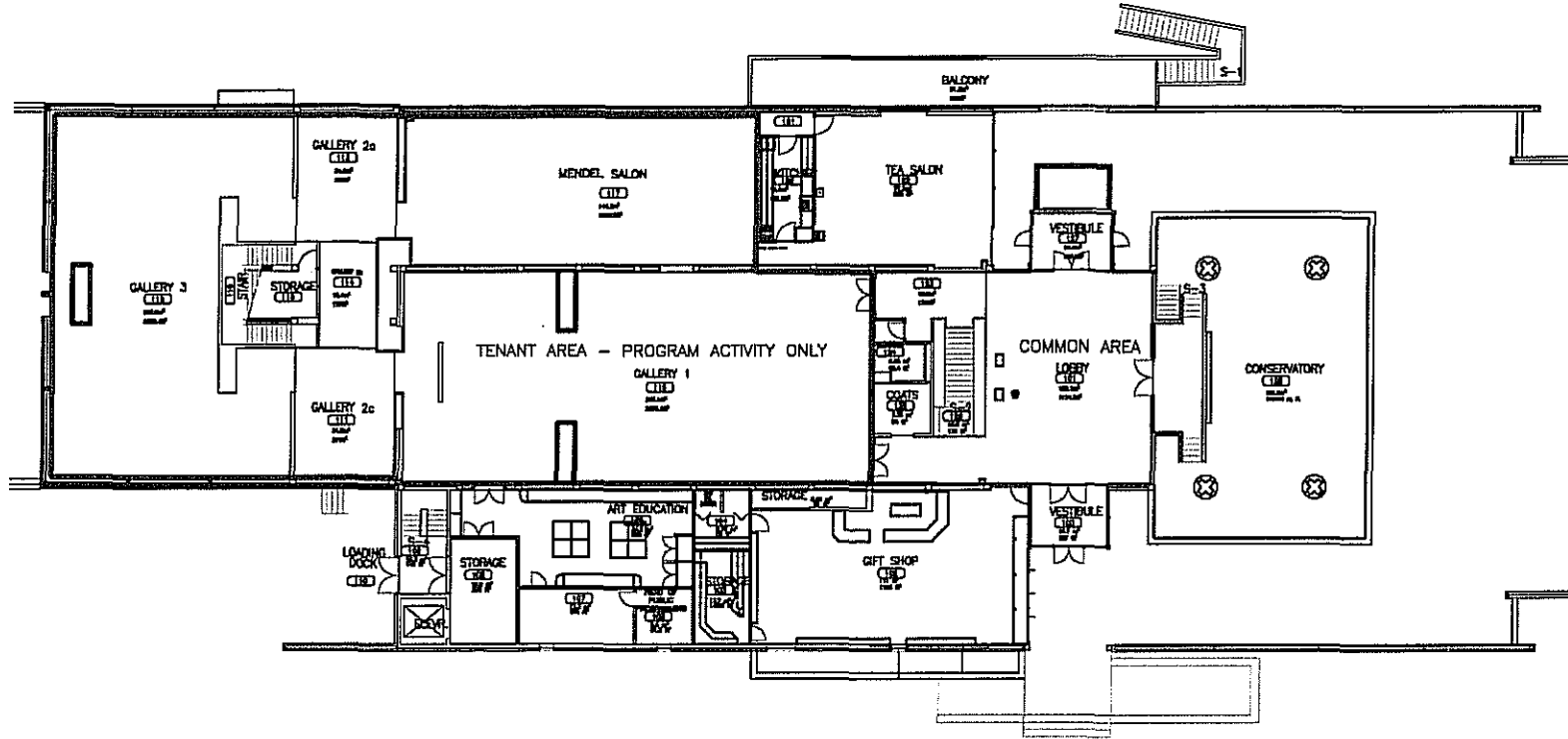
Name: _____

Address: _____

Postal Code: _____

Phone Number: _____

Email Address: _____



City of
Saskatoon

Infrastructure Services
Department

Facilities Branch
306-975-3300

NOTE:
THESE DRAWINGS HAVE BEEN PREPARED
BASED ON INFORMATION PROVIDED BY
OTHERS. THE CITY HAS TAKEN STEPS
TO VERIFY THE ACCURACY AND/OR
COMPLETENESS OF THIS INFORMATION
BUT SHALL NOT BE RESPONSIBLE FOR
AND ERRORS OR OMISSIONS THAT
MAY BE INCORPORATED AS A RESULT
OF ENGINEERED INFORMATION PROVIDED
BY OTHERS THAT WAS NOT ABLE TO BE
VISUALLY CONFIRMED.

- GENERAL NOTES:
1. ALL DIMENSIONS ARE IN MILLIMETRES
 2. DRAWINGS ARE NOT TO BE SCALED.
 3. ALL DRAWINGS TO BE READ IN CON-
JUNCTION WITH THE SPECIFICATIONS
UNLESS OTHERWISE NOTED.
 4. VERIFY SITE CONDITIONS, DIMENSIONS
AND LOCATION OF ALL UTILITIES PRIOR
TO THE START OF CONSTRUCTION.
 5. REPORT ALL DISCREPANCIES TO THE
CONSULTANT.

REV. NUMBER FOR DATE

ISSUED BY: [] DRAWN BY: [] CHECKED BY: [] APPROVED BY: []

SCALE: 1:250 DATE: 16 SEP 04

DRAWN BY: []

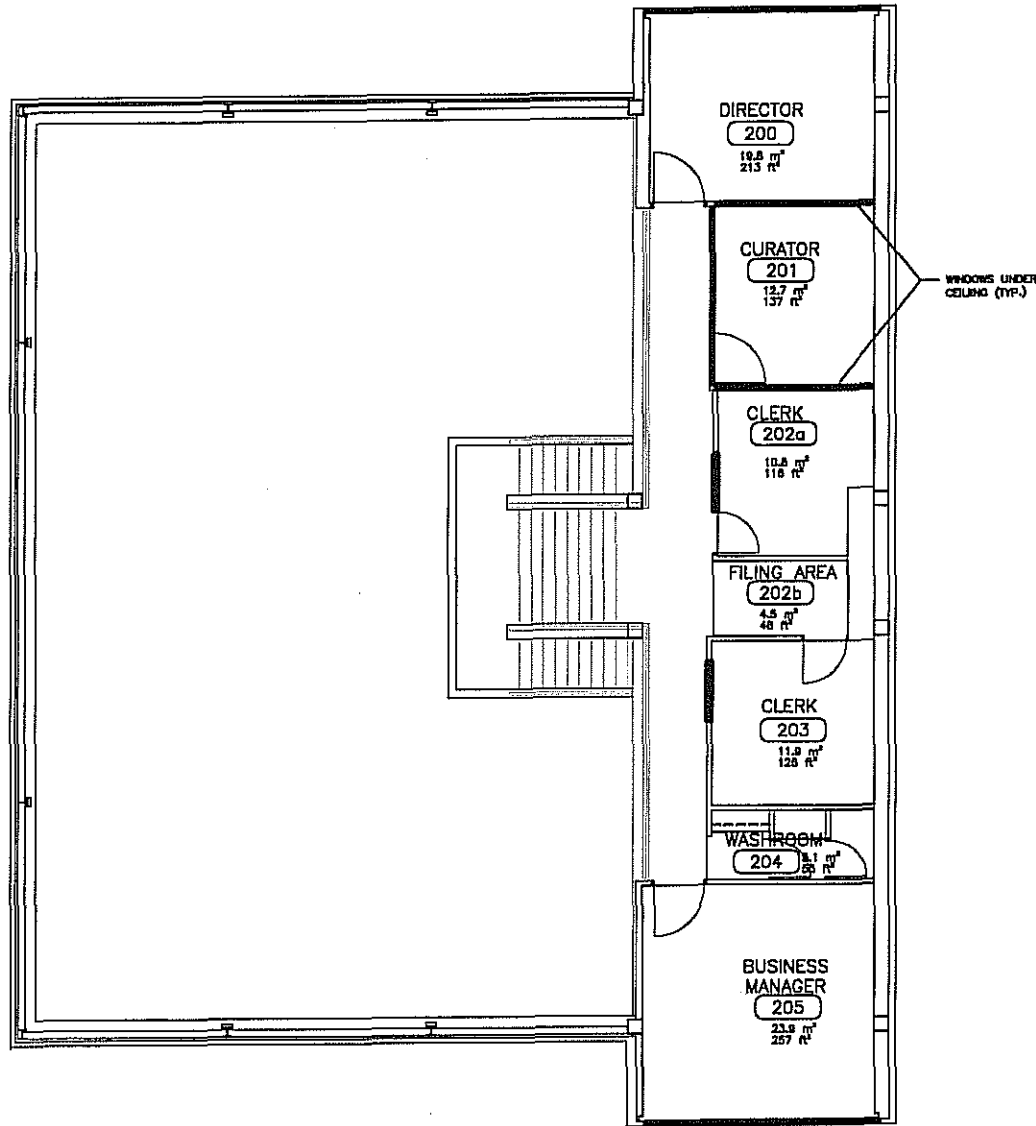
Main Floor
Base Plan

PROJECT TITLE
601
Mendel Art
Gallery

PROJECT NO. [] SHEET []

REV. NO. []





City of
Saskatoon

Infrastructure Services
Department

Facilities Branch
306-675-3300

GENERAL NOTES:

1. All dimensions are in millimetres.
2. Drawings are not to be scaled.
3. All drawings to be read in conjunction with the specifications, unless otherwise noted.
4. Verify site conditions and location of all utilities prior to the start of construction.
5. Report all discrepancies to the Consultant.
6. If in doubt, ask.

REV	DATE FOR	BY

SCALE	DATE	PROJECT NO.	ISSUE NO.
1:100	2003/05/08		

PROJECT NAME: **Mezzanine Floor Base Plan**

PROJECT TITLE: **601 Mendel Art Gallery**

PROJECT NO.: SHEET:

DATE: DRAWN BY:



His Worship the Mayor and City Council
The City of Saskatoon

REPORT
of the
EXECUTIVE COMMITTEE

Composition of Committee

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

**1. Kinsmen Park and Area Master Plan – Adaptive Re-use
of the Mendel Art Gallery Building
(File No. CK. 620-4)**

RECOMMENDATION: that the City fund 40% of the annual operating costs, including utilities and the Civic Buildings and Comprehensive Maintenance Reserve contribution, for the proportional share of public use of the washrooms and lobby access of the existing Mendel Art Gallery building.

Your Committee has considered and supports the following report of the General Manager, Community Services Department dated August 3, 2010:

“BACKGROUND

The Executive Committee, at its meeting held on July 11, 2011, resolved:

- “1) that at the time a new tenant and use for the Mendel Art Gallery Building is determined, the heating, cooling and ventilation system for the building be replaced, to be funded from the Civic Building comprehensive maintenance reserve;
- 2) that the City fully fund the annual operating costs for the conservatory/conservatory support, and proportionately fund its share of the annual operating costs for the public washroom and lobby access;
- 3) that the Mendel Gallery Building be considered a significant civic asset and remain publically accessible with a focus on program activities; and
- 4) that the recoverable costs for the Mendel Art Gallery Building include building reserve costs.”

REPORT

Your Administration has determined the annual operating costs for the lease of the building based on the direction provided by the Executive Committee at their meeting of July 11, 2011. The estimated cost that would be fully recovered through rental rates from potential tenants is \$17.65 per square foot (2011 dollars), totalling approximately \$480,000 per annum with the building at full capacity. This high-level estimate of probable cost is modelled on an office building type. The estimate includes the Civic Building Comprehensive Maintenance Reserve (CBCM), utilities, maintenance, materials, insurance, and taxes for a tenant area of 27,197 square feet. This estimate excludes the conservatory/conservatory support. For comparative purposes, your Administration referred to Colliers Q4 2010 Report which details the Saskatoon Downtown Office Market Class B lease net rates ranging from \$16-\$20/SF with an additional \$10/SF charged in occupancy costs. Downtown office space is limited, with a Central Business District overall vacancy rate of 6%.

The current Mendel building operates from 9:00 a.m. to 9:00 p.m. seven days a week. The public space (washrooms and lobby area) currently serves not only the civic art gallery patrons, but also visitors to the conservatory, Meewasin Valley Authority trail users, skiers using Kinsmen Park and other users of the broader area. The Kinsmen Park and Area Master Plan contemplates the Mendel building continuing to serve as an

integral component of the park and will continue to provide a warm-up area, meeting space, and a washroom facility for the users within the project area.

Using the current hours of operation of the Mendel building (12 hours per day @ 7 days per week=84 hours), compared with the hours of operation for the tenant (8 hours per day @ 6 days per week = 48 hours), your Administration is recommending a 40:60 ratio for assessing operating costs for the washrooms/lobby area between the City and the tenants. Forty percent (40%) of operating cost attributed to the City for community access to the washrooms and lobby by visitors to the conservatory, trail users, and the general public using Kinsmen Park and the broader area, with the remaining sixty percent (60%) of the cost paid by the tenant. The 40% cost to the City recognizes that the washrooms/lobby are available to the public outside of the tenant hours of operation and proportionately funds its share of the annual operating costs for use by visitors to the conservatory. The estimated cost to the City for its share of the washrooms/lobby is estimated at \$34,000 annually (2011 dollars). Applying this rationale, the modified rental rate for the tenant would be \$16.35/SF, or \$446,000 per annum.

Mendel Art Gallery Building Call for Ideas Update

The Administration has been in consultation with the collaborative group proponents made up of the Children's Discovery Museum, the PotashCorp Children's Festival of Saskatchewan, Shakespeare on the Saskatchewan, Wide Open Theatre Company, and the Saskatchewan Intercultural Association and a second group representing the Frederick Mendel Digital Arts Centre of Excellence regarding direction provided by the Executive Committee at their meeting of July 11, 2011. Two groups have withdrawn their proposed interest in use of the Mendel Art Gallery building. The Saskatchewan Intercultural Association Inc. and Shakespeare on the Saskatchewan, after thoughtful consideration by their respective boards, have identified some of the following factors that contributed to their decision:

- Competing program needs by the partner groups for shared space.
- Complexity of forming a partnership agreement and developing a governance model with multiple groups that have never worked together within a compressed timeframe.
- Potential costs for renovation compared to the fundraising capacity of each group individually and collectively.
- Increased rental rates with the inclusion of common space and other associated expenses being included in the cost recovery lease rate has elevated the affordability of the building.

Your Administration continues to work with each proponent team to help them prepare for the development of their Organizational Readiness Report which will assist the Administration to determine whether the Mendel re-use teams are ready to enter into the business plan stage of the process. The Organizational Readiness Report asks for high level information on each group's collective vision, operations, functional program fit in the building, management and operation structure, capital and operating revenues, and project growth at five and ten-year intervals. The purpose of the readiness report is to fully understand the ability of the proponent to manage and operate the building at full capacity in a self-sufficient manner. The readiness report is due August 31, 2011.

OPTIONS

The tenant(s) is responsible for all costs for community use of the washrooms/lobby area. Your Administration does not support this option as this would require tenants to provide public access to the building for hours outside of their public program.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The financial implications will be reported following further discussions with the proponents.

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.”

**2. Saskatchewan Irrigation Projects Association Inc.
Request for Support
(File No. CK. 277-1)**

RECOMMENDATION: that the information be received.

Attached for the information of Council is a report of the General Manager, Utility Services Department dated July 26, 2011, regarding the above matter.

3. Land Acquisition – 3035 Preston Avenue
(File No. CK. 4020-12)

- RECOMMENDATION:**
- 1) that the City purchase the west boundary of 3035 Preston Avenue South, for the purpose of road widening as part of the Circle Drive South River Crossing Project, for a purchase price of \$63,600.00;
 - 2) that the City Solicitor be requested to prepare the necessary purchase agreements and that His Worship the Mayor and City Clerk be authorized to execute the agreements; and
 - 3) that the cost of acquisition and related expenses be charged to the Property Realized Reserve, as an interim source of financing.

Your Committee has considered and supports the following report of the City Manager dated August 8, 2011:

“BACKGROUND

At its meeting held May 28, 2007, City Council considered Clause 6, Report No. 9-2007 of the Executive Committee and adopted the following recommendation with respect to the Circle Drive, South River Crossing project:

- “3) that the Administration be authorized to negotiate with all land owners identified for the acquisition of the necessary rights-of-way for the construction of this project.”

REPORT

The subject property is situated at the west boundary of 3035 Preston Avenue South, Parcel F Plan 78-S-27733 Extension 1, Surface Parcel #131749128, encompassing an area of approximately 492.3m²; Schedule “A” is attached for reference.

The land area is required to accommodate development of the east side traffic corridor as part of the Circle Drive South River Crossing project. There will be an overpass constructed at the intersection of Preston Avenue and Circle Drive.

The City's property agent has negotiated a purchase agreement with the Circle Drive Alliance Church for the required land.

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

1. Purchase Price
Purchase price is \$63,600.00, with an initial deposit of \$10,000.00, with the balance of the Purchase Price to be paid on the Closing Date.
2. Conditions Precedent
 - a) Approval of Saskatoon City Council by August 19, 2011.
 - b) The City will be responsible for surveying the land, registration of the plan, and transfer of title.
 - c) Upon execution of the Agreement, the City shall have access to the land as required for the purpose of soil sampling; geotechnical testing or other similar work provided such activities do not unduly interfere with the business activities of the Seller.
3. Legal Costs and Disbursements
Each party shall be responsible for its own legal costs.
4. Possession Date
Immediately upon approval by City of Saskatoon City Council.
5. Closing Date
The earliest date acceptable to both parties, subsequent to the subdivision approval and registration of the subject Lands.

OPTIONS

There are no options.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

It is recommended that the cost of acquisition and related expenses be charged to the Property Realized Reserve as an interim source of funding.

ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

PUBLIC NOTICE

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

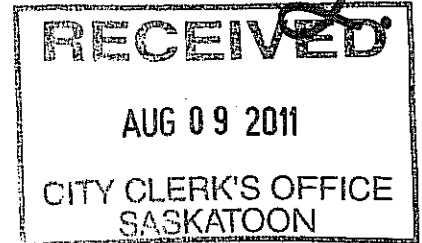
ATTACHMENT

1. Schedule A: Area Required for Circle Drive South Project.”

Respectfully submitted,

His Worship Mayor D. Atchison, Chair

277-12



TO: Secretary, Executive Committee
FROM: General Manager, Utility Services
DATE: July 26, 2011
SUBJECT: Saskatchewan Irrigation Projects Association Inc.
Request for Support
FILE NO: WT 155-01 and CK. 277-1

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

BACKGROUND

The Saskatchewan Irrigation Projects Association (SIPA) has requested that the City of Saskatoon provide a letter of support for the development of irrigation projects in Saskatchewan. SIPA is a lobby group representing irrigation interests supporting the development and expansion of irrigation across the province.

REPORT

The City of Saskatoon participates in watershed planning and management through the South Saskatchewan River Watershed Stewards Inc. (SSRWSI) with a joint mandate for protecting water quality and quantity.

With respect to irrigation specifically, to date the involvement of the City has been simply a general awareness of irrigation issues. Irrigation is a divided issue with both strong support and opposition.

SIPA has commissioned a study outlining the benefits of expanding irrigation in the Lake Diefenbaker, *A Time to Irrigate Volume 1 and 2*. The study provides information on the economic, social and environmental benefits from SIPA's point of view.

Other interested parties in the watershed oppose irrigation development based on concerns of environmental damage, impact to water quality and quantity, and economic factors.

Impacts on water quantity may be better understood in the near future as the Province of Saskatchewan is studying water allocation and the proportion of allocation licenses that are actually used (consumed), returned (as discharges back to the source), or unutilized (i.e. allocation is available to the holder for use, but it not currently used).

Impacts on water quality may also be better understood following completion of studies currently underway by the SSRWSI, who are studying the South Saskatchewan River system, and the Province, who are studying Lake Diefenbaker.

It is premature to evaluate the impact of irrigation development to the City of Saskatoon at this time. The areas available for irrigation development are largely upstream of Saskatoon.

Saskatoon as a stakeholder may see both economic benefit and environmental effects from irrigation development.

Administration has prepared a letter of response to the Saskatchewan Irrigation Projects Association (Attachment 2). The response does not provide a blanket letter of support, but identifies the City's interest in maintaining its role as a stakeholder in water quality and quantity, reviewing proposals on a project basis.

POLICY IMPLICATIONS

None at this time.

FINANCIAL IMPLICATIONS

The request does not include a request for funding support. There are no other known financial implications.

ENVIRONMENTAL IMPLICATIONS

The environmental impacts of irrigation development in the South Saskatchewan River watershed to Saskatoon are not currently available.

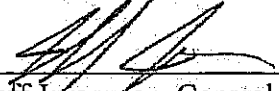
PUBLIC NOTICE

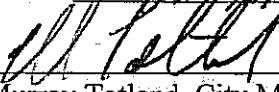
Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

ATTACHMENTS

1. SIPA's letter to City Council
2. Response letter

Written by: Brenda Wallace, Manager
Environmental Services Branch

Approved by: 
Jeff Jorgenson, General Manager
Utility Services Department
Dated: August 8/11

Approved by: 
Murray Totland, City Manager
Dated: Aug 8/11

ATTACH 1

CITY OF SASKATOON

Office of the City Clerk

To: General Manager, Infrastructure Services

Date: June 2, 2011

Phone: 8002

Our File: CK. 277-1

From: Joanne Sproule
A/City Clerk

Your File:

**Re: Saskatchewan Irrigation Projects Association Inc.
Request for Support**

The attached email dated May 17, 2011 from Judie Dyck regarding the above was provided by His Worship the Mayor to Executive Committee at its meeting held on May 30, 2011. The Committee resolved that the matter be referred to the Administration for review.


JS:smm

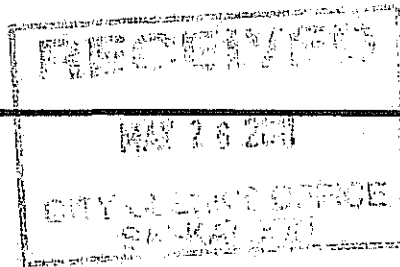
Attachment

cc: Office of the Mayor

Memorandum

Mitchener, Shellie (Clerks)

Subject: FW Fw: Sk Irrigation Support Letter
Importance: High



277-1

----- Original Message -----

From: Judie Dyck
To: mayor@atchison.ca
Sent: Tuesday, May 17, 2011 11:23 AM
Subject: Sk Irrigation Support Letter

Hello again,

SIPA is requesting a letter of support from the City of Saskatoon on the expansion of irrigation in Saskatchewan.

Here are some points of discussion if you wish to use.

Saskatchewan Irrigation Projects Association Inc.
Box 219
Outlook, Saskatchewan
S0L 2N0

Attention: Roger Pederson, Chair

Dear Mr. Pederson

- Importance of agriculture to the City of Saskatoon and region. Saskatchewan farmers have provided leadership in conservation practices in agriculture production which are emulated around the world in both practices and the equipment that is invented and manufactured here. It has become a global business and is a key contributor to the economy of the City and to the Province.
- Importance of the South Saskatchewan River to the City of Saskatoon and region. Saskatchewan farmers have a track record and experience in managing resources in an efficient and sustainable manner for the benefit of all.
- The City of Saskatoon is the fastest growing city in Canada and the residents will want and continue to demand quality and quantity of food grown locally in a sustainable manner.
- The South Saskatchewan River has played an important role in the past in the development of this province. It is important for future generations to ensure the water from the South Saskatchewan River is for the benefit of all: agriculture, tourism, environment, industry and municipal needs.

We support the expansion of irrigation in Saskatchewan.

I thank you for your consideration. I can pick up the letter. Please advise.

Regards

Judie Dyck, PAg
On behalf of SIPA

July 29, 2011

Attention Mr. Roger Pederson, Chair
Saskatchewan Irrigation Projects Association Inc.
Box 219
Outlook SK S0L 2N0

Dear Mr. Pederson:

Re: Request for Letter of Support

The City of Saskatoon is unable to provide blanket support for future development of irrigation projects in Saskatchewan at this time.

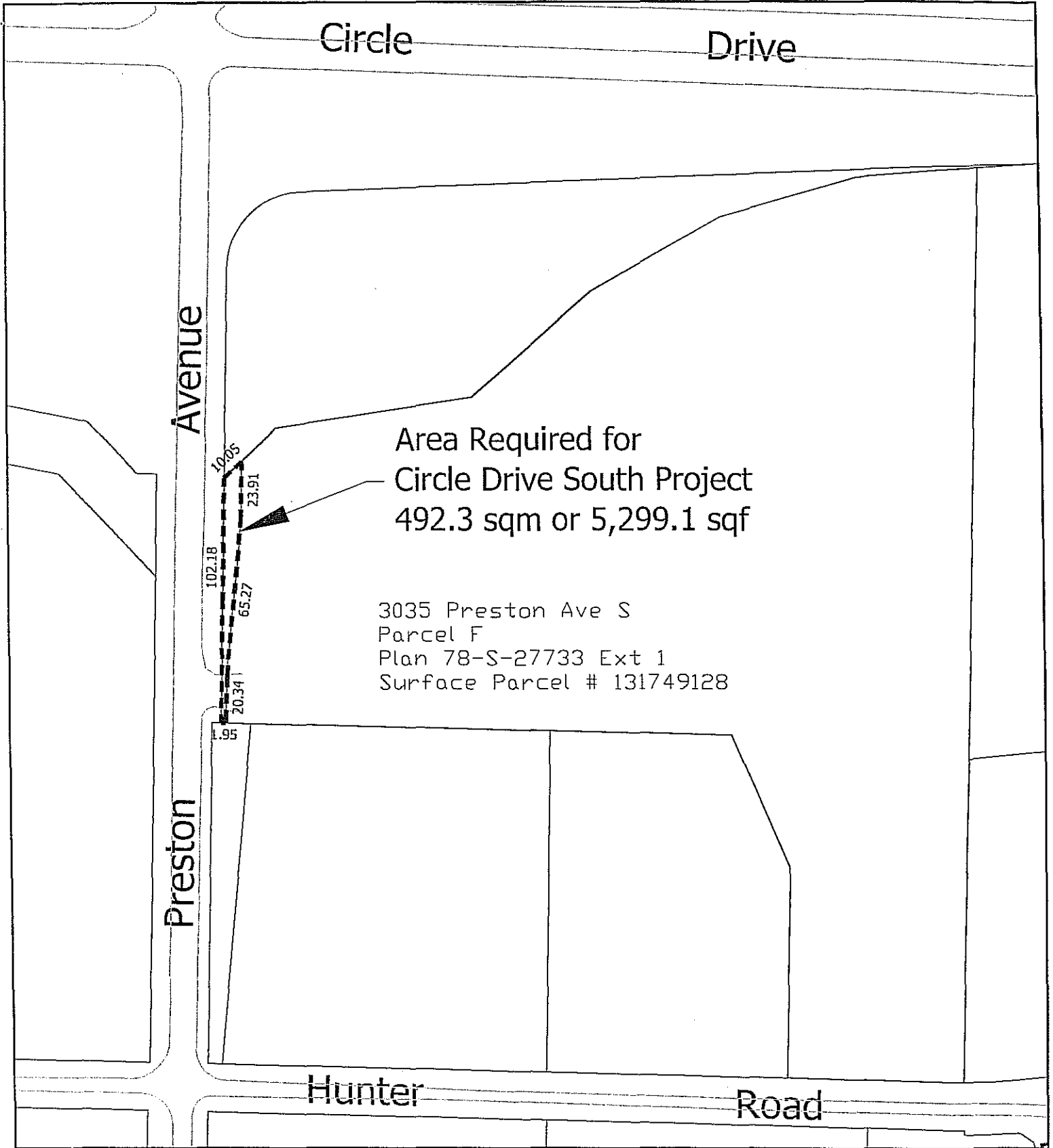
As a user of the South Saskatchewan River, the City of Saskatoon has an interest in the quality and availability of water in the river as it is our drinking water source. It also provides aesthetic and recreational benefits of significance to our residents and guests and is a significant economic asset.

Irrigation development may deliver both economic benefit and environmental effects to Saskatoon. These accrue on a project-by-project basis. The City has an interest in understanding the implications of each irrigation development project and wishes to remain an informed and engaged stakeholder in consultations pertaining to developments as they are proposed.

Sincerely,

Jeff Jorgenson, P. Eng.
General Manager
Utility Services Department

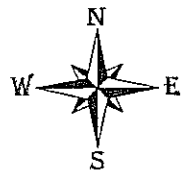
Schedule A: Area Required for Circle Drive South Project



**City of
Saskatoon**

Community Services - Land Branch - June 2011

Note: The Land Branch does not guarantee the accuracy of this plan. To ensure accuracy, please refer to the Registered Plan of Survey. This plan is not to scale. Distances are in metres unless shown otherwise. Do not scale.



COMMUNICATIONS TO COUNCIL

MEETING OF CITY COUNCIL – WEDNESDAY, JULY 13, 2011

A. REQUESTS TO SPEAK TO COUNCIL

1) Peter Gerrard, Executive Director, Cosmopolitan Industries Limited, dated July 5

Requesting permission to address City Council with respect recycling. (File No. CK. 7830-5)

RECOMMENDATION: that Peter Gerrard be heard.

B. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL

1) Jonathan Kiesman, dated June 9

Recommending a company for up-coming recycling contract. (File No. CK. 7830-1)

RECOMMENDATION: that the information be received.

2) James H. Gillis, President, Family and Friends of Cosmo & Elmwood Inc., dated June 20

Submitting copy of letter sent to The Star Phoenix with respect to recycling.
(File No. CK. 7830-5)

RECOMMENDATION: that the information be received.

3) Richard Stevenson, dated June 26

Commenting on recycling. (File No. CK. 7830-1)

RECOMMENDATION: that the information be received.

4) Janice Peace, dated June 16

Commenting on proposed wind turbine project. (File No. CK. 2000-5)

RECOMMENDATION: that the letter be referred to the Administration to join to the file.

5) Joanne Sproule, Secretary to the Board of Police Commissioners, dated June 27

Suggesting the City provide funding for an additional school under the Restorative Action Program. (File No. CK. 5000-1)

RECOMMENDATION: that the direction of Council issue.

Items Which Require the Direction of City Council

Wednesday, July 13, 2011

Page 2

6) Fred J. Sutter, dated June 27

Suggesting replacement of the Traffic Bridge be delayed until after the south bridge has been operational for one year. (File No. CK. 6050-8)

RECOMMENDATION: that the direction of Council issue.

7) Heather Arnold, Saskatoon Road Runners Association, dated June 30 (2 letters)

Requesting temporary street closures on the right hand lane along both Spadina and Whiteswan Drives and an exemption from the time amplified sound can be heard under the Noise Bylaw on Sunday, August 14, 2011, from 6:00 a.m. to 11:00 a.m. near the water treatment plant at 470 Whiteswan Drive, in conjunction with the annual River Run Classic road race. (File No. CK. 195-9)

RECOMMENDATION: that the request for temporary street closures on the right hand lane along both Spadina and Whiteswan Drives and an exemption from the time amplified sound can be heard under the Noise Bylaw on Sunday, August 14, 2011, from 6:00 a.m. to 11:00 a.m. near the water treatment plant at 470 Whiteswan Drive, in conjunction with the annual River Run Classic road race be granted, subject to any administrative conditions.

8) Justine Daum, Edwards Business Students' Society, dated June 30

Requesting an extension to the time where amplified sound can be heard under the Noise Bylaw, at the Sundown Drive-In on September 12, 2011, from 5 p.m. to 1:30 a.m. the next morning in conjunction with a fundraiser being held. (File No. CK. 185-9)

RECOMMENDATION: that the request for an extension to the time where amplified sound can be heard under the Noise Bylaw, at the Sundown Drive-In on September 12, 2011, from 5 p.m. to 1:30 a.m. the next morning in conjunction with a fundraiser being held be granted.

Items Which Require the Direction of City Council
Wednesday, July 13, 2011
Page 3

9) Will Antonishyn, Taste of Saskatchewan, dated June 30

Requesting an extension to the time where amplified sound can be heard under the Noise Bylaw at Kiwanis Park until 10:30 p.m. on July 19th to 23rd, 2011.

RECOMMENDATION: that the request for an extension to the time where amplified sound can be heard under the Noise Bylaw at Kiwanis Park until 10:30 p.m. on July 19th to 23rd, 2011 be granted.

10) Denise Young, Program Director, Cosmopolitan Industries, dated June 30

Requesting a temporary closure of 34th Street between Ontario and Alberta Avenues on September 9, 2011, from 6 a.m. to 9:00 p.m. for 40th Anniversary festivities. (File No. CK. 205-1)

RECOMMENDATION: that the request for a temporary closure of 34th Street between Ontario and Alberta Avenues on September 9, 2011, from 6 a.m. to 9:00 p.m. for 40th Anniversary festivities be granted subject to any administrative conditions.

11) Ruth John, dated June 30

Commenting on street naming. (File No. CK. 6310-1)

RECOMMENDATION: that the information be received.

12) Len Boser, dated June 30

Commenting on accessibility issues on 8th Street and Circle Drive North. (File No. CK. 6220-1)

RECOMMENDATION: that the information be received.

13) Gillian Lyons, dated July 1

Commenting on noise from Canada Day celebrations. (File No. CK. 150-1 & 185-9)

RECOMMENDATION: that the direction of Council issue.

Items Which Require the Direction of City Council
Wednesday, July 13, 2011
Page 4

14) Darryl Hickie, Minister of Municipal Affairs, dated June 20

Responding to City Council's request for amendments to *The Local Government Election Act*.
(File No. CK. 255-5-1)

RECOMMENDATION: that the information be received.

15) Robert MacGillivray, on behalf of Saskatoon Nutana Rotary Club, dated July 5

Requesting permission to run a boat on the RCAF Pond for Saskatoon Dragon Boat practice sessions. (File No. CK. 8355-1)

RECOMMENDATION: that the request to run a boat on the RCAF Pond for Saskatoon Dragon Boat practice sessions be approved subject to any administrative conditions.

16) Thomas Bell, Manager, Winston's Pub, dated July 5

Requesting permission to temporarily close a portion of the alley between the Senator Hotel and the Glengarry Building from August 6, 2011 at 4:00 p.m. to August 7, 2011, at 2:00 a.m. for an event being held in conjunction with the Fringe Festival. (File No. CK. 6295-1)

RECOMMENDATION: that permission be granted to temporarily close a portion of the alley between the Senator Hotel and the Glengarry Building from August 6, 2011 at 4:00 p.m. to August 7, 2011, at 2:00 a.m. for an event being held in conjunction with the Fringe Festival, subject to any administrative conditions.

C. ITEMS WHICH HAVE BEEN REFERRED FOR APPROPRIATE ACTION

1) Jack Vicq, Chair, Meewasin Valley Authority, dated June 9

Commenting on funding for the Meewasin Valley Authority. (File No. CK. 1711-1) **(Referred to Administration for a report.)**

2) Phyllis Johnston and Lewis Heuchert, dated June 23

Commenting on parking at River Landing. (File Nos. CK. 6120-5 and 4129-15) **(Referred to Administration to respond to the writer.)**

3) Gerald Neil, dated June 24

Offering a donation of flood barriers. (File No. CK. 150-1) **(Referred to the Administration to respond to the writer.)**

4) Ryan Janzen, dated June 24

Commenting on the clover leaf ramp from Highway 16 to Circle Drive North. (File No. CK. 6315-1) **(Referred to Administration to respond to the writer.)**

5) Krysten Ernst, dated June 27

Commenting on weeds in undeveloped lots in Willowgrove. (File No. CK. 4139-1) **(Referred to Administration to respond to the writer.)**

6) Leila Edmond, dated June 25

Commenting on water restrictions as they apply to spray parks and car washes. (File No. CK. 7900-1) **(Referred to Administration to respond to the writer.)**

7) Rayann Ethier, dated June 29

Commenting on water restrictions. (File No. CK. 7900-1) **(Referred to Administration to respond to the writer.)**

Items Which Have Been Referred for Appropriate Action

Wednesday, July 13, 2011

Page 2

8) Jack Begg, dated June 28

Commenting on utility bill estimates. (File No. CK. 1905-3) **(Referred to Administration to respond to the writer.)**

9) Cindy Friesen, dated July 1

Requesting signage in recently resurfaced lane. (File No. CK. 150-1) **(Referred to Administration to respond to the writer.)**

10) Rhonda Everson, dated July 3

Commenting on how the public is informed during present water restrictions. (File No. CK. 7900-1) **(Referred to Administration to respond to the writer.)**

11) Nina Henry, dated July 1

Commenting on the use of trails and walkways in Saskatoon. (File No. CK. 5200-4) **(Referred to Traffic Safety Board and Board of Police Commissioners for consideration.)**

12) Charlie Freeman, dated June 14

Commenting on green transportation. (File No. CK. 5300-5) **(Referred to Administration to respond to the writer.)**

13) Jim Buck, dated July 4

Commenting on parking restrictions on Kingsmere Boulevard. (File No. CK. 6120-1) **(Referred to Administration to respond to the writer.)**

RECOMMENDATION: that the information be received.

D. PROCLAMATIONS

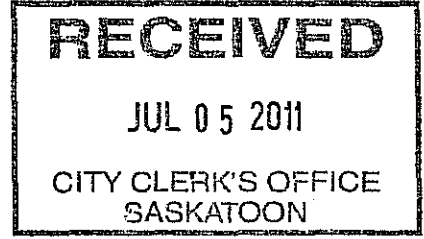
1) Cathy Sieben, President, Saskatoon Literacy Coalition, dated June 14

Requesting City Council proclaim September 8, 2011 as International Literacy Day.
(File No. CK. 205-5)

RECOMMENDATION: that City Council approve the proclamation as set out above; and that the City Clerk be authorized to sign the proclamation, in the standard form, on behalf of City Council.

7830-5
A11

From: CityCouncilWebForm
Sent: July 05, 2011 9:07 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Peter Gerrard
1904 Pembina Avenue
Saskatoon
Saskatchewan
S7K 1C3

EMAIL ADDRESS:

pgerrard@cosmoindustries.com

COMMENTS:

I am the Executive Director of Cosmopolitan Industries Ltd. I would like to address Council on July 11, 2011 to answer questions posed by councillors to Administration at the last Council meeting for which the answers given were incomplete or lacked context.

BI

Mann, Janice (Clerks)

From: Mann, Janice (Clerks)
Sent: June 15, 2011 8:12 AM
To: Mann, Janice (Clerks)
Subject: Recycling

From: Jonathan Kiesman [ms203@sasktel.net]
Sent: June 9, 2011 12:22 PM
To: Paulsen, Tiffany (CK - Council)
Subject:

Dear Councillor Paulsen,

Please accept this email as our vote of confidence for All-Green Recycling, who have been providing excellent service to our neighbourhood for recyclables. They are providing a convenient service that is long over-due in Saskatoon for a reasonable fee, and I do not want to see this service changed or altered in any way. Having to sort and separate our recyclables would be a significant inconvenience, waste of time, and unnecessary, as is loading up your vehicle to stop at a depot. It is my understanding that All-Green's process is the latest technology that allows no sorting, minimizes landfill use, and employs people from Sask. Abilities Council. I do not understand why the city would bother meddling in a program that is already working, and mandating citizens to switch is unacceptable.

We along with many other Saskatoon families (judging by the number of All Green bins I see on the roads) would be opposed to the removal of this valuable service, providing private sector jobs and employment in Saskatoon. I am all for mandated or "encouraged" recycling, (for example: when we lived in Ontario with a 1\$ garbage bag tag system that financially encouraged families to recycle), but please let there be choice of vendor. If it isn't broken, why fix it?

Please read this email aloud as opportunity presents at Council meeting on July 13th.

Sincerely,

Jonathan Kiesman
202 Braeshire Lane
Saskatoon, SK
Ph: 306 341 4045
Medicine Shoppe Pharmacy & Compounding Centre
Royal University Hospital
103 Hospital Drive
Saskatoon, SK S7N 0W8
Ph: (306) 341-4045
Fax: (306)655-4061
email: ms203@sasktel.net
www.medicine-shoppe.ca



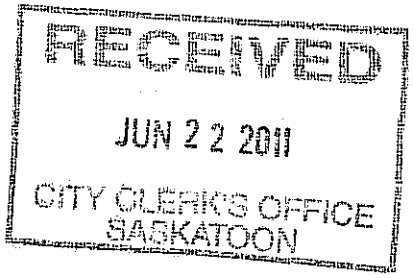
Family and Friends of Cosmo & Elmwood Inc.

Working Together to Promote and Protect The Interests of Participants

1302 Alberta Ave., Saskatoon, SK S7K 1R5



June 20, 2011



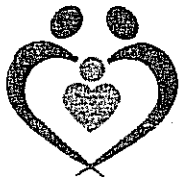
His Worship the Mayor and Members of City Council
c/o City Clerk
City Hall
222 - 3rd Avenue North
Saskatoon SK S7K 0J5

Dear Mayor Atchison and Members of Council:

Attached please find a copy of a letter to the Editor of the Star Phoenix for distribution among Members of City Council.

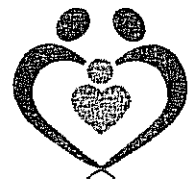
Respectfully submitted,

James H. Gillis
President, Family and Friends of Cosmo & Elmwood Inc.



Family and Friends of Cosmo & Elmwood Inc.

Working Together to Promote and Protect The Interests of Participants



1302 Alberta Ave., Saskatoon, SK S7K 1R5

June 20, 2011

The Star Phoenix
Letters to the Editor
204 – 5th Avenue North
Box 5020
Saskatoon SK S7K 2P1

Gerry Klein's editorial "Recycling call Moral, correct" (SP June 16) showcases the misconceptions which continue around the question of whether the residential curbside plan recently approved by Council harms the interests of those with intellectual disabilities who work at Cosmo. Klein casts Cosmo as the "monkey-wrench" in the City's quest to establish a modern recycling programme. He says that Council's "no harm" motion in January guarantees Cosmo its ultimate survival as a processor of waste paper. The problem, he says, is that Cosmo is not satisfied with the status quo, but wants more. The City's choice, as he sees it, involves either supporting Cosmo's demands or adopting a progressive solution that secures the status quo for Cosmo in any event.

Klein's analysis misses the real impact of the current plan. The "no harm" strategy in administration's report to Council does not assure Cosmo's ultimate survival as Klein maintains. Rather it assures the opposite.

Imagine a valued employee who has worked successfully for many years under a series of term contracts. Suppose this employee is told that, due to changes in the workplace, his or her contract will not be renewed when its current term ends. No one would suggest that this employee is not harmed by the workplace changes because his or her contract will be allowed to continue until it expires.

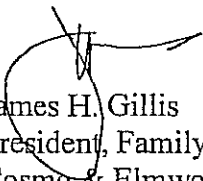
Administration has put Cosmo in the same position as this employee. Its report recognizes that special measures are needed to assure the continued flow of paper to Cosmo if the collection/processing contract is awarded to another party. The report identifies three sources: (1) the existing depots; (2) "institutional partners" who will direct their waste paper to Cosmo; and (3) paper bought by the City from the successful contractor and delivered to Cosmo. There is no future to this plan – it is merely a stopgap designed to last until Cosmo's current contract expires in 2018. The depot system will be substantially reduced through the curbside programme and upcoming multi-unit collection plan. Finding institutional partners will be uncertain at best. Buying paper from the City's new processor and giving it to Cosmo will not continue past the end of its current contract.

This last point is assured through the odd accounting used by administration to report Cosmo's financial performance under the current arrangement. The City's direct cost under that arrangement is the cost of transporting paper to Cosmo offset by revenue from paper sales paid back by Cosmo under the contract. As waste management is the legal responsibility of the City, this cost is part of an overall expense the City is required to cover. Nonetheless administration refers to it as a subsidy to Cosmo, presumably because paper delivered at no cost to Cosmo allows Cosmo to earn revenue. (The same will be true of the fees to be paid to the City's new curbside processor, but administration will not call that a subsidy.) Imagine what will happen when the City starts buying paper for Cosmo under the "no harm" measures. Administration will report a continuing "subsidy" to Cosmo comprising not only delivery costs but also the cost of the paper bought to replace what was taken from Cosmo by the curbside programme. This "subsidy" cumulated over the next seven years will show an ongoing expense no one could justify continuing.

We are presumed to intend the natural and foreseeable consequences of our actions. On this presumption administration clearly intends Cosmo's participation in recycling to end in 2018. Whether Council intends the same depends upon whether or not its members have collectively come to grips with the chain of events they are about to set in motion, which administration must surely understand though their report is silent on its inevitable outcome.

Clearly the mantra "no harm to Cosmo" cannot on its own halt Cosmo's elimination from recycling in Saskatoon. Council has the opportunity to do more for affected Cosmo participants at the next stage of deliberation, where they will review administration's Request for Proposals to ensure that it adequately addresses environmental and social objectives. As the RFP rating system described in administration's report places no social value on Cosmo's participation, this task will require corrective action by Council. That will mean extra time and effort. Unfortunately, Council's acceptance of administration's report at its last meeting showed more concern over the political fallout of delay than over the danger of decisions made in haste. This must change quickly if Saskatoon is to have a recycling programme of real and lasting value.

Respectfully submitted,

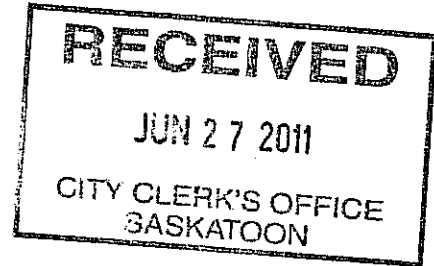


James H. Gillis
President, Family and Friends of
Cosmo & Elmwood Inc.

7830-1

B3

From: CityCouncilWebForm
Sent: June 26, 2011 7:28 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Richard Stevenson
1506 Wilson Cres.
Saskatoon
Saskatchewan
S7J 2N2

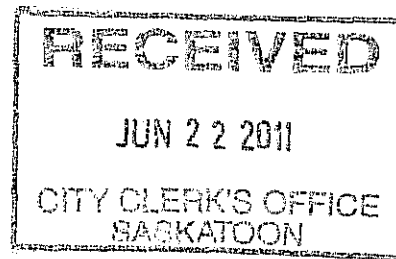
EMAIL ADDRESS:

rickstevenson@sasktel.net

COMMENTS:

Re: Recycling and Cosmopolitan Industries

I have lived in Ward 7 for nearly 40 years. Councillor Mairin Loewen currently represents Ward 7 on City Council. I have followed closely Council's debate on Recycling and the impact of Council's decisions on Cosmopolitan Industries. I support the positions taken by Mayor Don Atchison and Councillors Dubois, Heidt, Donauer and Neault. I now ask my Councillor, Mairin Loewen, to reconsider her position on recycling and its impact on Cosmopolitan Industries and to change her vote to support the positions taken by the Mayor and Councillors named above. I agree with the removal of glass from the equation and fully support the proposal of a dual stream system. I believe that this is a reasonable, fair, socially responsible and defensible position that will be of great service and benefit to the citizens of Saskatoon and all parties involved in recycling.



B4)

Janice Peace
3333 Dieppe St
Saskatoon, SK S7M 3S6

City of Saskatoon
222 - 3rd Avenue N.
Saskatoon SK S7K 0J5

Attn: City Clerk's Office

June 16, 2011

Dear Madam:

RE: Submission to City Council Concerning
Proposed Tall wind Turbine Project

I am attaching a letter which I would like to have submitted to City Council for their consideration.
Thank you.

Janice Peace

Proposed Tall Wind Turbine Project

My husband and I attended both the 2010 and 2011 open houses hosted by the city . We are not against utilizing wind power when economic and other considerations support it's use over other power generation options, but we strongly believe the wind turbines should not be located within urban settings for the following reasons :

1. While a few individuals might consider a tall wind turbine a "tourist attraction" as the City has suggested , most people would consider it to be an eyesore that they wouldn't want located anywhere near where they live. When you include the height of the landfill (1312 ft in 2010) and the height of the turbine and blades (394 ft) this structure will be 1706 ft (approximately 1/3 mile) above the elevation of the surrounding area. The Green Energy Rendering of the City's website does not give an accurate portrayal of the visual impact of the structure. Also, according to the 2011 presentation handout, the necessary height depends on the wind resource available, which has not yet been determined, so possibly the structure will be even higher.

