#### PUBLIC HEARING AGENDA FOLLOWS ON PAGE 835



### REVISED AGENDA REGULAR BUSINESS MEETING OF CITY COUNCIL

Monday, June 22, 2015, 1:00 p.m. Council Chamber, City Hall

#### 1. NATIONAL ANTHEM AND CALL TO ORDER

#### 2. CONFIRMATION OF AGENDA

#### Recommendation

- 1. That the report of the General Manager of Transportation and Utilities dated June 22, 2015 - Operations Contract Extension - Force Main Line Flushing and Camera Inspection be added as urgent business item 13.1;
- That the report of the General Manager of Asset and Financial Management dated June 22, 2015 - Funding Strategy Update for the Interchanges at Highway 16/Boychuk and McOrmond/College be added as urgent business item 13.2;
- That the letter dated May 15, 2015 by Anna Cole, President Hudson Bay Park-Mayfair-KelseyWoodlawn Community Association be added to item 8.1.3;
- 4. That the letter dated June 19, 2015 by Stephan Simon, Bus Riders of Saskatoon be added to 8.3.3, and that he be heard, if necessary;
- 5. That the letter dated June 20, 2015 by Javed Mian requesting to speak be added to items 9.10.1 and 9.10.2;
- 6. That the following letters be added to item 9.10.2;
  - a. Andy Livingston, Saskatchewan Human Rights Commission dated June 19, 2015, requesting to speak;
  - b. Malik Umar Draz, President USW local 2014, submitting a petition dated June June 17, 2015 and requesting to speak;

Pages

15 - 33

- c. Zuhaib Jahangir, member USW local 2014 dated June 19, 2015, requesting to speak;
- 7. Letter dated June 19, 2015 by Vice Chief Mark Arcand, Saskatoon Tribal Council requesting to speak be added to item 11.2;
- 8. Letter dated June 19, 2015 by Rhett Sangster, Director of Reconciliation and Community Partnerships, Office of the Treaty Commissioner requesting for a representative to speak be added to item 11.2; and
- 9. That the requests to speak be heard and that the agenda be confirmed as amended.

#### 3. DECLARATION OF PECUNIARY INTEREST

#### 4. ADOPTION OF MINUTES

#### Recommendation

That the minutes of Regular Business Meeting of City Council held on May 25, 2015, be approved.

#### 5. PUBLIC ACKNOWLEDGMENTS

#### 6. UNFINISHED BUSINESS

6.1 Municipal Heritage Property Designation - 1102 Spadina Crescent East 34 - 61 (File No. CK. 710-62)

City Council considered the above matter at its Public Hearing meeting on March 23, 2015, and resolved:

- 1. that the submitted report and correspondence be received;
- 2. that the hearing be closed;
- that the matter of the objection to the proposed Municipal Heritage Property Designation of 1102 Spadina Crescent East be referred to the Municipal Heritage Review Board to be reviewed pursuant to Sections 14 and 15 of The Heritage Property Act.

With respect to No. 3 above, attached is a communication dated May 27, 2015, from the Secretary to the Saskatchewan Heritage Property Review Board.

Also attached is:

- Public Resolution excerpt from the minutes of the Public Hearing Meeting of City Council held on March 23, 2015;
- Notice of Objection from Don Greer dated March 20, 2015 (referred to in the excerpt);
- Bylaw No. 9261, The 1102 Spadina Crescent East Heritage

Designation Bylaw, 2015.

The report of the Saskatchewan Heritage Property Review Board is nonbinding. As provided in Section 16 of *The Heritage Property Act*, on consideration of the report, City Council may:

- 1. pass the bylaw notwithstanding the objection; or
- 2. consent to the objection and withdraw or modify the proposed bylaw.

#### Recommendation

- 1. That the information be received; and
- 2. That City Council provide direction with respect to the Municipal Property Heritage designation of 1102 Spadina Crescent East.

#### 7. QUESTION PERIOD

#### 8. CONSENT AGENDA

#### Recommendation

That the Committee recommendations contained in items 8.1.1 to 8.1.6, 8.2.1 to 8.2.3, 8.3.1 to 8.3.3, 8.4.1 to 8.4.3 and 8.5.1 to 8.5.4 be adopted as one motion.

### 8.1 Standing Policy Committee on Planning, Development & Community Services

8.1.1 2014 Annual Report – Advisory Committee on Animal Control 62 - 87 [File No. CK. 430-63]

#### Recommendation

That the 2014 Annual Report – Advisory Committee on Animal Control be received as information.

#### 8.1.2 Resolution of Support for Application of National Heritage 88 - 95 Designation [File No. CK. 710-64]

Requests to speak have been received from Ms. Barb Biddle, President, Montgomery Place Community Association and Ms. Peggy Sarjeant, Saskatoon Heritage Society.

#### Recommendation

That the City of Saskatoon support the application of National Heritage Designation for Montgomery Place, for commemorative purposes only.

#### 8.1.3 Mayfair and Kelsey-Woodlawn Local Area Plan [Files CK. 4000- 96 - 374

#### 16 and PL. 4110-73]

Copies of the attachment were previously distributed.

A powerpoint presentation will be provided.

A request to speak has been received from Mr. Frank Regier.

#### Recommendation

That the key strategies and recommendations in the Mayfair and Kelsey-Woodlawn Local Area Plan, as outlined in the May 26, 2015 report of the General Manager, Community Services Department, be approved.

# 8.1.4 Proposed Amendment to the Heritage Property (Approval of 375 - 380 Alternations) Bylaw, 2014, Bylaw No. 8356 [Files CK. 710-1 and PL. 710-17-1]

#### Recommendation

That the City Solicitor be requested to prepare the required bylaw to amend The Heritage Property (Approval of Alterations) Bylaw, 2014, Bylaw No. 8356.

# 8.1.5 Appointment of Architectural Design Review Committee [Files 381 - 384 CK. 4130-2-8 and PL. 4129-3]

#### Recommendation

- That the individuals outlined in Attachment 1 of the June 1, 2015 report of the General Manager, Community Services Department be appointed to serve on the Architectural Design Review Committee for the review of proposals subject to the DCD1 – Architectural Control Overlay District and the B5B – Architectural Control Overlay District; and
- 2. That these appointments be for a three-year term ending March 1, 2018.

# 8.1.6 Saskatoon Minor Football Field and Auxiliary Building Reserve 385 - 398 and Operations [Files CK. 1815-1 and RS. 291-6]

#### Recommendation

That Reserves for Future Expenditures Policy No. C03-003 be amended, in the manner set forth in the report of the General Manager, Community Services Department dated June 1, 2015, to provide for a Saskatoon Minor Football Field Stabilization Reserve. 8.2 Standing Policy Committee on Finance

	8.2.1	2014 Annual Report – Saskatoon Board of Revision [File No. CK. 430-77]	399 - 406			
		Recommendation				
		That the 2014 Annual Report of the Saskatoon Board of Revision be received as information.				
	8.2.2	.2 Contract Award Report – January 1 to April 30, 2015 Contracts between \$50,000 and \$75,000 [Files CK. 1000-1 and AF. 1000-1]				
		Recommendation				
		That the report of the CFO/General Manager, Asset & Financial Management Department, dated June 1, 2015, be received as information.				
	8.2.3	3 Key Risks and Risk Based Management Update [Files CK. 1600-37 and AF. 1600-1]				
		Recommendation				
		<ol> <li>That the information be received; and</li> <li>That the Corporate Risk Committee report further on key corporate risks as identified in Attachment 3 and that there be an overall ongoing review and report back to the Standing Policy Committee on Finance in November 2015, prior to 2016 audits.</li> </ol>				
8.3 Standing Policy Committee Transportation						
	8.3.1 Corridor Study Selection Process AND Inquiry Councillor Olauson-Traffic Conditions McKercher-8th Street to Boychuk [Files CK. 6320-1 and TS. 6320-1]		428 - 437			
		Recommendation				
		<ol> <li>That the Administration be directed to draft a policy pertaining to the selection of corridors requiring transportation functional planning studies based on the selection process outlined in this report; and</li> </ol>				
		<ol> <li>That the policy be reviewed upon approval of City Council of the Active Transportation Master Plan and Growing Forward! Shaping Saskatoon Plan (Growth Plan).</li> </ol>				
	8.3.2 Crash Attenuator – Award of Contract – Blanket Purchase Order [Files CK. 1000-1 and TS. 1000-13]					

#### Recommendation

- That the City enter into an agreement with Guardian Traffic Services Ltd. to provide maintenance services for crash attenuators over a three year period at an upset cost of \$78,750 (including taxes) in the first year; and
- 2. That Purchasing Services issue the appropriate purchase order.
- 8.3.3 Saskatoon Transit Fleet Renewal Strategy [Files CK. 1402-1 and 442 455 TU. 7300-1]

#### Recommendation

- 1. That Saskatoon Transit set as its target an average fleet age of 7 years to be achieved by 2020 in order to meet the current Canadian industry average, and;
- That funding in the amount of \$4,950,000 be made from available gas tax funds and be transferred to Capital Project 583 – TR-Replace/Refurb Buses for the purchase of 10 new low-floor buses.

# 8.4 Standing Policy Committee on Environment, Utilities & Corporate Services

8.4.1 Clean Air Day 2015 [Files CK. 180-15 and CP. 174-27-01] 456 - 464

#### Recommendation

That the report of the General Manager, Corporate Performance Department dated June 2, 2015, be received as information.

# 8.4.2 Net Metering Program for Saskatoon Light & Power [Files CK. 465 - 472 2000-1 and SLP. 2050-69]

#### Recommendation

- That Saskatoon Light & Power revise the Power Producer's Policy to add a Net Metering Program to align with SaskPower's Net Metering Program;
- That the Power Producer's Policy be revised to only accept technologies that demonstrate significant GHG emission reductions over conventional sources, and environmentallypreferred technologies including solar and combined-heat & power; and
- 3. That the City Solicitor be requested to prepare the necessary revisions to Bylaw No. 2685 regulating the sale of electric light and power, to reflect the change to a Net

Metering Program; and

4. That the report be forwarded to the Saskatoon Environmental Advisory Committee (SEAC) for its information.

# 8.4.3 New North Supply Point for Saskatoon Light & Power [Files CK. 473 - 480 2000-1 and SLP. 2000-12-0]

#### Recommendation

- That Saskatoon Light & Power enter into a definition phase agreement with SaskPower for a new 138 kilovolt transmission line from the SaskPower Martensville Switching Station north of Saskatoon, at a cost of \$800,000;
- That \$450,000 be returned from Capital Project #1333 Avenue C Substation Transformer to the Electrical Distribution Extension Reserve;
- That a budget adjustment to Capital Project #1286 Electrical System Planning Studies be made in the amount of \$450,000 of additional funding from the Electrical Distribution Extension Reserve; and
- 4. 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.

#### 8.5 Executive Committee

#### 8.5.1 Appointment – Representative of Saskatoon SPCA on Advisory 481 Committee on Animal Control [File No. CK. 225-9]

#### Recommendation

That the appointment of Dr. Sandra Newmann as the representative of the Saskatoon SPCA on the Advisory Committee on Animal Control, be confirmed.

# 8.5.2 Bylaw No. 8244, The Noise Bylaw, Section 5.3 Amendment [File 482 - 483 No. CK. 185-15]

#### Recommendation

That the City Solicitor prepare an amendment to Section 5.3 of Noise Bylaw No. 8244 to include the ability to charge those individuals who fail to comply with an officer's request.

#### 8.5.3 City of Saskatoon Long-Term Financial Sustainability Plan 2015 484 - 562 - 2025 [File No. CK. 1500-1]

#### Recommendation

- That the First Edition of the City of Saskatoon's Long-Term Financial Sustainability Plan: 2015 – 2025 be received as information; and
- That the recommendations included within the First Edition of the City of Saskatoon's Long-Term Financial Sustainability Plan: 2015 – 2025 be approved.

#### 8.5.4 Saskatoon Perimeter Highway [File No. CK. 6000-1]

563 - 564

#### Recommendation

That the City of Saskatoon provide a letter of support endorsing the recommendations of the Validation Study Project for the Saskatoon Perimeter Highway, as outlined in the attached map, dated May 29, 2015.

#### 9. REPORTS FROM ADMINISTRATION AND COMMITTEES

- 9.1 Asset & Financial Management Department
  - 9.1.1 Authorization to Borrow External Borrowing Remai Modern Art 565 567 Gallery of Saskatchewan [Files CK. 1750-1, CK. 620-5, AF. 4130-3, 1750-1]

#### Recommendation

That the CFO/General Manager, Asset and Financial Management Department, be authorized to accept the terms of a \$15.0 million ten-year, bankers' acceptance/interest rate swap transaction with the City's primary financial institution, subject to the approval of the appropriate Borrowing Bylaw.

- 9.2 Community Services Department
- 9.3 Corporate Performance Department
- 9.4 Transportation & Utilities Department
  - 9.4.1 Capital Project No. 2407 IS North Commuter Parkway and 568 573 Traffic Bridge - Traffic Bridge Span Arrangement [Files CK. 6050-8, 6050-10, CS. 6050-10 and IS. 6050-104-044]

#### Recommendation

1. That Council rescind the following motion as passed at the June 27, 2011 meeting of City Council:

"3) that the following items be added to those previously

approved by Council to be included in the design-build documents for the new Traffic Bridge:

b) that the existing Traffic Bridge be replaced with a similar fivespan arrangement.";

2. That Council rescind the following motion as passed at the March 23, 2015 meeting of City Council:

"That the Proponents of the Public-Private-Partnership Request for Proposals be permitted to relocate the new piers for the Traffic Bridge up to a maximum of 10 meters along the centreline alignment of the bridge, provided that all relocated piers are moved the same direction.";

3. That the existing Traffic Bridge be replaced with a modern steel truss bridge and efforts be made to incorporate elements that are sympathetic to the heritage and architecture of the existing bridge; and

4. That the information be received.

### 9.4.2 Request for Memorandum of Agreement Approval - Rosewood 574 - 576 Commercial Area and Zimmerman Road [Files CK. 4110-40 and TU. 4110-3]

#### Recommendation

- That the City and Arbutus Meadows Partnership enter into a Memorandum of Agreement based on the terms and conditions outlined in this report; and
- 2. That the City Solicitor be requested to prepare the appropriate agreement, and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

#### 9.5 Office of the City Clerk

#### 9.5.1 City of Saskatoon Municipal Manual - 2015 [File No. CK. 369-1] 577 - 775

#### Recommendation

That the information be received.

- 9.6 Office of the City Solicitor
  - 9.6.1 Proposed Amendments to Bylaw No. 9170, The Procedures and 776 782 Committees Bylaw, 2014 [File No. CK. 255-2]

#### Recommendation

That permission be granted to introduce Bylaw No. 9294, *The Procedures and Committees Amendment Bylaw, 2015 (No.2),* and give same its FIRST reading.

#### Recommendation

That Bylaw No. 9294 now be read a SECOND time.

#### Recommendation

That permission be granted to have Bylaw No. 9294 read a third time at this meeting.

#### Recommendation

That Bylaw No. 9294 now be read a THIRD time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

9.6.2 Process of Handling Barking Dog Complaints - Designation of Hampton Village and Pierre Radisson as Off-Leash Recreation Areas - The Animal Control Bylaw, 1999 [Files CK. 152-1 and 4205-1]

#### Recommendation

That permission be granted to introduce Bylaw No. 9295, *The Animal Control Amendment Bylaw, 2015,* and give same its FIRST reading.

#### Recommendation

That Bylaw No. 9295 now be read a SECOND time.

#### Recommendation

That permission be granted to have Bylaw No. 9295 read a third time at this meeting.

#### Recommendation

That Bylaw No. 9295 now be read a THIRD time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

#### 9.6.3 Renaming Request - Naming Advisory Committee - Ells Link to 798 - 800 Kensington Manor [File No. CK. 6310]

#### Recommendation

1. That City Council consider proposed Bylaw No. 9288, A

bylaw of The City of Saskatoon to change the name of a certain street in the City of Saskatoon as shown on Plan No. 101709783; and

2. That the City Solicitor be requested to prepare the documents required to change the Plan and that His Worship the Mayor and the City Clerk be authorized to execute these documents under corporate seal.

#### Recommendation

That permission be granted to introduce Bylaw No. 9288, and give same its FIRST reading.

#### Recommendation

That Bylaw No. 9288 now be read a SECOND time.

#### Recommendation

That permission be granted to have Bylaw No. 9288 read a third time at this meeting.

#### Recommendation

That Bylaw No. 9288 now be read a THIRD time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

- 9.7 Standing Policy Committee on Environment, Utilities And Corporate Services
- 9.8 Standing Policy Committee on Finance
- 9.9 Standing Policy Committee on Planning, Development And Community Services
- 9.10 Standing Policy Committee on Transportation
  - 9.10.1 Seasonal Taxis [Files CK. 307-4 and AF. 307-1]

801 - 810

Bylaw No. 9293, *The Taxi Amendment Bylaw, 2015*, has been provided.

A request to speak has been provided from Mr. Troy Larmer, General Manager, The United Group.

#### Recommendation

1. That a total of twenty-four (24) seasonal licences be approved for distribution to drivers for the September to

June months of 2015/16, 2016/17, and 2017/18 by lottery using criteria as outlined in Part VI of Bylaw 9070, The Taxi Bylaw, 2014;

- 2. That the seasonal licence fee be equal to the annual licence fee of \$375; and
- 3. That the City Solicitor be requested to prepare the appropriate Bylaw amendments.

#### Recommendation

That permission be granted to introduce Bylaw No. 9293, *The Taxi Amendment Bylaw, 2015,* and give same its FIRST reading.

#### Recommendation

That Bylaw No. 9293 now be read a SECOND time.

#### Recommendation

That permission be granted to have Bylaw No. 9293 read a third time at this meeting.

#### Recommendation

That Bylaw No. 9293 now be read a THIRD time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

# 9.10.2 Accessible Taxi Service - 2014 Annual Report [Files CK. 307-4 811 - 824 and AF. 307-1]

A request to speak has been provided from Mr. Troy Larmer, General Manager, The United Group.

A communication has been provided from Malik Umar Draz, Local 2014 President, USW.

#### Recommendation

That an increase to the cap on temporary accessible taxi licences by five (5) to twenty-one (21) be approved.

#### 9.11 Executive Committee

- 9.12 Other Reports
- 10. INQUIRIES

#### 11. MOTIONS (NOTICE PREVIOUSLY GIVEN)

826

# 11.1 Membership - Board of Police Commissioners - Councillor C. Clark (May 25, 2015) [File No. CK. 175-23]

#### Recommendation

That the Administration provide a report to Executive Committee on the process for appointing two additional civilian members to the Board of Police Commissioners, and could the report please include some analysis of the governance implications and considerations for determining the ratio of civilian to elected members of Police Boards and how this has been deteremin in other Canadian Cities'.

# 11.2 Declaration of July 1, 2015 - June 30, 2016 as the 'Year of Reconciliation' in Saskatoon - A. Iwanchuk [File No. CK. 205-5]

Councillor Iwanchuk provided the following notice of motion to the City Clerk in accordance with Section 65 of The Procedures and Committees Bylaw, 2014. A copy of the notice is also attached.

"WHEREAS the United Nation's Declaration on the Rights of Indigenous Peoples adoption supports the Aboriginal rights to culture, employment, health, education, and other issues and promotes a full participation in all matters that concern them;

THEREFORE BE IT RESOLVED that the City of Saskatoon adopts and implements the relevant calls to action highlighted in the Truth and Reconciliation Committee report of June 2, 2015; and

THEREFORE BE IT FURTHER RESOLVED that the City of Saskatoon declare July 1, 2015 – June 30, 2016 the year of reconciliation and that the Administration work with the Office of the Treaty Commission, and other community groups, leaders and institutions in Saskatchewan, to promote reconciliation in our province."

#### 12. GIVING NOTICE

#### 13. URGENT BUSINESS

# 13.1 Operations contract Extension - Force Main Line Flushing (File No. CK. 827 - 829 7800-1)

#### Recommendation

- 1. That an extension of \$88,000 (including GST and PST) to the contract awarded to McGill's Industrial Services for the supply of force main line flushing and camera inspection be accepted; and
- 2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be

authorized to execute the agreement under the Corporate Seal.

#### 13.2 Funding Strategy Update for the Interchanges at Highway 16/Boychuk and McOrmond/College (File No. CK. 6000-1 x 1860-1)

830 - 834

#### Recommendation

- 1. That the funding strategy for the interchange at Boychuk Drive and Highway 16 be approved;
- 2. That the reallocation of the special levy collected from the development in the Rosewood neighbourhood for the Rosewood flyover project to the interchange project at Boychuk Drive and Highway 16 be approved,
- 3. That the funding strategy for the interchange at McOrmond Drive and College Drive be approved in principle and details brought forward once negotiations with Dream Developments have been completed; and,
- 4. That the Administration proceed with making application under the New Building Canada Fund for the Boychuk Drive and Highway 16 Interchange project.

#### 14. IN CAMERA SESSION (OPTIONAL)

15. ADJOURNMENT

4000-16

From: Sent: To: Subject: Anna Cole <anna.cole@usask.ca> Friday, May 15, 2015 10:04 PM City Council Form submission from: Write a Letter to Council

Submitted on Friday, May 15, 2015 - 22:04 Submitted by anonymous user: 204.83.77.162 Submitted values are:

Date: Friday, May 15, 2015

To: His Worship the Mayor and Members of City Council First Name: Anna Last Name: Cole Address: 1110 Tiffin Cres City: Saskatoon Province: Saskatchewan Postal Code: S7L3R3

Email: anna.cole@usask.ca

Comments:

RE: Mayfair and Kelsey Woodlawn Local Area Plan

Your Worship and Council,

The Hudson Bay Park – Mayfair – Kelsey Woodlawn Community Association is very pleased with the Local Area Plan (LAP) developed by your administration and now pending your review. We are happy with the recommendations presented in the document and feel that they represent many hours of work and input from our residents.

We ask that you approve this plan and encourage you to allow administration to move forward with the recommendations and plans included in this document. We look forward to observing positive developments in our neighbourhoods in the coming years.

Regards,

Anna Cole

President, Hudson Bay Park - Mayfair - Kelsey Woodlawn Community Association

The results of this submission may be viewed at: https://www.saskatoon.ca/node/398/submission/21494

RECEIVED						
MAY 1 9 2015						
CITY CLERK'S OFFICE SASKATOON						

1

From: Sent: To: Subject: Stephan Simon <sksimon@shaw.ca> Friday, June 19, 2015 11:56 AM Web E-mail - City Clerks Council meeting procedure question

Importance:

High



1402-1

Hello, my name is Stephan Simon and I am a member of Bus Riders of Saskatoon.

I have a question regarding procedure for the council meeting on Monday. There is an item of interest to us on the agenda Item 8.3.3 Transit Fleet Renewal Strategy. On the agenda it is listed as part of the consent agenda.

It is my understanding that the items in the consent agenda are passed without debate unless a councillor asks for a specific item to be removed from the consent agenda. If an item is removed, it is then dealt with immediately following the consent agenda. At that point according to the Procedures & Committees Bylaw, a person could then speak to council with respect to that item.

We would like to address council with respect to this item but ONLY if council chooses to remove it from the consent agenda. If it remains in the consent agenda, there is no reason for us to address council (since we support the item).

Questions:

- 1. If we ask to speak to council on an item that is part of the consent agenda, does that item automatically get removed from the consent agenda? (we do not want to force it's removal from the consent agenda)
- 2. Can we request to speak to council under the provision that we only wish to address council if the item is not passed as part of the consent agenda?
- 3. If council decides to remove an item from the consent agenda, it is then dealt with immediately following the passing of the consent agenda, is this correct?

Thank you for your assistance,

Stephan Simon Bus Riders of Saskatoon 755 Rutherford Lane Saskatoon

306-361-6983 (cell) 306-373-2421 (home) From: Sent: To: Subject: Javed Mian <admin@comfortcab.com> Saturday, June 20, 2015 8:02 PM City Council Form submission from: Write a Letter to Council

Submitted on Saturday, June 20, 2015 - 20:02 Submitted by anonymous user: 216.130.223.24 Submitted values are:

Date: Saturday, June 20, 2015 To: His Worship the Mayor and Members of City Council First Name: Javed Last Name: Mian Address: 11-1724 Quebec Ave City: Saskatoon Province: Saskatchewan Postal Code: S7j 1v9 Email: <u>admin@comfortcab.com</u> Comments: Hello!

I would like to speak to the matters on the agenda for Monday June 22 in regards to the seasonal plates as well as the matter for accessible taxis.

Javed Mian 306-491-9771

The results of this submission may be viewed at: https://www.saskatoon.ca/node/398/submission/27492

RECEIVED

JUN 2 2 2015

CITY CLERK'S OFFICE SASKATOON

June 19, 2015

Saskatchewan Human Rights Commission

8th Floor, Sturdy Stone Building 122-3rd Avenue North S7K 2H6

#### Re: Formal request to speak to City Council on June 22<sup>nd</sup>

Attention: City Clerk of Saskatoon

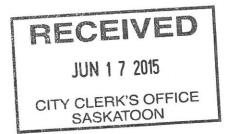
This is a request to speak to City Council on June 22<sup>nd</sup>, regarding the Accessible Taxi Service Annual Report for 2014.

Respectfully submitted,

Andy Livingston

9.10.2

307-4



17 June 2015.

Dear City Councillors,

This is reference to my yesterday letter regarding the Wheelchair Taxi licenses. I am attaching the signed petition from fellow drivers (union and non-union) stating that "Saskatoon City Should allocate Wheelchair Accessible Licences directly to drivers instead of taxi Company if need of more wheelchair taxi licenses"

This petition contain on 10 pages.

Thanks,

Best Regards,

M. Umar DRAJ

Malik Umar Draz

President USW local 2014.

9.10,2

### Subject: Saskatoon City should allocate Wheelchair Accessible taxi Licences directly to drivers instead of Taxi Company ("I Need of Wheelchour Ucleences) & TAXI & CENSES.

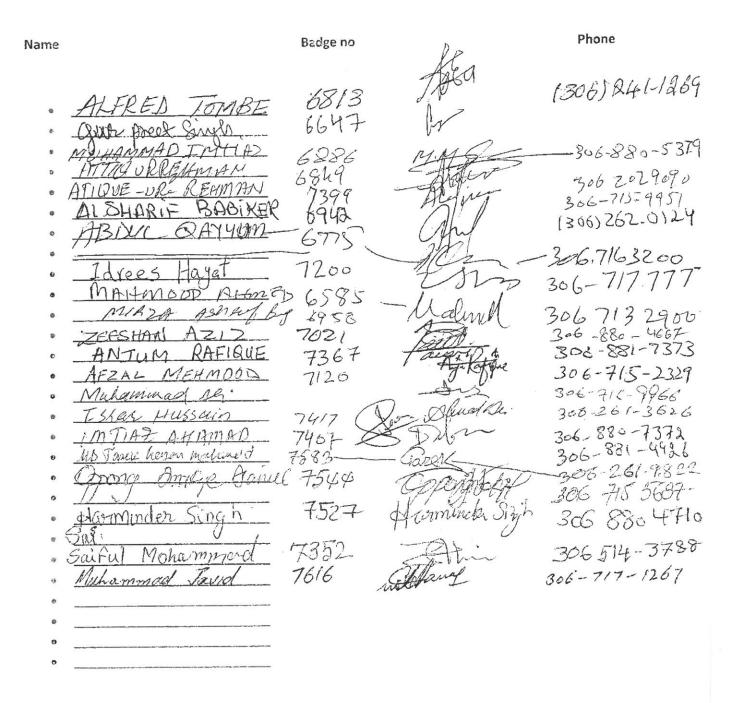
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Page 20

Subject:

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### Subject: Saskatoon City should allocate Wheelchair Accessible taxi Licences directly to drivers instead of Taxi Company ( if Needed of Wheelchair Weicences in city)



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Saskatoon City should allocate Wheelchair Accessible taxi Licences directly to drivers instead of Taxi Companies ( only if needed of more wheelchair taxi In city)

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307-4

To: Subject: Sproule, Joanne (Clerks) RE: USW Local 2014

### RECEIVED JUN 1 7 2015 CITY CLERK'S OFFICE SASKATOON

From: Kondraczynski, Audrey [mailto:akondraczynski@usw.ca]
Sent: Wednesday, June 17, 2015 11:42 AM
To: Sproule, Joanne (Clerks)
Cc: Draz Umar
Subject: RE: USW Local 2014

Joanne the President of USW Local 2014 Malik Draz would like to speak at the Council meeting June 22, 2015 in regard to the Taxi's and wheelchair issue. We understand he only gets five minutes to speak.

Malik Draz 34 – 3144 Laurier Drive Saskatoon, SK S7L 5S7

Please confirm to us that he is on the agenda. Thank you.

Audrey Kondraczynski USW Support Staff #110A - 2103 Airport Drive Saskatoon, SK S7L 6W2 Phone: (306) 382-2122 Fax: (306) 382-5616

### 9.10.2

307-4

From: Sent: To: Subject: Jenkins, Sandy (Clerks) Friday, June 19, 2015 10:11 AM City Council USW Local 2014

JUN 1 9 2015 CITY CLERK'S OFFICE SASKATOON

From: "Kondraczynski, Audrey" <<u>akondraczynski@usw.ca</u>> Date: June 19, 2015 at 9:21:54 AM CST To: "Sproule, Joanne (Clerks) (<u>Joanne.Sproule@Saskatoon.ca</u>)" <<u>Joanne.Sproule@Saskatoon.ca</u>> Cc: "<u>zuhaib@shaw.ca</u>" <<u>zuhaib@shaw.ca</u>> Subject: FW: USW Local 2014

Joanne we have another member from USW Local 2014 wishing to speak at the Council meeting June 22, 2015 in regard to the Taxi's and wheelchair issue. We understand he only gets five minutes to speak.

Zuhaib Jahangir 307 - 105 Cumberland Ave South Saskatoon, SK S7N 1L7 Phone number is (306) 881-1542 email is <u>zuhaib@shaw.ca</u>.

Please confirm to us that he is on the agenda. Thank you.

Audrey Kondraczynski USW Support Staff #110A - 2103 Airport Drive Saskatoon, SK S7L 6W2 Phone: (306) 382-2122 Fax: (306) 382-5616

9.10.2.

205-5

From: Sent: To: Cc: Subject: Sandra Cameron <scameron@sktc.sk.ca> Friday, June 19, 2015 10:57 AM Web E-mail - City Clerks 'Priscilla Wolf' City Council Meeting - June 22 2015

Good Morning,

**RECEIVED** JUN 1 9 2015 CITY CLERK'S OFFICE SASKATOON

On behalf of Vice Chief Mark Arcand of the Saskatoon Tribal Council, this is to confirm that he is requesting to speak in support of Agenda Item 11.02 Notice of Motion submitted by Ann Iwanchuk at City Council meeting on Monday, June 22, 2015. He will be available to attend the meeting between 1:00 and 5:00 p.m. and discuss the Saskatoon Tribal Council's support of the motion.

If you have any questions, please contact our office.

Thank you.

Sandra

Sandra Cameron Saskatoon Tribal Council 200 – 335 Packham Avenue, Saskatoon, SK S7N 4S1 Phone: (306) 956-6100 Direct: (306) 956-6102 Fax: (306) 244-7273 Email: <u>scameron@sktc.sk.ca</u> Website: <u>www.sktc.sk.ca</u> From: Sent: To: Cc: Subject:

Rhett Sangster <rsangster@otc.ca> Friday, June 19, 2015 1:30 PM Web E-mail - City Clerks RECEIVED rgordon@otc.ca; hlafond@otc.ca Agenda Item 11.02 Notice of Motion submitted by Ann Iwanchuk

JUN 1 9 2015

Dear Sir or Madam,

**CITY CLERK'S OFFICE** SASKATOON

This note is to inform you of the Office of the Treaty Commissioner's intention to have a representative speak at the June 22 Council meeting on Agenda Item 11.02 Notice of Motion submitted by Ann Iwanchuk. It will most likely be Harry Lafond, Executive Director, although that is still to be confirmed.

If you have any questions, you can contact me, Rhett Sangster at the coordinates below.

Best regards,

Rhett

Rhett Sangster Director of Reconciliation and Community Partnerships

Office of the Treaty Commissioner P: 306-244-2100 C: 306-491-9178 Bay 215-2553 Grasswood Rd East Saskatoon, Saskatchewan S7T 1C8 www.otc.ca





May 27, 2015

His Worship Donald J. Atchison and Council c/o Ms. Dianne Kanak, Deputy City Clerk 222 3<sup>rd</sup> Avenue North SASKATOON, SK S7K 0J5

Your Worship:

Pursuant to the motion passed by Saskatoon City Council at its March 23, 2015 meeting, the Saskatchewan Heritage Property Review Board held a public hearing regarding the proposed designation of 1102 Spadina Crescent East as a municipal heritage property. The hearing process is now complete, and the Review Board has reached a unanimous recommendation on the matter. Please find the recommendations (along with some suggestions for the city regarding the process of municipal heritage property designation) enclosed.

Beyond the written recommendations, the Review Board does not provide further comment on its decisions. If you have any questions, I would be pleased to answer them.

Sincerely,

Kyle R. Franz, Ph.D. Secretary to the Saskatchewan Heritage Property Review Board

Saskatchewan Heritage Property Review Board 1<sup>st</sup> Floor, 3211 Albert Street Regina, SK S4S 5W6

710-62



Saskatchewan Heritage Property Review Board 1<sup>st</sup> Floor, 3211 Albert Street Regina, SK S4S 5W6

#### Recommendation

Concerning the proposed designation of the residence located at Lot 42, Blk/Par 4, Plan no. 99SA00788 extension 0 (also known as 1102 Spadina Crescent East, Saskatoon) as a Municipal Heritage Property.



May 27, 2015

#### **Background:**

The City of Saskatoon issued a Notice of Intention to 1102 Spadina Crescent East, Saskatoon, as Municipal Heritage Property on February 10, 2015. This notice ran in the *Star-Phoenix* on both February 14 and 15, 2015 and advised citizens that any objection to this designation must be received by the City Clerk no later than March 20, 2015. An objection was received from Mr. Don Greer and City Council unanimously referred the matter to the Saskatchewan Heritage Property Review Board for their recommendation on the matter.

A public hearing was held on May 22, 2015 at City Park Collegiate High School in Saskatoon. The proponents for designation put forward the argument that the structure's modest size and massing, when taken with its occupancy by several prominent residents of Saskatoon, warranted a municipal heritage designation. The objector put forward the argument that recent renovations had resulted in the loss of much of the building's original fabric and that the connection between the structure and its former occupants was not strong enough to warrant designation. During this hearing Review Board Members heard submissions on behalf of the City of Saskatoon, the property owner and the objector to designation. There were no representations made by local residents.

#### Authority and Scope of Decision Making:

The Saskatchewan Heritage Foundation has authority under Section 5.1(f) of the *Heritage Property Act (2014)* to "review public objections to proposed heritage designations... by convening public hearings and reporting on its findings and recommendations," following the process outlined in Section 14 and 15. This may, and has, been delegated to the Saskatchewan Heritage Property Review Board as per Sections 6.1(1)(B)(i) and 6.3 of the *Act*. The Review Board interprets its authority to extend only to the assessment of the property's architectural, historical, cultural, environmental, archeological, paleontological, aesthetic and/or scientific value, and cannot make a recommendation based on other circumstances or considerations.

#### **Findings of Fact:**

The Standards and Guidelines for the Conservation of Historic Places in Canada (http://publications.gc.ca/collections/collection\_2011/pc/R62-343-2010-eng.pdf) identify three approaches to conservation (preservation, restoration and rehabilitation), with preference being given to preservation work that focuses on the retention of as much historic fabric as possible. While rehabilitation allows for alterations necessary to accommodate new or expanded uses of a place, rehabilitation should be also compatible with the architectural style of the structure as well as the structure's original materials. Even in rehabilitation, treatment aspects of preservation and restoration should also be given consideration. Every attempt should be made to retain as much original fabric as possible and to reinstate character defining elements of the structure that are missing or too deteriorated to preserve.

In the case of 1102 Spadina Crescent East, there is little evidence that commonly accepted conservation practices were employed during renovation. Virtually all of the structure's original fabric and character defining elements have been removed. In addition the footprint of the property has been altered and the materials used were not in keeping with the building's original fabric, materials commonly available at the time, or materials used on comparable buildings of that era and style. The Saskatchewan Heritage Property Review Board therefore finds that 1102 Spadina Crescent East is no longer a representative example of a home of this style and era and does not warrant being set apart as a municipal heritage property for the purposes of representing a typical boomtown residence in this neighbourhood of Saskatoon.

Associative values of any historic property should be strongly linked to the property's physical values. In the case of 1102 Spadina Crescent East, despite a number of early residents who called the property home for various lengths of time, nothing in the materials provided to the Review Board suggests that the reasons that these persons may be considered significant in their own right was because of their connection to the property. For example, 1102 Spadina Crescent East was not the location where significant works were produced nor was it the location where defining events in the lives of these individuals had occurred. Consideration should be given to alternate means and venues for the commemoration of these individuals that are more directly associated with their reasons for municipal significance. Additionally, given the extensive loss of historic fabric, the property is no longer representative of the periods during which these individuals resided at the property.

## **Recommendation:**

The Saskatchewan Heritage Property Review Board unanimously recommends that 1102 Spadina Crescent East not be designated as a Municipal Heritage Property.

The Review Board observed that after the property owners approached the City of Saskatoon about the possibility of designation, they were given permission to proceed with the redevelopment plans prior to the property being reviewed by the Municipal Heritage Advisory Committee and prior to the property's formal designation by the City. By allowing the renovation work to proceed before the *Application for Municipal Heritage Designation and Tax Abatement Funding under the Heritage Conservation Program* was accepted and implemented, the City of Saskatoon lost its opportunity to ensure that the character defining elements outlined in the preliminary heritage assessment of the property were appropriately protected.

As a result, the Saskatchewan Heritage Property Review Board suggests that the City of Saskatoon undertake a review of its municipal heritage property designation process and its work approval process. It is suggested that the City of Saskatoon review the Ministry of Parks, Culture and Sport publication entitled *Municipal Heritage Property Designation* (http://www.tpcs.gov.sk.ca/MHPDesGuide) to assist in this review. The Review Board further

suggests that the City of Saskatoon review all redevelopment plans for Municipal Heritage Properties against the *Standards and Guidelines for the Conservation of Historic Places in Canada* to ensure that the highest principles of heritage conservation are being observed.

During the public hearing, the Review Board heard concerns from all parties that the fundamental character of the City Park neighbourhood was under threat as modest boom era residences were being demolished in favour of large, modern homes that are not in keeping with this neighbourhood's sense of place. It was apparent that the modest size and massing of 1102 Spadina Crescent East, despite the loss of original fabric, was seen to be more in keeping with the character of the neighbourhood as a whole. Given that one of the primary arguments for designation is that the property is more in keeping with the more traditional modest style of residences original to the neighbourhood, it is suggested that the city investigate implementing an architectural control district for the area as the means by which to conserve the distinctive character of the area rather than pursuing designation of this particular property.

The passion for, and sense of connection to, 1102 Spadina Crescent East on the part of the property owners was clearly evident and the Review Board commends the owners for the work they have done to create an attractive home for themselves in a property that obviously has great family and sentimental value. The Review Board recognizes the unfortunate position in which the owners were placed given that the work was approved by the City of Saskatoon and proceeded prior to municipal designation formally being bestowed.