If nothing else, it will be a city landmark as it will be visible from a great distance!

2. While scientific evidence to date has not demonstrated a direct causal link between wind turbine noise and adverse health effects, it doesn't appear that the possibility has yet been discounted. Some people living near wind turbines report symptoms such as dizziness, headaches and sleep disturbances. However, proving a direct causal link will be difficult until such time as the use of wind turbines in residential areas becomes common (if it ever does) and sample size becomes large enough that a scientifically proven conclusion can be reached. Some have criticized the lack of independent scientific review in discounting the concerns of area residents. Is it really necessary that the City of Saskatoon be on the leading edge of the use of tall wind turbines within the city when there is still a lot of controversy about this possibility?

3. The potential noise level is a concern. Apparently, there is little information available on actual measurements of sound levels generated from wind turbines. Since there is no widely accepted protocol for the measurement of noise from wind turbines, current regulatory requirements on setback distances are based on models. A measurement protocol to verify compliance with the modelled limits in the field has also apparently not been developed.

I have heard or read different comments from city personnel concerning the level of noise. One comment was that the turbine and blade wind sound levels would not be audible at the nearest residential homes. A news interview with a city personnel said that the noise would not be audible within the resident's home but would be like a "whisper in the library" in their yards. Nowhere is it stated at what wind speed they are referring to . The 2010 handout indicates the higher the wind speed, the greater the noise. I also understand that different turbines have different sound level ratings. What is the expected decibel level range of the proposed turbine at the landfill ?

The handout also indicates "the ambient noise of the city itself and adjacent roadways is expected to significantly lessen the audible effect of the wind turbine and blade wind noise". I guess area residents should be grateful for the the expected increase in noise level caused by the future relocation of the CN/CP switching yards, city bus barns, snow dump location and road noise from the Circle Drive extension. Maybe that will drown out the noise from the wind turbine!

4. Some of the benefits of the wind turbine as stated in the open house handouts were:

- Promotion of the City as environmentally conscious and responsible
- A visible and educational tool for sustainable development
- A visible benefit for local residents and businesses wishing to participate in this type of

program to reduce their environmental impact

Based on the speakers at the open houses and the comments we heard, the majority of those in attendance were definitely not in favour of locating the wind turbine at the Landfill. Does this opposition to the project not matter?

I note that in the 2010 open house handout, it was stated that in 2008 there was strong support for the wind power initiative at Diefenbaker Park. I wonder if the support was for the concept of wind

power in general and not support for a turbine at that particular location. It was also stated that future residential land development that would be in close proximity to the Diefenbaker location was being considered, so the City chose another site (the Landfill) in order to achieve a greater setback distance. I would like to know exactly what land they were talking about, how close this land development would have been to the turbine location at Diefenbaker Park and whether that land is still being considered for residential development. Information at the 2011 meeting indicated the closest residential development from the Diefenbaker location was 550 meters versus 700 meters for the Landfill location. As 550 meters meets the most stringent setback guidelines, if there is indeed community support for locating the turbine at Diefenbaker Park, it should be constructed there. However, it would still be an eyesore that I for one would not want in the City.

I hope that the environmental impact study that is being conducted will be available to the public with sufficient time for its review before city council votes on the project's future.

Janice Peace
Mike Peace
3333 Dieppe St

5000-1
B5)

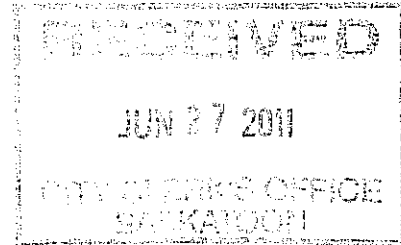
THE BOARD OF POLICE COMMISSIONERS

SASKATOON, SASKATCHEWAN



June 27, 2011

His Worship the Mayor
and Members of City Council



Your Worship and Members of City Council:

Re: Restorative Action Program

At the meeting of the Board of Police Commissioners held on June 16, 2011, the Board received a presentation from representatives of the Saskatoon Rotary Club on the Restorative Action Plan (RAP).

As background, RAP was established by Rotary and it is an innovative and successful community driven program providing conflict resolution training and services, leadership skill development, relationship development, and life skills to nearly 5000 youth in six high schools in the City. RAP works to transform the cycle of violence and conflict affecting today's youth into opportunities for positive change and growth, and it supports and responds to the needs of all youth so they can live in a safer community.

RAP currently serves Mount Royal Collegiate, Bedford Road Collegiate, Walter Murray Collegiate, E.D. Feehan High School, Bethlehem High School, and Bishop James Mahoney High School. In the 2011 to 2012 school year, RAP will expand to Tommy Douglas Collegiate.

The Board of Police Commissioners was advised that the cost of the program is approximately \$80,000 per school and the City of Saskatoon currently funds four schools at \$15,000/school. The satisfaction with the program is extremely high from school staff, administration and particularly youth. The challenge, as understood by the Board, is to access adequate resources to continue to engage the practices and service delivery model that has made RAP successful. The Board of Police Commissioners is therefore requesting City Council to consider an increase in funding to provide for one additional school under the Restorative Action Program.

Yours truly,

Joanne Sproule
Secretary to the Board

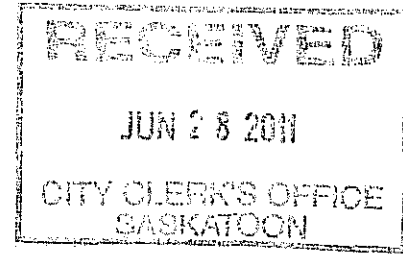
JS:jf

141 Guelph Cres.,
Saskatoon, Sk.

6050-8
June 27, 2011

B6)

His Worship, the Mayor
And City Council
City of Saskatoon, Sask.



Members of Council;

Re: Traffic Bridge

I suggest that council not go beyond the design stage for the replacement of the traffic bridge until the south bridge has been in operation for at least one year.

The need for a new traffic bridge should be determined by the results of a traffic study at that time, to assure a new traffic bridge is not redundant and constructed only to meet demands of minority pressure groups, such as heritage organizations, and the Nutana community.

If my recollection is accurate, the Buckwold Bridge was restricted for most of one year. At the same time the traffic bridge was closed. This means that traffic has adjusted to these restrictions for almost one year, although with considerable inconvenience to the traveling public.

Now advance the clock to 2012 when the south bridge is in operation. There are no restrictions on the Buckwold Bridge, the traffic bridge has been closed for two years, and motorists have adjusted their driving patterns.

Would this not be an opportune time to conduct another traffic study before awarding any contracts for the traffic bridge? Perhaps the south bridge will lessen the demand on the other bridges. Is there really a need for a new traffic bridge? Spending this amount of money, could be a total waste.

I have been concerned about this particular expenditure for some time, and perhaps the letter to the Star Phoenix from Henry Dayday, prompted what I am writing. I share his concerns.

The city will continue to grow, and most of you recognize that increased revenue from taxation from growth does not meet the cost for additional municipal services required by this growth. The larger the population of a municipality, the higher the municipal tax rate will be. Regardless, all major capital expenditures must be carefully reviewed.

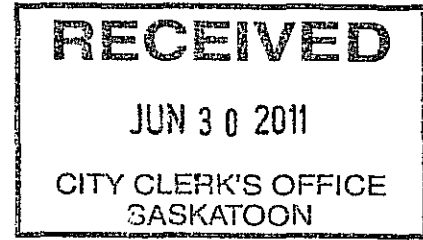
I have considerable respect for the guidance provided to council by its administration and generally the decisions of the council. However, I feel that major capital expenditures should be functional and serve the needs of the community, and not cater to special interest groups. Our heritage can be preserved without costly capital expenditures without spending millions of \$\$\$\$\$. The next generation will pay the cost, not my generation.

Good luck in your deliberations.

Yours truly,
F. J. Sutter
Fred J. Sutter.

995
B7

From: CityCouncilWebForm
Sent: June 30, 2011 2:28 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Heather Arnold
155 Meillicke Road
Saskatoon
Saskatchewan
S7K 5V5

EMAIL ADDRESS:

heather.arnold@saskatoon.ca

COMMENTS:

Saskatoon Road Runners Assoc., River Run Classic, Sunday August 14, 2011, 5:00 am - 11:30 am.
Requesting temporary road/lane closures as per proposed race route.

Half Marathon course

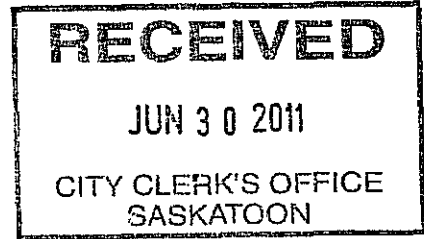
follows a scenic out and back route along Spadina Crescent and Saskatchewan Crescent. The race starts at Meewasin Park near Water Treatment Plant, 470 Whiteswan Drive, and proceeds south along Spadina Crescent. Participants cross the Broadway Bridge, then turn right, following Sask. Crescent to half Marathon turnout which is just before Taylor St. at which point they return along the same route to the finish line.

The 10km race course follows the half marathon route but turns around near Windsor Street. The 5km race course follows the 10 Km and half marathon route.

Course Restrictions

The right hand lane along both Spadina and Whiteswan Drive will be closed to public traffic. Volunteers, orange traffic cones, and some roadblocks will be used to help mark the course and direct traffic.

From: CityCouncilWebForm
Sent: June 30, 2011 2:03 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Heather Arnold
155 Meilicke Road
Saskatoon
Saskatchewan
S7K 5V5

EMAIL ADDRESS:

heather.arnold@saskatoon.ca

COMMENTS:

The Saskatoon Road Runners Association, annual River Run Classic road race is being held on Sunday, August 14, 2011. This event will start in Meewasin Park near the water treatment plant at 470 Whiteswan Drive.

We are asking for an extension to the noise bylaw for race set up and a minimal amount of amplified sound from 6:00 am - 11:00 am. Thank you for your consideration and approval.

B8)

This proposal is being submitted for an extension of the noise exemption bylaw as dictated by the City of Saskatoon City Council

Location Sun Down Drive In¹, Saskatoon

HWY 5 East, Range Road 344 S0K 2T0

Date September 12th 2011

Time 5:00pm-1:30am

Every year the Edwards Business Students Society holds an event called LB5Q Commerce BBQ. This event has appeared in publications such as Maclean's Magazine as one event that every University of Saskatchewan student should attend, as well as the largest student-run event in Western Canada. LB5Q has been a tradition in the Edwards School of Business at the University of Saskatchewan for many years. It is an event run entirely by student volunteers who plan the event as a fundraiser to create the operating budget for the Edwards Business Students Society. The funds generated from this event are used for extensive charity campaigns, academic programs, and to enrich the student experience at the U of S. The event generates \$140,000 in revenue, all well as \$16,000 for the Children's Hospital of Saskatchewan.

LB5Q Commerce BBQ is an event that incorporates a live outdoor stage with DJs, as well as liquor and food services. The event has 3000 attendees who are all bussed to the location of the venue. The location of the event is held secret to keep attendees from driving under the influence to and from the event. Traditionally, the event is held outside city limits and therefore permits were obtained by RM's. However, this year the location of the SunDown Drive In¹, which as of August 1st, 2010, used to be under the ownership of the RM of Corman Park, has been absorbed by the City of Saskatoon.

This event every year has complete liability insurance, liquor licenses, food licenses, more than adequate security and a secure venue where no participants can leave or enter without being on a designated bus back to the pickup/drop-off location.

LB5Q Commerce BBQ is an extremely important event for the Edwards Business Students Society; it creates the operating budget for the 2011-2012 fiscal year. Approval of the noise exemption is crucial for this volunteer run event to happen, allowing for the facilitation of essential programming for business students throughout the year.

Since this is a new process for me, I would greatly appreciate if I could talk to someone within the Council or a representative about getting approval. If need be I am willing to meet with any persons before the next council meeting if they have any further questions or concerns to address with me.

Thank you.

Contact Information

Justine Daum

LB5Q Coordinator

306-370-0751

Jld783@mail.usask.ca

Jay Brown

Edwards Business Students Society President

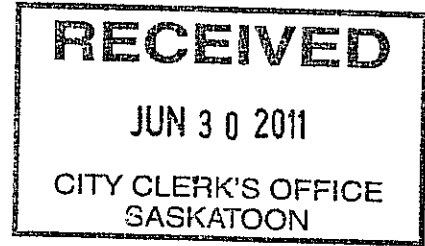
306-380-3750

Jay.brown.jdcw@gmail.com

ⁱ CRUCIAL NOTE: The location of this event is held in confidentiality from the public in order to prevent anyone driving under the influence to the event site and to prevent any security glitches. For this reason we strongly request that you do not disclose this location information to anyone. We also request that since City Council meetings are open to the public and televised, that during the meeting the location at all times is referred to as LOCATION X.

B9) 25-9

From: CityCouncilWebForm
Sent: June 30, 2011 2:40 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Will Antonishyn
101-3515 Thatcher Avenue
Saskatoon
Saskatchewan
S7R 1C4

EMAIL ADDRESS:

willantonishyn@creditunioncentre.com

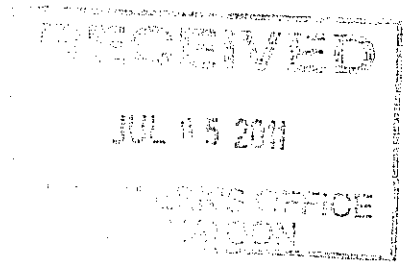
COMMENTS:

We request permission to allow our Taste of Saskatchewan entertainers to perform until 10:30 pm July 19th to July 23rd



#28 34th Street East Saskatoon, SK. S7K 3Y2
Phone: (306) 664-3158 Fax: (306) 244-5509
Website: cosmoindustries.com
Email: info@cosmoindustries.com

205-1
B10)



June 30, 2011

City Council
City of Saskatoon
222 3rd Avenue N.
Saskatoon, SK S7K 0J5

Attention: Ms. Janice Mann, City Clerk

Re: Cosmopolitan Industries Ltd Application for Temporary Street Closure

Cosmopolitan Industries Ltd. (Cosmo) is seeking permission to close 34th Street East between Ontario Avenue and Alberta Avenue on September 9th, 2011 from 6:00 am until 9:00 pm.

Cosmo is celebrating our 40th Anniversary and are hosting a Street Festival for past and present participants, staff, Board members, volunteers, community partners, business partners, friends and the community at large.

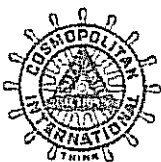
Our outdoor event will include entertainment, food and fellowship.

I have discussed details of this event with Todd Jarvis and hope that City Council considers our request.

Thanking you for you consideration.

Sincerely,

Denise Young
Program Director

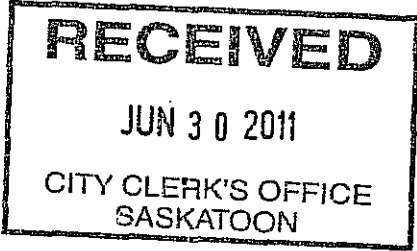


GENEROUSLY SUPPORTED BY
THE COSMOPOLITAN CLUBS OF SASKATOON THE KINSMEN FOUNDATION



B11

From: CityCouncilWebForm
Sent: June 30, 2011 10:40 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Ruth John
4702 Glenside Rd

Port Alberni
British Columbia
V9Y 5W5

EMAIL ADDRESS:

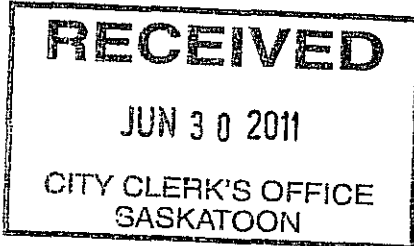
carpentersca@yahoo.ca

COMMENTS:

To the Mayor and all city council members
I just read about Saskatoon naming a "lane" in honour of a former "bunny". I can not express how much that sickens me to think we have Canadian soldiers dying while fighting for women's rights overseas and here at home we trivialize their lives by "honouring" someone's lack of morals. Someone with her paid role as a bunny continued to perpetuate the wrong that women are pieces of meat and not people. My daughter graduated from U of S and we were impressed with the beauty of the campus and the city. But we were not blind to the crime stats of domestic violence and prostitution and rape. Can you honestly not find another female role model to "honour"? What tourisit will look up this lane, a model citizen or just more of the same old boys network that gawk and drool in delight. Please, can council lead and speak for women and their rights to respect etc and not be so out of date and so insulting to all of us women who have real careers and real mothers and daughters that we truly honour.
Thank you

6220-1
B12)

From: CityCouncilWebForm
Sent: June 30, 2011 8:15 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:
len boser
306 405 5th ave n
saskatoon
Saskatchewan
s7k 6z3

EMAIL ADDRESS:
len_boser@hitmail.com

COMMENTS:
copy of letter....hand delivered
JUNE 30TH, 2011

CITY of SASKATOON
c/o Transportation Branch

HAND DELIVERED
COPY TO various cc's sent by e mail

ATT: Jamison Gilbert A.Sc T.
Transportation Branch

Re. Disability Ramps Access
File # IS6220-1

MY BEEF
THE CITY OF SASKATOON CONTINUES TO IGNORE PROBLEMS ON 8TH STREET and CIRCLE DRIVE NORTH

THANK YOU FOR YOUR LETTER OF June 15th, 2011.

(..The City's goal is to provide well maintained and modern pedestrian facilities throughout all communities.) , this was taken from an attachment to the above mentioned letter!

Being put on a priority list is 1 (one) thing.

GETTING IMMEDIATE ACTION IS ANOTHER!

THE Accessibility Action Plan of 2008 focuses needs.. However

8th Street & Circle Drive North were built years ago and need attention N O W!

A DANGEROUS SITUATION EXISTS

Traversing these streets is risky. Someone will be seriously injured or killed if immediate action is not taken.

These busy traffic corridors present challenges as the seasons change.

All Disability access ramps are important!

But can you not see the need to start with the busiest traffic corridors first?

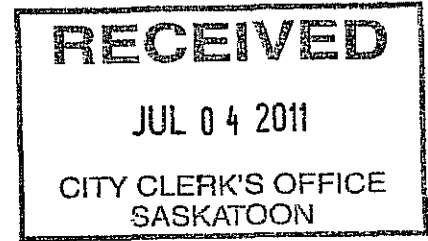
The CITY of Saskatoon is trying H A R D to bring pedestrian safety to the forefront.

But try harder!

LEN BOSER
Certified Insurance Professional,
Advocate for the Disabled,
and a Concerned Citizen

B13) 150-1
185-9

From: CityCouncilWebForm
Sent: July 01, 2011 7:59 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Gillian Lyons
702 Main Street
Saskatoon
Saskatchewan
S7H 0K1

EMAIL ADDRESS:

gillianlyons@sasktel.net

COMMENTS:

Hello. On Canada Day the residents of Saskatoon had to put up with a ridiculously loud event at Friendship Park. I'm not talking about the Jazz Festival or the celebrations at Diefenbaker Park. The event I'm talking about was recorded music presented by Saskatoon DJ's. I live on the other side of the river and I could hear booming, incessant bass in my house all day. Never before have I heard anything so loud and offensive - the speakers that they used emphasized the bass and made everything vibrate around the whole area (I went down there to see who loud it was, and by the way, there were hardly any people there).

The City of Saskatoon Noise Bylaw states:

" Purpose

2. This Bylaw is enacted to protect, preserve and promote the safety, health, welfare, peace and quiet of the citizens of The City of Saskatoon through the reduction, control, and prevention of loud and excessive noise, or any noise which unreasonably disturbs, injures, or endangers the comfort, repose, health, peace or safety of reasonable persons of ordinary sensitivity."

If this is true, why on earth would the city allow permits for people to make as much noise as they want just because they have a permit?! When people apply for these permits does the city look at each application individually and think about how it might affect innocent residents of Saskatoon? At the very least, are there not limitations on decibel levels? Shouldn't there be someone from the city that checks on the decibel levels or are the permits handed out carte blanche to anyone who is willing to pay? Do the residents of Saskatoon not have a right to quiet? There need to be some changes/amendments to the Noise Bylaw because I and many other people feel that our "safety, health, welfare, [and] peace and quiet" have not been protected by the City of Saskatoon.

Minister of
Municipal Affairs



255-5-1
Legislative Building
Regina, Saskatchewan S4S 0B3

(B14)

JUL 14 2011

2011-157

June 20, 2011

Janice Mann, City Clerk
City of Saskatoon
222 - 3rd Avenue North
Saskatoon SK S7K 0J5

Dear Ms. Mann:

Thank you for your letter dated May 27, 2011, proposing an amendment to *The Local Government Election Act* (LGEA) to prohibit candidates who fail to comply with campaign disclosure and spending limits established by bylaw from running for office in the next regular municipal election.

As you know, the LGEA was amended in the spring 2011 session of the Legislative Assembly. There are no plans to open the Act again prior to the next municipal elections. Typically, the Act is amended in the period between general municipal elections. Municipal sector associations are canvassed for possible changes. The City of Saskatoon was included in this process for the recent amendments. The next time this would occur is following the general municipal election scheduled for October 24, 2012. We will include your request on the list for consideration at that time.

If you would like to discuss the proposed amendment in greater detail, or if you have further suggestions for amendments to the Act, please do not hesitate to contact Elizabeth Kalmakoff, Senior Policy Analyst, at 306-787-3515 or by email at elizabeth.kalmakoff@gov.sk.ca.

I appreciate your interest in fostering a strong system of municipal governance in Saskatchewan.

Sincerely,

Handwritten signature of Darryl Hickie in black ink.

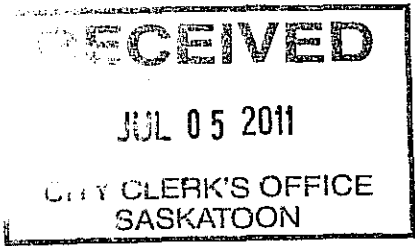
Darryl Hickie
Minister of Municipal Affairs

cc: Elizabeth Kalmakoff, Policy Development, Municipal Affairs

8355-1

B15

From: CityCouncilWebForm
Sent: July 05, 2011 4:23 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Robert MacGillivray *on behalf of*
912 Queen St *Saskatoon Nutana*
Saskatoon *Rotary Club*
Saskatchewan
S7K 0N2

EMAIL ADDRESS:

rmacgill@shaw.ca

COMMENTS:

Re: Saskatoon Dragon Boat Festival

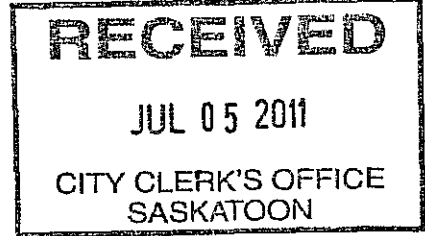
Due to conditions on the S. Sask River we are moving our practice sessions to the RCAF Pond (We have a permit with the city). Due to safety factors with operating dragon boats we require the presence of a small 15hp motorized zodiac boat to occasionally be on this body of water. We respectfully request permission to operate this motorized boat on the pond from July 11 to 22

Thank you

6295-1

B16)

From: CityCouncilWebForm
Sent: July 05, 2011 2:34 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Thomas Bell
243 21st Street East
Saskatoon
Saskatchewan
S7K 0B7

EMAIL ADDRESS:

thbb05@hotmail.com

COMMENTS:

Re: Winston's Pub

Winston's is asking permission to block of a portion of the alley between the Senator Hotel and the Glengarry Building. The date for the closure would be August 6th at 16:00 hours to 02:00 hours of August 7th. We are requesting this to hold a special event in conjunction with the Fringe Festival in our back parking lot which would overflow into the blocked-off portion of alleyway. We have applied to Sask Liquor and Gaming for a liquor license for this event. The portion of alley that would be blocked off has a span of 19ft by 47ft and the entrance to the alley (by way of 3rd Avenue) would be blocked by road barricades provided by Guardian. A map containing the exact parameters of the area will be dropped off at City Hall as well as the form "Provisions of Civic Services". A "Right of Way" Permit has been applied-for.

Thank you for your Consideration.

Thomas Bell,
Manager, Winstons Pub.



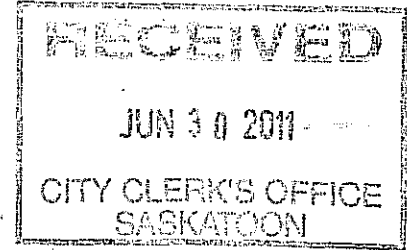
Meewasin Valley Authority
402 - 3rd Avenue South
Saskatoon, Saskatchewan
S7K 3G5
Phone (306) 665-6887
Fax (306) 665-6117

Meewasin

111-1
(C1)

June 9, 2011

Mayor and Council
City of Saskatoon
222 Third Avenue North
Saskatoon, SK S7K 0J5



Dear Mayor and Council:

Re: Meewasin Valley Authority Funding

2011

Meewasin is a partnership among the City of Saskatoon, the Government of Saskatchewan, and the University of Saskatchewan. All partners work together to maintain Meewasin budget and programs. This fiscal year, the Government of Saskatchewan provided an increase of 1.6% to Meewasin statutory and supplementary funding that was not matched by the City of Saskatoon. We are writing to ask you to consider an equivalent increase in your funding effective April 1, 2011.

We request an increase of 1.6% in quarterly funding effective April 1, 2011. This would mean a contribution from the City of Saskatoon of \$686,700 for the calendar year 2011 (compared to \$678,600 in the City of Saskatoon budget). The increase would be \$8,100.

2012

The attached appendix shows that Meewasin statutory and supplementary funding has fallen far behind indicators of both need (population growth) and the partners' ability to pay (assessed value of property).

To cite a specific example, Meewasin needs an estimated \$12 million to extend the riverbank trail system to known destinations – such as Wanuskewin Heritage Park, Western Development Museum, Chief Whitecap Park, and the NE Swale.

To maintain current levels of service, Meewasin requires an increase of 4% effective January 1, 2012. This estimate takes into account annual changes to payroll costs and the consumer price index over the past two years.

Consumer Price Index – All-items Saskatchewan, year over year percent change: 2009 2.1%; 2010 5.3%.

Meewasin has worked extremely hard on its capital program and fundraising efforts to complete the Riverfront at River Landing and the Cameco-Meewasin Skating Rink and



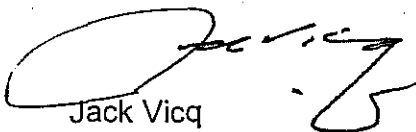
washroom in Kiwanis Memorial Park. As you know, when these capital projects are complete, they are signed over from Meewasin to the City of Saskatoon. Meewasin's conservation and education programs are also very important to the people of Saskatoon. An increase in core City of Saskatoon funding is required to maintain core programs at current levels in the face of cost escalation – particularly the costs of construction and payroll.

Meewasin provides excellent return for the City's investment. Over the past 29 years, Meewasin raised 81% of its revenue from sources other than the City of Saskatoon core funding. We would like to continue to provide you with this kind of leverage. Your increased support for 2011 would send a positive signal to the other participating partners, and also to Meewasin volunteers and donors.

Meewasin requests an increase of 4% in funding effective January 1, 2012. We would very much like to tell the other participating parties that the City of Saskatoon is leading the way in this regard.

We would be pleased to discuss the matter further or provide additional information.

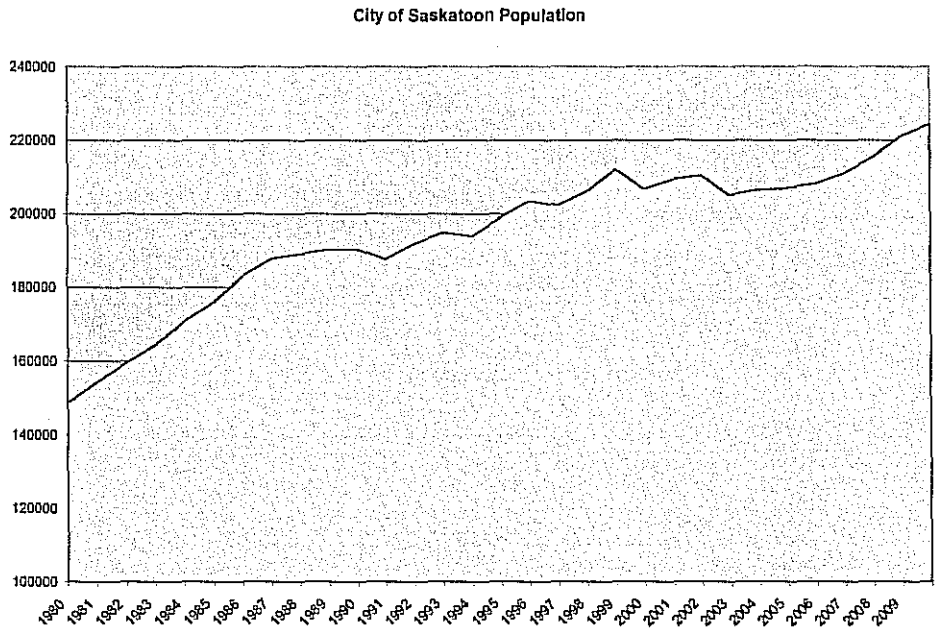
Sincerely,



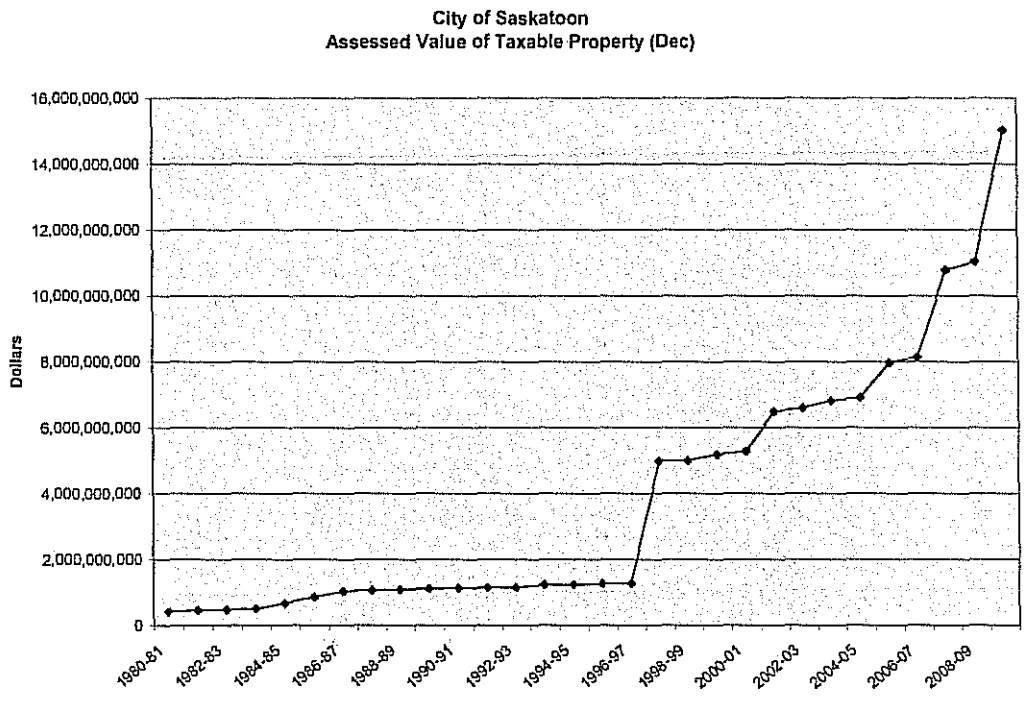
Jack Vicq
Chair

Enclosure

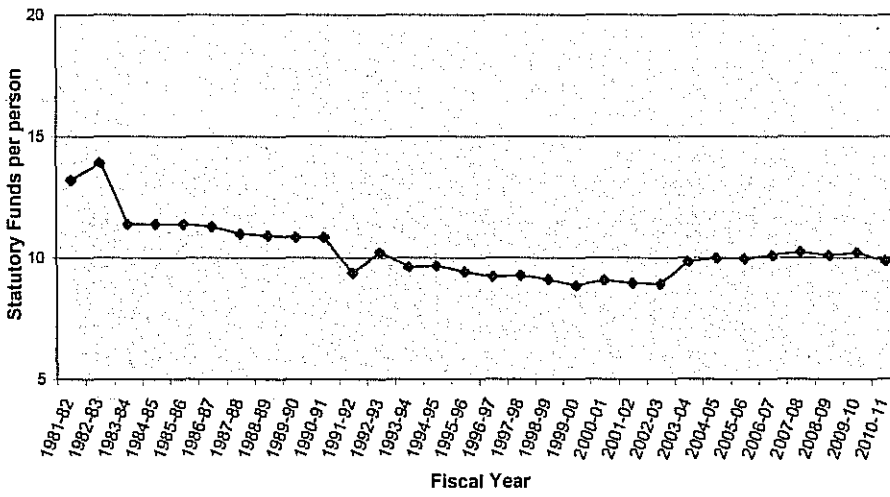
Indicator of public need for Meewasin services:



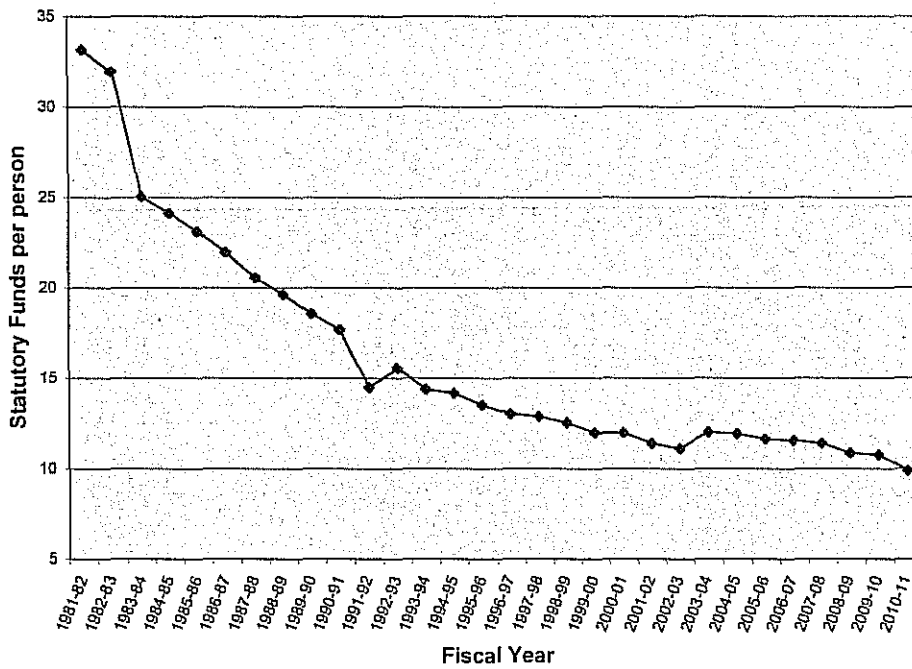
Indicator of funding availability:



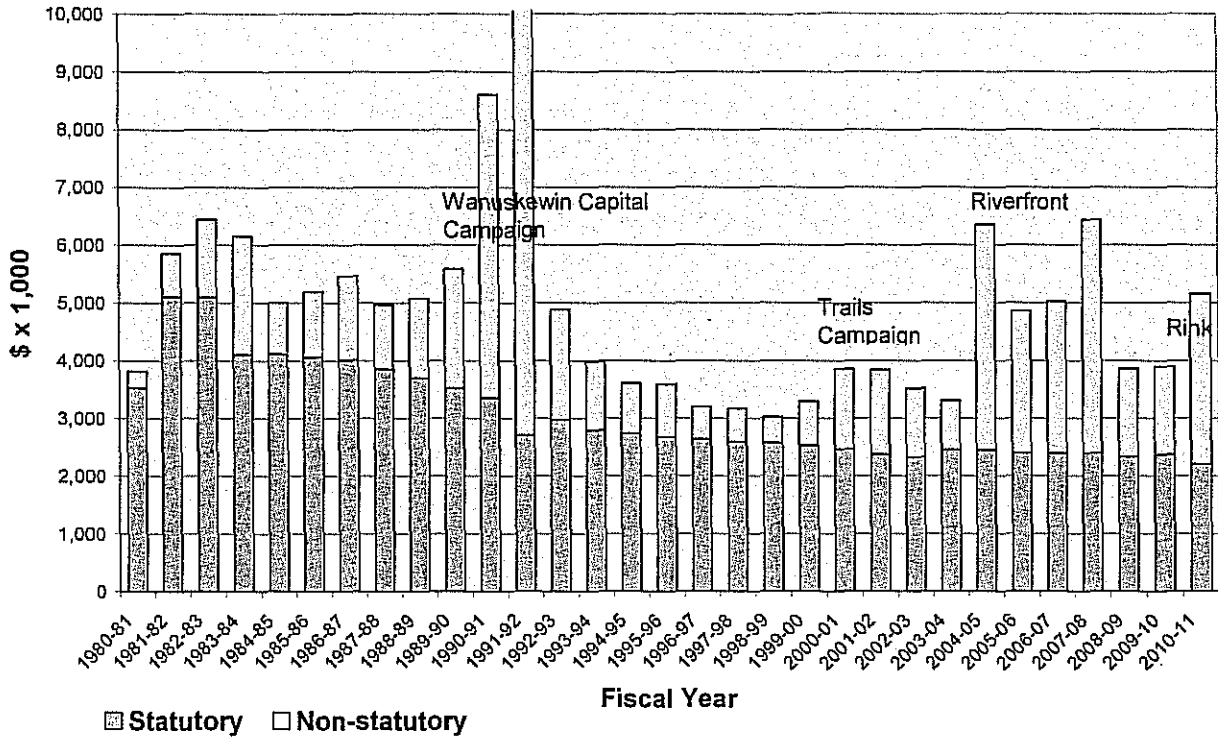
**Meewasin Valley Authority
Statutory Funds per Capita
Absolute Numbers**



**Meewasin Valley Authority
Statutory Funds per Capita
Adjusted to Real Dollars (Dec 2010)**



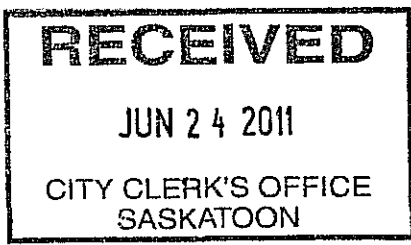
Meewasin Revenues in Real Dollars
(adjusted to December 2010 CPI)



6120-5
x 4129-15

Ca)

From: CityCouncilWebForm
Sent: June 23, 2011 5:23 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Phyllis/ Lewis Johnston / Heuchert
55 O'Neil Crescent
Saskatoon
Saskatchewan
S7N 1W7

EMAIL ADDRESS:

pjohn@sasktel.net

COMMENTS:

As a strong supporter of theatre in Saskatoon, and now a member of the cast of Saskatoon Summer Players, I cannot hold my silence regarding the parking situation that has been created around the Remai Arts Centre. Tonight (Thursday, June 24) even the cast will have a very difficult time finding parking in the area, since 2000 participants in the half-marathon to be held Saturday are asked to pick up their race packages at River Landing. Not all of them or us will be riding our bicycles to the events!

We're fortunate in that most of the cast must be there by 6:30 and may be able to park at the Farmers' Market. Because we don't get paid for our participation, we would go broke if we parked in the paid parking lot behind the Arts Centre. Aside from that, why should we park our 25 vehicles in spaces that should be used by the patrons?

It would appear that Kay Nasser and his associates will not be getting their act together this year (or ever?). Why cannot the land intended for his monstrosity be IMMEDIATELY gravelled and put to use as parking while all the other construction takes place?

This brings on the other issue of building the new Art Centre behind the existing Theatres. Yes, there is to be parking incorporated, but how many years will we have to wait for that? This entire schmozzle (after already spending 82 million preparing the 14-hectare River Landing site) puts more egg on the face of City Council for allowing it all to happen, and rubber stamping it to boot.

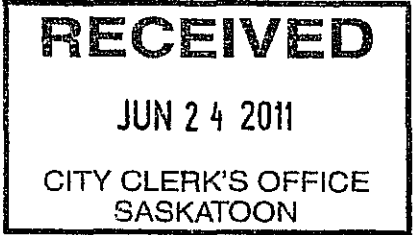
Shakespeare on the Saskatchewan must have had a vision when they decided to use tents near the current Mendel Art Gallery. At least there is a respectable amount of FREE parking at that location. Why, again, are we moving the Mendel???

It leads me to wonder just how supportive of the performing arts you really are. Patrons are so digusted with the lack of parking that they are staying away from phenomenal performances simply because of that.

Most sincerely,
Phyllis Johnston and Lewis Heuchert

From: CityCouncilWebForm
Sent: June 24, 2011 10:58 AM
To: City Council
Subject: Write a Letter to City Council

150-1
C3



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Gerald Neil
9672 Maylard Ave.,
Lambton Shores
Ontario
N0N 1J3

EMAIL ADDRESS:

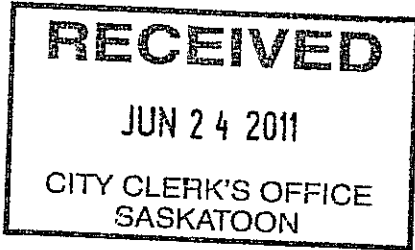
gerryaneil@hotmail.com

COMMENTS:

Your Honour, I have five Airplex Storage Systems that I think would be good flood barriers. They are 22X10X10 and I will donate them to help you. I will require you to transport them from Forest, Ontario and I would appreciate a receipt for income tax. Thank you, G. Neil

C4)

From: CityCouncilWebForm
Sent: June 24, 2011 2:43 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Ryan Janzen
302-230 Slimmon Road
Saskatoon
Saskatchewan
S7V 0B3

EMAIL ADDRESS:

janzen@axonsoft.com

COMMENTS:

To whom it may concern,

I was quite dismayed when I checked out the 2011 construction map and noticed that the clover leaf ramp from Highway 16 to Circle Drive North - coming from Rosewood, is not included in the repaving scheduled for the north bound lane. I would recommend council to take a drive on this dangerous corner as it is in awful condition. I have seen people swerve to miss the giant holes and cracks. I have seen tires blown out. This is dangerous. There is a huge rut that semi-trucks have to try hard to miss and end up spewing rocks at your vehicle.

This section of road will not take another winter, let alone this summer. The patch job that city workers did is undone. This Northbound section of Circle drive from the Clover Leaf to Taylor Street is a complete mess. As a major traffic corridor I am astounded of the condition, and embarrassed, being that it is the first thing many visitors see.

I would ask council to start focusing on the important issues of infrastructure and scaling back on the nonessential bloated programs. We don't have an income problem at city hall, we have a spending problem and I think its time to eliminate some of these inefficiencies and get back to basics.

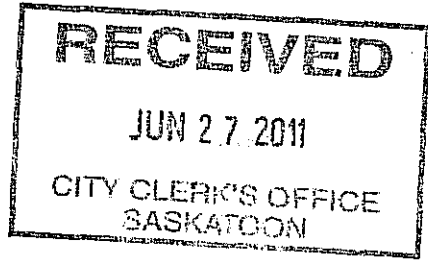
If we cant maintain our current roads, how are we going to maintain all of the new roads we are building. Sharpen your pencils, because you cant just keep taxing the crap out of us. We expect, and deserve more than we are getting.

Regards

Ryan Janzen

C5

From: CityCouncilWebForm
Sent: June 27, 2011 11:42 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Krysten Ernst
343 Trimble Crescent
Saskatoon
Saskatchewan
S7W 0E1

EMAIL ADDRESS:

krysten_ernst@yahoo.ca

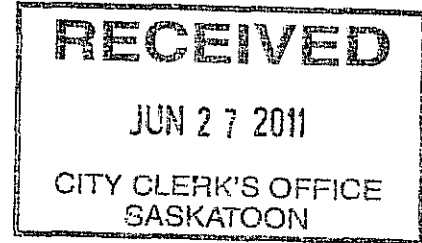
COMMENTS:

I live on Trimble Crescent in Willow Grove, and for the past 2.5 years a large tract of land across the street has remained empty. The land is full of weeds which blow seeds into our yard and is the exception on an otherwise lovely crescent which has been developing nicely as new owners move in. It is also an eyesore when viewed from the park which the City has been maintaining extremely well. At the very least I hope the City can request that the owner of this land maintain it, even just cutting down the weeds regularly would be sufficient. At the most it would be nice if the land could be developed sometime in the near future.

Thank you.

From: CityCouncilWebForm
Sent: June 25, 2011 9:17 AM
To: City Council
Subject: Write a Letter to City Council

C6



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Leila Edmond
306 5th Avenue North
Warman
Saskatchewan
S0K 4S0

EMAIL ADDRESS:

ledmond@sasktel.net

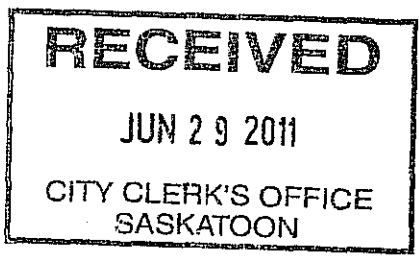
COMMENTS:

I would like an opportunity to express my disagreement with the city's decision to re-open spray parks and car washes, but continue to restrict the public from watering their gardens and lawns. I feel this decision reflects improper priorities. While I have small children who appreciate spray parks, I feel they are a HUGE waste of water and unnecessary during a water restriction. I would rather the public be able to use that water to maintain their gardens, which we have spent much time and money on. Gardens are beneficial for families year-round. I know we depend on our garden to fill our freezer for the winter. If the water restrictions are to be in place for another 3 weeks, I would appreciate it if the city would reconsider where water consumption should take place. Thank you for hearing my concerns and I appreciate your consideration.

Sincerely,
Leila Edmond

From: CityCouncilWebForm
Sent: June 29, 2011 9:58 AM
To: City Council
Subject: Write a Letter to City Council

C7



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

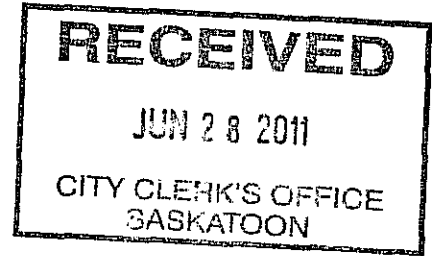
FROM:
Rayann Ethier
vanier crescent
saskatoon
Saskatchewan
S7L-5H9

EMAIL ADDRESS:
a_rethier@shaw.ca

COMMENTS:
i would like to know how come we can't fill our childrens little back yeard pool yesterday was just way to hot we live in low income housing and can not afford a air conditioner so we bought them a pool to play outside because it gets just way to hot inside we now have a 4 month old son whom gets soo hot we have to put him in a cool tub 3-4 times a day with this water ban my 3 year old daughter had suffered heat stroke yesterday she was up all night throwing up and we couldnt cool her off but car washes are aloud to keep going and the City mall was washing their parking lot with a fire hydrant the other day this is way out of control and i need an answer on what i can do without getting a 300\$ fine so that my childrent ARE NOT SICK

C8) 1905-3

From: CityCouncilWebForm
Sent: June 28, 2011 1:24 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Jack Begg
412 Simon Fraser Crescent,
Saskatoon,
Saskatchewan
S7H 3T7

EMAIL ADDRESS:

jack.begg@sasktel.net

COMMENTS:

Mayor and Councillors,
City of Saskatoon.
Sent via email

Since about 2004 our Utility bill has been going up and down like a yoyo. The last time I complained a few years ago it was like I was the guilty party - it was my fault.

We are an old couple and we live a rather sedentary life. We know that if we use a lot of electricity we will have to pay for it. That is not in question. We have very few months like that, maybe one every year or two

What I am complaining about is the fact that the electricity portion of our utility bill will be very high one month with an estimate and the next month when there is a reading we have a large credit. One month recently we had a credit so large that it paid the whole next month's bill including the water bill portion and there was some credit left over for the following month.

For heaven's sake get someone competent to straighten out your estimating program. I feel very sorry for people who are surviving on a limited income. It must be horrible for them to have to deal with what is going on.

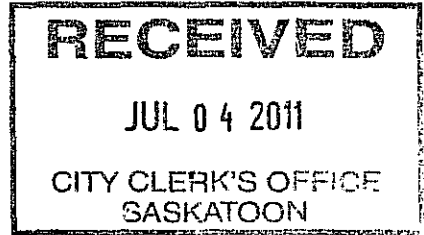
Sincerely,

John H Begg
Utility Account Number 100351372

150-1

C9)

From: CityCouncilWebForm
Sent: July 01, 2011 11:24 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Cindy Friesen
117 Avenue X South
Saskatoon
Saskatchewan
S7M 3H2

EMAIL ADDRESS:

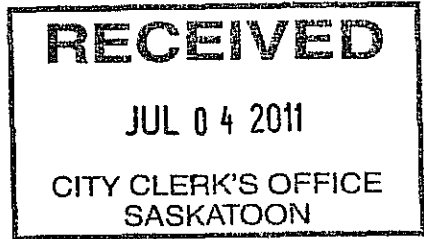
tim.cindyfriesen@sasktel.net

COMMENTS:

We recently had our back lane resurfaced/repared. The workers were very polite, helpful and concientious. They completed their work in a timely manner and took care not to damage property. The people in our household appreciated that they trimmed back the overgrowth of bushes etc. in the backlane. and the general tidiness of this might help keep the drug users and prostitutes from frequenting this area and partying in the back. Also the implementation of private garbage bins for each household has decreased the problem of fire hazard and people picking through the bins and tossing garbage around or dumping the bins out right. we thank you for these items. there is one bit of concern we have and that is the alley area that we share with the Bridges bar. when the patrons park, they sometimes, (quite frequently that is) park very close to our garage and make it almost impossible for us to enter and leave it safely. they almost completely fill in the back lane. it would be nice if they could have this clearly posted not to block our area. would it be possible for the city to post a sign stating not to block the garages, of ourselves and our neighbour to the south, (the garages are attached as this is a duplex; which we own half and they own the other half) our neighbours are seniors and find this quite inconvenient and somewhat dangerous when they come home from their shiftwork. thank you again for all your hard work. Sincerely, Mrs. Cindy Friesen

79100-1
C10)

From: CityCouncilWebForm
Sent: July 03, 2011 6:42 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Rhonda Everson
731 - 2nd street East
Saskatoon
Saskatchewan
S7H 1P6

EMAIL ADDRESS:

r.everson@sasktel.net

COMMENTS:

How does the city informed residence of the water restrictions if you do not get the Star Phoenix and you do not listen to local radio or television? It came as a surprise to me and several other people I talked to that there was a water restriction. We had no idea.

From: CityCouncilWebForm
Sent: July 01, 2011 8:58 AM
To: City Council
Subject: Write a Letter to City Council

C11

RECEIVED

JUL 04 2011

CITY CLERK'S OFFICE
SASKATOON

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Nina Henry
127 Whiteswan Drive
Saskatoon
Saskatchewan
S7K 4M5

EMAIL ADDRESS:

henrynl@shaw.ca

COMMENTS:

I am a dog owner who prides in ensuring that I adhere to the City Bylaws regarding dog ownership in the City of Saskatoon. Once again I have opened my utility statement to find information about pet ownership and the fines associated with not adhering to bylaws.

I am writing to request that City Council Council consider putting a new pamphlet in the Utility Bills sent out - one that tells general citizens about walkway etiquette. Bicycles that speed by on the Meewassin trail frightening dogs and people strolling, rollerbladers who come up from behind with no notice and swing their feet right in front of a dog's face, skate boarders who also have no consideration for others. My understanding is that there is a bylaw stating that cyclists must have bells and must let you know if they are approaching. If they don't there is a fine. This bylaw is unknown to most and the lack of courtesy is very irritating to those wanting to use the path in a relaxing manner.

Saskatoon is a very dog unfriendly city as evidenced by the many signs that have no dogs allowed on them. The City Police are very quick to fine dog owners who have their dogs off leash in undesignated areas. However, I do not see City Police enforcing the laws regarding cyclists with bells.

I have personally witnessed elderly people on the path using walkers in front of my house be frightened to the extent that they have fallen over because of cyclists speeding by. I continually witness cyclists yelling at dog owners in the Sutherland off-leash dog park because as they speed by a dog lurches at their feet. They do not slow down, as the sign says, and yield to dog owners. Yet there are no repercussions from City Bike Officers who are in the area. At the same time, those same Bike Officers are ticketing people who go outside the off-leash area down to the riverbank.

I am requesting that City Council consider educating the general public about walkway etiquette in this city. Whether its for the benefit of dog owners, the hard of hearing or the elderly, we all need protection from inconsiderate cyclists, rollerbladers, and skate boarders. They should be fined for not following bylaws, and the police should be out talking with them about how their actions affect others.

I will continue to have my two dogs on leashes, one on each side of me taking up the entire path until the city starts getting others to be more considerate. I am within the bylaws but it is my way of getting cyclists to stop so that I can tell them that there is a bylaw and if they give me notice I will move out of their way long before they want to pass by me and my dogs.

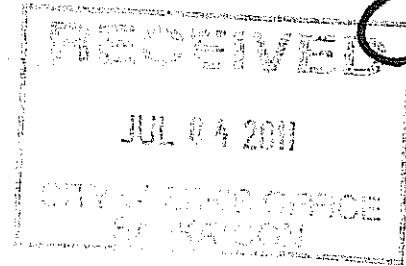
I hope to see some information pamphlet in the next utility bill I open and more visibility of City Bike Officers considering this matter.

Nina Henry

June 14th

City Council

222 - 3rd Avenue North
Saskatoon SK
S7K 0J5



I am writing this letter to express some concerns regarding Saskatoon's green transportation.

There are many different ways people get around the city. For example driving, busing, walking, biking, skateboarding ect. Our city is trying to promote "green transportation" to help people stay healthy and to help the environment. I think this is really great, however there are a few things the city could fix to make this much easier for people. First off they could add more bike lanes, secondly they should drop bylaw about no skateboarding on major roadways, and lastly they should add sidewalks to all curbs.

Although Saskatoon has some bike lanes, we need to get more. Most drivers do not particularly enjoy sharing the road with bikers, so if we had more bike lanes, drivers would have their space and bikers would have their own space. This would also make biking safer, and make a lot of bikers feel more comfortable biking on main roadways. On another note, we need to maintain the bike lanes we have. I have on many occasions been biking down a roadway in a bike lane and have had to ride in the car lanes because the bike lane is so full of sand and mud. We need to treat the bike lanes as we do the driving lanes, bike lanes need to be cleaned as well and not just be a spot where you can push all the sand from the winter.

Secondly I think that bylaw about no skateboarding on major roadway should be dropped. It states "A person shall not skateboard on a street or sidewalk or other public place within the Restricted Areas outlined in Schedule No. 5." I think that this law completely contradicts the green transportation the city is trying to promote. Many people use skateboards and longboards as a form of transportation and by telling them they can't do that on almost all of the major streets is completely ridiculous. People who longboard/skateboard are trying to be more eco friendly, while still trying to get places efficiently. In telling them they can't board in main areas forces them to stop and walk for blocks at a time, slowing them down immensely and making it very inefficient. Consequently it's making people choose driving instead of boarding when they could easily board somewhere if this law was removed.

Most curbs in Saskatoon do have sidewalks, however some do not. This makes it difficult for people to walk places, as well as it being dangerous. I know from personal experience that it is really inconvenient. On my way home from school there is a stretch with no sidewalk. On a few occasions I have walked on someone's lawn to get out of the way of traffic and the owners did not appreciate it. So I have to choose between getting in the way of traffic or being yelled at by

unhappy people, I don't think that's right and pedestrians should most definitely not have to choose between those two options. A simple fix would be to put in more sidewalks.

In conclusion I think it's awesome that the city is promoting green transportation, but I think we need to get more organized and really commit to the idea. We either need to be all for it, or not at all. We can't promote green transportation for one thing and not for another, it's just too inconsistent. There are many simple things that could be done to help keep our city on track. I hope this has given you some ideas as to how we could improve our city and make it easier for people to choose the green option.

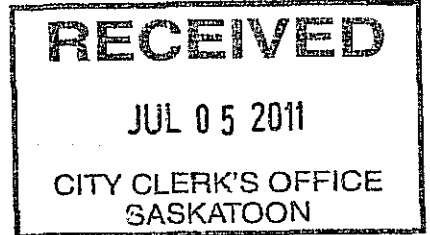
Sincerely,
Charlie Freeman

19 John Hair Crescent
S7J 2K6

6120-1

C13

From: CityCouncilWebForm
Sent: July 04, 2011 11:43 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Jim Buck
39 Beurling Crescent
Saskatoon
Saskatchewan
S7H 4V6

EMAIL ADDRESS:

jfbuck1@hotmail.com

COMMENTS:

His Worship The Mayor and Members of City Council

From:
Jim Buck, Treasurer
Rock of Ages Church
130 Kings mere Place
Saskatoon SK. S7J 3V7

Re: No parking along east Side of Kingsmere Boulevard, south of Taylor Street

This letter is to ask about the possibility of lifting the "No Parking" restriction for Sundays, or Saturday & Sunday if possible, along the east side of Kingsmere Boulevard, south of Taylor Street. We are the owners of Rock of Ages Church at 130 Kingsmere Place, and when we purchased the property about five years ago, there was parking available on both sides of Kingsmere Boulevard. Also at that time, there was a large parking lot directly across the street from us to the North. About three years ago, signs were posted indicating that there is to be no parking at anytime along the east side of Kingsmere Boulevard. At that time, some people attending our Church were not paying attention to the new parking enforcement signs that were unexpectedly posted, and were issued \$50.00 parking tickets for a few Sundays following the change. Since then, residents and/or their weekend guests in the condo buildings on the east side of Kingsmere Boulevard, who normally parked on the east side of Kingsmere Boulevard, moved their parking across the street to Kingsmere Place, which fronts our Church and the Catholic Church. Also a new Condo Building was constructed on the vacant parking site across the court (to the north) from our Church at 102 Kingsmere Place, therefore decreasing parking substantially more for both residents and Church attendees on Sundays. We have no objection to the no parking requirements that have been imposed on Kingsmere Boulevard from Monday through Friday, however; on weekends there are major parking problems for both residents living in the area and people attending Church and Church activities. We do provide parking in our Church parking lot, but it does not handle the traffic that is required for both our Church, the Catholic Church located adjacent to us and for the local Condo Residents. If there could be parking relief allowed on Kingsmere Boulevard for Saturday and Sundays, or at the least on Sundays only, it would relieve some of

the pressure not only for the two Churches, but also for the residents in the area and their weekend guests.

Would it be possible for the Branch or Department responsible for parking restrictions to take a look at this request, and consider the no parking restriction be lifted here for weekends, or Sundays only? We can see no reason why this should not be possible starting from the intersection of Kingsmere Court and moving south. It should create no interference for the intersection traffic on the corner of Kingsmere Blvd and Taylor Street.

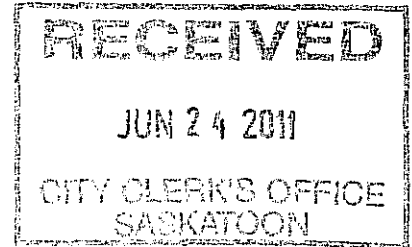
We thank you for considering this request and look forward to your response.

Yours truly
Jim Buck, Treasurer
Rock of Ages Church
Telephone: (306) 373-8807
(On Behalf of Rock of Ages Church Council)



Saskatoon Literacy Coalition

205-5
DI)



June 14, 2011

His Worship the Mayor and City Council
c/o Office of the City Clerk
222-3rd Ave. North
Saskatoon, SK S7K 0J5

His Worship the Mayor and City Council,

September 8th is **International Literacy Day**. The *Saskatoon Literacy Coalition* will host its annual celebration of **International Literacy Day**, literacy and reading at SIAST Kelsey Campus, on Thursday, September 8th at 10:00 am. As we near the end of the United Nations International Literacy Decade (2003-2012) our theme this year is "**Literacy Creates Connections**". As part of the celebration we are inviting every individual, school, business and organization to "**Drop Everything and Read**" for 15 minutes on September 8th.

Please find enclosed information about **International Literacy Day**. We anticipate that once again there will be 600-800 people in attendance, many of these school-age children. The *Saskatoon Literacy Coalition* requests that September 8th be declared **International Literacy Day** in the City of Saskatoon.

The *Saskatoon Literacy Coalition* is a non-profit organization of individuals and representatives from organizations working to promote literacy. We provide a forum for raising public awareness about the importance of a literate society, exchanging information, facilitating cooperation between member groups and initiating literacy projects.

Thank you for your consideration of this request.

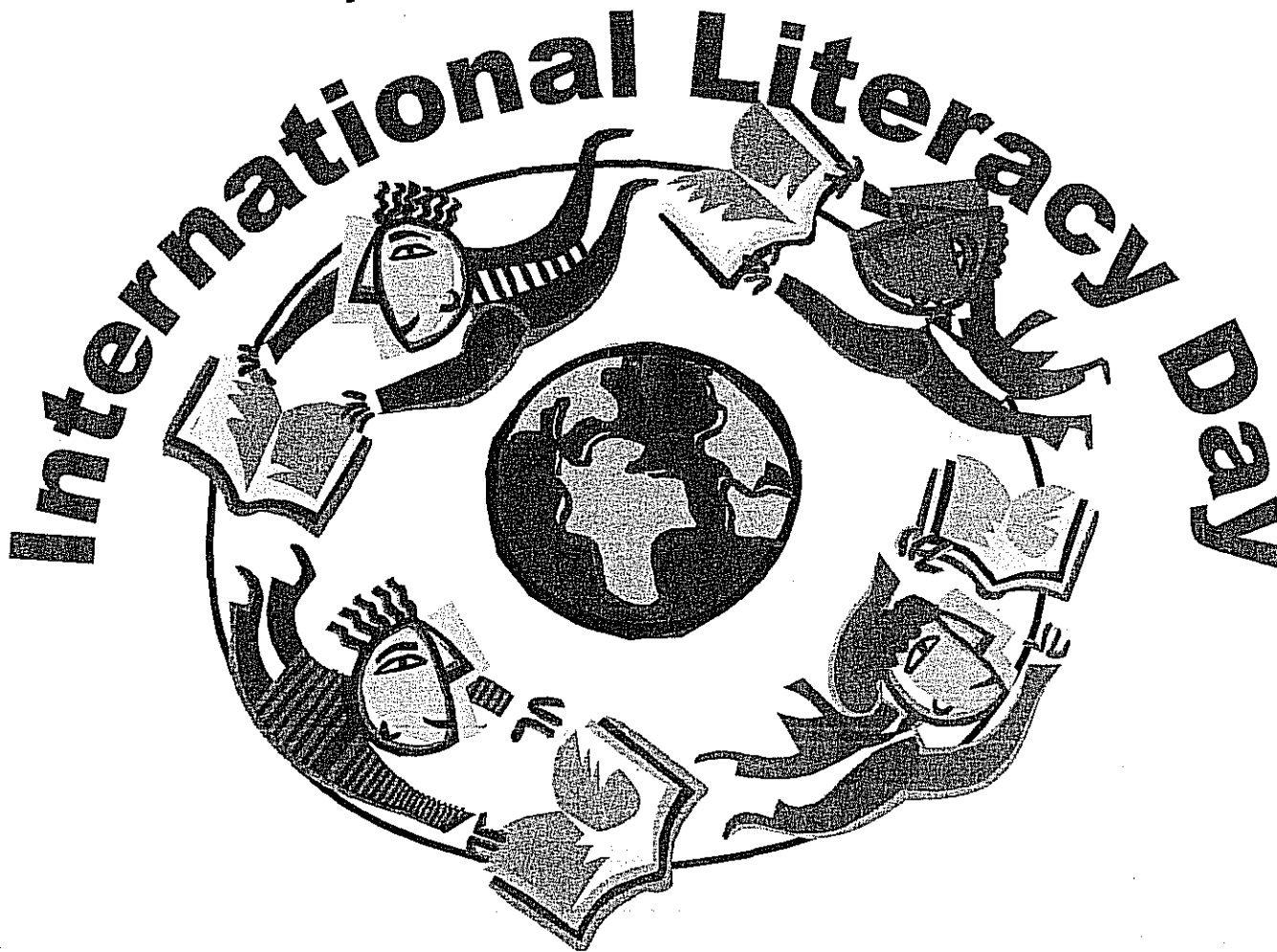
Sincerely,

Cathy Sieben, President
Saskatoon Literacy Coalition

652. 0187

“Literacy Creates Connections”

The Saskatoon Literacy Coalition Inc.
invites you to attend their annual celebration on



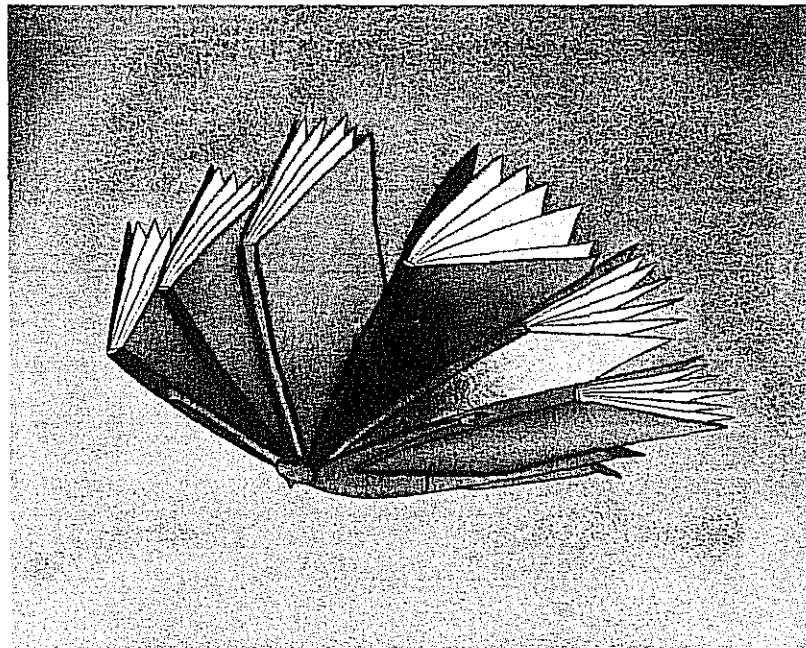
Thursday September 8th, 2011 at 10:00 A.M.

at SIAST Kelsey Campus on the front lawn, Idylwyld & 33rd St.
Literacy Day cake, entertainment, public speakers,
free books & more.

Come join in the celebration and help promote
literacy in our community. Your presence and
interest does make a difference!



International Literacy Day



“Literacy Creates Connections.”

The Saskatoon Literacy Coalition

invites you to

Celebrate International Literacy Day

***Every School, Business, Organization and Citizen in Saskatoon
is invited to Drop Everything and Read for 15 minutes at
1:00 p.m. on September 8, 2011.***

***In 2010, 21,099 people in Saskatoon registered to
Drop Everything and Read for 15 minutes for International Literacy Day.
Let's see how many people we can get reading at once this year!***

Register your participation by emailing sktnlitcoalition@gmail.com
with the name of your organization and number of people participating.



COMMUNICATIONS TO COUNCIL

MEETING OF CITY COUNCIL – WEDNESDAY, AUGUST 17, 2011

A. REQUESTS TO SPEAK TO COUNCIL

1) Laurie Bourgeois, dated July 5 and 12

Requesting permission for Michel Thibaut to address City Council regarding flooding issues on 700 block of 1st Street East and submitting petition of approximately 20 names with respect to the above. (File No. CK. 7820-2)

RECOMMENDATION: that Michel Thibault be heard.

2) Anand Ramayya, dated July 12

Requesting permission to address City Council with respect to the Mendel Art Gallery site. (File No. CK. 620-4)

RECOMMENDATION: that Anand Ramayya be heard.

3) Sean Shaw, dated July 13

Requesting permission to address City Council with respect to recycling – requests for proposals. (File No. CK. 7830-5)

RECOMMENDATION: that Sean Shaw be heard.

4) Mary-Gae Gerwing, dated August 5

Requesting permission to address City Council with respect to transit. (File No. CK. 7300-1)

RECOMMENDATION: that Mary-Gae Gerwing be heard.

B. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL

The following Communications to Council from the July 13th agenda were approved administratively by the City Manager due to time constraints:

- B7) Heather Arnold
- B8) Will Antonishyn
- B15) Robert MacGillivray
- B16) Thomas Bell; and
- B17) Brian Swidrovich (**Copy attached** as this item was not included with the July 13th document.)

RECOMMENDATION: that the information be received.

1) Rusty Chartier, dated July 5

Commenting on food charter. (File No. CK. 205-1)

RECOMMENDATION: that the direction of Council issue.

2) Barry Rogers, dated July 6

Thanking the City of Saskatoon for dedication and support in the 2011 June is Recreation & Park Month initiative. (File No. CK. 205-5)

RECOMMENDATION: that the information be received.

3) Jo Custead, Past President, TCU Place Board of Directors, dated July 5

Submitting Annual Disclosure Report for Centennial Auditorium & Convention Centre Corporation. (File No. CK. 175-28)

RECOMMENDATION: that the information be received.

4) Tyler Holowaty, dated July 9

Requesting an increase in mosquito control. (File No. CK. 4200-1)

RECOMMENDATION: that the direction of Council issue.

Items Which Require the Direction of City Council
Wednesday, August 17, 2011
Page 2

5) **Zia-ur Rehman, dated July 9**

Commenting on residential lot allocation policy. (File No. CK. 4110-36)

RECOMMENDATION: that the direction of Council issue.

6) **Arnold Grambo, Past President, Hudson Bay Route Association, dated July 7**

Thanking Council for membership and support. (File No. CK. 155-7)

RECOMMENDATION: that the information be received.

7) **Gertrude Armbrust, undated**

Commenting on volunteers in neighbourhoods. (File No. CK. 5500-1)

RECOMMENDATION: that the information be received.

8) **Sarah Marchildon, Broadway Business Improvement District Executive Director dated July 8**

Requesting permission to be sole agents for the allocation of vending and concession locations for the Broadway Street Fair 2011 being held on September 10th, 2011. (File No. CK. 205-1)

RECOMMENDATION: that the request to be sole agents for the allocation of vending and concession locations for the Broadway Street Fair 2011 being held on September 10th, 2011, be approved.

Items Which Require the Direction of City Council
Wednesday, August 17, 2011
Page 3

9) **Leslee Newman, dated July 14**

Commenting on Tall Wind Turbine Project. (File No. CK. 2000-5)

RECOMMENDATION: that the letter be considered with Clause 1, Report No. 9-2011 of the Administration and Finance Committee.

10) **Jean Huck, dated July 2**

Commenting on recycling. (File No. CK. 7830-5)

RECOMMENDATION: that the information be received.

11) **Ruby Lacourse, dated July 13**

Commenting on recycling. (File No. CK. 7830-5)

RECOMMENDATION: that the information be received.

12) **Kathy Mahar, dated July 16**

Commenting on lowering residential speed limits. (File No. CK. 6320-1)

RECOMMENDATION: that the information be received and joined with the file on the matter.

13) **Jan Coleman, dated July 18**

Suggesting that Joni Mitchell's name be put forward as possible names for the new bridge and connecting streets. (File No. CK. 6050-1)

RECOMMENDATION: that the letter be referred to the Naming Advisory Committee.

Items Which Require the Direction of City Council
Wednesday, August 17, 2011
Page 4

14) Tammy Forrester, Director of Corporate Events, RSVP Event Design, Décor and Rentals, dated July 19

Requesting that 19th Street and Spadina Crescent, from the doors of the Radisson Hotel to the north gates of the Bessborough Hotel be temporarily closed from 4:30 p.m. to 6:30 p.m. on Thursday, September 14, 2011, to facilitate a “parade of people” in conjunction with the Canadian Society of Association Professionals National Conference. (File No. CK. 6295-1)

RECOMMENDATION: that the request for a temporary street closure of 19th Street and Spadina Crescent, from the doors of the Radisson Hotel to the north gates of the Bessborough Hotel. from 4:30 p.m. to 6:30 p.m. on Thursday, September 14, 2011, to facilitate a “parade of people” in conjunction with the Canadian Society of Association Professionals National Conference be approved subject to any administrative conditions.

15) Adeline and Allan Gagnon, dated July 27

Commenting on civic issues. (File No. CK. 150-1)

RECOMMENDATION: that the information be received.

16) Grace Ann Kuhn, dated July 27

Commenting on Saskatoon Transit strike vote. (File No. CK. 4720-20)

RECOMMENDATION: that the information be received.

17) Jayne Thurston, dated July 29

Commenting on change in transit route. (File No. CK. 4720-2)

RECOMMENDATION: that the information be received.

Items Which Require the Direction of City Council
Wednesday, August 17, 2011
Page 5

18) Karen Leibovici, Chair, Green Municipal Fund Council, dated July 28

Congratulating the City of Saskatoon on its successful funding application for Strategic Plan & Community Visioning Initiative. (File Nos. CK. 1860-1 & 116-1)

RECOMMENDATION: that the information be received.

19) Roxana Predoi, dated August 4

Requesting an extension to the time amplified sound can be heard under the Noise Bylaw from 9:00 a.m. to 1:00 p.m. on Sunday, September 11, 2011 in Meewasin Greenspace South for Ovarian Cancer Canada Walk of Hope. (File No. CK. 185-9)

RECOMMENDATION: that the request for an extension to the time amplified sound can be heard under the Noise Bylaw from 9:00 a.m. to 1:00 p.m. on Sunday, September 11, 2011 in Meewasin Greenspace South for Ovarian Cancer Canada Walk of Hope be approved.

20) Frances Westlund, Community Services Department, dated August 8

Requesting an extension to the time amplified sound can be heard under the Noise Bylaw from 9:00 a.m. to 3:00 p.m. on Sunday, October 2, 2011, at Market Square on Sunday, October 2, 2011 for Culture Days 2011 events. (File No. CK. 185-9)

RECOMMENDATION: that the request for an extension to the time amplified sound can be heard under the Noise Bylaw from 9:00 a.m. to 3:00 p.m. on Sunday, October 2, 2011, at Market Square on Sunday, October 2, 2011 for Culture Days 2011 events be approved.

21) Claude Vaugeois, dated August 9

Commenting on red-light cameras. (File No. CK. 5300-8)

RECOMMENDATION: that the information be received.

22) Lorie Langenfurth, A/CEO/Director of Fund Development, Heart and Stroke Foundation of Saskatchewan, dated August 9

Congratulating City Council on setting a positive healthy lifestyle example by walking in the Exhibition Parade. (File No. CK. 150-1)

RECOMMENDATION: that the information be received.

23) Gordon Wyant, dated August 9

Commenting on proposal to name a street in Evergreen neighbourhood after his father. (File No. CK. 6310-1)

RECOMMENDATION: that the letter be considered with Clause 1, Report No. 5-2011 of the Naming Advisory Committee.

24) Joanne Sproule, Deputy City Clerk, dated July 14

Providing Notice of Hearing of the Development Appeals Board respecting the property located at 131 Snell Crescent. (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

25) Joanne Sproule, Deputy City Clerk, dated July 28

Providing Notice of Hearing of the Development Appeals Board respecting the property located at 225 Avenue M South. (File No. CK. 4352-1)

RECOMMENDATION: that the information be received.

The following letters were received with respect to the Core Service Review:

26) Cathy Holtlander, dated July 11

27) Jonathon Hodges, dated July 12

28) Tracey Carr, dated July 12

Items Which Require the Direction of City Council
Wednesday, August 17, 2011
Page 7

- 29) Dawn Surovy, dated July 15
- 30) Barbara Cape, President, SEIU-West, dated July 13
- 31) David Arnot, Chief Commissioner, Saskatchewan Human Rights Commission dated July 14

- 32) Jennifer Freeze, dated July 13
- 33) Kathryn Bertoncini, dated July 13
- 34) Peter Gallen, dated July 13
- 35) Emily Coates, dated July 13
- 36) Kara Quennell, dated July 13
- 37) Gayle Cluett, dated July 13
- 38) David Arnot, Chief Commissioner, Saskatchewan Human Rights Commission dated July 14

- 39) Sara McPhee-Knowles, dated July 14
- 40) Mary-Gae Gerwing, dated July 12
- 41) Terry Nelson, dated July 16
- 42) Darryl Heskin, dated July 17
- 43) Shelby Trautman, dated July 17
- 44) Scott Hitchings, President, USSU, undated
- 45) Colin Saganski, dated July 18
- 46) Blair Pisisio, dated July 18
- 47) Donna Goodridge, dated July 18

Items Which Require the Direction of City Council
Wednesday, August 17, 2011
Page 8

- 48) **Gary Bonneau, dated July 18**
- 49) **Glen Baxter, dated July 21**
- 50) **Daniel Fontaine, dated July 27**
- 51) **Holly Morin, dated July 29**
- 52) **Aline Hartman, dated July 31**
- 53) **Reid Nystuen, dated August 3**
- 54) **Derek Tiessen, dated August 6**
- 55) **Lori Prostebby, dated August 9**

(Referred to Administration to respond to the writer re fluoride.)

- 56) **Stephanie Grzybowski, dated August 9**
- 57) **Peggy Sarjeant, dated August 9**
- 58) **Tracey Mitchell, dated August 9**

RECOMMENDATION: that the information be received and considered during the service review process.

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

1) **Scott Corley, dated July 7**

Commenting on bus schedule changes. (File No. CK. 7300-1) **(Referred to Administration to respond to the writer.)**

2) **Al Barker, dated July 5**

Commenting on tickets for unlicensed pets. (File No. CK. 15201) **(Referred to Administration for appropriate action and response to the writer.)**

3) **Dustin Halvorson, dated July 6**

Commenting on parks in the Stonebridge Neighbourhood. (File No. CK. 4205-1) **(Referred to Administration to respond to the writer.)**

4) **Brian Sutherland, dated July 7**

Commenting on the state of the road on 33rd Street West. (File No. CK. 4060-9) **(Referred to Administration to respond to the writer.)**

5) **River Finnegan, dated July 8**

Commenting on housing in Saskatoon. (File No. CK. 750-1) **(Referred to Administration to respond to the writer.)**

6) **Allan Regehr, dated July 11**

Commenting on deterioration of city streets and traffic. (File No. CK. 6000-1) **(Referred to Administration to respond to the writer.)**

7) **Todd Yauck, dated July 11**

Commenting on tall grass and weeds in need of cutting. (File No. CK. 4139-1) **(Referred to Administration to respond to the writer.)**

Items Which Have Been Referred for Appropriate Action

Wednesday, August 17, 2011

Page 2

8) Derek Tiessen, dated July 11

Commenting on wind turbines. (File No. CK. 2000-5) **(Referred to Administration to respond to the writer.)**

9) Brendan Davidowich, dated July 11

Commenting on visitor parking in permit-required areas. (File No. CK. 6120-4) **(Referred to Administration to respond to the writer.)**

10) Joseph Fogarty, dated July 12

Commenting on street flooding on Galloway Road. (File No. CK. 7820-3) **(Referred to Administration to respond to the writer.)**

11) Tamara Bowman, dated July 12

Submitting copy of letter to The Partnership regarding disturbances on 2nd Avenue North. (File No. CK. 5000-1) **(Referred to Administration to respond to the writer.)**

12) Alana Rabby, dated July 15

Commenting on issues on Berini Drive. (File No. CK. 6320-1) **(Referred to Administration to respond to the writer.)**

13) Harold Orr, dated July 15

Commenting on recycling asphalt. (File No. CK. 150-1) **(Referred to Administration to respond to the writer.)**

14) Jan Norris, dated July 18

Commenting on transportation in Saskatoon. (File No. CK. 7300-1) **(Referred to Administration to respond to the writer.)**

Items Which Have Been Referred for Appropriate Action

Wednesday, August 17, 2011

Page 3

15) Calvin Cox, dated July 20

Commenting on "Commercial Hauler" permit fee. (File No. CK. 1905-1) **(Referred to Administration to respond to the writer.)**

16) Dorothy Travagline, dated July 20

Commenting on tree problems. (File No. CK. 150-1) **(Referred to Administration to respond to the writer.)** Also attached is a response from the Administration on the matter.

17) Andre Memauri, dated July 22

Commenting on fluoride in the water. (File No. CK. 7920-1) **(Referred to Administration to respond to the writer.)**

18) Annie Kong, dated July 22

Commenting on flowers at Woodlawn Cemetery. (File No. CK. 4080-1) **(Referred to Administration to respond to the writer.)**

19) Wally Romanuck, dated July 26

Commenting on toll bridges. (File No. CK. 6050-9) **(Referred to Administration to respond to the writer.)**

20) Eric Walker, dated July 28

Commenting on the title of His Worship, the Mayor. (File No. CK. 150-1) **(Referred to Administration to respond to the writer.)** Also attached is a copy of the response from the Administration.

21) Dale Ross, dated July 28

Commenting on bicycle safety. (File No. CK. 5300-1) **(Referred to Administration for consideration and response to the writer.)**

Items Which Have Been Referred for Appropriate Action

Wednesday, August 17, 2011

Page 4

22) Cristy Labbie, dated August 9

Commenting on recent incident at paddling pool. (File No. CK. 5400-1) **(Referred to Administration to respond to the writer.)**

23) Maureen Smith-Windsor, dated August 6

Commenting on recycling. (File No. CK. 7830-5) **(Referred to Administration to respond to the writer.)**

24) Edward McAller, dated August 5

Commenting on the intersection of McPherson Avenue and 10th Street. (File No. CK. 6320-1) **(Referred to Administration to respond to the writer.)**

25) John Pitchford, dated August 9

Commenting on traffic control on 33rd Street by Henry Kelsey Park. (File No. CK. 6320-1) **(Referred to Administration to respond to the writer.)**

26) John Thomson, dated July 21

Commenting on proposed 22nd Street barrier. (File No. CK. 5200-1) **(Referred to Planning and Operations Committee for further handling.)**

27) Rav Pilkey, dated August 8

Commenting on proposed 22nd Street barrier. (File No. CK. 5200-1) **(Referred to Planning and Operations Committee for further handling.)**

28) Edith Hicks, dated August 8

Requesting washrooms at Nutana Kiwanis Park be kept open longer in the fall. (File No. CK. 610-1) **(Referred to Administration to respond to the writer.)**

Items Which Have Been Referred for Appropriate Action
Wednesday, August 17, 2011
Page 5

29) Trevor Forrest, dated August 8

Commenting on construction in Saskatoon. (File No. CK. 6000-1) **(Referred to Administration to respond to the writer.)**

30) Stephanie Ethier, dated August 9

Commenting on the Sutherland dog park. (File No. CK. 152-2) **(Referred to Administration to respond to the writer.)**

RECOMMENDATION: that the information be received.

D. PROCLAMATIONS

1) Iris Almeida-Cote, President and CEO, Canada World Youth, dated June 15

Requesting City Council proclaim the week of October 17 to 23, 2011 as Canada World Youth Week. (File No. CK. 205-5)

2) Tammy Reihl, Muscular Dystrophy Canada, dated July 18

Requesting City Council proclaim September 2011 as Muscular Dystrophy Awareness Month. (File No. CK. 205-5)

3) Arla Gustafson, RUH Foundation, dated July 20

Requesting City Council proclaim Tuesday, November 5, 2011 as National Philanthropy Day. (File No. CK. 205-5)

4) Vanessa Charles, Past Chair, Saskatoon Anti Poverty Coalition, dated July 22

Requesting City Council proclaim October 16 to 23, 2011 as Poverty Awareness Week. (File No. CK. 205-5)

5) Mark Anderson, on behalf of Right To Know Committee, dated July 22

Requesting City Council proclaim September 26 to 30, 2011 as Right To Know Week. (File No. CK. 205-5)

6) Randy Fleming, A/Executive Director, SES/SEN WRD'11 Planning Committee dated July 20

Requesting City Council proclaim September 25, 2011 as World Rivers Day. (File No. CK. 205-5)

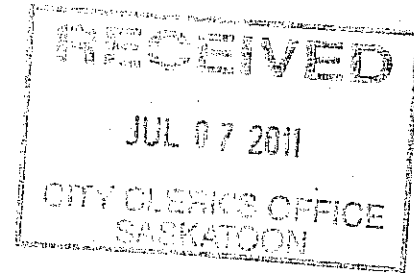
7) **Merry Beazely, Huskie Centennial Planning Committee Member, dated August 5**

Requesting City Council proclaim the week of September 5, 2011 as Huskie Week and requesting to permission to hold a flag raising. (File No. CK. 205-5)

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

July 5, 2011

To: His Worship the Mayor and Members of City Council



I am writing again, as one of the homeowners on the 700 block of 1st street east. **As we have had our first rain of the season where our street began to flood, I will reiterate our problem.**

We have had a recurring flooding problem which I am told has existed since the 1960's. The most recent flooding occurred on June 29th of 2010. The previous flooding which we experienced was in 2002. At that time the damage we experienced was relatively minor since our basement was not finished, which was not the case this year.

We were advised in 2002 that whatever it was that contributed to the flooding of our street would be fixed. Regrettably we simply assumed it would be fixed. On June 29th we realized how foolish we had been not to have followed up with the city, since the exact same scenario played itself out again.

The storm sewers on the east end of our street in front of J S Wood Library start spewing thousands of gallons of water on to our street and runs down to the west end of our block where the existing sewers simply cannot handle the excess. The water then backs up the street pouring water in through doors and basement windows completely flooding our basements. While most of the damage occurs on the north side of the street, some flooding occurs on the south side as well. The water rises 4 feet and completely floods out parked cars.

Now we know the city HAS DONE NOTHING ABOUT OUR STREET AND DID NOTHING AFTER THE 2002 FLOOD. We also know that these are not 1 in 100 year storms, not 1 in 50 year storms, they are ordinary storms which we can expect to happen often and it is a certainty that it will happen again and we will be flooded out again.

As you are well aware SGI does not cover this kind of damage and you at the city, say you are not liable for water that escapes the sewer lines. (In 2002 you settled but the amount was small) This year we are somewhat lucky that the disaster relief will cover some of the damage. But it will not cover it all.

You have no idea how apprehensive we get when summer storms hit. You have no idea how expensive, disruptive, labour intensive and discouraging this experience is. We lost all summer just trying to get our basement back to exactly what it was on June 28, 2010. AND WE KNOW IT WILL HAPPEN AGAIN, and then there may not be wide spread damage like this year, and when we look to you to pay for our damage you will say the city is not responsible. The city knows this is a problem and it must do something.

As a block we have had 2 meetings with Charlie Clark and Galen Heinrichs. They have been sympathetic, but we do not need sympathy. We need this problem to be fixed.

As an older neighbourhood we have been paying city taxes for infrastructure that prevents flooding and water problems everywhere else in the city. Now it is our turn to get the infrastructure we need and deserve.

If the city chooses to not fix this problem, we will then be forced to bill the city for the damage and cleanup of our homes when this flooding happens again. If in fact this is the city's solution to our problem, we would appreciate being apprised of your decision.

We realize that the next step is to levy a tax to procure the money to fix this problem. This could take years. We do not have years. Our next flood may be with the next rain.

Thank you in advance for looking into this matter.

Sincerely,

Laurie Bourgeois

Laurie Bourgeois and Mike Thibault

725 1st Street East 343-9322

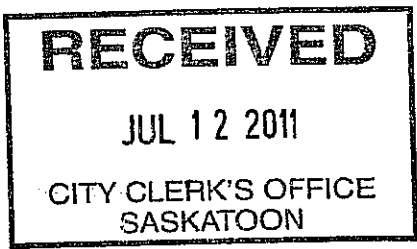
Home owners on the 700 block of 1st street east:

Rita & Les Moate - owners - 729 1st St. E. - 242-3953
Bernie Klimov - owner - 717 1st St E - 242-6453
Janet Thomson - owner - 708- 1st St. E. - 343-8026
Arloa Beach - owner - 633-1st St. East 244-4231
B.H. - 721 - 1st St East 933-2507
Roslyn McCompton + Carlo Arslanich - owner 720 1st St E 477-7470.
Laurie Bletskey (renter) 728 1st Street E 956-2470
Wade & Wendy Peterson 733 First St E 343-6613
Kamiley Chorney - 713 First St. E. 343-0020
Lynda Kusby 724 1st St. E. 343-7503
Bertha Alderson 736 1st St E 343 8844
Tammy Wenzel 716th 1st E 242-1977
Lym Samoil 716 1st E 242-1977
D. Goodwin 705-1st St E 241-0389
JACK SANDERSON

Charmaine Ens 732-1st Street E. 343-9092 Charmaine E
Evelyn Safronetz 740 1ST STREET E. 343-7605 Evelyn Safronetz
Josh Rayner 737 1ST Street E 079-2559 Josh Rayner (40)
Barb Eklund 702-1st Street East, 382-5663 Barb Eklund
Ann Little 639-1ST STREET EAST, 979-1342 Ann Little
littlead@shaw.ca
Harvey Smith 726 1ST Street East 717-842 Harvey Smith

782

From: CityCouncilWebForm
Sent: July 12, 2011 10:26 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Laurie Bourgeois
725 1st Street East
Saskatoon
Saskatchewan
S7H 1S9

EMAIL ADDRESS:

lb_onfirst@hotmail.com

COMMENTS:

I am writing as a homeowner on the 700 block of 1st street east. One of our basic needs as people is shelter. We have homes that we have remodeled, paid for, paid taxes on, yet these homes have been ravaged by flooding. In one of the wealthiest cities in the country, as one of the older neighbourhoods in the city that has paid taxes for many years, as one of the homes that have had to endure repeated devastating flooding, with the threat of more flooding, I demand an immediate solution to this problem. I demand interim help. A permanent solution may take years. I need help the next time a flood happens, such as sand bagging, pumps. As tax payers you cannot expect us to have to deal with a third devastating flood to our home. WE SHOULD NOT HAVE TO LIVE LIKE THIS. I look forward to the discussion of solutions at the July 13th meeting.

*would like to address Council -
Michel Thibault*

620 - 4 A2)

From: CityCouncilWebForm
Sent: July 12, 2011 11:24 PM
To: City Council
Subject: Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

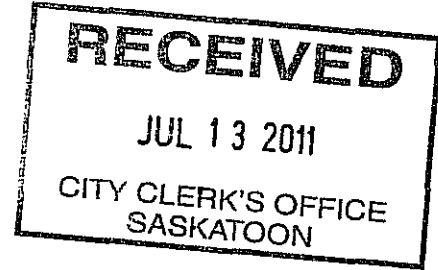
Anand Ramayya
627 6th Street East
Saskatoon
Saskatchewan
S7H 1C3

EMAIL ADDRESS:

anand@karmafilm.ca

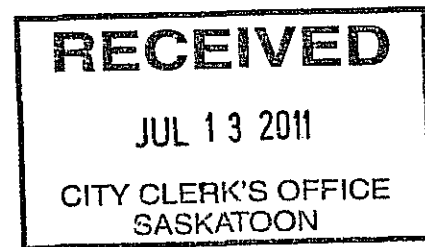
COMMENTS:

On behalf of the group submitting one proposal for the Adaptive re-use of the Mendel Art Gallery, I would like to address council to better understand the vision of council for the Mendel and to clarify our vision for this space.



7830-A3)

From: CityCouncilWebForm
Sent: July 13, 2011 8:59 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Sean Shaw
416 25th St. W
Saskatoon
Saskatchewan
S7L0C8

EMAIL ADDRESS:

sean@seanshaw.ca

COMMENTS:

I would like to speak towards item F1 on the July 13th Council agenda - Recycling Request for Proposals.

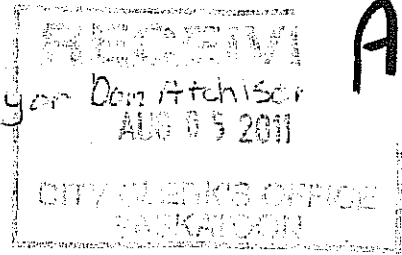
Thank you.

Aug 5/11

7300-1

A4)

His Worship The Mayor Dan Hitchiser
and City Council
re: Transit Service



I wish to address council re:
about transit using

Sincerely Yours
Mary-Gae Gerwing

Mrs. Mary-Gae Gerwing
#1404-439 5th AVE North
Saskatoon, Sask.
S7K-6Z5

Phone-374-6798
cell-322-0847

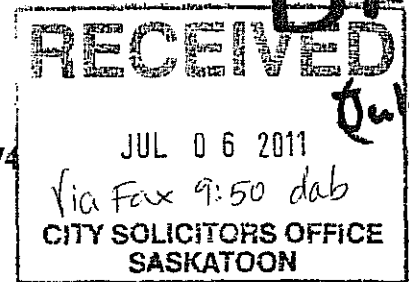
20-5-1
B17
July 13)

July 6 / 2011

MEMO: City of Saskatoon / City Clerk's Office c/o Fax 975-7828
City of Saskatoon Police Dept. c/o Fax 975-8359
City of Saskatoon Engineering Dept. c/o Fax 975-2971 / 3174

FROM: Brian Swidrovich, Credit Union Centre

RE: Roadside Safety Message Signage Installation Request
for 2011 Cameco Canada Remembers Festival for Heroes, Aug. 6-7



PLEASE FORWARD TO AN APPLICABLE DEPARTMENT MANAGER, AS REQUIRED:

Please accept this memo as an annual request for City Council and/or the City Manager's Office to consider approval, as has been done in all previous years.

This mode of roadside advisories have been effective in cities across North America, in this case utilized to advise all motorists, residents and visitors, of the enhanced aerial activity in and around the City during the Festival for Heroes (Air Show) week. This method of delivering a safety reminder was initially requested by the Saskatoon Police Service and Engineering Dept. many years ago.

I issue this request each year now, as it has happened on occasion whereby a City Sign Inspector had ordered the signs removed a couple days before the event, creating unnecessary costs for re-installation. All signs are positioned and removed at the event's expense, placed by a local sign operator per City-issued distance restrictions and policies; proposed placement / removal dates are subject to weather or other reasons beyond the control of the event and operator, and/or for Engineering Dept. requests; should construction or other roadway operations require changes, they will be addressed immediately; annual placement locations include:

Planned install dates Aug. 2-3 / removal dates Aug. 7-8.

1. Right (west) side of incoming Highway lanes, Louis Riel Trail, just north of the City
2. Right (north) side of Highway #5, west of McOrmond Dr. entry ramp
3. Right (north) side of Circle Dr. just prior to reaching the Circle Drive bridge
4. Right (west) side of Idylwyld Dr. / Hwy. 12, north of 71st St.
5. Right (south) side of Circle Dr., west of Airport Dr. intersection
6. Right (south) side of 22nd St. W. incoming, prior to Diefenbaker Dr. intersection
7. Right (east) side of Idylwyld Dr. (71st St.) as it blends into Hwy. #11 & #12

Additional locations are being proposed by the Dept. of Highways for roadways leading into the City, primarily from the north.

All positions are designed to be safely exposed to traffic coming into the City from outlying communities; Pennco Portable Signs have been contracted to erect and remove all roadside sign units, with approximately 30 additional signs directly around the 'new' Festival for Heroes site, Auto Clearing Motor Speedway, during the (Air Show) weekend.

Please contact me directly should anyone require additional information re: this annual request.

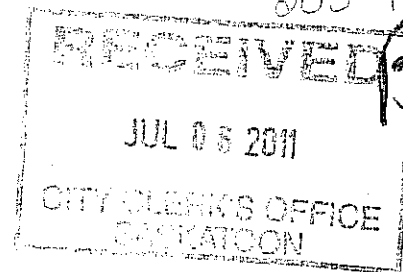
With appreciation,

Brian Swidrovich
Ph. 306-975-3151 Cell. 222-9901
b.swid@creditunioncentre.com



July 5/11

Mayor and Council



Nine years ago Council passed a food charter in principle. I believe most charters anywhere have principles, but principles alone do not feed the hungry. We need policy. As indicated below it is time that we get policy and not mushy words.

Enclosed is a six page document put out by Ontario's Professional Planners Institute, which indicates to me that we are well behind true leaders. In 2002 we unelected (community) convinced a council to establish a food charter to be the second one in Canada behind Toronto which had one for a number of years prior.

Hopefully we have a champion on council that will read and understand the document and help end hunger and diabetes in this City. It is time we become part of the parade.