## Information and Knowledge Taken into Account in making this Recommendation:

The City of Saskatoon, the property owners, the objector and other interested parties had the opportunity to make oral representations, written representations or both to the Saskatchewan Heritage Property Review Board. In total, Review Board Members received three written submission and heard verbal testimony from the following people:

- 1. Ms. Catherine Kambeitz (City of Saskatoon);
- 2. Mr. Richard Maj (Property Owner);
- 3. Mr. Don Greer (Objector);
- 4. Ms. Paula Kotaseck-Toth (City of Saskatoon).

The Saskatchewan Heritage Property Review Board was provided with additional biographical information from both Mr. Greer and Mr. Maj at the end of the public hearing.

## PUBLIC RESOLUTION PUBLIC HEARING MEETING OF CITY COUNCIL

Main Category:	5.	PUBLIC HEARINGS
Sub-Category:	5.1.	Land Use, ect.
Item:	5.1.2.	Municipal Heritage Property Designation 1102 Spadina Crescent East (File No. CK. 710-62)
Date:	March	n 23, 2015

Any material considered at the meeting regarding this item is appended to this resolution package.

Report of the A/City Clerk:

"The following is a report of the City Solicitor dated March 18, 2015:

'City Council at its meeting held on December 15, 2014, resolved that the City Solicitor bring forward a bylaw to designate the property at 1102 Spadina Crescent East as Municipal Heritage Property under *The Heritage Property Act.* 

In this regard we enclose prepared Bylaw No. 9261, *The 1102 Spadina Crescent East Heritage Designation Bylaw, 2015.* The Heritage Act requires that a Notice of Intention to Designate be served on the Registrar of Heritage Property and all persons with an interest in the property. As well, the Notice of Intention must be registered against the title to the property and advertised in at least one issue of a newspaper in general circulation in the municipality. The date advertised in the Notice of Intention to Designate for consideration of this Bylaw by Council is March 23, 2015.

*The Heritage Property Act* further provides that anyone wishing to object to the proposed designation must serve City Council with an objection stating the reason for the objection and providing the relevant facts. The objection must be served at least three days prior to the City Council meeting at which the Bylaw is to be considered.

If an objection is received, City Council shall either refer the matter to a review board constituted under Section 14 of the Act or withdraw the proposed bylaw.'

Attached are copies of the following:

- Proposed Bylaw No. 9261, *The 1102 Spadina Crescent East Heritage Designation Bylaw*, 2015;

- Excerpt from the minutes of the Regular Business Meeting of City Council held on December 15, 2014 and related reports; and

- Notice which appeared in the local press on February 14 and 15, 2015."

## PUBLIC RESOLUTION PUBLIC HEARING MEETING OF CITY COUNCIL ITEM NO. 5.1.2. MARCH 23, 2015 PAGE 2

Pursuant to earlier resolution, a Notice of Objection from Don Greer dated March 20, 2015, was considered with this matter.

His Worship the Mayor opened the hearing advising that because a Notice of Object had been received, Council has only two options, that being to either withdraw the Bylaw ending the designation process, or refer the application to the Municipal Heritage Review Board.

Director of Planning and Development Wallace reviewed the proposed Municipal Heritage Property Designation reiterating that an objection had been received. He confirmed Council's options.

Mr. Richard Maj, owner of 1102 Spadina Crescent East, spoke in favour of Council referring the application to the Municipal Heritage Review Board in order to consider the issues raised in the objection.

Mr. Don Greer spoke in support of the application being referred to the Municipal Heritage Review Board with the understanding that he would be able to speak to his position at that time. He noted that he sits as a member of the Municipal Heritage Advisory Committee and was not aware that the renovations done to the property in 1960 were brought to the Committee's attention.

**Moved By:** Councillor Paulsen **Seconded By:** Councillor Donauer That the submitted report and correspondence be received.

For His Worship the Mayor, Councillor Clark, Councillor Davies, Councillor Donauer, Councillor Iwanchuk, Councillor Jeffries, Councillor Loewen, Councillor Lorje, Councillor Olauson and Councillor Paulsen

## CARRIED UNANIMOUSLY

**Moved By:** Councillor Paulsen **Seconded By:** Councillor Jeffries That the hearing be closed.

## PUBLIC RESOLUTION PUBLIC HEARING MEETING OF CITY COUNCIL ITEM NO. 5.1.2. MARCH 23, 2015 PAGE 3

For His Worship the Mayor, Councillor Clark, Councillor Davies, Councillor Donauer, Councillor Iwanchuk, Councillor Jeffries, Councillor Loewen, Councillor Lorje, Councillor Olauson and Councillor Paulsen

## CARRIED UNANIMOUSLY

**Moved By:** Councillor Clark **Seconded By:** Councillor Iwanchuk That the matter of the objection to the proposed Municipal Heritage Property Designation of 1102 Spadina Crescent be referred to the Municipal Heritage Review Board to be reviewed pursuant to Sections 14 and 15 of *The Heritage Property Act.* 

For His Worship the Mayor, Councillor Clark, Councillor Davies, Councillor Donauer, Councillor Iwanchuk, Councillor Jeffries, Councillor Loewen, Councillor Lorje, Councillor Olauson and Councillor Paulsen

## CARRIED UNANIMOUSLY

## **BYLAW NO. 9261**

## The 1102 Spadina Crescent East Heritage Designation Bylaw, 2015

The Council of The City of Saskatoon enacts:

## Short Title

1. This Bylaw may be cited as *The 1102 Spadina Crescent East Heritage Designation Bylaw, 2015.* 

## Purpose

2. The purpose of this Bylaw is to designate as Municipal Heritage Property the real property and building located at 1102 Spadina Crescent East, Saskatoon, Saskatchewan.

## Designation

3. The real property described as:

Surface Parcel Number:	120280003
Legal Land Description:	Lot 42 Blk/Par 4 Plan No. 99SA06423
<b>C</b>	Extension 0 As described on Certificate of Title 02SA0078

including the building located thereon, the civic address of which is 1102 Spadina Crescent East, Saskatoon, Saskatchewan, S7K 3H7, is hereby designated as Municipal Heritage Property under *The Heritage Property Act*, S.S. 1979-80, Chapter H-2.2, as amended.

## **Reasons for Designation**

- 4. The property is designated for the following reasons:
  - (a) The dwelling was home to several prominent citizens, including Dr. Richard Wilson, the Mowat Family, Rupert David Ramsey and Issac P. Friesen;

- (b) The dwelling exhibits typical characteristics of homes built during the boomtime period. The dwelling is one and a half stories with a large sunroom. The exterior of the house is stucco with wood accents; and
- (c) The dwelling remains on its original site. The property owner is committed to a large rehabilitation project.

## **Condition of Designation**

5. The designation is subject to the condition that the designation is limited to the exterior of the building.

## **Coming Into Force**

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

Read a first time this	day of	, 2015.
Read a second time this	day of	, 2015.
Read a third time and passed this	day of	, 2015.

Mayor

City Clerk

The following is an excerpt from the minutes of the **Regular Business Meeting of City Council** held on **December 15, 2014**:

- 8.9. Standing Policy Committee on Planning, Development and Community Services
  - 8.9.2. Application for Municipal Heritage Designation and Tax Abatement Funding Under the Heritage Conservation Program - 1102 Spadina Crescent East [Files CK 710-62 and PL 907-1]

\*\*Request to Speak – Richard and Elaine Maj

Mr. Richard Maj, owner of the property at 1102 Spadina Crescent, spoke in support of the application.

Moved By: Councillor Hill Seconded By: Councillor Davies

- 1. That the following recommendations regarding the proposed Municipal Heritage Designation be approved:
  - That the City Solicitor be requested to prepare and bring forward a bylaw to designate the property at 1102 Spadina Crescent East as a Municipal Heritage Property, under the provision of The Heritage Property Act with such designation limited to the exterior of the building;
  - b. That the General Manager, Community Services
     Department, be requested to prepare the required notices for advertising the proposed designation;
  - c. That \$2,500 be allocated from the Heritage Reserve Fund for supply and installation of a recognition plaque for the property; and
  - d. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreements, under the Corporate Seal; and
- 2. That the following recommendation regarding the proposed tax abatement and funding under the Heritage Conservation Program be approved, subject to designation:

That the owners of 1102 Spadina Crescent East receive a tax abatement, to a maximum of \$84,400 and a refund of the building permit fee of \$289.11, commencing in the year following satisfactory completion of the rehabilitation project.

## CARRIED



Saskatoon

## STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

## Application for Municipal Heritage Designation and Tax Abatement Funding Under the Heritage Conservation Program - 1102 Spadina Crescent East

## Recommendation of the Committee

- 1. That the following recommendations regarding the proposed Municipal Heritage Designation be considered by City Council:
  - a. That the City Solicitor be requested to prepare and bring forward a bylaw to designate the property at 1102 Spadina Crescent East as a Municipal Heritage Property, under the provision of The Heritage Property Act with such designation limited to the exterior of the building;
  - b. That the General Manager, Community Services Department, be requested to prepare the required notices for advertising the proposed designation;
  - c. That \$2,500 be allocated from the Heritage Reserve Fund for supply and installation of a recognition plaque for the property; and
  - d. That the City Solicitor be requested to prepare the appropriate agreement and that his Worship the Mayor and the City Clerk be authorized to execute the agreements, under the Corporate Seal; and
- 2. That the following recommendation regarding the proposed tax abatement and funding under the Heritage Conservation Program be considered by City Council:

That the owners of 1102 Spadina Crescent East receive a tax abatement, to a maximum of \$84,400 and a refund of the building permit fee of \$289.11, commencing in the year following satisfactory completion of the rehabilitation project.

## History

At the December 1, 2014 Standing Policy Committee on Planning, Development and Community Services meeting, a report of the General Manager, Community Services Department dated November 5, 2014, regarding the above matter, was considered. The recommendations have also been reviewed and supported by the Municipal Heritage Advisory Committee. The Committee has also received a presentation from Mr. Don Greer opposing the proposed tax abatement for the property.



Saskatoon

## STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

## Attachment

November 5, 2014 Report of the General Manager, Community Services, Files CK 710-62 and PL 907-1.

Dealt with on December 1, 2014 – SPC on Planning, Development and Community Services City Council – December 15, 2014 Files. CK 710-62 and PL 907-1 Page 2 of 2

## Application for Municipal Heritage Designation and Tax Abatement Funding Under the Heritage Conservation Program – 1102 Spadina Crescent East

#### Recommendations

That a report be forwarded to the Standing Policy Committee on Planning, Development and Community Services with a recommendation to City Council:

- 1. That the City Solicitor be requested to prepare and bring forward a bylaw to designate the property at 1102 Spadina Crescent East as a Municipal Heritage Property, under the provision of *The Heritage Property Act* with such designation limited to the exterior of the building;
- 2. That the General Manager, Community Services Department, be requested to prepare the required notices for advertising the proposed designation;
- 3. That \$2,500 be allocated from the Heritage Reserve Fund for supply and installation of a recognition plaque for the property;
- 4. That the owners of 1102 Spadina Crescent East receive a tax abatement, to a maximum of \$84,400 and a refund of the building permit fee of \$289.11, commencing in the year following satisfactory completion of the rehabilitation project; and
- 5. That the City Solicitor be requested to prepare the appropriate agreement and that his Worship the Mayor and the City Clerk be authorized to execute the agreements, under the Corporate Seal.

## **Topic and Purpose**

The purpose of this report is to consider an application by the property owner requesting 1102 Spadina Crescent East be designated as a Municipal Heritage Property and to approve the request for funding for a project to rehabilitate the exterior of the property, under the Heritage Conservation Program.

## **Report Highlights**

1. This property is eligible for designation as a Municipal Heritage Property. It is a one and a half-story house that exhibits typical characteristics of homes built during the boomtime period, and has been home to several prominent people, including Dr. Richard A. Wilson and Angus McGill Mowat. The property owner is undertaking a rehabilitation project to the exterior of the dwelling.

## Strategic Goal

This report supports the City of Saskatoon's (City) Strategic Goal of Quality of Life. As a community, we find new and creative ways to showcase our city's built, natural, and cultural heritage.

ROUTING: Community Services Dept. – Municipal Heritage Advisory Committee – SPC on PDCS - City Council Delegation: N/A November 5, 2014 – Files: CK 710-62, PL 907-1 Page 1 of 4

## Background

The one and a half-story dwelling, located in City Park at 1102 Spadina Crescent East, was built in 1914. It has been home to several prominent Saskatoon citizens, including Dr. Richard A. Wilson, the Mowat Family, Rupert David Ramsey, and Issac P. Friesen (see Attachment 2).

The dwelling continues to be used as a private residence, and the owner of the property has requested designation as a Municipal Heritage Property.

## Report

#### Municipal Heritage Designation

The Administration conducted a formal evaluation of heritage significance, and is of the opinion that the property's exterior is eligible for designation as a Municipal Heritage Property for the following reasons:

- 1. The dwelling was home to several prominent citizens, including Dr. Richard Wilson, the Mowat Family, Rupert David Ramsey, and Issac P. Friesen.
- 2. The dwelling exhibits typical characteristics of homes built during the boomtime period. The dwelling is one and a half stories with a large sunroom. The exterior of the house is stucco with wood accents.
- 3. The dwelling remains relatively unaltered and is on its original site. The property owner is committed to a large rehabilitation project.

The Administration is recommending that only the exterior building be designated as a Municipal Heritage Property. Once the property is designated, it is eligible for funding under the Heritage Conservation Program.

## Heritage Conservation Program for Designated Municipal Heritage Properties

Financial assistance for designated Municipal Heritage Properties includes a property tax abatement of up to 50% of costs related to the restoration of architectural elements and renovations to meet building code requirements where it affects the character defining elements of the building. Additional assistance includes a refund of 50% of the building and development permit fees. Heritage home owners may also choose to receive funding as a grant, rather than tax abatement, if the application for funding is less than \$10,000.

The Heritage Conservation Program provides funding for up to 50% of costs related to restoration of the heritage elements of the property. For this project, the owner qualifies for a maximum of \$84,400, in the form of a tax abatement amortized over a ten-year period. Should the approved tax abatement be greater than the property taxes, a grant will also be issued to the property owner for the difference over the amortization period. The final amount of the tax abatement will be determined once the approved work has been completed and the associated receipts submitted.

Based on the estimates provided by the property owner, the following elements of the project are eligible:

Roof	\$ 20,000
Exterior Finish	\$ 48,200
Windows and Frames	\$ 36,700
Foundation Repairs	\$ 46,400
Side Entrance Stair Repair	\$ 17,500
TOTAL	\$168,800
Tax Abatement Available	\$ 84,400

## Options to the Recommendation

City Council has the option of not designating the site as a Municipal Heritage Property or approving the funding request.

## Communication Plan

All municipal heritage properties are marked with a bronze plaque on site that describes the heritage significance of the property. If designation is approved, the property will also be added to the Heritage Registry.

## Policy Implications

This proposal complies with Civic Heritage Policy No. C10-020 (Policy).

## **Financial Implications**

The total estimated cost of the eligible expenses of this project is \$168,800 and under the Policy, the project would qualify for 50% of eligible costs. A tax abatement, to a maximum amount of \$84,400, would be amortized over a ten-year period and will begin in the year following the completion of the project.

The applicant is also eligible for a refund of \$298.11 for the building permit fees of the project.

The source of funding is the Heritage Reserve Fund. The current balance is \$199,609.06. Funding of this project will not impact the ability of the Heritage Reserve Fund to continue funding existing property tax abatements or other previously approved programs. The Heritage Reserve Fund receives an annual transfer of \$57,600.

The amount of \$2,500 from the Heritage Reserve Fund would be allocated for the fabrication of the bronze plaque and installation on the property.

## Other Considerations/Implications

There are no environmental, privacy, or CPTED implications or considerations.

## Due Date for Follow-up and/or Project Completion

If City Council recommends the site designation, a date for a public hearing will be set. This date will be set in accordance with the provisions in *The Heritage Property Act*.

#### Public Notice

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

If designation as a Municipal Heritage Property is recommended, the designation will be advertised in accordance with the provisions in *The Heritage Property Act*, which requires that the Notice of Intention to Designate be advertised at least 30 days prior to the public hearing.

#### Attachments

- 1. Location Plan
- 2. Heritage Evaluation Summary
- 3. Photographs of Subject Property

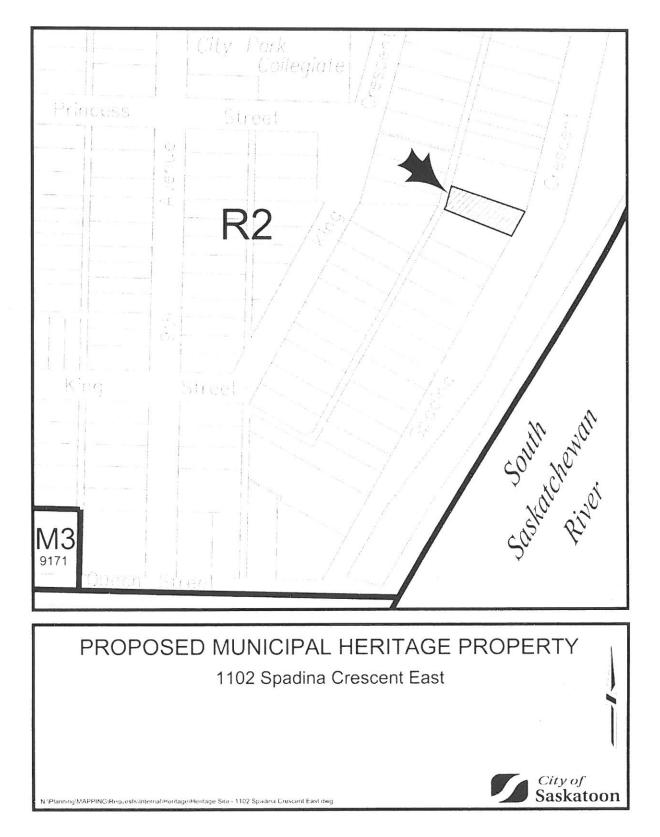
#### **Report Approval**

 Written by:
 Catherine Kambeitz, Heritage and Design Coordinator, Planning and Development Division
 Reviewed by:
 Alan Wallace, Director of Planning and Development
 Randy Grauer, General Manager, Community Services Department

S:\Reports\DS\2014\PDCS – Application for Municipal Heritage Designation and Tax Abatement Funding Under the Heritage Conservation Program – 1102 Spadina Crescent East\kt

## **ATTACHMENT 1**

## Location Plan



Resource Name: 1102 Spadina Crescent East

Resource Address: 1102 Spadina Crescent East

Neighbourhood: City Park

Year Built: 1914

Use Type: Residence

#### Heritage Significance

<u>Architectural Style</u> Vernacular with Craftsman Influences

Architectural Design

The property exhibits these features:

- Two low-pitched front-facing gables with multiple roof planes;
- Stucco wall cladding with half-timbered detailing;
- Wide, enclosed eave overhang; and
- Groupings of windows (i.e. ribbon windows) located on front and rear façade.

#### Construction

Material used includes stucco and wood for trim/accents. North side of the predominant roof was reshingled approximately ten years ago. Cedar shakes cover the remaining portions of the roof. Most of the wood framed windows are not considered original and were presumably replaced sometime in the 1960's.

#### Significant Persons/Institutions

Person: Richard A. Wilson (English Professor and Head of English Department from 1915 to 1940, University of Saskatchewan)

Person(s): Angus McGill Mowat (Head Librarian at Saskatoon Public Library from 1932 to 1937); Farley Mowat (Canadian Author – "Owls in the Family" set in Saskatoon)

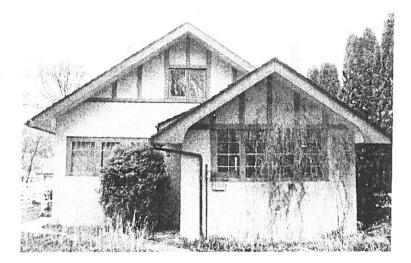
Person: Rupert David Ramsey (Professor of Agriculture; Director, Extension Division, University of Saskatchewan)

Person: Issac P. Friesen (Minister in the Mennonite Church; Author; Missionary)

#### Integrity

Features of the original home have for the most part been retained. Windows, shingles, and stucco have been replaced/redone.

## Photographs of Subject Property



Front Exterior (2014)



Back Exterior (2014)



Side Entrance Stairs (2014)



Roof / Shingles (2014)

## THE STARPHOENIX, SATURDAY, FEBRUARY 14, 2015 and SUNDAY PHOENIX, FEBRUARY 15, 2015

## NOTICE THE CITY OF SASKATOON

#### NOTICE OF INTENTION TO DESIGNATE MUNICIPAL HERITAGE PROPERTY

Notice is hereby given that the Council of The City of Saskatoon intends to pass a Bylaw, pursuant to the provisions of The Heritage Property Act, S.S. 1979-80, Chapter H-2.2 as amended, to designate as Municipal Heritage Property the following real property, namely:

Surface Parcel Number: 120280003 Legal Land Description: Lot 42, Blk/Par 4, Plan No. 99SA06423 Extension 0 As described on Certificate of Title 02SA00788

which real property includes the building situated on the property. The civic address of the property is 1102 Spadina Crescent East, Saskatoon, Saskatchewan, S7K 3H7.

The designation will be made subject to the following condition:

1. The designation shall be limited to the exterior of the building. Renovations to the interior of the building shall not require the approval of the City.

The reasons for the proposed designation are as follows:

- The dwelling was home to several prominent citizens, including Dr. Richard Wilson, the Mowat Family, Rupert David Ramsey and Issac P. Friesen;
   The dwelling exhibits typical characteristics of homes built during the boomtime period. The dwelling is one and a half stories with a large sunroom. The exterior of the house is stucco with wood accents; and
  - 3. The dwelling remains on its original site.
  - The property owner is committed to a large rehabilitation project.

renabilitation project.

And take notice that the said Bylaw will be considered at a meeting of the Council to be held on Monday, the 23rd day of March, 2015, at 6:00 p.m., in the Council Chambers at City Hall, Saskatoon, Saskatchewan.

Any person wishing to object to the proposed designation must serve on the Council a Notice of Objection, in writing, stating the reason for the objection and all relevant facts, delivering the same to and leaving the same with the City Clerk at City Hall, Saskatoon, Saskatchewan, on or before the 20th day of March, 2015.

Dated at the City of Saskatoon In the Province of Saskatchewan, This 10th day of February, 2015 Joanne Sproule, City Clerk



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March 20, 2015

Council of The City Of Saskatoon

## NOTICE OF OBJECTION

RE: Proposed Bylaw for Designation as a Municipal Heritage Property – 1102 Spadina Crescent East, Saskatoon SK S7K 3H7

#### **Reasons for the Objection**

- The work on the exterior of the building (See attached photos) is nearing completion and the owners have not provided "the large rehabilitation project" as mentioned in the Notice of Intention to Designated Heritage Property, but rather have undertaken a modernization of the exterior of the building at 1102 Spadina Crescent East.
- 2. If designation is to be 'limited to the exterior of the building", why has approximately two fifths of the original building already been removed and with the exception of the shingles, 100% of the balance of the exterior finishes have been removed and replaced or have been covered up with new contemporary materials or contemporary finishes? (See attached list of Summary of Exterior of 1102 Spadina Crescent East)
- 3. The reasons for the proposed designation identifies the "typical characteristics of homes built during the boomtime period", specifically the "large sunroom" and the "exterior of the house is stucco with wood accents". These specified items have been either removed and replaced, discarded or covered up, none of which preserves the specific characteristics for which the designation is being requested. (See attached list for additional typical characteristics which have been changed and/or lost.)
- 4. The purposes of the Heritage Designation is to preserve our heritage and provide a means of assisting the owners in doing such. If designation is granted the result may be an expensive undertaking by the city of Saskatoon to either fund these modern renovations as completed or to restore the exterior to its historic and heritage designation condition. Either way the process that the City Administration has chosen to follow on this project has failed to protect the exterior of the building and therefore makes such a designation pointless.

## NOTICE OF OBJECTION (CONTINIUED)

RE: Proposed Bylaw for Designation as a Municipal Heritage Property – 1102 Spadina Crescent East, Saskatoon SK S7K 3H7

#### Reasons for the Objection (continued)

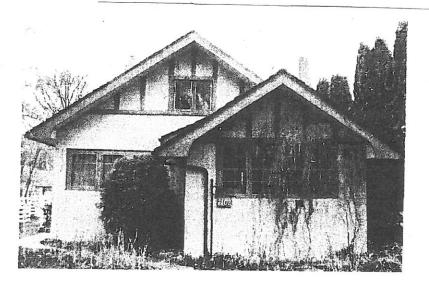
5. Demolition and building permits were issued prior to the designation process being completed. Proper direction was not provided or followed with respect to the principles of heritage preservation, restoration and renovation. If designation is granted, the City of Saskatoon will likely be responsible for contributing up to \$84,000 in tax abatements for a building that may never have been included on the heritage registry. The current owners should have sought and obtained designation <u>prior</u> to the City of Saskatoon issuing the demolition and building permits. Adding one more administrative error to a series of poor decisions does not justify designation. This is clearly not the purpose or the intension of Municipal Heritage Property Designation.

Yours Respectfully

Don Greer 1124 King Crescent – Saskatoon SK S7K ON8 306 – 242- 7945

Attachments

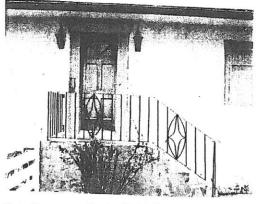
- Photographs of 1102 Spadina Crescent East (2014)
- Photographs of 1102 Spadina Crescent East (Nov. 2014)
- Photographs of 1102 Spadina Crescent East (March2015)
- Summary of Exterior of 1102 Spadina Crescent East



Front Exterior (2014)



Back Exterior (2014)



Side Entrance Stairs (2014)

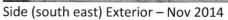


Roof / Shingles (2014)



Front (East) Exterior – Nov. 2014









Back (west) Exterior - Nov. 2014

Side (south west) Exterior - Nov. 2014



Front (east) Exterior – March 2015



Side (South East) Exterior – March 2015



Front ( south east) Exterior – March 2015



Side Entrance – March 2015



Rear (west))Exterior – March 2015

<b>CRESCENT EAST</b>
SUMMARY OF EXTERIOR OF 1102 SPADINA C
<b>DF EXTERIOR O</b>
SUMMARY C

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Original Finish or Structure	New Condition	Heritage Preservation, Restoration or Renovation
Wood Shingles	Cedar Shingles (1)	Yes
Painted Wood Fascia	Covered with prefinished metal fascia	None – Heritage Finish Lost
Open Painted Wood Soffits	Enclosed with prefinished metal soffits	None – Heritage Detail Lost
Painted Sculpted Roof Truss Extensions	Removed and/or covered over with metal soffit	None – Heritage Detail Lost
Stuccoed North Chimney	Removed (2)	None - Heritage Item Lost
Brick & Stucco South Chimney	Replaced with an enlarged acrylic stucco and stone veneer finished chimney	None – Heritage Detail and Finish Lost
Painted Half-timber Details	Removed (3)	None - Heritage Detailing Lost
Painted Stone Stucco	Replaced with modern coloured acrylic stucco and stone veneer complete with contemporary stucco build-out details. (4)	Materials are not a historical replacement
Double Hung Painted Wood Windows c/w Painted Mullions	Size and proportions of some of the opening changed. Windows replaced with prefinished metal clad windows with casement operation? and mullions between panes of glass. (3)	Not a historically accurate replacement
Painted Wooden Window sills	Removed and replaced with metal flashing and built-out acrylic stuccoed sills and matching modern detailed jambs and window heads. (3)	None – Heritage Detail Lost
Front Sun Room (5)	Removed and replaced with a facsimile	Replacement??
Front Door	Removed (6)	Not a historically accurate renovation
Varnished Wood Side Door (7)	Replaced with modern prefinished door,	None - Historical Detail Lost

		sidelight and frame.	
IT 6	Parged and Painted Foundation	Parging removed and replaced with rigid Not a hist insulation built-out and colored acrylic stucco materials. finish.	Not a historically accurate detail and materials.
j ji	Small Rear Addition (8)	Removed and replace with a contemporary, multifaceted addition approximately three times the size of the original addition.	None – No historical correlation to the existing building, scale and details
aı	Rear Exterior Elevation	Completely altered by new addition	None – Heritage Detail Lost
Notes: 1.		Period shingles would likely have been painted (likely black) wooden shingles such as the green painted shingles on the Marr Residence. Cedar shingles would not likely have been available and if so would have been too expensive for this type of home.	shingles on the Marr Residence. Cedar shingles would
5		It would not have been uncommon to have two chimneys on a home, one for the fireplace and the other for the boiler. Most modern homes will have no chimneys.	for the boiler. Most modern homes will have no
3.		Typical "wood accents" are identified in the proposed bylaw as being a reason for the heritage designation. Most, if not all, of the wood accents have removed, covered up or replace with prefinished metal.	on. Most, if not all, of the wood accents have removed,
4.		Only a few home owners could have afforded stone finishes. If stone was used it would likely have been shaped granite field-stone.	n shaped granite field-stone.
5.	The original Sun Room was likely a very early addition to under the sun room and the presence of a side door as well size.		the original building. This is evident by the odd roof line on the sun room, the lack of foundation as the door on the sun room. Side doors or three doors on a home were not typical of homes of this
6.		Removing the front door as part of this renovation makes this home only one of two homes in City Park that does not have a front entrance. This would not be typical of boomtime period homes and is not historically correct to have made such a change.	that does not have a front entrance. This would not be
7.		As noted in Note 4 above, it is very likely that the side door was added during a very early renovation as it was evident that the step was not part of the original foundation. In many cases wider or adjoining lot(s) were purchased and either homes were later expanded or the second lot sold and some of our first and current infill homes were built. This is evident in a number of locations along this two block stretch of Spadina Crescent and in other areas such as Saskatchewan Crescent. In the case of 1102 Spadina, it would not have been practical to have had a side door and step if the house was to be expand to the south.	it was evident that the step was not part of the original ed or the second lot sold and some of our first and spadina Crescent and in other areas such as c door and step if the house was to be expand to the
<u></u> .		This was likely an early addition as again there was not a proper foundation under this portion of the building. It was not uncommon for small additions to be added later to boomtime homes. A proper heritage restoration would have seen both the front sun room and the rear additions moved off of their rotting foundations, new foundations put in place and the additions moved back on.	lding. It was not uncommon for small additions to be and the rear additions moved off of their rotting

11



## STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

## 2014 Annual Report – Advisory Committee on Animal Control

## **Recommendation of the Committee**

That the 2014 Annual Report – Advisory Committee on Animal Control be received as information.

## History

At the June 1, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, a report of the Advisory Committee on Animal Control, dated May 13, 2015, was considered.

## Attachment

2014 Annual Report of the Advisory Committee on Animal Control



Office of the City Clerk 222 3rd Avenue North Saskatoon SK S7K 0J5 www.saskatoon.ca tel (306) 975.3240 fax (306) 975.2784

May 13, 2015

Secretary, SPC on Planning, Development and Community Services

## Re: 2014 Annual Report – Advisory Committee on Animal Control (File No. CK. 430-63)

## Mandate

The mandate of the Advisory Committee on Animal Control is to advise City Council, through the Standing Policy Committee on Planning, Development & Community Services, on all policy matters relating to animal services in the community. This annual report is in keeping with the requirement of City Council to report on its activities for the previous year.

## **Committee Membership**

The Advisory Committee on Animal Control has a membership of 10 as appointed by Council. The following are committee members as of December 31, 2014:

Councillor Zach Jeffries Ms. Diane Bentley, representing the general public Ms. Shirley Ross, representing the general public Dr. Edward Hudson, representing the general public Ms. Cassandra Stinn, representing the general public Ms. Andrea Ziegler, representing the general public Ms. Maggie Sim, representing Saskatoon Public Health, Vice-Chair Dr. Duncan Hockley, representing Western College of Veterinary Medicine Dr. Michael Powell, representing Saskatoon Academy of Veterinary Practitioners Mr. Kevin Hovdestad, representing S.P.C.A. (January – June, 2014)

In addition to the members, the Committee receives information and advice from the following individuals:

Open Space Consultant Chelsie Schafer Solicitor Derek Kowalski Pest Management Supervisor Jeff Boone Inspector Dale Solie, Saskatoon Police Service Ms. Eva Alexandrovici, Executive Director, Saskatoon Animal Control Agency May 13, 2015 Page 2

Ms. Tiffiny Koback, Shelter Manager, Saskatoon S.P.C.A. (replaced September 2014, by Ms. Patricia Cameron, Executive Director)

## Referrals and Requests

The Advisory committee requested a verbal report from Dr. Powell regarding the Ebola virus and animals. Dr. Powell's research indicated that there is little evidence to support that dogs would transmit this disease.

The Committee received a concern from a volunteer with the Saskatoon Pet Loss Support Group regarding the procedure the City of Saskatoon has in place for the handling and disposal of deceased domestic pets. A motion was passed:

That the Administration update the Committee on the current process of how deceased animals are handled, including data on how many times a year Public Works picks up animals; and a list be provided of available resources for the pickup of deceased animals.

Administration will respond in January 2015.

## Court Reports

The Committee reviewed court reports on a monthly basis as prepared by the Bylaw Enforcement Officer. Explanation and clarification was provided by the Office of the City Solicitor. A summary of these reports is attached.

Solicitor Kowalski briefed the committee on bylaw amendments regarding barking dog complaints, amendments to the Dangerous Animals Bylaw and the amendment to the Animal Control Bylaw regarding pets in truck beds.

## Open Space Consultant Updates

Monthly updates were provided by the Open Space Consultant on issues such as:

- 1) Two new off leash areas to be developed at Hyde Park and in Caswell Hill
- 2) Dog Day of Summer
- 3) Animal Control Review
- 4) Animal Services Marketing Plan
- 5) Pet Wellness Brochure
- 6) My Pet Matters

May 13, 2015 Page 3

## 2014 Initiatives

In June of 2011, the Animal Bite Awareness Campaign was initiated. This year, the sub- committee agreed that it would be most effective to employ the media talents of Tap Communications to further educate pet owners of their responsibility to prevent bites. A meeting with Tap Communications in December further outlined this objective. We anticipate a template for this campaign early in 2015 with a projected launch in early spring. A copy of this proposal is attached.

## 2015 Initiatives

The Advisory Committee will continue to provide advice to City Council on any policy matter relating to Animal Services in the City of Saskatoon as requested.

The Dog Bite Campaign will continue in 2015 as the Advisory Committee will explore new initiatives throughout the year.

## **Attachments**

- 1. 2014 Annual Court Report, Animal Control Bylaw Prosecutions City of Saskatoon, Office of the City Solicitor.
- 2. Tap Communications Bite Prevention Campaign, A Proposal for The Saskatoon SPCA.
- 3. Bite Statistics 2014 (PowerPoint presentation in entirety is available upon request).

Yours truly,

D. Sackmann

for Diane Bentley, 2014 Chair Advisory Committee on Animal Control

:drs

## 435-17

## Office of the City Solicitor 2014 ANNUAL COURT REPORT

Animal Control Bylaw Prosecutions - City of Saskatoon

		2014		2013
Convictions/Orders	No.	Average Fine	No.	Average Fine
Dog at Large	24	\$300.00 + \$60.00 surcharge	7	\$300.00 + \$60.00 surcharge
Dog at Large			1	\$300.00 + \$50.00 surcharge
Dog at Large			5	\$300.00 surcharge waived
Dog at Large				
Dog at Large			1	\$250.00 surcharge waived
Dog at Large	1	\$200.00 + \$60.00 surcharge	4	\$200.00 + \$60.00 surcharge
Dog at Large	15	\$200.00 + \$50.00 surcharge	1	\$200.00 + \$50.00 surcharge
Dog at Large			4	\$200.00 surcharge waived
Dog at Large	66	\$100.00 + \$50.00 surcharge	71	\$100.00 + \$50.00 surcharge
Dog at Large	1	\$100.00 + \$40.00 surcharge	1	\$100.00 + \$40.00 surcharge
Dog at Large	3	\$100.00 surcharge waived	30	\$100.00 surcharge waived
Dog at Large			1	\$75.00 + \$40.00 surcharge
Dog at Large	3	\$50.00 + \$40.00 surcharge	3	\$50.00 + \$40.00 surcharge
Dog at Large	-		3	\$50.00 surcharge waived
Dog with No License	2	\$350.00 + \$60.00 surcharge		
Dog with No License	8	\$300.00 + \$60.00 surcharge	3	\$300.00 + \$60.00 surcharge
Dog with No License			8	\$300.00 surcharge waived
Dog with No License	77	\$250.00 + \$60.00 surcharge	51	\$250.00 + \$60.00 surcharge
Dog with No License	3	\$250.00 surcharge waived	50	\$250.00 surcharge waived
Dog Fail to Wear ID	5	\$150.00 + \$50.00 surcharge	1	\$150.00 + \$50.00 surcharge
Dog Fail to Wear ID	3	\$100.00 + \$50.00 surcharge	1	\$100.00 + \$50.00 surcharge
Dog Fail to Wear ID			1	\$100.00 surcharge waived
Dog Fail to Wear ID	7	\$50.00 + \$40.00 surcharge	3	\$50.00 + \$40.00 surcharge
Dog Fail to Wear ID			6	\$50.00 surcharge waived
Dog Fail to Wear ID			1	\$30.00 surcharge waived
Fail to Remove Excrement	1	\$100.00 + \$50.00 surcharge	1	\$100.00 + \$50.00 surcharge
Barking/Howling (Nuisance)	2	\$100.00 + \$50.00 surcharge Page 66	2	\$100.00 + \$50.00 surcharge

Office of the City Solicitor 2014 ANNUAL COURT REPORT Animal Control Bylaw Prosecutions - City of Saskatoon						
		2014		2013		
Convictions/Orders	No.	Average Fine	No.	Average Fine		
Barking/Howling (Nuisance)			1	\$100.00 surcharge waived		
Dangerous Dog (charge)	1	\$500.00 + \$80.00 surcharge Order to Confine Issued				
Dangerous Dog (charge)			1	\$350.00 + \$60.00 surcharge Order to Confine Issued		
Dangerous Dog (charge)	9	\$250.00 + \$60.00 surcharge Order to Confine Issued	10	\$250.00 + \$60.00 surcharge Order to Confine Issued		
Dangerous Dog (hearing)	1	Order Issued				
Fail to Comply with Dangerous Dog Order	1	\$1000.00 + \$400.00 surcharge				
Fail to Comply with Dangerous Dog Order	1	\$500.00 + \$80.00 surcharge				
Cat at Large			1	\$350.00 surcharge waived		
Cat at Large	1	\$300.00 + \$60.00 surcharge				
Cat at Large			1	\$300.00 surcharge waived		
Cat at Large			1	\$250.00 surcharge waived		
Cat at Large	2	\$200.00 + \$50.00 surcharge	1	\$200.00 + \$50.00 surcharge		
Cat at Large	14	\$100.00 + \$50.00 surcharge	9	\$100.00 + \$50.00 surcharge		
Cat at Large	2	\$100.00 + \$40.00 surcharge				
Cat at Large			1	\$100.00 surcharge waived		
Cat at Large	1	\$50.00 + \$40.00 surcharge	1	\$50.00 + \$40.00 surcharge		
Cat at Large			1	\$50.00 surcharge waived		
Cat with No License			1	\$300.00 + \$60.00 surcharge		
Cat with No License			1	\$300.00 surcharge waived		
Cat with No License	17	\$250.00 + \$60.00 surcharge	4	\$250.00 + \$60.00 surcharge		
Cat with No License		Page 67	7	\$250.00 surcharge waived		

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	14 ANN	e of the City Solicitor IUAL COURT REI Ilaw Prosecutions - City o	POR	医外外的 化二氯甲酸 化化化
		2014		2013
Convictions/Orders	No.	Average Fine	No.	Average Fine
Cat No Collar			1	\$50.00 + \$40.00 surcharge
Cat No Collar	1	\$50.00 surcharge waived		
Total Convictions/Orders	272		301	
Other Outcomes		·		
Withdrawn	24		22	
Dismissed	25		46	
Total Other Outcomes	49		68	
Total Charges Before Court	321	\$53,250.00 + \$14,860.00 surcharge	369	\$54,430.00 + \$9,600.00 surcharge

Only those violations dealt with by the Court are recorded in this report.