Rusty Chartier.
1245 Ave O So.
652 1286

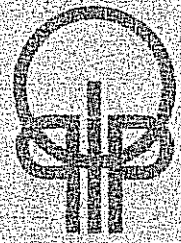
Rusty Chartier

Healthy *Communities*

AND PLANNING FOR

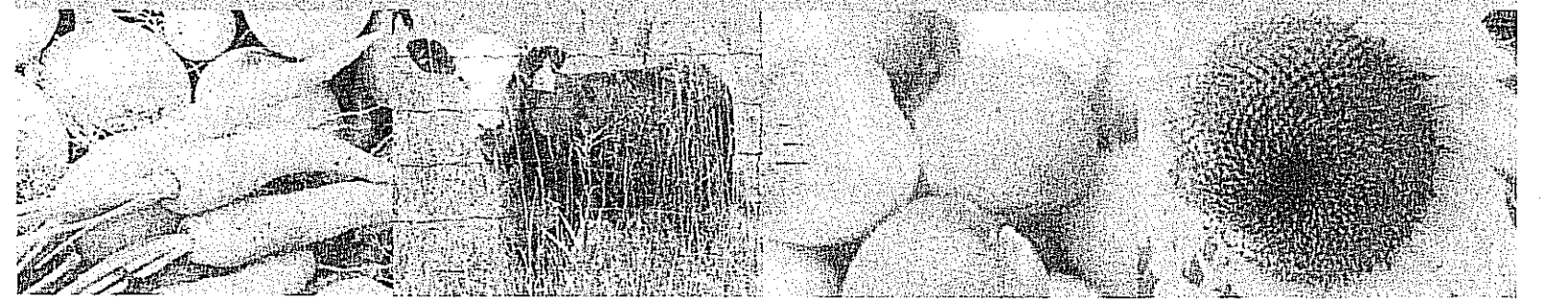


A Call to Action



Ontario Professional Planners Institute
"Institut des planificateurs professionnels de l'Ontario"

Ontario Planners • Vision • Leadership • Great Communities



Agriculture, food processing, retailing and service industries contribute billions of dollars to the provincial economy. At the same time, food systems have a fundamental connection to the environment through the use of renewable and non-renewable natural resources, as well as, linkages to climate change mitigation.

In October 2010, OPPI held a symposium in Guelph, Ont., entitled "Healthy Communities and Planning for Food – a Harvest of Ideas." This event brought together a record number of urban and rural planners to discuss issues associated with creating and fostering healthy food systems. This Call to Action is based on the learnings from the symposium and an associated survey of OPPI's membership. Both the symposium and the survey highlighted the fact that many planners are already involved in community planning for food, but importantly, many more wish to be involved.

Key Planning Issues of Food

Food systems are complex and operate simultaneously and at multiple scales. A food system is generally defined as a set of food related activities including agriculture, processing, distribution, consumption, and waste management, each with its attendant social, environmental and economic dimensions. Planners are in a unique position to identify problems and challenges within the food system and to lead and foster the development of solutions.

Issues associated with food systems present many challenges related to community planning. Important planning issues include:

- Using good planning principles to connect the planning needs of urban and rural communities and promote efficient, complementary land use systems.
- Incorporating food systems into the framework of planning policies such as Places to Grow, the Greenbelt and the Provincial Policy Statement.
- Including consideration for food systems in an integrated community sustainability plan, Official Plan, secondary plan, zoning by-law, and public health reports.
- Understanding and connecting stakeholders and in multiple geographic regions to break down institutional barriers in addressing the impacts of planning policies on food systems.

Professional Planning Practice

Professional planning practice embodies those approaches, strategies and techniques that planners use to help achieve societal goals.

One of the best known policy efforts of planners has been growth management. This policy supports the preservation of farmland, ensures food production and food security, maintains agriculture in the economy, allows for stewardship of the countryside, and protects a vital resource for future generations.

Our practice as professionals includes many more opportunities to engage in planning for food in all sizes and locations of urban and rural communities. The Symposium outlined the interconnected elements of the food system. The total journey that food takes from "farm to fork" -- including the inputs, processing, marketing, distribution and waste along the way -- is important for planners to understand. Examples include reviewing Official Plans, zoning etc. through a food system related lens. The planning framework affects food systems and vice versa. Understanding these connections provides opportunities for better planning of the food system.

Leadership

Planners provide vision and leadership. Our skills include critical thinking, the appreciation of values and innovation, and the anticipation of future needs and solutions. Planners can take a lead on food system planning through the following actions:

- Become more familiar with the concept of food systems and identify where the components fit into rural and urban communities and the types of information and knowledge that are required to support decision making.
- Review local documents with a food systems lens (e.g., integrated community sustainability plan, Official Plan, secondary plan, zoning by-law, public health reports).
- Consider which planning tools may be appropriate, and whether current policy and regulatory frameworks stifle initiative and innovation.
- Use effective communications, including skills in listening, conveying information and knowledge, and developing internal and external relations to facilitate a connection between rural and urban communities and to foster an integrated understanding of the issues.

Stakeholders and Partners

Food systems connect us all and present a unique opportunity to bring together and connect rural and urban communities throughout the Province. However, an understanding of the issues and challenges, and the development of solutions, will require a diverse group of stakeholders working together.

Planners have an integral role to play in reaching out to increase communication and integration among these diverse interests, and in understanding and acting upon the fundamental linkages in food systems.

Citizens

Because food is everybody's issue, it is in danger of becoming nobody's issue. Do what you can to learn about the food system of which you are a part.

- Become more familiar with the concept of food systems.
- Read about OPPI's *Healthy Communities, Sustainable Communities* initiative at www.ontarioplanners.on.ca
- Help make your own community healthier and more sustainable by working with a residents' group, a school, a community centre, or any other neighbourhood institution to help address planning for food systems.
- Contact your local and provincial representatives and ensure that your community is supporting and promoting sustainable and healthy measures that emphasize food systems planning.

Our Position

OPPI calls upon planners, citizens and all stakeholders to make healthy community planning, and in particular, planning for healthy food systems, a priority.

Food Systems Planning Resource List

Do you want to learn more? OPPI has compiled a [Food Systems Planning Resource List](#). Readers are encouraged to explore these resources.

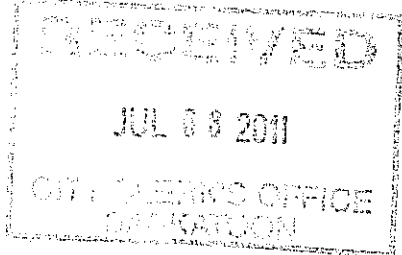
For further information, please contact:

Loretta Ryan, MCIP, RPP, CAE
Director of Public Affairs
Ontario Professional Planners Institute
416-668-8469
policy@ontarioplanners.on.ca



Saskatchewan
Parks and Recreation
Association
Recreation
An investment for life

205-5
B2)



July 06, 2011

Ms. Janice Mann
City of Saskatoon
222-3rd Avenue N
Saskatoon, Saskatchewan
S7K 0J5

Dear Ms. Janice Mann:

On behalf of the Saskatchewan Parks and Recreation Association (SPRA), I would like to recognize and thank the City of Saskatoon for their dedication and support in the 2011 *June is Recreation & Parks Month (JRPM)* initiative. This year a total of 73 communities throughout Saskatchewan became Ambassadors, making *June is Recreation & Parks Month* a success once again!

All Ambassadors were entered into a draw to win a piece of outdoor play equipment from Henderson recreation equipment limited. SPRA would like to congratulate the Town of Maple Creek, the 2011 Winner of the *JRPM* Ambassador draw.

SPRA would also like to highlight and promote your *JRPM* events. If you have any articles, photos or success stories from your celebrations, please send them to the address below.

Mail: SPRA #100 – 1445 Park Street Regina SK S4N 4C5
Email: csimonson@spra.sk.ca

Thank you again for your support of the *June is Recreation & Parks Month* initiative. We look forward to your continued support in 2012.

Sincerely,

Barry Rogers,
Consultant – Parks and Open Spaces
cc: Chrisandra Simonson, Program and Services Development Assistant

S:\2010 July - 2011 June\2010-11 Parks & Trails\JRPM\Ambassadors\I-Thank you.docx



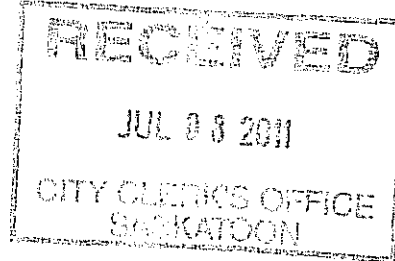


SASKATOON'S
ARTS & CONVENTION
CENTRE

35 - 22nd Street East
Saskatoon, Saskatchewan
Canada S7K 0C8

175-25
B3)

T 306 975 7777
F 306 975 7804
info@tcuplace.com
www.tcuplace.com



July 5, 2011

Janice Mann
Office of the City Clerk
City Hall
222 - 3rd Avenue North
Saskatoon, Saskatchewan
S7K 0J5

Re: Annual Disclosure Report for Centennial Auditorium & Convention Centre Corporation

Enclosed please find a copy of the Annual Disclosure Report to be forwarded to City Council.

Sincerely,

Jo Custead
Past President
TCU Place Board of Directors

Annual Disclosure Report
From
Saskatoon Centennial Auditorium and Convention Center
Year Ending December 31st 2010

1. Introduction

This report is being prepared in accordance with Article 5.6 of The Board Governance Manual, City Council Disclosure Requirements, and is intended to provide the City of Saskatoon with salient information regarding the operation of TCU Place during 2010.

2. Board of Directors

a. Membership As at December 31st 2010

Jo Custead – President*
Don Ravis – Vice President*
Paul Jaspar – Treasurer*
Jill Reid – Secretary*
Ian Sutherland – Past President*
Don Atchison – Mayor
Murray Totland – City Manager
Tiffany Paulsen – Councillor
Glen Penner – Councillor
Kirk Cherry
Lorne Mysko
Mary Ellen Buckwold

* Member, Executive Committee

b. Mandate

The Board is accountable to City Council and its mandate is to:

- provide stewardship of TCU Place on behalf of the City of Saskatoon
- to supervise and evaluate the management of the Auditorium's business and affairs
- to maintain the corporation's financial strength
- to oversee the Auditorium's strategic direction
- to oversee its organizational structure and the succession planning of senior management

The Board's key responsibilities are:

- Strategic Planning
- Risk Assessment/Management
- Monitor Internal Controls

- Management evaluation
- Stakeholder Strategies/Communications

The Board carries out its mandate through the Chief Executive Officer (CEO) using the following directives:

- Approving Board Policies
- Approving an annual review of the Corporation's strategic plan
- Conducting an annual performance review of the CEO
- Approving the annual budget
- Monitoring the Organization's financial performance

c. Governance Structure, Policies and Practices

During the 2010 fiscal year, the Board used five Board Committees and five Working Groups to assist in fulfilling its mandate.

o Board Committees

o Executive Committee

This is an advisory committee appointed by and accountable to the Board. It acts on important issues, if and when required between regular meetings.

o Audit & Finance Committee

The committee is appointed by the Board and is responsible for the policies and practices relating to internal controls and financial reporting. During the year, the Audit Committee reviewed the audited financial statements with management and the external auditors. Based on these discussions, the Audit Committee agreed that the company's financial statements were fairly presented and conform to Canadian Generally Accepted Accounting Principles. TCU Place used Garman and Associates to review its Accounts Payable and Contract Management policies and procedures.

o Nomination Committee

The Nominating Committee presented a slate of officers to the Board at the Annual General Meeting.

o Chief Executive Officer Performance Evaluation Committee

The committee consisting of four members was appointed by the Board to complete the annual performance review of the Chief Executive Officer.

o Paul Peters Memorial Bursary Selection Committee - Chair - Mary Ellen Buckwold

The Paul Peters Memorial Bursary was established in 1990 in memory of the late Paul Peters. The Bursary is awarded annually by the Board of Directors. The 2010 winner of the \$500 bursary was Aaron Beuckert, a grade twelve student from Marion Graham Collegiate.

- o Board Working Groups
 - o Governance Working Group – Chair - Don Ravis
A revision of the Bylaws was presented at the Annual General Meeting. The working group continues to review the Board Governance Manual
 - o CEO Selection Working Group – Chair - Jo Custead
As a result of the resignation of Mr. Kim Gallucci, this working group was struck to appoint a new Chief Executive Officer.
Sheryl McRorie was appointed as the interim manager during the selection process.
Through a competitive process, Mr. Bob Korol was recommended to the Board and appointed on the 16th August 2010.
 - o TCU Place Futures Working Group – Co-Chairs – Jo Custead and Bob Korol
The Committee reviewed convention industry benchmarking results, industry trends and other pertinent information to develop ideas for TCU Place's future. This agenda included facility expansion/upgrade requirements and timelines.
 - o Board Self Evaluation Working Group – Co-Chairs – Jill Reid and Don Ravis
The working group administered a survey that was completed by all Board members. The comments from this process were positive.
 - o Green Initiatives Working Group
This is an operating working group with board representation. This group did not meet in 2010.

3. Senior Management

a. Management Team – December 31st, 2010

Bob Korol – Chief Executive Officer

Tammy Watt – Director of Operations

Pam Kilgour – Acting Director of Finance & Human Resources

Rhonda Chelack – Director of Events

Donna Meinychuk - Director of Sales

b. Departments (See Organization Chart – Appendix A)

o SALES

The department consists of CEO, Director of Sales, Sales Manager, three Sales Coordinators, and a Communications Clerk. This department is responsible for booking Theatre Events – Ballet/Dance, Concerts, Family Shows, Live Theatre, Movies/Film, and the Symphony, and Non Theatre Events – Banquets, Cabarets, Conventions, Graduations, Meetings, Trade Shows, Weddings, Self-Created Events, and Outside Events.

o EVENTS

The events department consists of Director of Events, two Events Coordinators and an Events Clerk. The Events Department is responsible for coordinating the details of booked events from start to finish including catering, AV, room setup and any other services required to stage the event.

o THEATRE

The Theatre department consists of Stage Carpenter, Audio Technician, Lighting Technician and IATSE crews. This department is responsible for setting up and restoring the Stage for theatre events, and lighting and sound production.

o BOX OFFICE

This department consists of Client Services Sales Coordinator, Client Services Technician and Client Services attendants. This department is responsible for providing customer service and ticket sales.

o GUEST SERVICES/INVENTORY

Guest Services: This department consists of Theatre Sales Manager, Event Captains, Head Hostess and Guest Services Attendants. This department is responsible for providing Bartender, Greeter, Coat Check and Ticket Taker services to guests.

Inventory: This department consists of Inventory Control Clerk, and Inventory Control Clerk Assistant. This department is responsible for the inventory of liquor and bar services.

- TECHNICAL SERVICES
This department consists of Technical Services Manager and Facility Technicians. Responsibility includes Audio Visual, lighting and technical requirements for events.
- SECURITY SERVICES
This department consists of the Security Services Supervisor and three Stage Door Attendants. This service is responsible for security at events and stage door, shipping and receiving.
- EVENT SERVICES
This department consists of an Event Services Supervisor, Building Attendants, and Event Attendants. Responsibility includes building cleaning and the setup of rooms for events.
- BUILDING OPERATIONS
This department consists of Building Operations Manager and Building Operators. This department is responsible for building operations 24 hours per day 7 days per week - maintenance of building and equipment and building temperature control.
- ADMINISTRATION
This department consists of CEO, Director of Finance, Director of Operations and two Accounting Clerks. Responsibilities include the administration, financial management and all office and computer systems maintained and operating for TCU Place. This area also produces financial and operational reports for/to staff and stakeholders, identify strengths and weaknesses in the operations, and maintain its assets and operations. It also implements the strategic plan and represents TCU Place as a key venue to the community and its members. This department ensures that TCU Place grows to its full potential in the direction identified by the Board.

4. Key Performance Indicators

Management has developed key indicators to measure the performance of the Corporation. Examples include the number of, attendance and the contribution from each type of event. The Board receives and reviews monthly financial statements that show the Corporation's budgeted and actual contribution for the current month as well as year to date. Also received is a monthly aged trial balance of all accounts receivable together with a report on collection initiatives.

5. Risk Management

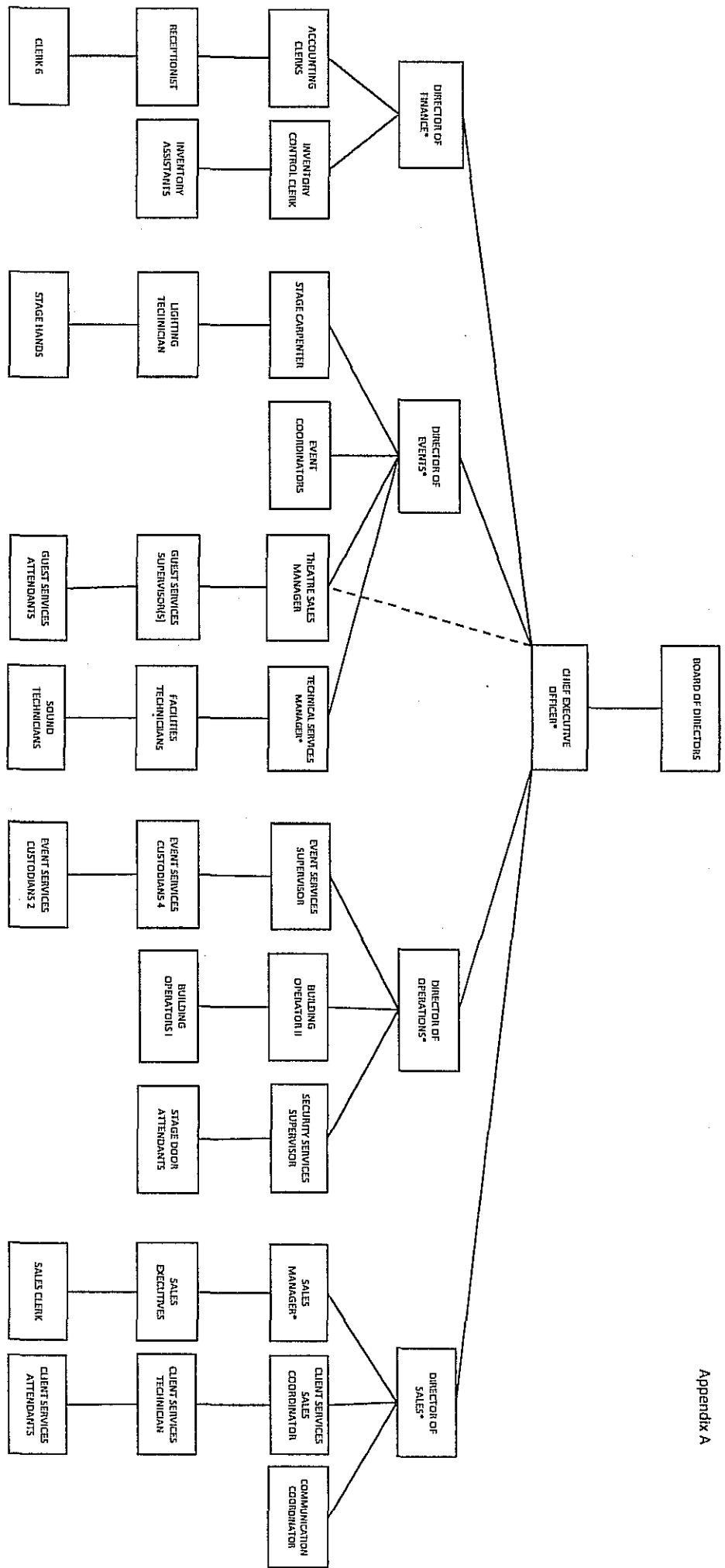
Management uses a business risk matrix in conjunction with a monthly report by the CEO on this agenda.

6. Material Issues Regarding Employees And Key Stakeholders

- The Board revised and adopted a Board Governance Manual and Bylaws.
- The Board approved several major initiatives developed by management including a Human Resource plan and organizational structure(see Appendix A).
- There have been several changes in the industry including increased competition from facilities such as Prairieland, the Casino and Credit Union Center. TCU Place has benefited from other changes including an increased demand for more choice in entertainment and a growing population.
- TCU Place is reporting a deficit of \$535,300. The current balance in the TCU stabilization reserve of \$60,500 will offset a portion of this deficit with the remaining shortfall of \$474,800 being applied against the General Fund's year-end financial results. The deficit is largely due to a write off of a large receivable.

TCU Place Organizational Chart

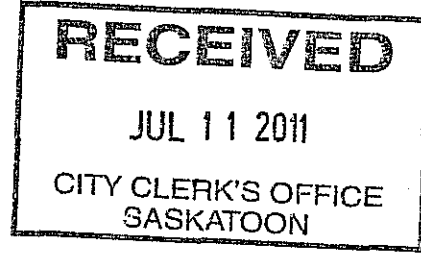
Appendix A



* DENOTES OUT OF SCOPE

(B4)

From: CityCouncilWebForm
Sent: July 09, 2011 4:38 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Tyler Holowaty
534 Highlands Terrace

Saskatoon
Saskatchewan
S7H 4Y6

EMAIL ADDRESS:

tylershea5@hotmail.com

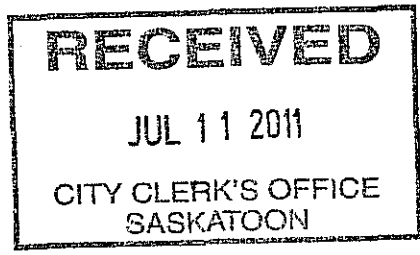
COMMENTS:

I call on the City of Saskatoon to double the amount of money allocated to its mosquito control budget. It has been said that the beauty of Saskatoon in the summer makes up for its long and treacherous winters which last half the year. However when it is not possible to enjoy the outdoors in the summer due to a relentless mosquito population it puts this statement in serious doubt. After playing a soccer game in Lawson Heights the other night I came home with over 100 mosquito bites; this despite the fact I sprayed myself down with 25% DEET before venturing outdoors. It is my understanding that mosquito repellents with a DEET concentration higher than 30% are illegal in Canada, as they can cause a variety of health problems including insomnia, mood disturbances, impaired cognitive function, seizures, and cancer. Thus the city needs to do more to control the mosquito population so Saskatonians aren't forced into using such potentially dangerous products (which incidentally can be procured online).

If the pesticide the city uses is in fact "environmentally safe" as asserted by the city of Saskatoon website, what would be the harm in doubling the amount we use each summer? I am 100% certain Saskatonians would have no problem with doubling the amount of money allocated to the cities' mosquito control budget in order to make Saskatoon a more attractive and livable city.

411 (B5)

From: CityCouncilWebForm
Sent: July 09, 2011 11:44 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

zia-ur rehman
226 trimble lane
saskatoon
Saskatchewan
s7w0E1

EMAIL ADDRESS:

ziaurehman@gmail.com

COMMENTS:

residential lot allocation policy:

Department of community services, land branch, has different set of rules for qualified builders and provisional builders. the main differences are

- 1) qualified builders can get lots in lot draw while provisional builders cannot get lots in the lot draw but just over the counter. In the last two draws, there was not a single lot allocation to provisional builders. In this situation, provisional builders cannot sustain and will have to shut down business. Provisional builder requests to review this policy and ask the city to allow them to take part in lot draw as well.
- 2) qualified builder pays 13% to acquire lot but provisional builder has to pay 50% to acquire lot. both has to pay balance in 10 months. there should be same deposit for both.

As city of saskatoon is an equal opportunity organization, please make rules that can benefit all equally. please review lot allocation policy.

135-7
(B6)

CHURCHILL
GATEWAY

HUDSON BAY *Route* ASSOCIATION

ALBERTA - SASKATCHEWAN - MANITOBA

A STRONG ADVOCATE FOR CANADA'S PRAIRIE PRODUCERS
AND THEIR PRAIRIE SEA-PORT.

RECEIVED
JUL 12 2011
CITY CLERK'S OFFICE
SASKATOON

July 7, 2011

To all 2011 members:

Our hearts go out to all of you who have been impacted by all the flooding, and in some parts of the prairies, severe drought. As if this is not enough of a crisis, the Federal Government plans to do away with the Canadian Wheat Board single desk marketing authority. We will do all we can to prevent this from happening. Today we issued a press release (enclosed), as well as a letter to all Members of Parliament calling on the Federal Government to hold a plebiscite with a clear and concise question on the future of the Canadian Wheat Board single desk marketing authority. Farmers should have the democratic right to determine the future of their marketing agency. Please do your part by making your thoughts known to your local MP as well as to the Minister of Agriculture and the Minister of Transportation. If Federal Government MPs start to feel the heat from the vast majority of producers who want to keep the single desk, they will have to recognize that their plan to get rid of the CWB is wrong headed and will be a real blow to the prairie economy.

We are delighted with the results of our membership drive. Bruce Dodds has now visited a significant number of Rural Municipalities. If you have not received a call from him to set up a time when he can visit your council at a regular council meeting, you can expect him to contact you. As our numbers grow we become a greater force to be reckoned with as we continue to speak for farmers.

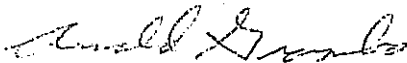
Our AGM & Convention in Virden, MB on April 15th & 16th was a resounding success. Our sincere thanks go out to Elden Boon and his committee for all their hard work and attention to detail. If you missed this convention you should plan to attend next year in Tisdale, SK.

Once again, to all of you who have joined our organization, we extend a sincere thank you and welcome. As our membership grows we become stronger and can represent prairie producers in a more effective and significant way.

Enclosed is a receipt for your membership. Our next newsletter will be coming out shortly.

Please visit our web page at www.hbra.ca.

Sincerely,



Arnold Grambo
Past President
Encls.

PO Box 89 • Moosomin, Saskatchewan S0G 3N0
PRESIDENT: Sinclair Harrison - (306) 435-7319 - sinc.gail@sasktel.net
MEMBERSHIP: Bruce Dodds - cell/voicemail: (613) 924-9418 - brucedodds@ripnet.com

PRESS RELEASE
HBRA CALLS FOR PLEBISCITE

The Hudson Bay Route Association is calling on the Federal Government to hold a plebiscite with a clear and concise question on the future of the Canadian Wheat Board single desk marketing authority.

“We feel that farmers should have the democratic right to determine the future of their marketing agency” says Sinclair Harrison, President of the Hudson Bay Route Association.

The mandate of the Hudson Bay Route Association is the greater use of the Hudson Bay Route and the development of Canada's northland.

We are concerned that any reduction in the volume of shipments, including grain, through the Port of Churchill will have a detrimental effect on the port and all of Canada.

Currently, 95% of the volume of grain shipped through the Port of Churchill is Canadian Wheat Board grain and any change in the grain marketing structure that would negatively affect the volume is a grave concern to the HBRA.

There are many other factors which contribute to the viability of the port of Churchill such as producer cars, short line railways, and the Canadian International Grain Institute.

It is imperative that the federal government consider all these factors before they implement any changes to the basic structure of the Canadian Wheat Board.

For further information contact: Sinclair Harrison 306 435 7319 or visit our website at www.hbra.ca

His Worship Donald J. Atchison ⁵⁵⁰⁰ (B7)

"Law of advertising for Volunteers in Neighborhoods" JUL 12 2011

- In all neighborhoods, there needs to be volunteer actions, on what's going on in the neighborhoods.
- That causes protection and initiative to act upon it as volunteers.
- First politicians need to protect themselves by passing the law of advertisements for volunteers, Also they should protect themselves by giving responsibility to the folks by asking "how do you make your community a safer environment, mentally and physically."
- Volunteers start to work; they need to know how to protect themselves, from court cases and police warnings.
- Neighborhood directors need to look after volunteers and committees.

Volunteers are in extra group of people who don't take away the employment staff work. Do not fight back, give a look and walk away, give suggestions, not statements. Do not get personal. Be familiar but do not interfere. Let the client make the decisions and give them choices, to be there but not involved. Remember No gossip. If you feel hurt or even afraid, stop volunteering. Quality is better then quantity. Do not listen to complaints. Do not let you be pressured and made to feel guilty. It is for free, no strings attached. Best two volunteers will work on one job. Ask yourself what you can do to make your neighborhood a better place. Volunteerism is not a duty, as a volunteer you cannot be used or blamed.

1. Directors work on the welcome kit, Advertisements need to show how to improve on the neighborhood and look at what options they have in buildings, homes, and parks, and search for committees and volunteers.

One representative from each neighborhood, in street blocks, townhouse complexes, and building floors, need to know the people by sight, to be contacted in emergencies. Listen to suggestions in improving the neighborhood. Give advice on where to find, what in the neighborhood. Ask for committees and volunteers.

Committees are needed in crime prevention, in yearly functions for example, neighborhood parties, in finance proofreading, in car demonstrations, and making the neighborhood greener in gardening. Bringing speakers in to the neighborhood, to show people how to buy homes, find jobs, social meetings. Create hangout places for youth and as well as seniors with volunteer supervision. Have special places for animals to be looked after. Speakers need to have moiré speeches related to the topic on family improvements. Give workshops on all topics related to the subjects of education. Create a Newsletter committee welcome kit. Have our neighborhoods mentally improved, so loneliness will fade, stolen money will be returned and controlled, employees will be appreciated and volunteers will have appreciation papers handed out once a year.

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205-1
B8)

Get the Goods... on Broadway.

Broadway Business Improvement District

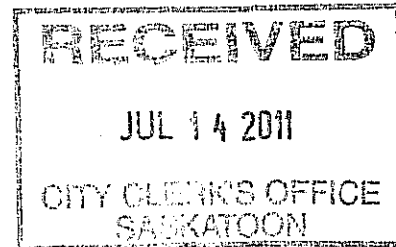
813 Broadway Avenue

Saskatoon SK

S7N 1B5

July 8, 2011

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



Re: Broadway Street Fair 2011

To His Worship and Members of City Council:

On Saturday, September 10th, the Broadway BID will host *Broadway Street Fair 2011* for which we request permission to be the sole agents for the allocation of vending and concession locations. This will ensure that our licensed vendors and businesses are not compromised.

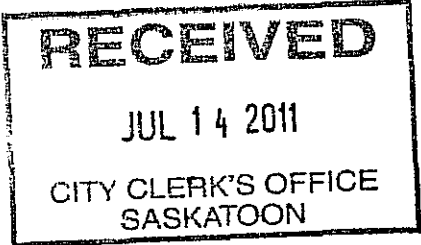
If there are any questions regarding this request, please contact me at 664.6463.

Kind regards,

Sarah Marchildon
BBID Executive Director

B9) 5

From: CityCouncilWebForm
Sent: July 14, 2011 3:50 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Leslee Newman
3303 Caen Street
Saskatoon
Saskatchewan
S7M 3P3

EMAIL ADDRESS:

lnewman@wdm.ca

COMMENTS:

Members of Council,

If you read old newspapers, you'll learn that Montgomery Place was called the western fringe back in the early 1950s when the City of Saskatoon was wooing west-end residents to join the City fold. Not much has changed in 60 years. I see from page A3 of the Saskatoon StarPhoenix, July 13, 2011 edition, that we're still at the fringe of your vision. Our voices fall on deaf ears in City Hall. I cannot believe that anyone can claim "public opinion at two open houses was generally "in support" of the project...". I witnessed people lining up at the microphone in thoughtful and considered protest, not "in support."

Many of you never visit the far southwest corner of Saskatoon until you think it might be nice to take a visitor to the Berry Barn for lunch. On the way you skirt Montgomery Place to the west and the landfill to the east. Now you might envision one day boasting to visitors as you pass the dump, "This wind turbine shows Saskatoon's environmental savvy." Stop. As your literature so aptly reminds us - think. choose. do.

Think about the health hazards to Saskatoon citizens of this ill-considered turbine. It is ill-considered because it is not environmentally sound; nor is it economically sound. At great cost, little will be accomplished environmentally, while the potential health toll is high.

Choose to consider carefully the serious health hazards associated with wind turbines documented around the world. Please do not let slight-of-hand computer modelling outweigh the evidence of real people worldwide. Reports can "prove" whatever they're crafted to prove. Far from the cozy, green image that turbine proponents are painting, wind turbines are a toxic stew of noise, vibrations and strobe effects causing a raft of health problems for people living nearby.

Do vote NO when the question is put to you. The proposed turbine is nothing more than an expensive, hollow symbol that will accomplish little except to threaten the health of Saskatoon citizens living nearby.

From the hinterland of the western fringe,

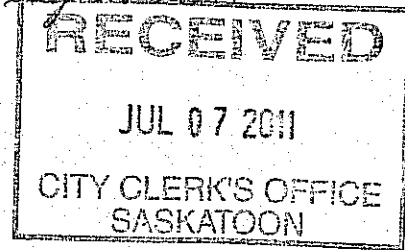
Leslee Newman
3303 Caen Street
Saskatoon
382-0888
14 July 2011

1208-535-24th St E.

Saskatoon, SK, S1K 1K5

BIO

July 2, 2011



To the Mayor and Members
of City Council

In the memo communicated you tell us that
Members of City Council have restricted memo
with only 7800 tonnes for the next 7 yrs and no
tonnage after that.

My son Dan has been working in paper sorting for
28 yrs. I believe that the money for recycling
gas for his pay and a bonus twice a year.

The City Council put in place that the
opportunity for this segment could grow and
recycling grow. Big Business will get the
Benefits of growth in recycling.

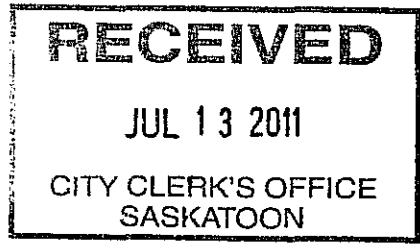
Would you please give memo more than 7800
tonnage and give me after 7 years.

I thank you

Jean Heick.

7830 BUD

From: CityCouncilWebForm
Sent: July 13, 2011 12:21 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Ruby Lacourse
1131 Steeves Ave
Saskatoon
Saskatchewan
S7L 7N3

EMAIL ADDRESS:

COMMENTS:

Good Morning

I would like to mention that I am very happy to see more and more citizens of Saskatoon signing up for Loraas Recycling Program. It would be wonderful if the City would work together with Loraas to implement a mandatory recycling program so as to eliminate so much unnecessary trash in our landfills, and to improve the environment. Let's get acting, cut down on the use of gas for picking up garbage, etc.

If the city is looking for ways to cut down expenses, this would be one of them. I am sure that with the taxes charged for property, that the City could afford to share the expense with homeowners of \$96/year (plus tax) which is about \$101. I am sure the savings would be much more than that in gas alone for the garbage trucks.

Let's get going and move on this. Also implementing this in the schools would be wonderful. At least four bins per school or more if necessary.

I believe that citizens of Saskatoon truly want to make this a greener city.

Thanks
Ruby Lacourse

BIA)

From: CityCouncilWebForm
Sent: July 16, 2011 10:26 AM
To: City Council
Subject: Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Kathy Mahar
921 Avenu T N
Saskatoon
Saskatchewan
S7L 3B9

EMAIL ADDRESS:

kathymahar@hotmail.com

COMMENTS:

To Charlie Clark
cc Don Atchison, and all other members of council

Congratulations Charlie on the initiative to make the neighborhoods safer for all, by lowering the speed limit to 40km. And, good luck with this initiative, unless there has been a huge shift in the attitudes and personal opinions of some Council People, including The Mayor of Saskatoon, the attempt may be futile.

This I know from the experience I personally had in 2001, when addressing City Council in regards to reducing School Zones after the death of Damien Brown. First of all, unless the department comissioned to do "research" into the 40km speed limit are given direction to conduct the research in an unbiased, true form, then the chances of the report coming back in favor, are slim. Again, if there has been a shift in the direction of this council since the council in 2001, then perhaps the research may be more indepth, and true. But if it is anything like the report done by Stantec in 2000, which was not only biased, but inconclusive and lacking years of pertinent information, it will not be worthy to give to our citizens. Even when the motion was made to implement

the School Zones, and a report was to be conducted to deem the best way, a report came back, paid for by my tax dollars, to try to have the motion rescended, that the zones do not work!!! Don Atchison was a councilperson then, and minced no words, in his very disrespectful way to me, that I had given false information, etc, etc..this was in a Planning and Operations committe Meeeting, and, fortunatly Mayor Don Madden seen my shock and dismay, and guided Ms. Mann to see if I wished to address Don's accusations..which I did.

I even questioned Myles as to the new report, it stated things such as "we contacted a person in Prince Albert, and they told us that the school zones do not work, and in fact they will be removed!!" What a disgrace that our City would accept such vague reporting, there was no validation, no names to confirm? But, I did call Prince Albert, and of course, they said it would never happen, removing the zones, and that this manager had no idea who Stantec had spoke with. Again, we paid for this? Myles, when questioned told me that it is written by lawyers, they write in a fine line, between truth and false..

So, common sense must prevail in these critical decisions. All of you, review the reports from 2000, and mine, and the other pertinent information that I gave during the meetings, include the statistics of stopping time, the likelihood of injury

at 50-then 40, then the shamefull report that was presented at The Planning and Operation Committee Meeting.

And again, lets start ensuring that our neighborhoods, streets, communities are safe for those who are not contributing to the pollution, road wear, accidents, and the children and youth who have no other means then our feet to get around.

And, never entertain the idea of making the streets more unaccessible, building walls, dividers, so we have a greater distance to travel? Make walkways, over head walkways, more pedestrian activated lights on 22nd Street.

And have our Traffic Officers do more active duties, tackling the offences of turning right without stopping for a light or sign (i have been almost hit many times with that), passing on the inside when another vehicle has stopped, speeding.

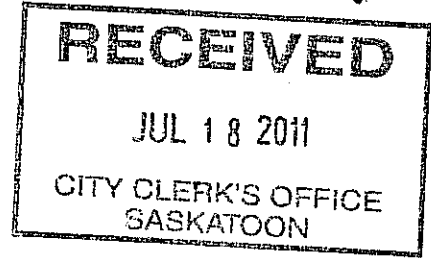
For a City the size of Saskatoon, there are far too many vehicle and vehicle pedestrian accidents. Driving is not a right, it is an earned privilage.

peace

kathy

B13

From: CityCouncilWebForm
Sent: July 18, 2011 11:00 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Jan Coleman
429 Ash St

Saskatoon
Saskatchewan
S7J 0K4

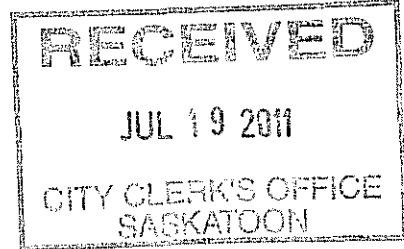
EMAIL ADDRESS:

jclm@sasktel.net

COMMENTS:

Dear Mayor and Council,
After writing a letter to Mayor Don, I received a phone call from the mayor which I greatly appreciated, about the idea of naming something in our city for Joni Mitchell. I just had a thought the other day--would it be a possibility to name the new bridge the 'Joni Mitchell Bridge'?? And perhaps the road leading onto it could be the 'Joni Mitchell Way' or something like that? Anyway, I know Mayor Don said she is particular and you'd have to run the idea past her, but thought it might be something she'd be open to. Many folks in Saskatoon would love to see something honouring our own Joni Mitchell!!!
Thanks,
Jan

6295-1
B14



July 19th, 2011

Dear City Council,

Request for Street Closure - Thursday, September 14th, 2011

From Wednesday, September 13th through Saturday, September 16th, 2011, a large group of visitors/conference delegates, associated with the Canadian Society of Association Professionals (CSAE) will be visiting our city during their National Conference. There will be approximately 500 delegates in attendance.

On Thursday, September 14th, Tourism Saskatoon is hosting a Welcome Reception where we will bring our guests from The Radisson Hotel, by foot to the Bessborough Gardens for an evening event.

We would like to request that City Council approves the street closure of Spadina Crescent and 19th Street from the doors of the Radisson Hotel to the North gates of the Bessborough hotel for the time frame of 4:30pm to 6:30pm to facilitate this "parade of people".

We look forward to hearing back from you on the approval of this short street closure. Please contact Tammy Forrester at 384-6044; tammy@rsvpeventdesign.ca for further information.

In conjunction with Tourism Saskatoon and the CSAE Planning Committee,

A handwritten signature in black ink, appearing to read 'Tammy Forrester', written over a horizontal line.

Tammy Forrester,
Chair of the Welcoming/Experience Saskatoon Committee

Director of Corporate Events

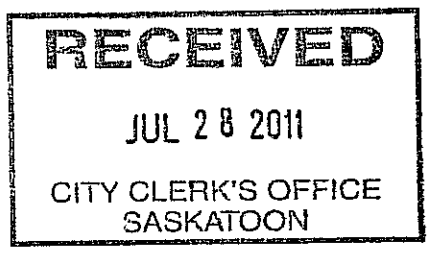
RSVP Event Design, Décor and Rentals

306-384-6044

tammy@rsvpeventdesign.ca

150-1
BIS)

From: CityCouncilWebForm
Sent: July 27, 2011 6:07 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

A deline and Allan Gagnon
311-Davies Road
Saskatoon
Saskatchewan
S7K 7N7

EMAIL ADDRESS:

a.m.g@sasktel.net

COMMENTS:

Mr. Mayor, Councillor Ward 5 and the Rest of Councillors which some of this will also pertain to you and your Wards that you represent. We are wondering if you all have taken leave of your senses? and that a thing called "COMMON SENSE" has left the Building of City Hall completely! First of all, you people must learn what "Tightening of the Belt" means, especially when spending Tax Payer Dollars and not out of your OWN POCKET DIRECTLY! We know, you contribute also", but, you also seem to enjoy some perks that the rest of Saskatonians don't enjoy! Over and above your paycheques! And on Taxpayer Dollars.

We, as homeowners, which we are sure you are somehow quite well aware of! -----cannot go to some unknown source and ask for extra monies to cover our Bills. It is called LIVING WITHIN YOUR MEANS and not overspending, which you people seem to have gone totally out of control on.

AS, homeowners, we must try to have enough money to pay our utility bills, pay our taxes, pay our mortgages, buy food to live, to pay for all this!,- Phone/T.V./Cars are not a Necessity of Life-Luxury Items!----how long do you people think we would last in our "Homes" if this was not kept in line? Our time would be far less, than what you people seem to think you have the right to dig your hands into, not only your pockets (people that have jobs at City Hall with a paycheque on a regular basis), but all the other Tax Payers in our City!

Obviously the "Leader at the Helm as well as Its Followers"-----which none would qualify as Leaders in our Books right now, or by many others in the City of Saskatoon-----You People keep thinking it is your right to keep digging into our Pockets along with Stupidity taking the lead in each and every one of you! Is there not a Plan B or possibly Plan C? if, Plan A means parting with Taxpayers money in a way that it could be spent more wisely----- Lights on the Victoria Bridge! Could have been used to pave some streets in Saskatoon, Huge,Cement Meridians on Third Avenue and other streets-----could have been spent on paving more streets in Saskatoon!!! Also, possibly making looking after the streets in the Winter easier, less Time, Money Spent on grading around these obstacles, there again---money could be used for paving more streets in Saskatoon. Wasting Water when the rest of Saskatoon is supposed to follow Rules----We thought City Hall would be "Leading by Example" and following the Rules that you imposed on the Rest of the City----money could have been used to Pave more

streets in Saskatoon. Wanuskewin being used by heavy trucks which is not deemed a Truck Route?----no Heavy Trucks/Equipment allowed or are we imagining this?, and are not supposed to be travelling on----we the Taxpayers are stuck with the road repairs once again for stupidity when they should "ALL" be using Miller and 71st Street (eg. Light Industrial Industries using this as a truck route to deliver their products!) where is the signage to direct Trucks in an orderly fashion?---no Policing of this in Place by City Hall, and We could add to this "LIST OF WASTE" to make it as long as our arms and then some-----as we are sure many other people in the City would love and could do, Need We say more?!!

Beautify the road system FIRST and then and only then, if, there is money left over, then guess what? maybe, then one "might" be able to consider the extras! (then and only then, many Saskatonians----maybe, might, possibly consider a Holiday away from the City of Saskatoon--Luxury item) instead of working around the clock, figuratively speaking to keep what we have worked so hard to achieve in The Path of Life's Journey-----which we all travel in many different ways, through Choices of Our Own----or ones that have been forced upon us because of Greed from City Hall in this case, because they do not know how to Manage MONEY! More and more people living on credit?---this could be "one" of the causes" of that situation!!! After all, we would like to take a break from this grind!

Our New City Councillor in Ward 5, Randy Donauer-----asleep-at-the-wheel, but collecting a paycheque? For what? sending out an Apology Letter because he got some complaints----you should not have had to wait for COMPLAINTS Randy!-----We would think that just new on the block, you would be trying extra hard to gain some "extra" Brownie Points since you won this Ward by a very narrow margin! Haven't heard a peep out of you really since you took the "OATH", actually, didn't before you got in either? A letter! To make it look like you actually prevoked the happening! This should have been "addressed" on our behalf immediately if you had been enlightened either through your Predecessor or through your own doings. Unless, you have blinders on, it would have been very hard to "miss the mess" of weeds that should have been addressed when shortly out of the ground.

If, your Predecessor "did not fill you in"-----we would think that you would have some where with all to enlighten yourself, asap, since you do live in the area (you had to make many inquiries? According to your letter-----do you people not communicate with each other at City Hall and try to keep on top of what is happening in our city? Mr. Mayor, shame, shame aren't you the Leader of this group?? Or do we all just go blindly into a space and hope that everything will fall into place?, as to what is going on!!

(yes, we realize there are many things that need to be addressed when one takes on a New Job----but I guess it amounts too-----"Hard Work" that needs to be applied right out of the "GATE"----this isn't a gravy train job----it needs a "huge amount" of attention, not right now but yesterday type of thing).

Lovely! that we got the new Bike Path, that the new Bike Path has been put down not only in our area, but other parts of Our City this should have been done years ago---where were our City Planners?, (money wasted on painting actual street to allow for bikes in past, time to update Rules of the Road for our Bike Users, we are sure this money could have been used elsewhere or on Bike Path Construction would be super throughout our City)---- and will be enjoyed by many---(Bike Path not on the STREET---but took more money out of the KITTY(before your time Randy---so, not your problem) to "consult" again to find out the proper procedure-- --total LACK OF COMMON SENSE----we are sure that the MAJORITY or SASKATONIANS could have told you all that for FREE!! Especially those that TRY to use their Bikes Daily and be "Environmentally Friendly", And not someone from EUROPE----although, many of you have travelled, obviously none of these kind of features stick in YOUR HEADS as to what keeps many of those PLACES running smoothly in that "particular area" and maybe, could be implemented here in Saskatoon)-----Bike Path on Wanuskewin, which was wrecked in less than a month of putting down the pavement!!!!!!!!!!!! By someone finally attempting to bring the three to four foot high weeds down-----gee, by gosh-----week of July 25th someone now shaving the dirt?!! And wrecking the bike path more-----you people are totally out

to lunch-----with what order things should be done. If, you can't figure it out from the chairs that you occupy----then go out in the field (Field Trip) or take note when you are driving----and make notes people, once a week and survey the happenings-----so things can be addressed and not left for complaints to come in.

We thought that Landscaping was to be done FIRST-----like on the South side coming in from REGINA!!! ""Do we not rate at the NORTH END?!" Weeds three to four feet high and then the Contractor comes in with heavy equip---tares up the pavement in places(is this supposed to be replaced or recovered at the TAX PAYER EXPENSE? For Stupidity?? This dirt must also be shaved back some (which is now happening----July 27th), as there is too much dirt in places. The dirt actually covers part of the Bike Path in places and Runs unto Bike Path when raining(Common Sense again, lack of, making it dangerous for Bike users in Wet Weather)----- so does this mean, AGAIN heavy equipment coming in to do a job that should have been done before the Pike Path put in?!! Still no grass seed put down either to stop erosion. Also, last we checked there are two sides to a fence-----what about the back side?-----needs dirt in places, landscaping would be nice and then some grass seed. It would be nice also, to have people come and keep the weeds down along with the grass on a REGULAR BASIS-----since we do pay HIGH TAXES-----and please don't say-----" the weather is not co-operating!----it is called prioritizing----and that certainly isn't happening on the NORTH END OF THE CITY!!

So, if all this landscaping is to be done by The Contractor---or whomever at this point----- we hope, no money has exchanged hands to say the Job is COMPLETE!-----there was plenty of time to do this " last fall "----the SOUTH SIDE WAS completed?-----and if the weather was not helping-----too BAD so SAD----not our problem----or City Hall's-----guess the Contractor should have hired more people and got the job done----and if he lost Money-----not our problem again, nor City Hall's-----AS TAXPAYERS-----We expect the Contractor to fix THEIR MESS and to REPAIR the PAVEMENT and not SLOPPY-----must be level and smooth and clean!----- PLEASE---as ASL PAVING originally put down! Even if you have to start at one end and go to the other!

So, Mr. Randy----exactly, when is it that this will be completed? Next year? Or the year after-----still not completed!!!! Summer is rolling on and before you know it----Fall and Winter will be here. Or will we all be receiving another letter apologizing for something that should have been completed long ago? And not Paid for by the City of SASKATOON! Do, you have that many people in HIGH PLACES footing the Bill on your Behalf?! When you just squeaked into City Hall, or did you pay for this out of your own pocket?! How is it that you would put the City of Saskatoon Logo on this letter-----oh, I know, Photoshop, especially when you are printing and distributing with private funds! The Original was a piece of City Hall Paper!!----that of course would be a no, no!!! And who photocopied this on your behalf? We as taxpayers in this area would like a legit response---maybe sworn on the Bible in Front of Many People!!

WE, along with many others that live with "this SPACE" that is supposedly City Property back of us, try to keep some of this space clean-----at our own expense-----maybe we should be sending in bills on a regular basis to be reimbursed for our time, hard work and expense that we incur?!

Frankly we are tired of people being slapped on the wrists, or that we might hurt someone's feelings-----It is time to take a stand and Run a Lean, Clean, CITY HALL!

Clean up Your Own Backyard----Get rid of the DEADWOOD! And no severance Packages----please--- (what happened to the word FIRING? You people really need to have things in writing so that when people are hired, that they know they can be fired just as easily as being hired and signed by them and your Personnel Official((and please, When your name is in the bottom right hand corner of the paycheque----then, we think in this case, the City should be able to say yeah or nay))----Start at the Top and work your way down-----as there is lots of

DEADWOOD in the bottom half as well-----but the upper Half needs People that actually "Take Pride in Their Work" and want to put in a full day and also, know what the heck they are supposed to be doing----to say they have earned their paycheque--- and then the Lower Half would be able to follow-----AS YOU ARE ONLY AS GOOD AS THE INFORMATION THAT IS FED TO YOU!! Some City Planners would be nice, that have something upstairs-----that can actually figure out how to Plan not only for today but for the "Future". It is very plain to see that eg. Our road system was "POORLY" planned back in the day -no imagination put in as to what the FUTURE might be in the least. From the 70's on, when there was still room to think things through and hopefully correct some of the mistakes from the past-----this clearly wasn't done! And is still being added on today to make it even a more unfriendly City to come and drive in or through-----we have heard many complaints over the years, as we are sure, you all have too at some time or other.

We personally have come across people in the Lower Half, that know more of what is going on, or has to be done, than the People that are in Upper Management Positions-----to us this is a huge problem. One does not have to run an Army, so to speak-----but people in general need some sort of guidance, policies (which should be followed!!!----but not!) and maybe an extra push once in a while to remind them they are supposed to be earning the paycheque, not "pretending" which is the case when people are not SUPERVISED properly, and at this point we would say-----there is a heck of a lot of that going on-----or we wouldn't be in the predicament that we are in today at CITY HALL!

Employees----"wasting time" inhouse or----using City Vehicles for Personal Use (this should be a ZERO Tolerance issue, cut and dried, none of this use at your DISCRETION---are you people that "blank upstairs" to not realize that people will use and abuse and will push the button, because they know Upper Management is not going to say anything, because in many cases, they too are abusing the system-----like, get real you PEOPLE-----when we say no Tolerance we mean exactly that for all, not just a few so called HAND PICKED---if you weren't digging into the TAXPAYERS pockets, and FISCALLY earning your paycheques on your own (We think they call this being an Entrepreneur!) then go as you please. But, when you are not making your own Paycheque, but on the BACKS of THE TAXPAYER----we feel you need to be a whole lot more "ACCOUNTABLE and RESPONSIBLE", there are things in Place out there to cut this kind of abuse "Big Time" (We "shutter" to think at how much monies is wasted here---probably enough to pave a few more streets in Saskatoon!) I know, as far back as the Late '60's and several times thereafter-----I (personally) have gone through those procedures and guess what?!!! Surprise, Surprise, I am still here-----many feelings hurt---cause you don't Trust Me---type of thing was the first reaction from many employees-----and we had a Union---well guess what?-----if, you only have "X" amount of Dollars to work with----and since your name isn't at the Bottom, Right Hand side of the Paycheque-----I guess, well the door is open, if you don't like it----move on-----

You people at City Hall, really do need to learn how to LIVE WITHIN YOUR MEANS! And that means spend what you have in the Budget and not above and beyond(because there is a "lot of waste"----and I have worked in those situations first hand). Then you might and only then go to the Taxpayer and ask for more monies-----if you can account for "every cent" being spent WISELY!

We the people of Saskatoon would actually like to see some "Hard Work" put in for that paycheque that is being paid to a lot of those City Employees-----There are some that actually do put in a "Full Day" and are "deserving" of the Taxpayer Paycheque-----"Time to Lead by Example" and not "Stupidity"----It is called Living on "A Budget"! which seems to be what you are to be following according to what you discuss in your Meetings and Council Meetings, but, somehow is not happening!, and STICKING to it-----not spending, spending and more spending (eg. Lights on Bridge to be torn down,Huge Cement Meridians stupid, stupid)-----Yes, we realize costs keep rising---Yes, people keep asking for More-----"Priorities" eg. roads, sewage, water, etc., then, and only then---can you people look at adding Services-----It is time "people took responsibility for their "own" and not keep

thinking that the TAXPAYER and SOCIETY have to look after everyone else that does not live in their household-----IT, does have to stop somewhere, time to "Pull in the Reins"----yes, we are in agreement for some Services-----but if you keep giving handouts-----for everything--- --when does it STOP??? Once you have given people something for nothing, it is impossible to start asking people to pay-----just won't happen, and if it does-----you will never break even on situations that this is applied too, costs more to try and collect than what it is worth-----and it doesn't take a Rocket Scientist to figure that one out. It is time, for Employers, people, schools, to take "responsibility" for your actions and not expect "Society" to handle you with Kid Gloves. We are tired of you and everyone else with your hands in our pockets-----take a numbered ticket and we might and that is a Huge Might, get around to your "wants", but only when we have "achieved" looking after our WANTS!!! It is also time to Kick into High Mode of not always giving to the Rich---tax breaks, buying of land for example!----then maybe there would be more in the Coffers to offer to the People of Saskatoon that are struggling to stay on top of everyday Living! There really needs to be a Balance in this situation, instead of being so lopsided of Making the Rich more Rich (with City Taxpayers Money and with Taxpayers left "always" holding the bag because of "POOR PLANNING and EXECUTION of FUNDS".

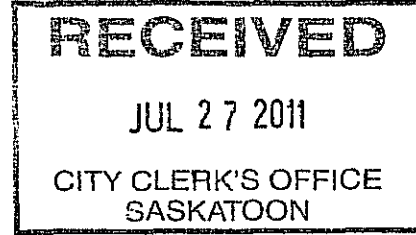
Duplication of Employees and Upper Management can be "streamlined"-----with City Hall surpassing, maybe, just possibly being one of the most Efficient Cities in Canada----- wouldn't that be LOVELY?!!! Is that our imagination running into overdrive? possibly Dreaming?!! To be known as a Productive, Well Run, Efficient City and that, IT CAN BE ACHIEVED with some hard work!!!!!!! Might take a few years to put into place, but guess what, it can and could be done, if you people had some Backbone!

A Business, biggest expense is "PAYROLL"----time to get rid of DEADWOOD! Then everything else falls in behind this. City Hall is a Business----and if you want to improve our City--- ---which you claim you want, I think we all want-----then time to Step Up to the Plate!! And prove to "US" taxpayers, including yourself-----that you can "Achieve"!-----in other words, CHALLENGE yourselves. It is a BIG ORDER-----and we, along with the rest of the TAXPAYERS of SASKATOON-----Challenge you to achieve this GOAL!! And put SMILES back on the Faces of the People that Live in this City of Saskatoon. That, you do have something Upstairs called "Common Sense" and not "Stupidity" that seems to be the precedence of Late!

4720
B16)

Couture, Suzanne (Clerks)

From: CityCouncilWebForm
Sent: July 27, 2011 5:39 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Grace Ann Kuhn
1318 Avenue i North
Saskatoon
Saskatchewan
S7L 2J3

EMAIL ADDRESS:

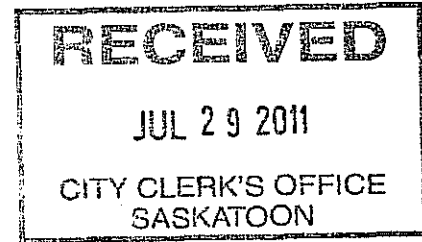
gracekuhn@sasktel.net

COMMENTS:

I am contacting citycouncil pertaining to the strike vote for Saskatoon Transit. As one of many people who rely on the Transit system for work & personal use because I dont drive. If Transit should go on strike I have no way to get to work or to do my personal buisness. I cannot afford a cab on a daily basis. I would like to know how is City Council is going to address the issue of a strike which will affect many Saskatoon citizens. Yours Grace Kuhn

4-**BM**)

From: CityCouncilWebForm
Sent: July 29, 2011 1:50 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Jayne Thurston
405 405 5th Ave. N.
Saskatoon
Saskatchewan
J7K 6Z3

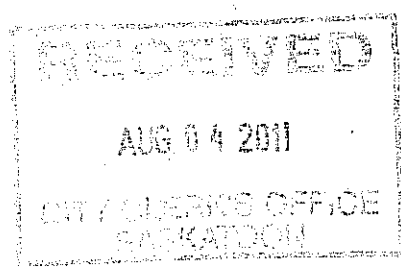
EMAIL ADDRESS:

jbthurston@sasktel.net

COMMENTS:

As a resident of this city I am extremely concerned by the news that the #14 bus will not be running to the downtown after 6:30pm (for only tonight so far). My place of employment is located at 58th and Miller and I work until 9pm. This creates a serious and potentially expensive problem for not just me but for any of us who work in the same locale. how are we to get home? As I'm and sure you are quite aware, taxis are not cheap! I strongly urge you and all city councillors to work with the transit union to reach an agreement before this job action escalates any further. Those of us who do not drive and are low income earners cannot afford a full out bus strike!

1860-1
x 116-1
B18)



July 28, 2011

President
Président

Berry Vrbanovic
Councillor,
City of Kitchener, ON

First Vice-President
Première vice-présidente

Karen Leibovici
Councillor,
City of Edmonton, AB

Second Vice-President
Deuxième vice-président

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

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Troisième vice-président

Brad Woodside
Mayor,
City of Fredericton, NB

Past President
Président sortant

Hans Cunningham
Director,
Regional District of
Central Kootenay, BC

Chief Executive Officer
Chef de la direction

Brock Carlton
Ottawa, ON

His Worship Mayor Donald J. Atchison
and Members of Council
City of Saskatoon
222 Third Avenue North
Saskatoon, SK
S7K 0J5

Project Title: City of Saskatoon Strategic Plan & Community Visioning Initiative
Application number: GMF 10371

Dear Mayor Atchison and Members of Council:

On behalf of the Green Municipal Fund (GMF) Council and the Federation of Canadian Municipalities (FCM) National Board of Directors, I would like to congratulate the City of Saskatoon on its successful funding application for the above-noted initiative. It is our pleasure to confirm that the City of Saskatoon has been approved for a grant in the amount of up to \$333,771.

In the near future, Mr. Rubén Escamilla will contact the City of Saskatoon to finalize the Agreement for this funding.

FCM, in partnership with the Government of Canada, oversees the public announcement of all GMF-funded initiatives. After the Agreement is signed, a GMF communications officer will contact the City of Saskatoon to discuss the process for a public announcement. Before making any public statements on GMF funding, please contact GMF at 613-907-6208 or by e-mail at gmf@fcm.ca.

.../2

10, rue Rideau Street,
Ottawa, Ontario

Mailing address/
Adresse postale

24, rue Clarence Street,
Ottawa, Ontario K1N 5P3

T. 613-241-5221
F. 613-244-1515

www.fcm.ca



We would like to thank you for your interest in GMF. We look forward to working with you to improve the quality of life in your community, and to sharing the results of your initiative with communities across Canada.

Sincerely,

A handwritten signature in black ink, appearing to read 'Karen Leibovici', with a long horizontal flourish extending to the right.

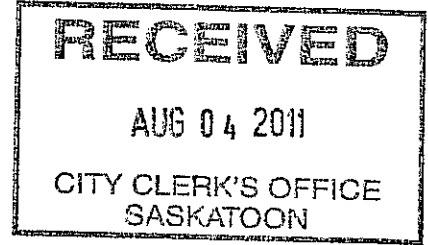
Karen Leibovici
Chair
Green Municipal Fund Council

KL/RE:rp

c: Ms. Carla Blumers, Project Manager-Community Visioning

B19)

From: CityCouncilWebForm
Sent: August 04, 2011 2:56 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Roxana Predoi
101 - 145 Front Street East

Toronto
Ontario
M5A 1E3

EMAIL ADDRESS:

rpredoi@ovariancanada.org

COMMENTS:

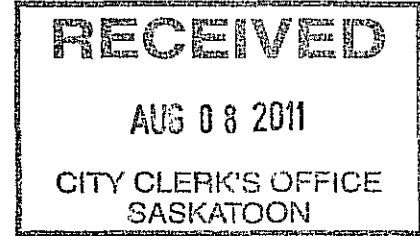
Dear Sirs and Madames,

With respect to our annual, national special outdoor event, Ovarian Cancer Canada Walk of Hope scheduled to take place on Sept. 11, 2011 from 9:00 am to 1:00 pm in Meewasin Greenspace South we ask that you grant us an exemption to your Noise Bylaw.

Many thanks,

Roxana Predoi
Operations and Human Resources Director
Ovarian Cancer Canada

From: CityCouncilWebForm
Sent: August 08, 2011 4:34 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Frances Westlund
Community Services Department
Community Development Branch
Cosmo Civic Centre
3130 Laurier Drive
Saskatoon
Saskatchewan
S5L 5J7

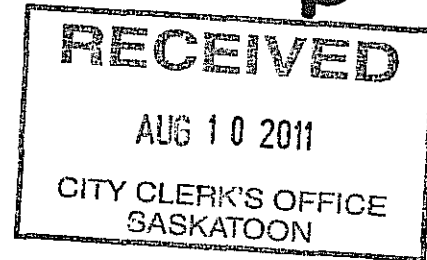
EMAIL ADDRESS:

frances.westlund@saskatoon.ca

COMMENTS:

Noise Bylaw Extension Request
"This is our Culture - Saskatoon" Culture Days 2011
The Community Initiatives Section, Community Development Branch, City of Saskatoon is hosting a Culture Days event Oct 2, 2011, 1-3 pm at Market Square ". The event will feature a performing artist's stage, artisan demonstrations and interactive cultural displays. We would like to request an extension to the Noise Bylaw allowing for the sound checks to occur from 9 am to 1 pm on Sunday, October 2, 2011.
Thank you.
Frances Westlund
Arts & Grants Consultant
City of Saskatoon

From: CityCouncilWebForm
 Sent: August 09, 2011 9:00 PM
 To: City Council
 Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Claude Vaugeois
 Lot 7, Block 13
 Box 4
 Bladworth
 Saskatchewan
 S0G 0J0

EMAIL ADDRESS:

cloudsrepair@live.com

COMMENTS:

As some of you might be aware, there are citizens in Saskatoon, who are adamantly opposed to some of the so called "safety measures" imposed by the city's administration. I was living in Saskatoon from 1985 until 2008. I found the city became intolerable to live in after the current administration took power and began to borrow millions of dollars, until they had to sell half the riverbank to break even on their inflated projections. It remains to be seen, if you will have to continue borrowing to keep the city's finances intact.

I have found this administration's traffic safety programs to exercises in negligence, maliciousness towards the poor and struggling, and tragically misdirected for those who seek a safe city to live in.

Following is a letter I am publishing to the local papers. I have asked the city Police Service to apply some due diligence here. They have chosen to direct me to your red light camera administrator.

I am opposed to this action as it represents that the Police Service wishes to remain silent, when it is their express purpose for existing here.

I have zero interest in playing shell games about safety in this situation.

Here is the letter:

Saskatoon's "Speeding Bullet" Policy

Recently I had a chance to sit in on one of Saskatoon's "Red Light Camera" trials. I say, I had a chance, however, I was obliged to go, as a dangerous situation had occurred before the intersection and the cameras had recorded my late entry into the intersection.

I was going to court !)

Unfortunately, when I got there, the prosecutor was malicious and aggressively demanded for her prosecution to stick and the intersection was not corrected of its flaws.

To say the 'Judge' was negligent would be a bit of an understatement.

He allowed the prosecutor to make unfounded remarks, then proceeded to his judgement, actually cutting me off as I tried to respond to her misleading statements.

I had pointed out in the trial that the city of Saskatoon's administration was negligent in protecting the public's safety at that intersection.

I had also pointed out that the Saskatoon Police Service was negligent in protecting the public's right to safe travel through the intersection.

I had also hinted that the city of Saskatoon's representatives were misleading the public, endangering the public safety and that they had created what I would describe as a speeding bullet zone.

In this zone there is a sign indicating it's a fifty zone and the light is timed for a fifty zone.

Unfortunately for the unwitting driver, the sign is only 100 feet from the stop line, so if you miss it or anything goes wrong there, your vehicle becomes a speeding bullet.

You are not afforded the benefit of a signal timed for an intermediate speed.

Nor the benefit of a sign placed well back of the zone. Chances are the light will change faster than you can safely stop. You and your passengers will have their lives placed in danger.

The city will justify the offense against you by charging you, and you will be maliciously convicted.

Your driver's license and your ability to earn a living will be affected. Your ability to defend yourself publicly will be affected. Like me, your trial may be held last. Not even so much as a stenographer will be in the room. The officer who signed the charge won't be available for questioning. No one will review the case for accuracy and adherence to lawful practice.

When the camera system was first installed, a driver in front of me slowed down during the amber, enough that I entered after the red. They were saying on the radio that day that "common sense" would be applied to the situation and that the tapes would be reviewed first. I called the Police Station to complain about the danger beginning to start already. The Officer glibly stated, that "Common Sense" would be applied and that the tapes would be reviewed. The cameras were active, but not being used for tickets yet. Only two cars went through that intersection, mine and vehicle who took the whole amber. During my recent trial, the reviewer, who was the only individual testifying besides me, had never heard of the "common sense" policy. It was his understanding that any vehicle appearing behind the line should be charged, as that is the only litmus test they are recognizing in this dangerous zone. They are not willing to acknowledge, there are other factors involved when the 50 light is; for all practical purposes, located in a 60 zone. He has been the reviewer, by his testimony, "Since its inception."

On Feb. 14th of 2008, I was involved in an accident at that intersection. I was travelling from the Home Depot to the Co-op Store. I had remained in the same lane travelling alone until shortly before the Idylwyld Bridge, where two vehicles were coming up behind me. I began to slow down so the three vehicles were travelling together when I heard an engine gunning beside me. Another vehicle was overtaking us on the bridge and I released my accelerator, allowing him in. We were driving on two strips of glare ice, which was well rutted, so I couldn't do much there, I bunny-hopped over the ruts into the turning lane. I was going for the brakes when the green light began to blink amber. I hammered on my brakes and attempted to pull my vehicle up for the intersection. I was really hoping the vehicle in front of me would go, as the physics were clearly against my stopping before the line. I would need the gravel to stop. The vehicle in front of me continued into the intersection as he would not have been able to stop anyway. When his vehicle was well in the intersection and nearly stopped, the light turned solid amber, and he checked the intersection for being clear, which it was. Then staring at the cameras above him, he came to a complete stop, two thirds of a car length over the line. At about the time the light turned red, my bumper impacted his and my plate holder, which already cracked fell off. He hadn't warned his wife, so at the time of impact, her head bobbed a bit. She was only surprised and was still smiling

in the Co-op store later. When we got out of our vehicles to share information, he pointed to an old crack on his bumper about 8 inches over from the point of impact, and declared that a 3 inch crack, which was browning and frayed on the edges had been caused by the impact. When I asked him why he didn't clear the intersection he stated, "That intersection is crazy!" I acknowledged his psychosis about the cameras and wished him and his wife a pleasant day. If I hadn't been going for my brake already, I would have smashed them into the next day.

The SGI adjuster maliciously and falsely found me at fault for the accident. I did not appeal his decision, as it was a criminal offense. I do not appeal criminal offenses. I press for the charge to be laid. SGI, its officers and managers, and the minister of Crown Corporations, decided, it was ok to commit fraud in the course of their administration. SGI began to defraud me and my family of our finances. They extorted the money from me by threatening to cut off my driver's license. They undermined my Constitutional right to live, work and seek employment, anywhere in Canada. They undermined my safety, as I am the safest driver I know. I have defensive driving training and experience, and drove a school bus when I was twenty. I held a class 4 license for 17 years, until I decided to give up professional driving. My decision was based on two reasons.

1. The Police were issuing me one malicious ticket a year, ensuring my operating costs would continue to rise uncontrolled, and ensuring that SGI had plenty of fodder for their systematic fraud.
2. The city of Saskatoon's Clerk laughed, when she advised me the city wasn't going to enforce the bylaw originally written by the city fathers for our long-term security, but rather they had repealed the bylaw. I told my friends to form a union, I was leaving the trade.

The Criminal Code does not exist in Canada, so we might have a pretty book to look at. It does not exist, so we can remove, hardened convicts from the streets alone. It exists, so when a criminal act is committed, we have a standard against which to measure the offense.

SGI will gladly add to your troubles as soon as they receive the notice of your false conviction, so you will immediately feel the effects of the fraud. Your family and children will be affected as well, when you spend your income supporting their negligence.

This may have a spiralling effect on your family life and your personal relations, if you, or your spouse allow it to. In these cases, the effect is the same as an aggravated assault. It hurts for a long time.

If you lose your license, you may die in a traffic accident, when a driver who doesn't care about your safety tries to stop for the pre-maturely timed signal. I pointed out to the court that many vehicles are having difficulty at these intersections. That I had observed them standing on their brakes, one mistake from an accident through the zone. That I had professional driving experience in Saskatoon; and knew exactly the danger they were placing our passengers in.

Some of the other defendants there, made the statement, "I did the right thing." They had hit a slippery patch or something had happened which made it impossible for them stop safely. This is not important to the city, or the police service. It appears to be decidedly unsavoury to request the queen's counsel, or the sitting Judge to protect our basic right to safe passage.

They haven't considered that, as a Canadian, you have a constitutional right to live, work and enjoy life unaccosted by malicious incompetence and negligence, anywhere in Canada.

The trial Judge reminded the court that his judgement was based purely upon whether your vehicle was behind the line after the red light. He seemed indifferent to the pre-existing conditions, and acted in a manner completely lacking in common-sense or good faith. I might

add, He seemed unaffected by the Supreme Court's decision that when an act is not committed on purpose, it is not considered an offense under the act.

Of all the misleading statements made, there was one that stood out. The prosecutor pointed out that the "accident avoidance" alarm had been raised twice while I travelled through the zone. So the computer knew that I was travelling too fast. It did not know that my passenger, who was having a mental breakdown wasn't wearing her safety belt. It did not know that I only discovered the fact when I went to hit my brakes for the speed sign. Too late. It did not actually change the time to allow me safe passage. Rather the signal went at exactly 3.5 seconds and the prosecutor deliberately misled the court. These are crimes against the crown and against the community. The judge did not allow me to respond to that fallacy. He reiterated the mis-leading statements in his false judgement.

The 'judge' had crossed out the J.P.'s name and pencilled his own in under the JP.'s stamp.

The government of Saskatchewan has failed to provide you, or I with an office where we may report these malicious acts against us, committed by those we pay to protect our basic safety and our rights. The Public Complaints Commission, decided it wasn't in the public's interest to ensure the intersection was safe.

The judge ignored the psychosis which has caused accidents at the intersection. The city and the police service have failed to record the accidents at the intersection. SGI and the highway traffic safety board have failed to provide oversight or to correct the basic flaws at the intersection. They have chosen to blame their incompetence on you and I.

We are guilty only by association with the politicians who's policies show hatred towards our community, and the individuals who's rights and safety they are subverting.

It seems unfortunate that Saskatoon has all these fine lawyers available, but they are not affordable for our citizens, nor are they effective for these cases. In point of fact, the legal community in Saskatoon, has little moral basis left. They have failed to respect our most basic rights. Failed to keep our constitution intact. Failed to keep lawlessness from overcoming our community and our court system.

Two and half minutes from now the next family will attempt to enter that intersection. That's plenty of time to allow the vehicles the time needed to stop. 3.5 seconds doesn't cut it. Either allow the time for the traffic to stop or slow the traffic down before the zone.

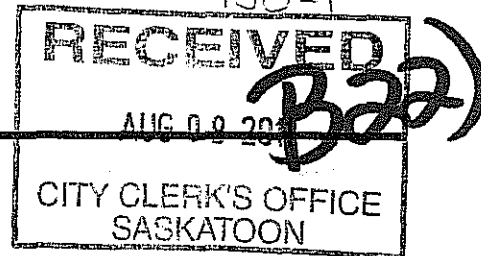
It is an offense to blame that level of incompetence on the driver trying to follow the road signals. It is criminal neglect to expect that driver to ignore common sense in protecting his or her vehicle and their passengers. Especially, when the cameras are recording the failed condition every two and a half minutes.

It is not appropriate that those who build their lives and careers on intolerance and manipulating, self-righteousness; Should prosper in the face of those whose lives exhibit compassion, tolerance and service. Those who work and live on the same streets and support the same counsel for their own safety and protection.

There is no law against doing good, but several against those who assault us. There is, in fact, no law in Canada, which prevents an individual from defending themselves, their families and their community. There is only a feigning apathy which prevents us from protecting our own people.

Let's put crime in its place, behind bars, not behind a robe.

The people of Saskatoon need to decide if they want a "Common Sense" city council or a "Speeding Bullet" council.



From: Lorie Langenfurth [langenfurthl@hsf.sk.ca]
Sent: August 09, 2011 3:40 PM
To: Web E-mail - City Clerks
Attachments: Letter to Mayor for walking during parade August 9 2011.docx

Dear City Councilors,

I am proud to congratulate you and our Mayor for the heart-healthy choice you made during today's parade!

Warm regards,

Lorie Langenfurth, Acting CEO/Director of Fund Development

Heart and Stroke Foundation of Saskatchewan

279 - 3rd Avenue North

Saskatoon, SK S7K 2H8

p: 306-244-6822 ext. 229

f: 306-664-4016

toll-free: 1-888-473-4636

langenfurthl@hsf.sk.ca

www.heartandstroke.sk.ca

LIKE us on Facebook: www.facebook.com/Heartandstrokesask and www.facebook.com/SaskBigBike

SLIMMING SUMMER SWAPS The summer season is all about gatherings with family and friends and that often means food, food and more food – and alcohol. But beer, burgers and ice cream don't have to be your only choices. This summer go for lighter summer meals and treats and stay active to help keep your waistline in check. [Click here to learn how](#) or visit heartandstroke.sk.ca.



HEART &
STROKE
FOUNDATION OF
SASKATCHEWAN

Finding answers. For life.

279 3rd Avenue North
Saskatoon, Saskatchewan
S7K 2H8

Tel 306-244-2124
Toll-free 1-888-473-4636
Fax 306-664-4016
heart.stroke@hsf.sk.ca
www.heartandstroke.sk.ca

August 9, 2011

His Worship Don Atchison
Mayor
City of Saskatoon
via e-mail

Dear Mr. Atchison:

On behalf of the Heart and Stroke Foundation, I would like to formally recognize the great thing you did today. As Mayor, you have an important role to play in helping to form a culture of heart healthy changes in your community. Saskatchewan is a place where real change happens at the grass roots level. As a community leader you inspire and galvanize the kinds of positive change that will impact Saskatoon's health well into the future.

Congratulations on the positive and healthy image you portrayed today by walking with fellow city councilors in the Saskatoon Exhibition Parade. Many other representatives chose to ride in vehicles during the parade and we feel your choice to walk today signaled to many people your commitment to keeping Saskatoon healthy.

The Heart and Stroke Foundation would like to recognize and thank you and the city councilors for the positive work you do in your community and for being active leaders. Walking during the parade may seem like a small step, but it is a step in the right direction which can be part of a much bigger movement toward improving health in Saskatoon.

It takes a healthy community to raise a healthy child, at the Heart and Stroke Foundation we like to recognize everyone who is working to make Saskatchewan one of the healthiest provinces to raise a family. Thank you, Mayor Atchison and all of the city councilors who were walking with you, for being a positive role model during the parade today.

Sincerely,

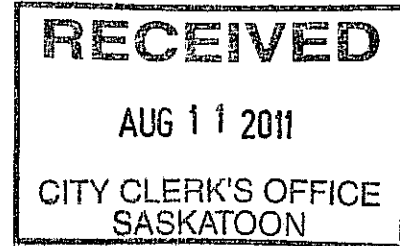
Lorie Langenfurth
Acting CEO

Gordon S. Wyant, Q.C.
374 Third Avenue South
Saskatoon, SK S7K 1M5

6310-1
B23)

Telephone: 306 221 0407

Email: g.wyant@mckercher.ca



August 9, 2011

City of Saskatoon
222 Third Avenue North
Saskatoon, SK S7K 0J5

**ATTENTION: HIS WORSHIP MAYOR DON ATCHISON
AND MEMBERS OF CITY COUNCIL**

Dear Sirs/Mesdames:

Re: Gordon Michael Wyant

On behalf of myself and my four brothers, I wanted to express my sincere appreciation for the suggestion and recommendation that a street in the Evergreen neighbourhood be named after our father.

Our parents immigrated to Canada in 1954 with our father becoming the founding professor and head of the Department of Anaesthesia at the newly-opened hospital of the University of Saskatchewan in Saskatoon. He remained at the University Hospital until his retirement in 1987.

Our father won many awards for his work in anaesthesia and his service to military and community organizations. As proud as we are of our father's accomplishments as a physician, we are equally proud of his accomplishments as a soldier.

In 1991 he was invested as an Officer of the Order of Canada in recognition of his "Distinguished Career as a Physician, Researcher and Educator". In 1970 he was President of the Canadian Anaesthetists Society which also awarded him its gold medal. He achieved the rank of Lieutenant Colonel and commanded a medical company in the Royal Canadian Army Medical Corps. He also served on Diocesan and the National Synods in the Anglican Church. In 1998 he received the Distinguished Career Awards from the Canadian Pain Society. In 1977, he founded the Pain Management Service at the Royal University Hospital. In the 1970s, the concept of an inter-disciplinary pain team was new and the Saskatoon clinic was one of the first six such services in Canada. The Pain Management Service at the Royal University Hospital remained under our father's direction from 1977 to 1988 during which time he assessed more than 5,000 patients with chronic pain. Those people who we have met over the years who benefited from our father's service had nothing but praise for the very good work that he did over those years.

Our father was very much a community man. He was the director of the Emergency Measures Organization and as well, served many years on the board of the Sherbrooke Community Center.

Of course, our mother stood by our father's side until her untimely death in 1987. Certainly, our father could not be the success he was without the love and support of his dear Anne.

Our father's accomplishments are many and we are proud he chose to serve the people of Saskatoon and Saskatchewan by moving to this great province. He taught his sons that we all have a responsibility to serve our community and in our very small ways we have sought to continue that legacy.

Again, on behalf of our family, I extend our deepest and heartfelt appreciation.

Yours truly,

Gordon S. Wyant, Q.C.



City of
Saskatoon

Saskatoon Development
Appeals Board

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

B24)

July 14, 2011

His Worship the Mayor
and Members of City Council

Ladies and Gentlemen:

**Re: Development Appeals Board Hearing
 Refusal to Issue Development Permit
 Proposed One-Unit Dwelling
 (With Rear Yard Setback Deficiency)
 131 Snell Crescent – R1A Zoning District
 North Prairie Developments
 (Appeal No. 13-2011)**

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

Yours truly,

Joanne Sproule
Deputy City Clerk
Secretary, Development Appeals Board

JS:ks

Attachment

Templates\DABs\Mayor.dot



City of
Saskatoon

Saskatoon Development
Appeals Board

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

NOTICE OF HEARING - DEVELOPMENT APPEALS BOARD

DATE:	Monday, August 8, 2011	TIME: 4:00 p.m.
PLACE:	Committee Room E, Ground Floor, South Wing, City Hall	
RE:	Refusal to Issue Development Permit Proposed One-Unit Dwelling (With Rear Yard Setback Deficiency) 131 Snell Crescent – R1A Zoning District North Prairie Developments (Appeal No. 13-2011)	

TAKE NOTICE that North Prairie Developments has filed an appeal under Section 219(1)(b) of *The Planning and Development Act, 2007*, in connection with the City's refusal to issue a Development Permit for construction of a proposed one-unit dwelling at 131 Snell Crescent which is located in an R1A zoning district.

Section 8.2.2(1) of the Zoning Bylaw requires that a rear yard setback be provided of not less than 7.5 metres (24.61 feet). The information submitted by the applicant provides for a rear yard setback of 5.94 metres (19.48 feet), resulting in a rear yard setback deficiency of 1.56 metres (5.13 feet).

The Appellant is seeking the Board's approval of the rear yard setback deficiency in order to provide for a future covered deck and open hot tub area.

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

Dated at SASKATOON, SASKATCHEWAN, this 14th day of July, 2011.

Joanne Sproule, Secretary
Development Appeals Board

Templates\DABs\Dab-A



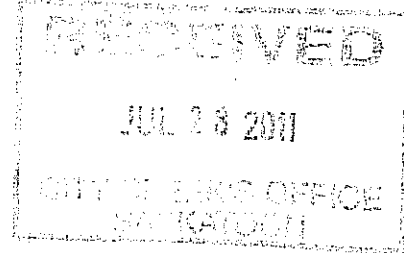
City of
Saskatoon
Saskatoon Development
Appeals Board

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

4352-1
BAS)

July 28, 2011

His Worship the Mayor
and Members of City Council



Ladies and Gentlemen:

**Re: Development Appeals Board Hearing
 Proposed Addition to Place of Worship
 (with south side yard deficiency and off-street parking deficiency)
 225 Avenue M South - R2 Zoning District
 Maurice Soulodre Architect Ltd.
 Appeal No. 14-2011**

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

Yours truly,

Joanne Sproule
Deputy City Clerk
Secretary, Development Appeals Board

JS:

Attachment

Templates\DABs\Mayor.dot



City of
Saskatoon

Saskatoon Development
Appeals Board

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

NOTICE OF HEARING - DEVELOPMENT APPEALS BOARD

DATE:	Monday, August 22, 2011	TIME: 4:00 p.m.
PLACE:	Committee Room "E", Ground Floor, South Wing, City Hall	
RE:	Refusal to Issue Development Permit Proposed Addition to Place of Worship (with south side yard deficiency and off-street parking deficiency 225 Avenue M South - R2 Zoning District Maurice Soulodre Architect Ltd. (Appeal No. 14-2011)	

TAKE NOTICE that Maurice Soulodre Architect Ltd. has filed an appeal under Section 219(1)(b) of *The Planning and Development Act, 2007*, in connection with the City's refusal to issue a Development Permit for construction of an addition to a place of worship at 225 Avenue M South, which is located in an R2 Zoning District.

Section 8.4.2(7) of the Zoning Bylaw states that a place of worship shall provide a side yard setback of 3.0 metres (9.84 feet). The information submitted by the applicant provides for a south side yard setback of 1.5 metres (4.92 feet), resulting in a south side yard deficiency of 1.5 metres (4.92 feet).

Section 6.3.1(4) of the Zoning Bylaw requires a place of worship, where no fixed seating is provided, to provide one off-street parking space per 7.5 square metres (80.73 square feet) of gross floor area devoted to the main assembly area. Based on the plans submitted, the main assembly area is 30 square metres (322.92 square feet) and therefore four off-street parking spaces are required. The information submitted by the applicant indicates that no off-street parking spaces are to be provided, resulting in a deficiency of four parking spaces.

The Appellant is seeking the Board's approval of the side yard and parking deficiency to enable more efficient use of the site and facilities.

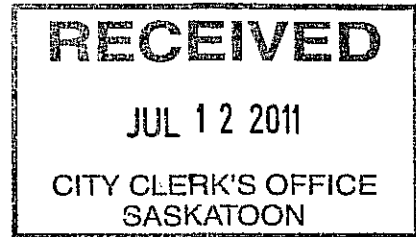
Anyone wishing to provide comments either for or against this appeal can do so by writing to the Secretary, Development Appeals Board, City Clerk's Office, City Hall, Saskatoon, Saskatchewan, S7K 0J5 or email development.appeals.board@saskatoon.ca. Anyone wishing to obtain further information or view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

Dated at SASKATOON, SASKATCHEWAN, this 28th day of July, 2011.

Joanne Sproule, Secretary
Development Appeals Board

7300-1
x 1700
B26

From: CityCouncilWebForm
Sent: July 11, 2011 10:38 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Cathy Holtslander
1516 Cairns Ave.
Saskatoon
Saskatchewan
S7H 2H6

EMAIL ADDRESS:

choltslander@sasktel.net

COMMENTS:

I read in the Star Phoenix that City Council is considering cutting transit service as a way to deal with budget issues. Transit is a key feature of cities. To reduce transit is totally wrong-headed. We should be going the other way: invest in transit, make it less expensive, make service more frequent and have longer hours, improve routes to provide more convenience.

If transit works well it will become the transportation choice priority for many more people, and it will be a drawing card for new residents and businesses as the reliability and convenience will be understood as a plus for quality of life.

The idea of cutting transit when you are also facing a severe backlog of road work and deteriorating pavement throughout the city so you really want to force people into using private car transportation for even more of their trips?

Furthermore, transit is good for social inclusion. If we have better transit service people with low incomes that can't afford cars and taxis, and people with disabilities that prevent them from driving will still be able to get out and go to work, participate in community life, attend events, etc.

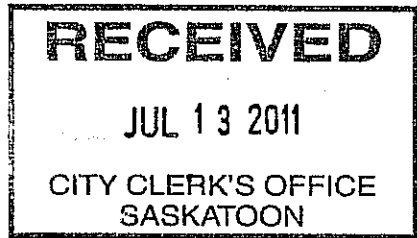
Of course there is the fossil fuel/climate change angle as well. Why would we cripple our city's fortunes by cutting transit just when it will become more necessary?

Investing in public transit is just a no-brainer! Please! Be sensible and find other ways to deal with your budgeting challenges.

Thank you.

116 B27)

From: CityCouncilWebForm
Sent: July 12, 2011 10:57 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:
Jonathon Hodges
1411 Broadway Ave
Saskatoon
Saskatchewan
S7H 2A7

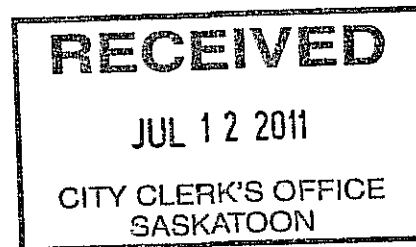
EMAIL ADDRESS:
jonathonhodges@hotmail.com

COMMENTS:

I have heard of the proposed cuts to the transit system, and am shocked. I can understand why transit would be at the top of the budget lists, as it obviously is not a profitable item. It is not meant to be one. The city offers this as a service, to aid it's citizenry, not to make money. It's there to help people who cannot afford to drive, or an option to people, like myself, who feel that the last thing the streets and environment need is one more car. Most shockingly, I noticed a proposition to reduce weekday services to 10pm. This would make my life, and the lives of many evening workers, very difficult. 9-5 workers are only a slight minority. Any restaurant or store open past 10pm would lose staff due to lack of transportation. There are many many establishments open past 10pm, including most grocery stores, restaurants, department stores, and bars. Bars raise another issue. How many people like a couple drinks after work to cool down, and many of these people bus to work so they don't have to drive home under the influence. Cut two hours off the bus times, and how many more impaired drivers will you set loose on the road? Even one more is unacceptable. There are dozens of reasons that this proposed two hour cut is not a fair or reasonable course of action. Economic reasons, tourist reasons, university reasons, business reasons. All these reasons, however, are nothing to me if I can't get home from work, and the 10pm proposal would see to that quite effectively. Ask people who take the bus, for whatever reason, and they'll all say the same. Thank you.

B28)
116-1

From: CityCouncilWebForm
Sent: July 12, 2011 10:26 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Tracey Carr
811 Main Street
Saskatoon
Saskatchewan
S7H 0K2

EMAIL ADDRESS:

tracey.carr@usask.ca

COMMENTS:

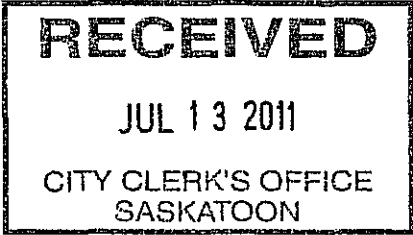
As you begin your review of City services, consider those who will gladly pay more taxes in order to retain vital services. Specifically, I am happy to pay more so that:

- *the mill rate continues to contribute to affordable housing (affordable housing has been identified as a key issue in Saskatoon--why would it be cut??),
- *subsidy for low-income bus passes is retained (who will take this up - the province??),
- *transit service remains un-disrupted, especially after 10pm (have you considered you may be keeping drunk drivers off the street, not to mention allowing people to get home from work?). Our city transit had a Macleans A+ rating, why toy with that?
- *discontinuing roto-rooting services disproportionately penalizes older neighbourhoods with mature landscapes.

My hope is city council considers the June 2011 Community Vision document that clearly states the signs of success for an inclusive and integrated city. I am more than willing to pay more to live in such a city.

116 B29)

From: CityCouncilWebForm
Sent: July 13, 2011 11:05 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Dawn Surovy
2281 Easthill

Saskatoon
Saskatchewan
S7J3E3

EMAIL ADDRESS:

ange1mom438@hotmail.com

COMMENTS:

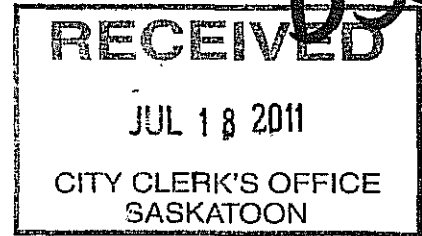
I am reading about the changes being considered for Transit, and frankly I am appalled that such measures are being considered. My family and I depend on Transit as we do not own a vehicle, my Son is employed at Stonegate Walmart and has had to make changes to his scedule because of transit changes, now I am wondering how he is to get to and from work if more changes are made to the bus schedule. If the bus is stopped at 10pm how do those people who get off work at 11pm get home? If the bus doesn't run on holidays how do those people who work on Holidays, and there are many, get to and from work. Why does council continue to find ways to make the lives of families living on the poverty line more difficult? Those "few" that use transit on Holidays and slow times are the few that cannot afford a car. When changes were made to the #12 route, and I voiced my concern, I was told by a transit employee that I should buy a car because more changes were going to be happening. That would be fine if social services would give me enough money to be able to do that, however after all my bills have been paid or partially paid, I have \$90 left to buy groceries for the whole month. I cannot afford to live let alone buy a car. So Mr. Mayor, PLEASE do not cut our transit service any more I depend heavily on Transit, as do many other low income people in this City. This is a growing City and cuts like this are not the way to go. Thank you.

116-1
B30



July 13, 2011

Mayor Don Atchison
City of Saskatoon
222 3rd Ave N
Saskatoon, SK
S7K 0J5



Dear Mayor Atchison:

I am writing to you about a recent civic issue that will directly affect members of SEIU-West, thousands of whom work and live in the Saskatoon community, providing public services either as a health care worker or within the community-based sector. As the President of SEIU-West, I feel it is necessary to communicate with you and the City Councilors regarding the contemplated cuts to transit services.

The bulk of our members work to provide services on the basis of 24 hours of operation daily, seven days a week. They work in hospitals, in nursing homes, in home care, at crisis/help centers, in group homes; and many require transportation to enable their attendance to and from their workplaces. Transit services may not be valued by large numbers of riders after 10:00 p.m., however, it must be recognized that, for many, this is their only transportation option --- not only for work but also for volunteer activities, education and social interaction for our members and their families.

I believe it is incumbent upon City Council to demonstrate collectively their value for the transit services being offered within Saskatoon. Our transit services should be promoted -- they should not be reduced. It is an environmentally friendly travel option that serves the community well, particularly when one looks at the routine traffic delays that are often caused by construction-driven road restrictions and reduced lanes in main arteries. This is a decision which will have severe consequences for working people who live in Saskatoon.

I would encourage you to consider other alternatives for cost-cutting measures. Cuts of this nature have the deepest impact upon those who can least afford to absorb them. Do not make it impossible for many to live and work in our great city. Thank you for your consideration.

Respectfully Submitted,


Barbara Cape
President of SEIU-West

BC/clb

Cc: City Councilors
Unit Chairs - SHR
Unit Chairs - Stand Alone Units (Saskatoon)
Saskatchewan Federation of Labour
Saskatoon District Labour Council

BARBARA CAPE
President

SHELLY BANKS
Vice-President

JANICE PLATZKE
Secretary-Treasurer

SERVICE EMPLOYEES
INTERNATIONAL UNION
CLC

Saskatoon Office:
314 Duchess Street
Saskatoon, SK S7K 0R1
Phone: 306.652.1011
Fax: 306.652.1392

Moose Jaw Office:
39 Athabasca Street W.
Moose Jaw, SK S6H 2B6
Phone: 306.693.7922
Fax: 306.692.2807

Swift Current Office:
325 Central Avenue N.
Swift Current, SK S9H 0L5
Phone: 306.773.2536
Fax: 306.773.7535

1.888.999.7348
www.seiuwest.ca

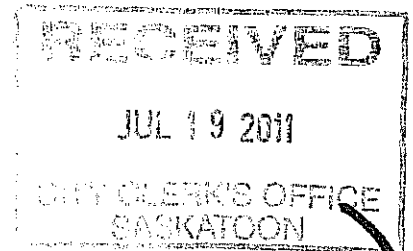




SASKATCHEWAN
HUMAN RIGHTS
COMMISSION

July 14, 2011

His Worship Donald J. Atchison and Councillors
Office of the Mayor
222 Third Avenue North
Saskatoon, SK S7K 0J5



B31)

Dear Mayor Atchison:

We were encouraged to learn that Saskatoon's Mayor and members of City Council are looking at ways to install more sidewalk ramps – also known as “curb cuts” – across the city (*Councillors prioritize capital projects, Star Phoenix, July 11*).

Although the list of capital projects under consideration is long, and won't be finalized until the City completes its strategic review process, we applaud Council for placing this vital issue on its agenda and seeking to build a more people-friendly, inclusive and accessible city.

Wheelchair users, senior citizens, parents with strollers and others need access to our province's sidewalks and roadways to go to work, shop and take in the myriad services and amenities our communities have to offer. This is a step in the right direction and we commend Saskatoon's City Council for including this important upgrade in its planning and deliberations.

This letter was also submitted electronically, in order to be placed on the agenda of the next City Council meeting.

Yours truly,

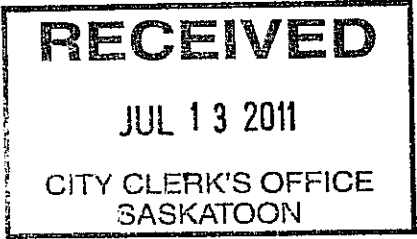
David Arnot
Chief Commissioner
Saskatchewan Human Rights Commission

Suite 816, Sturdy Stone Building
122 - 3rd Avenue North
Saskatoon, SK S7K 2H6

PHONE 306-933-5952
FAX 306-933-7863
TOLL FREE 1-800-667-9249 (SK only)
TELEWRITER 306-373-2119
EMAIL shrc@gov.sk.ca
WEB www.shrc.gov.sk.ca

118 B 32)

From: CityCouncilWebForm
Sent: July 13, 2011 1:01 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Jennifer Freeze
402-626 University Drive
Saskatoon
Saskatchewan
S7N0H9

EMAIL ADDRESS:

jfreeze80@gmail.com

COMMENTS:

As one of the 2 average round trip patrons of the 40 Airport bus every day, I am appalled at City Council's plans to cut Transit services. Whenever I board the bus in the morning, it is full of people I recognize from the trip each day. After work in the evening, these same people board the bus on their way home. I ride the 40 to get to and from work five days a week because I have no other mode of transportation.