The number of fines paid voluntarily are not included.

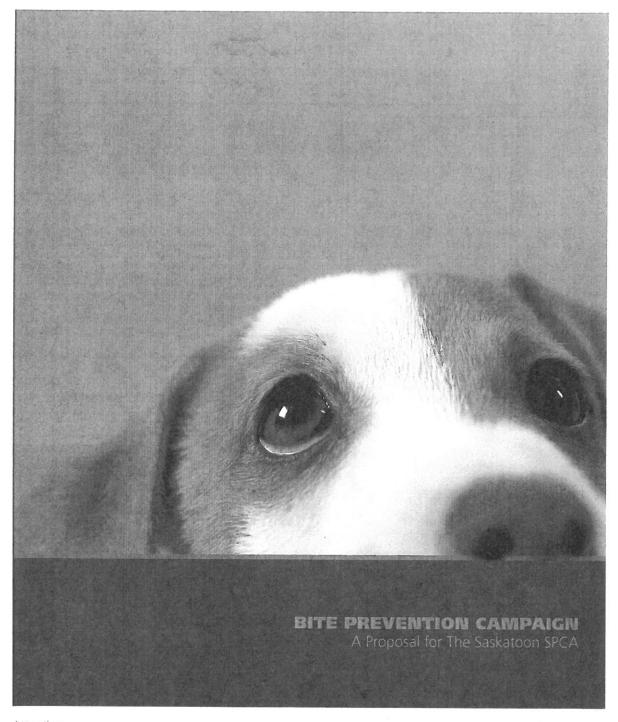
who have

Derek Kowalski, Solicitor

cc: Advisory Committee on Animal Control (Office of the City Clerk) Eva Alexandrovici, SACA City Solicitor

/dab





Attention: Patricia Cameron (SPCA); Lindsay Royale (SPCA); Maggie Sims (ACAC)

Saskatoon SPCA 5028 Clarence Avenue South Grasswood, SK S7T 1A7





October 20, 2014

Saskatoon SPCA 5028 Clarence Avenue South Grasswood, SK S7T 1A7

Attention: Patricia Cameron (SPCA); Lindsay Royale (SPCA); Maggie Sims (ACAC) Reference: Request for Proposal, Bite Prevention Campaign Issue Date: July 25 2014

Dear Ms. Cameron, Ms. Royale, and Ms. Sims,

Thank you for the opportunity to submit this proposal. On behalf of the entire Tap team, we are excited by the prospect of partnering with Saskatoon SPCA, and look forward to working together to increase awareness on bite prevention. We feel our partnership will bring increased engagement with this important topic from a variety of stakeholders – pet owners, the general public, and municipal government among them.

Tap has been creating, developing, and managing brands and ad campaigns for over 24 years. During that time, Tap has provided brand development and communications services to quite a number of community partners and not-for-profit organizations, and we continue to be active in the non-profit sector today. This experience with community based organizations and non-profits has framed our strategic thinking around the challenge presented in your RFP, and we are happy to present a strategy we know will achieve strong, sustained, and measurable results for your campaign.

We see a long-term partnership between Saskatoon SPCA and Tap developing from this project. We have a number of ongoing sustainable revenue generating ideas empowering Saskatoon SPCA to produce funds that could be used to support a more aggressive advocacy of your initiatives. We would appreciate the opportunity to share these ideas and play an ongoing roll in their implementation. Therefore, as you will notice in the budget portion of our response, we have offered a significant discount on our fees for this campaign. We have done this with the expectation we will be able to operate on a cost recovery basis on all future campaigns.

Thank you again for your time and the opportunity to submit this proposal. We look forward to working with you to drive awareness on responsible pet ownership and bite prevention.

Sincerely,

Michelle Allson

Michelle Nelson, B.Comm President

## **BITE PREVENTION IS A PEOPLE PROBLEM.**

Pets are not people, and they do not think like people. This seemingly obvious fact is sometimes difficult to recognize in the relationships we have with our own pets. Pets are family. We offer them privileges we do not allow for other people's pets. But the fact animals think differently needs to be recognised by everyone, and not just pet owners. Both animals and the public in general are healthier and happier when people keep in mind that animals think and act differently than people do. Saskatoon SPCA is asking people to take precautions, identify animal stress, and recognize, address, and prevent situations in which an animal might bite. So, how do we remind folks to be mindful of this difference in a way that is positive, people directed, and drives engagement with the topic – especially without demonizing pets or their owners?

## A GENTLE TAP. NOT SHOCK AND AWE.

At Tap, we build brands. We also create vibrant and engaging advertising. And we've been doing both for over 24 years. Every year, we develop campaigns that make a mark on the memory. For each, we speak clearly and with purpose. And over the 24 plus years we've been in business, we have developed tools, procedures, and skill sets that create campaigns that resonate and educate. And, perhaps most importantly, like you, we do our work with passion and dedication. Because we love what we do. A partnership with Tap will benefit Saskatoon SPCA – now and into the future.

## TOGETHER, WE WILL ENGAGE AND EDUCATE.

For this campaign, Tap and the Saskatoon SPCA working together can gently remind pet owners their pet family members are very special family members – ones that require special treatment and attention, much like an eccentric aunt you avoid discussing politics with during a holiday dinner. These family member's think differently, and we – as pet owners and the general public – need to remember to adjust our behavior to accommodate them and avoid a miscommunication that might lead to someone receiving a bite.

## **BECAUSE OUR COMMUNITY IS IMPORTANT TO US.**

Like you, the Tap team is passionate about the community we live, work and play in. We support and have supported numerous community-based efforts to make this city a more inclusive, safe and welcoming place. Working together, Tap and Saskatoon SPCA can drive awareness around bite prevention and affect how people understand their role in preventing animal bites. By combining our expertise in strategic messaging and your numerous and highly engaged stakeholders, volunteers, social channels, and mailing lists we can reach pet owners, as well as their families, friends, and neighbours. With a few strategic partnerships, we can take this message to an even broader audience. Together we can make a difference.

## YOUR PROJECT. OUR UNDERSTANDING.

From your RFP, we know you are interested in decreasing the number of animal bites – specifically pet bites – occurring in Saskatoon and surrounding area. You've requested a campaign designed to be engaging, light-hearted, and positive with a focus on educating animal owners of their responsibilities while also promoting bite prevention behaviors amongst the wider population.

Key requested messaging includes:

- 1) Choosing the right pet for you
- 2) Knowing what your pet needs from you
- 3) Understanding your responsibilities as a pet owner

## THE CHALLENGE.

Most pet owners have the perception: "my pet would never bite." And when their pet does bite someone, they are shocked and may even hold the person who was bitten responsible.

As such, our main challenge is to remind folks that "pets don't think like you do." All animals are capable of biting someone if the right set of circumstances are present. In a sense, we need pet owners to take a second look at the level of trust and familiarity they have for their pet. With that in mind, our messaging should trigger one of these three effective but critical assessments:

- 1) **Remove uncertainty**. Perhaps I don't know [pet's name] as well as I thought. I should learn more about her behavior and adjust mine to save her from unnecessary stress and possible harm.
- 2) **Reduce agitation**. Perhaps [pet's name] is not comfortable with this situation. I should learn to recognize her discomfort, and work to control the environment she is in so that she avoids harm and stress.
- 3) Anticipate anxiety. A bite can happen in an instant I should be prepared and aware. I should learn more about how to avoid putting my pet in a stressful and potentially harmful situation.

Because an overwhelming majority of bites happen in the pet's home or yard, there is a clear need to educate people on animal behavior – in particular cat and dog behavior. As such, the secondary challenge is to direct folks to resources where they can learn more about animal behavior – specifically, recognizing situations where animals are at risk of biting.

# SO, HOW WOULD WE DO THIS? IN SHORT, À VIDEO AND WEBPAGE.

After considering budget limitations and the low-to-no cost distribution strength of your community networks, social channels, and brand's ability to garner earned media, we feel creating a video will be the best method of conveying a full message and has the added bonus potential for using elements for various other media.

So, we start with a video. A very funny video. This video would focus on the idea that "your pet does not think like you." We want to create an "ah ha!" moment. We would aim to remind people that their beloved pet/member of the family is still an animal. And no matter how much you love your pet, it is dangerous to place too much trust in the animal. Because it's not simply other people's animals that have the potential to bite, your family pet could too.

We would distribute this video through SPCA's Facebook page and using sponsored posts. We would also engage community association Facebook pages to share the video on their page (example: Stonebridge Community Association has nearly 800 followers (https://www.facebook.com/pages/Stonebridge-Community-Association-SCA/115857088499813), as well as other relevant pages and groups, including Saskatoon Public Library and City of Saskatoon. The video can also be shared via Twitter.

The major benefit of choosing to create a video is that we are able to use "assets" from production to create other media. As such, we have the potential to develop:

- Posters (dog parks and public spaces)
- Utility bill inserts (if the City of Saskatoon chooses to partner with you)
- Online ads

We would also use to create an engagement piece either attached to the CTA of the video or distributed over social media channels. Our initial thinking is a quiz – perhaps with "test your bite prevention knowledge" type questions.

Once we have people's attention, we need to be able to connect them with education and information. We recommend a designated webpage created with curated information specific to understanding and identifying animal behavior - especially information related to recognizing when an animal is about to bite. **Please note, at present, this is out of scope for the RFP.** The webpage is an essential second step, and could be considered a long-term asset for ongoing and consistent messaging within a wider education effort and content strategy. Tap would be very interested in looking at ways to partner with Saskatoon SPCA to develop and execute this longer view branding and advertising effort.

#### **PROJECT APPROACH**

An integral part of the Tap process is to work collaboratively with you. Upon being awarded this contract, we would like to meet with your project team again. This communication process is important for us to fully understand any plans developed to date; to ensure alignment with Saskatoon SPCA's goals and objectives; and to discuss ideas and information not expressed through the RFP process and our previous meeting.

#### Work Plan

In order to stay on track and meet timelines, we will begin this project with planning and strategy. We do this to ensure we are all beginning from a common understanding. It will also allow us to move more quickly once we start working on creative requirements and deliverables.

In our experience, taking the time to ensure alignment and build a strategy – even when we are working on short timelines, small budgets, and limited deliverables – results in a much stronger and more effective execution. During this process, we will also develop and manage any required:

- campaign materials development;
- selecting and evaluating suppliers; and
- campaign evaluation and tracking.

As part of the planning process, we also define key messages and the tone of the communications. From there, we are able to further develop a creative concept, and, following approval from you, proceed to production.

#### Project Governance

- At the outset we ensure that we have clearly defined deliverables, schedules and requirements upon project approval.
- We will consult you through our standard working process during each stage of development.
- At the end of each stage, we have an approval gate to ensure we are on the right track and that we have met objectives.
- We have included proposed meeting dates in the timeline. Upon acceptance of our proposal, we will work with you to ensure the timeline is reflective of the project teams' availability. At that point, we will pre-schedule all milestone and approval meetings to ensure we remain on track.
- We will also provide correspondence and updates via email and telephone, and are available to meet in person as requested by the Project Team outside of the proposed milestone meeting dates.

#### **Risk Mitigation**

- At Tap, our most significant risk mitigation plan is simply experience. Our senior level team (strategists and creative) will be delivering your project with the support of our entire Team.
- Additionally, we only begin work when we have received signed estimates so there are no surprises. Moreover, we bill only as work has been completed.
- By taking the time to ensure we have completed a thorough planning and strategy phase, even on a tight timeline and budget, we can ensure that our creative recommendation and implementation are accurate and comprehensive.
- Our creative approach will be to ensure that the messaging is clear, simple, and easy to follow. Our primary focus will be on awareness leading to education. We will ensure our art and copy is applicable and is able to be understood by a wide range citizens. We will be mindful of including new members of our community for whom English is not their first language.

#### **SCHEDULE / PROJECT PLAN**

This timeline is shown as approximate time required for each process, but will be adjusted upon project approval to be reflective of Saskatoon SPCA project team ability to meet, and to provide feedback and approvals. After our initial meeting, we will revise this as required and circulate it to the project team.

10 (90)	Respo	onsibility	201	4		2015	
	Тар	SPCA	Nov	Dec	Jan	Feb	Mar
Project Tasks							
Project Kick Off Meeting	•	•	5				
Tap Closed	•		10 - 11				
Planning & Strategy	•		6 - 13				
Approval Gate	•	•	14				
Creative Concept	•		17-28				1
Approval Gate	•	•		3			
Vendor Selection (quotes)	•			4 - 19			
Tap Closed	•			25 - 5			
Production & Development	•				6 - 30	2 - 13	
Approval Gate	•	•				16	
Campaign Launch	•	•					2



We recognize there are strict funding limitations to this project, and have done our best to be conscious of creating a strategy that will bring you the most awareness for the available budget. In order to set the foundation for a strong campaign (and an ongoing relationship with Saskatoon SPCA), Tap will need to dedicate more time and strategic thinking to this project than we can budget for in our fees. We are prepared to donate the additional time in order to ensure a successful campaign. With this in mind, we will be dividing the budget between production costs (third party supplier fees), Facebook sponsored posts, and professional fees (Tap's fees).

The actual cost of services to develop your campaign would be around \$15,000.00 plus production (supplier) costs. That said, we have chosen to price our fees at \$3000 for this project. We feel your RFP presents a thought-provoking challenge, and we would also like to further develop a long term relationship with Saskatoon SPCA. We hope this donation of time shows our dedication and interest in continuing to explore ways we can partner with each other.

The below production and media costs are budget estimates only and will need to be quoted. However, with some persuasion on our part with our supplier relationships, we feel they will reflect actual production costs.

Campaign		
Video Production	\$	2,500
Facebook Sponsored Posts	\$	500
Professional Services	\$	15,000
Professional Services - Donated Services	-\$	12,000
TOTAL BUDGET	\$	6,000
Out-of-Scope (Including Professional Services and Production) Tap to contact and coordinate social media sharing of video Website - Page Update	\$ \$	1,200 6,500
Optional University (Including Desfanctional Continues I.D., 1, 41, 3)		
Optional Upgrades (Including Professional Services and Production)	¢	F 500
Utility Bill Stuffer	>	5,500
Posters - dog parks and city parks	S.	5,000
	4	5,000

#### **Budget Notes:**

- All costs are quoted in Canadian dollars, exclusive of any applicable taxes.
- All numbers provided in this estimate are for discussion purposes only.
- Quotes have not been requested for media and production.
- Upon approval of the project, formal estimates will be provided for sign-off.

2014 Agency Rate Structure	Hourly Rate
Account Planning and Strategy	\$ 150
Account Manager	\$ 125
Associate Creative Director	\$ 150
Copywriter	\$ 125
Designer	\$ 125

310 Idylwyld Drive North Saskatoon, SK S7L 022 Phone: 655-4612 Fax: 655-4723

## Public Health Services Saskatoon Health Region

# Dogs and Cats and Public Safety

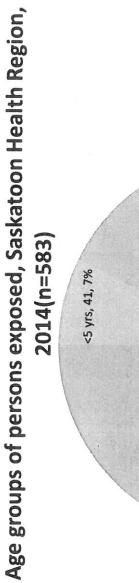
AHachment 3

Saskatoon Health Region, 2009-2014 Total animal exposures by species,

Animal Exposures	2010	2011	2012	2013	2014	
Dog	255	229	261	302	369	/000
Cat	86	104	100	155	159	NOC 1
Skunk	5	8	6		1	
Horse	3	5	6		0	
Bat	25	34	30	21	13	
Other species*	17	36	51	28	41	
Total animal exposures (all species)	403	416	460	507	283	

In addition to the 583 animal exposures reported there were 67 "suspect animal" reports where no human exposure occurred.

Page 77



18+ yrs, 408, 73%

05 to 17 yrs, 111, 20%

# High risk rabies follow up, Saskatoon Health Region, 2009-2014

2013 2014	42 35	4 0	20 20	23 23	23 24	75 ^108
2012 20	58	11	11	18	12	48
2011	47	1	18	21	23	79
2010	71	31	13	40	12	106
Rabies exposure categories	<pre># people exposed to a tested animal</pre>	<pre># people exposed to a positive animal</pre>	# people received RIg	# people received rabies vaccine	<ul> <li>Doses RIg administered to SHR residents</li> </ul>	* Doses Rabies vaccine administered[1]

Source: # PPH

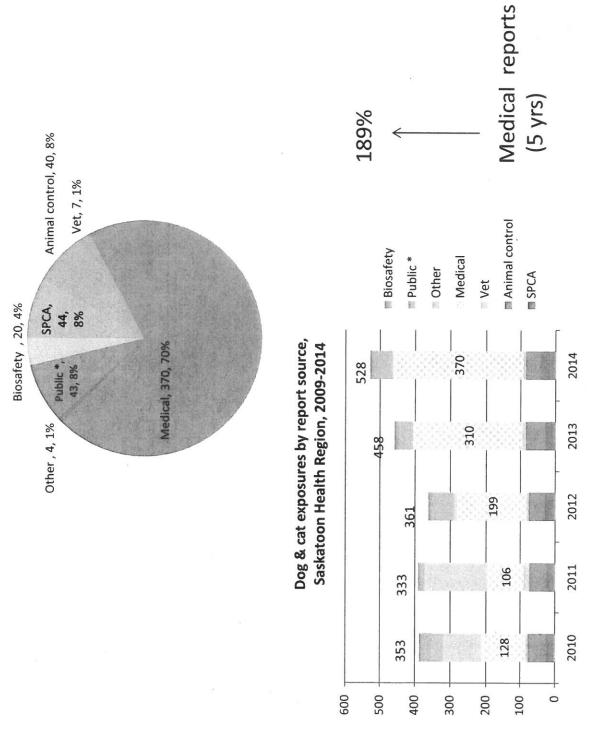
**v SIMS** 

<sup>1</sup> Rabies prophylaxis usually consists of 4 doses of rabies vaccine. Five doses are administered if the individual is immunocompromised or two doses if the individual has bee previously immunized against rabies. Includes SHR

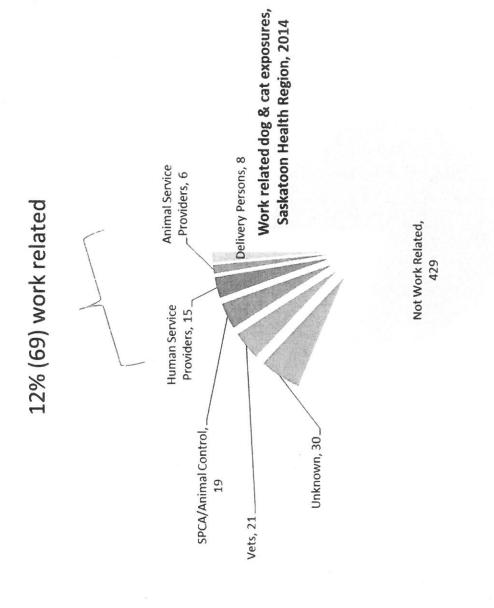
residents.

\* iphis

Page 79

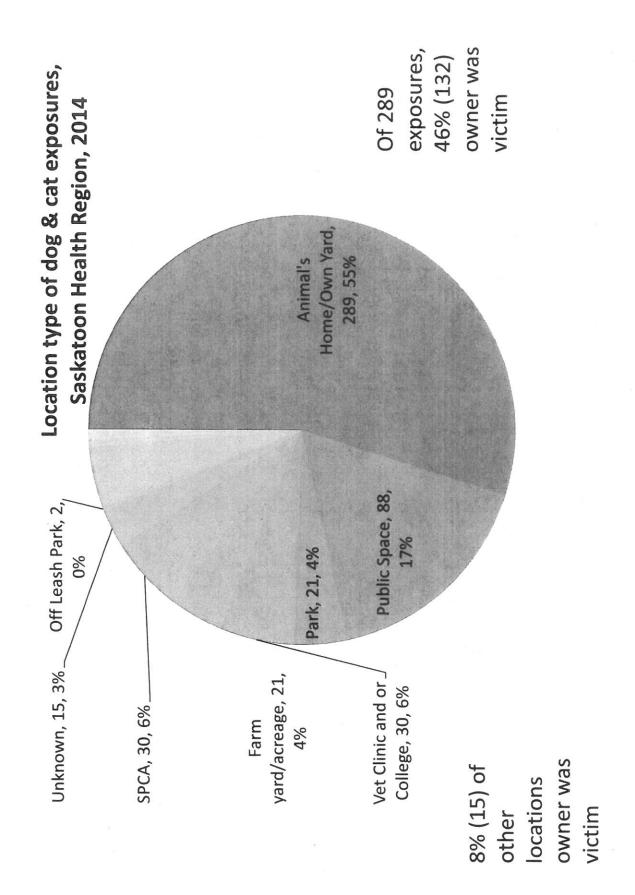


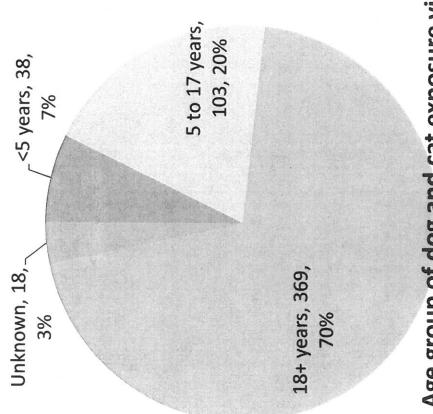
Dog & cat exposures by report source, Saskatoon Health Region, 2014 (n=528)



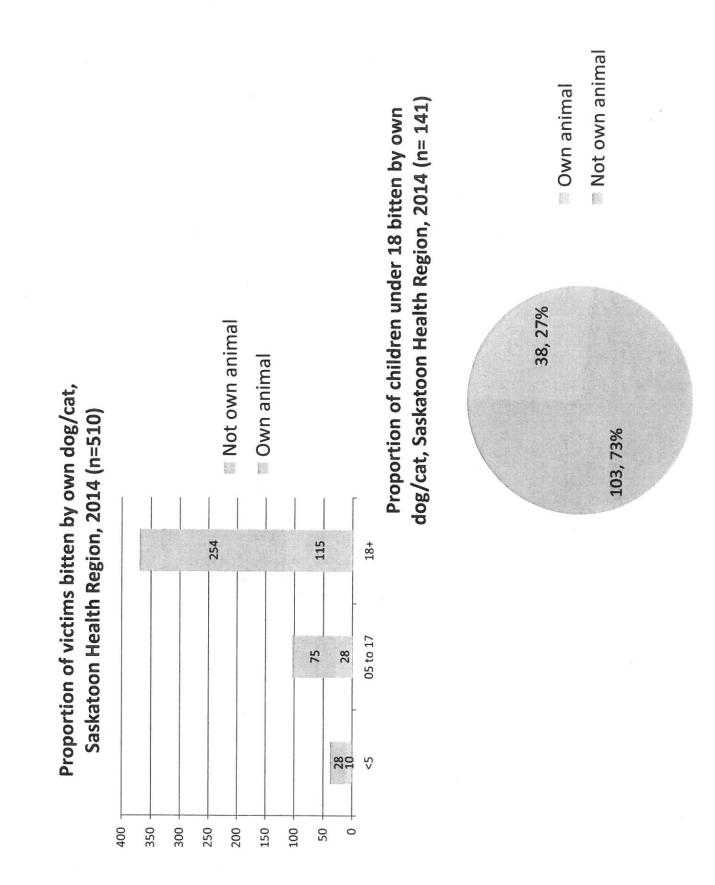
The majority of work-related bites are in the animal service sector (46/69); 4% are in other service providers

Page 82





# Age group of dog and cat exposure victims, Saskatoon Health Region, 2014 (n=528)

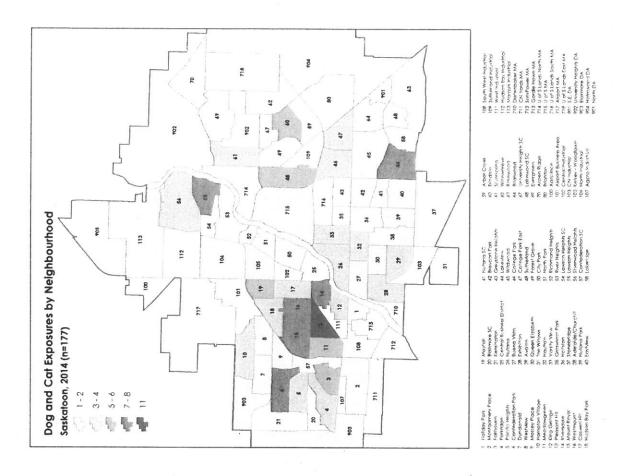


65% of exposures involved dogs & cats unvaccinated or whose vaccination status 65% Vaccinated Vaccinated Unknown Not Dog & cat exposures by rabies vaccination status, Saskatoon Health Region, 2009-2014 2014 272 72 184 2013 2012 2011 2010 600 count 30 500 400 200 100 0

was unknown •

344	184	Total
255	114	Owner is not victim*
89	70	Owner is victim
Unvaccinated or unknown	Vaccinated	2014

- In 30% of all dog & cat exposures, the owner was the victim (70+89)/528
- In 44% of exposures where the owner was victim, the animal was vaccinated. (70/159)



Dog & cat exposures that took place in a residential neighborhood or park = 177\*

287 incidents

Note: 62% of dog & cat exposures in Saskatoon are mapped here st Represents exposures not reported by SPCA, Biosafety or vet which took place in closed facilities



#### STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

### Resolution of Support for Application of National Heritage Designation

#### Recommendation of the Committee

That the City of Saskatoon support the application of National Heritage Designation for Montgomery Place, for commemorative purposes only.

#### History

At the June 1, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, a memo of support of the designation from Municipal Heritage Advisory Committee, dated May 8, 2015 was considered. A report of the General Manager, Community Services Department, dated May 6, 2015, was also considered.

Your Committee considered and supports the recommendation in the report of the General Manager, Community Services Department dated May 6, 2015.

#### Attachment

May 8, 2015 Memo of the Municipal Heritage Advisory Committee May 6, 2015 Report of the General Manager, Community Services Department

#### Office of the City Clerk

To:	Secretary, SPC on Planning, Development and Community Services	Date:	May 8, 2015
		Phone:	(306) 975-3240
		Our File:	CK. 710-64
From:	Joyce Fast, Secretary Municipal Heritage Advisory Committee	Your File:	

#### Re: Resolution of Support for Application of National Heritage Designation

Attached is a report of the General Manager, Community Services Department dated May 6, 2015 regarding the resolution of support for the application of national heritage designation for Montgomery Place.

Your Committee has reviewed this report with the Administration, and supports the recommendation as outlined in the report.

Would you please place this report before the Standing Policy Committee on Planning, Development and Community Services for approval of the recommendation contained therein at the meeting scheduled for June 1, 2015.

JF:lo

Attachment

cc: General Manager, Community Services Department Director of Planning and Development, Community Services Department Heritage & Design Coordinator, Community Services Department Ms. C. Duval-Tyler, Chair, Municipal Heritage Advisory Committee

## Resolution of Support for Application of National Heritage Designation

#### Recommendation

That a report be forwarded to the Standing Policy Committee on Planning, Development and Community Services and City Council recommending:

1. That the City of Saskatoon support the application of National Heritage Designation for Montgomery Place, for commemorative purposes only.

#### **Topic and Purpose**

The purpose of this report is to request that City Council support an application for National Heritage Designation for Montgomery Place, as requested by the Montgomery Place Community Association in a letter to City Council, dated March 2, 2015 (see Attachment 1).

#### **Report Highlights**

- 1. The Montgomery Place Community Association submitted an application to the Historic Sites and Monuments Board of Canada (HSMBC) requesting designation of Montgomery Place as a national historic site under the *Historic Sites and Monuments Act*. As part of the designation process through HSMBC, municipal resolution is required.
- 2. The designation of Montgomery Place as a national historic site would only be commemorative; no infringement or restrictions of the affected property owners would occur as a result. As such, the Administration is recommending that the application to HSMBC, requesting designation of Montgomery Place as a national historic site, be supported for commemorative purposes.

#### **Strategic Goals**

Under the City of Saskatoon's Strategic Goal of Sustainable Growth, this report supports the preservation of the character of heritage buildings and historical landmarks. This report also supports the Strategic Goal of Quality of Life. As a community, we find new and creative ways to showcase our city's built, natural, and cultural heritage.

#### Background

At its April 13, 2015 meeting, the Standing Policy Committee (SPC) on Planning, Development and Community Services (PDCS) resolved that the matter regarding the resolution of support for the application of national heritage designation be referred to the Administration for a report back to the SPC on PDCS through the Municipal Heritage Advisory Committee.

#### Report

#### **Designation Request**

Montgomery Place was established in Saskatoon following World War II under the *1947 Veterans Land Act* to house returning war veterans. The large half-acre size lots were marked to provide small scale agriculture holdings for the veterans. To recognize the neighbourhood's historical importance, the Montgomery Place Community Association submitted an application to designate Montgomery Place under HSMBC's National Program of Historical Commemoration.

Since 1919, HSMBC has approved the designation of places, persons, and events that have marked and shaped Canada. As part of any application, the written consent of the property/landowner(s) is required. In the case where a historic place belongs to a large number of owners, as is the case of a historic district or a neighbourhood, consent may take the form of a municipal resolution supporting the application.

#### National Historic Sites

There are currently four national historic sites in Saskatoon that have been designated under the *Historic Sites and Monuments Act*. These include the Canadian Pacific Railway Station (1976), the Saskatoon Forestry Farm Park and Zoo (1990), Next of Kin Memorial Avenue at Woodlawn Cemetery (1992), and the Peter MacKinnon Building at the University of Saskatchewan; formerly the College Building (2001). Once designated, these national historic sites are not granted any legal protection under the *Historic Sites and Monuments Act*. Only municipal or provincial heritage properties designated under *The Heritage Property Act* are legally protected historic places in Saskatchewan.

The designation of Montgomery Place as a national historic site would only be commemorative; no infringement or restrictions of the affected property owners would occur as a result. HSMBC does recommend that the <u>Standards and Guidelines for the Conservation of Historic Places in Canada</u>, which establishes a consistent set of conservation principles and guidelines, be followed before making alterations to a national historic site. However, designation will not legally impede any future development or alterations in the area. As such, the Administration is recommending that the application to HSMBC requesting designation of Montgomery Place as a national historic site be supported for commemorative purposes only.

#### **Options to the Recommendation**

City Council could decline to support the application of National Heritage Designation for Montgomery Place.

#### Public and/or Stakeholder Involvement

There is no public/stakeholder involvement.

#### **Other Considerations/Implications**

There is no policy, financial, environmental, privacy, or CPTED implications or considerations. A communication plan is not required at this time.

#### Due Date for Follow-up and/or Project Completion

No follow-up is required.

#### **Public Notice**

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

#### Attachment

1. Letter from President of Montgomery Place Community Association

#### **Report Approval**

Written by:	Catherine Kambeitz, Heritage and Design Coordinator, Planning
	and Development
Reviewed by:	Darryl Dawson, Acting Director of Planning and Development
Approved by:	Lynne Lacroix, Acting General Manager, Community Services Department

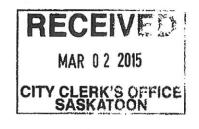
S:\Reports\2015\DS\MHAC - Resolution of Support for Application of National Heritage Designation\kt

#### **ATTACHMENT 1**

#### Letter from President of Montgomery Place Community Association



Mayor and members of City Council 222 34d Avenue North Saskatoon, SK., S7K 0J5 Attention: City Clerk



March 2, 2015

Re: Resolution of Support for Application of National Heritage Designation

Montgomery Place Community Association nominated Montgomery Place under the National Program of Historic Commemoration to be recognized as a National Heritage site. Our nomination is presently under review by the Historic Sites and Monuments Board of Canada (HSMBC) and they have requested a copy of a resolution from Saskatoon City Council supporting our application.

We are respectfully requesting your support for our application with such a resolution.

This nomination was made by the Montgomery Place Community Association, after obtaining majority support from the community with a door to door survey for this issue. The community feels strongly that our neighbourhood should have this national recognition as a representative example of the communities developed across Canada by Veterans Affairs through the Veterans Land Act to house returning World War II soldiers. These communities were of national significance in our country's history. Montgomery Place is set apart from other VLA communities as it is one of the few such communities still intact and we have documented our history in a way it is accessible to a larger public. We embrace this past as a home for returning World War II soldiers and over the years have celebrated this history which has contributed to the character of our neighbourhood.

This National Program of Historic Commemoration is as an honor only and would not place any additional controls for property owners within the community.

Your support of our community to obtain this honor would greatly be appreciated.

Yours truly,

Barb Biddle, President of Montgomery Place Community Association 3101 Ortona St., Saskatoon, SK S7M 3R3 Email: <u>b.r.biddle@sasktel.net</u> Phone: 306-382-6774

)

710-1

From: Sent: To: Subject: Barb Biddle <b.r.biddle@sasktel.net> June 05, 2015 7:42 AM City Council Form submission from: Write a Letter to Council

Submitted on Friday, June 5, 2015 - 07:41 Submitted by anonymous user: 71.17.40.26 Submitted values are:

Date: Friday, June 05, 2015 To: His Worship the Mayor and Members of City Council First Name: Barb Last Name: Biddle Address: 3101 Ortona St. City: Saskatoon Province: Saskatchewan Postal Code: S7M 3R3 Email: <u>b.r.biddle@sasktel.net</u> Comments: I wish to speak at the next council meeting in regard to the

RECEIVED JUN 0 5 2015 CITY CLERK'S OFFICE SASKATOON

Email: <u>b.r.biddle@sasktel.net</u> Comments: I wish to speak at the next council meeting in regard to the request to City Council from Montgomery Place Community Association for a resolution of support for our application for National Heritage Designation for Montgomery Place.

Thank you for your consideration, Barb Biddle, President of Montgomery Place Community Association

The results of this submission may be viewed at: https://www.saskatoon.ca/node/398/submission/24486

10-

From: Sent: To: Subject: Peggy Sarjeant <williampeggy@sasktel.net> June 15, 2015 3:14 PM City Council Form submission from: Write a Letter to Council

Submitted on Monday, June 15, 2015 - 15:14 Submitted by anonymous user: 204.83.77.0 Submitted values are:

Date: Monday, June 15, 2015 To: His Worship the Mayor and Members of City Council First Name: Peggy Last Name: Sarjeant Address: 674, University Drive City: Saskatoon Province: Saskatchewan Postal Code: S7N 0J2 Email: <u>williampeggy@sasktel.net</u> Comments:

Mayor and Councillors, City of Saskatoon

June 11 2015

Your Worship and Members of Council,

Re: Montgomery Place, Saskatoon, as a site of National Historic Significance

The Saskatoon Heritage Society is dedicated to the recognition and preservation of Saskatoon's heritage in its many forms, particularly its built heritage. The Society has been especially interested in historic landscapes and was instrumental in setting in motion the National Historic Site nomination process for the former Sutherland Forest Nursery Station, now the Saskatoon Forestry Farm Park and Zoo.

The Society fully supports the request for national designation of Montgomery Place in Saskatoon. This unique subdivision was developed under the Veterans Land Act following World War II and remains remarkably intact with original roadways and drainage ditches. We believe it to be one of the few intact veterans' communities left in Canada. Its residents are conscious of their military heritage and have gone to great lengths to educate the public in the history of their community by installing interpretive signs throughout the area.

Saskatoon is home to another military National Historic Site, namely Next- of - Kin Memorial Avenue leading into Woodlawn Cemetery. This memorial avenue, again the only one left intact in Canada, is dedicated to the fallen of World War I. It continues on into the cemetery proper where avenues of trees are dedicated to those who served in World War II. We see opportunities to link these sites with Montgomery Place to tell a more complete story of Saskatoon's involvement in the two World Wars and, by extension, the story of those from the Prairies who served their country.

Montgomery Place is remarkable for the integrity of the site and its historic ambience. The visitor is immediately aware that this is no ordinary subdivision – it is a special place with a story to tell. We hope that its landscape can be preserved and its importance as an example of a government's attempt to settle returning veterans be recognized in the future.

We would like to address Council on this issue.

Peggy Sarjeant, on behalf of the Board of the Saskatoon Heritage Society





#### STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

#### Mayfair and Kelsey-Woodlawn Local Area Plan

#### Recommendation of the Committee

That the key strategies and recommendations in the Mayfair and Kelsey-Woodlawn Local Area Plan, as outlined in the May 26, 2015 report of the General Manager, Community Services Department, be approved.

#### History

At the June 1, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, a letter of support of the key strategies and recommendations in the Mayfair and Kelsey-Woodlawn Local Area Plan from Municipal Planning Commission, dated May 27, 2015 was considered. A report of the General Manager, Community Services Department, dated May 26, 2015, was also considered.

Your Committee considered and supports the recommendation in the report of the General Manager, Community Services Department dated May 26, 2015.

#### Attachment

May 27, 2015 Letter from the Municipal Planning Commission May 26, 2015 Report of the General Manager, Community Services Department



Office of the City Clerk 222 3rd Avenue North Saskatoon SK S7K 0J5 www.saskatoon.ca tel (306) 975.3240 fax (306) 975.2784

May 27, 2015

Secretary, Standing Policy Committee on Planning, Development and Community Services

Dear Secretary:

#### Re: Municipal Planning Commission Report Mayfair & Kelsey-Woodlawn Local Area Plan [Files CK. 4000-16 and PL. 4110-73]

The Municipal Planning Commission at its meeting held on May 26, 2015 considered a report of the General Manager, Community Services Department, dated May 26, 2015, on the above application and supports the following recommendation of the Community Services Department:

That a report be forwarded to the Standing Policy Committee on Planning, Development and Community Services recommending to City Council that the key strategies and recommendations in the Mayfair and Kelsey-Woodlawn Local Area Plan, as outlined in the May 26, 2015 report of the General Manager, Community Services Department, be approved.

The Commission respectively requests that the above report of the General Manager, Community Services Department dated May 26, 2015, be considered by the Standing Policy Committee on Planning, Development and Community Services meeting on June 1, 2015.

Yours truly,

BWalter

Penny Walter, Committee Assistant Municipal Planning Commission

PW:sj

Attachments

#### Mayfair & Kelsey-Woodlawn Local Area Plan

#### Recommendation

That the Municipal Planning Commission forward a report to the Standing Policy Committee on Planning, Development and Community Services to recommend to City Council that the key strategies and recommendations in the Mayfair and Kelsey-Woodlawn Local Area Plan, as outlined in the May 26, 2015 report of the General Manager, Community Services Department, be approved.

#### **Topic and Purpose**

The purpose of this report is to present the Mayfair & Kelsey-Woodlawn Local Area Plan (LAP) for approval, as well as provide an overview of the strategies and recommendations contained in the report. Attached is a copy of the Mayfair & Kelsey-Woodlawn summary document, as prepared by the Neighbourhood Planning Section and the complete Mayfair & Kelsey-Woodlawn LAP report (see Attachments 1 and 2).

#### **Report Highlights**

- 1. LAPs rely upon the involvement of local stakeholders. The Mayfair & Kelsey-Woodlawn LAP is the result of input from more than 125 neighbourhood residents and stakeholders.
- 2. Key Mayfair & Kelsey-Woodlawn LAP goals include: implementing specific land use and zoning changes, addressing neighbourhood traffic concerns while improving pedestrian and cycling connectivity, maximizing the potential of existing park and green space, supporting and promoting the unique 33<sup>rd</sup> Street business area, and improving the image and perception of the neighbourhoods.
- 3. Implementation of the 56 Mayfair & Kelsey-Woodlawn LAP recommendations will be coordinated by the Neighbourhood Planning Section. These recommendations cover a wide variety of topics affecting the neighbourhood.