Every cut made to a bus route further convinces people who drive themselves to and from work each day that leaving their car in their garage is not an option. When everybody has a single passenger car on the road, traffic remains a nightmare. How are people expected to see Saskatoon Transit as a real and reasonable alternative to their own vehicle when service cuts continue to ruin the experience for loyal transit patrons? How are retail workers supposed to get home when their minimum wage job lets out at 10pm and their bus stops running at the same time? Is everybody expected to own a car because their area is not one serviced by a bus route?

I hope that Council will reconsider these Transit cuts so that Saskatoon residents continue to have access to affordable transportation options.

116-1

B33

From: CityCouncilWebForm
Sent: July 13, 2011 8:48 AM
To: City Council
Subject: Write a Letter to City Council

RECEIVED
JUL 13 2011
CITY CLERK'S OFFICE
SASKATOON

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Kathryn Bertoncini
5 - 37 Bateman Crescent
Saskatoon
Saskatchewan
S7H 3C3

EMAIL ADDRESS:

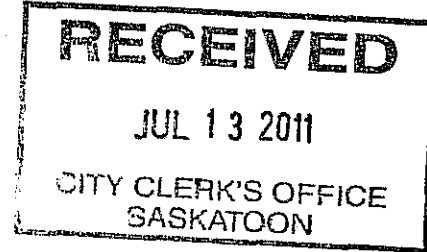
damekaz@hotmail.com

COMMENTS:

I understand the need to raise funds for projects to improve the city. However, to think of cutting the discounted bus passes, and this being one of the first things on the cutting block, shame on you. The poor/underprivileged struggle enough as it is, don't you think?

B34)

From: CityCouncilWebForm
Sent: July 13, 2011 2:12 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Peter Gallen
9 - 330 Haight Crescent
Saskatoon
Saskatchewan
S7H 4V9

EMAIL ADDRESS:

peter.gallen@sasktel.net

COMMENTS:

Your Worship and City Councillors:

July 12, 2011

RE: Budget deliberations

I am keenly aware of Council's difficult task to produce a budget in the face of the large, unexpected increase in street maintenance - over half a million dollars above and beyond that usually budgeted for pot hole repairs -- and the huge capital projects necessitated by the continuous growth of the city. I hope Council maintains a cool head in balancing ALL the needs of the City against public demands to focus on street repairs and "going back to the basics".

The taxpayers of Saskatoon need to realize that the bills for building a city mostly focused on motor vehicles are finally coming due in a major and visible way. This is evident in the capital budget being spent this year alone on sound attenuation walls (almost 1 million dollars) and the Circle Drive South project (over 100 million dollars). This and the next few years will see new grade separation interchanges planned at Attridge Drive and Central Avenue, at 22nd Street and Highways 7 & 14, and at McOrmond and College Drives to name a few traffic projects. It should be noted that the huge capital costs for these projects are only for the initial construction. Each of these manmade structures will also add to the annual maintenance costs forever.

In addition to the capital expenditures discussed above, erroneously thought of as "one-time" costs, each square-meter of asphalt road surface requires annual operating expenditures by having to be swept every spring, snow must be cleared every winter, and pot-holes must be filled every summer. In addition, every square meter of asphalt must be resurfaced or totally replaced every few years due to wear and tear. Funds, which initially were raised from the sale of lots to construct these streets, are no longer available for the subsequent maintenance and reconstruction - these ongoing costs must be entirely funded from annual property taxes. With a smaller surface area of asphalt and fewer concrete overpasses, each of the annual costs listed above could be much less - year in and year out. Moreover, the land

now covered in asphalt would be producing tax revenue instead of causing tax expenditures, if buildings had been placed on these asphalt-covered areas instead of streets.

As the consultants employed by the City in Saskatoon Speaks so eloquently explained, a city's transportation system built largely around private motor vehicles is the MOST COSTLY option of all those available. If we indeed want to keep municipal taxes down, the time has come to appropriately rebalance the City's transportation system from private motor vehicles towards public transit and active transportation, such as walking, cycling and other non-motorized travel. This much needed rebalancing will save taxpayers money, and will have the added benefits of improved air quality, reduced noise and better health for all citizens in our city.

Good luck in your deliberations to find the right balance between the many, and very necessary, competing budget items before you.

Sincerely,
Peter Gallén
Wildwood

116-1

B35)

From: CityCouncilWebForm
Sent: July 13, 2011 1:41 AM
To: City Council
Subject: Write a Letter to City Council

RECEIVED
JUL 13 2011
CITY CLERK'S OFFICE
SASKATOON

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:
Emily Coates
24B- 129 5th Ave N
Saskatoon
Saskatchewan
S7K 2N8

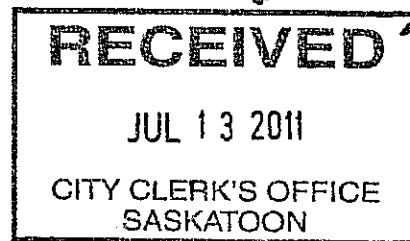
EMAIL ADDRESS:
ecc841@mail.usask.ca

COMMENTS:

I recently read in the Starphoenix that many potential budget cuts are on the horizon for our city. Councillor Paulson is quoted as saying that there are no sacred cows, but I cannot help but notice that the low income population services are being unfairly targeted in the proposed cuts. Reducing or scrapping the low income bus pass, eliminating young offenders programs, and eliminating leasing of satellite offices to core community associations are just a few examples of this. Why isn't the additional money, which we all know is because of the outrageous spending at river landing, coming from the river landing project?

B36

From: CityCouncilWebForm
Sent: July 13, 2011 3:13 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Kara Quennell
209 Albert Avenue
Saskatoon
Saskatchewan
S7N 1E8

EMAIL ADDRESS:

karahq@gmail.com

COMMENTS:

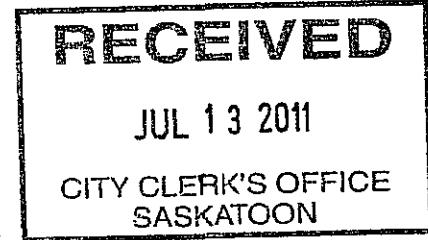
I'm writing to you to voice my concern regarding the proposals currently before city council to decrease or cut the city's portion of the subsidized bus pass for low income services, to eliminate the bus route which goes to the airport and to cut bus service after 10 p.m. While I realize that in balancing a budget tough decisions must be made I urge you not to think so short-sightedly. As gas prices rise and our impact on the environment is increasingly felt it will be the cities with strong public transportation systems that will thrive. Our current car centric culture is unsustainable. We should be looking at other similar cities (like Calgary) and learning from their mistakes, not following them.

Moreover, Saskatoon should be an accessible city for everyone, not just those who can afford to drive. Our city is already far too divided by race and income level - eliminating the bus pass subsidy will simply contribute to the isolation of those who cannot afford vehicles.

I hope you'll consider these concerns.
Sincerely,
Kara Quennell

From: CityCouncilWebForm
Sent: July 13, 2011 1:31 PM
To: City Council
Subject: Write a Letter to City Council

116-1
B37



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Gayle Cluett
246 Greaves Court
Saskatoon
Saskatchewan
S7W1A7

EMAIL ADDRESS:

gmariec@gmail.com

COMMENTS:

I am concerned with the recent articles in the Star Phoenix regarding the budget and cut to transit services. While I agree that cost cutting measures are important I am concerned that cutting service after 10pm may be considered.

I live in Willow Grove and work at Lawson Heights Mall and at times work the night shift, leaving the Mall around 9:40pm. The bus ride home from the Mall is around an hour. I usually, with the walk from my bus stop, get home around 11:00. Due to a medical condition my only means of transportation. If the bus service is cut off in the evening I will no longer be able to work nights because I would not be able to afford cab rides.

I know many other people who rely on bus service to get home at night.

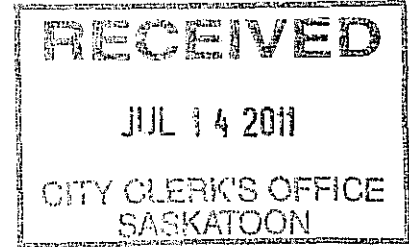
I hope you will take my words into consideration.
Sincerely,

Gayle Cluett

Mann, Janice (Clerks)

B38)

From: Mann, Janice (Clerks)
Sent: July 14, 2011 4:14 PM
To: Mann, Janice (Clerks)
Subject: FW: Write a Letter to City Council File No. CK. 1702-1



-----Original Message-----

From: CityCouncilWebForm [mailto:CityCouncilWebForm]
Sent: July 14, 2011 3:26 PM
To: City Council
Subject: Write a Letter to City Council File No. CK. 1702-1

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

David Arnot
Chief Commissioner
Saskatchewan Human Rights Commission
Suite 816, 122 - 3rd Ave. N.
Saskatoon
Saskatchewan
S7K 2H6

EMAIL ADDRESS:

david.arnot@gov.sk.ca

COMMENTS:

July 14, 2011

Dear Councillors:

We were encouraged to learn that Saskatoon's Mayor and members of City Council are looking at ways to install more sidewalk ramps - also known as "curb cuts" - across the city (Councillors prioritize capital projects, Star Phoenix, July 11).

Although the list of capital projects under consideration is long, and won't be finalized until the City completes its strategic review process, we applaud Council for placing this vital issue on its agenda and seeking to build a more people-friendly, inclusive and accessible city.

Wheelchair users, senior citizens, parents with strollers and others need access to our province's sidewalks and roadways to go to work, shop and take in the myriad services and amenities our communities have to offer. This is a step in the right direction and we commend Saskatoon's City Council for including this important upgrade in its planning and deliberations.

This letter was also submitted electronically, in order to be placed on the agenda of the next City Council meeting.

Yours truly,

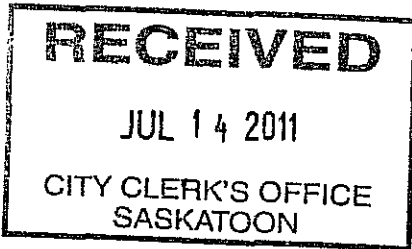
David Arnot
Chief Commissioner

Couture, Suzanne (Clerks)

116-1

B39)

From: CityCouncilWebForm
Sent: July 14, 2011 3:37 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Sara McPhee-Knowles
205-920 9th Street East
Saskatoon
Saskatchewan
S7H 0N1

EMAIL ADDRESS:

sam123@mail.usask.ca

COMMENTS:

Good afternoon,

This letter is informed by David Hutton's article "Review opens with no deep cuts" (SP, July 13). Hutton describes the proposed cuts to transit, and that the transit service "department's manager announced a thorough review of Saskatoon's system that may see a definitive retreat from the notion that everyone is entitled to a transit stop close to their home." This ideological shift poses a problem for a vision of Saskatoon as a dynamic, growing city that attracts business, tourism, and new residents.

A modern, accessible transit system is a hallmark of large, vibrant cities. Take a look at Toronto or New York, for example. Both have transit systems that have been carefully planned and managed alongside city development to allow for easy use and accessibility by both residents and tourists. By reducing routes to new areas, cutting back on later hours and statutory holiday service, our City Council is ensuring the slow death of our transit system. The key to increasing ridership is to increase ease of use. Although this will require a substantial investment of time, planning, and capital at present, an integrated transit planning strategy will lead to increased ridership, decreased traffic congestion, declining costs for road maintenance, and lower emissions as Saskatoon grows. If our transit system is clawed back now, our reliance on personal vehicles for transportation as a city will increase, leading to a culture that hinders the expansion of transit as our population grows. This is a time for long-term vision, not short-term cuts.

There are a number of programs that the City could implement to improve the ease of use and convenience of our transit system. Firstly, transit information must be easy to access. The current Phone & Go and Click & Go services work relatively well, but they could be improved. For instance, an inexpensive option would be to develop an SMS service where transit users could send a text message including their stop number, and would receive a reply indicating the times for the next three buses. Additionally, the Click & Go website is a great tool for trip planning, but it does not work on smartphone browsers. A City of Saskatoon Transit Application would allow users to plan their routes while on the go, increasing the convenience and accessibility of transit.

Further, transit must be a competitive and convenient alternative to personal vehicles, in some if not all situations. For instance, there has been an increased movement to reduce drunk driving, as shown by the recent addition of the Report Impaired Drivers program. By extending transit routes on Thursday, Friday, and Saturday evenings to run until 2:30 AM, our transit system could provide an inexpensive and safe alternative to driving home after an evening out.

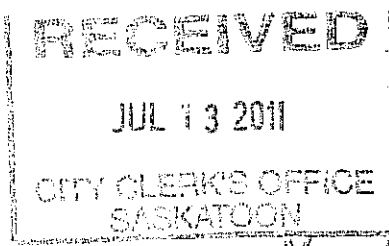
Public awareness of the services and routes offered by transit must also be increased. A key example is the airport route, which Council states as currently averaging two riders a day. A recent CBC news article on the proposed cancellation of this route generated a number of comments from readers who said they were unaware such a route existed. Increased advertising and promotion of an airport route to downtown, where many tourists opt to stay when they visit Saskatoon, is required to increase ridership and in turn increase the convenience of using transit both for tourists visiting us and residents who are on their way out of town. To further encourage ridership, this route must be synchronized with commuter flights in and out of Saskatoon.

Finally, Hutton's article states that a savings of \$160,000 could be realized by decreasing the subsidy to transit riders on social assistance. I firmly believe that such a reduction in services to our most vulnerable citizens in order to avoid raising the property taxes of the wealthy majority is both inappropriate and unethical.

The Cities Act states that the actions of City Council should "provide services, facilities and other things that, in the opinion of Council, are necessary and desirable for all or part of the city." A transit system that is well-planned, well-organized, and poised to help Saskatoon grow into the dynamic Prairie city it could be is most definitely necessary and desirable. I hope Council will choose to plan for a future where Saskatoon shines.

Sincerely,

Sara McPhee-Knowles
PhD Student, University of Saskatchewan



July 12, 2011

B40

Mayor Don Atchison
and City Council
Members
222-3rd Avenue
Saskatoon Sask.
S7K-0J5

Mrs. Mary. Coe Gerwing
#1404-4395th AVE North
Saskatoon, Sask.
S7K-6Z5

Dear Don and City Council members

I heard you need to put the cost of the bus passes up on the news. I also heard you are thinking of having the buses stop at 10:00 P.M. also not run on Sunday's or Holidays. I think it is ok to raise the cost up ^{to} 5.00. Please don't stop running at 10:00 P.M. or not running on Sunday's or holidays.

I have heard that the city would like to see more people take the city buses more instead of driving their cars all the times. If you stop running buses at 10:00 P.M. and not have buses running on Sunday's and Holidays. People will still use their cars and not the buses. Also there are many people who don't have a car they depend on the buses to get them from point A to B. Why is it that Saskatoon is going back to not working for the people. Our buses need to be running to help the people. Other Cities across Canada buses are always running to help their people out. Saskatoon needs to also be there to help their people. If you need to cut taxes at places, please find other place to pick on. Please leave the Transit alone. We have very many who depend on the buses service's.

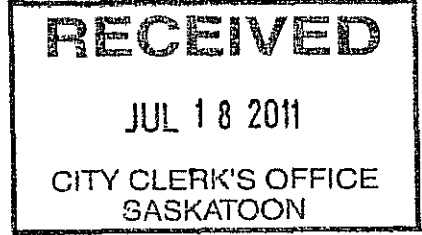
Please don't make the people of
Saskatoon suffer. Please look at other
places to fix the problem. Please leave our
bus service run seven days a week until
midnight. The people who do have cars if you
run seven days a week until midnight. More
people will stop driving their cars and take
the bus more. If you stop at 10:00 P.M. and not
run on Sundays and holidays. People will keep
driving their cars. The ones that have not got
a car will not be able to go to the many
places that they need to go.

Please will you stay on the side of the
people of Saskatoon. Please look at other places
to fix the problem that you are facing now.

Sincerely Yours
Mrs. Mary-Jae Herwing

B41

From: CityCouncilWebForm
Sent: July 16, 2011 10:25 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Terry Nelson
146 Staigh Crescent
Saskatoon
Saskatchewan
S7N 3T3

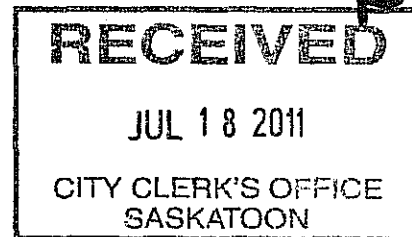
EMAIL ADDRESS:

twnelson@sasktel.net

COMMENTS:

I am becoming a grumpy taxpayer. I believe that City Council needs to re-focus on spending priorities. I encourage you to allocate money to essential services and infra-structure such as fixing roads, sidewalks, water and sewer; rather than wasting millions of dollars on non essential legacy projects such the new art gallery and the colossal police station. The proposed windmill project at the landfill is a complete waste of money and does not represent good stewardship. You also need to take a hard look at staffing levels. Is every position absolutely required? The city needs to reduce spending on operating costs and shift the focus on capital projects - the answer is not to keep increasing taxes and utility rates.

From: CityCouncilWebForm
Sent: July 17, 2011 1:15 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Darryl Heskin
59 Spinks Drive
Saskatoon
Saskatchewan
S7H 3X1

EMAIL ADDRESS:

heskind@sasktel.net

COMMENTS:

Your Worship the Mayor and Members of City Council,

Regarding the recent parking discussions in the downtown area, I cannot see how extending the parking times to 9 pm from 6 pm and charging for parking on Sundays will help bring more people to the downtown core.

I try to avoid downtown as much as possible since the city ended its cell phone pay option and since meters were changed from 15 minutes for 25 cents to 7 minutes for a quarter.

I understand the need to keep a rotation of sorts as to not have people dominating prime parking spots in the downtown core, but the way it is now, I cannot enjoy downtown without having to stay close to my vehicle to load the meter regularly, especially if I have a meeting downtown and have to leave that meeting regularly to plug the meter.

I propose that the city incorporate and provide one, annual parking pass for each household that could be covered under the property tax umbrella, since all property owners pay taxes. Those that don't and for those wanting an extra pass, they can have the option of paying for an annual parking pass (with the option of paying it off in monthly installments, as there is no need to create monthly passes like the GO passes for buses - one fee, park anytime, all year) and return meters to 15 minutes or at least 10 minutes for 25 cents to give those without passes an opportunity to enjoy the downtown without having to run to the meters all the time. They can plug in what they need. 7 minutes doesn't allow anyone to accomplish what they came downtown for.

With a parking pass, people can park without worry of tickets or plugging meters. Those without must adhere to the time allowed for each meter.

Suggesting that the city consider similar parking payment stations like Impark etc., is not fair to the citizens and our visitors. If you choose that route, then you might as well give up the monopoly of control to these third parties and take your cut at the cost of losing business and visitors in the long run.

Nothing will happen in the short term as people will continue to do what they always do, plug and plug meters, forgetting any positive experience they may have downtown, because there are no other alternatives.

If you want to alienate the citizens of Saskatoon and our visitors, then go ahead with increased parking times and going with parking pay stations like the many third parties who are currently charging mind-boggling prices to park on their lots.

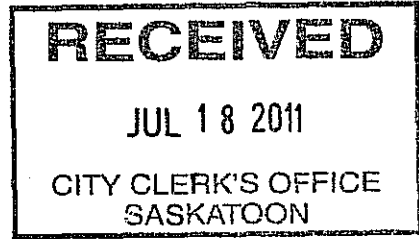
I don't care what Edmonton, Calgary, or Vancouver does for parking. Saskatoon has to develop a plan of its own. The one parking pass per household is unique and one of a kind, as I have never heard of any city doing that for its citizens. The other would be to increase the value of a quarter to where it was and should be at.

Finally, since cellphones dominate our society these days, create a city-owned pay for parking cell program. There is no need to partner up with a third party. The current employees at the Clerks office can take on those duties. One, it can and probably will create new jobs, two, it will satisfy the savvy techies, and three, it will be less of a hassle to find the appropriate coinage to park and make the downtown experience a less stressful one. Thank you.

Sincerely,
Darryl Heskin

116-1
B43)

From: CityCouncilWebForm
Sent: July 17, 2011 5:27 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Shelby Trautman
153 Rita Crescent
Saskatoon
Saskatchewan
S7N 2L4

EMAIL ADDRESS:

trautman_sc@hotmail.com

COMMENTS:

It is laughable to think that the City of Saskatoon wants to extend parking meter hours into the evening and include Sundays. Are you trying to lose business for the downtown area of Saskatoon? You will run this city into the ground if you continue to create silly notions such as this one. Stop making our city look like a joke and dismiss this idea of extended hours and Sundays.

Thank you,
Shelby Trautman

OFFICE OF THE

JUL 18 2011

MAYOR

Room 110, 1 Campus Drive
University of Saskatchewan
Saskatoon, Saskatchewan
S7N 5A3



Telephone: (306) 966-6960
Fax: (306) 966-6978
E-mail: contactus@ussu.ca
Website: www.ussu.ca

116-1
B44)

A Letter to His Worship Mayor Don Atchison,
Mayor of the City of Saskatoon

Mr. Mayor,

We write to you today to express our concerns about the proposed cuts to City Transit, specifically the cancelling of all bus service after 10 pm. On July 12, 2011 David Hutton reported in the Star Phoenix that there were no "sacred cows" as the City of Saskatoon was set to begin a review with the express purpose of slashing the City's annual budget. Said cuts would have disastrous affects on the approximately 17,000 students of the University of Saskatchewan, on whose behalf we, the executive of the USSU, are speaking today.

As mentioned, before City Council is a proposal to end service on all bus routes after 10 pm. We find this proposal extremely troubling to say the least, since it would have multiple negative impacts on our members. Firstly our campus does not shut down at 10 pm; there are a multitude of things going on after that time. To begin with night classes let out at 10 p.m., but students are also studying at the library or on other parts of campus until late into the night, participating in campus recreation activities, and volunteering, just to name a few. For many of these students City Transit is their primary way of getting to and from campus, a method we at the USSU encourage and support through our U-Pass program, a mandatory bus pass provided to all undergraduate students. Additionally, the USSU also runs Louis' Pub on campus which does not close until 1 a.m. on most nights during the school year. Louis' is a place where students can go to see live music and shows, get some food and indulge in a few alcoholic beverages. For those who over-indulge and are thereafter in need of a safe and sober ride home City Transit is often the simplest, smartest and most economical choice for students.

Our U-Pass provides City Transit with guaranteed revenue of approximately two million dollars each year. It is very possible that a failure on the part of the city to maintain current levels of service will result in a referendum on the program being triggered by students. Such a referendum could easily result in the cancellation of the U-Pass program and a substantial loss for City Transit.

For many university students it is difficult to afford a vehicle while also incurring the steep costs of a university education. For these students City Transit is their primary means to get to and from the university and it is

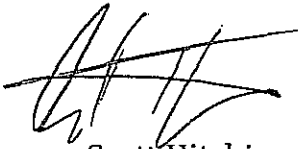
important that we keep our campus as open and accessible to students as possible.

By ending bus service at 10 p.m. the city is quite literally abandoning a great number of students not only on campus, but all around our fair city, and leaving them without a safe ride home. This proposal would make it much more difficult for them to study, work, learn and participate fully in our vibrant campus community.

To help better serve the needs of students and indeed the community as a whole, it is imperative that the city investigates expanding and improving transit services in Saskatoon instead of cutting them off at the knees.

With regards to the citywide review of services and the proposals before City Council it has been said that there are "No sacred cows." We beg to differ. City Transit is an essential service for the university and its students; it is a sacred cow, and one that we cannot afford to have sacrificed.

Sincerely,



Scott Hitchings,
President



Reid Nystuen,
VP Operations &
Finance

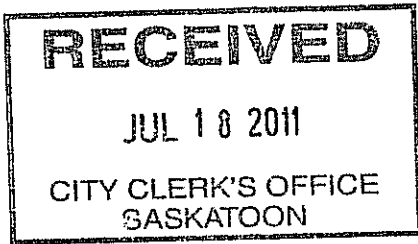
Kelsey Topola,
VP Academic
Affairs



Alex Ferwerda,
VP Student Affairs

116-1 B45)

From: CityCouncilWebForm
Sent: July 18, 2011 7:26 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Colin Saganski
419 Tait Ct
Saskatoon
Saskatchewan
S7H 5L3

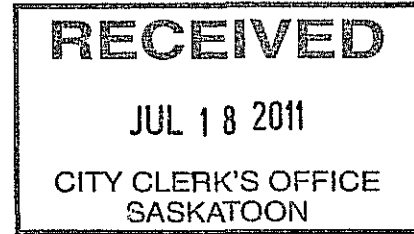
EMAIL ADDRESS:

COMMENTS:

I've never written to council before, because I guess I've never felt strongly enough about an issue before. However I just read the article in the Star Phoenix regarding extending parking meter hours from 6pm to 9pm and charging on sundays as well. How often do you need to bump up parking rates? Apparently every year and a half an increase is due. Charging on sundays is simply ridiculous, I can't think of any other city I've been to that charges you to park on sunday. If these changes are put through, I for one will no longer go downtown. There are plenty of good restaurants and stores outside of the city centre. You put so much money into trying to revitalize downtown, and now you're talking about making people pay 2.50 an hour until 9pm every day of the week and you actually expect people to continue to go there? This is greed, plain and simple.

116-1
B96)

From: CityCouncilWebForm
Sent: July 18, 2011 10:49 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Blair Pizio
846 Rempel Crescent
Saskatoon
Saskatchewan
S7T 0M4

EMAIL ADDRESS:

blair.pizio@usask.ca

COMMENTS:

Dear Mr. Mayor and the Members of City Council -

To start, please accept my condolences on behalf of the Stonebridge Community Association on the loss of Councillor Neault.

I write to you today as the President of the Stonebridge Community Association, but also as a concerned citizen in Stonebridge. As we are all aware, the city is in the middle of a service review, which may include the loss of some bus routes, drastic changes to operating schedules of our transit service, and other city services. I strongly urge you to reconsider some of these cuts.

I was appalled to read in the Star Phoenix of Friday 15 July 2011, that council is considering the removal of Route 17 from Transit, which serves Stonebridge. I personally worked tirelessly with Councillor Pringle to secure a route in Stonebridge, after several comments and complaints from the people I serve, and was thrilled when we finally were granted a route. Although this route may be slow at times, I have witness that it is very busy during the school year, and can assure you that when we are finished with development in Stonebridge, there will definitely be a need for the service.

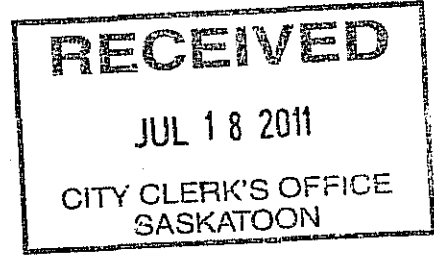
Therefore, I ask that you do not remove Route 17 (Stonebridge) from the transit services. There will be a drastic impact to our neighborhood, and by removing this route, you are limiting options for the residents of Stonebridge, many of whom depend on the service.

Thank-you for taking the time to review my concern. I trust you all will give this some serious thought.

All the best during this process,
Blair JP Pizio
President, Stonebridge Community Association.

11-1
B47)

From: CityCouncilWebForm
Sent: July 18, 2011 8:30 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Donna Goodridge
4351 Middleton Road
Grasswood
Saskatchewan
S7T 1A 9

EMAIL ADDRESS:

donna.goodridge@usask.ca

COMMENTS:

On behalf of the Saskatoon SPCA, of which I am co-chair, we are attaching the following letter.

In response to possible cuts being considered by Council to the City's Subsidized Spay and Neuter Program which were described in the article, "Millions up for debate as city launches review", the Board of the Saskatoon SPCA strongly urges councillors to consider the successful outcomes that have been documented as a result of subsidized spay neuter programs. It is well accepted that much of the pet overpopulation crisis is the direct result of animals being left unaltered. In New Hampshire, for example, a statewide spay/neuter assistance program for pet owners on public assistance was responsible for reducing admissions to the state's shelters by 30,985 dogs and cats over a period of six years. The estimated savings on impounding and sheltering those animals was \$3.2 million. The cost of the program was just over \$1 million, meaning the State saved more than \$2.2 million in the program's first six years. Taxpayers thus saved about \$3.23 for every dollar the state spent on the subsidized sterilization program.

The City of Saskatoon Subsidized Spay & Neuter Program provides low income pet owners with the opportunity to have their companion animals spayed and neutered. Funding for this program comes from a nonrefundable payment of \$25 per cat and \$40 per dog from owners who meet the income guidelines; from discounted services provided by veterinarians; and from fine revenue for violations of the Animal Control Bylaw and Dangerous Animal Bylaw. Innovative strategies are needed to heighten awareness and uptake of this program within our city.

Spaying and neutering are safe and straight-forward medical procedures that are documented to reduce shelter admissions and euthanasia of companion animals by as much as 70%, according to the Ontario SPCA. Subsidized spay/neuter programs allow for disadvantaged people to experience the benefits of pet companionship while still being responsible owners.

The cost-savings of not only retaining, but expanding, the subsidized spay neuter program to include additional awareness campaigns and program advertising, are significant for residents of Saskatoon. In 2010, close to 4,000 unwanted companion animals were relinquished to care of the Saskatoon SPCA. We believe that ongoing support for subsidized spay neuter program is a key foundation for reducing the number of unwanted companion animals in Saskatoon, and as such, this effective, cost-saving and even life-saving program should be maintained.

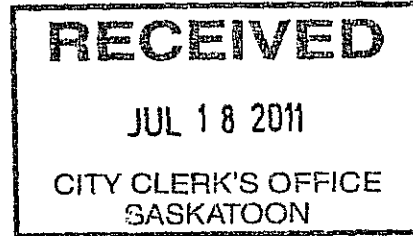
Thank you for your consideration.

City council needs to start listening to the citizens who elected them to office. The art gallery is most certainly not on the wish list of anybody that I have talked to. Please bring these concerns to council and make good and logical choices when it comes to utilizing our tax dollars.

Thank you.

116-1
B48)

From: CityCouncilWebForm
Sent: July 18, 2011 6:50 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Gary Bonneau
123 Laycock Crescent
Saskatoon
Saskatchewan
S7T 0A9

EMAIL ADDRESS:

gcbonneau@hotmail.com

COMMENTS:

Good Day

I live on Laycock Crescent in Ward 7. I am writing to voice my concerns to you over council's spending choices. I have been following the news about council's sudden realization that they need to curb spending, and some of the ideas that have come up as possible ways to save money.

First off, let me say that we are already taxed to death, DON'T RAISE PROPERTY TAXES!! In my opinion, there is little to no justification to build a new art gallery at a cost of over \$80 million, nor is there any need to build another bridge at a cost of over \$120 million. In addition, I cannot see any need to build such an extravagant new police station.

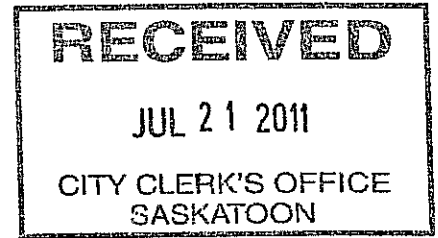
Building a new art gallery will benefit only a select few persons in this city in any given year. This money could instead fix the crumbling roads in our city, which are an absolute embarrassment I might add. I was in Regina a month ago (which has notoriously poor roads) and the roads there were in pristine shape, light years ahead of Saskatoon! As far as the bridge, when the traffic bridge first closed, everybody was up in arms over how they would cross the river. Now, a few short months later, people have adjusted their routes accordingly and there is no more talk of slower commute times. Please don't waste all that money on a new bridge, we simply don't need it.

As far as the police station goes, I am in agreement that the police service needs a new building to house all their sections in one building. However, they don't need to spend my tax dollars building things like an indoor shooting range in the basement. I am a mounted policeman and fully support our police. However, these extravagances are simply not affordable, nor are they needed. I have completed my annual qualifications 9 times at the shooting range owned by Saskatoon Police at the Wildlife Federation grounds. This is an excellent facility and more than meets the needs of our police service.

One of the proposed money saving strategies listed in the paper was to eliminate the bus route from the Airport. This I am supportive of. Who takes the bus from the airport? People either have somebody pick them up, leave their car at the airport, or take a cab. Get rid of this route ASAP.

B49)

From: CityCouncilWebForm
Sent: July 21, 2011 11:17 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Glen Baxter
205 Tucker Crescent
Saskatoon
Saskatchewan
S7H 3J1

EMAIL ADDRESS:

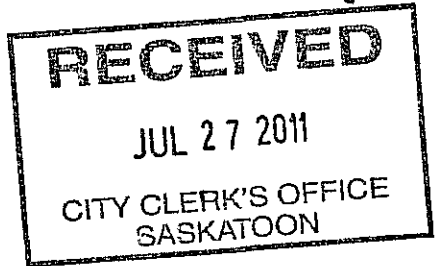
gkbaxter@saskatoonhealthregion.ca

COMMENTS:

I work for the Saskatoon Health Region. Starting in February 2011, SHR began participating in the city's Ecopass program for subsidized bus passes. I immediately signed up! This is a great program. Parking space is at a premium near the city's hospitals, and this program is a great way to get people off the fence and check out public transit as a viable alternative for commuting to work each day. They save gas and vehicle wear & tear, and the city benefits through increased transit revenue & ridership and decreased traffic congestion, pollution, and road wear & tear. You are also helping SHR and other employers solve their employee parking shortages. We all win! The reason I am writing this letter is that I have heard that City Council is considering eliminating the Ecopass program during current budget deliberations in order to "save money". My message is simple: don't do it! Cutting this program would be short-sighted and would not serve the best interests of the city or myself as a citizen and taxpayer. I urge you: keep the Ecopass program. It is a worthy program and its many benefits are worth growing. If participation rates are less than what you had projected, get the word out. Few people I talk to know that this program even exists! Given our current gas prices, I am confident that increased awareness would result in increased participation - and thus increased revenue. Thank you for listening.

BSO

From: CityCouncilWebForm
Sent: July 27, 2011 1:38 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Daniel Fontaine
419 4th Avenue North
Saskatoon
Saskatchewan
S7K 2M4

EMAIL ADDRESS:

daniel.fontaine.sk@gmail.com

COMMENTS:

To His Worship and Members of City Council,

I have been reading some articles on proposed changes to civic services in order to balance the City's budget.

I understand the challenge, and all I would like to suggest is that we carefully consider any major changes to our public transit system.

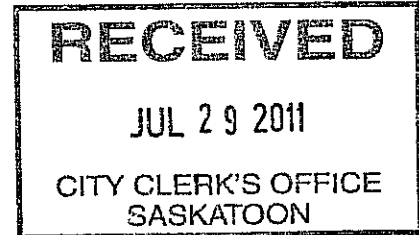
I believe we (I speak for car-owners and city drivers) can afford to extend the meters into the evening (among other things), but please do not cut routes, running times and increase fees to the public transit system and restrict the mobility of Saskatoon's least wealthy population.

Let's talk about sustainable action that will have a positive impact on our city's future.

Daniel Fontaine, 25 yrs old

116-1
BSI

From: CityCouncilWebForm
Sent: July 29, 2011 1:45 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Holly Morin
211 - 32nd Street West
Saskatoon
Saskatchewan
S7L 0S3

EMAIL ADDRESS:

shizter23@yahoo.ca

COMMENTS:

Hi,
I am commenting today, which I have never done before, but I am greatly troubled by this one. I have worked downtown for 20 plus years, and just a few months ago I discovered that FINALLY! FINALLY! there was a newer bus route that takes me almost to my door at work. That route is #40. And now wouldn't you know it, you want to cancel it. My problem isn't getting downtown, I catch the bus at 33rd and Idylwyld, and there are several that come that way to go downtown. ie: 4, 70, 80, 22. But, the # 40 is the only route that does that little loop after the bus mall that goes by the hotels and I work right across the street from the Bess. I know it isn't all that far to walk from the mall but when it's very cold and most especially when it's icy (I have a very bad back and even the slightest slip will jar me into several days of pain) it is such a relief to be able to stay on the bus at the mall and be taken around that loop. I understand this particular bus may not have that many passengers coming from the airport to downtown, but there are several of us who use it every day from further up Idylwyld to the downtown and around the loop. Would you at least consider just cutting out the airport part of the route, or having it run just during peak hours like first thing in the morning from 6 to 9 a.m. and 4 to 6 p.m. or thereabouts. And, lastly if you are determined to wipe the route out completely, would you consider having one of the alternate routes I mentioned ie: 70,80 etc. add in that little loop past the hotels before going on their usual way. It only takes about 3 minutes to do the loop and be back at the bus mall again. I implore and beg you to please consider these options to help make life a little easier for us poor old working stiffs.

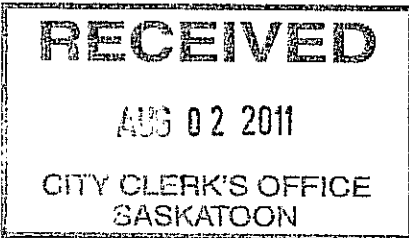
Thank you for listening.

Sincerely,

H. Morin

BSA)

From: CityCouncilWebForm
Sent: July 31, 2011 1:29 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Aline Hartman
304 Streb Crescent
saskatoon
Saskatchewan
S7M 4W2

EMAIL ADDRESS:

a.hart@hotmail.ca

COMMENTS:

I wish to express my views on the subject of the transit system.

I have been a rider for 7 years and do not have a problem with the transit system. The issue that irritates me is that the city is willing to completely stop all bus service which affect us, the public. So many people rely on this service on a daily basis and i find it frustrating that a city such as ours cannot do what is right. the city did hire an *expert* to change all the routes. The public has had to put up with a lot of changes as have the bus drivers. I see the abuse these drivers take from the public on a daily basis and they deserve to have the increase.

If you are worried about costs, how about getting rid of the leisure pass to all low income people. I am sure that this costs the city a ton of money and i will guarantee you that 75 percent of people don't use it, yet it is given out as a freebie. I am one of those people who gets the discounted pass and leisure pass, and while i appreciate it and i do use mine on a daily basis, i find it an unnecessary expense on your part.

I can't believe that as members of city council and so many of you have a great degree of education, would dare cause so much havoc for the public.

I am tired of hearing the people complain about transit and the drivers etc. I think you as a whole should be ashamed of using the public in such a manner. We are all citizens of this city and we all pay taxes as well as paying our fares each month. We don't deserve to go without bus service just because you all decide to play games.

the union deciding on job action would at least still have buses on the road which we can deal with. You decide that isn't good enough and want to stop them all together.

Please do the right thing and settle this matter. these people are not asking for much.

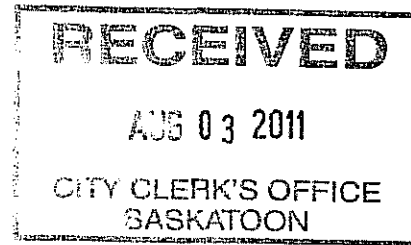
I am sure that you would not all want to be without a contract. Maybe city council should be locked out until they can walk in someone else's shoes.

sincerely

Aline Hartman

B53)

From: CityCouncilWebForm
Sent: August 03, 2011 1:44 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Reid Nystuen
#1 Campus Drive

Saskatoon
Saskatchewan
S7N 5A3

EMAIL ADDRESS:

reid.nystuen@ussu.ca

COMMENTS:

Special Executive Committee
City of Saskatoon

Dear Councilors,

We are writing today to express our concerns about the proposed cuts to City Transit, specifically the cancelling of all bus service after 10 pm. On July 12, 2011 David Hutton reported in the Star Phoenix that there were no "sacred cows" as the City of Saskatoon was set to begin a review with the express purpose of slashing the City's annual budget. Said cuts would have disastrous affects on the approximately 17,000 students of the University of Saskatchewan, on whose behalf we, the executive of the USSU, are speaking today.

As mentioned, before City Council is a proposal to end service on all bus routes after 10 pm. We find this proposal extremely troubling to say the least, since it would have multiple negative impacts on our members. Firstly our campus does not shut down at 10 pm; there are a multitude of things going on after that time. To begin with night classes let out at 10 p.m., but students are also studying at the library or on other parts of campus until late into the night, participating in campus recreation activities, and volunteering, just to name a few. For many of these students City Transit is their primary way of getting to and from campus, a method we at the USSU encourage and support through our U-Pass program, a mandatory bus pass provided to all undergraduate students. Additionally, the USSU also runs Louis' Pub on campus which does not close until 1 a.m. on most nights during the school year. Louis' is a place where students can go to see live music and shows, get some food and indulge in a few alcoholic beverages. For those who over-indulge and are thereafter in need of a safe and sober ride home City Transit is often the simplest, smartest and most economical choice for students.

Our U-Pass provides City Transit with guaranteed revenue of approximately two million dollars each year. It is very possible that a failure on the part of the city to maintain current levels of service will result in a referendum on the program being triggered by students. Such a referendum could easily result in the cancellation of the U-Pass program and a substantial loss for City Transit.

For many university students it is difficult to afford a vehicle while also incurring the steep costs of a university education. For these students City Transit is their primary means to get to and from the university and it is important that we keep our campus as open and accessible to students as possible.

By ending bus service at 10 p.m. the city is quite literally abandoning a great number of students not only on campus, but all around our fair city, and leaving them without a safe ride home. This proposal would make it much more difficult for them to study, work, learn and participate fully in our vibrant campus community. To help better serve the needs of students and indeed the community as a whole, it is imperative that the city investigates expanding and improving transit services in Saskatoon instead of cutting them off at the knees.

With regards to the citywide review of services and the proposals before city council it has been said that there are "No sacred cows." We beg to differ. City Transit is an essential service for the university and its students; it is a sacred cow, and one that we cannot afford to have sacrificed.

Sincerely,

Scott Hitchings,
President

Reid Nystuen,
VP Operations & Finance

Kelsey Topola,
VP Academic Affairs

Alex Ferwerda,
VP Student Affairs

7-20-11
B54)

From: CityCouncilWebForm
Sent: August 06, 2011 11:24 PM
To: City Council
Subject: Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

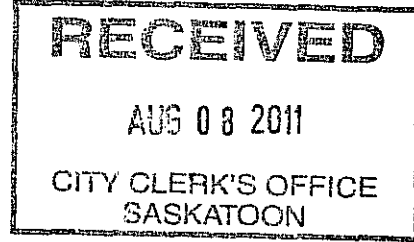
FROM:

Derek Tiessen
67 Murphy Crescent
Saskatoon
Saskatchewan
S7J 2T5

EMAIL ADDRESS:

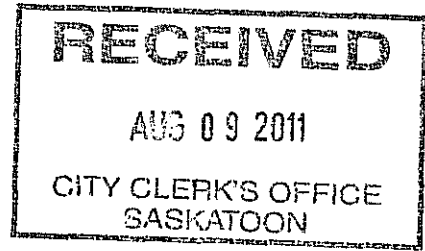
COMMENTS:

I think it is great that Saskatoon is considering going to biweekly garbage pickup. I own a house and we fill up the equivalent of a full bin probably every month. The city could save a lot of cash and fuel by doing so. I just hope it coincides with a good recycling program and possibly a organic compost collection. I think Saskatoon could take some notes from cities like Vancouver, which I lived for a couple of years, and divert as much waste away from the landfill as possible. Organic scrapes could even be bio-digested to create methane gas for green energy. There are lots of possibilities if city council is up for the challenge. Lets make the city a little greener.



B55)

From: CityCouncilWebForm
Sent: August 09, 2011 7:17 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Iori prostebby
1521 Ave F North
saskatoon
Saskatchewan
S7L 0V7

EMAIL ADDRESS:

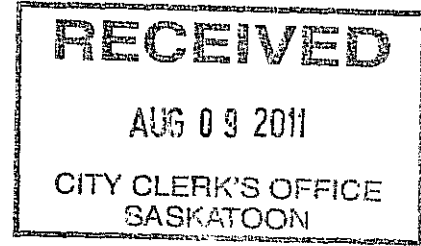
vaganza@shaw.ca

COMMENTS:

I read that city hall wants to cut costs. Not sure how much you spend on flouride for city water, but wouldnt that save us alittle money? I like to drink alot of water daily, however flouridated water is not the best healthwise. Will flouride be removed from our city water? If not for the health of our citizens, but may save us some money tp boot!

830-3
B56

From: CityCouncilWebForm
Sent: August 09, 2011 2:29 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Stephanie Grzybowski
2403 Kenderdine Road
Saskatoon
Saskatchewan
S7N 4A4

EMAIL ADDRESS:

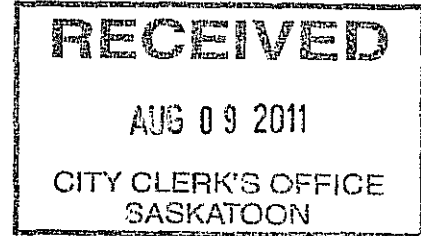
slak@sasktel.net

COMMENTS:

I was quite disturbed to see the article in the paper indicating that the city is considering bi-weekly garbage pick up. This has obviously not been properly thought out. I recycle - I have a blue bin as well as the city grass bin so my garbage is minimal, however, that is not the point. Even if we can start recycling household waste, that will need to be picked up more frequently than bi-weekly and meat and dairy is not allowed in household waste. Two weeks, festering in the hot sun?? Really?? We have such a short summer, mosquitos keep us indoor, now the smell of rotting garbage will keep us in but will certainly keep the rodents happy. Even my grass bin, yes, sweet smelling grass turns so horribly wrong after a couple days in the green bin. Think about it people, please. I have seen neighbours bins heaping after only one week - this will encourage people to dump their trash in business-owned garbage disposals, or worse still, throwing a bag or two into the ditch either in or around the city. I'm sure there are better ways to reduce costs in the city.

116-1
B57)

From: CityCouncilWebForm
Sent: August 09, 2011 4:27 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Peggy Sarjeant
674, University Drive
Saskatoon
Saskatchewan
S7N 0J2

EMAIL ADDRESS:

williampeggy@sasktel.net

COMMENTS:

I am deeply disturbed by two recent suggestions for reducing the operating costs of the City of Saskatoon, both of which I regard as regressive. They are the suggested cutbacks to the transit system and a proposal to cut the City's Advisory Committees.

Saskatoon's Transit system

Once again Saskatoon's transit system is being targeted and those of us who, for whatever reason, do not drive a car, face unfair discrimination. All residents should have reasonable access to public transit as part of the services provided by the city. The suggestion that routes should be cut back in the newer areas would force further reliance on the automobile which, in turn, would lead to further road congestion and more pollution. This ideological about-face is very upsetting and makes a mockery of the City's attempts to improve its sustainability practices.

What our transit system needs is more promotion to all sectors of the community, not more cutbacks. I am not surprised at the low ridership to and from the airport, since so few people know of the route's existence. I recently rode the airport bus- how convenient it was! - and was surprised to learn that the bus stopped near the downtown hotels. Do these hotels provide public transit information for their guests? Where does Tourism Saskatoon stand in suggesting public transit as a viable option for visitors? From a tourism standpoint, I am surprised that there has never been a lobby to improve bus service to our City's key attractions, such as the Western Development Museum, the Forestry Farm and the Mendel Art Gallery, especially at weekends.

The City's Advisory Committees

The City's Advisory Committees operate on a volunteer basis, conducting research and providing detailed and thoughtful feedback to City Council. In no way can their work be equated to the results that are achieved through the City's ad hoc Open Houses. Advisory Committees and Open Houses serve different purposes. Open Houses gain broad, superficial public input for a specific project, while the Committees look at topics in depth, often considering future impact. To disband the Advisory Committees would be to reject significant public input from knowledgeable citizens who donate their time and expertise purely for the common good.

Currently, Saskatoon has 7 Advisory Committees, the least number of the four major cities of the province. Regina has 8, Moose Jaw 8 and Prince Albert 9. Perhaps Saskatoon should consider resurrecting its Transit Advisory Committee to put it on a par with Regina!

Each city has a Municipal Heritage Advisory Committee, which operates in accordance with the Saskatchewan Heritage Property Act. Prior to its Heritage Advisory Committee, Saskatoon had its unique Special Committee for the Identification and Listing of Historic Buildings and Sites, which was established in 1974.

Public input in various forms is increasingly a part of the municipal landscape and other cities seem to value the feedback from their advisory committees. Surely, we don't wish to turn the clock back 35 years or more by disbanding them.

City Services Review and "Saskatoon Speaks"

These suggestions for cost cutting are just two of the many possibilities being considered by Council. Unfortunately, all the suggestions are being looked at in isolation with no reference to the recent round of public discussions called "Saskatoon Speaks". It is imperative that the vision for Saskatoon that was articulated in "Saskatoon Speaks" be brought forward and remain front and centre while the City services review takes place. Each cost-cutting measure should be looked at in the context of what was said at the forum and measured against the vision. Without a vision, we are going nowhere.

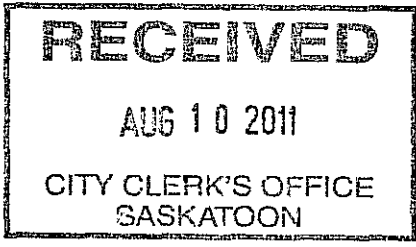
I look forward to seeing how the results of the service review reflect our citizen-inspired vision for Saskatoon.

Sincerely,

Peggy Sarjeant

B58)

From: CityCouncilWebForm
Sent: August 09, 2011 7:08 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Tracey Mitchell
1013 Lansdowne Ave - Suite 201

Saskatoon
Saskatchewan
S7H 2C2

EMAIL ADDRESS:

facilitrace@gmail.com

COMMENTS:

Dear Mayor Atchison and City Council,

This morning, I went to purchase another round of bus tickets at the bus mall. While I was there I ran into my friend, we'll call him Steve. Steve is a member of a group I used to run for adults through the Schizophrenia Society of Saskatchewan. The group allows people who are terribly isolated and misunderstood in our society to have a place to go, be with friends, and do activities they might not otherwise be able to afford. Steve was eager to show me the new subsidized leisure pass he had just got himself and was off to the field house to get a walk in - something he needs very much for his mental and physical health. He has been part of a 10,000 step plan for a couple of years now - meaning he walks 10,000 steps/day. Especially in the winter time, it's hard for a guy like Steve to stay motivated to get exercise if he doesn't have that pass to allow him to walk in any kind of weather.

After running in to Steve and seeing his excitement over the new pass, I started thinking about this letter which I've been meaning to send to you since I first heard about the Core Services Review. I haven't been quite sure how to emphasize the importance of front-line services to Saskatoon both to me (I also use the bus regularly) and to the people that I know, especially the folks I know at the Schizophrenia Society and other marginalized groups who have few other options if City Services are eliminated. And I think the best way is just to tell you about folks in our group, people you might not otherwise hear from in this review process. I've used aliases to protect peoples privacy:

-Steve is a forty-something single guy living in low income housing at Saskatoon Housing Coalition. He doesn't have a job but would really like to get one and has been trying to work out an arrangement with the Abilities Council and other groups for a couple of years. He has no family in the City. He goes to groups through McKerracher Centre, Crocus Co-op, the Schizophrenia Society and Adult Mental Health Services six days a week and rides the bus to get there. He also spends a lot of time at the Library.

-Ralph is in his late 50s or early 60s and recently had to give up his house due to increased cost of living and tax increases. I run into him on the bus a lot on his way to appointments and groups at McKerracher Centre and other mental health services. He also has no family in the City. Last Christmas, he and Steve came to my house for lunch because they had nowhere else to go. He mentioned that he was relieved to know that the bus would be running over the

holidays so that he wouldn't be stuck at home during a time of year that can be very lonely for people.

-Jordan is a 25-year-old man who is doing his best to recover the kind of life he hoped to have before he was diagnosed with Schizophrenia. He plays basketball in the evenings with the Canadian Mental Health Association and takes place in other game and sport programs whenever possible. He also relies on the bus for transportation.

These are just three of the people I know who rely on a variety of City Services every day including buses on stat holidays, in the evenings, and on weekends and low income passes; leisure centres and subsidized passes; libraries; and programs that receive City grants. One in 100 people have schizophrenia. That's 2300 people in this City, and that's just one illness. There are many people who are dependent on City services for their livelihood.

I don't believe that expenses are going up for the City because of the cost of basic core services, I believe costs are going up because of suburban sprawl and the need to expand services to far corners of the City. I would like to see an urban containment boundary so that we can protect the important services we have in the City without losing control of the cost.

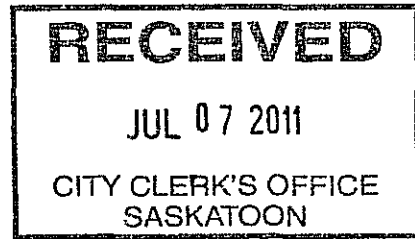
I pay my property taxes, not only so that I may benefit from City services but so that I can do my part to contribute to social supports for people who are struggling to get by. If it means I have to pay more, so be it. Please be careful with the decisions that you are making. Many people's quality of life depends on it.

Sincerely,

Tracey Mitchell

7300-1
(C)

From: CityCouncilWebForm
Sent: July 07, 2011 12:50 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Scott Corley
311-235 Stillwater Drive
Saskatoon
Saskatchewan
S7J 4M7

EMAIL ADDRESS:

scottcorley@msn.com

COMMENTS:

I needed to take the bus this morning to make an 8:30 meeting. I checked the bus schedule online to make sure that I would be getting to the bus stop on time. According to the schedule, the bus would arrive at the usual time of about 7:53 at the stop near my home (McKercher and Stillwater). While getting ready to leave, I heard a bus go by at about 7:45 - almost 10 minutes before the scheduled time. Nonetheless, I went to the bus stop hoping that it wasn't my bus that I had heard. After waiting about 15 minutes I concluded that it had been my bus that had gone by at 7:45. At about 8:05, I called Saskatoon City Transit to complain about the bus coming too early. The person on the phone told me that 7:45 was the correct time according to the new schedule. I told her that, according to the online schedule, it hadn't changed. She told me that the new schedules hadn't been posted to the website yet!

To me it is unacceptable to change the bus times without posting the new schedules. How is one supposed to catch the bus on time if the new schedules aren't posted?

I arrived at my meeting 20 minutes late.

Sincerely,
Scott Corley

152-1

(2)

RECEIVED	AL BARKER
JUL 07 2011	5 JULY 2011
CITY CLERK'S OFFICE	432 AVE RS
SASKATOON	SASKATOON, SASK
	574-275

Dear City Council,

I am writing this letter concerning the visit of Judy Reynolds to our house on June 7th 2011. She came as a result of a complaint from our landlord stating we are running a building business out of our house. This is unfounded and untrue. This house is only 500 sq ft. Anyway, Judy Reynolds noted that we had ~~4~~ unlicensed dogs in our house. She told us that we had until July 4 2011 to get our dogs licensed. Judy Reynolds of Planning called again on June 9 2011. Paul called her again and she stated that we had until July 4 2011 to get them licensed. Subsequently Animal Control came on June 21 2011 and issued licensing tickets for 4 dogs for \$1000 dollars. I asked animal control to drop the tickets. They didn't. They were due on July 5/2011. ~~Then~~ I had made arrangements to get the money to license the dogs on June 24th 2011. We did license the dogs on June 24th. This is unfounded and unfair. If a city officer promises this they should stand by their word or be held accountable for their actions. Please waive these tickets as it is the only fair thing to do.

Yours truly,
Al Barker
AL BARKER

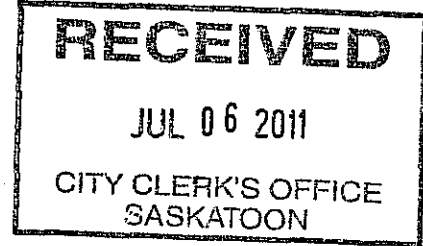
↓
MORE ON BACK PAGE

Judy Reynolds now claims that she never asked us to license our dogs. She said it when she was here on June 7 2011 and phoned again on June 9 2011. My wife called her again and she said it again when Pearl confirmed it. I phoned her on June 24TH 2011 AT 5:05 PM. I left a message asking her to Contact animal Control and tell them that we had complied and to tell them we had till July 4TH / 2011. Also we have playdates for dogs. Some are here every day and others periodically. We haven't intake or returned dogs for more than a year now. And there is no charge for dogs coming for playdates ~~and~~ So the \$1000 in licensing fines should be dropped. Thank you.

7/12/11
COUNCIL
CITY
SASKATON

(1003)

From: CityCouncilWebForm
Sent: July 06, 2011 1:04 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Dustin Halvorson
138 Cornish Road
Saskatoon
Saskatchewan
S7T 0K4

EMAIL ADDRESS:

dustin.halvorson@gmail.com

COMMENTS:

Good Afternoon,

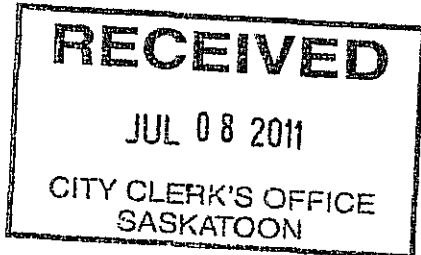
I recently moved into the Stonebridge area, and I'm quite concerned over the lack of parks in the area west of Preston. I did some research and found that there were plans to have the entire area behind walmart into a park, with both a soccer and baseball field included. Now, things have changed, and two ball diamonds have been built, and two sections of land have been divided off for condo/townhouse development. I realize the city wants to maximize the revenue from currently owned land, but why remove this greenspace to an area that already lacks it. Within a three to four block radius of that park there are numerous multi-family developments, but the number of parks/park features are lacking. Why is this being pushed into a condo/townhouse, and why isnt the options of soccer field/playground/tennis court being considered for that area?

I think it would be more beneficial to the area, raise current land/house values, and be beneficial to land owners.

You may find this biased cause I do live across from the park, but when initially looking at plans the vision of a baseball diamond and soccer field made me interested in the location. That option is now (or seems to be) gone!

7060-7
C4)

From: CityCouncilWebForm
Sent: July 07, 2011 9:31 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Brian Sutherland
R.R.#2
Saskatoon
Saskatchewan
S7K 3J5

EMAIL ADDRESS:

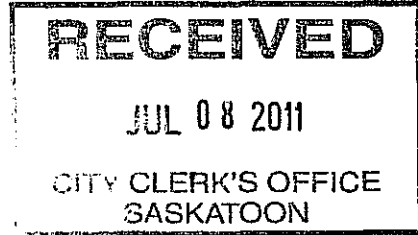
sutherland_farms@yourlink.ca

COMMENTS:

Hello my name is Brian Sutherland and I and my family live and farm on the western edge of the city and in Corman Park. Our home quater was annexed to the city six years ago and my experiences with the city have to say the least bin far from satisfactory. My two major concerns are with the state of the roads and their maintainence and with the garbage being dumped along the roadsides. Numerous calls to different city departments have not yielded any positive results. An example of this is since mid April I have phoned numerous times about garbage dumped along the road next to land I farm. No action has been taken. We live on a high traffic road (33rd St) and it is a absolute mess. Rough and potholed and at times unsafe to drive. It has seen no gravel in the six years since the city took over care of it. I am writing this letter after receiving my tax notice from the city today. I am hard pressed to justifiy paying this when I feel I am not recieving any sevices in return. I look forward to your response but given my past experiences in dealing with the city I doubt I will get one. Thank you

750-1
(5)

From: CityCouncilWebForm
Sent: July 08, 2011 4:20 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

River Finnegan
303-802 Appleby Drive
Saskatoon
Saskatchewan
s7m 3c9

EMAIL ADDRESS:

COMMENTS:

Hello,

I am writing to you today in order to voice concern over two issues that are affecting a very close family member, who lives here in Saskatoon.

It would seem that Saskatoon has a shortage of affordable housing for those with mobility issues to the point that they are disabled.

I am truly hoping that this will change in the near future.

My sister has spent the last year in an apartment on the third floor, much of that year inside, locked away like a prisoner as she was unable to find affordable and accessible housing.

People with mobility issues that are low income earners seem to have a very difficult time being able to afford accessible housing. I find this to be entirely unfair. I am hoping that something will be done in the near future in order to keep a good portion of housing for those with mobility issues affordable.

It breaks my heart to see my sister like this, stuck inside, missing out on all of the hustle and bustle outside that many often take for granted. And all because of what seems to be a lack of affordable and accessible housing.

Another issue that I have is also in regards to housing. Finding pet friendly housing that is affordable can be a nightmare, especially for the disabled (with the exception of a service animal, of course.) Many people are being forced to choose between themselves and a beloved pet.

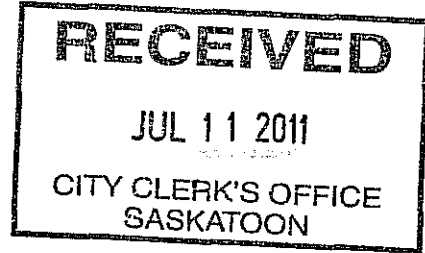
As a result, there are many animals that end up in shelters or abandoned elsewhere. The problems here are numerous in my point of view. The surrendered animals that go to shelters, shelters which as I understand are at least partially funded by the city, end up costing the city money through housing, food, vet care and euthanasia. As well, I find that the situation on the whole is rather disheartening. After all, while it is terribly difficult on the owners in this situation, for the animals the future can be very grim. I'm not saying that the shelter problems would be solved by what I'm about to propose as a suggestion, but I do believe that the situation could potentially be relieved a good deal.

If Saskatoon were to put in place a certain amount of properties that had to accept small pets (cats, small dogs, etc. Even if some properties would only take one species.) especially in the low income portion, then there would potentially be fewer animals abandoned. All you have to do is look in the classifieds in the paper, or on the internet to find dozens of

innocent animals that need homes because the owners are no longer able to keep them due to restrictions when it comes to pets.

6000-1 (6)

From: CityCouncilWebForm
Sent: July 11, 2011 7:49 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Allan Regehr
207-405 Nelson Rd
Saskatoon
Saskatchewan
S7S1P2

EMAIL ADDRESS:

aregehr@sasktel.net

COMMENTS:

Good day!

I write this letter to express my concerns to the current City Council on a number of points. In a recent article in the Star Phoenix the deterioration of our city streets was highlighted. This is something which our family has noticed and commented on frequently over the past number of years.

We are blessed to live and work in one of the most inviting cities in Canada. Yet in attempting to move about this great city our cars are being shredded by the horrible condition of the streets. A case in point is the showcase of our city being the area along the river and the access to it of 22 nd street. Between Spadina Cres and 3 rd Ave the road is in very poor condition. This is only an extremely small peek at the problems but if we cannot have our show case roads in good condition then what of the rest of the city. If an improvement tax is required for a number of years similar to what is already being charged for other items, well so be it. This simply cannot go on!

The next area of concern is the extreme lack of street cleaning this year from the winter sand and gravel. Some of the main streets had not been swept until the past 1-2 weeks. Is the problem a lack of funding, a shortage of equipment or a lack of commitment by council to enhance the appearance of our city. Possibly all three, but this needs to be addressed for 2012. Surely with the size of the city budget, the purchase of 2-3 more street sweepers should be a very small item.

My concern over the traffic tie ups on all major routes has been building for many years. The construction of the new south bridge is about 20 years overdue. Now with that underway what if anything has been done to move the traffic from that new roadway into the north end and onto Idylwyld Drive near the Travelodge. In my opinion this new roadway is only half the job by not have an proper exit from it in the north end.

Finally, the so called North Bridge project, must be built and very soon. I realize that funding is always a very large issue and see this completion of a new "Perimeter Roadway" as a perfect example of what could be accomplished. Many jurisdictions in North America have gone to a "TOLL FEE" construction for large projects like this. I feel that this would be an excellent process for this project. Everyone knows this project must be built and the longer it is delayed the more costly it will be. Lets move forward and get it done sooner than later.

I for one would be happy to pay a toll (an annual fee or per use fee) to use such a roadway.

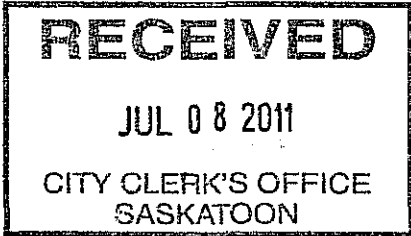
Thanks for your consideration of these ideas!

Allan Regehr

413 (17)

Quillinan, Jamie (Clerks)

From: CityCouncilWebForm
Sent: July 11, 2011 1:25 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Todd Yauck
306 Budz Cres
Saskatoon
Saskatchewan
S7N 4M5

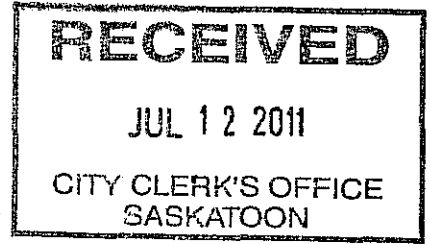
EMAIL ADDRESS:

COMMENTS:

wondering if it may be possible for the city to cut the grass on the north side of circle drive north between Ave C and Airport Drive (from Denny's to Saskatoon Inn). Also there is a couple of acres of tall grass/weeds on the south edge of Robin Crescent that needs cutting a couple times during the summer. This is an area that is used by pedestrians and cycles to commute to Airport business area.

2000 (85)

From: CityCouncilWebForm
Sent: July 11, 2011 6:31 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Derek Tiessen
67 Murphy Crescent
Saskatoon
Saskatchewan
S7J 2T5

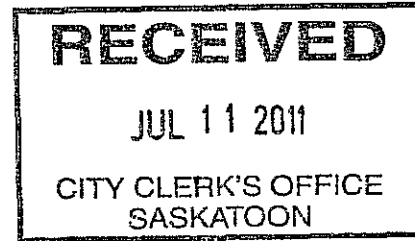
EMAIL ADDRESS:

COMMENTS:

I would like to applaud the city of Saskatoon's effort to erect a tall wind turbine at the landfill site. It is exactly this type of progressive thinking that draws people back to the city they grew up in. There are many people,, like myself, that moved away because the city felt stagnant an unwilling to get creative. This seems to be changing. The turbine is a great tool to educate people about the possibilities of green energy and get revenue in return. I actually worked at Grouse Mountains wind turbine last summer in Vancouver. People were absolutely awe inspired and we taught them how they can make a difference in their own lives in addition to feeling good from knowing that there are big players trying to make a big difference. I hope that when the full data report is revealed this fall that city council will approve the project. Keep inspiring the people of this great city and let us seize this opportunity. Don't let it be another Saskatoon "could have, should have".

6294

From: CityCouncilWebForm
Sent: July 11, 2011 3:29 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Brendan Davidowich
Apt 202 410 4th Ave N
Saskatoon
Saskatchewan
S7K2M3

EMAIL ADDRESS:

Brendan.Davidowich@sasktel.com

COMMENTS:

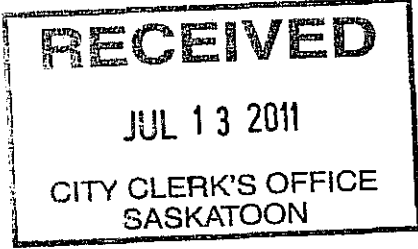
Dear Sir/Madam,

I live on a street that has two hour parking, I have a family member from out of town stay with me for two week. I was looking at getting a temporary parking permit for the time that they are staying with me. I was unable to get one for reason due to the fact that I'm living in an apartment. I was wondering if there is any other option for parking for my visitor? I was also wondering if there were plans on changing the rules for temporary parking that might allow for someone in my circumstance. Maybe allowed to buy temporary parking for one week or two weeks and then not allow to buy for the same amount of time you bought it for.

Thank you for any help.
Brendan Davidowich

7820 C10

From: CityCouncilWebForm
Sent: July 12, 2011 10:40 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Joseph Fogarty
527 Galloway Road
Saskatoon
Saskatchewan
S7T0B9

EMAIL ADDRESS:

tigerpaw8@hotmail.com

COMMENTS:

Subject: Storm drains

I purchased my residence in July of 2009 since that time we have had street flooding issues a number of times during large rain storms. This flooding consists of the storm drain on the south west corner of Galloway Rd and Bolton Way becoming over filled, with the excess water encroaching on the grass about 5 or 6 feet.

Expected reason: The alley's only storm drain is about half way up the alley and Bolton Way is the lower exit so most of the water from the alley and Galloway road run down the street to the storm drain on the corner.

Suggested solutions:

1. Providing storm drain piping allows for a larger drain cover to accomodate the large influx of water and to allow the air to escape I would recommend a larger grate on the storm drain be installed.
2. Add another and/or larger grate closer to the alley way which would allow for the water from the alley and Bolton Way to enter the storm drain system before creating a back flow of water onto the roadway and property.

A video and pictures were taken last year of one of the occations that this has happened if you wish to request it for the record.

Thank you for your time and a reply would be greatly appreciated.

Jospeh R.P. Fogarty
527 Galloway Road
Saskatoon, SK
S7T 0B9

5000-1
C11

Mann, Janice (Clerks)

From: Tamara Bowman [tamara@metricdesign.ca]
Sent: July 12, 2011 5:11 PM
To: the.partnership@sasktel.net
Cc: Hill, Darren (CK - Council); Kari Fox; Kevin Clackson; Police Info (Police); Riabko, Mitch (US - Transit); Mann, Janice (Clerks); Terry Scaddan
Subject: [SPAM] - Disturbances in front of my store- 160 2nd Ave. N. - Embedded GIF

Hi Debbie,

Thanks for chatting with me today about the Partnership's interest in helping me handle my loitering issues in front of my store.

I feel that it is important to address the loitering issues that I am having at my new location- 160 2nd Ave. N.

I am finding that there are many instances where there are large crowds of young individuals gathered in front of my store for long periods of time. They hang out on the blue (2nd Ave.) benches and cover the sidewalk area between my store and the benches. They are occasionally physically aggressive with each other (roughhousing) and hit our windows, plus there was an instance during the sidewalk sale last week where young individuals threw crushed pop cans at our windows and almost hit some ladies passing by. We also have people circling and riding bikes, but just generally loitering, goofing off, yelling, and swearing at each other. This is a constant occurrence between 4-9pm every day, and occasionally mid-day as well.

Today I had a group of 15 to 20 loitering mid day for an hour or two, but every day it is a bit different.

Previous to my opening I had a concern of an entire day of loitering and noise so I did make a call to the police only to request some information for reference for when my store was open. The feedback that I had gotten at that time was that I need to expect these things to happen as I chose to move next to the transit mall & that I am only able to ask for help when the loiterers are harassing my Clients, being excessively loud, or panhandling- or worse of course.

I am unaware at this point if they are truly harassing any of my customers, but if this crowd makes them uneasy I can guess that they will stop making the trip to my store.

Finally with me having a mostly female staff and large windows, this loitering has the potential to grow into a more serious concern, and rather than wait until something very problematic happens, I thought that I would try to be proactive and get a handle on this before it becomes a problem.

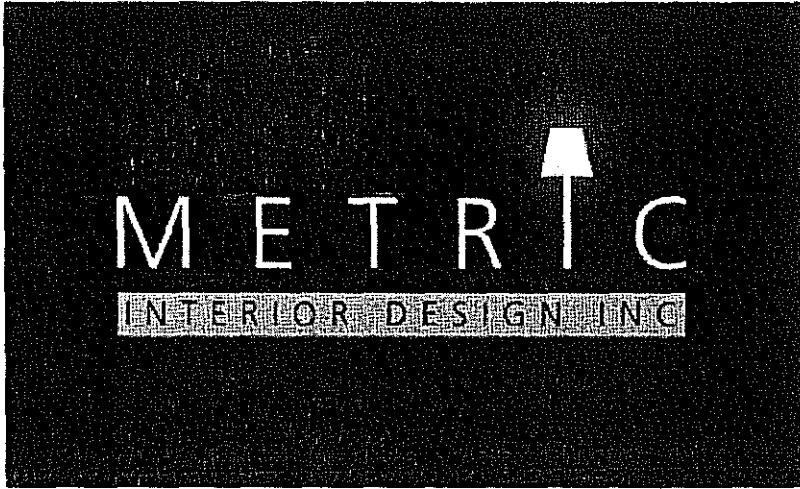
I am absolutely so proud to be a part of downtown and the rejuvenation of this 1914 building and I foresee many years of success for myself. I can only achieve this with the help of everyone in the downtown area as we need to make this a safe, pleasant, and inviting place for my Clients & other businesses patrons to shop, otherwise none of us will be comfortable to stay here in this community long term.

I have included all of you in this email as I am requesting help from anyone who might be able to offer some assistance with this. I know that I have inquired before about the removal of the benches directly in front of my storefront on 2nd Avenue, and although this would be very sad, I don't see how we can avoid the loitering in this area, with them in their current location. Also, I do not feel that these benches are an asset to those that are waiting for the bus as they are not in the transit mall.

I know that there are measures being taken to help out in these areas from everyone, and really appreciate anything in this effort. I just thought that it would be important for everyone to know all the information so a solution can be best addressed.

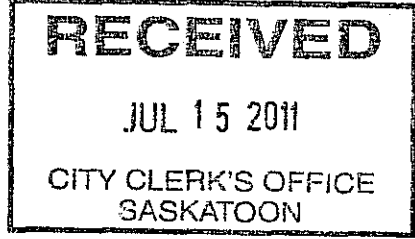
Thank-you for your help,
Tamara Bowman

160 2nd Ave. N.
Saskatoon, Sk. S7K 2B2
Bus: 306.974.0190
Cell: 306.341.1976
www.metricdesign.ca



6720
(CIA)

From: CityCouncilWebForm
Sent: July 15, 2011 10:56 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Alana Rabby
6 Gray Avenue
Saskatoon
Saskatchewan
S7N 3Y6

EMAIL ADDRESS:

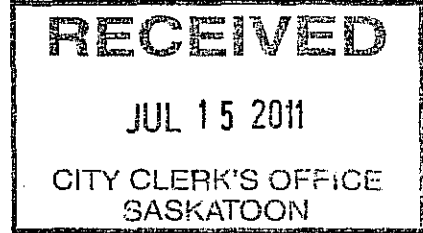
alana.rabby@gmail.com

COMMENTS:

I live on Gray avenue, right at the end where the road curves onto Berini. I know the city understands this is a problem area as they have put up concrete barriers and now a divider to keep people on their sides of the road. What I do not think the city understands is that the entire street is an issue, and putting a divider does not necessarily solve the problem. The problem is that the block is a long, winding road, with no intersections and people tend to go very fast down this street, especially since there are a lot of University kids on our street. They fly around that corner, regardless of the divider, or who may be crossing or leaving their driveway. I always yield to traffic coming around the corner when leaving my driveway but eventually I do have to start backing out and when they come flying around the corner there is no time to yield to them. I have been so close to being in many accidents leaving my driveway, and crossing the street I have lost count. I honestly fear leaving my driveway at all. Nevermind the fact that there are many young children on the street, and though I believe it is the responsibility of the parents to keep their children off the road, it should also be the responsibility of the drivers to make sure they are going at a speed that enables them to stop if a child does run out onto the street. I have a two year old son, and occasionally he is picked up outside our house by his grandmother, etc, and I am in constant fear that someone will come around the corner while he is crossing the street and that will be the end of him. Please consider putting even just a few speed bumps or something down that street, it is very dangerous and it would be tragic to see someones child die because people decided it wasn't a big enough risk to do something about it.

C13

From: CityCouncilWebForm
Sent: July 15, 2011 11:24 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Harold Orr
1317 Wilson Cres.
Sasatoon
Saskatchewan
S7J 3J8

EMAIL ADDRESS:

h.m.orr@sasktel.net

COMMENTS:

I found this link to an idea that I think may have merit.

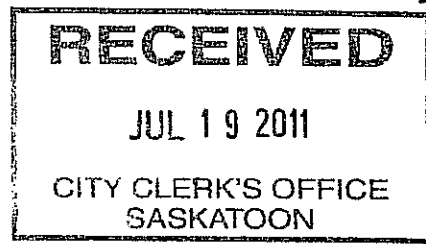
In some cities they are recycling asphalt roofing and using it to pave roads. The asphalt in old roofs is still an excellent raw material and can supply a raw a material that can be used in road building. Recycling roofing takes a load off the land fill and the material can reduce the cost of road building, a win win situation.

<http://www.greenbuildermag.com/News/Headlines/Old-Shingles,-New-Roads>

7300-1

C14

From: CityCouncilWebForm
Sent: July 18, 2011 10:47 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Jan Norris
422 10th St. East
Saskatoon
Saskatchewan
S7N 0C9

EMAIL ADDRESS:

jannorri@gmail.com

COMMENTS:

What forced me to write this letter today, while I've thought these same boring thoughts for ages, was a conversation with a young man this afternoon. He moved here recently from Ontario, succeeded in finding an apartment on Avenue X, and a job on Circle Drive. He likes Saskatoon but it takes him two hours to get home on the bus at rush hour. Though he gets off work at 5 pm, he has to wait an hour for his first bus, and then 20 minutes for the second. He's from Bangladesh, where the bus service was better.

Older and wiser cities have figured out the obvious: cars are the most expensive way to move people around a city. It takes a lot of tax money to pay for roads, bridges, snow removal and policing. One city found that almost 50% of its policing budget was directly related to cars. (And the police service the biggest chunk of Saskatoon's operating budget isn't it? So if we could reduce the number of cars on our roads we might save a lot.)

And we've known since 2003 that we can't keep up with our decaying car infrastructure. Much better to get people out of their cars and onto bikes, buses and their own two feet. Maybe invest in some vans to pick up people in the suburbs and drop them at the transit hubs. We'll save money in the long run, be healthier, prevent our greenhouse gas emissions from so shamefully soaring, and have more room for housing and parks.

Study after study shows that the bigger the gap between the rich and the poor, the higher the crime rate. Saskatoon is a severely segregated city, by income and ethnicity, and our crime rate reflects it. We have a sad history of injustice towards our indigenous residents, many of whom live in a world we don't want to know about, our own little 'downtown east side', only in Saskatoon it's on the west side. And not being able to get around the city is a big problem for the poor. Even if they can afford \$5.50 for the bus there and back, the service, you'll agree, is dismal.

I urge Council to stop funding the private car above all else and invest in a more just transportation system that will give everyone - our young, our elderly, our disabled, our poor and our ecologically-concerned - equal access to our city's goods, services and jobs. Then maybe we won't need that enormous new police station.

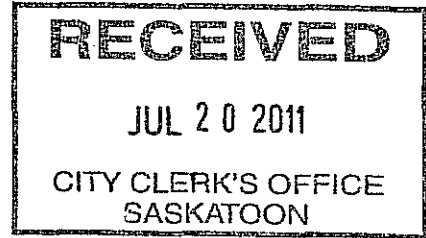
And remember: every bus driver we hire pays taxes and spends money here. The City Treasury actually gets some money back when we pay people. Thus a tax dollar spent on an employee gets more bang for the buck than a tax dollar spent on asphalt or gasoline. Our decision making - and accounting system - should reflect this it seems to me.

Thank you for your time and consideration of these issues,

Sincerely,
Jan Norris

1905-1
x7830-15

From: CityCouncilWebForm
Sent: July 20, 2011 10:29 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Calvin Cox
403 Coad Manor
Saskatoon
Saskatchewan
S7R 0C6

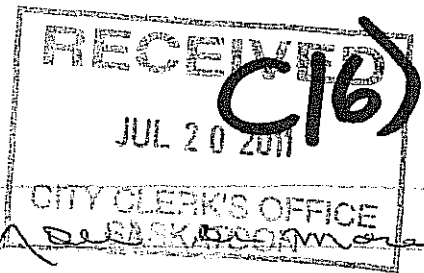
EMAIL ADDRESS:

coxy215@hotmail.com

COMMENTS:

Hi I just wanted to let you know that I don't agree with your "Commercial Hauler" permit fee. I have a small lawn mowing business and ALL of my customers are Saskatoon residents. The part I don't agree with is that if they cut their own grass or I cut and they haul it to the compost depot they don't have to pay because its included in the taxes they pay. But now if I take their grass clippings for them to the compost depot I have to pay for them. They are not my grass clippings they are the residents clippings and their taxes are paying for the compost to operate to dispose of their clippings. I see this additional fee as a taxation on small business since most lawn mowing and land scaping companies are small business. Why is it the City of Saskatoon's agenda to add taxation to small business and discourage that sectors growth? It isn't as if my business involves hauling grass from outside the city to dispose of it and needing further taxation. All the grass that I bring to the compost is from Saskatoon residents and I feel that this is an unfair taxation on commercial haulers and the fee really needs to be reconsidered. I would appreciate some feed back on this issue as well please. Thanks, Calvin Cox

150-1



Tree Problems

Its been over 10 years now

Dear Sir or Madam

We have been trying very hard to solve this problem. The neighbour at 78 Mc Dowall St. was sent pictures letter to the city and they done nothing. Mr. Maest done his very best for what he could for us. He will be missed. I would like someone to come up and look at those trees. I would like like a letter on the bylaw on trees.

Thank you
 Mrs J. Dragazine
 82 Mc Dowall St
 Saskatoon, Sask
 S7L 5C1



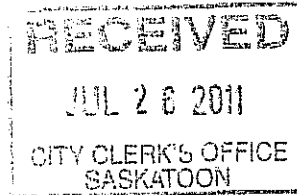
City of
Saskatoon

Infrastructure Services
Department

150-1

PARKS BRANCH

Jim & Dorothy Travaglini
82 McDougall Cres
Saskatoon, Saskatchewan
S7L 5C1



July 22, 2011

Dear Dorothy:

Re: Tree concerns at 78 McDougall Cres

I wanted to provide a follow-up to our phone conversation July 22, 2011. In this conversation you indicated that the trees you were concerned with were in the back yard of the residence of 78 McDougall Crescent. Because these are private the City of Saskatoon Urban Forestry program has no involvement with this issue.

If you have any questions or concerns about any city owned tree or any Urban Forestry programs, please do not hesitate to contact us at your convenience.

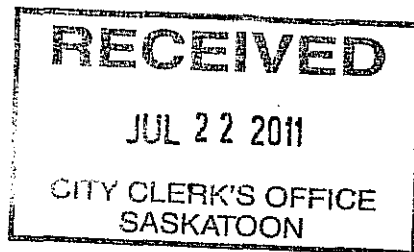
Yours truly,

Geoff McLeod
Superintendent Urban Forestry

GM:gm
cc: Joanne Sproule, A/ City Clerk

7920-1
C17

From: CityCouncilWebForm
Sent: July 22, 2011 3:26 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Andre Memauri
#1007 - 541 5th Ave North
Saskatoon
Saskatchewan
S7K 5Z9

EMAIL ADDRESS:

ialso@msn.com

COMMENTS:

To whom it may concern,

First and foremost I hope that this comment reaches you as I believe that this topic is very important to our community.

I hereby request the city council to order the removal of fluoride in our water. This additive is an old method of improving dental health for poorer areas of municipalities.

However, there is overwhelming evidence that it does NOT have significant dental improvements, and actually poses significant health concerns. Calgary and Waterloo have elected to remove this toxic chemical from their water. I urge you to re-consider this topic and inform yourselves of the health risks associated with water fluoridation.

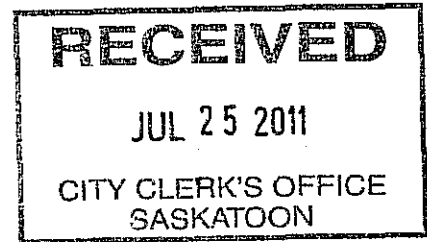
PLEASE take this seriously.

Thanks,

AM

(4080/8)

From: CityCouncilWebForm
Sent: July 22, 2011 6:13 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Annie Kong
1310 Latrace Road
Saskatoon
Saskatchewan
S7L 6E5

EMAIL ADDRESS:

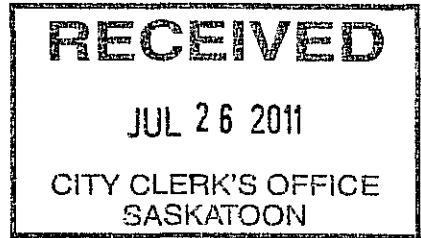
everydayfish@hotmail.com

COMMENTS:

I place a big bunch of silk flowers on my mother's tombstone last month and this afternoon saw all the silk flowers gone, I would like to know do those flowers being clear every few weeks, who would visit their loved ones every week ?????????? will those SILK grow?????I secure those with wire and stones.

6030
C19)

From: CityCouncilWebForm
Sent: July 26, 2011 2:58 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Wally Romanuck
318 Whiteshore way
Saskatton
saskatoon
Saskatchewan
s7j4c2

EMAIL ADDRESS:

wromanuck@hotmail.com

COMMENTS:

Subj: Infrastructure funding. I would suggest that the new south circle bridge be a toll highway operated by the COS. We had a missed opportunity when the north bridge open and at a mere.25 cent per crossing, we could have raised over \$10,000 per day. Traffic from all over the country and USA would help in paying for the roads with a toll. (I have paid many tolls throughout North America) People who oppose the toll would not have to use the bridge, there are other options, however, a toll, or a paid monthly pass could raise millions over a period of years. I would also suggest a sunset clause to remove a toll after a specified amount of time. Funds raised should be ear marked for major road work in the city. Thank you, Wally Romanuck

150-1

C20)

From: CityCouncilWebForm
Sent: July 28, 2011 9:24 PM
To: City Council
Subject: Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

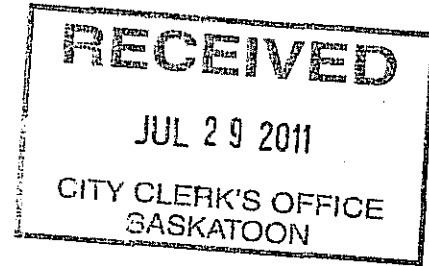
FROM:

Eric Walker
1502 Main St
Saskatoon
Saskatchewan
s7h4t2

EMAIL ADDRESS:

COMMENTS:

Why is the Mayor called "his worship?" This seems like an extremely odd title... It might be worth changing to something a little more appropriate...





City of
Saskatoon
Office of the City Clerk

FILE COPY

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

August 8, 2011

Mr. Eric Walker
1502 Main Street
Saskatoon, Saskatchewan
S7H 4T2

Dear Mr. Walker:

Re: Title of Mayor
(File No. CK. 150-1)

This is in response to your email of July 28, in which you comment regarding the Mayor's title of "Your Worship".

The title "Your Worship" is a very old title in English civic administration. It predates the use of the word "worship" to denote the veneration paid to deities, and derives from "worth", from an Old English word that meant "condition of being worthy, honour, renown". It has no religious connotation of any sort, and is used as the title of Mayors in Canada and, to the best of my knowledge, most cities in the English-speaking world.

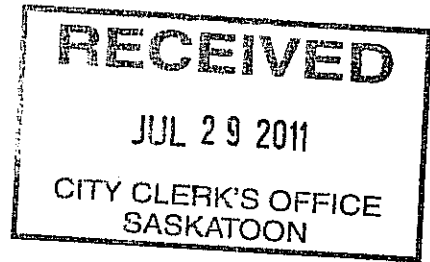
Thank you for your email. Please do not hesitate to contact me if you have any other questions.

Yours truly,

Janice Mann
City Clerk

5300-5
Call

From: CityCouncilWebForm
Sent: July 28, 2011 8:47 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Dale Ross
634 Reid Rd.
Saskatoon
Saskatchewan
s7n3h9

EMAIL ADDRESS:

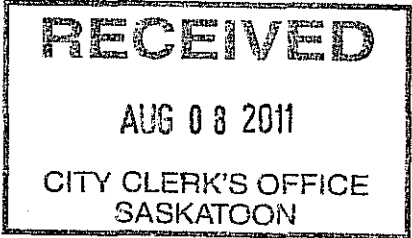
dvross@sasktel.net

COMMENTS:

This is in regards to the council meeting about bicycle safety and rules. I always thought it would be safer to ride on the left side facing traffic. It is very stupid to ride with traffic having cars flashing by barely a foot away. I think this is worth thinking about before discarding this idea. Thank you for your time. Dale Ross

7909
(22)

From: CityCouncilWebForm
Sent: August 05, 2011 11:37 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Cristy Labbie
1128 Avenue E North
Saskatoon
Saskatchewan
S7L 1T1

EMAIL ADDRESS:

cmlabbie@yahoo.com

COMMENTS:

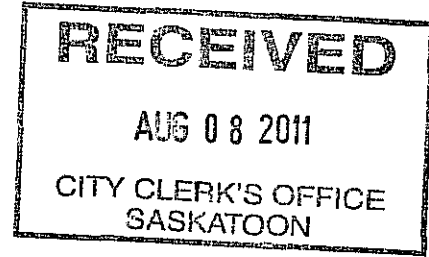
Saskatoon is a vibrant, fledgeling metropolis with all the charm of a small town and unfortunately the troubles of a bigger city. Mclean's magazine ranked it as one of the most dangerous cities in our country, until recently I thought nothing of this title, as it always seemed to me that the most heinous crimes were committed against/by persons who knew each other.

Since the assault that took place at the paddling pool, where we've been spending a lot of time this summer, I can't help but feel guilty for not voicing my concerns sooner. I have seen people sleeping in the bushes in the park, conducting drug deals on the benches by the playground, prostitutes around the Safeway and others that pass through the neighbourhood and insighting a troublesome feeling. I have no doubt in my mind that I have seen/walked passed the suspect wanted in connection with the sexual assault. It seems to me that many transient people are passing through to the Mayfair drug store (methadone clinic) or the AIDS Saskatoon Clinic. I really don't mind these programs in our neighbourhood, but I need to feel safe walking and playing with my kids at the park.

The City of Saskatoon should have had the foresight and forward thinking to have prevented this horrible incident from happening. This man likely knew exactly when the girls got to the pool and when it actually opened to the public, because he had been watching and walking through the park before. It was just a matter of time. In my opinion, the City needs to be proactive and embrace CCTV Systems and other technologies to aid in crime prevention and investigation. Even a web cam at the playground would bring me and other parents piece of mind. Ideally, I would like to see a pilot project of monitored CCTV cameras along 33rd and in Ashworth Holmes Park. This would be a crime deterrent and hopefully bring a sense of safety back to this neighbourhood. I hope you will take this in consideration when planning for the safety of your employees and citizens.

7 230
(23)

From: CityCouncilWebForm
Sent: August 06, 2011 9:04 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Maureen Smith-Windsor
255 Keeley Cres
Saskatoon
Saskatchewan
S7J4B9

EMAIL ADDRESS:

maureenanne.sw@gmail.com

COMMENTS:

I wish to express my concern with the City's recent decision to implement a curbside recycling program. It seems silly to plan new programs at the same time as doing a complete review of the affordability of existing programs.

In my opinion the existing recycling options in the city are plentiful and effective. They do require more individual initiative but that is something that I have always valued. I personally use the existing recycling options including the City hazardous waste collection days, Sarcan and Cosmo paper bins. I think the system in Saskatoon is one to be proud of for the way it provides meaningful activities for people who otherwise be marginalized in our society.

At some level I question how environmentally friendly it is to collect recycled products when one considers the amount of fuel and energy that is used to collect, transport and process those products often to places as far away as China. I wonder if a full analysis of this has ever been done?

At least the current Cosmo Paper recycling system provides a greater social good.

I hope that the complete review of programs includes a reconsideration of city funded curbside recycling.

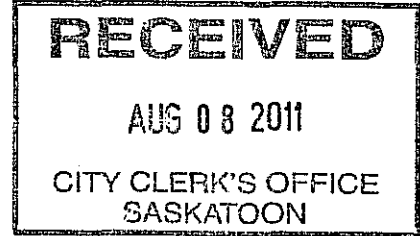
I appreciate the hard work of the members of council and in particular the time the the Mayor devotes to attending the many community events in Saskatoon.

Sincerely,

Mrs. Maureen Smith-Windsor

6270-
C24

From: CityCouncilWebForm
Sent: August 05, 2011 5:17 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

EDWARD MCALEER
7-218-MAIN ST E
SASKATOON
Saskatchewan
S7N 0B0

EMAIL ADDRESS:

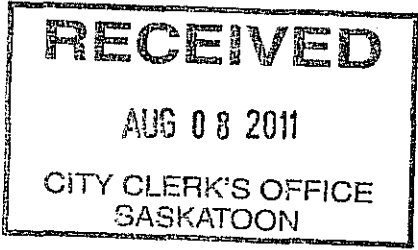
emcaleer@fbc.ca

COMMENTS:

Re City planning temporary circle at McPherson & 10th St. (test for permanent?) This will not work in the winter as the snow is left on the street in the areas where the driving is to be allocated. To control traffic would be better to close exit onto freeway approach.

6320 (CAS)

From: CityCouncilWebForm
Sent: August 05, 2011 2:33 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

John Pitchford
1411-33rd Street West
Saskatoon
Saskatchewan
S7L 0X1

EMAIL ADDRESS:

professor.john@sasktel.net

COMMENTS:

Hello,
I am greatly disappointed by the decision to put crosswalk bubbles on 33rd by Henry Kelsey Park. 33rd Street is a major artery and these obstructions cause a major traffic hazard. If you are eastbound coming to Valens in the curb lane you are confronted with this curbed bubble and are forced to go the centre lane. With the traffic speed and momentum you are looking at a serious motor vehicle accident. Along with this there could be someone hurt in the bubble. Westbound a bubble has been put in the middle of a bus stop negating its use. With the overall volume of traffic this was a very poor and short sighted decision. We used escort our children over to Howell to catch the school bus to St Gerard School for their safety from traffic and predators.
We as a society are not responsible for other parents children. What they need are crossing guards with adult supervision, a novel concept, and more parental involvement. As an ex cub leader the parents had to bring their children to the hall, not just drop and run.
This situation requires both driver, adult (teachers) and parental involvement to create a safe situation for the children.

Thank you for reading this.

John Pitchford

I would appreciate a reply from some or all of council.

5200-1

(26)

RECEIVED
JUL 21 2011
CITY CLERK'S OFFICE
SASKATOON

July 21, 2011

Mayor Atchison and City Council
Saskatoon City Hall
222 3rd Ave. N.
Saskatoon, SK S7K 0J5

Mayor Atchison and City Council

The recent discussion regarding installing a fence from Ave. H to Whitney Ave. is long overdue. I recently returned from a trip to Calgary where not only do they implement this type of pedestrian control on busy collector streets but also have creative ways in dealing with high volumes of traffic.

All the discussions about making 22nd more pedestrian friendly ignores the fact that this street is a major collector with direct access to city centre. This fence is something that must be done and the City should also consider reducing the number of side street access for vehicles (make them dead end). Too often our City is reactive instead of proactive – now is the time to think further down the road and realize that 22nd will continue to be high traffic unless there will be no further development on the westend or the City turns 22nd into a nice pedestrian mall with planters, fountains and benches. I'm confident that Saskatoon decision makers have observed some of the techniques in Calgary – use of center median fencing as well as sound walls that “split” neighbourhoods and pedestrian over-passes so that traffic can be moved efficiently. Interestingly Calgary is in the process of constructing a 24 million dollar pedestrian only bridge which has raised considerable controversy, which according to some, the City is now trying to reduce by calling the bridge “The Peace Bridge” to acknowledge military contributions.

Our city continues to grow and unfortunately so will the number of vehicles on city streets. Comparing 8th St. to 22nd St. is completely flawed as foot traffic in the 8th St. area is considerably less since many would drive before walking, unlike 22nd St., where foot traffic is higher due in part to the social economics of the area. The problem of foot traffic along the 22nd St. corridor always increases considerably in warmer months as well.

Bicycle paths, pedestrian malls/streets are nice expensive “wants” since we live in a climate that is less inviting for year round use. It is time the City starts being creative, forward thinking when it comes to the movement of vehicles, since vehicles aren't going to vanish anytime soon.

Sincerely,

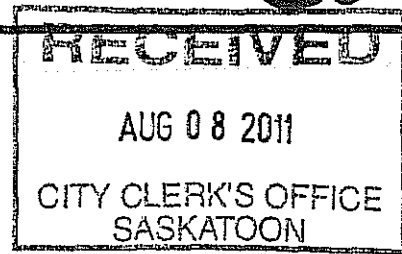


John Thomson
202 Nixon Cres.
Saskatoon, SK S7L 7E9

Mann, Janice (Clerks)

5300-1
C27

From: Mann, Janice (Clerks)
Sent: August 08, 2011 3:05 PM
To: Mann, Janice (Clerks)
Subject: FW: Fence to stop JAY walkers on 22nd st.