#### Strategic Goals

The Mayfair & Kelsey-Woodlawn LAP supports the Strategic Goals of Quality of Life, Moving Around, Sustainable Growth, and Environmental Leadership. The goal of Quality of Life is supported through a focus on ensuring the neighbourhood remains a desirable location in which to live, improving park space utilization, and promoting the history and heritage of the area. The goals of Moving Around and Environmental Leadership are addressed through numerous recommendations related to traffic and active transportation. The goal of Sustainable Growth is supported through the protection of the low-density core of the neighbourhood while proposing land use and zoning changes along major thoroughfares.

#### Background

An LAP is a community-based approach to developing comprehensive neighbourhood plans. It enables residents, business owners, property owners, community groups, and other stakeholders direct input into determining the future of their neighbourhood. It is a highly adaptable process that allows stakeholders to discuss issues important to the neighbourhood. The LAP program is administered by the Neighbourhood Planning Section, Planning and Development Division. Once completed, an LAP establishes the vision and sets goals to guide the growth and development of a neighbourhood. It also identifies specific recommendations for improvements in a neighbourhood. LAPs have short- and long-term recommendations, with implementation to begin immediately.

#### Report

#### LAP Involvement

The Mayfair & Kelsey-Woodlawn LAP process began with a neighbourhood survey and introductory public meeting to identify issues in the neighbourhood. Area stakeholders participated on an LAP Committee (LAPC), and a series of topic-specific meetings were held. A draft report was created, circulated to the Administration for comment, and then returned to the LAPC for final review. More than 125 local stakeholders contributed to the development of the Mayfair & Kelsey-Woodlawn LAP.

The Mayfair & Kelsey-Woodlawn LAP contains a total of 56 recommendations related to the following topics:

- a. Land Use, Zoning, and Infill (6 recommendations);
- b. Municipal Services (4);
- c. Neighbourhood Image and Business Support (5);
- d. Neighbourhood Safety (14);
- e. Parks, Open Spaces, and Community Gardens (11);
- f. Preserving History, Heritage, and Culture (3);
- g. Traffic and Circulation (7);
- h. Active Transportation and Transit (3); and
- i. North Downtown Master Plan and Saskatchewan Polytechnic (3).

List of Key Mayfair & Kelsey-Woodlawn LAP Goals (Defined in Detail in Main Report)

- a. Specific Land Use and Zoning Changes;
- b. Improve Connectivity and Circulation;
- c. Maximize the Use and Potential of Existing Park and Green Space;
- d. Support and Promote the Unique Business Area and "Small-Town Feel"; and
- e. Improve Image and Perceptions of the Mayfair & Kelsey-Woodlawn Neighbourhoods.

In addition to the complete Mayfair & Kelsey-Woodlawn LAP report, an overview document containing excerpts was developed, providing a summary of the plan (see Attachment 1).

#### LAP Implementation

The approval of the Mayfair & Kelsey-Woodlawn LAP will require a commitment to implement 56 recommendations. A total of 523 recommendations have resulted from the approval of LAPs for the following areas: Airport Business Area, Caswell Hill, City Park, King George, Nutana, Pleasant Hill, Riversdale, Sutherland, Warehouse District, West Industrial, Westmount, and Varsity View. The Neighbourhood Planning Section is responsible for coordinating the implementation of LAP and Safety Audit report recommendations.

As of May 2015, 361 of the 523 recommendations have been completed. A methodology has been developed to prioritize the recommendations that have not been completed. Each recommendation is evaluated using a number of criteria, including input from the community, time frame for completion, current administrative programs and related projects, and the level of resources required for completion.

#### **Options to the Recommendation**

The option exists for City Council to not endorse the Mayfair & Kelsey-Woodlawn LAP as presented. In this case, the Administration would request further direction.

#### Public and/or Stakeholder Involvement

The Mayfair & Kelsey-Woodlawn LAP is the result of input from more than 125 neighbourhood residents and stakeholders, along with approximately 60 members of the Administration. In addition, 14 topic meetings, 4 review meetings, and 4 safety audits were held from December 2012 to April 2015. Additional details of stakeholder involvement are included in the LAP.

#### **Communication Plan**

The Mayfair & Kelsey-Woodlawn Community Association and Mayfair & Kelsey-Woodlawn LAPC will receive an invitation to the Standing Policy Committee on Planning, Development and Community Services, as well as City Council meetings when the Mayfair & Kelsey Woodlawn LAP will be considered. Should the LAP be adopted, future correspondence and progress reports will be provided to the Community Association and LAPC to keep them informed of implementation. Although the LAPC will not meet regularly, a contact list will be maintained. The LAP Program provides an annual report to City Council and the community associations on the status of recommendations within each LAP neighbourhood. Additional meetings will be conducted to gather input on implementation of recommendations (i.e. proposed land use changes) when appropriate and to keep the community informed of the implementation activities. An open house was held on May 21, 2015, to present the LAP to the community.

#### **Financial Implications**

LAPs are created within the operating budget of the Neighbourhood Planning Section, Planning and Development Division. Implementation of LAP recommendations are undertaken through Capital Budget Project No. 2034. Annually, the amount of \$210,000 funds two full-time staff members within Planning and Development, as well as supports the implementation of LAP recommendations. As appropriate and available, other departments support certain operating and capital investments needed to implement LAPs.

If approved, the Mayfair & Kelsey-Woodlawn LAP recommendations will be added to the implementation schedule and prioritized for completion over several years. Any additional financial impact resulting from the adoption of the Mayfair & Kelsey-Woodlawn LAP would be the subject of a further report.

#### **Other Considerations/Implications**

There are no direct policy, environmental, or privacy considerations. The Neighbourhood Safety Group of the Neighbourhood Planning Section participated in the LAP process and contributed to the Neighbourhood Safety section of the report.

#### Due Date for Follow-up and/or Project Completion

City Council receives an annual report from the Neighbourhood Planning Section, which includes an LAP implementation update.

#### **Public Notice**

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

#### Attachments

- 1. Mayfair & Kelsey-Woodlawn Final Summary Report
- 2. Mayfair & Kelsey-Woodlawn Local Area Plan

#### **Report Approval**

Written by:	Konrad André, Senior Planner, Neighbourhood Planning
Approved by:	Alan Wallace, Acting General Manager, Community Services Department
Approved by:	Murray Totland, City Manager

S\Reports\CP\2015\MPC - Mayfair & Kelsey-Woodlawn LAP\ks

## Mayfair & Kelsey-Woodlawn Local Area Plan

**Final Summary Report** 

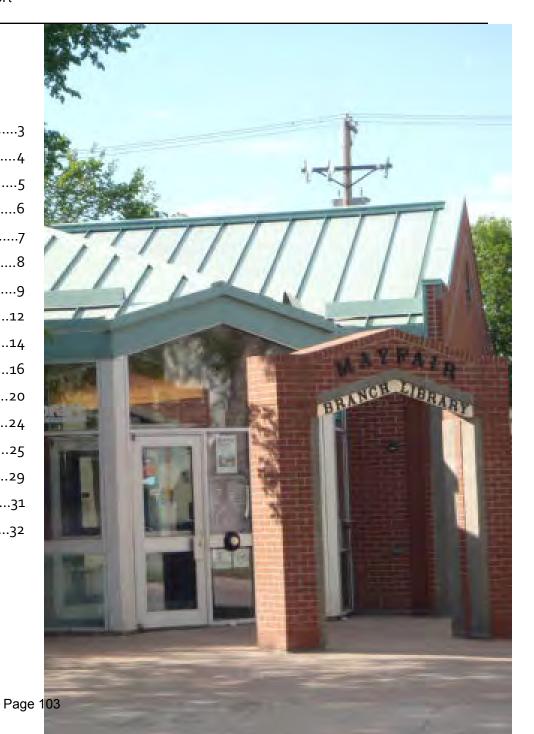
June 22, 2015

City of Saskatoon

ATTACHMENT 1

#### **Table of Contents**

What is a Local Area Plan?	3
Acknowledgements	2
Mayfair & Kelsey-Woodlawn Vision and Guiding Principles	ţ
Message From The Community	6
Mayfair & Kelsey-Woodlawn Yesterday and Today	
Introduction and Executive Summary	8
1.0 Land Use, Zoning, and Infill	<u>9</u>
2.0 Municipal Services	12
3.0 Neighbourhood Image and Business Support	1/
4.0 Neighbourhood Safety	16
5.0 Parks, Open Spaces, and Community Gardens	20
6.o Preserving Heritage, History, and Culture	2/
7.0 Traffic & Circulation	2Į
8.0 Active Transportation & Transit	29
9.0 North Downtown Master Plan & Saskatchewan Polytechnic	3
10.0 Implementation & Priorities	32



#### What is a Local Area Plan?

Local Area Planning is a community-based approach to developing comprehensive neighbourhood plans. It enables residents, business owners, property owners, community groups and other stakeholders direct input into determining the future of their community. During the development of a Local Area Plan (LAP), participants work with each other to create a vision, identify issues, develop goals, and outline strategies to ensure the long-term success of their neighbourhood. Once completed, a LAP sets out objectives and policies that guide the growth and development of a neighbourhood or selected area.

LAPs are applied to specific areas of the City to:

- Maintain the quality, safety and viability of the area;
- Guide and prioritize the expenditure of public funds on community improvements and infrastructure;
- Encourage the renewal, rehabilitation or redevelopment of private and public properties;
- Resolve situations where the policies of the Official Community Plan do not accurately reflect the individual needs of an area; and
- Provide the basis for amendments to the City of Saskatoon's Official Community Plan and Zoning Bylaw.



#### Acknowledgements

#### LAP Committee

Aleiandro Acevedo Irene Armstrong Ellen Armstrong Robert Armstrong Janet Atamanenko Chad Avotte Glenda Beauchamp Mandy Beckett Diane Bentley **B** Berberov Susan Bergen Ed Bobiash Darren Buck Glen Booker M Brown Marlene Buhler **Troy Burke** Lloyd Cannon Marnie Carlson Marg Carruthers Bruce Chamberlin Cathy Chicoine Nicole Christian Evan Cole Jordon Cooper Jerry Demeria Allan Dowdeswell Jessica Drapak Mark Drapak Cynthia Dyck Ken Eade Pam Eade Ouinn Everheart **B** Florence Menno Friesen Anne Friesen

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Tyler Stewart Nicola Tabb Mike Trottier Rose Turner Jody Villeneuve Ron Villeneuve Phil Wasson Perry Wichert Pete Wilchynski Andrea Woods-Fehr Jenz Wollny

#### <u>Greater Saskatoon</u> <u>Catholic Schools</u> Frederick Wesolowski

Connie Tenaski Shelly Lord

#### Saskatoon Public

<u>Schools</u> Holly Kelleher Todd Berg Janna Piro

#### <u>Saskatchewan</u>

Polytechnic (SIAST) Mark Fachada Gerry Bonsal

#### <u>City Councillors</u>

Darren Hill - Ward 1 Pat Lorje - Ward 2

#### City of Saskatoon

Lesley Anderson Konrad Andre Melissa Austin

Elan Ballantyne Nancy Bellegarde Meghan Boutin Jeff Brav Pamela Brotzel Linus Brvksa Paul Collins Don Cook Darren Crillv Ken Dahl Darryl Dawson Henry Dutka Mark Emmons Mariniel Flores Tara Follick Rob Frank Angela Gardiner Randv Grauer Andrew Hildebrandt Bob Howe Carrie Hutchison Pat Hvde Catherine Kambeitz Constable Jay Keating Kevin Kitchen Paula Kotasek-Toth Michael Kowalchuk Lvnne Lacroix Chelsea Lanning Sharon Leach Mike Libke Shirlev Matt Harold Matthies Brent McAdam Daniel McLaren Elisabeth Miller

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Kathy Dahl – Great Works Consulting Mitch Riabko – Great Works Consulting Laura Plosz – Groupz Architects Veronica Rohr – Planning Intern Chantel Riou – Planning Intern Shannon McAvoy – Planning Student Jeff Hrynkiw – Planning Student

#### Mayfair & Kelsey-Woodlawn LAP Vision

Mayfair & Kelsey-Woodlawn is an area with deep roots and a strong history – a vibrant community in the heart of the city. We are proud of our distinct and unique character, walkability, sense of community, and small-town feel. Our family-oriented neighbourhoods are a safe, quiet, affordable and welcoming place to live, visit, play and work.

We have a vibrant local business district offering a wide variety of goods and services, and we strongly value and support our schools and connection to Saskatchewan Polytechnic. Now and in the future, our neighbourhoods will continue to be culturally diverse, beautiful, wellmaintained, and inclusive for all.

The time is right for renewal. It is our turn to grow.

#### Mayfair & Kelsey-Woodlawn Guiding Principles

The following general statements were made by the LAP Committee (LAPC) when asked about the neighbourhood:

- The neighbourhoods are in transition.
- Mayfair & Kelsey-Woodlawn are eclectic and diverse neighbourhoods with lots of character.
  - The neighbourhoods have a 'small town' feel.
  - The neighbourhoods are walkable, with good access to almost all parts of the city.
    - Mayfair & Kelsey-Woodlawn are affordable for first-time homeowners.
      - The trees make the neighbourhood beautiful.

The following principles and general goals were identified by the Mayfair & Kelsey-Woodlawn LAP Committee to guide the Local Area Plan process:

- Mayfair & Kelsey-Woodlawn will welcome newcomers and new families.
- Mayfair & Kelsey-Woodlawn will be green, well-maintained, and vibrant communities with a strong sense of pride.
- The neighbourhoods will have a diverse community with people from all walks of life and an even greater variety of businesses.
  - The neighbourhoods will be safe places to live and work.
  - Mayfair & Kelsey-Woodlawn neighbourhoods will be connected and dynamic as they grow.
  - The neighbourhoods will be universally accessible, both for kids and for people with disabilities.
    - These historic communities will have all of the benefits of a new neighbourhood.

#### Message From The Community

The City of Saskatoon (COS) initiated the Local Area Planning (LAP) process in order to allow all stakeholders to have an opportunity to influence decisions made about their community. The residents of Mayfair Kelsey-Woodlawn welcomed this chance to be active participants in the future of their neighborhoods.

The Mayfair & Kelsey-Woodlawn LAP committee held its first meeting on December 13, 2012. There were 15 additional meetings covering topics such as land use and zoning; culture and heritage; neighborhood safety; traffic; transit and active transportation; municipal services; parks and gardens; infill development and the North Downtown Master Plan. Representatives from relevant City departments were in attendance to facilitate the process and answer any questions.

Mayfair and Kelsey-Woodlawn are separate neighbourhoods united to share LAP resources because of our close proximity to each other and our shared concerns. LAP meetings began when infill development was increasing our population and we were seeing our already substantial problem with cut-through traffic increased because of growth in other areas of Saskatoon. Through LAP meetings, suggestions were made and some have already been implemented; particularly to help control traffic. More recently, we have learned of a proposal for a 33rd Street bridge across the river. If/when that is built; those traffic redirecting and calming measures will become even more important to our way of life.

People have described 33rd Street as having a small town feel. We have a library, a grocery store, a bank, several pharmacies and an eclectic assortment of locally-owned businesses. We just learned that our "town on 33rd" (the 33rd Street Business District) is now Saskatoon's newest Business Improvement District (BID). Another step forward for our community!

Mayfair and Kelsey-Woodlawn are both older neighbourhoods in the heart of Saskatoon. Our borders are 33rd Street, Avenue I, Circle Drive and Warman Road. Idylwyld Drive separates us with Mayfair to the west and Kelsey-Woodlawn on the east side. As well as our residential areas, we have light and heavy industrial areas, Woodlawn Cemetery and along most of 33rd Street and Idylwyld Drive, we have commercial districts. At the corner of 33rd Street and Idylwyld Drive, we have SIAST Kelsey Campus (now Saskatchewan Polytechnic). We have streets lined with mature trees and plenty of green space with parks and playgrounds easily accessible to all residents by active transportation. The committee made suggestions for changes to our transit system and improvements to active transportation routes. We also focused on improvements that would get more folks walking which would encourage more interaction between neighbours and neighbourhoods. This would most likely also relieve some security concerns.

We, as residents of Mayfair and Kelsey-Woodlawn, are proud of our friendly, affordable, beautiful and inclusive neighbourhoods. We appreciate the help provided and the patience demonstrated by COS staff and the LAP to help us maintain what we have and build for the future. After improvements, we see Idylwyld Drive, and our neighbourhoods surrounding it, becoming a welcoming corridor into Saskatoon from the north.

We are hopeful that the recommendations included in the LAP will be approved by our neighbours and that COS Administration and Saskatoon City Council agree to their implementation.

Written by Susan Bergen, Florence Hedin, and Frank Regier on behalf of the Mayfair & Kelsey-Woodlawn Local Area Plan Committee Page 107

#### Mayfair & Kelsey-Woodlawn Yesterday and Today

In 1909, at the same time that the first University of Saskatchewan classes were being offered across the river, Mayfair had 60 dwellings and a population estimated around 350. On April 20, 1911, the City expanded and took possession of land as far north as 38th street which finally made Mayfair part of Saskatoon. By 1914, 843 people lived in Mayfair and development was steady up until World War I. The post-World War II period involved significant construction, as more than one-third of the houses presently standing in Mayfair were built between 1946 and 1960.

Kelsey-Woodlawn is part of the North West Industrial Subdivision Development which is in close proximity to the Central Industrial area of Saskatoon. Kelsey also includes what was known as the McVicar Addition along Idylwyld Drive. The Kelsey-Woodlawn community has one of the smallest populations in all of Saskatoon, and the majority of homes in the neighborhood are single-family detached houses with a diverse mix of historic character. The eastern part of the neighborhood is named after its neighbor, Saskatoon's Woodlawn Cemetery which was founded in 1905 as St. Paul's Roman Catholic Cemetery. The 'Kelsey' portion is named after fur-trader Henry Kelsey who opened up much of Canada's West to European expansion with his journeys into the wilderness. He was one of the first European settlers to travel and live among First Nations.

Streetcars, Mayfair Public Library, Mayfair Community School, St. Michael Community School, St. Michael's Catholic Church, Christie's Bakery, Mayfair Hardware, Woodlawn Cemetery, Memorial Avenue, Alfred Hargreaves, Herbert Buckle, Anthony Pelehos, James and Colin Parker, Walter Dieter, Anne Szumigalski, and Reta Cowley are some of the prominent institutions and people in the history of the neighbourhoods.

Today, Mayfair and Kelsey-Woodlawn are home to 2,535 and 1,045 people, respectively. Mayfair's population has been stable since 1996, and Kelsey-Woodlawn saw an increase of 24% between 2006 and 2011. Average household income increased by an average of 6.38% annually in Mayfair between 2001 and 2011, and by 3.7% annually for the same time frame in Kelsey-Woodlawn. The largest employment sector in Mayfair is Sales and Service, and in Kelsey-Woodlawn it is Trades, Transport and Equipment Operators.

In 2011, there were 1,080 dwellings in Mayfair and 440 in Kelsey-Woodlawn. In Mayfair, 87% of homes were built before 1980, and since this time construction has consisted mainly of infill projects. In Kelsey-Woodlawn, 90% of homes were built before 1960.

Throughout their history, Mayfair and Kelsey-Woodlawn have contributed to Saskatoon in unique ways - a tradition that continues to this day.

## Introduction

The Mayfair & Kelsey-Woodlawn LAP process began with a neighbourhood survey and general public meeting to identify issues in the neighbourhood. Neighbourhood stakeholders were asked to participate on an LAP Committee (LAPC), and a series of topic-specific meetings were held. A draft report was created and circulated to City of Saskatoon Administration for comment, then reviewed and amended by the LAPC. The final report was submitted to the Municipal Planning Commission and Standing Policy Committee on Planning, Development & Community Services for consideration before being presented to City Council for adoption on June 22, 2015.

The Mayfair & Kelsey-Woodlawn LAP contains a total of 56 recommendations related to the following topics: Land Use, Zoning, & Infill (6 recommendations), Municipal Services (4), Neighbourhood Image & Business Support (5), Neighbourhood Safety (14), Parks, Open Spaces, and Community Gardens (11), Preserving History, Heritage, and Culture (3), Traffic & Circulation (7), Active Transportation & Transit (3), and North Downtown Master Plan & Saskatchewan Polytechnic (3).

## **Executive Summary**

- Specific Land-Use and Zoning Changes will Help Improve Quality of Life The land-use and zoning amendments proposed in the LAP are key components in achieving the vision of the neighbourhoods, and will lead to more suitable land-use and development patterns.
- Improve Connectivity & Circulation Mayfair & Kelsey-Woodlawn have significant barriers in the form of rail lines and high-volume roadways, which limit active transportation options into and out of the neighbourhoods. The Neighbourhood Traffic Management Plan focuses on physical improvements to improve traffic flow, while the recommendations and statements in the LAP reflect implementation priorities and other solutions to improve traffic and circulation.
- Maximize the Use and Potential of Existing Park and Green Space During LAP meetings, local stakeholders reiterated the importance of improving existing park spaces to ensure they provide a wide range of recreation activities and health benefits for all residents.
- Support and Promote the Unique Business Area and "Small-Town Feel" Residents of Mayfair & Kelsey-Woodlawn feel very strongly about the importance of supporting area businesses especially the locally-owned, unique establishments along 33rd Street in the vicinity of Idylwyld Drive. The formation of a 33rd Street Business Improvement District is a key milestone in accomplishing this goal.
- Improve the Image and Perceptions of the Mayfair & Kelsey-Woodlawn Neighbourhoods The LAPC feels that the image projected to passersby, especially along key corridors such as Idylwyld Drive, could be improved.

## 1.0 Land Use, Zoning, and Infill

While some are long-term in nature, the land-use and zoning amendments proposed in this section are key components of achieving the vision of the neighbourhoods, and will lead to more suitable land-use and development patterns. In addition, the recent changes to the City's infill guidelines will ensure that new projects in established neighbourhoods are more complementary to their surroundings.

The Mayfair & Kelsey-Woodlawn LAPC created a number of goals intended to guide land use, zoning, and infill in the two neighbourhoods. They are as follows:

- 1. To ensure future infill developments are compatible with the existing character and scale of the neighbourhood.
- 2. To promote retail uses and other neighbourhood amenities along 33rd Street and Idylwyld Drive.
- 3. To promote the redevelopment of the culs-de-sac (Stanley to Connaught Place) along Idylwyld Drive.
- 4. Reduce the potential for industrial uses to develop in close proximity to residential areas.
- 5. To ensure that vacant sites are developed into uses that are complimentary to their surroundings.

### Recommendations 1.1 and 1.2 refer to specific land-use and zoning changes, which reflect the following:

- Transition industrial land uses out of the Mayfair residential area over the long-term.
- Rezone both sides of Idylwyld Drive, from north of 33rd Street to 38th Street (not including the DCD2 District and existing industrial properties on the east side of Idylwyld Drive) from "B3 Medium Density Arterial Commercial District" and "B4 Arterial and Suburban Commercial District" to "B4MX Integrated Commercial Mixed Use District."
- Rezone the west side of Idylwyld Drive, from 38th Street to the CNR line, from "IL1 General Light Industrial District" to "B4 Arterial and Suburban Commercial District."
- Designate Mayfair Community School, Mayfair Library, Carpenter's Church, Youth for Christ, Church at Saskatoon, St. Michael's Catholic Church, and St. Michael Community School as "Community Facility Policy District" on the Land Use Policy Map.
- Apply a "Transitional Land Use" on the Land Use Policy Map, rezone to R<sub>2</sub> One and Two-Unit Residential District, and apply a Holding Symbol "H" designation to the former CNR right-of-way between 1st and Quebec Avenues (currently zoned IL1).
- Rezone properties along 33rd Street (between Quebec and 1st Avenues) and 1202 3rd Avenue North from "IL1 General Light Industrial District" to "B2 District Commercial District."

### Direct Control District 2

In Kelsey-Woodlawn, the culs-de-sac of Stanley, Minto, Aberdeen, Grey, and Connaught Place are designated Direct Control District 2 (DCD2) in the Zoning Bylaw. Area stakeholders see this area as having the potential to redevelop into a vibrant, mixed-use area with a major residential component and an increased building height of 10 stories or less. The LAPC would like to ensure that potential developers carefully consider the needs of residents that will be displaced.

**1.3 – AMENDMENTS TO THE DCD2 GUIDELINES:** That Planning & Development address the following related to the current DCD2 Guidelines in the Zoning Bylaw No. 8770:

- In addition to the current B<sub>3</sub> and RM<sub>3</sub>, that B<sub>4</sub>MX zoning be added to the list of approved zoning uses once consolidation has been achieved.
- Amend guidelines to remove the requirement for development to begin in a south to north manner, and permit any consolidated culs-de-sac to become redeveloped.
- Require a developer who has achieved consolidation to submit a transition plan to ensure displaced residents are supported in the transition to new housing.

**1.4 – STANLEY PLACE SPLIT ZONING:** That Planning & Development amend the Zoning Map to correct the split zoning on the west portion of 1 Stanley Place, to ensure the DCD2 District zoning applies to the entire parcel.



Mayfair & Kelsey-Woodlawn's proximity to Downtown, low number of infill projects (compared to some other neighbourhoods), and rising house prices may result in increased infill pressures in the future.



### Canadian National Railway Property in Kelsey-Woodlawn

Canadian National Railway (CNR) owns active and abandoned rightof-ways (ROW) on the north and east sides of Kelsey-Woodlawn, and within the industrial area. The company has indicated that the abandoned rail line between Quebec and 1st Avenue from just north of 33rd Street to 38th Street may be divested by the company in the near future .

### 1.5 - ACQUISITION OF CANADIAN NATIONAL RAILWAY RIGHT-

**OF-WAY:** That Saskatoon Land acquire the former right-of-way (between Quebec and 1st Avenues) from Canadian National Railway and examine the potential for developable lots with low-density residential, community space, and/or limited commercial uses where the CNR right-of-way intersects with 36th, 38th, and/or 39th Streets. If development is not feasible or suitable, it is recommended that the Community Services Department, Parks Division, examine the cost and implications of developing this space into a linear park/path with above-ground (such as barrel or raised planter) community gardening opportunities.

1.6 – USE OF CANADIAN NATIONAL RAILWAY RIGHT-OF-WAY ALONG WARMAN ROAD: Once acquired by the City, that the Community Services Department consider this right-of-way for temporary community uses while its potential for a rapid transit corridor is assessed.

## 2.0 Municipal Services

Municipal Services encompasses a vast majority of activities provided by the City of Saskatoon, such as road and sidewalk maintenance, snow grading/removal, garbage collection, power service, and water treatment.

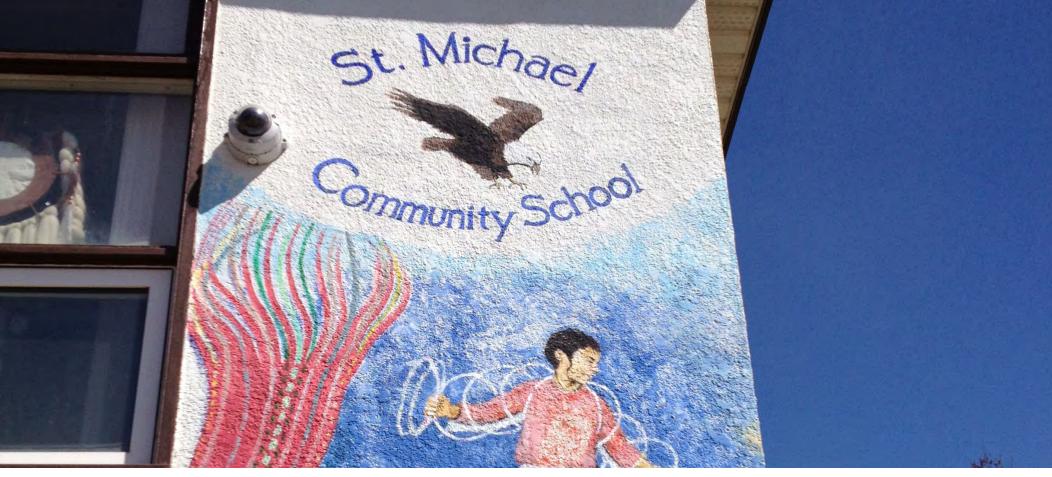
The Mayfair & Kelsey-Woodlawn LAPC created a number of goals intended to guide the future role of municipal services in Mayfair & Kelsey-Woodlawn. They are as follows:

- 1. Ensure rear lanes and roads are in good condition throughout Mayfair & Kelsey-Woodlawn.
- 2. Improve the condition of deteriorated and unrepaired sidewalks in the neighbourhoods.
- 3. Ensure that residents and businesses are aware of the Lead Service Line replacement program, and that lead pipes are replaced in a timely manner.

Business owners on the LAPC are concerned with the state of the rear lanes behind the properties on both sides of 33rd Street, as the surface condition of the lane has become extremely poor with numerous potholes.

**2.1 – 33RD STREET REAR LANE REPAIR:** That the Public Works and Major Projects Divisions prioritize the resurfacing and/or repair of rear lanes on the north and south side of 33rd Street, from Idylwyld Drive to Avenue G in the short-term (2-3 years).





**2.2 – SURFACE DEFICIENCIES IN KELSEY-WOODLAWN:** That Construction and Design Division add to the existing Capital Budget and examine the feasibility of improving and paving streets in Kelsey-Woodlawn, specifically:

- Pave the rear lane on the west side of Industrial Park (near the playground at 36th Street);
- Pave 38th Street between 1st Avenue and Quebec Avenue;
- Pave Alberta Avenue between 38th and 4oth Streets; and
- Pave 40th Street between Ontario and Saskatchewan Avenues.

**2.3 – CATCH BASIN REVIEW AND MAINTENANCE:** That Saskatoon Water conduct a review of intersections in Mayfair & Kelsey-Woodlawn to assess the existing storm sewer runoff design; and initiate a plan and timeline to address deficiencies, such as maintenance of existing basins and installations where warranted.

**2.4 – ADDITION TO FALL STREET SWEEPING PROGRAM:** That the Public Works Division consider the addition of Mayfair and Kelsey-Woodlawn to the Fall Street Sweeping Program, beginning in 2015.

## 3.0 Neighbourhood Image and Business Support

Throughout the series of Local Area Plan meetings, stakeholders confirmed the importance of the image projected by the Mayfair & Kelsey-Woodlawn neighbourhoods to residents and others across the city. The LAPC feels that the image projected to passersby, especially along key corridors such as Idylwyld Drive, could be improved.

Support for the local small and medium-sized business community is extremely important to the Mayfair & Kelsey-Woodlawn LAPC; the success of the business area is seen as crucial to the overall amenity of the neighbourhood. In addition, the image of the area to residents and those passing through the neighbourhood is very important to the Committee. The following goals have been identified:

- 1. That property maintenance conditions in the neighbourhoods improve.
- 2. The Idylwyld Drive corridor should present a welcoming image of the Mayfair & Kelsey-Woodlawn neighbourhoods that displays pride of ownership.
- 3. That the unique business community along 33rd Street continue to be supported and promoted.
- 4. That major corridors (Idylwyld Drive, 33rd Street) become more inviting and pedestrian-friendly.

**3.1 – BACKLOG OF PROPERTY MAINTENANCE COMPLAINTS:** That the Saskatoon Fire Department examine new and alternative methods to address the current backlog of property maintenance complaints.

**3.2 – BYLAW ENFORCEMENT DOCUMENT:** That, in conjunction with the upcoming City of Saskatoon 311 Service, the Community Standards Division create an educational document to provide increased information for issues such as Legalizing Existing Suites, Building Permit enforcement, junk/property maintenance, Business License complaints, police non-emergency, police traffic enforcement, Safer Communities and Neighbourhoods (SCAN), office of residential tenancies, drainage issues, snow removal, and general traffic/circulation comments. Once complete, that the document be posted on Saskatoon.ca and that stakeholders in Mayfair & Kelsey-Woodlawn are notified.

**3.3 – MAINTENANCE OF CANADIAN NATIONAL RAILWAY PROPERTY:** That the Community Standards Division advise the Canadian National Railway local office to maintain their right-of-ways along the northern boundary of Mayfair and Kelsey-Woodlawn on a regular basis, including cleaning up garbage and eliminating the amount of overgrown grass and weeds.

**3.4 – GROWTH PLAN TO HALF A MILLION – IDYLWYLD DRIVE PRIORITY:** Due to the current condition of some properties, that the Community Services Department, Planning & Development Division consider Idylwyld Drive, between 33rd and 39th Streets, a priority for higher densities and a greater mix of uses during implementation of the long-term phase of the Growth Plan to Half a Million.

3.5 – 33RD STREET BUSINESS DISTRICT SIGNAGE: That the Community Services Department, Urban Design (City-Wide Program), install signs identifying the "33rd Street Business District" on Idylwyld Drive to promote the unique business area to motorists and tourists.

Business Improvement Districts (BID) provide marketing, events, and promotion for an area, with the goal of increasing customer attraction and business success. BIDs also have a unified voice to advocate governments and other organizations for improvements. In addition, BIDs support neighbourhood cohesion through more frequent communication between businesses. The establishment of the 33rd Street Business Improvement District was approved by City Council in November 2014.



## 4.0 Neighbourhood Safety

A positive perception of safety within a community allows citizens to live, work, shop, and play free of the fear, rational or not, of becoming a victim of crime. This section of the Mayfair and Kelsey-Woodlawn Local Area Plan includes statistics and reported crime data, perceptions held by neighbourhood residents and businesses, and safety audits conducted by the community. The results of which have been used to create LAP recommendations specific to safety that will address crime and the concerns of the community.

The neighbourhoods had a statistically high reported crime year in many key crime categories in 2011, and have seen a reduction since that peak year. The increase in reported crime in 2011 appears to have had a lasting effect on perception of safety in the neighbourhood. When compared to the reported crimes in the 2013 statistics, perception of safety is low. Residents perceive the neighbourhood to be less safe than the crime statistics suggest. Many of the concerns of the community and issues that they wanted to focus on were centred on improving the perception of safety in the neighbourhood.



The Mayfair & Kelsey-Woodlawn neighbourhood safety goals were formulated from the feedback, activities, and concerns of the Mayfair & Kelsey-Woodlawn LAPC, during the neighbourhood safety meetings and safety audits. The main goals are as follows:

**1**. Improve safety in parks during the day and at night.

2. Increase the perception of safety on 33rd Street and outside of businesses.

3. Address uncivil behaviours associated with patrons of liquor licensed businesses on 33rd Street and on Idylwyld Drive.

**4.1** – **TREE TRIMMING IN A.H. BROWNE PARK:** That the Community Services Department, Parks Division, identify and trim trees in A.H. Browne Park that are blocking light fixtures and pathways, in order to increase Natural Surveillance, and decrease hiding places.

**4.2 – CITIZEN PATROL IN A.H. BROWNE AND DR. J. VALENS PARK:** That the Community Services Department, Community Development Division, and Saskatoon Police Service, meet with the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association to inform the community of, and encourage the establishment of, a Citizen Patrol in A.H. Browne Park and in Dr. J Valens Park.

**4.3 – COMMUNITY MURAL IN A.H. BROWNE PARK:** That the Planning and Development and Community Development Divisions meet with the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association to discuss the possibility of a community mural on the A.H. Browne Park spray pool building.

**4.4 – ST. MICHAEL COMMUNITY SCHOOL MURAL:** That the Community Services Department, Planning & Development Division and the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association, meet with St. Michael Community School administration to discuss the feasibility of allowing a mural to be created on school property/building, and that, if the project is approved, the Planning & Development Division and Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association meet to discuss the details for the potential mural installation, including the identification of possible funding sources and art organizations/individuals that may be interested in the project.

**4.5 – COMMUNITY BASED ACTIVITIES ON MAYFAIR AND ST. MICHAEL COMMUNITY SCHOOL GROUNDS:** That the Community Services Department, Community Development Division, and the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association organize a meeting with school administration to identify opportunities for formal or informal community based activities that would activate Mayfair Community School and St. Michael Community School grounds with legitimate users at different times of the day.

**4.6 – RESPECT THE NEIGHBOURHOOD SIGNS:** That the Community Services Department, Planning and Development Division, meet with the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association to develop and place highly visible signage in strategic locations where commercial use and residential use may conflict. These signs should encourage respect for the neighbourhood in a positive manner.

**4.7 – INCIVILITIES STRATEGY:** That the Community Services Department, Planning and Development Division, develop an initiative or program to educate bar owners and patrons in Mayfair and Kelsey-Woodlawn neighbourhoods on safety issues arising outside of liquor licensed establishments and of their responsibilities.

**4.8 – DISTRIBUTE SAFE AT HOME:** That the Community Services Department, Planning and Development Division, contact the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association to identify a convenient location in the neighbourhood to make the Safe at Home booklet available to residents.

**4.9 – DISTRIBUTE THE REDUCING GRAFFITI IN OUR COMMUNITY BROCHURE:** That the Community Services Department, Planning and Development and Community Development Divisions, distribute the Reducing Graffitti in our Community brochure to help educate business owners on existing programs to combat graffiti vandalism.

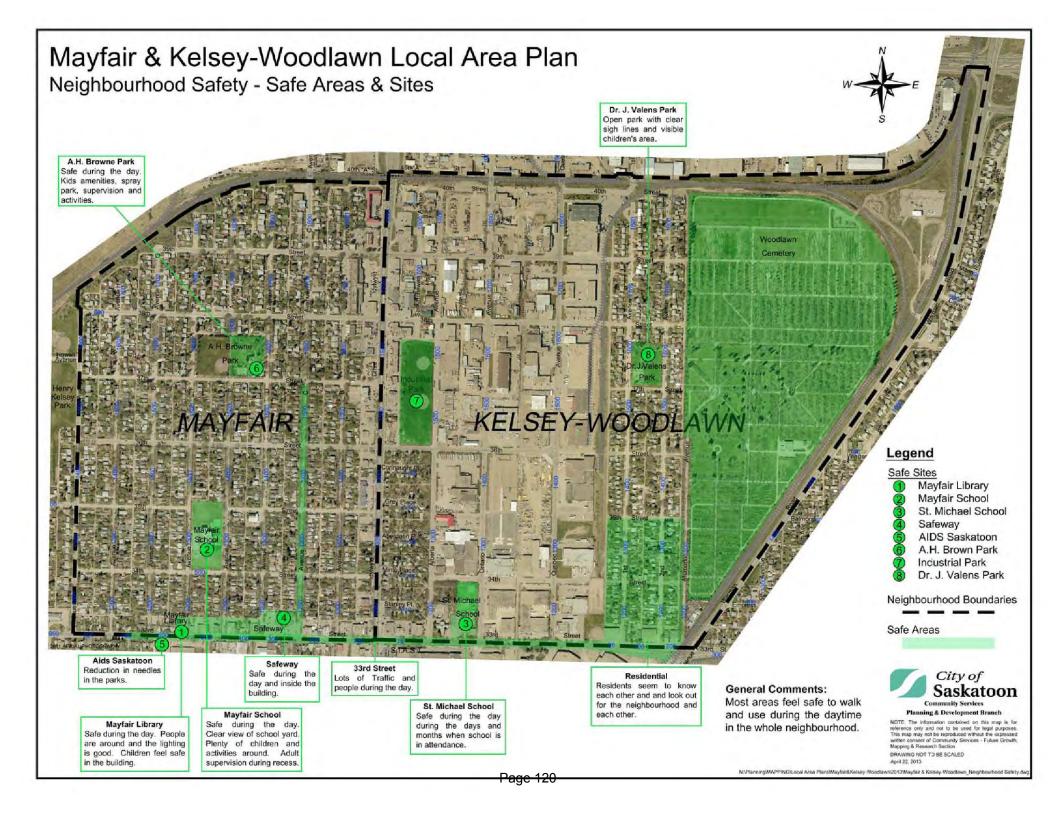
**4.10 – DISTRIBUTE THE PORCH LIGHT BROCHURE:** That the Community Services Department, Planning and Development and Community Development Divisions, distribute the Porch Light Initiative brochure to help educate residents on the benefits of leaving their front door light on.

**4.11 – DISTRIBUTE PREVENTING AND REPORTING CRIME BROCHURE:** That the Saskatoon Police Service distribute the Preventing and Reporting Crime brochure to businesses in the neighbourhood.

**4.12 – DISPLAY STREET ADDRESSES IN REAR LANES:** That the Community Services Department, Neighbourhood Planning Section, contact business owners along 33rd Street and encourage them to display their street address in the rear lane.

**4.13 – REAR LANE CLEAN UP:** That the Transportation and Utilities Department work with the Planning and Development Division, Community Services Department, the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association and local businesses to determine the feasibility of a one-time rear lane project. The project objective will be to remove all volunteer trees and bushes and trim overhanging foliage in the lanes in the north and south rear lanes of 33rd Street between Alberta Avenue and Avenue G. Following the completion of the project, the Back Lanes: Maintenance & Safety brochure is to be distributed to inform Mayfair and Kelsey-Woodlawn business owners on the importance of lane maintenance, which will reduce the opportunity for crime in the area.

**4.14 – COMMUNITY CLEAN-UP PROGRAM:** That the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association contact the Saskatoon Fire Department to get them involved in the Community Cleanup Program.



# 5.0 – Parks, Open Spaces, and Community Gardens

The residents of Mayfair & Kelsey-Woodlawn have a variety of park and open space amenities within and in close proximity to the neighbourhoods. Through LAP meetings, local stakeholders reiterated the importance of improving existing park spaces to ensure they provide a wide range of recreation activities and health benefits for all residents.

The Mayfair & Kelsey-Woodlawn LAPC identified a number of goals intended to guide the future role of parks, open spaces & community gardens in the two neighbourhoods. They are as follows:

- 1. That community gardens and orchards be promoted and developed in the neighbourhoods.
- 2. That existing park spaces in the neighbourhoods be used to their full potential through active and passive recreational opportunities.
- 3. Where possible, utilize vacant lots and empty spaces for the benefit of the neighbourhoods.

The LAPC feels that the addition of recycling bins would divert cans and bottles from the landfill while also promoting the importance of recycling habits.

**5.1 – ADDITION OF RECYCLING BINS TO PARKS:** That Environmental and Corporate Initiatives consider the installation of recycling bins in all three parks in Mayfair & Kelsey-Woodlawn.

**5.2 – AVENUE G AND 39TH STREET GREEN SPACE:** That the Parks and Transportation Divisions, in conjunction with the construction of a pedestrian/cyclist path as part of the Airport and Circle Drive overpass, consider the development of green space at the vacant City-owned space at the corner of Avenue G and 39th Street, including a path connection to the Hudson Bay Park System.

5.3 – HUDSON BAY AREA PARK MASTER PLAN CONSULTATION PROCESS: That the Recreation & Sport Division includes Mayfair in the Hudson Bay Area Park Master Plan consultation process, given the neighbourhood's proximity to the Hudson Bay Area Park System; and that the Parks Division considers Henry Kelsey and Henry Kelsey North Parks a priority for redevelopment.

**5.4 – PROMOTION OF WESTERN HALF OF A.H. BROWNE PARK:** That the Recreation & Sport and Community Development Divisions promote formal or informal community-based uses of the multipurpose field on the western half of A.H. Browne Park, such as youth sports (including soccer and flag football), in addition to softball and football.

### 5.5 – IMPROVEMENTS TO A.H. BROWNE PARK: That the Parks Division:

i) Assess the condition of all existing paths and rehabilitate any deteriorated or heaving paved paths, specifically near the playground.
 ii) Consider construction of a path along the northwestern edge of the park, with potential funding from the Park Enhancement Program.
 iii) Consider widening and improving the path on the west side of the park along Avenue F.



**5.6 – RENAMING OF INDUSTRIAL PARK:** That the Community Services Department, Neighbourhood Planning Section, bring forward a recommendation to the Naming Advisory Committee to screen and add Anne Szumigalski to the Names Master List, and request that Industrial Park be renamed to Szumigalski Park, in honour of Anne Szumigalski, who became a renowned poet and formerly lived on Connaught Place directly south of the park.

**5.7 – IMPROVEMENTS TO INDUSTRIAL PARK:** That the Community Services Department, Recreation & Sport Division examine the feasibility of the following improvements to Industrial Park:

i) requiring user groups to provide temporary, seasonal washroom facilities;

ii) additional bench seating be installed at the softball diamonds; and

ii) updating and replacing the playground, including a fence along 36th Street and the alley adjacent to the playground.

**5.8 – NEW PATH CONNECTION IN DR. J. VALENS PARK:** That the Community Services Department, Parks Division, examine the feasibility of extending the current pathway along the northern edge of Dr. J. Valens Park to continue in an east-west direction to 1st Avenue.

**5.9 – PLAN FOR FUTURE SECTION OF WOODLAWN CEMETERY:** That the Community Services Department, Parks Division collaborate with Woodlawn Cemetery Administration to develop a plan that incorporates landscaping, pedestrian, and cyclist amenities for the undeveloped, future use section of the Cemetery.

**5.10 – INSTALLATION OF WOODLAWN CEMETERY MAIN ENTRANCE SIGN/GATE:** That the Community Services Department, Planning & Development and Parks Divisions collaborate with Woodlawn Cemetery Administration to design and install a culturally and historically sensitive sign or gate for the main entrance of Woodlawn Cemetery at Memorial Avenue and 33rd Street.

**5.11 – WOODLAWN CEMETERY ENTRANCE – ADJACENT USES:** That the Community Services Department, Planning & Development Division discuss options with the property owner of 1202 3rd Avenue North (former bakery at the entrance of Woodlawn Cemetery), with the goal of redeveloping this building into commercial uses beneficial to a Cemetery, such as a flower or coffee shop.

Installation of a large, historically sensitive sign or gate would improve the visibility of the Woodlawn Cemetery entrance from Warman Road and 33rd Street. SGICAN

WOODLAWN CEMETERY ENTRANCE TTIS

# 6.o – Preserving History, Heritage & Culture

The Mayfair & Kelsey-Woodlawn neighbourhoods have a history, heritage, and culture that are unique in the city – the neighbourhoods have been home to a variety of significant people, buildings, and events. The LAPC feels the story of the neighbourhoods is still untold, and needs to be promoted and shared.

The Mayfair & Kelsey-Woodlawn LAPC created a number of goals intended to guide the preservation of history, heritage, and culture in Mayfair & Kelsey-Woodlawn. They are as follows:

- 1. Improve quality of life, economic development, and social well-being through history and heritage preservation.
- 2. Promote and celebrate the unique history and heritage of Mayfair & Kelsey-Woodlawn.
- 3. Showcase the neighbourhood's heritage and culture through plaques, displays, and educational elements.

**6.1 – HISTORICAL PARK SIGNAGE:** That Planning & Development install historical installations, such as new park signs, at both A.H. Browne and Dr. J. Valens Parks, explaining the historical significance of each person. If Industrial Park is renamed in honour of Anne Szumigalski (as per Recommendation 5.6), a similar installation should also occur at this location.

**6.2 – BRIEF HISTORY OF MAYFAIR DOCUMENT:** That the Planning & Development Division, Heritage & Design Coordinator notify the 33rd Street Business Improvement District and all businesses in Mayfair of the Heritage Section of the LAP and the "Brief History of Mayfair" document, and that it be made available for display to interested customers and clients.

**6.3 – STREETCAR HISTORY INSTALLATION:** That the Community Services Department, Planning & Development Division, Heritage & Design Coordinator, in consultation with the 33rd Street Business Improvement District, consider installing a historical marker/display on 33rd Street, referencing the history of streetcars in Mayfair.





# 7.0 - Traffic & Circulation

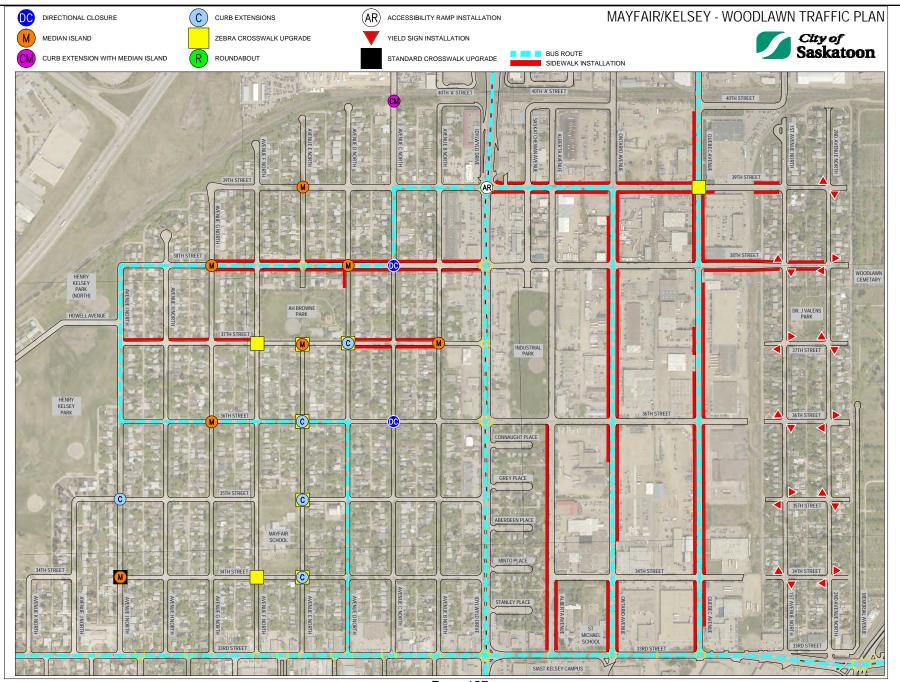
Ensuring the safe and efficient movement of traffic is of primary importance in Mayfair & Kelsey-Woodlawn. Major issues from the LAPC included the diverter at Avenue C and 38th Street, shortcutting through the neighbourhood, and increased traffic flow on 33rd Street.

The Mayfair & Kelsey-Woodlawn LAPC created a number of goals intended to guide the future role of traffic & circulation in Mayfair & Kelsey-Woodlawn. They are as follows:

- 1. That sidewalks are available throughout both neighbourhoods, with a particular emphasis on safety for children and students.
- 2. That non-resident motorists are prevented from shortcutting through the neighbourhoods.
- 3. That the speed and volume of traffic is reduced, with the goal of enhancing the safety of children and youth walking and cycling to neighbourhood parks and schools.

There are two plans that address traffic concerns in Mayfair & Kelsey-Woodlawn – the first is the Mayfair & Kelsey-Woodlawn Neighbourhood Traffic Management Plan, and the second is the recommendations in this LAP. The Traffic Plan focuses on physical improvements to improve traffic flow, while the recommendations and statements in the LAP reflect implementation priorities and other solutions to improve traffic and circulation.

The recommendations from the Neighbourhood Traffic Management Plan and the Local Area Plan are to be considered together to address the concerns of neighbourhood stakeholders.



### Mayfair & Kelsey-Woodlawn Local Area Plan Final Summary Report

The recommendations presented below are in addition to the Neighbourhood Traffic Management Plan approved by City Council.

**7.1 – PRIORITY SIDEWALK INSTALLATIONS:** That the Transportation & Utilities Department consider adding the following sidewalk locations to the Priority 1 list for installation:

- Saskatchewan Polytechnic, Ontario Avenue parking lot, to 33rd Street: many students walk from this large parking lot to the main campus.
- Alberta Avenue from 33rd to 36th Streets in the short-term: young children walking from the culs-de-sac to St. Michael Community School.
- A.H. Browne Park (specifically at the northeast corner of the park along Avenue D): young children frequent the park and spray pad.

**7.2 – REDUCED SPEED LIMIT AROUND PARKS:** That the Transportation & Utilities Department consider a pilot project to reduce the speed limit around parks in Mayfair & Kelsey-Woodlawn, specifically A.H. Browne and Dr. J. Valens Parks, to 30 km/ hr year-round to increase pedestrian and children safety; and that Saskatoon Police Services increase speeding enforcement in conjunction with such a pilot project.

**7.3 – TRAFFIC-CALMED NEIGHBOURHOOD SIGNAGE:** That the Transportation Division consider the placement of "Traffic Calmed Neighbourhood" signs in Mayfair & Kelsey-Woodlawn.

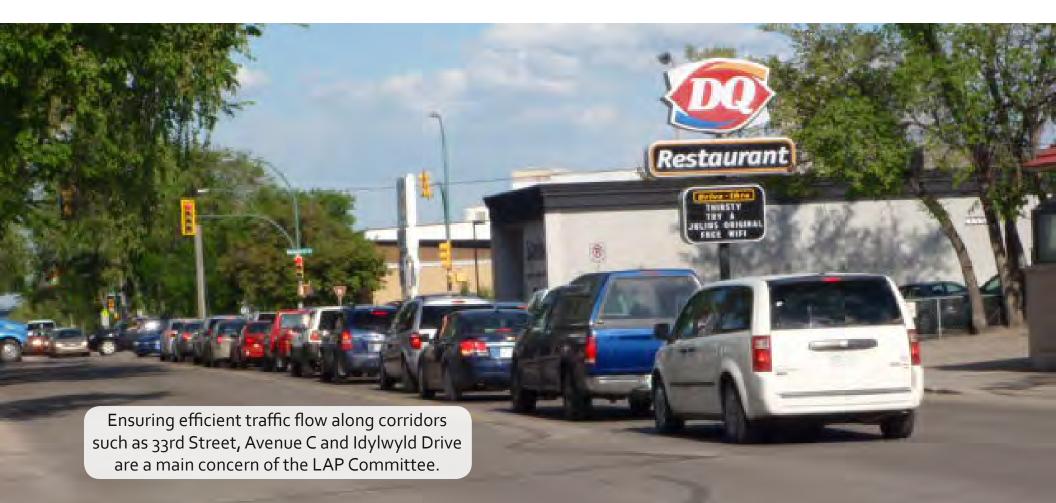
**7.4 – DISCUSSION OF NEIGHBOURHOOD TRAFFIC MANAGEMENT PLAN:** That the Transportation & Utilities Department meet with the Mayfair/Kelsey-Woodlawn/Hudson Bay Park Community Association and Local Area Plan Committee upon completion of initial Neighbourhood Traffic Management Plan installations (in the short-term - 2-3 years), to discuss effectiveness of changes such as the directional closure.

**7.5 – ADDITIONAL SPEEDING AND TRAFFIC SAFETY INSTALLATIONS:** In addition to the Neighbourhood Traffic Management Plan, that the Transportation & Utilities Department consider the following traffic installations to reduce speeding and improve safety:

- That speed reduction installations, such as speed bumps, be considered in all directions of traffic leading to the intersection of 38th Street and Avenue I; and
- That the potential for a traffic light be examined at the intersection of Quebec Avenue and 39th Street.

**7.6 – AIRPORT DRIVE OVERPASS PEDESTRIAN AND CYCLIST CONNECTION:** That the Transportation Division construct a Pedestrian and Cycling connection (not vehicular) from the northwest corner of Mayfair (Avenue G and 39th Street) to the Airport Business Area, in conjunction with construction of the Airport/Circle Drive overpass.

**7.7 – AIRPORT DRIVE OVERPASS SOUND ATTENUATION:** That the Transportation Division consider sound attenuation adjacent to the Mayfair neighbourhood in conjunction with the construction of the Airport Drive and Circle Drive overpass.



## 8.0 Active Transportation & Transit

In Mayfair & Kelsey-Woodlawn, the LAP Committee views active transportation and transit service as important in achieving the vision of the neighbourhoods – being walkable, with a strong sense of community and small-town feel. Strengthening active transportation and transit connections are also crucial given the neighbourhoods' proximity to the river, Downtown, and the industrial areas to the north.

The Mayfair & Kelsey-Woodlawn LAPC created a number of goals intended to guide the future role of active transportation and transit in Mayfair & Kelsey-Woodlawn:

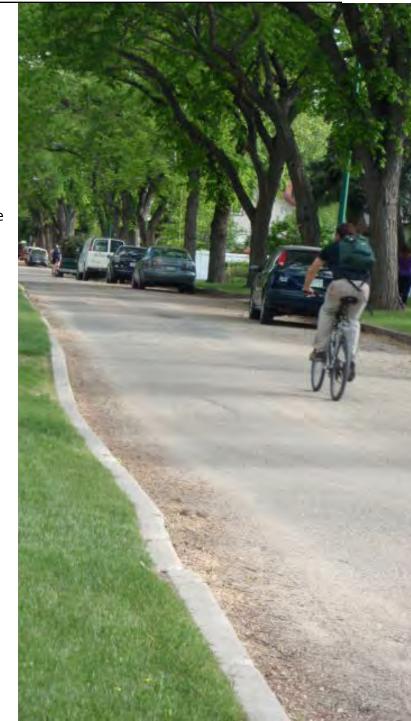
- To promote the increased use of transit and active transportation as ways to commute to work and reach major destinations such as Downtown, Saskatchewan Polytechnic, and the University of Saskatchewan.
- 2. To minimize Warman Road and Circle Drive as barriers to active transportation, specifically for those who commute by bicycle.
- 3. To increase the use of transit in Mayfair & Kelsey-Woodlawn through service and amenity improvements.

### 8.1 – CYCLING ROUTES AND CONNECTIONS:

- That Transportation examine the creation of north-south cycling routes, with consideration given to Avenue C in Mayfair and 1st Avenue in Kelsey-Woodlawn. If feasible, consideration should be given to a protected cycling lane; and
- That 36th Street be connected between 1st Avenue and Quebec Avenue as a pedestrian and cyclist connection.

# **8.2 – 39TH STREET ACTIVE TRANSPORTATION CORRIDOR:** With regards to active transportation, that Transportation:

- Examine the feasibility of a pedestrian and cyclist connection across Warman Road, in the vicinity of Hazen Street, in conjunction with a cycling route through Woodlawn Cemetery and 39th Street; and
- That 39th Street from Woodlawn Cemetery to the Avenue G/Airport Drive connection be examined for potential as a pedestrian and cyclist corridor.



### 8.3 – TRANSIT SERVICE IMPROVEMENTS: With regards to

transit, the following service and amenity improvements should be considered:

- That Saskatoon Transit consider increasing the size of bus shelters at high-traffic bus stops along 33rd Street and in proximity of Saskatchewan Polytechnic's locations (along Idylwyld Drive and 33rd Street) to accompany additional transit users.
- That Saskatoon Transit contact major employers in the Kelsey-Woodlawn industrial area (ABC Manufacturing, Venmar CES, and Star Egg for example) to determine the number of potential users and viability of beginning bus service in conjunction with the beginning of major work shifts, specifically in the early morning.



- That Saskatoon Transit, in discussion with the North Saskatoon Business Association and the Greater Saskatoon Chamber of Commerce, examine early morning (5AM) bus service from Mayfair, Kelsey-Woodlawn and adjacent neighbourhoods to the North, Hudson Bay, and Marquis Industrial areas to accommodate employees with early start times.
- That Saskatoon Transit consider the installation of concrete/paved waiting areas and/or shelters at existing bus stops as a short-term priority, specifically:

o 38th Street at Avenue C\* and Avenue G\* (Stops 4394 and 3268);

o Quebec Avenue north of 36th Street\* (Stop # 5381);

o Quebec Avenue north of 38th Street\* (Stop # 3479);

o 36th Street west of Idylwyld Drive\* (Stop 5700);

- o 39th Street and Avenue B (Stop # 5651); and
- o 36th Street and Avenue C (Stop 5750).

\*These four proposed locations do not have an adequate waiting area - missing sidewalks for example.



# 9.0 – North Downtown Master Plan & Saskatchewan Polytechnic

The area south of 33rd Street (across from Kelsey-Woodlawn) will begin to see significant changes in the future. The North Downtown Master Plan will guide redevelopment of the area around the current Canadian Pacific rail line once the City Yards relocate to the Civic Operations Centre. The Plan recommends the area develop into a mixed-use area with residential, commercial, and greenspace components. Saskatchewan Polytechnic will also consider expanding their educational facilities in the area.

The LAPC is supportive of North Downtown redevelopment and of Saskatchewan Polytechnic's growth, as it will benefit the Mayfair & Kelsey-Woodlawn neighbourhoods. However, the LAPC would like to ensure open communication is maintained and traffic and parking impacts are minimized.

The Mayfair & Kelsey-Woodlawn LAPC would like to ensure communication continues between neighbourhood stakeholders, the City of Saskatoon (responsible for the North Downtown Plan), and Saskatchewan Polytechnic. Goals on this topic are as follows:

- 1. Ensure the neighbourhoods of Mayfair & Kelsey-Woodlawn are kept informed of North Downtown Master Plan progress as the area begins redevelopment.
- 2. That traffic and parking impacts on Mayfair & Kelsey-Woodlawn from the development of the North Downtown and expansion of Saskatchewan Polytechnic are managed.

**9.1 – WARMAN ROAD AND 33RD STREET CROSSING:** That City of Saskatoon Corporate Initiatives maximize pedestrian and cyclist safety across 33rd Street at Warman Road, between the North Downtown greenway and the Woodlawn Cemetery entrance to the north.

**9.2 – NORTH DOWNTOWN MASTER PLAN PARKING AND TRAFFIC IMPACT STUDY:** That City of Saskatoon Corporate Initiatives conduct a parking and traffic impact study to ensure impacts on all surrounding neighbourhoods (Mayfair, Kelsey-Woodlawn, City Park, North Park, and Caswell Hill) are managed as the North Downtown redevelops and Saskatchewan Polytechnic considers expansion options.

**9.3 – SASKATCHEWAN POLYTECHNIC ECO-PASS PROGRAM:** That Saskatoon Transit begin discussions with Saskatchewan Polytechnic – Main Campus regarding the potential for a student and/or staff Eco-pass transit program.

## 10.0 Implementation & Priorities

Local Area Plan (LAP) reports are long-term plans that may take several years to be fully implemented. An LAP sets out a vision and goals to guide growth and development of a neighbourhood. They also specify recommendations, with each intended to address a particular issue and improve the neighbourhood. Some recommendations may be implemented in the short-term, while others may take a longer period of time.

Since the late-1990s, the City of Saskatoon Planning & Development Division has been creating and implementing LAPs, with City Council endorsing the plans. Great strides have been made to improve these neighbourhoods by allocating resources for the implementation of the recommendations in the report, working with City Administration, with LAP communities, and facilitating collaborative action from government and non-government programs and service providers.

The Planning & Development Division works in partnership with each division to implement LAP recommendations. City Council has been very supportive of the LAP Program and continues to approve capital funds to implement needed improvements in the LAP neighbourhoods.

Local Area Planners are the liaisons between the community and City Administration to ensure the priorities laid out in each LAP are reflected in the funding of projects. The interdepartmental cooperation begins in the early stages of the LAP process, when key City Administrators are brought to the table of a Local Area Planning Committee (LAPC) to provide insight and expertise on certain issues. These same key City Administrators are often involved in approving certain commitments to implement recommendations from the LAP.

It is a goal of the Local Area Planning Program to report to the LAP neighbourhoods and to City Council on an annual basis to provide a status update on the implementation of recommendations from each LAP. Additional public meetings may also be needed to keep the community abreast of implementation activities or to gather input on implementation activities. Articles about Local Area Planning activities may also be published in Community Association newsletters. The Local Area Planning website at www.saskatoon.ca/go/lap posts Implementation Status Reports, which are created annually.

Continued community involvement in the implementation of LAPs is essential to successful outcomes, and, as such, it is imperative to extend a central role to local residents, Community Associations, Local Area Plan Committees, and other stakeholders. Community Associations and LAPCs have an important role in providing local perspective, advice, guidance and input on the implementation of recommendations, and commenting on development proposals in their neighbourhoods to ensure they are consistent with the goals of the LAP. The Mayfair & Kelsey-Woodlawn LAPC was asked to identify their top priority recommendations. Being recognized as high priority does not necessarily mean a recommendation will be completed in the immediate future because there may be complex issues that affect the timing of implementation. This is an opportunity for the LAPC to identify the recommendations that are believed to have the greatest potential for a significant positive impact on the neighbourhood.

The Mayfair & Kelsey-Woodlawn LAPC views the proposed transit, active transportation, and municipal services improvements as among the most important recommendations that will help make it easier to move around.

The following recommendations were identified by the LAPC as having the highest priority:

8.3 Transit Service Improvements
7.1 Priority Sidewalk Installations
8.2 39th Street Active Transportation Corridor
2.2 Surface Deficiencies in Kelsey-Woodlawn
2.3 Catch Basin Review & Maintenance
2.4 Addition to Fall Sweeping Program

# "The time is right for renewal. It is our turn to grow."

# Mayfair & Kelsey-Woodlawn Local Area Plan Final Summary Report



Page 135



# Mayfair & Kelsey-Woodlawn Local Area Plan Final Report

Community Services Department, Planning & Development | June 22, 2015

Page 136

# **Table of Contents**

Acknowledgements	3
Introduction	6
Executive Summary	7
Message From The Community	
Summary of Recommendations	11
Overview of Local Area Planning	23
Mayfair & Kelsey-Woodlawn Local Area Plan Study Area and Process	27
Mayfair & Kelsey-Woodlawn Vision & Guiding Principles	30
Mayfair & Kelsey-Woodlawn History	
Mayfair & Kelsey-Woodlawn Today	46
1.0 – Land Use, Zoning, and Infill	57
2.0 – Municipal Services	
3.0 – Neighbourhood Image and Business Support	
4.0 – Neighbourhood Safety	108
5.0 – Parks, Open Spaces, and Community Gardens	152
6.0 – Preserving History, Heritage & Culture	175
7.0 – Traffic & Circulation	184
8.0 – Active Transportation & Transit	
9.0 – North Downtown Master Plan & Saskatchewan Polytechnic	221
10.0 – Implementation & Priorities	227
Appendix 1 – City of Saskatoon Zoning Bylaw Summary	229
Appendix 2 – Safe Growth / Crime Prevention Through Environmental Design Summary	235

# Acknowledgements

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# Everyone involved in the Mayfair & Kelsey-Woodlawn Local Area Plan would like to extend a special thanks to the following for hosting LAP Meetings:

St. Michael Community School Youth for Christ Saskatoon Mayfair Community School Mayfair United Church

# Introduction

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

The Mayfair & Kelsey-Woodlawn LAP process began with a neighbourhood survey and general public meeting to identify issues in the neighbourhood. Neighbourhood stakeholders were asked to participate on an LAP Committee (LAPC), and a series of topic-specific meetings were held. A draft report was created and circulated to City of Saskatoon Administration for comment, then reviewed and amended by the LAPC. The final report was submitted to the Municipal Planning Commission and Standing Policy Committee on Planning, Development & Community Services for consideration before being presented to City Council for adoption on June 22, 2015.

The Mayfair & Kelsey-Woodlawn LAP contains a total of 56 recommendations related to the following topics:

- Land Use, Zoning, & Infill (6 recommendations);
- Municipal Services (4);
- Neighbourhood Image & Business Support (5);
- Neighbourhood Safety (14);
- Parks, Open Spaces, and Community Gardens (11);
- Preserving History, Heritage, and Culture (3);
- Traffic & Circulation (7);
- Active Transportation & Transit (3); and
- North Downtown Master Plan & Saskatchewan Polytechnic (3).

# **Executive Summary**

### Summary of Key Mayfair & Kelsey-Woodlawn LAP Goals and Objectives

### • Specific Land-Use and Zoning Changes will Help Improve Quality of Life

The land-use and zoning amendments proposed in the LAP are key components in achieving the vision of the neighbourhoods, and will lead to more suitable land-use and development patterns. The LAPC feels that increased residential density could be supported on the edges of the neighbourhoods – specifically along the main corridors of Idylwyld Drive and 33<sup>rd</sup> Street. The objective of these zoning and land use changes is to increase the future desirability, economic development, and quality of life in the neighbourhoods.

### Improve Connectivity & Circulation

Mayfair & Kelsey-Woodlawn have significant barriers in the form of rail lines and high-volume roadways, which limit active transportation options into and out of the neighbourhoods. There are two plans that address traffic concerns in Mayfair & Kelsey-Woodlawn – the first is the Mayfair & Kelsey-Woodlawn Neighbourhood Traffic Management Plan, and the second is the recommendations in this LAP. The Traffic Plan focuses on physical improvements to improve traffic flow, while the recommendations and statements in the LAP reflect implementation priorities and other solutions to improve traffic and circulation.

### • Maximize the Use and Potential of Existing Park and Green Space

During LAP meetings, local stakeholders reiterated the importance of improving existing park spaces to ensure they provide a wide range of recreation activities and health benefits for all residents. Specifically, maximizing the utility of

under-utilized park space is a priority. In addition, recommendations for the neighbourhoods' three parks will help ensure concerns are addressed and that improvements are put in place.

### • Support and Promote the Unique Business Area and "Small-Town Feel"

Residents of Mayfair & Kelsey-Woodlawn feel very strongly about the importance of supporting area businesses – especially the locally-owned, unique establishments along 33<sup>rd</sup> Street in the vicinity of Idylwyld Drive. A wide variety of stakeholders made it clear that maintaining the strength and uniqueness of this business area is a high priority. The recent formation of a 33<sup>rd</sup> Street Business Improvement District is a key milestone in accomplishing this goal.

### • Improve Image and Perceptions of the Mayfair & Kelsey-Woodlawn Neighbourhoods

Throughout the series of Local Area Plan meetings, stakeholders confirmed the importance of the image projected by the Mayfair & Kelsey-Woodlawn neighbourhoods to residents and others across the city. The LAPC feels that the image projected to passersby, especially along key corridors such as Idylwyld Drive, could be improved. The Committee feels that some properties on Idylwyld Drive – both residential and commercial – do not portray the best image of the area. Specifically, some properties could be transitioned to a higher density use, given their location along a high-traffic corridor. Options could include mixed-use developments with at-grade commercial uses and above-grade residential units.

# **Message From The Community**

The City of Saskatoon (COS) initiated the Local Area Planning (LAP) process in order to allow all stakeholders to have an opportunity to influence decisions made about their community. The residents of Mayfair Kelsey-Woodlawn welcomed this chance to be active participants in the future of their neighborhoods.

The Mayfair & Kelsey-Woodlawn LAP committee held its first meeting on December 13, 2012. There were 15 additional meetings covering topics such as land use and zoning; culture and heritage; neighborhood safety; traffic; transit and active transportation; municipal services; parks and gardens; infill development and the North Downtown Master Plan. Representatives from relevant City departments were in attendance to facilitate the process and answer any questions.

Mayfair and Kelsey-Woodlawn are separate neighbourhoods united to share LAP resources because of our close proximity to each other and our shared concerns. LAP meetings began when infill development was increasing our population and we were seeing our already substantial problem with cut-through traffic increased because of growth in other areas of Saskatoon. Through LAP meetings, suggestions were made and some have already been implemented; particularly to help control traffic. More recently, we have learned of a proposal for a 33<sup>rd</sup> Street bridge across the river. If/when that is built; those traffic redirecting and calming measures will become even more important to our way of life.

People have described 33<sup>rd</sup> Street as having a small town feel. We have a library, a grocery store, a bank, several pharmacies and an eclectic assortment of locally-owned businesses. We just learned that our "town on 33rd" (the 33rd Street Business District) is now Saskatoon's newest Business Improvement District (BID). Another step forward for our community!

Mayfair and Kelsey-Woodlawn are both older neighbourhoods in the heart of Saskatoon. Our borders are 33rd Street, Avenue I, Circle Drive and Warman Road. Idylwyld Drive separates us with Mayfair to the west and Kelsey-Woodlawn on the east side. As well as our residential areas, we have light and heavy industrial areas, Woodlawn Cemetery and along most of 33rd Street and Idylwyld Drive, we have commercial districts. At the corner of 33rd Street and Idylwyld Drive, we have SIAST Kelsey Campus (now Saskatchewan Polytechnic). We have streets lined with mature trees and plenty of green space with parks and playgrounds easily accessible to all residents by active transportation. The committee made suggestions for changes to our transit system and improvements to active transportation routes. We also focused on improvements that would get more folks walking which would encourage more interaction between neighbours and neighbourhoods. This would most likely also relieve some security concerns.

We, as residents of Mayfair and Kelsey-Woodlawn, are proud of our friendly, affordable, beautiful and inclusive neighbourhoods. We appreciate the help provided and the patience demonstrated by COS staff and the LAP to help us maintain what we have and build for the future. After improvements, we see Idylwyld Drive, and our neighbourhoods surrounding it, becoming a welcoming corridor into Saskatoon from the north.

We are hopeful that the recommendations included in the LAP will be approved by our neighbours and that COS Administration and Saskatoon City Council agree to their implementation.

#### Written by Susan Bergen, Florence Hedin, and Frank Regier on behalf of the Mayfair & Kelsey-Woodlawn Local Area Plan Committee

## **Summary of Recommendations**

#### 1.0 Land Use, Zoning & Infill

**1.1 – PROPOSED MAYFAIR & KELSEY-WOODLAWN LAND USE POLICY MAP:** That the Community Services Department, Planning & Development, add the Mayfair & Kelsey-Woodlawn Land Use Policy Map to the Official Community Plan No. 8769 with the proposed land use designations in the map titled "Mayfair & Kelsey-Woodlawn Proposed Land Use Policy Map."

**1.2 – PROPOSED MAYFAIR & KELSEY-WOODLAWN ZONING MAP:** That the Community Services Department, Planning & Development, amend the Zoning Bylaw No. 8770 with the proposed Zoning Districts identified in the map titled "Mayfair & Kelsey-Woodlawn Local Area Plan Proposed Zoning Map."

**1.3 – AMENDMENTS TO THE DCD2 GUIDELINES:** That Planning & Development address the following related to the current DCD2 Guidelines in the Zoning Bylaw No. 8770:

- In addition to the current B3 and RM3, that B4MX zoning be added to the list of approved zoning uses once consolidation has been achieved.
- Amend guidelines to remove the requirement for development to begin in a south to north manner, and permit any consolidated culs-de-sac to become redeveloped.
- Require a developer who has achieved consolidation to submit a transition plan to ensure displaced residents are supported in the transition to new housing.

**1.4 – STANLEY PLACE SPLIT ZONING:** That Planning & Development amend the Zoning Map to correct the split zoning on the west portion of 1 Stanley Place, to ensure the DCD2 District zoning applies to the entire parcel.

**1.5 – ACQUISITION OF CANADIAN NATIONAL RAILWAY RIGHT-OF-WAY:** That Saskatoon Land acquire the former right-of-way (between Quebec and 1<sup>st</sup> Avenues) from Canadian National Railway and examine the potential for developable lots with low-density residential, community space, and/or limited commercial uses where the CNR right-of-way intersects with 36<sup>th</sup>, 38<sup>th</sup>, and/or 39<sup>th</sup> Streets. If development is not feasible or suitable, it is recommended that the Community Services Department, Parks Division, examine the cost and implications of developing this space into a linear park/path with above-ground (such as barrel or raised planter) community gardening opportunities.

**1.6 – USE OF CANADIAN NATIONAL RAILWAY RIGHT-OF-WAY ALONG WARMAN ROAD:** Once acquired by the City, that the Community Services Department consider this right-of-way for temporary community uses while its potential for a rapid transit corridor is assessed.

#### 2.0 Municipal Services

**2.1 – 33<sup>RD</sup> STREET REAR LANE REPAIR:** That the Public Works and Major Projects Divisions prioritize the resurfacing and/or repair of rear lanes on the north and south side of 33<sup>rd</sup> Street, from Idylwyld Drive to Avenue G in the short-term (2-3 years).

**2.2 – SURFACE DEFICIENCIES IN KELSEY-WOODLAWN:** That Construction and Design Division add to the existing Capital Budget and examine the feasibility of improving and paving streets in Kelsey-Woodlawn, specifically:

- Pave the rear lane on the west side of Industrial Park (near the playground at 36<sup>th</sup> Street);
- Pave 38<sup>th</sup> Street between 1<sup>st</sup> Avenue and Quebec Avenue;
- Pave Alberta Avenue between 38<sup>th</sup> and 40<sup>th</sup> Streets; and
- Pave 40<sup>th</sup> Street between Ontario and Saskatchewan Avenues.

**2.3 – CATCH BASIN REVIEW AND MAINTENANCE:** That Saskatoon Water conduct a review of intersections in Mayfair & Kelsey-Woodlawn to assess the existing storm sewer runoff design; and initiate a plan and timeline to address deficiencies, such as maintenance of existing basins and installations where warranted.

**2.4 – ADDITION TO FALL STREET SWEEPING PROGRAM:** That the Public Works Division consider the addition of Mayfair and Kelsey-Woodlawn to the Fall Street Sweeping Program, beginning in 2015.

#### 3.0 Neighbourhood Image and Business Support

**3.1 – BACKLOG OF PROPERTY MAINTENANCE COMPLAINTS:** That the Saskatoon Fire Department examines new and alternative methods to address the current backlog of property maintenance complaints.

**3.2 – BYLAW ENFORCEMENT DOCUMENT:** That, in conjunction with the upcoming City of Saskatoon 311 Service, the Community Standards Division create an educational document to provide increased information for issues such as Legalizing Existing Suites, Building Permit enforcement, junk/property maintenance, Business License complaints, police non-emergency, police traffic enforcement, Safer Communities and Neighbourhoods (SCAN), office of residential tenancies, drainage issues, snow removal, and general traffic/circulation comments. Once complete, that the document be posted on Saskatoon.ca and that stakeholders in Mayfair & Kelsey-Woodlawn are notified.

**3.3 – MAINTENANCE OF CANADIAN NATIONAL RAILWAY PROPERTY:** That the Community Standards Division advise the Canadian National Railway local office to maintain their right-of-ways along the northern boundary of Mayfair and Kelsey-Woodlawn on a regular basis, including cleaning up garbage and eliminating the amount of overgrown grass and weeds.

**3.4 – GROWTH PLAN TO HALF A MILLION – IDYLWYLD DRIVE PRIORITY:** Due to the current condition of some properties, that the Community Services Department, Planning & Development Division consider Idylwyld Drive, between 33<sup>rd</sup> and 39<sup>th</sup> Streets, a priority for higher densities and a greater mix of uses during implementation of the long-term phase of the Growth Plan to Half a Million.

**3.5 – 33<sup>RD</sup> STREET BUSINESS DISTRICT SIGNAGE:** That the Community Services Department, Urban Design (City-Wide Program), install signs identifying the "33<sup>rd</sup> Street Business District" on Idylwyld Drive to promote the unique business area to motorists and tourists.

#### 4.0 Neighbourhood Safety

**4.1 – TREE TRIMMING IN A.H. BROWNE PARK:** That the Community Services Department, Parks Division, identify and trim trees in A.H. Browne Park that are blocking light fixtures and pathways, in order to increase Natural Surveillance, and decrease hiding places.

**4.2 – CITIZEN PATROL IN A.H. BROWNE AND DR. J. VALENS PARK:** That the Community Services Department, Community Development Division, and Saskatoon Police Service, meet with the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association to inform the community of, and encourage the establishment of, a Citizen Patrol in A.H. Browne Park and in Dr. J. Valens Park.