From: Ray [rlpilk@shaw.ca]
Sent: July 12, 2011 1:29 PM
To: Paulsen, Tiffany (CK - Council)
Cc: glen.penner@saskatoon.ca; Heidt, Myles (CK - Council); Neault, Maurice (CK - Council)
Subject: Fence to stop JAY walkers on 22nd st.

Why does the city always throw money at problems like this?

The city should have these people ticketed so that the offenders pay for this crap and not becoming a cost to us non offenders.

This is what the tax payers are getting fed up with.

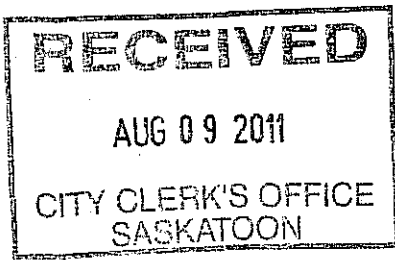
Furthermore we have too many walls in this city now. What we need are roads and not bearers.

Have a nice day.

thanks.

Ray Pilkey
2422120

235-815 Heritage *gru*



610-1

Aug 8 / 2011 (28)
Apt 1401-2503
Laure H.
Saskatoon

City Council

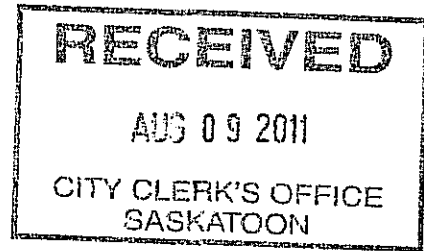
I live over by Market Mall with
100^s of other seniors, who all
enjoy walking in the park, its good
for us; But come August 31st, you
have the ^(washroom) doors all locked to the
public, City employees are there
& use them year round, would you
please keep the washroom doors
open until Sept 30st; so that we
can continue walking for 1 more
month, winter is very long;

Please do this for us; I phoned
last year, but no luck maybe my
letter will help;

Waiting & hoping
Edith Nicks

1000-1
C29

From: CityCouncilWebForm
Sent: August 08, 2011 8:20 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Trevor Forrest
116 -201 Cartwright Terrace
Saskatoon
Saskatchewan
S7T 0A4

EMAIL ADDRESS:

COMMENTS:

In many ways Saskatoon has benefited from great civic leadership. However, for some reason when comes to road maintenance and /or construction the citizens of Saskatoon continue to witness indifference by our leaders towards the inconvenience caused by road construction.

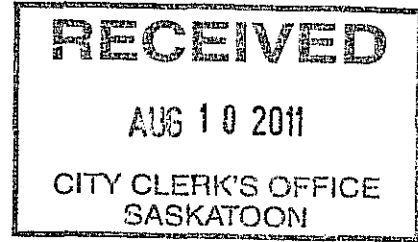
Two examples; one is the repair work on the Taylor Street overpass near the Exhibition Grounds. Why was this work not scheduled in April, May, or June? Did our council not know the timing of the Exhibition? This inconsiderate timing will cause severe traffic disruption to the fair attendees. Who is minding the store? Our city looks like fools to do this project at this particular time.

And of course our south bridge project. It was interesting to note that during the weekend of July 30, 31 and August 1st virtually no work was done on the project despite perfect weather. At the same time, only a short distance away roofers worked all weekend to install the new roof on the Stonebridge Co-op store. Why is it that the private sector can find workers on the weekend, but the public sector can't? And again, the next weekend (good weather again) of August 6 and 7 there was nothing happening on the construction on the Circle Drive project near the freeway. Frustration, stress and road rage are the by-products of the failure to complete these projects in the shortest possible time.

Many citizens question that if labour is in such short supply why do we start so many projects that take months to complete. Why not reduce the projects, developed a concentrated labour effort, complete the project and then move to the next project. Lets try the concept of these necessary road projects being done with the over riding premise of causing the minimum amount inconvenience to the taxpayers.

172-30

From: CityCouncilWebForm
Sent: August 09, 2011 8:22 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

stephanie ethier
218 begg cres.
saskatoon
Saskatchewan
s7h 4p2

EMAIL ADDRESS:

jnsholtorf@sasktel.net

COMMENTS:

Saskatoon has some nice family enviroments to be out and about in. In our family we try to put fitness into our outings. One of our favorite spots is the Sutherland Beach dog park. We all end up skipping, running and playing tag with each other and of course the dog. Unfortunately the path only has one lenght graveled. Making the rest of the path a mud hole for everyone. My request is...Would it be possible to put gravel or crusher dust on these paths to complete the loop to make it less muddy for the rainy days/spring thaw/and the early winter season.. thanks Steph and family.

Canada
World
Youth



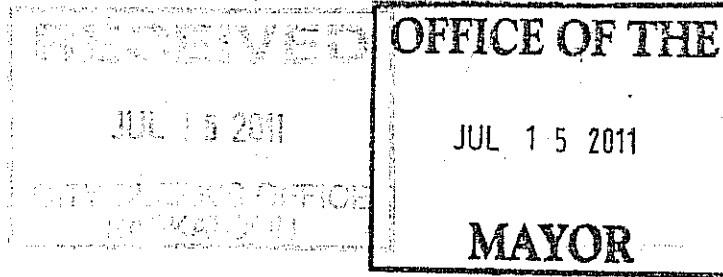
Jeunesse
Canada
Monde

205-5

DI

June 15, 2011

Mr. Donald J. Atchison
Office of the Mayor
222 Third Avenue North
Saskatoon, SK
S7K 0J5



Subject: Request for Proclamation of Canada World Youth Week on October 17 to 23, 2011

Dear Mr. Atchison,

Canada World Youth (CWY) will celebrate its 40th anniversary on October 19, 2011. Since 1971, more than 34,000 young people from Canada and around the world have taken part in our youth leadership programs in 67 countries and have dedicated over 1,000,000 hours of volunteer work each year. CWY is a world leader in developing international educational programs committed to enriching the lives of young people that have a desire to become informed and active global citizens. CWY programs are designed to help youth experience the world for themselves, learn about other cultures and diverse Canadian communities while developing leadership and communication skills.

As we mark this milestone, which coincides with the 10th anniversary of the International Year of Volunteers, we are planning celebrations in communities across the country in order to highlight the positive impact CWY has had not only on young people, but on hundreds of communities, and 11,000 host families. Our goal is to draw attention to the lasting connections between youth volunteers, host families and members of the community that have been established over the years.

This special invitation is directed to you as mayor, and your municipality to request that you proclaim the week of October 17 to 23 Canada World Youth Week in Saskatoon and to organise an activity. Your proclamation, which would honour CWY's 40th anniversary and highlight its impact on Saskatoon, would be in conjunction with that of dozens of other host communities and cities across Canada.

Please find attached a sample proclamation text for your reference. Our suggested text includes some key facts about the impact of CWY's programs in the community. Please feel free to modify it as you see fit. I also invite you to contact Marie-Noel Ouellet, Communications Coordinator, for more information at (514) 931-3526 extension 310 or mnouellet@cwj-jcm.org, and to visit our website at <http://canadaworldyouth.org>. We hope to hear back from you by August 15, 2011.

The youth volunteers in your community will be in touch with you to follow-up on this invitation and to partake in the celebrations we have planned in your community. Thank you in advance for your attention in this matter. We would be honoured to have your support.

Sincerely,

Iris Almeida-Côté
President and CEO, Canada World Youth



Siège social / Head Office 2330, rue Notre-Dame O. / Notre-Dame St. W., 3^e étage / 3rd floor
Montréal (Québec) / Montreal, Quebec Canada H3J 1N4
Tél.: (514) 931-3526 Fax/Télééc.: (514) 939-2621
jeunessecanadamonde.org / canadaworldyouth.org

PROCLAMATION
Canada World Youth Week
October 17-23, 2011

Whereas young people in all countries are key agents for social change and represent our collective hope for a more peaceful, tolerant, and just global society. Whereas, in close to 600 host communities across Canada, CWY has created networks of people of different backgrounds and cultures, united by mutual respect and understanding.

Whereas thousands of host families in Canada and abroad have taken CWY youth volunteers into their homes and have built strong, lasting relationships that have marked their lives.

Whereas CWY has given the opportunity to more than 34,000 young people from Canada and abroad the opportunity to see the world and become global citizens engaged in their communities

Whereas the annual contribution of volunteer work in host communities by CWY youth volunteers represents close to 1 million hours – or the equivalent of 520 full-time jobs.

Whereas for 40 years, CWY's programs have fostered cross-cultural exchange, created closer ties within communities and among people from different backgrounds.

Whereas CWY fosters in young people the acquisition of the knowledge, skills, attitudes and values necessary for active community involvement.

Whereas Saskatoon proudly supports CWY's mission to increase the ability of people, and especially youth, to participate actively in the development of just, harmonious and sustainable societies.

Therefore be it resolved that I, Donald J. Atchison, do hereby proclaim October 17 to 23, 2011 Canada World Youth Week for Saskatoon.

Founded by the late Honourable Jacques Hébert, Canada World Youth's mission is to increase the ability of people, and especially youth, to participate actively in the development of just, harmonious, and sustainable societies.
CWY is a non-profit organization. Our Canada Revenue Agency charitable registration number is 11897 3999 RR0001.



Who we are

Founded in 1971 by the late Honourable Jacques Hébert (1923-2007), Canada World Youth (CWY) is a world leader in developing international educational programs for young people aged 15 to 29. A non-profit organization, CWY is dedicated to enriching the lives of young people that have a desire to become informed and active global citizens. CWY programs are designed to help youth experience the world for themselves, learn about other cultures and diverse Canadian communities while developing leadership and communication skills. Mainly focused on health and environment, the educational experience instills a long-lasting sense of global social responsibility.

In 2011-2012, CWY will empower at least 1,000 young people through their participation in one of the 43 Youth Leaders in Action exchange programs or as a part of approximately 30 development projects offered by the Global Learners and 2 Québec sans frontières projects, which will take place in 17 host countries in Africa, Asia, Latin America, the Caribbean or Eastern Europe.

Mission

CWY's mission is to increase the ability of people, and especially young people, to participate actively in the development of just, harmonious and sustainable societies.

Programs

CWY's core program is **Youth Leaders in Action**; where groups of 18 young people from different cultures (9 Canadians and 9 from a partner country) live with host families and work together on volunteer projects for a total of six months—three in a Canadian community and three in a community in one of our partner countries. The program is focused on health and environment issues and aims to inform youth on the challenges of the United Nations Millennium Development Goals.

The **Global Learner** program is designed for educators who wish to organize a group of youth to complete a volunteer project in an overseas community. This program varies in length from 2 weeks up to 3 months and can be adapted to the objectives of the participants, enabling educators to offer it as part of their curriculum.

The **InterAction** program offers an opportunity for youth to have an international volunteer experience in Latin America or in Africa for 4 to 6 weeks. Youth participants volunteer in local projects dealing with health issues, environment and eco-tourism that are defined by local partner organizations to highlight the issues of international development.

The **Québec sans frontières** program offers overseas internships for Quebecers aged 18 to 29. This program aims to give youth valuable work experience while participating in the preparation and implementation of international cooperation projects.

Customized international youth exchange programs tailored to the needs of youth as well as our Canadian and overseas partners are offered every year.

Partners

CWY receives funding from the Canadian International Development Agency, companies and foundations across the country, from its participants, through their fund-raising activities, and from thousands of individuals. CWY also works in association with a wide range of youth groups, schools, and government and community organizations.

CWY at a glance

- Close to 34,000 youth volunteers have completed a CWY program since 1971
- CWY has worked with partner organizations in 68 countries
- CWY youth volunteers contribute close to one million hours of volunteer work every year
- CWY's 40th anniversary will be celebrated in communities around the world the week of October 17-23, 2011
- An impact study conducted in 2005 indicated that CWY programs were a life-changing experience offering leadership and communication skills

canadawoldyouth.org

1-800-605-3526

205-5
D2)

From: Tammy Reihl [Tammy.Reihl@muscle.ca]
Sent: July 19, 2011 10:42 AM
To: Web E-mail - City Clerks

RECEIVED
JUL 19 2011
CITY CLERK'S OFFICE
SASKATOON



July 18, 2011

Mayor Donald Atchison
City of Saskatoon

Your Worship Donald Atchison

September is Muscular Dystrophy Awareness Month across Canada. The purpose of Awareness Month is to increase public knowledge of neuromuscular disorders, the impact on families living with these disorders and the communities in which they live, as well as to educate the public about our association and the services we provide.

Muscular Dystrophy Canada would like to request your support by the issuance of a proclamation declaring September as Muscular Dystrophy Awareness Month in your community in 2010. If you would be willing to issue a proclamation, please notify our office using the contact information provided below.

If we can assist in the facilitation of your proclamation by sending a volunteer to pick up a copy of the proclamation, or by contacting your local newspaper to arrange for publication of your proclamation, please let us know at your earliest convenience.

Since 1954, Muscular Dystrophy Canada has been committed to improving the quality of life for Canadians with neuromuscular disorders. We strive to ensure that people with neuromuscular disorders lead full and engaged lives through the provision of programs and services that increase mobility and encourage independence, and the funding of leading research for the discovery of therapies and cures.

Thank you for taking the time to consider this request. If you have questions, or would like more information, don't hesitate to contact me by phone at (306) 203 6217 or long distance 206 978 0854 or by e-mail at tammy.reihl@muscle.ca . I look forward to hearing from you soon.

Let's make muscles move!

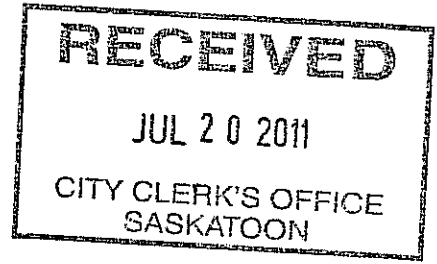
Respectfully,

Tammy Reihl
Fundraising and Community Development Coordinator, Saskatchewan

Tammy Reihl
Fundraising & Community Development Coordinator, Saskatchewan
Muscular Dystrophy Canada
telephone: 306 978 0854
email: tammy.reihl@muscle.ca web: www.muscle.ca

2011 D3)

From: CityCouncilWebForm
Sent: July 20, 2011 3:29 PM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Arla Gustafson
RUH Foundation
103 Hospital Drive
Saskatoon
Saskatchewan
S7N 0W8

EMAIL ADDRESS:

arla.gustafson@saskatoonhealthregion.ca

COMMENTS:

July 20, 2011

His Worship Donald J. Atchison
Office of the Mayor
222 Third Avenue North
Saskatoon, SK S7K 0J5

Dear Mayor Atchison:

Request that a Proclamation of National Philanthropy Day® be issued for Tuesday, November 15th, 2011.

I am writing to request that a proclamation be issued for National Philanthropy Day®, the day set aside to remember and pay tribute to those people active in the philanthropic community. From donors to volunteers, from large, international nonprofits to the community centre down the street, each has made an indelible contribution to our communities, our nation, and our world.

National Philanthropy Day is November 15. Every year on this day the world pauses for a moment to celebrate the difference philanthropy makes in our lives. National Philanthropy Day is an international celebration for all that has been accomplished in the name of giving - and offers a chance to give a sincere thank you to those who make giving possible.

In Saskatoon, National Philanthropy Day celebrations are being organized by the Saskatoon Chapter of the Association of Fundraising Professionals (AFP). Our 11th annual National Philanthropy Day celebration will be held on Tuesday, November 15th at TCU Place, from 11:30 a.m. to 1:30 p.m. In addition to requesting this proclamation, we would also request the honour of your presence at our 11th annual National Philanthropy Day Luncheon. The two-hour celebration and luncheon will feature University of Saskatchewan President, Peter MacKinnon, who will deliver the keynote address to an expected audience of greater than 400 people.

Recognition of nominated donors, youth philanthropists and outstanding fundraising professionals will be announced. Our 11th Annual Philanthropy Day Celebration Luncheon is a chance for business, corporate and individual donors, volunteers and our voluntary sector organizations to sit down and toast philanthropy together.

AFP is an organization that represents more than 28,000 professional fundraisers in 200 chapters around the world. Through education, training and advocacy efforts, AFP works to advance philanthropy efforts in your community. "It's no longer just about recognizing leaders within the philanthropic world," says AFP CEO and President, Andrew Watt, of National Philanthropy Day. "It has become a community event that resonates with the entire public and seeks to bring everyone together to remember the tremendous accomplishments philanthropy has made in our world."

Thank you for your consideration of this request, and I look forward to hearing from you in the near future. If you have any questions, please contact me at 655-1050.

Sincerely,

Arla Gustafson
Chair AFP National Philanthropy Day 2011
306 655-1050
arla.gustafson@saskatoonhealthregion.ca



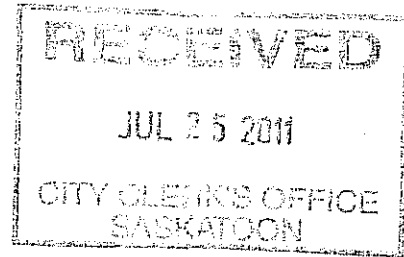
Saskatoon Anti-Poverty Coalition

The Saskatoon Anti-Poverty is a coalition of concerned citizens and organizations who are dedicated to addressing the causes and effects of poverty.

Phone: 955-5095

Email: antipoverty@sasktel.net

D4)



July 22, 2011

His Worship the Mayor and City Councillors
City Hall
Saskatoon, Saskatchewan

Your Worship and Members of City Council:

The United Nations International Day for the Eradication of Poverty will be observed around the world on October 17th. In accordance with the observance of that day this letter is a request to City Council that the week of October 16th to the 23rd be declared the eighth annual Poverty Awareness Week.

Poverty is a serious problem in our beautiful city and the Saskatoon Anti Poverty Coalition works hard to fulfill its mandate to raise awareness, to address the causes and effects of poverty and to work towards the implementation of an integrated poverty reduction strategy for the Province of Saskatchewan.

We are in the process of planning the activities for the week which will include a public observance of the Eradication of Poverty Day on the 15th October and various educational events throughout the City during Poverty Awareness Week.

We look forward to your continuing support in helping us raise awareness of this issue that affects the lives of many of our citizens.

Thank you.

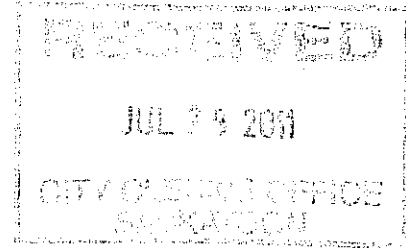
Yours respectfully


Vanessa J. Charles
Past Chair, Saskatoon Anti Poverty Coalition
#402 - 508 Main St.
Saskatoon, SK. S7N 0C1

Organizational representatives come from: Integrated Community Ministries, Saskatoon Health Region (Public Health and Primary Health), Canadian Red Cross, Elizabeth Fry, Child Hunger and Education Program (CHEP), Quint Development Corporation, Equal Justice for All, Saskatoon Housing Coalition, Indian and Metis Friendship Centre, Canada Without Poverty, Saskatoon Food Bank and Learning Centre, Saskatoon United Way, Saskatoon Community Clinic, Poverty Free Saskatchewan, Crocus Co-op, and Saskatoon Faith communities.

3055
DS)

July 22, 2011



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

Dear Mayor Atchison:

Re: Right to Know Week Proclamation

We request that your office declare that the week of **September 26-30, 2011** is '**RIGHT TO KNOW WEEK**' in Saskatchewan.

Our Right to Know Steering Committee is made up of a diverse cross-section of residents of Saskatchewan who wish to celebrate the importance to a modern democratic jurisdiction of the right of the public to access records and information in the control of public bodies. September 28th of each year is recognized and celebrated internationally as Right to Know Day. There are parallel events planned at the federal level and in other provinces. Events across Canada will be listed on the new website, www.righttoknow.ca.

Saskatchewan was one of the first provinces in western Canada to enact an access law when it adopted *The Freedom of Information and Protection of Privacy Act* in 1992. This responded to the 1981 Report by E.M. Culliton, former Chief Justice of Saskatchewan, which had been commissioned by Premier Romanow.

The Supreme Court of Canada has affirmed that the right of citizens to access the records of public sector organizations is fundamental. *The Freedom of Information and Protection of Privacy Act* in Saskatchewan is the kind of law that the courts have described as "quasi-constitutional".

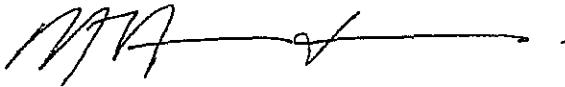
Mayor Donald Atchison
July 22, 2011
Page 2

The purpose of the law is to achieve greater transparency in the way that public sector bodies operate and to thereby promote accountability in our government institutions and local authorities.

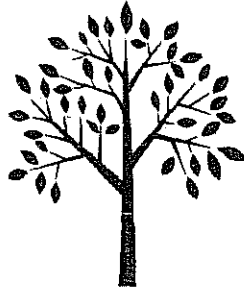
Our hope is to promote public awareness and greater understanding of the right of access enjoyed by everyone in Saskatchewan.

We look forward to your favourable response.

Yours truly,

A handwritten signature in black ink, appearing to be 'MA' followed by a long horizontal line and a checkmark-like flourish.

Mark Anderson
on behalf of Saskatchewan Right to Know Committee
(306) 787-6587



205-5
D6)

Saskatchewan
eCONetwork

Mayor D. J. Atchison
City of Saskatoon,
222 - 3rd Avenue North
Saskatoon SK S7K 0J5

July 20, 2011

Your Worship,

On behalf of Saskatchewan Environmental Society and the Eco Network, I am writing this letter of request in regard to an upcoming event, WorldRiversDay'11 on September 25. We as co-convenors of this city wide event want to draw as much attention to the day and the celebration that attends it!

In 2003, the UN studied the impending water and sanitation crisis, seeking ways to draw more worldwide attention. Secretary General Annan recommended a full decade was needed to highlight the importance and need for global action. Thus, the International Decade for Action 'Water for Life' 2005-2015. World Rivers Day was born of this UN gesture. WRD'11 will be celebrated in 40 towns and cities across Canada. Would you not agree that Saskatoon's river merits similar honour!

And that is the reason for this letter to you, to make a formal request to you for your and Council's consideration of proclaiming Sunday, September 25, 2011- World Rivers Day in Saskatoon.

At the end of this letter is a list of some of the proposed events planned in and around the city on that day! We hope that you will agree that South Saskatchewan River merits this kind of attention. Suffice, without our river, Saskatoon would not be what it is- a wonderful city in which to live, work and play!

Thank you, your Worship, for any consideration which you may be able to give this request.

Yours truly,

Randy Fleming
Acting Executive Director
for SES/SEN WRD'11 Planning Committee

535 8th Street East
Saskatoon, Saskatchewan S7H 0P9
Phone (306) 652-1275
Email: info@econet.sk.ca Website: www.econet.sk.ca
SEN is an affiliate of Reseau/ Canadian Environmental Network



World Rivers Day

Sunday, September 25th, 2011

Below is another update from World Rivers Day chair Mark Angelo, in the lead up to our seventh annual **World Rivers Day**, slated for **September 25th, 2011**.

Greetings River Advocates,

Preparations are being made for World Rivers Day on September 25th and some exciting events are beginning to emerge for 2011!

Please let us know about any Rivers Day activities you may be planning in your area and we'll acknowledge them in future updates (a brief summary of the event along with contact information can be sent to Tom_Saare@bcit.ca).

Below is a small sampling of festivities from around the world that are in the planning stages and many, many more events will be included in future updates. We hope you'll consider organizing a Rivers Day event of your own and globally, millions of people are expected to participate.

Thousands of events around the world are anticipated to take place. Just a few examples;

In Burnaby, BC, a massive celebration will take place to celebrate the inspiring restoration of Guichon Creek, an urban stream that only a few decades ago was severely degraded (contact Tom_Saare@bcit.ca)

A major paddle trip is planned down the mighty Fraser River from Yale to Hope, BC. A flotilla of canoes, kayaks and rafts will take part in a unique paddle experience (info@hopemountain.org) while in New Westminster, the Fraser River Discovery Centre will unveil an exciting new display on the "Heart of the Fraser" as part of their World Rivers Day celebrations (info@fraserriverdiscovery.org).

In Brisbane, Australia, the International River Symposium will unfold along with the announcement of this year's Riverprize recipient (Natalie@riverfoundation.org.au).

In Newfoundland, Canada, an exciting river celebration along the Exploits River is planned (davebarker366@hotmail.com).

Across Europe, on rivers such as the Danube, the Rhine and the Douro (along with other great waterways),



World Rivers Day

Sunday, September 25th, 2011

Uniworld River Cruises will coordinate an array of Rivers Day celebrations and acknowledgements (stischer@uniworld.com).

In western Canada's Howe Sound, local events will celebrate the ecological resurgence of the area culminating in a plan to restore fish stocks in Britannia Creek, a stream that was once a toxic hot-spot but has bounced back following efforts to address long standing pollution concerns (tobe@shaw.ca)

Numerous events are in the planning stages across the United States as well as Africa, and South America. Details will be forthcoming in future updates.

Visit our Web site at: www.worldriversday.bcit.ca to find out more about World Rivers Day, We can help your promotions via our website, as well as emails like this one.

World Rivers Day is based on the incredible success of BC Rivers Day in British Columbia, Canada over the past 31 years.

Promoting River Stewardship

World Rivers Day is a celebration of the world's waterways. It highlights the many values of rivers and strives to increase public awareness and hopefully encourage the improved stewardship of rivers around the world. Rivers in every country face an array of threats, and only our active involvement will ensure their health in the years ahead.

Join the Celebration!

World Rivers Day organizers encourage all of you to come out and participate. In particular, consider starting a Rivers Day event of your own, which might range from a stream cleanup to a community riverside celebration. And if you create an event, be sure to tell us about it! We'll keep you posted in the months ahead as new Rivers Day activities are announced.

International Partners

World Rivers Day is intended to compliment the broader efforts of the United Nations



World Rivers Day

Sunday, September 25th, 2011

Water For Life Decade initiative and we look forward to working closely with them in the months ahead to promote this event and encourage new participants. In launching World Rivers Day, we also greatly appreciated the support of the United Nations University and the International Network on Water, Environment, and Health.

Special thanks to our World Rivers Day sponsors:

- HSBC
- Rivers Institute at BCIT and the visionary commitment of its founding supporter, Mr. Rudy North
- United Nations Water For Life Decade, Canada initiative
- United Nations Water for Life Decade; 2005 - 2015.

To find out more about water issues, and how to get involved with World Rivers Day, visit the Web sites below for more information.

World Rivers Day Web Site:

<http://www.worldriversday.bcit.ca/>

Rivers Institute at BCIT:

www.riversinstitute.ca

BC Rivers Day Web Site:

<http://www.riversday.bcit.ca/>

United Nations "Water For Life Decade"

<http://www.un.org/waterforlifedecade/>

Yours truly,

Mark Angelo,

-- Chair, World Rivers Day

United Nations Water for Life, Canada initiative

-- Chair, Rivers Institute at BCIT

World Rivers Day 2011 Proposed List of Events

~ *Photo Contest Capturing the River* is an opportunity for photo enthusiasts of all ages to snap their favourite perspectives of the South Saskatchewan after which Sask. Environmental Society will mount the contributions on display as part of a juried competition

~ *River Talk* is going to be a literacy event that will feature Professor Jeff Sereda of UofS Biology and his graduate students working with him at the Global Institute for Water Security (part of Canada Excellence Chair on Water) who will relate the history and development of the South Sask River Basin that has made it the valued and valuable ecosystem that it is today

~ *Keeping our River Tidy- Trash Dashers*, a group of young committed environmentalists will take up the task of gathering at different spots along the river to pick up an trash and debris that might be polluting the shoreline of the river

~ *River Walks* ~the Saskatoon Native Plant Society is inviting interested naturalists talk a walk along the trails on the river to learn more about the diverse assortment of native flora that populate the river's edge and surrounding environs

~ Saskatoon Nature Society will also take people on a stroll along the river to view (with your binoculars) the many varieties of migrating terrestrial and aquatic avian inhabitants of the Meewasin and river + critters who call the 'river' their home... a real afternoon of discovery of aquatic and land birds, animals and water fowl that inhabit the river and its shoreline

~ *Rowin on the River*~ Stoon Rowing Club members are invited to come and do some demonstrations of paddling and demonstration of aspects of safe boating, rowing kayaking on the river

~ *A Little Water Music Local* ~schools will be approached to have music students perform + First Nations students at Oskayak High School will be invited to do a sacred drum chant

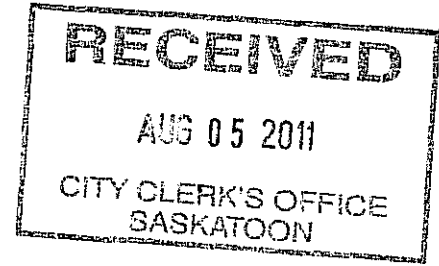
~ *Feastin by the River* ~ an afternoon of 'food, fun, friends' gathering on the grounds of Queen's House of Retreats some entertainment and goodies off the grill and non-alcoholic beverages will be served up to members of the community at reasonable prices...

~ *A Stream of Fun & Facts* with help of community associations, , MVA, Mendel Art Gallery + SEN member organizations to help, some literacy, art or animation activities to educate and entertain our "little citizens "

~ *Blue Drinks* is a pub event where there will be an opportunity for patrons of local pubs to celebrate the South Saskatchewan as a source of our water supply with an info-literacy event jointly sponsored by WEARETHEMANY and Sask. Environmental Society

2011-05
D1

From: CityCouncilWebForm
Sent: August 05, 2011 8:47 AM
To: City Council
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Merry Beazely
676 University Drive
Saskatoon
Saskatchewan
S7N 0J2

EMAIL ADDRESS:

merry.beazely@usask.ca

COMMENTS:

Dear Mayor Atchison and Members of City Council:

On behalf of the Huskie Centennial Celebration Planning Committee, I am writing to respectfully ask that Saskatoon City Council proclaim the week of September 5, 2011 Huskie Week in Saskatoon.

Huskie Athletics, at the University of Saskatchewan, is proudly celebrating its 100th birthday during the 2011-12 Season. Centennial events will be held throughout the year to encompass the themes of Heritage, Alumni, Education and Legacy. The goal of the celebrations is to promote and enhance the student-athlete experience, provide a legacy for Huskie Athletics, and pay tribute to all the stakeholders of Huskie Athletics, past and present.

We are planning to kick off the celebrations with Huskie Week in Saskatoon, to include the following:

Tuesday, September 6 - Centennial flag raising and declaration of Huskie Week in Saskatoon at Civic Square. There will be a brief program, starting at 11:30, with remarks by Dr. Vera Pezer, Huskie Centennial Planning Chair, His Worship Mayor Don Atchison, University of Saskatchewan President Peter MacKinnon, and we hope Premier Brad Wall or his designate. The program will be followed by the raising of the Huskie Centennial Flag and the cutting of a giant Huskie Centennial Cake. We will be submitting an application for the use of Civic Square.

Wednesday, September 7 - "Who let the dogs out," a great way for dog lovers to come out and enjoy a fun day, will take place at Griffiths Stadium.

Thursday, September 8 - Huskie Athletics and the U of S take over downtown Saskatoon with a walkabout.

Friday, September 9 - The U of S Huskies football team will take on provincial rivals the U of R Rams at SaskTel Game Night at Griffiths Stadium.

Other events planned in the year ahead include a Provincial Fitness Initiative, linking Huskie alumni with Huskie student athletes of the future, and the biggest ever Huskie Reunion to be held March 30-31, 2012 in Saskatoon. For more information and updates, please visit <http://huskies.usask.ca/centennial/>.

Many thanks for your consideration of our request. We trust that it will meet with your approval, and extend a cordial invitation to you all to attend the September 6 Ceremony and upcoming Huskie Centennial events.

Yours sincerely,

Merry Beazely
Huskie Centennial Planning Committee Member

His Worship the Mayor and City Council
The City of Saskatoon

ADMINISTRATIVE REPORTS

Section F – UTILITY SERVICES

**F4) Capital Project #2193 - WTP – High Lift Pump Station Upgrade
Contract No. 11-0425 WTP Avenue H Reservoir Expansion Project – Pumping
Equipment Supply – Award of Tender
(File No. CK. 7920-1 and WT 7960-96-4-2)**

- RECOMMENDATION:**
- 1) that the tender submitted by Power and Mine Supply Co. Ltd. for the Water Treatment Plant Avenue H Reservoir Expansion Project - Pumping Equipment Supply, Contract No. 11-0425, at a total estimated cost of \$3,060,200.00 including GST and PST be accepted; and,
 - 2) that the Purchasing Services Branch be instructed to send a Letter of Intent to the Supplier stating that, following award of the construction and installation contract, the General Contractor will issue a Purchase Order to the supplier (Power and Mine Supply Co. Ltd.) for the selected equipment.

BACKGROUND

Capital Project #2193 - WTP - High Lift Pump Station Upgrade provides funding for the design and construction of a new distribution pumping station at the Water Treatment Plant. The project has a total of \$5,100,000 of approved funding in the 2007, 2008, and 2010 Capital Budgets.

Capital Project #2195 - WTP - Enhanced Disinfection System provides funding for the design and construction of an ultraviolet disinfection system. The project has \$290,000 of approved funding in the 2006 Capital Budget and proposed funding of \$9,160,000 on the 2012 Capital Plan.

Capital Project #2198 - WTP - Reservoir Capacity Expansion provides funding for construction of additional capacity at the Avenue H and 42nd Street locations and reconfiguration of the distribution system to provide transferability between reservoirs. Sub Project #2, Avenue H

Reservoir Expansion, has \$14,850,000 of approved funding in the 2009 and 2010 Capital Budgets.

CH2M HILL Canada Limited prepared a Long Term Capital Development and Expansion Plan (LTCDP) for the Water Treatment Plant (WTP) in 2009 and a major recommendation was the construction of a combined storage reservoir/chlorine and ultraviolet disinfection/high lift pumping facility located adjacent to the existing Avenue H Reservoir. At its meeting held on April 26, 2010, Council approved the award of engineering services for the combined facility to Associated Engineering (Sask.) Ltd., teamed with CH2M HILL Canada Limited for the design and construction engineering.

REPORT

The Avenue H Expansion Project is presently at the final stage of the detail design with construction planned to start in spring 2012.

The tendering process for this project is handled in two phases. The first one involves pre-selection of the major facility equipment, followed by the tendering for construction of the facility and equipment installation. The pre-selection of the equipment will secure timely supply of this equipment and allow completion of the detail design stage.

This process includes tendering and issuing a Letter of Intent to the selected supplier which constitutes a bid approval. Additionally, a Purchase Order for 5% of the total bid value will be sent to the supplier for the submission of the equipment shop drawings needed to complete detail design. The selected equipment and its price will be identified in the contract tender documents for the construction of the proposed facility scheduled for October 2011. As a consequence to the award of the construction contract, the General Contractor will become responsible for the execution of the equipment supply and installation. This process has been successfully utilized for the New Intake Facility.

The consultant's opinion of probable cost prior to tendering was \$4,000,000.

Tenders were opened publicly on June 22, 2011. Three tenders were received and are listed below:

<u>Bidder</u>	<u>Total Tender Price</u>
ITT Water & Wastewater (Saskatoon, SK)	\$2,993,104.40
National Process Equipment (Saskatoon, SK)	\$3,004,663.20
Power and Mine Supply Co. Ltd. (Winnipeg, MB)	\$3,060,200.00

The tender documents required each tender to be accompanied by a certified cheque or a bank letter of credit in an amount equal to ten (10) percent of the Total Tender Price as bid security. Both ITT Water & Wastewater and National Process Equipment provided a bank letter of credit which was for less than ten percent of their Total Tender Price. Their bids were considered non-compliant and rejected.

ITT Water & Wastewater and National Process Equipment have been notified that each one's bid could not be accepted. As a result, Power and Mine Supply Co. Ltd. is considered the apparent low bidder.

Associated Engineering (Sask.) Ltd., teamed with CH2M HILL Canada Limited, performed a technical bid evaluation. The equipment offered by Power and Mine Supply Co. Ltd. met all the efficiency requirements specified in the tender documents and award was recommended.

OPTIONS

Options include award to the lowest compliant bidder, as recommended in this report, or award to either of the non-compliant bidders and deal with a possible challenge to the award. Not awarding to any of the bidders and re-tendering is not an option as a compliant bid was received and the net cost to the City was below the consultant's estimate and the amount of the contract does not exceed the approved project budget.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The net cost to the City for the only compliant bid submitted by Power and Mine Supply Co. Ltd. would be as follows:

Base Tender Amount	\$2,782,000.00
P.S.T.	139,100.00
G.S.T.	<u>139,100.00</u>
Total Tender Price	\$3,060,200.00
Less G.S.T. Rebate to City	<u>(139,100.00)</u>
Net Cost to the City	<u>\$2,921,100.00</u>

The approved funding in Capital Project #2193 - WTP - High Lift Pump Station Upgrade is sufficient for this purchase.

ENVIRONMENTAL IMPLICATIONS

The pumping equipment specifications included minimum efficiency parameters and an analysis of long term operating costs to ensure pumping from the new facility and the resultant energy consumption is the smallest amount.

PUBLIC NOTICE

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

**F5) Capital Project #2193 - WTP – High Lift Pump Station Upgrade
Contract No. 11-0575 WTP Avenue H Reservoir Expansion Project – Variable
Frequency Drive Supply – Award of Tender
(File No. CK. 7920-1 and WT 7960-96-4-3)**

- RECOMMENDATION:**
- 1) that the tender submitted by KVA Dynamo Inc. for the Water Treatment Plant Avenue H Reservoir Expansion Project – Variable Frequency Drive Supply, Contract No. 11-0575, at a total estimated cost of \$870,887.60 including GST and PST be accepted; and,
 - 2) that the Purchasing Services Branch be instructed to send a Letter of Intent to the Supplier stating that, following award of the construction and installation contract, the General Contractor will issue a Purchase Order to the supplier (KVA Dynamo Inc.) for the selected equipment.

BACKGROUND

Capital Project #2193 - WTP - High Lift Pump Station Upgrade provides funding for the design and construction of a new distribution pumping station at the Water Treatment Plant. The project has a total of \$5,100,000 of approved funding in the 2007, 2008, and 2010 Capital Budgets.

Capital Project #2195 - WTP - Enhanced Disinfection System provides funding for the design and construction of an ultraviolet disinfection system. The project has \$290,000 of approved funding in the 2006 Capital Budget and proposed funding of \$9,160,000 on the 2012 Capital Plan.

Capital Project #2198 - WTP - Reservoir Capacity Expansion provides funding for construction of additional capacity at the Avenue H and 42nd Street locations and reconfiguration of the distribution system to provide transferability between reservoirs. Sub Project #2, Avenue H Reservoir Expansion, has \$14,850,000 of approved funding in the 2009 and 2010 Capital Budgets.

CH2M HILL Canada Limited prepared a Long Term Capital Development and Expansion Plan (LTCDP) for the Water Treatment Plant (WTP) in 2009 and a major recommendation was the construction of a combined storage reservoir/chlorine and ultraviolet disinfection/high lift pumping facility located adjacent to the existing Avenue H Reservoir. At its meeting held on April 26, 2010, Council approved the award of engineering services for the combined facility to Associated Engineering (Sask.) Ltd., teamed with CH2M HILL Canada Limited for the design and construction engineering.

REPORT

The Avenue H Expansion Project is presently at the final stage of the detail design with construction planned to start in spring 2012.

The tendering process for this project is handled in two phases. The first one involves pre-selection of the major facility equipment, followed by the tendering for construction of the facility and equipment installation. The pre-selection of the equipment will secure timely supply of this equipment and allow completion of the detail design stage. Variable frequency drives are used to control the two large pumping units in the high lift pumping station.

This process includes tendering and issuing a Letter of Intent to the selected supplier which constitutes a bid approval. Additionally, a Purchase Order for 5% of the total bid value will be sent to the supplier for the submission of the equipment shop drawings needed to complete detail design. The selected equipment and its price will be identified in the contract tender documents for the construction of the proposed facility scheduled for October 2011. As a consequence to the award of the construction contract, the General Contractor will become responsible for the execution of the equipment supply and installation. This process has been successfully utilized for the New Intake Facility.

The consultant's opinion of probable cost prior to tendering was \$1,000,000.

Tenders were opened publicly on July 19, 2011. Two tenders were received and are listed below:

<u>Bidder</u>	<u>Total Tender Price</u>
Siemens Canada Ltd. (Edmonton, AB)	\$865,205.00
KVA Dynamo Inc. (Saskatoon, SK)	\$870,887.00

The tender documents required each tender to be accompanied by a certified cheque or a bank letter of credit in an amount equal to ten (10) percent of the Total Tender Price as bid security. The bank letter of credit provided by Siemens Canada Ltd. was for less than ten percent of their Total Tender Price. In addition, one of the required schedules in the bid documents was not completed. The bid from Siemens Canada Ltd. was considered non-compliant and rejected.

Associated Engineering (Sask.) Ltd., teamed with CH2M HILL Canada Limited, performed a technical bid evaluation of the single compliant bid. The equipment offered by KVA Dynamo Inc. met all the efficiency requirements specified in the tender documents and award was recommended.

OPTIONS

Options include award to the lowest compliant bidder, as recommended in this report, or award to the non-compliant bidders and deal with a possible challenge to the award. Not awarding to any of the bidders and re-tendering is not an option as a compliant bid was received and the net cost to the City was below the consultant's estimate and the amount of the contract does not exceed the approved project budget.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The net cost to the City for the only compliant bid submitted by KVA Dynamo Inc. would be as follows:

Base Tender Amount	\$791,716.00
P.S.T.	39,585.80
G.S.T.	<u>39,585.80</u>
Total Tender Price	\$870,887.60
Less G.S.T. Rebate to City	<u>(39,585.80)</u>

Net Cost to the City

\$831,301.80

The approved funding in Capital Project #2193 - WTP - High Lift Pump Station Upgrade is sufficient for this purchase.

ENVIRONMENTAL IMPLICATIONS

The pumping variable frequency drive specifications included minimum efficiency parameters and an analysis of long term operating costs (20 years) to ensure the most efficient energy consumption.

PUBLIC NOTICE

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

**F6) Capital Project #2195 - WTP – Enhanced Disinfection System
Contract No. 11-0383 WTP Avenue H Reservoir Expansion Project –
UV Equipment Supply – Award of Tender
(File No. CK. 7920-1 and WT 7960-96-4-1)**

- RECOMMENDATION:**
- 1) that the tender submitted by Trojan Technologies for the Water Treatment Plant Avenue H Reservoir Expansion Project - UV Equipment Supply, Contract No. 11-0383, at a total estimated cost of \$995,940.00 including GST and PST be accepted; and,
 - 2) that the Purchasing Services Branch be instructed to send a Letter of Intent to the Supplier stating that, following award of the construction and installation contract, the General Contractor will issue a Purchase Order to the supplier (Trojan Technologies) for the selected equipment.

BACKGROUND

Capital Project #2193 - WTP - High Lift Pump Station Upgrade provides funding for the design and construction of a new distribution pumping station at the Water Treatment Plant. The project has a total of \$5,100,000 of approved funding in the 2007, 2008, and 2010 Capital Budgets.

Capital Project #2195 - WTP - Enhanced Disinfection System provides funding for the design and construction of an ultraviolet disinfection system. The project has \$290,000 of approved funding in the 2006 Capital Budget and proposed funding of \$9,160,000 on the 2012 Capital Plan.

Capital Project #2198 - WTP - Reservoir Capacity Expansion provides funding for construction of additional capacity at the Avenue H and 42nd Street locations and reconfiguration of the distribution system to provide transferability between reservoirs. Sub Project #2, Avenue H Reservoir Expansion, has \$14,850,000 of approved funding in the 2009 and 2010 Capital Budgets.

CH2M HILL Canada Limited prepared a Long Term Capital Development and Expansion Plan (LTCDP) for the Water Treatment Plant (WTP) in 2009 and a major recommendation was the construction of a combined storage reservoir/chlorine and ultraviolet disinfection/high lift pumping facility located adjacent to the existing Avenue H Reservoir. At its meeting held on April 26, 2010, Council approved the award of engineering services for the combined facility to Associated Engineering (Sask.) Ltd., teamed with CH2M HILL Canada Limited for the design and construction engineering.

REPORT

The Avenue H Expansion Project is presently at the final stage of the detail design with construction planned to start in spring 2012.

The tendering process for this project is handled in two phases. The first phase involves pre-selection of the major facility equipment through a competitive bidding process while the second phase is competitive bidding by general contractors for the construction of the facility and installation of the pre-selected equipment. The pre-selection of the equipment secures timely supply of this equipment and allows completion of the detail design stage.

This process includes tendering and issuing a Letter of Intent to the selected supplier which constitutes a bid approval. Additionally, a Purchase Order for 5% of the total bid value will be sent to the supplier for the submission of the equipment shop drawings needed to complete detailed design. The pre-selected equipment and its price will be identified in the contract tender documents for the construction of the facility which is scheduled to be tendered in October 2011. The award of the construction contract results in the General Contractor becoming responsible for the execution of the pre-selected equipment supply contract. This process has been successfully utilized for the New Intake Facility.

Enhanced disinfection in the form of UV reactors were specified as an element of the Avenue H Reservoir Expansion as UV is highly effective against Giardia and Cryptosporidium, requires a small footprint, is easy to operate, and is the industry's lowest cost option for Cryptosporidium inactivation. The consultant's opinion of probable cost prior to tendering was \$1,430,000.

Tenders were opened publicly on June 23, 2011. Three tenders were received and are listed below:

<u>Bidder</u>	<u>Total Tender Price</u>
Calgon Carbon Canada (Markham, ON)	\$824,198.06
Trojan Technologies (London, ON)	\$995,940.00
ITT Water and Wastewater (Pointe Claire, QC)	\$1,045,220.00

The bid from Calgon Carbon Canada listed several exceptions to the specifications. A significant exception was the inclusion of a Limitation of Liability clause which restricted Calgon Carbon Canada's total liability. The list of clarifications and exceptions also included several changes to tender specifications which were unacceptable to the City. A review of the bid by Purchasing Services determined the bid was non-compliant resulting in the bid being rejected. The City Solicitor's Office has also reviewed the Calgon Carbon Canada bid.

The tender documents stated that the selection would be based on completeness, technical quality, capital cost, and a lifecycle cost analysis based on twenty years of operation. The completeness and technical quality categories were a pass/fail system. Having passed the first two categories, the bid with the lowest overall price consisting of the combined capital cost and life cycle costs would be considered the most favourable bid. The project consultants, Associated Engineering (Sask.) Ltd., teamed with CH2M HILL Canada Limited, performed a technical bid evaluation and determined the total overall cost for the two compliant bids as follows:

<u>Bidder</u>	<u>Total Overall Price</u>
Trojan Technologies (London, ON)	\$1,339,063.00
ITT Water and Wastewater (Pointe Claire, QC)	\$1,362,189.00

Based on a responsive bid, adherence to the technical specifications and lowest total overall cost, the bid from Trojan Technologies was recommended.

OPTIONS

Options include award to the lowest compliant bidder, as recommended in this report, or award to the non-compliant bidder who submitted the lowest total tender price and deal with a possible

challenge to the award. Not awarding to any of the bidders and re-tendering is not an option as a compliant bid was received and the net cost to the City was below the consultant's estimate.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The net cost to the City for the bid submitted by Trojan Technologies would be as follows:

Base Tender Amount	\$905,400.00
P.S.T.	45,270.00
G.S.T.	<u>45,270.00</u>
Total Tender Price	\$995,940.00
Less G.S.T. Rebate to City	<u>(45,270.00)</u>
Net Cost to the City	<u>\$950,670.00</u>

The City will issue a purchase order for 5% of the total tender price for shop drawings after award at a net cost to the City of \$47,533.50. Once the general construction contract for the Avenue H Reservoir Expansion project has been awarded, the UV Equipment Supply contract will be assigned to the General Contractor and the General Contractor will be made responsible for the execution of the UV Equipment Supply contract.

ENVIRONMENTAL IMPLICATIONS

The UV equipment tender used a twenty-year life cycle cost analysis to determine the lowest overall price for the equipment to ensure the resultant energy consumption is the smallest amount.

PUBLIC NOTICE

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

Respectfully submitted,

Jeff Jorgenson, General Manager
Utility Services Department