**4.3** – **COMMUNITY MURAL IN A.H. BROWNE PARK:** That the Planning and Development and Community Development Divisions meet with the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association to discuss the possibility of a community mural on the A.H. Browne Park spray pool building.

**4.4 – ST. MICHAEL COMMUNITY SCHOOL MURAL:** That the Community Services Department, Planning & Development Division and the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association, meet with St. Michael Community School administration to discuss the feasibility of allowing a mural to be created on school property/building, and that, if the project is approved, the Planning & Development Division and Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association meet to discuss the details for the potential mural installation, including the identification of possible funding sources and art organizations/individuals that may be interested in the project.

**4.5 – COMMUNITY BASED ACTIVITIES ON MAYFAIR AND ST. MICHAEL COMMUNITY SCHOOL GROUNDS:** That the Community Services Department, Community Development Division, and the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association organize a meeting with school administration to identify opportunities for formal or informal community based activities that would activate Mayfair Community School and St. Michael Community School grounds with legitimate users at different times of the day.

**4.6** – **RESPECT THE NEIGHBOURHOOD SIGNS:** That the Community Services Department, Planning and Development Division, meet with the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association to develop and place highly visible signage in strategic locations where commercial use and residential use may conflict. These signs should encourage respect for the neighbourhood in a positive manner.

**4.7 – INCIVILITIES STRATEGY:** That the Community Services Department, Planning and Development Division, develop an initiative or program to educate bar owners and patrons in Mayfair and Kelsey-Woodlawn neighbourhoods on safety issues arising outside of liquor licensed establishments and of their responsibilities.

**4.8 – DISTRIBUTE SAFE AT HOME:** That the Community Services Department, Planning and Development Division, contact the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association to identify a convenient location in the neighbourhood to make the Safe at Home booklet available to residents.

**4.9 – DISTRIBUTE THE REDUCING GRAFFITI IN OUR COMMUNITY BROCHURE:** That the Community Services Department, Planning and Development and Community Development Divisions, distribute the Reducing Graffiti in our Community brochure to help educate business owners on existing programs to combat graffiti vandalism.

**4.10 – DISTRIBUTE THE PORCH LIGHT BROCHURE:** That the Community Services Department, Planning and Development and Community Development Divisions, distribute the Porch Light Initiative brochure to help educate residents on the benefits of leaving their front door light on.

**4.11 – DISTRIBUTE** *PREVENTING AND REPORTING CRIME* **BROCHURE**: *That the Saskatoon Police Service distribute the Preventing and Reporting Crime brochure to businesses in the neighbourhood.* 

**4.12 – DISPLAY STREET ADDRESSES IN REAR LANES:** That the Community Services Department, Neighbourhood Planning Section, contact business owners along 33<sup>rd</sup> Street and encourage them to display their street address in the rear lane.

**4.13** – **REAR LANE CLEAN UP:** That the Transportation and Utilities Department work with the Planning and Development Division, Community Services Department, the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association and local businesses to determine the feasibility of a one-time rear lane project. The project objective will be to remove all volunteer trees and bushes and trim overhanging foliage in the lanes in the north and south rear lanes of 33<sup>rd</sup> Street between Alberta Avenue and Avenue G. Following the completion of the project, the Back Lanes: Maintenance & Safety brochure is to be distributed to inform Mayfair and Kelsey-Woodlawn business owners on the importance of lane maintenance, which will reduce the opportunity for crime in the area.

**4.14** – **COMMUNITY CLEAN-UP PROGRAM:** That the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association contact the Saskatoon Fire Department to get them involved in the Community Cleanup Program.

#### 5.0 Parks, Open Spaces, and Community Gardens

**5.1 – ADDITION OF RECYCLING BINS TO PARKS:** That Environmental and Corporate Initiatives consider the installation of recycling bins in all three parks in Mayfair & Kelsey-Woodlawn.

**5.2 – AVENUE G AND 39<sup>TH</sup> STREET GREEN SPACE:** That the Parks and Transportation Divisions, in conjunction with the construction of a pedestrian/cyclist path as part of the Airport and Circle Drive overpass, consider the development of green space at the vacant City-owned space at the corner of Avenue G and 39<sup>th</sup> Street, including a path connection to the Hudson Bay Park System.

**5.3 – HUDSON BAY AREA PARK MASTER PLAN CONSULTATION PROCESS:** That the Recreation & Sport Division includes Mayfair in the Hudson Bay Area Park Master Plan consultation process, given the neighbourhood's proximity to the Hudson Bay Area Park System; and that the Parks Division considers Henry Kelsey and Henry Kelsey North Parks a priority for redevelopment.

**5.4 – PROMOTION OF WESTERN HALF OF A.H. BROWNE PARK:** That the Recreation & Sport and Community Development Divisions promote alternate uses of the multipurpose field on the western half of A.H. Browne Park, such as youth sports (including soccer and flag football), in addition to softball and football.

#### **5.5 – IMPROVEMENTS TO A.H. BROWNE PARK:** That the Parks Division:

- *i)* Assess the condition of all existing paths and rehabilitate any deteriorated or heaving paved paths, specifically near the playground.
- *ii)* Consider construction of a path along the northwestern edge of the park, with potential funding from the Park Enhancement Program.
- iii) Consider widening and improving the path on the west side of the park along Avenue F.

**5.6 – RENAMING OF INDUSTRIAL PARK:** That the Community Services Department, Neighbourhood Planning Section, bring forward a recommendation to the Naming Advisory Committee to screen and add Anne Szumigalski to the Names Master List, and request that Industrial Park be renamed to Szumigalski Park, in honour of Anne Szumigalski, who became a renowned poet and formerly lived on Connaught Place directly south of the park.

**5.7 – IMPROVEMENTS TO INDUSTRIAL PARK:** That the Community Services Department, Recreation & Sport Division examine the feasibility of the following improvements to Industrial Park:

- *i)* Requiring user groups to provide temporary, seasonal washroom facilities;
- ii) Additional bench seating be installed at the softball diamonds; and

*iii)* Updating and replacing the playground, including a fence along 36<sup>th</sup> Street and the alley adjacent to the playground.

**5.8 – NEW PATH CONNECTION IN DR. J. VALENS PARK:** That the Community Services Department, Parks Division, examine the feasibility of extending the current pathway along the northern edge of Dr. J. Valens Park to continue in an east-west direction to 1<sup>st</sup> Avenue.

**5.9 – PLAN FOR FUTURE SECTION OF WOODLAWN CEMETERY:** That the Community Services Department, Parks Division collaborate with Woodlawn Cemetery Administration to develop a plan that incorporates landscaping, pedestrian, and cyclist amenities for the undeveloped, future use section of the Cemetery.

**5.10 – INSTALLATION OF WOODLAWN CEMETERY MAIN ENTRANCE SIGN/GATE:** That the Community Services Department, Planning & Development and Parks Divisions collaborate with Woodlawn Cemetery Administration to design and install a culturally and historically sensitive sign or gate for the main entrance of Woodlawn Cemetery at Memorial Avenue and 33<sup>rd</sup> Street.

**5.11 – WOODLAWN CEMETERY ENTRANCE – ADJACENT USES:** That the Community Services Department, Planning & Development Division discuss options with the property owner of 1202 3<sup>rd</sup> Avenue North (former bakery at the entrance of Woodlawn Cemetery), with the goal of redeveloping this building into commercial uses beneficial to a Cemetery, such as a flower or coffee shop.

#### 6.0 Preserving History, Heritage & Culture

**6.1 – HISTORICAL PARK SIGNAGE:** That Planning & Development install historical installations, such as new park signs, at both A.H. Browne and Dr. J. Valens Parks, explaining the historical significance of each person. If Industrial Park

is renamed in honour of Anne Szumigalski (as per Recommendation 5.6), a similar installation should also occur at this location.

**6.2 – BRIEF HISTORY OF MAYFAIR DOCUMENT:** That the Planning & Development Division, Heritage & Design Coordinator notify the 33<sup>rd</sup> Street Business Improvement District and all businesses in Mayfair of the Heritage Section of the LAP and the "Brief History of Mayfair" document, and that it be made available for display to interested customers and clients.

**6.3 – STREETCAR HISTORY INSTALLATION:** That the Community Services Department, Planning & Development Division, Heritage & Design Coordinator, in consultation with the 33rd Street Business Improvement District, consider installing a historical marker/display on 33<sup>rd</sup> Street, referencing the history of streetcars in Mayfair.

#### 7.0 Traffic & Circulation

\*\*\*Please note, the Mayfair & Kelsey-Woodlawn Neighbourhood Traffic Management Plan is a separate document which focuses on physical improvements to improve traffic flow, while the LAP recommendations below reflect implementation priorities and other solutions to improve traffic and circulation.

**7.1 – PRIORITY SIDEWALK INSTALLATIONS:** That the Transportation & Utilities Department consider adding the following sidewalk locations to the Priority 1 list for installation:

- Saskatchewan Polytechnic, Ontario Avenue parking lot, to 33<sup>rd</sup> Street: many students walk from this large parking lot to the main campus.
- Alberta Avenue from 33<sup>rd</sup> to 36<sup>th</sup> Streets in the short-term: young children walking from the culs-de-sac to St.
   Michael Community School.
- A.H. Browne Park (specifically at the northeast corner of the park along Avenue D): young children frequent the park and spray pad.

**7.2 – REDUCED SPEED LIMIT AROUND PARKS:** That the Transportation & Utilities Department consider a pilot project to reduce the speed limit around parks in Mayfair & Kelsey-Woodlawn, specifically A.H. Browne and Dr. J. Valens Parks, to 30 km/hr year-round to increase pedestrian and children safety; and that Saskatoon Police Services increase speeding enforcement in conjunction with such a pilot project.

**7.3 – TRAFFIC-CALMED NEIGHBOURHOOD SIGNAGE:** That the Transportation Division considers the placement of "Traffic Calmed Neighbourhood" signs in Mayfair & Kelsey-Woodlawn.

**7.4 – DISCUSSION OF NEIGHBOURHOOD TRAFFIC MANAGEMENT PLAN:** That the Transportation & Utilities Department meet with the Mayfair/Kelsey-Woodlawn/Hudson Bay Park Community Association and Local Area Plan Committee upon completion of initial Neighbourhood Traffic Management Plan installations, to discuss effectiveness of changes such as the directional closure.

**7.5 – ADDITIONAL SPEEDING AND TRAFFIC SAFETY INSTALLATIONS:** In addition to the Neighbourhood Traffic Management Plan, that the Transportation & Utilities Department considers the following traffic installations to reduce speeding and improve safety:

- That speed reduction installations, such as speed bumps, be considered in all directions of traffic leading to the intersection of 38<sup>th</sup> Street and Avenue I; and
- That the potential for a traffic light be examined at the intersection of Quebec Avenue and 39<sup>th</sup> Street.

**7.6 – AIRPORT DRIVE OVERPASS PEDESTRIAN AND CYCLIST CONNECTION:** That the Transportation Division construct a Pedestrian and Cycling connection (not vehicular) from the northwest corner of Mayfair (Avenue G and 39<sup>th</sup> Street) to the Airport Business Area, in conjunction with construction of the Airport/Circle Drive overpass.

**7.7 – AIRPORT DRIVE OVERPASS SOUND ATTENUATION:** That the Transportation Division include sound attenuation adjacent to the Mayfair neighbourhood in conjunction with the construction of the Airport Drive and Circle Drive overpass.

#### 8.0 Active Transportation & Transit

#### **8.1 – CYCLING ROUTES AND CONNECTIONS:**

- That Transportation examines the creation of north-south cycling routes, with consideration given to Avenue C in Mayfair and 1<sup>st</sup> Avenue in Kelsey-Woodlawn. If feasible, consideration should be given to a protected cycling lane; and
- That 36<sup>th</sup> Street be connected between 1<sup>st</sup> Avenue and Quebec Avenue as a pedestrian and cyclist connection.

**8.2 – 39<sup>TH</sup> STREET ACTIVE TRANSPORTATION CORRIDOR:** With regards to active transportation, that Transportation:

- Examine the feasibility of a pedestrian and cyclist connection across Warman Road, in the vicinity of Hazen Street, in conjunction with a cycling route through Woodlawn Cemetery and 39<sup>th</sup> Street; and
- That 39<sup>th</sup> Street from Woodlawn Cemetery to the Avenue G/Airport Drive connection be examined for potential as a pedestrian and cyclist corridor.

**8.3 – TRANSIT SERVICE IMPROVEMENTS:** With regards to transit, the following service and amenity improvements should be considered:

- That Saskatoon Transit considers increasing the size of bus shelters at high-traffic bus stops along 33<sup>rd</sup> Street and in proximity of Saskatchewan Polytechnic's locations (along Idylwyld Drive and 33<sup>rd</sup>Street) to accompany additional transit users.
- That Saskatoon Transit contact major employers in the Kelsey-Woodlawn industrial area (ABC Manufacturing, Venmar CES, and Star Egg for example) to determine the number of potential users and viability of beginning bus service in conjunction with the beginning of major work shifts, specifically in the early morning.
- That Saskatoon Transit, in discussion with the North Saskatoon Business Association and the Greater Saskatoon Chamber of Commerce, examine early morning (5AM) bus service from Mayfair, Kelsey-Woodlawn and adjacent neighbourhoods to the North, Hudson Bay, and Marquis Industrial areas to accommodate employees with early start times.

- That the Saskatoon Transit consider the installation of concrete/paved waiting areas and/or shelters at existing bus stops as a short-term priority, specifically:
  - 38<sup>th</sup> Street at Avenue C\* and Avenue G\* (Stops 4394 and 3268);
  - Quebec Avenue north of 36<sup>th</sup> Street\* (Stop # 5381);
  - o 36<sup>th</sup> Street west of Idylwyld Drive\* (Stop 5700);
  - o 39<sup>th</sup> Street and Avenue B (Stop # 5651); and
  - $\circ$  36<sup>th</sup> Street and Avenue C (Stop 5750).

#### 9.0 North Downtown Master Plan & Saskatchewan Polytechnic

**9.1 – WARMAN ROAD AND 33<sup>RD</sup> STREET CROSSING:** That City of Saskatoon Corporate Initiatives maximizes pedestrian and cyclist safety across 33<sup>rd</sup> Street at Warman Road, between the North Downtown greenway and the Woodlawn Cemetery entrance to the north.

**9.2 – NORTH DOWNTOWN MASTER PLAN PARKING AND TRAFFIC IMPACT STUDY:** That City of Saskatoon Corporate Initiatives conduct a parking and traffic impact study to ensure impacts on all surrounding neighbourhoods (Mayfair, Kelsey-Woodlawn, City Park, North Park, and Caswell Hill) are managed as the North Downtown redevelops and Saskatchewan Polytechnic considers expansion options.

**9.3 – SASKATCHEWAN POLYTECHNIC ECO-PASS PROGRAM:** That Saskatoon Transit begins discussions with Saskatchewan Polytechnic – Main Campus regarding the potential for a student and/or staff Eco-pass transit program.

## **Overview of Local Area Planning**

#### What is Local Area Planning?

Local Area Planning is a community-based approach to developing comprehensive neighbourhood plans. It enables residents, business owners, property owners, community groups and other stakeholders direct input into determining the future of their community. During the development of a Local Area Plan (LAP), participants work with each other to create a vision, identify issues, develop goals, and outline strategies to ensure the long-term success of their neighbourhood. Once completed, a LAP sets out objectives and policies that guide the growth and development of a neighbourhood or selected area.

The scope of a LAP depends on the issues and opportunities identified by the stakeholders involved. Strategies generally focus on the following themes:

- Neighbourhood Identity
- Neighbourhood Heritage and Culture
- Industrial, Commercial and Residential Land Uses
- Economic Development
- Housing and Infill Development
- Municipal Services and Infrastructure

- Transportation and Parking
- Streetscapes
- Parks, Open Space and Recreation
- Neighbourhood Safety
- Neighbourhood Sustainability

#### Why Local Area Planning?

A core strategy of the City of Saskatoon's Strategic Plan is to "enable active, community-based participation in issue and problem identification and resolution".<sup>1</sup> A commitment to fulfill this core strategy was originally demonstrated as far back as 1978 with *The Core Neighbourhood Study*, which was later updated and expanded during the *1991 Core Neighbourhood Study Review*.

In 1996, the City initiated Plan Saskatoon, which included a citywide public participation process focused on updating the Development Plan (Official Community Plan) and Zoning Bylaw; Saskatoon's two main public policy tools used to manage growth and development. The Local Area Planning Program was created following expressed support by citizens during the Plan Saskatoon process for more active citizen involvement in long-term planning and development decisions affecting their community. Citizens also called for measures to enhance Saskatoon's central and intermediate neighbourhoods.

Saskatoon City Council approved twelve neighbourhoods to undergo a LAP. As determined by the City of Saskatoon's Development Plan, LAPs are applied to specific areas of the City to:

- Maintain the quality, safety and viability of the area;
- Guide and prioritize the expenditure of public funds on community improvements and infrastructure;
- Encourage the renewal, rehabilitation or redevelopment of private and public properties;
- Resolve situations where the policies of the Official Community Plan do not accurately reflect the individual needs of an area; and
- Provide the basis for amendments to the City of Saskatoon's Official Community Plan and Zoning Bylaw.<sup>2</sup>

<sup>&</sup>lt;sup>1</sup> City of Saskatoon (2004). Planning for the Future – Strategic Plan. pg. 8.

<sup>&</sup>lt;sup>2</sup> City of Saskatoon, Official Community Plan Bylaw No. 8769, Section 18.1.

#### What are the Steps to Create a Local Area Plan?

Significant value is placed on active public participation in the Local Area Planning process. It has been determined that the more involved the public, the more sustainable and implementable the plan will be at both the community and municipal government level. The Local Area Planning process tries to build capacity among stakeholders so that they can collaboratively create a vision, establish goals, and make informed decisions regarding their neighborhood.

Generally, the steps to create a LAP are:

- Neighbourhood Meeting and Forming a Local Area Plan Committee (LAPC) All residents, property owners, business owners, community groups and other stakeholders are invited to a meeting to discuss the Local Area Planning process. At that time, participants are asked to serve on a LAPC.
- 2) **Creating a Vision** The LAPC envisions a positive future for their community. The vision creates a common base from which the community can work to create realistic goals and strategies for successful long-term planning.
- 3) **Discussing the Condition of the Community** The LAPC discusses the condition of the community to help paint a picture of the area.
- 4) Identifying Issues, Setting Goals and Outlining Strategies Information is gathered through surveys, research, presentations and participant observations about the neighbourhood. Based on these findings, the LAPC acquires an understanding of issues and the practicality of addressing them in the LAP, and sets goals and outlines strategies to ensure the long-term success of their neighbourhood. This information forms the basis of the LAP.
- 5) Writing the LAP The Local Area Planner writes the LAP. City Administration and the LAPC review and endorse the LAP.
- 6) Adopting the LAP Once general consensus is reached in support of the LAP, the report is presented to the Municipal Planning Commission and finally to City Council for adoption.

- 7) **Implementing the Strategies** In order to achieve neighbourhood goals there needs to be participation by all stakeholders in implementing the plan.
- 8) **Monitoring, Evaluating and Updating the Plan** All stakeholders have an opportunity to monitor improvements in their neighbourhood. City staff delivers an annual progress report to City Council and the Community Association or as required until all recommendations have been fulfilled.

# Mayfair & Kelsey-Woodlawn Local Area Plan Study Area and Process

#### The Study Area



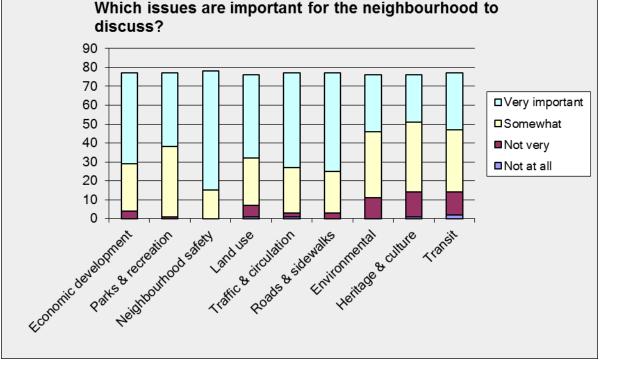
Mayfair and Kelsey-Woodlawn are separate neighbourhoods. However, due to their size, common interests in the commercial and industrial area, along with the shared Community Association, it was beneficial for both communities to work through the Local Area Plan (LAP) process together. The Mayfair & Kelsey-Woodlawn neighbourhoods are one of fifteen neighbourhoods approved by City Council to receive a LAP to guide the neighbourhood into the future.

The neighbourhood boundaries of Mayfair and Kelsey-Woodlawn include Warman Road, 33<sup>rd</sup> Street West, Avenue I North, and the CN rail line. For the purpose of the LAP, the business area on the south side of 33<sup>rd</sup> Street was included, in addition to the commercial area running along Idylwyld Drive, which separates the two neighbourhoods.

#### Neighbourhood Participation & Process

#### **Neighbourhood Survey**

The Mayfair & Kelsey-Woodlawn Local Area Plan is the result of a large participatory planning process, which commenced in December 2012. A preliminary survey the was sent to neighbourhood to gain resident's perspectives on topics ranging from land use, parks and recreation, to parking and traffic. There were 84 neighbourhood surveys completed by stakeholders in the community.



**126 LAP Committee Participants** At the core of the engagement were the many stakeholders of the neighbourhoods that regularly attended LAP meetings and Safety Audits, dedicating their time to participate in regular meeting throughout the Local Area Planning process. The Mayfair & Kelsey-Woodlawn Local Area Planning Committee (LAPC) represents a range of interests including: residents, business owners, institutions, property owners, and the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association.



**18 LAP Meetings** Each LAP meeting was specific to a topic of particular interest to the Mayfair & Kelsey-Woodlawn neighbourhoods. These topics are reflected as specific sections in the LAP.

**17 Guest Speakers** To assist with the planning process, guest speakers were invited to speak and included representatives from the Saskatchewan Polytechnic, Saskatoon Police Service, and consultants from the North Downtown Master Plan, as well as civic staff presenting on various topics, such as land use, community development, neighbourhood safety, parks, municipal services, transportation, transit, heritage, and culture.



**4 Safety Audits** The community participated in four Safety Audits throughout the neighbourhoods. These Safety Audits were focused on public spaces in the neighbourhood that were identified by members of the LAPC as having potential safety concerns.

# Mayfair & Kelsey-Woodlawn Vision & Guiding Principles

#### Mayfair & Kelsey-Woodlawn Vision

Mayfair & Kelsey-Woodlawn is an area with deep roots and a strong history – a vibrant community in the heart of the city. We are proud of our distinct and unique character, walkability, sense of community, and small-town feel. Our family-oriented neighbourhoods are a safe, quiet, affordable and welcoming place to live, visit, play and work.

We have a vibrant local business district offering a wide variety of goods and services, and we strongly value and support our schools and connection to Saskatchewan Polytechnic. Now and in the future, our neighbourhoods will continue to be culturally diverse, beautiful, well-maintained, and inclusive for all.

The time is right for renewal. It is our turn to grow.

#### Mayfair & Kelsey-Woodlawn Guiding Principles

The following general statements were made by members of the Mayfair & Kelsey-Woodlawn LAPC when asked about the neighbourhood:

- The neighbourhoods are in transition.
- Mayfair & Kelsey-Woodlawn are eclectic and diverse neighbourhoods with lots of character.
- The neighbourhoods have a 'small town' feel.
- The neighbourhoods are walkable, with good access to almost all parts of the city.
- Mayfair & Kelsey-Woodlawn are affordable for first-time homeowners.
- The trees make the neighbourhood beautiful.

The following principles and general goals were identified by the Mayfair & Kelsey-Woodlawn LAPC to guide the Local Area Plan process:

- Mayfair & Kelsey-Woodlawn will welcome newcomers and new families.
- Mayfair & Kelsey-Woodlawn will be vibrant, green and well-maintained communities with a strong sense of pride.
- The neighbourhoods will have a diverse community with people from all walks of life and an even greater variety of businesses.
- The neighbourhoods will be safe places to live and work.
- Mayfair & Kelsey-Woodlawn neighbourhoods will be connected and dynamic as they grow.
- The neighbourhoods will be universally accessible, both for kids and for people with disabilities.
- These historic communities will have all of the benefits of a new neighbourhood.

### Mayfair & Kelsey-Woodlawn History

# Overview 10.000

Mayfair & Kelsey-Woodlawn have been constantly evolving and changing since their early stages of development. In 1907, the same year the University of Saskatchewan was established, Mayfair and Kelsey-Woodlawn were undergoing their humble beginnings north of the three original settlements of Saskatcon, Riversdale and Nutana.

#### Mayfair

In 1909, at the same time the first University of Saskatchewan classes were being offered across the river, Mayfair had 60 dwellings and a population estimated around 350.<sup>3</sup> On April 20, 1911, the City expanded and took possession of land as far north as 38th street which finally made Mayfair part of Saskatoon. By 1914, 843 people lived in Mayfair and development was steady up until World War I. The post-World War II period involved significant construction, as more than one-third of the houses presently standing in Mayfair were built between 1946 and 1960.

#### Kelsey-Woodlawn

Kelsey-Woodlawn is part of the North West Industrial Area which is in close proximity to the Central Industrial area of Saskatoon. The Kelsey neighbourhood also includes what was known as the McVicar Addition along Idylwyld Drive.<sup>4</sup> The Kelsey-Woodlawn community has one of the smallest populations in all of Saskatoon, and the majority of homes in the neighborhood are single-family detached houses with a diverse mix of historic character. The eastern part of the neighborhood is named after its neighbor, Saskatoon's Woodlawn Cemetery which was founded in 1905 as St. Paul's Roman Catholic Cemetery. The 'Kelsey' portion is named after fur-trader Henry Kelsey who opened up much of Canada's West to European expansion with his journeys into the wilderness. He was one of the first European settlers to travel and live among First Nations.<sup>5</sup>

<sup>&</sup>lt;sup>3</sup> Jeff O'Brien, A Brief History of Mayfair, Saskatoon Archives, April 2003.

<sup>&</sup>lt;sup>4</sup> Douglas Francis, *The Prairie West: Historical Readings.* Edmonton: University of Alberta Press, 1992.

<sup>&</sup>lt;sup>5</sup> Henry Boam, *The Prairie Provinces of Canada*. London: Proprietors and Publishers, 2009.

#### Street Patterns and Layout



The Mayfair and Kelsey-Woodlawn street grid was laid out by land speculators during the prewar real estate boom. This grid pattern in Mayfair and Kelsey-Woodlawn unites individual squares that each contain their own unique history. This street layout is also a historical part of American and Canadian town planning because of the history of its efficacy against overcrowding and disease that plagued Europe in the early 20<sup>th</sup> century.

Although there was a transition to curvilinear, culde-sac neighborhood planning in the 1950s, city planners are returning to grid layouts because of their coherency. Residents of Mayfair and Kelsey Woodlawn enjoy this layout because it is pedestrian-friendly, easily navigable, and suitable to the rectangular tradition of sellable lots. The houses in the McVicar addition that is part of Kelsey-Woodlawn which are called Connaught Place, Grey Place, Aberdeen Place, Minto Place, Stanley Place take a different cul-de-sac shape. They were part of a building project that occurred in 1947, known as Project #4 and each 'Place' was named after a former Governor General of Canada. Construction of the houses occurred in early spring of 1947, and by 1948 all the houses were occupied. The houses in this area collectively have a style distinctive from the grid pattern in the rest of Mayfair and Kelsey Woodlawn and have been nicknamed 'the five horseshoes.'<sup>6</sup> Mayfair has its own street name history, as many streets had name changes that took place early in development. 33<sup>rd</sup> Street East to 37<sup>th</sup> Street East were listed in the Subdivision Map printed in the *1912 Real Estate Packet Guide* under 'Albert', 'James', 'Charles', 'Lily', and 'Frisco'. The origin of these names is unknown.<sup>7</sup>

#### Planning History in Mayfair

Mayfair has been part of local area planning processes in the past. During the 1970s, several neighborhoods were chosen as recipients of the 'Neighborhood Improvement Program' (NIP). This was a planning program that was designed to assess some of the issues facing Mayfair, such as surrounding urban and industrial growth, deteriorated housing conditions, and a lack of useable recreation and community-oriented facilities. The overarching goal of a NIP was to encourage and support the efforts of municipalities in conjunction with neighborhood residents, toward the improvement of the environment in established neighborhoods. Rather than encourage large scale redevelopment, the intent of the program was to upgrade and conserve the character of older neighborhoods. Funding for this project was granted by all levels of government, with the Canada Mortgage and Housing Corporation, Provincial government, and the City all contributing to a total amount of \$400,000. This planning endeavor was approved in 1977 and resulted in the establishment of a Neighborhood Improvement Office. The office, combined with the efforts of several community organizations, established a plan to identify the problems that could be addressed with planning initiatives. The Mayfair Home and School Association, the Mayfair Sports Association, and the Mayfair and District Community Association were valuable partners during this planning process. The neighborhood participated throughout this process which lead to several useful recommendations that added to the liveability of the area.<sup>8</sup>

<sup>&</sup>lt;sup>6</sup> Photo: Saskatoon Fire Insurance Map, City of Saskatoon Archives.

<sup>&</sup>lt;sup>7</sup> Jeff O'Brien, A Brief History of Mayfair, Saskatoon Archives, April 2003.

<sup>&</sup>lt;sup>8</sup> City of Saskatoon Planning Department, Mayfair: A Plan for Neighborhood Improvement, October, 1977.

#### Streetcars



Mayfair was in motion on January 1, 1913 when Saskatoon's Municipal Railway system opened. The Mayfair-University Street Car line served the northwest part of the city, running north along Avenue F to terminate in Mayfair along 33rd Street. In 1914 the line was extended east from Avenue F to Avenue A (now Idylwyld Drive).<sup>9</sup> Many residents reminisce about the sounds of the street cars that woke everyone who lived near 33<sup>rd</sup> Street from their slumber at 6 am. However, Saskatoon's last streetcar made its final run down the Mayfair line on November 10, 1951, piloted by Joe Horan, one of Saskatoon's original street-car drivers and a fixture on the Mayfair run for many years.<sup>10</sup>

<sup>&</sup>lt;sup>9</sup> Jeff O'Brien, A Brief History of Mayfair, Saskatoon Archives, April 2003.

<sup>&</sup>lt;sup>10</sup> Jeff O'Brien, Saskatoon: A History in Photographs. Regina: Coteau Books, 1962.

#### Mayfair Public Library



Mayfair Library used to operate out of the basement of the Mayfair Community Hall (pictured left). When the community hall was torn down, residents felt so strongly about having a library in their community that they raised \$70,000 to build the beautiful existing library on 33<sup>rd</sup> Street. The new Mayfair branch of the Saskatoon Public Library officially opened on September 23, 1952. It was named after Mayfair to commemorate the community spirit that collaborated to build the library.

#### Mayfair Community School

Before the Mayfair Public Elementary School was completed, children of the district of Mayfair were taught in temporary frame structures within the community. The basement for the brick school in Mayfair was completed in 1914. However, further construction did not take place until six years later. In January 1919, the School Board realized that the use of the



framed buildings would no longer meet the accommodation needs of the Mayfair neighbourhood. Tenders were called for the completion of the permanent structure.<sup>11</sup> Mayfair Public Elementary School opened in January 1921 and has been serving the community ever since. Additions made throughout the 1950s gave the school a much-needed expansion to include more classrooms and a new auditorium. Many former students of Mayfair Community School will remember Ms. Annie E. Wilson, who

<sup>&</sup>lt;sup>11</sup> Saskatoon Public School Division Archives. Retrieved from: <u>http://schools.spsd.sk.ca/mayfair/new\_page\_2.htm</u> (September 2007)

taught for twenty-nine years in Mayfair Community School before her retirement in June 1952. She distinguished herself as an efficient teacher, a lady of beautiful character, and one keenly interested in the welfare of her students. A Citizenship Trophy is presented annually in her honour at Mayfair Community School.<sup>12</sup>

#### A.H. Browne Park

It may surprise some that A.H. Browne Park was not planned when the land was originally subdivided for Mayfair. Similar to other subdivisions laid out by land speculators during the pre-war real estate booms, the original plans made no provisions for parks. When some land was given back to the City in an economic downturn in the 1950's, the decision was made to convert it into park space. The park is a 4.8 acre refuge with birch, Scotch pine, fir and elm trees, soccer/softball field, basketball courts and now a spray pad and multi-purpose room. The toboggan hill was added to the park in 1977.

A.H. Browne, the park's namesake, was the "man who made the city beautiful." He was born and raised in England and was the first City Gardener in Saskatoon. He held this position for forty-four and a half years and during this time he built the city greenhouses, planted approximately 2,000 trees each year and was primarily responsible for the layout of Kinsmen, Kiwanis and Cosmopolitan Parks. He also started the city nursery and led the beautification of the riverbanks during the 1930's relief projects. He died in 1957, the same year that the park was named after him.<sup>13</sup>

#### Christie's Bakery

Many businesses that have served the residents of Mayfair have come and gone over the years but Christie's Bakery has stood the test of time. The Christie brothers first opened Christie's bakery in 1932 in its current location at 420 33<sup>rd</sup> Street. Janet and Ennio Muzzolini, who were immigrants from Italy, bought the bakery in 1965. Their daughter, Tracey Muzzolini, who currently runs Christie's Bakery, is part of the Bread Bakers Guild of America. Tracey's first step when taking over the

<sup>&</sup>lt;sup>12</sup> Photo: <u>http://farm3.static.flickr.com/2527/4222581194\_8c1593c626.jpg</u>

<sup>&</sup>lt;sup>13</sup> City of Saskatoon Archives

bakery was to develop a line of artisan breads.<sup>14</sup> This was a first for Saskatoon and for this reason they attract residents from all over the city and have been called the "Baguette Beacon" of the prairies.

#### Mayfair Hardware

Another longstanding business, Mayfair Hardware is known for its Christmas tree sale, collection of miscellaneous odds and ends, honesty and great customer service. Bruce Thomas and his father opened the store in 1949 and to this day Bruce still runs the store and now must compete against big box hardware stores.<sup>15</sup> However, Mayfair Hardware has always been the place to go for almost anything and the walls are filled to the ceiling. Bruce did not ever keep an inventory on the computer but instead relied on his sharp memory.

#### Idylwyld Drive

Idylwyld Drive has had many different names over the years. It used to be called Avenue A but after Idylwyld Bridge was built the name of the street was renamed in 1964 to match accordingly. It has also been called Highway 11 and most recently, Louis Riel Trail. Similar to 8<sup>th</sup> Street, Idylwyld Drive soon became a drive-in hotspot in the 1950s. There was a drive-in theatre just north of Mayfair and many car friendly businesses popped up along Idylwyld including drive-in motels and Saskatoon's first McDonalds.

#### Woodlawn Cemetery and Memorial Avenue

The oldest evidence of habitation in the Saskatoon area is an 11,000 year old archaeological site in the city's Woodlawn Cemetery. This site included teepee rings and a medicine wheel.<sup>16</sup> Begun in 1922 by the military chapter of the Imperial Order Daughters of the Empire, Saskatoon's Memorial Avenue is the only intact example of the "Roads of Remembrance"

<sup>&</sup>lt;sup>14</sup> Wanderlust and Words Blog. Retrieved from: <u>http://wanderlustandwords.blogspot.ca/2010/12/il-secondo-saskatoon-christies-bakery.html</u>

<sup>&</sup>lt;sup>15</sup> Saskatoon Star Phoenix, 2012.

<sup>&</sup>lt;sup>16</sup> The City of Saskatoon Municipal Manual

which were created in various Canadian cities after the First World War. These living memorials, undertaken by local service groups to honour their community's fallen soldiers, were modeled after the straight, tree lined country avenues of France. A small plaque contributed by the next-of-kin dedicates each tree to an individual soldier.<sup>17</sup> The Avenue is a National Historic Site of Canada, which is part of Woodlawn Cemetery that is just to the east of Kelsey-Woodlawn community.

#### Cenotaph

The Cenotaph, which is currently located in City Hall Square, used to be located on 21<sup>st</sup> Street, near 2<sup>nd</sup> Avenue between the years of 1929-1957. Many war memorials were constructed across the country in the years after the Great War, and the decision to construct a memorial was made eleven years after WWI, with initiative being taken by the Canadian Legion (Saskatoon Branch). The memorial in the form of a cenotaph was built at a total cost of \$18,769 and made from



granite. Work on the cenotaph's details continued right up until the day it was unveiled, in a hurry to finish before Remembrance Day. Installation, maintenance, and cleaning of the Cenotaph clock was done by Mayfair resident Herbert Buckle (see below). The unveiling and dedication of the monument occurred on a cold day on November 11, 1929. An elaborate ceremony was planned, and the community response was overwhelming as nearly 3,000 people attended to pay their respects to a war that had devastated so many. Many ex-servicemen and active military personnel were in attendance to watch as Dr. W.C. Murray, Brigadier-General Hugh Dyer, Mayor Norman and P.J. Philpot participated in the invocation ceremony as wreaths were laid and the Cenotaph was finally unveiled. The monument was moved to its City Hall Square location in 1957.<sup>18</sup>

<sup>&</sup>lt;sup>17</sup> Canada's Historic Places, Next of Kin Memorial Avenue National Historic Site of Canada. <u>http://www.historicplaces.ca/en/rep-reg/place-lieu.aspx?id=13557&pid=0</u>

<sup>&</sup>lt;sup>18</sup> Jeff O'Brien, The Saskatoon Cenotaph, Saskatoon Archives, April 2003

#### Notable Mayfair and Kelsey-Woodlawn Residents

#### **Alfred Hargreaves**



Alfred Hargreaves was born in England and came to Canada in 1905. In 1911, Mr. Hargreaves came to Saskatoon and resided at 1215 Avenue B. He came to install the first automatic telephone and started Western Business Service which evolved into the advertising firm: A. Hargreaves Co. Ltd., Printers and Lithographers.<sup>19</sup> Mr. Hargreaves became a household name in Saskatoon when he became president of the Saskatoon Cricket Society and the Saskatoon Amateur Operetta Society.<sup>20</sup>

#### Herbert Buckle

Herbert Buckle, another Mayfair resident, was born in England and came to Canada in 1912. He became known as Bert and lived at 1216 Avenue B North from 1938 to 1947 and at 1328 Avenue D N beginning in 1948. In 1918, he began working with Wheatly Bros. Jewelers, a career that sparked his interest in watchmaking. In 1929, Mr. Buckle installed the Cenotaph clock and was responsible for its regular cleaning and maintenance. The Cenotaph was built as a war monument to commemorate those from Saskatoon and surrounding area who fought, but did not return from the War. Originally located on 21<sup>st</sup> Street near 2<sup>nd</sup> Avenue, the Cenotaph was relocated in 1957 to its present location in City Hall Square.<sup>21</sup> Mr. Buckle also had the privilege of restoring Gabriel Dumont's watch that is housed in a display case in the Duck Lake Museum.

<sup>&</sup>lt;sup>19</sup> Local History Room, Saskatoon Public Library

<sup>&</sup>lt;sup>20</sup> Photo: Alfred Hargreaves, 1914, Local History Room ID: **PH-90-76-1** 

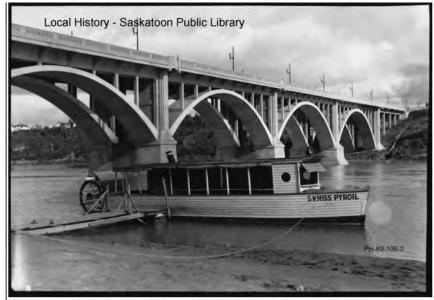
<sup>&</sup>lt;sup>21</sup> Local History Room, Saskatoon Public Library

#### **Anthony Pelehos**

Anthony Pelehos, known as 'Tony, the Popcorn King' lived at 1619 Avenue B North. He owned and operated a popcorn and peanut stand at the corner of 21<sup>st</sup> Street East and 2<sup>nd</sup> Avenue South. Mr. Pelehos was born in Greece, but came to Saskatoon in 1915. He was described as "one of Saskatoon's most familiar figures" in an article featured in the Saskatoon StarPhoenix.<sup>22</sup> During the Christmas holidays, Mr. Pelehos would offer free bags of popcorn or peanuts to children with unemployed parents, and would often donate a full day of profits to various charities, such as The Red Cross.

#### James and Colin Parker

Colin and James Parker lived at two different locations from 1927 to 1930: 1319 2<sup>nd</sup> Avenue North and 1337 1<sup>st</sup> Avenue North. James and Colin Parker are best known for building the S.W. Miss Pyroil.<sup>23</sup> This father and son team built the gas-powered model paddleboat in the 1920's which was used to advertise Miss Pyroil motor oil. They operated a tourist taxi service until sometime after 1942, when they moved to Victoria, BC.<sup>24</sup>



<sup>&</sup>lt;sup>22</sup> Saskatoon Star Phoenix, June 10, 1955

<sup>&</sup>lt;sup>23</sup> Local History Room, Saskatoon Public Library.

<sup>&</sup>lt;sup>24</sup> Photo: Miss Pyroil docked near Broadway Bridge, Saskatoon Local History Room, ID: PH-89-106-2

#### Walter Dieter



Walter Dieter lived in Kelsey at 1223 2nd Avenue North starting in 1960. Walter was born in Manitoba in 1916 and he was a former Chief of the Federation of Saskatchewan Indian Nations. He and his wife Inez laid the foundations for the Saskatoon Indian and Métis Friendship Centre, and he was also the first President of the Regina Friendship Centre. He initiated many developments for First Nations People at the provincial and national level. He was a major figure in the development of First Nations lobby groups across Canada, including the Manitoba Indian Brotherhood and served as an advisory body to the Prime Minister and the Cabinet.<sup>25</sup> In 1980, Walter Dieter was honored as an Officer of the Order of Canada in recognition of his outstanding achievements and services.<sup>26</sup>

#### Anne Szumigalski

Anne Szumigalski resided in her 9 Connaught Place house for 43 years. Anne was best-known for her poetry and wrote 15 books in total; her work appeared in more than 30 anthologies during her lifetime. She was a founder of the Saskatchewan Writers' Guild, Saskatchewan Writers and Artists Colonies, AKA Gallery, and the Saskatoon Moving Collective. In 1988 she was named Woman of the Year by the Saskatoon YMCA; in 1989 she received the Saskatchewan Order of Merit; and in 1990 she won the Saskatchewan Arts Board Award for lifetime excellence in the arts. She received life memberships from the League of Canadian Poets and ACTRA, and was given a Canada 125 medal in 1993. Anne

<sup>&</sup>lt;sup>25</sup> Federation of Saskatchewan Indian Natives, *Walter Dieter Biography*. Retrieved April 2014 from: http://www.fsin.com/index.php/past-leaders/67-walter-dieter.html

<sup>&</sup>lt;sup>26</sup> Photo: Walter Dieter, Aboriginal Multi-Media Society, *Retrieved March* 19<sup>th</sup> 2014 from http://www.ammsa.com/content/walter-perry-deiter-footprints

helped to found Grain magazine in 1972, and was an editor there for nine years. She later served as poetry editor of NeWest Review, and she edited or co-edited about 20 books. <sup>27 28</sup>



 <sup>&</sup>lt;sup>27</sup> University of Saskatchewan Library, Anne Szumigalski Collection. Retrieved April 2014 from: http://library2.usask.ca/szumigalski/about
 <sup>28</sup> Photo: Anne Szumigalski Collection Biography, University of Saskatchewan, Retrieved March 2014 from: http://library2.usask.ca/szumigalski/about



#### **Reta Cowley**

Reta Cowley lived a few blocks away from the intersection of Idylwyld and 36<sup>th</sup> Street along Idylwyld. She is recognized as one of Canada's best watercolorists and studied painting at the University of Saskatchewan, at Emma Lake with A.F. Kenderdine, and also at the Banff School of Fine Arts with W.J. Phillips. She taught at Emma Lake in 1948-49, and again in 1953,<sup>29</sup> and is represented at the Winnipeg Art Gallery.<sup>30</sup>

#### Summary

Throughout their history, Mayfair and Kelsey-Woodlawn have contributed to Saskatoon in unique ways. The neighbourhoods are known for their diverse mix of housing styles and rich history. The streetcars that served the communities from 1913 until 1951 were a defining feature of these neighbourhoods, and the creation of A.H. Browne Park in the 1950s added to the quality of life in the area. Mayfair Community School opened in 1921 and has since served students and their families for many decades.

Mayfair and Kelsey-Woodlawn's history and character is well represented by its diverse businesses such as Christie's Bakery and Mayfair Hardware and through its talented residents, which include Alfred Hargreaves, Herbert Buckle, Anthony Pelehos, James and Colin Parker, Walter Dieter, Anne Szumigalski and Reta Cowley.

<sup>&</sup>lt;sup>29</sup> "The Gallery / Art Placement- Reta Cowley." Retrieved April 2014 from:

http://www.artplacement.com/gallery/artists\_results\_byartist.php?lastname=Cowley

<sup>&</sup>lt;sup>30</sup> Photo: Reta Cowley, "Untitled (Red Roof House)", RC794 1980, Watercolor on paper

# Mayfair & Kelsey-Woodlawn Today

# Overview

This section of the Local Area Plan provides a statistical overview of various demographic and development data of Mayfair & Kelsey-Woodlawn. Comparisons to city averages and other neighbourhoods are made where appropriate. Most of the information gathered is from Statistics Canada's 2011 Federal Census; other data is from various sources as indicated in the footnotes.<sup>31</sup>

#### Population and Demographic Characteristics

#### Mayfair Population

The population of Mayfair has slowly increased each census after experiencing a 21% decline over the 1986 - 1996 period. In 2011, the population recorded was 2,535; this is equal to a 2% increase over the 2001 population.<sup>32</sup> The most significant transformation from 2001 was the increase in those aged 45 to 64. In 2001, this group composed 17% of the neighbourhood population, and in 2011 it composed 28%.

<sup>&</sup>lt;sup>31</sup> Although steps have been taken to ensure consistency and without error, the City of Saskatoon cannot guarantee the accuracy of the data.

<sup>&</sup>lt;sup>32</sup> City of Saskatoon (2013). Neighbourhood Profiles 12<sup>th</sup> Ed.

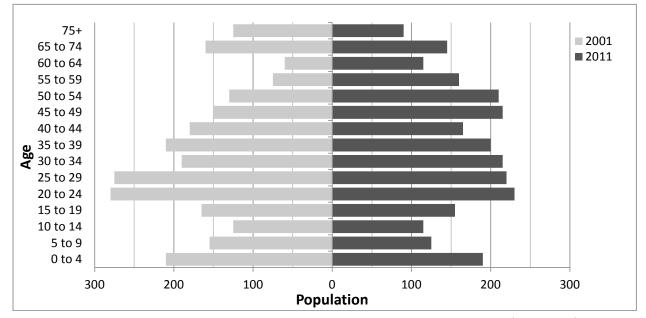


Figure 1: Mayfair Age Structure, 2001 - 2011

# Kelsey – Woodlawn Population

Kelsey-Woodlawn's population, according to the 2011 census, is 1,045. This is a 24% increase from the 2006 Census.<sup>33</sup> The age structure diagram in Figure 2 displays the two youngest and two oldest age groups significantly decreased in the ten year period. Two other age groups, 20–24 and 45–49, experienced a slight population decline while all other age classes experienced a population increase. The 25–29 age group had a large increase over the previous ten-year period.

Source: City of Saskatoon (2003 and 2013). Neighbourhood Profiles 7<sup>th</sup> and 12<sup>th</sup> Ed.

<sup>&</sup>lt;sup>33</sup> City of Saskatoon (2013). Neighbourhood Profiles 12<sup>th</sup> Ed.

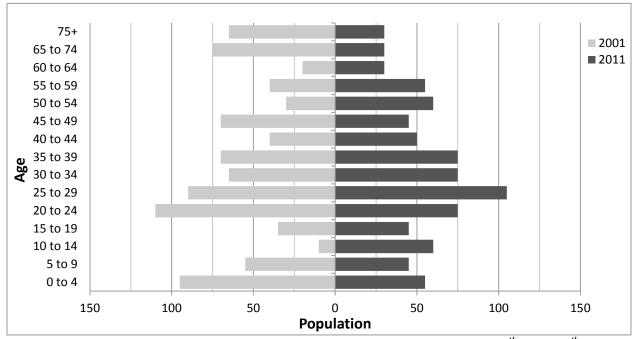


Figure 2: Kelsey-Woodlawn Age Structure, 2001 – 2011

The 2011 demographic profiles of Mayfair & Kelsey-Woodlawn closely resemble the city as a whole. In Saskatoon, the 20–34 age group has the most people while the 45–54 age group has the second highest population.<sup>34</sup> These larger population groups create two distinct waves in Saskatoon's age structure. A similar pattern can be viewed in both Mayfair and Kelsey-Woodlawn; however, Mayfair more closely resembles the city wide average.

Source: City of Saskatoon (2003 and 2013). Neighbourhood Profiles 7<sup>th</sup> and 12<sup>th</sup> Ed.

<sup>&</sup>lt;sup>34</sup> Ibid.

# **Aboriginal Population**

The Aboriginal population in Saskatoon consists of First Nations, Métis, and Inuit peoples. In Mayfair, 12.8% of the population was Aboriginal in 2011 (325 people). The 2006 census recorded that 22% of Mayfair's population was Aboriginal; as such the aboriginal population decreased by 42% in the past five years. In Kelsey-Woodlawn, 20.7% of the population was Aboriginal in 2011 (175 people). In the 2011 city-wide census, the Aboriginal population was 10.2%.

#### Ethnic Diversity

In Mayfair and Kelsey-Woodlawn, the majority of residents claimed English as their mother tongue: 84.8% and 70.1% respectively. Other prominent ethnicities of Mayfair in 2011 included German (2.8%), Tagalog (Philipino, Filipino) (2.2%), Cree or not otherwise specified (n.o.s.) (1.4%), and French (1.2%).

Ethnic groups in Kelsey-Woodlawn included French (1.9%), Tagalog (Philipino, Filipino) (1.4%), Cree or n.o.s. (0.9%), and German (0.9%). The Ethnic Diversity Index for Mayfair was 0.4 while Kelsey-Woodlawn's was 0.1; the City of Saskatoon is ranked at a level of 0.6.<sup>35</sup> In this ranking system higher values represent a population that is more ethnically diverse.

# Family Structure

Table 1 outlines the family structures present in Mayfair, Kelsey-Woodlawn, and Saskatoon households. According to Mayfair's 2001 to 2011 trend, both multiple and non-family households rose by 25% and 15% respectfully.<sup>36</sup> A non-family household is defined as a household where the cohabitants are not related. Mayfair also experienced a decrease in one family and lone parent households.

<sup>&</sup>lt;sup>35</sup> City of Saskatoon (2013). Neighbourhood Profiles 12<sup>th</sup> Ed.

<sup>&</sup>lt;sup>36</sup> Ibid.

In Kelsey-Woodlawn, one family households experienced a slight decline of 4.3% while multiple, lone parent, and nonfamily structures all increased. Multiple family households occupy a larger segment of the Kelsey-Woodlawn household structure compared to Mayfair or Saskatoon.

	One Family Households	Multiple Family Hhs	Non-Family Households	One Parent Families
Mayfair (2011)	51%	3%	47%	185
Trend (2001 to 2011 )	Falling ( <b>-</b> 29.3%)	Rising (25%)	Rising (15%)	Falling (-15.9%)
Kelsey-Woodlawn (2011)	42%	13%	45%	82
Trend (2001 to 2011 )	Falling (-4.3%)	0 in 2001	Rising (53%)	Rising (9.3%)
Saskatoon (2011)	60%	2%	39%	10,410

#### Table 1: Household Composition of Mayfair, Kelsey-Woodlawn and Saskatoon, 2001 - 2011

Source: City of Saskatoon (2003 and 2013). Neighbourhood Profiles 7th and 12<sup>th</sup> Ed.

# Household Size

The household sizes for Mayfair and Kelsey-Woodlawn were relatively unchanged from the 2001 census levels of 2.3 and 2.2 respectfully. This is slightly below the City of Saskatoon's average of 2.4 occupants per household in 2011.<sup>37</sup> The lone-parent average family size was 3.4 for Mayfair and 5.2 for Kelsey-Woodlawn, compared to a city average of only 2.7.<sup>38</sup>

<sup>&</sup>lt;sup>37</sup> City of Saskatoon (2013). Neighbourhood Profiles 12<sup>th</sup> Ed.

<sup>&</sup>lt;sup>38</sup> Custom Saskatoon National Housing Profile. (2011).

#### Education

# Education Level

A large portion of residents from Mayfair and Kelsey-Woodlawn have a "High school certificate or equivalent" as their highest education attained, similar to Saskatoon. In Mayfair, 48% of people have an "Apprenticeship/ trades certificate or diploma", "College/CEPGEP/non-university cert./dipl.", or "University diploma or degree" as their highest education level; 49% of Kelsey-Woodlawn's residents have the same educational attainment, while the city average is 56%. In Saskatoon, 29% of the population possesses a "University diploma or degree"; this is the lowest category for both Mayfair and Kelsey-Woodlawn.

Highest Level Attained (age 15 &	Mayfair	Kelsey-	Saskatoon
over)		Woodlawn	
No certificate/diploma/degree	22%	19%	17%
High school certificate or equivalent	30%	31%	27%
Apprenticeship/ trades certificate or diploma	14%	23%	11%
College/CEPGEP/non-university cert./dipl.	19%	19%	16%
University diploma or degree	15%	7%	29%

#### Table 2: Educational Attainment, 2011

Source: City of Saskatoon (2013). Neighbourhood Profile 12<sup>th</sup> Ed

#### **Elementary Schools**

Mayfair and Kelsey-Woodlawn each have one elementary school; there are no high schools in either neighbourhood. Mayfair Community School is operated by the Public School Division, and St. Michael Community School in Kelsey-Woodlawn is a Catholic School. Enrolment at Mayfair Community School fluctuates more than at St. Michael, but both schools have a stable student body. Since 2003, Mayfair Community School had a low of 145 students in 2010 and a high of 189 in 2005. In 2011 and 2012, the students numbered 161 and 181, respectively.<sup>39</sup> The student population at St. Michael's has remained very constant since 2003, hovering around 200.

# **Employment and Occupation**

# **Employment**

In 2011, the number of Mayfair residents in the labour force was 1,690. The participation rate was 78.6%; exceeding Saskatoon's participation rate (71.5%) by 7.1%. The unemployment rate for Mayfair was 4.4%, which is 1.3 percentage points lower than Saskatoon's 5.7%.<sup>40</sup> The labour force participation rate of Kelsey-Woodlawn was 60.2% and the unemployment rate was 5.2%. The number of residents over age 15 was 640, and there were 385 in the labour force.<sup>41</sup>

#### **Occupation – Mayfair**

The largest employment sector for Mayfair was Sales and Service, comprising 34% of the employed labour force in 2011. Next was trades, transport, and equipment operators, supplying 31% of the workforce with employment. In comparison to Saskatoon's rate of 16%, Mayfair has a much larger proportion working in the trades, transport, and equipment operator sector. Saskatoon's major occupation was sales and service with 25% of the employed labour force.<sup>42</sup> The top five occupations for Mayfair are:

- Sales and Service (34%)
- Trades, Transport, and Equipment Operators (31%)
- Business, Finance, and Administration (11%)
- Social Science, Education, Government, Religion (10%)
- Health (6%)

<sup>39</sup> Ibid.

<sup>&</sup>lt;sup>40</sup> City of Saskatoon (2013). Neighbourhood Profiles 12<sup>th</sup> Ed.

<sup>&</sup>lt;sup>41</sup> Ibid.

<sup>42</sup> Ibid.

# Occupation – Kelsey-Woodlawn

In 2011, the largest employment sector for Kelsey-Woodlawn was trades, transport, and equipment operators, comprising 19% of the employed labour force. In comparison to the entire city, Kelsey-Woodlawn has a much lower proportion of sales and service providers (25% vs. 11%) and a higher proportion of health workers, 18% compared to 8%.<sup>43</sup> The top six major occupations of the employed labour force in Kelsey-Woodlawn include:

- Trades, Transport, and Equipment Operators (19%)
- Health (18%)
- Business, Finance, and Administration (15%)
- Social Science, Education, Government, Religion (12%)
- Management (11%)
- Sales and Service (11%)

#### Income

# Average Household Income

According to census data, Mayfair's average household income was \$37,500<sup>44</sup> in 2001 which increased to \$69,559<sup>45</sup> in 2011; a rise of 6.38% annually. Taking into consideration the Consumer Price Index (CPI), the real income was \$59,050 in 2011, a real wage increase of approximately \$20,000 from 2001 to 2011.<sup>46</sup> The CPI measures the purchasing power that consumers have for a given year, related back to a base year (currently 2002). In Saskatoon, the 2011 average household income was \$82,543; using the CPI, the real income was \$70,070. From 2001 to 2011, the number of

<sup>43</sup> Ibid.

<sup>&</sup>lt;sup>44</sup> City of Saskatoon (2003). Neighbourhood Profiles 7<sup>th</sup> Ed.

<sup>&</sup>lt;sup>45</sup> City of Saskatoon (2013). Neighbourhood Profiles 12<sup>th</sup> Ed

<sup>&</sup>lt;sup>46</sup> Bank of Canada (2014). Consumer Price Index, 2000 to present

households in Mayfair that earned an income of less than \$30,000 decreased by 64%, from 275 to 100. The households with an income of \$100,000 or more increased from 20 to 240.<sup>47</sup>

In the 2001 to 2011 period, Kelsey-Woodlawn's average household income rose by 3.7% annually from \$37,454 to \$53,858.<sup>48</sup> Taking the CPI into account, the real income in 2011 was \$45,700 and it increased by approximately \$6,800 since 2001.<sup>49</sup> The number of households in Kelsey-Woodlawn that earned an income of less than \$30,000 decreased by 63%, from 120 to 45. In 2001, there were 20 households who obtained an income between \$60,000 and \$79,999 as well as 20 households whose income rested between \$90,000 and \$99,999.<sup>50</sup> In 2011, the most prevalent income bracket was \$60,000 to \$79,999; 40 households earned in this range.

#### Housing

# Housing Type, Affordability, and Cost

In 2011, there were 1,080 dwellings in Mayfair and 440 in Kelsey-Woodlawn. The majority of dwellings in Mayfair are oneunit (73%) and detached duplex (17%). Kelsey-Woodlawn's housing structure was similar with 67% one-unit and 14% detached duplex. Saskatoon, in comparison, had 57% one-unit housing and 5% detached duplex in 2011.<sup>51</sup> Since 2001, one unit homes have decreased in both Mayfair and Kelsey-Woodlawn, while apartments with less than five stories approximately doubled in Mayfair and tripled in Kelsey-Woodlawn.

The housing affordability rating was 3.22 in Mayfair and 4.30 in Kelsey-Woodlawn during 2011. A rating of 3.0 is considered the "affordability" standard (3 or less is considered affordable; over 3 not as affordable).<sup>52</sup> Saskatoon had an

<sup>47</sup> Ibid.

<sup>48</sup> Ibid.

<sup>&</sup>lt;sup>49</sup> Ibid.

<sup>50</sup> Ibid.

<sup>&</sup>lt;sup>51</sup> City of Saskatoon (2013). Neighbourhood Profiles 12<sup>th</sup> Ed

<sup>&</sup>lt;sup>52</sup> Ibid.

affordability rating of 4.54. The average selling price of a home was \$206,312 in Mayfair and \$229,753 in Kelsey-Woodlawn; compared to \$361,231 for Saskatoon.

Housing cost is separated into two groups, "average owner's major payment" and "average gross rent." In 2011, the average values for Mayfair were \$889 for owners and \$1,083 for renters. In Kelsey-Woodlawn, owners paid \$1,219 on average and renters paid \$993.<sup>53</sup>

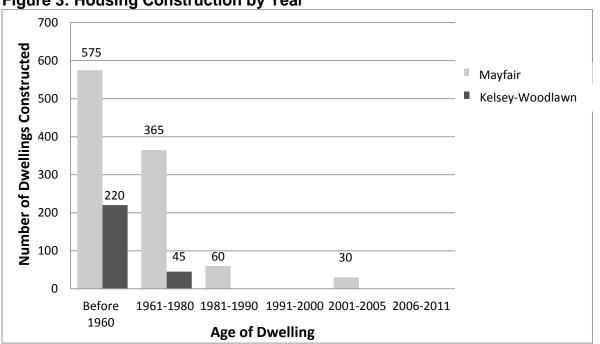
# Home Ownership

In both neighbourhoods, home ownership and rental statistics changed by less than 5% from 2001 to 2011. In Mayfair, 68% of units were owner occupied while in Kelsey-Woodlawn 50% were occupied by the owner. These values are similar to Saskatoon where 66% of units were owner occupied in 2011.<sup>54</sup>

# Age of Housing Stock

In Mayfair, 87% of homes were built before 1980, and since this time, construction has consisted mainly of infill projects. In Kelsey-Woodlawn, 83% of homes were created before 1960. This is shown in Figure 3 below.

<sup>&</sup>lt;sup>53</sup> Ibid. <sup>54</sup> Ibid.



#### Figure 3: Housing Construction by Year

Source: City of Saskatoon (2013). *Neighbourhood Profile* 12<sup>th</sup> Ed.

# Park Space

Mayfair has one neighbourhood park within its borders, A.H. Browne Park. It is 4.8 acres in size which results in a park usage of 598.2 residents per acre. This is a higher number of residents per acre than other neighbourhoods; however, Mayfair Community School, Henry Kelsey Park, and Henry Kelsey Park North in Westmount are not counted in the total park space for the neighbourhood. Kelsey-Woodlawn has one neighbourhood park, Dr. J. Valens Park, and Industrial Park, which is a district park. Combined, they comprise 8.1 acres, which results in a park usage level of 111 residents per acre.<sup>55</sup>

<sup>&</sup>lt;sup>55</sup> City of Saskatoon (2015), Mapping & Research calculations using Saskatchewan Health estimated 2014 population.

# 1.0 – Land Use, Zoning, and Infill

# 1.1 Overview



This section begins with an overview of past and present land use patterns in the Mayfair and Kelsey-Woodlawn neighbourhoods. The discussion then identifies recommendations that address land use, zoning, and infill issues, in line with the LAP Committee's goals.

While some are long-term in nature, the land-use and zoning amendments proposed in this section are key components of achieving the vision of the neighbourhoods, and will lead to more suitable land-use and development patterns. In addition, the recent changes to the City's infill guidelines will ensure that new projects in established neighbourhoods are more complementary to their surroundings.

# 1.2 Land Use, Zoning, and Infill Goals

The Mayfair & Kelsey-Woodlawn LAPC created a number of goals intended to guide land use, zoning, and infill in the two neighbourhoods. They are as follows:

- 1. To ensure future infill developments are compatible with the existing character and scale of the neighbourhood.
- 2. To promote retail uses and other neighbourhood amenities along 33<sup>rd</sup> Street and Idylwyld Drive.
- 3. To promote the redevelopment of the culs-de-sac (Stanley to Connaught Place) along Idylwyld Drive.
- 4. Reduce the potential for industrial uses to develop in close proximity to residential areas.
- 5. To ensure that vacant sites are developed into uses that are complementary to their surroundings.

#### **1.3 Overview of Land-Use and Zoning Policies**

Every parcel of land in Saskatoon is assigned a land use policy district under the *Official Community Plan (OCP) Bylaw No. 8769*, and a zoning designation under the *Zoning Bylaw No. 8770*. These two bylaws regulate development throughout the city. The land use policy district identifies the general type of land use appropriate for a particular site while the zoning district establishes more specific development regulations related to permitted uses, building setbacks, parking requirements, minimum/maximum standards, etc.

The OCP is a bylaw of the City of Saskatoon established under the provisions of Provincial legislation, specifically *The Planning and Development Act, 2007.* Its purpose is to ensure development takes place in an orderly and rational manner, while balancing the environmental, social, and economic needs of the community. It is intended to guide the growth and development of Saskatoon to a population of approximately 320,000 residents. In addition, the City is currently developing a Growth Plan to 500,000; the OCP will be amended to reflect this new population horizon.

The OCP and accompanying Land Use Map divide the city into different land use designations, and sets out objectives and policies for each (e.g., residential, downtown, commercial, suburban centre, industrial, transitional land use areas).

The OCP also contains specific land use and development policies and land use policy maps for Saskatoon's Local Area Plan neighbourhoods. Through the LAP, a land use policy map for Mayfair & Kelsey-Woodlawn will be created (more details below). Land use policies are intended to enhance certainty about existing and proposed land uses, and increase opportunity for public input into policy change. Amendments to the policies in the OCP may occur for a variety of reasons, such as: changing circumstances, changing community values, new development trends, to increase certainty, and encourage growth. Amendments can include changes to the bylaw text and/or accompanying maps.

#### 1.4 Existing Land Use and Zoning in Mayfair and Kelsey-Woodlawn

The attached map shows the current land use designations for Mayfair & Kelsey-Woodlawn. The majority of Mayfair is designated as a Residential land use. Within the residential area of Mayfair, four properties on Avenue C, north of 38<sup>th</sup> Street, are designated Light Industrial. 33<sup>rd</sup> Street, between St. Michael's Community School (Ontario Ave) and Avenue G is designated as Special Area Commercial, and the west side of Idylwyld Drive between just north of 33<sup>rd</sup> Street and 38<sup>th</sup> Street is Arterial Commercial, as is the east side of Idylwyld from 36<sup>th</sup> to just south of 38<sup>th</sup> Street. Arterial Commercial is defined as:

Business uses normally located along highways, major roadways, and in other locations considered strategic by the class of business involved;

while Special Area Commercial is:

Intended for commercial areas that, because of unique attributes such as location, type of use, or development history, do not readily fit into the normal hierarchy of commercial land use designations. The underlying zoning pattern may vary according to the existing or proposed land use for the area.

In Mayfair & Kelsey-Woodlawn, the LAPC and community stakeholders would like to see the existing low-density character of the residential areas preserved. The LAPC feels that increased residential density in Mayfair could be

supported on the edges of the neighbourhood – specifically along the main corridors of Idylwyld Drive and 33<sup>rd</sup> Street. For example, mixed-used developments along Idylwyld Drive would fit with the existing neighbourhood layout and character, and would not cause traffic concerns within Mayfair.

> The LAP Committee would like to see the lowdensity character of residential areas preserved, with increased density occurring along main corridors such as 33<sup>rd</sup> Street and Idylwyld Drive.

Zoning in Mayfair & Kelsey-Woodlawn generally follows the Land Use Map, which can be seen on page 70. During the LAP meetings, members from Kelsey-Woodlawn expressed that the current layout of the residential area is a positive asset to the neighbourhood, as there are currently few traffic issues, the area is quiet and feels secluded, and there is little impact from industrial users.

The industrial area in Kelsey-Woodlawn has seen continued interest from property developers and businesses. Specifically, the east side of Quebec Avenue has seen numerous building renovations and new construction in recent years. The LAPC is supportive of the continued renewal of the industrial area in Kelsey-Woodlawn, as long as uses are compatible with the adjacent residential area, and do not result in nuisance or industrial traffic disturbing residences. It is important to note that there is some non-resident shortcutting that does occur through the residential area due to traffic at the intersection of 33<sup>rd</sup> Street and Quebec Avenue.



# **1.5 Local Area Plan Neighbourhood Land Use Policies**

The objective of specific land use policies is to recognize the historic and diverse residential land use character and future development potential of each Local Area Plan Neighborhood, and to provide a range of appropriate densities and housing types. The land use pattern is reviewed in light of city-wide goals and objectives as well as local goals.

The original list of LAP neighbourhoods, approved by City Council in the late 1990s, included Pleasant Hill, Riversdale, City Park, Caswell Hill, Westmount, King George, Varsity View, Nutana, Sutherland and West Industrial, and each used specific land use policies as identified in the City's Official Community Plan:

"It shall be the policy of the City to recognize the existence of distinct sub-areas, or policy districts, within each Local Area Plan Neighbourhood and to follow the appropriate policies and implement the appropriate zoning controls in line with the character and potential of each policy district."<sup>56</sup>

Each of the original LAP neighbourhoods had a detailed land use map created prior to the LAP; these were subsequently reviewed and/or amended during the LAP process. Mayfair & Kelsey-Woodlawn, along with Meadowgreen and Montgomery Place, were approved as LAP neighbourhoods in 2011. As such, Mayfair & Kelsey-Woodlawn currently utilize the standard, less specific land use designations used across all other neighbourhoods of the city. The LAP land use designations are beneficial as they are more specific; there are additional categories within each type of main use (residential, commercial, etc.).

The land use policies and maps for the Local Area Plan Neighbourhoods are based on the analysis of demographic, economic, and development characteristics, as well as discussions held with neighbourhood stakeholders, and other interested persons and groups. The land use policies and land use patterns for the Local Area Plan Neighbourhoods are intended to achieve the following goals:<sup>57</sup>

<sup>&</sup>lt;sup>56</sup> City of Saskatoon Official Community Plan, Page 21.

<sup>&</sup>lt;sup>57</sup> City of Saskatoon Official Community Plan, Page 97.

- a) to increase certainty about the locations and magnitudes of new development in each Local Area Plan Neighbourhood;
- b) to clearly define the future character of each neighbourhood and influence to a high degree the kinds of development taking place in the Local Area Plan Neighbourhoods;
- c) to protect and preserve established, stable, low density areas, and the unique form of housing stock which exists in the Local Area Plan Neighbourhoods;
- d) to protect stable, low density areas from undesirable and potentially harmful development; and
- e) to provide a clear and concise regulatory framework for the administration of land use change in the Local Area Plan Neighbourhoods.

# 1.6 Proposed Land Use and Zoning

To achieve the LAP Committee's vision and goals for the area, changes to land use and zoning designations in Mayfair & Kelsey-Woodlawn are recommended; these changes are based on discussions with the LAPC. Similar to previous LAPs, the proposed land use map for Mayfair & Kelsey-Woodlawn will use the detailed land use policy designations. The objective of these zoning and land use changes is to increase the future desirability, economic development, and quality of life in the neighbourhoods. Each recommended change is described in detail below, and are displayed on Maps 1.1 - 1.6. Proposed amendments to the Direct Control District 2 (culs-de-sac) are discussed later in this section.

1.6.1 – Transition industrial land uses out of the Mayfair residential area over the long-term. Within Mayfair there are currently four properties zoned light industrial (IL1), located at 1702, 1706, 1714, and 1841 Avenue C North. These industrial properties are located adjacent to residential uses. While current uses of these properties is acceptable, a potential concern is that these properties could be redeveloped into a light industrial use that is not amenable to the surrounding residential uses. It is proposed that these properties be designated Transitional Area on the Land Use Map and that the IL1 properties on the 1700 block of Avenue C North be re-zoned to MX1 – Mixed Use District 1. This is intended to facilitate a broad range of compatible commercial, institutional, cultural,

and residential uses more compatible to the surrounding area. It is recommended that 1841 Avenue C North be rezoned from IL1 to B2 – District Commercial District for the same reasons – to prevent industrial redevelopment next to residential uses while still allowing a variety of non-disruptive commercial uses. By designating the land use of these properties as transitional, this gives these uses time to transition out of the neighbourhood over the long-term and it allows non-industrial uses to be given consideration. Section 20.1.1 (H) of the Official Community Plan promotes the transition of industrial land uses out of older neighbourhoods:

"The land uses in these districts include existing Light (L) and Heavy (H) industrial activities, as well as some commercial uses. While these districts may generally not be suitable for residential development at the present time, the transition of these areas from industrial to commercial or residential uses shall be encouraged."



Light Industrial properties on Avenue C North. Transitioning the remaining industrial uses out of Mayfair over the longterm would ensure that the properties are not re-purposed to a more intensive industrial use, while also giving the owners time to relocate. 1.6.2 – Rezone both sides of Idylwyld Drive, from north of 33<sup>rd</sup> Street to 38<sup>th</sup> Street (not including the DCD2 District and existing industrial properties on the east side of Idylwyld Drive) from "B3 – Medium Density Arterial Commercial District" and "B4 – Arterial and Suburban Commercial District" to "B4MX – Integrated Commercial Mixed Use District." It is recommended that the zoning designations along Idylwyld Drive from just north of 33<sup>rd</sup> Street to 38<sup>th</sup> Street be designated as commercial/mixed use, and should be considered for rezoning from B3 and B4 to B4MX. This does not include the existing DCD2 area (changes to this District are discussed below) or where the light industrial area begins on the east side of Idylwyld Drive just south of 38<sup>th</sup> Street. The purpose of the B4MX district is:

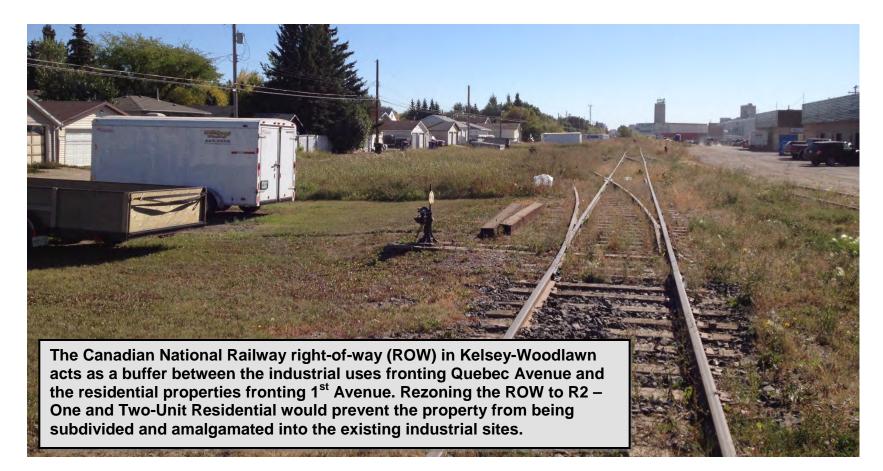
"to accommodate a broad range of land uses, including medium to high density residential uses, commercial and institutional uses in a manner that encourages retail and service based uses at grade level. The B4MX District promotes a compact, pedestrian oriented, built form that encourages transportation options and better integration between neighbourhoods by ensuring street oriented buildings and grade level uses."

In addition to allowing medium and high density residential uses, changing the zoning to B4MX will allow more mixed-uses along this portion of Idylwyld (especially in comparison to the current B3 zoning). In addition, B4MX does not permit car washes, service stations, and motor vehicle sales, and retains nightclubs and taverns as a discretionary use (requiring approval of City Council). Permitting denser residential uses will ensure this area integrates with the single-family residential area to the west (facing Avenue B), assist with improving the image of the area, and is in line with the redevelopment goals of the culs-de-sac across Idylwyld Drive, as well as the goals of the Growth Plan to Half a Million.

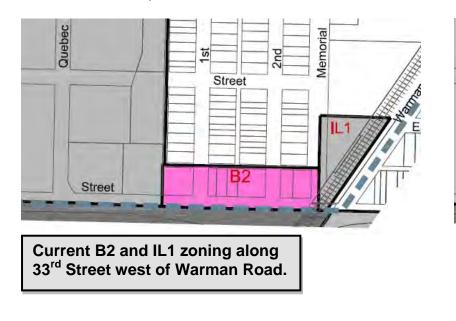


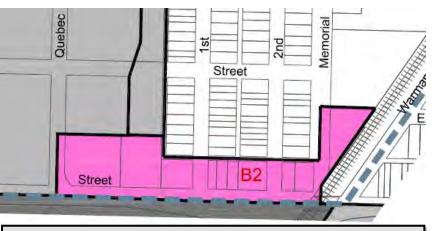
- 1.6.3 Rezone the west side of Idylwyld Drive, from 38<sup>th</sup> Street to the CNR line, from "IL1 General Light Industrial District" to "B4 Arterial and Suburban Commercial District." North of 38<sup>th</sup> Street, properties that front Idylwyld Drive are currently zoned Light Industrial. However, all uses in this IL1 area are currently commercial in nature, including a liquor store, hotels, and restaurants. Commercial uses such as these are attracted to high-volume corridors such as Idylwyld Drive, and as such these properties will likely remain commercial (instead of industrial) uses for the foreseeable future. In addition, these properties back onto residential properties facing Avenue B; therefore the LAPC has concerns about these sites being converted into permitted light industrial uses. In order to alleviate this concern and align the current use of the area with a more applicable zoning designation, it is proposed that this area be rezoned to B4.
- 1.6.4 Designate Mayfair Community School, Mayfair Library, Carpenter's Church, Youth for Christ, Church at Saskatoon, St. Michael's Catholic Church, and St. Michael Community School as "Community Facility Policy District" on the Land Use Policy Map. The Community Facility Policy District ensures that due consideration is given to the continued use of a building for institutional, recreational, residential, educational or other community purposes, and that it is retained as a community focal point, if possible. In Mayfair and Kelsey-Woodlawn, it is important to designate these community focal points in the Land Use Policy Map to ensure that priority is given to maintaining community uses if the current use ceases to exist.
- 1.6.5 Apply a "Transitional Land Use" on the Land Use Policy Map, rezone to R2 One and Two-Unit Residential District, and apply a Holding Symbol "H" designation to the former CNR right-of-way between 1<sup>st</sup> and Quebec Avenues (currently zoned IL1). The 100-foot (30 metre) wide former CNR spur line in Kelsey-Woodlawn stretches from the north side of 33<sup>rd</sup> Street to 38<sup>th</sup> Street. The Holding Symbol "H" is used "to specify the use to which lands shall be put at some time in the future, but which are now considered premature or inappropriate for immediate development." On the west side of the property are light industrial properties fronting Quebec Avenue, and to the east are single-family residential properties that front 1<sup>st</sup> Avenue. The only remaining portion in use by CNR is between 38<sup>th</sup> and 40<sup>th</sup> Street, which is used to service an industrial property. CNR has indicated they are interested in selling the land south of 38<sup>th</sup> Street in the near future, and

the City has the right of first refusal upon sale. Due to the 100 foot (30 metre) width of the right-of-way, frontage onto a back alley, and potential contamination, there are limited re-development or re-use options for this piece of land. As such, the LAPC is concerned that this land will be sold off to the adjacent industrial (mainly warehouse) uses, who may be interested in the extra space at the rear of their properties. As such, it is recommended that a Holding Symbol "H" and "Transitional Land Use" designation be applied to this land, which would allow other options to be considered, such as transitioning the land to a linear park, or developing small commercial uses (coffee shops, small stores) where the right-of-way fronts 36<sup>th</sup> and/or 38<sup>th</sup> Streets.



• 1.6.6 – Rezone properties along 33<sup>rd</sup> Street (between Quebec and 1<sup>st</sup> Avenues) and 1202 3<sup>rd</sup> Avenue North from "IL1 – General Light Industrial District" to "B2 – District Commercial District." The north side of 33<sup>rd</sup> Street between 1<sup>st</sup> and Memorial Avenues is currently zoned B2 – District Commercial, and contains one large vacant parcel, and light commercial uses (retail stores, private school) on another. The B2 zoning ends just west of 1<sup>st</sup> Avenue, thereafter the zoning becomes IL1 – General Light Industrial District. By rezoning these two parcels to B2, this will ensure that a continuous commercial form is developed along this portion of 33<sup>rd</sup> Street, as opposed to additional industrial uses. The current property at the south end of Memorial Avenue, 1202 3<sup>rd</sup> Avenue North, (former bakery at the entrance to Woodlawn Cemetery) is zoned IL1. It is recommended that this parcel also be rezoned to B2 to promote the development of uses complementary to the Cemetery, such as a flower/coffee shop and related commercial uses. If re-zoned, the existing use would be allowed to remain. In addition to rezoning, it is recommended that the City discuss options with the property owner to accelerate its re-use (this is discussed further in the Parks, Open Spaces, and Community Gardens Section).





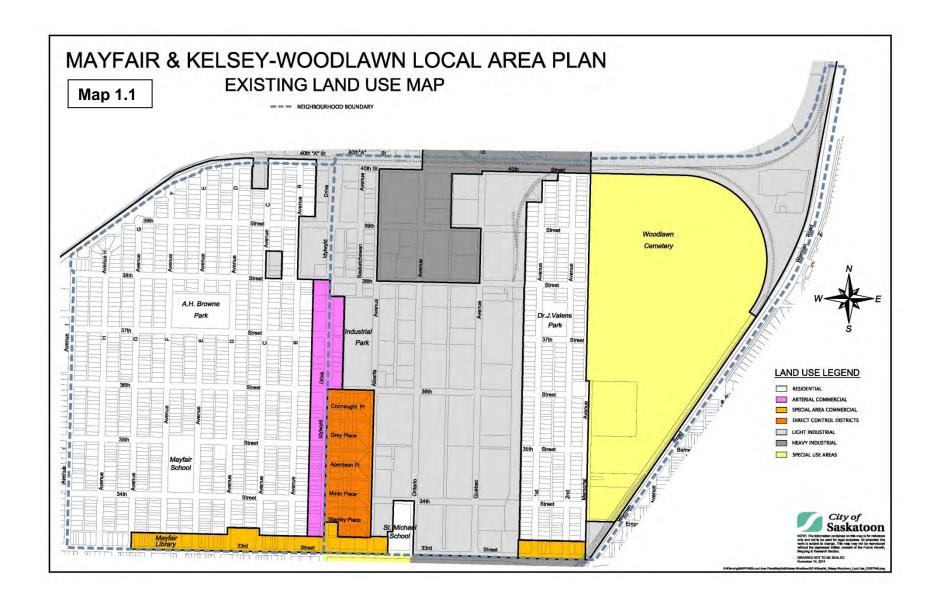
Proposed rezoning of certain properties to B2 (District Commercial) from IL1 (Light Industrial) would help ensure a continuous commercial form and better reflect the current use along 33<sup>rd</sup> Street.

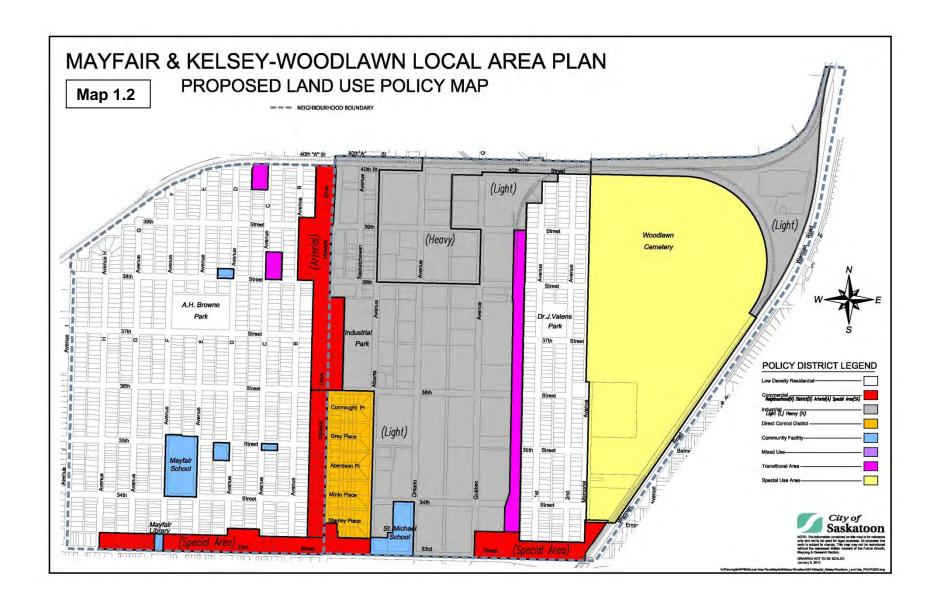
These land-use and zoning changes are shown on the Maps 1.1 - 1.6 on pages 70 to 75, and summarized in the following recommendations. Maps 1.1 and 1.4 show existing land-use and zoning, while the additional maps show the proposed amendments.

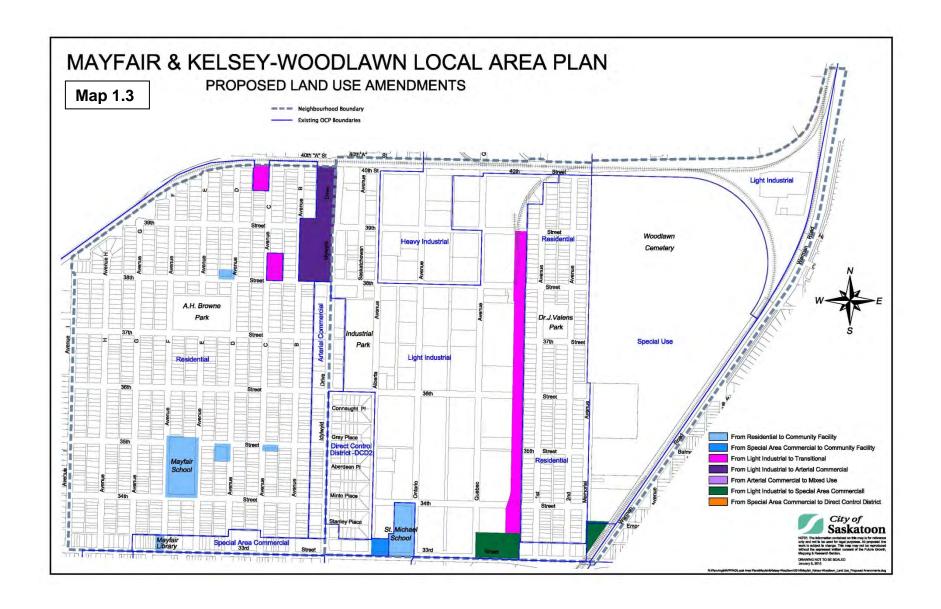
#### **RECOMMENDATION:**

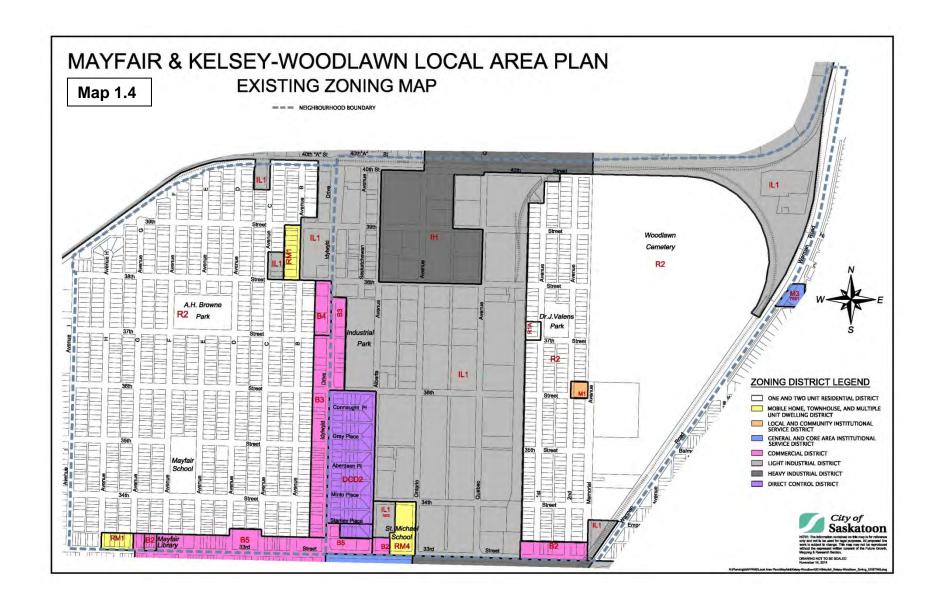
**1.1 – PROPOSED MAYFAIR & KELSEY-WOODLAWN LAND USE POLICY MAP:** That the Community Services Department, Planning & Development, add the Mayfair & Kelsey-Woodlawn Land Use Policy Map to the Official Community Plan No. 8769 with the proposed land use designations in the map titled "Mayfair & Kelsey-Woodlawn Proposed Land Use Policy Map."

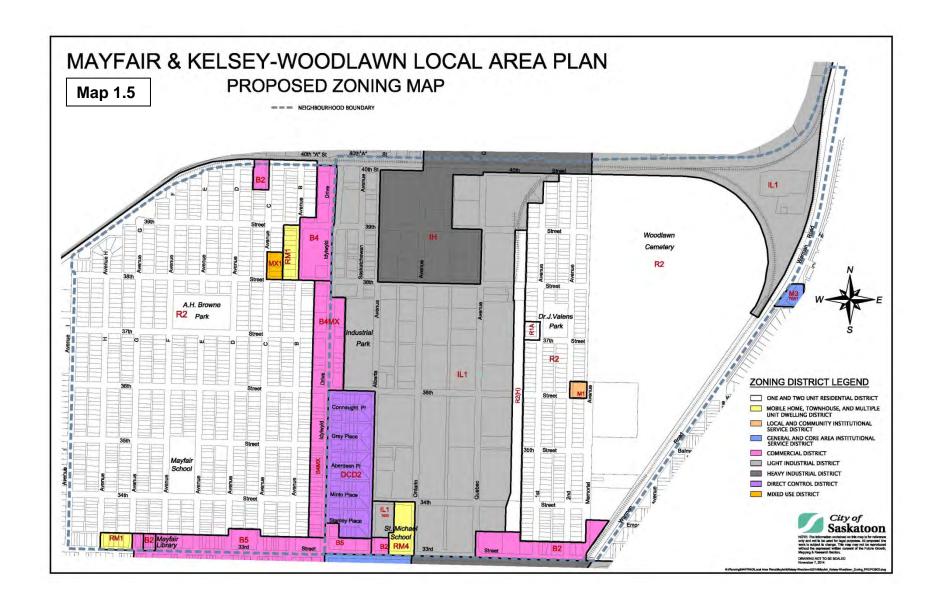
**1.2 – PROPOSED MAYFAIR & KELSEY-WOODLAWN ZONING MAP:** That the Community Services Department, Planning & Development, amend the Zoning Bylaw No. 8770 with the proposed Zoning Districts identified in the map titled "Mayfair & Kelsey-Woodlawn Local Area Plan Proposed Zoning Map."

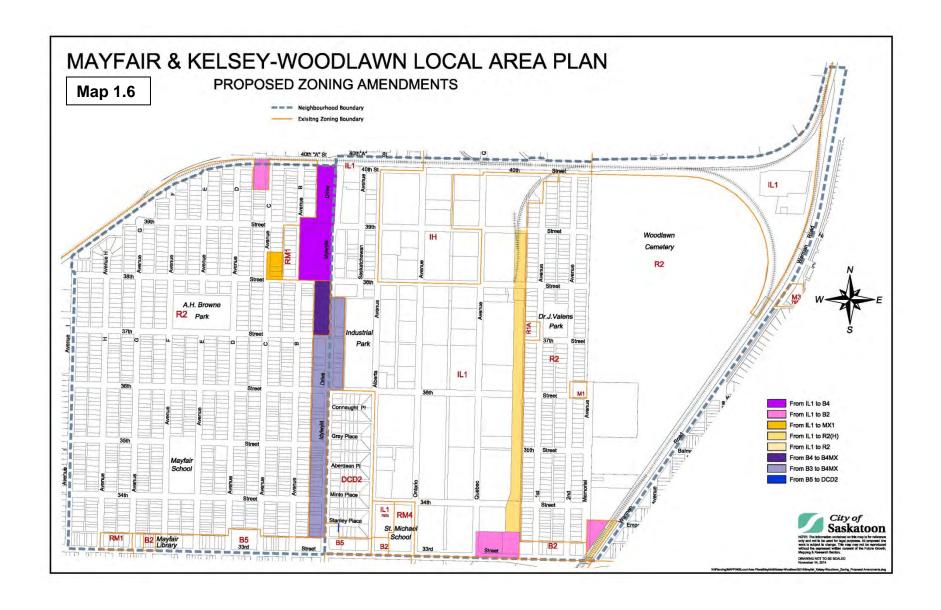










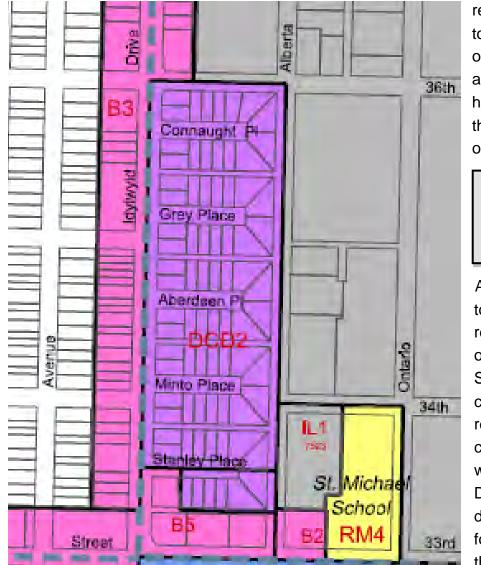


#### **1.7 Direct Control District 2**

Direct Control Districts are established where it is considered desirable to exercise particular control over the use and development of land and buildings within a specific area. In Kelsey-Woodlawn, the culs-de-sac of Stanley, Minto, Aberdeen, Grey, and Connaught Place are designated DCD2 District in the Zoning Bylaw. Consisting of one and twounit dwellings, each cul-de-sac has access to Idylwyld Drive, and is separated from the others by a 20-foot lane. In place since June 1988, the DCD2 was created to help transition this area from the current one and two-unit dwellings to a mix of medium density residential, community uses and commercial uses. Before redevelopment can occur, a developer must consolidate (own) all of the lots within a cul-de-sac; in addition, within the DCD2 guidelines, development is mandated to begin at Stanley Place and move northward in consecutive order.

Re-use of the area has not occurred as it has been difficult for developers to consolidate lots. If a developer were to complete consolidation, the current guidelines state that uses of a B3 or RM3 Zoning District would be permitted. B3 is the Medium Density Arterial Commercial District, which allows a variety of commercial uses, such as retail stores, offices, medical clinics, hotels, and financial institutions for example. The RM3 – Medium Density Multiple-Unit Dwelling District provides for a variety of residential developments in a medium density form as well as related community uses. The maximum height for any permitted use in the B3 zoning district is 10 metres ( $\approx$  33 feet) and 12 metres ( $\approx$  39 feet) in the RM3 District. B3 also permits restaurants (with an attached lounge), pawn shops, cheque cashing outlets, and motor vehicle sales. The LAPC is concerned with the increasing number of these specific businesses in the area, and the image they can project.

During the course of the LAP, a meeting was held focusing on infill development in the neighbourhoods. As part of this discussion, the LAPC was asked about the redevelopment of the culs-de-sac, and the majority of members are supportive of eventual redevelopment. Some concerns were raised with regards to the current appearance and potential decline of investment in the culs-de-sacs; there is the perception that some landlords and/or tenants do not maintain their properties to a proper standard. Some of the property maintenance problems and perception problems are due in part due to the DCD2 guidelines, as owners may not consider significant investments in property upkeep worthwhile, due to the



redevelopment potential. As such, the LAPC would like to see more certainty and predictability for residents, owners, and for the future use of the culs-de-sac. In addition, the LAPC would like to see a higher rate of homeownership – currently, of the 79 properties across the culs-de-sac, 51 (65%) are rental and 28 (35%) are owner occupied.

The culs-de-sac along ldylwyld Drive are zoned Direct Control District 2 (DCD2) in the *Zoning Bylaw* and have a specific set of guidelines that control permitted uses and redevelopment.

Area stakeholders see this area as having the potential to redevelop into a vibrant, mixed-use area with a major residential component and an increased building height of 10 stories or less. In addition, the potential exists for Saskatchewan Polytechnic (SIAST) to expand into the culs-de-sac (either for teaching space or student residences), due to its close proximity to their main campus and locations in Kelsey-Woodlawn. In addition, while the LAPC is supportive of redevelopment of the DCD2 area, one major concern is the potential for displacement of residents in the culs-de-sac, especially for renters in the area. The LAPC would like to ensure that potential developers carefully consider the needs of residents that will be displaced. Updates and amendments to the DCD2 guidelines can alleviate and minimize some of the current concerns regarding the DCD2 District.

#### **RECOMMENDATION:**

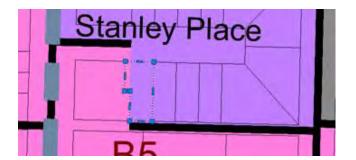
**1.3 – AMENDMENTS TO THE DCD2 GUIDELINES:** That Planning & Development address the following related to the current DCD2 Guidelines in the Zoning Bylaw No. 8770:

- In addition to the current B3 and RM3, that B4MX zoning be added to the list of approved zoning uses once consolidation has been achieved.
- Amend guidelines to remove the requirement for development to begin in a south to north manner, and permit any consolidated culs-de-sac to become redeveloped.
- Require a developer who has achieved consolidation to submit a transition plan to ensure displaced residents are supported in the transition to new housing.

The LAPC is concerned about the potential for increased pawn shops, cheque cashing outlets, bars/lounges, and used motor vehicle sales in the area, especially once the DCD2 becomes redeveloped. While most commercial (B) zoning districts do not prohibit pawn shops, the current pawn shop bylaw limits distance between such establishments, and nightclubs and taverns are a discretionary use and require the approval of City Council.

#### **RECOMMENDATION:**

**1.4 – STANLEY PLACE SPLIT ZONING:** That Planning & Development amend the Zoning Map to correct the split zoning on the west portion of 1 Stanley Place, to ensure the DCD2 District zoning applies to the entire parcel.



A residential lot at the southwest corner of Stanley Place (shown in blue dotted line) has a small portion of its property located within B5 (Commercial) zoning and the majority within DCD2. This split zoning needs to be corrected to ensure there is only one zoning district that covers each property.

It was also noted that the current alignment of the sidewalk along Idylwyld Drive next to the culs-de-sac is too close to the road, which makes walking on the sidewalk extremely uncomfortable given the high level of traffic. As such, during the redevelopment of the culs-de-sac along Idylwyld Drive, the LAPC would like developers to have the sidewalk set back from Idylwyld Drive traffic in order to make it more comfortable and safe for pedestrians.

# **1.8 Growth Plan to Half a Million: Idylwyld Priority**

The City is in the process of developing the **Growing Forward! Shaping Saskatoon** project, which will result in the development of the *Growth Plan to Half a Million*, outlining a city-wide servicing strategy for transit, water and sewer, land use, and roadways as Saskatoon grows towards a population of 500,000 residents. The project encompasses a number of targeted studies, including Growth near Major Corridors, Core Area Bridges + Networks, Rapid Transit and Transit System, and Employment Areas.

The Growth near Major Corridors Study aims to assess major transportation corridors and adjacent land uses across the city, with the goal to achieve more efficient use of land, while facilitating a more transit-oriented environment. Identifying priority locations for increased residential density through infill development and redevelopment of existing sites along major corridors can allow for an increased level of transit service, more economical provision of infrastructure, improvement in amenities, and more viable commercial uses along and adjacent to these transportation corridors. By increasing the number of people living along major corridors such as 8<sup>th</sup> Street, College Drive, 22<sup>nd</sup> Street, and Idylwyld Drive, rapid transit to major destinations and higher-service "feeder" transit routes become more viable since more users

live within a shorter distance of major routes. It is intended that targeted and appropriate densification in Saskatoon will help to preserve the core of existing residential neighbourhoods and allow stable areas to remain at generally lower densities, while neighbourhood-wide density may increase over time as a result of new development along and near significant transportation corridors.

For the city, increased residential density helps to ensure neighbourhoods remain viable by ensuring sufficient school enrolment, providing a market base for area businesses and providing a suitable population to support neighbourhood facilities and activities, such as parks and recreation programs. The LAPC recognizes that established neighbourhoods along key corridors near the city centre, such as Mayfair & Kelsey-Woodlawn, will play a role in the City's goals and implementation of the Growing Forward project.

The Growing Forward project, the *Growth Plan to Half a Million* and its relation to Idylwyld Drive in Mayfair & Kelsey-Woodlawn is discussed in more detail in the **Neighbourhood Image and Business Support Section**. For more information about the Growing Forward project, view the website at: <u>www.growingfwd.ca/</u>.



# 1.9 The Future of Infill: Current Concerns, Future Desirability, and New Guidelines

With regards to residential infill, the Mayfair and Kelsey-Woodlawn neighborhoods have not seen as much pressure from infill development as other neighbourhoods – however, demand from such projects is expected to increase in the future. Due to Mayfair & Kelsey-Woodlawn's proximity to Downtown, increasing home prices, and low number of infill projects to date (compared to some other neighbourhoods), the LAPC feels that infill projects will eventually accelerate in the neighbourhood. The LAPC is concerned about infill projects not fitting in with the existing character of the neighbourhood,

and the potential for illegal suites to be constructed by absentee developers and landlords. The City's new Infill Development Guidelines will assist in ensuring future infill projects fit more appropriately with the size, scale, and character of the existing housing stock.



Mayfair & Kelsey-Woodlawn's proximity to Downtown, low number of infill projects (compared to some other neighbourhoods), and rising house prices may result in increased infill pressures in the future.

There are approximately 440 dwellings in Kelsey-Woodlawn (including single-family dwellings, duplexes, condominiums, and apartments). In Mayfair, there are a total of 1,080 dwellings, including 790 one-unit and 180 detached duplexes.

The table below shows the dwelling units per acre for selected neighbourhoods, including Mayfair & Kelsey-Woodlawn. Additional infill projects will increase these numbers. It is important to note that these numbers vary depending on the amount of park space, commercial, or institutional uses in a neighbourhood.

Neighbourhood	DU / Acre	Neighbourhood	DU / Acre
Silverspring	3.6	Caswell Hill	5.1
Mount Royal	3.9	Kelsey-Woodlawn*	5.8
Riversdale	4.0	Varsity View	5.9
Westmount	4.0	Pleasant Hill	6.3
North Park	4.7	Nutana	7.3
Mayfair	4.7	City Park	8.0

Table 1.1: Dwelling Units (DU) per Acre for Selected Neighbourhoods

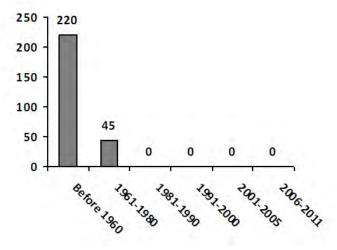
\*This number is for the residential areas of Kelsey-Woodlawn only (1<sup>st</sup> and 2<sup>nd</sup> Avenues and culs-de-sac on Idylwyld Drive). With the industrial area and Woodlawn Cemetery included, the DU per acre would be 1.1.

As demonstrated by the Tables 1.2 and 1.3 below, the majority of dwellings in Mayfair were built prior to 1980, and the majority of dwellings in Kelsey-Woodlawn prior to 1960. The older housing stock in the neighbourhoods can provide incentive for developers to acquire sites and develop infill projects. In addition, Mayfair & Kelsey-Woodlawn has not seen the same level of infill projects as other neighbourhoods, such as City Park or Varsity View. From 2003 – 2013, there were a combined 46 infill projects (one- and two-unit dwellings) across Mayfair & Kelsey-Woodlawn; compared to 101 in Varsity View and 62 in Nutana for the same time period. The following tables show the age of dwellings for both Mayfair and Kelsey-Woodlawn:

# Table 1.2: Kelsey-Woodlawn Age of Dwelling

# Age of Dwelling

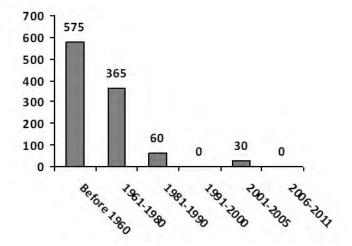
Million Contraction	2011 NHS
Before 1960	220
1961-1980	45
1981-1990	0
1991-2000	0
2001-2005	0
2006-2011	0



# Table 1.3: Mayfair Age of Dwelling

## Age of Dwelling

	2011 NHS
Before 1960	575
1961-1980	365
1981-1990	60
1991-2000	0
2001-2005	30
2006-2011	0



During the initial neighbourhood survey and the meeting on infill, some of the comments by neighbourhood stakeholders regarding infill included:

- Being supportive of residential infill development, as it can replace old housing stock, raise property values, and bring in more residents.
- With increased infill, parking issues can intensify particularly in Mayfair where there are few driveways and onstreet parking is already in high demand.
- Additional housing is a benefit to the neighbourhoods and the city as a whole; however too many infill projects are of the typical semi-detached form and do not fit well with the existing neighbourhood character.

#### **1.9.1 – Changes to Infill Development Standards**

Under the *Zoning Bylaw No. 8770*, there is potential for future subdivision into one-unit, two-unit and semi-detached dwellings. Prior to 2015, a "70% rule" was used to calculate eligibility for subdivision. The Zoning Bylaw stated that, in the R2 District, *"site width for the construction of new one-unit dwellings in established neighbourhoods shall be at least* 



A residential infill project in Mayfair. New guidelines will help ensure new infill developments match the existing neighbourhood character. 70% of the average site width for one and two-unit dwelling sites fronting on the subject block face and the opposite block face." The purpose of the "70% rule" was to ensure that infill occurred in a gradual manner, and that the predominant site width on a block is maintained. This is meant to ensure that the character of a block is maintained as the block slowly transitions to higher density. However, the 70% rule did not apply to semi-detached dwelling units. As such, the 70% rule led to the proliferation of twounit and semi-detached dwellings, which resulted in a residential character that is starkly different than the character of the existing neighbourhood, counter to the intent of the Zoning Bylaw. The *Neighbourhood Level Infill Development Strategy* reviewed all subdivision restrictions and recommended a reduction of the calculation percentage to 60% in neighbourhoods such as Mayfair & Kelsey-Woodlawn. This would allow more properties to be constructed as detached one-unit dwellings compared to semi-detached dwellings. The reduction of the 70% rule to 60% in the Mayfair & Kelsey-Woodlawn neighbourhoods was approved by City Council in March 2015.

*The Neighbourhood Level Infill Development Strategy* also recommended multiple-unit dwellings, to a maximum of 4 units, on corner sites in established neighbourhoods subject to site suitability, location, and servicing capacity. This recommendation is being reviewed by City Administration.

## 1.10 Canadian National Railway Property in Kelsey-Woodlawn

Canadian National Railway (CNR) owns active and abandoned right-of-ways (ROW) on the north and east sides of Kelsey-Woodlawn, and within the industrial area. The company has indicated that the abandoned rail line between Quebec and 1<sup>st</sup> Avenue from just north of 33<sup>rd</sup> Street to 38<sup>th</sup> Street may be divested by the company in the near future (see Map 1.7 on page 87). This ROW is currently vacant and buffers the industrial properties backing it on the west from the residential properties that front 1<sup>st</sup> Avenue on the east. If disposed of by CNR, the City of Saskatoon would have the right of first refusal on the purchase of railway property. As mentioned previously, rezoning and placing a 'Holding' zoning provision on the ROW would prevent the sale and amalgamation into the industrial properties.

There are limited potential future uses for the ROW, as it is only approximately 100 feet (30.48 metres) wide, and stops half a block north of 33<sup>rd</sup> Street. In addition, soil contamination of the ROW is a potential concern, which may affect the feasibility of future development. The LAPC would like to see green space, such as a linear park or pathway developed along the ROW and is open to having low-density residential or commercial uses with minimal traffic located on the parcel

where feasible. Street and pedestrian connections across this ROW are discussed in the Municipal Services section.

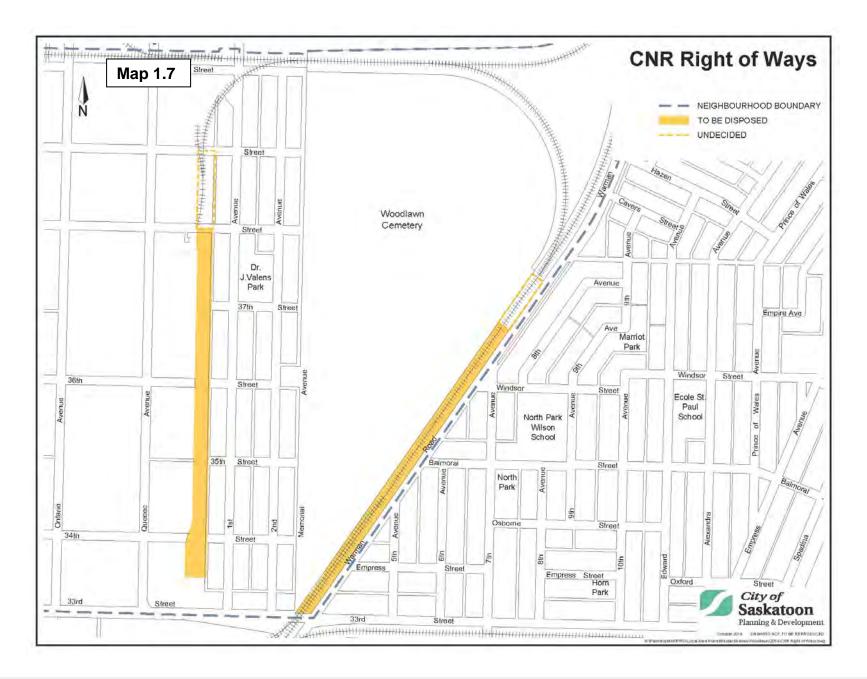
#### **RECOMMENDATION:**

**1.5 – ACQUISITION OF CANADIAN NATIONAL RAILWAY RIGHT-OF-WAY:** That Saskatoon Land acquire the former right-of-way (between Quebec and 1<sup>st</sup> Avenues) from Canadian National Railway and examine the potential for developable lots with low-density residential, community space, and/or limited commercial uses where the CNR right-of-way intersects with 36<sup>th</sup>, 38<sup>th</sup>, and/or 39<sup>th</sup> Streets. If development is not feasible or suitable, it is recommended that the Community Services Department, Parks Division, examine the cost and implications of developing this space into a linear park/path with above-ground (such as barrel or raised planter) community gardening opportunities.

In addition, CNR has indicated that their land between Warman Road and Woodlawn Cemetery south of the wye (triangular junction) may also be divested in the future (see map below). Similar to the other right-of-way, this stretch of land is approximately 100 feet (30.48 metres) wide, and as such options for redevelopment and re-use are limited. While the parcel between 1<sup>st</sup> and Quebec Avenues is more suitable for light commercial uses at street intersections or as a linear park, the Warman Road parcel is constricted by a high-volume roadway on one side and the Cemetery on the other. The LAPC would prefer that community uses, such as green space or community gardens, be considered along this right-of-way as opposed to an additional lane of traffic. Warman Road also has potential as a rapid transit corridor in the longer-term; as such, it is important to ensure this space is available for such uses in the future.

#### **RECOMMENDATION:**

**1.6 – USE OF CANADIAN NATIONAL RAILWAY RIGHT-OF-WAY ALONG WARMAN ROAD:** Once acquired by the City, that the Community Services Department consider this right-of-way for temporary community uses while its potential for a rapid transit corridor is assessed.



# 2.0 – Municipal Services

#### 2.1 Overview



Municipal Services encompasses a vast majority of activities provided by the City of Saskatoon, such as road and sidewalk maintenance, snow grading/removal, garbage collection, power service, and water treatment.

Within the wide breadth of Municipal Services, the LAPC is mainly concerned with:

• Maintaining rear lanes serving business areas to a higher standard;

• Upgrading unpaved roads in Kelsey-Woodlawn (38<sup>th</sup> Street to Quebec Avenue, and in the industrial area);

• Improving the poor condition of existing sidewalks; and

• Increasing the rate of lead pipe replacements, given the high number of residential connections in the neighbourhoods.

#### 2.2 Municipal Services Goals

The Mayfair & Kelsey-Woodlawn LAPC created a number of goals intended to guide the future role of municipal services in Mayfair & Kelsey-Woodlawn. They are as follows:

- 1. Ensure rear lanes and roads are in good condition throughout Mayfair & Kelsey-Woodlawn.
- 2. Improve the condition of deteriorated and unrepaired sidewalks in the neighbourhoods.
- 3. Ensure that residents and businesses are aware of the Lead Service Line replacement program, and that lead pipes are replaced in a timely manner.

#### 2.3 Road, Rear Lane and Sidewalk Maintenance

Improved maintenance for roads and existing sidewalks in Mayfair & Kelsey-Woodlawn are a key concern for the LAPC. In addition, keeping road and sidewalk infrastructure in good condition is crucial in the area surrounding the 33<sup>rd</sup> Street business area, given the importance of the corridor to the neighbourhood and the significant number of residents that visit the area frequently, either by vehicle or walking.

As mentioned in Section 3 – Neighbourhood Image and Business Support, the independent businesses on 33<sup>rd</sup> Street are a key part of the Mayfair & Kelsey-Woodlawn area. West of Idylwyld Drive, businesses face 33<sup>rd</sup> Street and have access to a paved rear lane. This lane is crucial for business deliveries, pick-up, and employee access. Business owners on the LAPC are concerned with the state of the rear lanes behind the properties on both sides of 33<sup>rd</sup> Street, as the surface condition of the lane has become extremely poor with numerous potholes. Business owners have stated that the poor condition of the lane now affects their businesses – it is very tough on delivery vehicles, and fragile items being transported are at risk of being damaged.



## **RECOMMENDATION:**

**2.1 – 33<sup>RD</sup> STREET REAR LANE REPAIR:** That the Public Works and Major Projects Divisions prioritize the resurfacing and/or repair of rear lanes on the north and south side of 33<sup>rd</sup> Street, from Idylwyld Drive to Avenue *G* in the short-term (2-3 years).

Unpaved rear lanes in the residential areas of the neighbourhoods are graded by the City, at least once per year. While the LAPC realizes the large number of gravel lanes that need to be graded across the city, concerns were raised about other problems that arise after grading has occurred. Specifically, windrows form

at the edge of the grading blade; the lane between Idylwyld and Avenue B was mentioned as a specific area of concern. These raised edges of gravel can make it difficult to open gates and fences when they run into the raised gravel. The LAPC hopes that adjustments can be made to minimize the formation and impact from this issue.

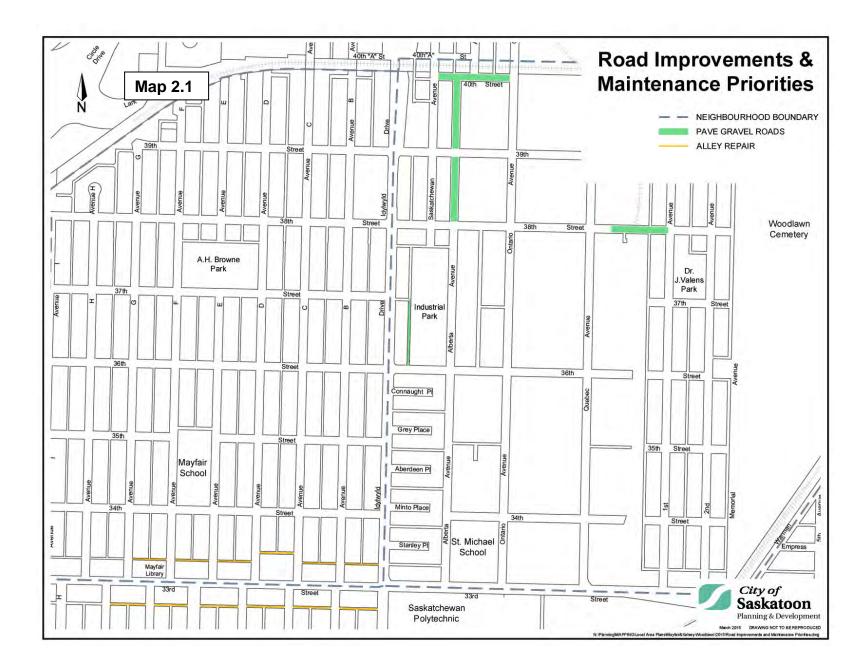
Currently, the main vehicular access to the residential area of Kelsey-Woodlawn is via 1<sup>st</sup>/2<sup>nd</sup> Avenues from 33<sup>rd</sup> Street; and 38<sup>th</sup>/39<sup>th</sup> Streets from Quebec Avenue. 38<sup>th</sup> Street, which connects the residential area of Kelsey-Woodlawn to the industrial area, is currently gravel and in poor condition. Even with grading, the section of 38<sup>th</sup> Street that crosses the CN right-of-way quickly becomes un-drivable due to an uneven driving surface and the amount of traffic driving over it.

In the northern-most section of Kelsey-Woodlawn's industrial area, there are currently sections of Alberta Avenue and 40<sup>th</sup> Street that are gravel. These roads serve area businesses and industries, and paving them would improve road conditions and the overall image and desirability of this portion of the industrial area. In addition, the alley adjacent to the playground in Industrial Park (north of 36<sup>th</sup> Street) is gravel, and should be paved to minimize dust impact on park and playground users.

#### **RECOMMENDATION:**

**2.2 – SURFACE DEFICIENCIES IN KELSEY-WOODLAWN:** That Construction and Design Division add to the existing Capital Budget and examine the feasibility of improving and paving streets in Kelsey-Woodlawn, specifically:

- Pave the rear lane on the west side of Industrial Park (near the playground at 36<sup>th</sup> Street);
- Pave 38<sup>th</sup> Street between 1<sup>st</sup> Avenue and Quebec Avenue;
- Pave Alberta Avenue between 38<sup>th</sup> and 40<sup>th</sup> Streets; and
- Pave 40<sup>th</sup> Street between Ontario and Saskatchewan Avenues.



During the discussion on Municipal Services, comments were received regarding certain intersections in Mayfair & Kelsey-Woodlawn that do not have catch basins for storm water. During major rain events or spring snow melt, this can cause large amounts of water to remain in low spots and portions of intersections, becoming a safety hazard for vehicles, pedestrians and cyclists.

**2.3 – CATCH BASIN REVIEW AND MAINTENANCE:** That Saskatoon Water conduct a review of intersections in Mayfair & Kelsey-Woodlawn to assess the existing storm sewer runoff design; and initiate a plan and timeline to address deficiencies, such as maintenance of existing basins and installations where warranted.

## 2.4 Sidewalks

The City of Saskatoon sidewalk program maintains sidewalks so they are in a safe condition for pedestrian traffic and to reduce opportunities for personal injuries. Activities conducted to repair and maintain sidewalks include:

- Replacement
- Asphalt Overlay
- Lip Grinding
- Magcrete
- Mudjacking

The LAPC is cognizant of the limited budget to repair and maintain sidewalks throughout the city; however, there are three specific sidewalk locations that require maintenance and/or repair in the short term. Sidewalks that are considered a safety issue will be addressed until such time as the preservation program is in the area. The following sidewalks, which are currently in poor condition, have been forwarded for repair consideration in the short-term:

- Avenue C north of 33<sup>rd</sup> Street (severe heaving) priority due to pedestrian traffic to Safeway;
- 1400 block Avenue F North (severe heaving); and
- Around A. H. Browne Park (badly deteriorated).

Note: The construction of missing sidewalks is discussed in the Traffic & Circulation Section.

#### 2.5 Street Sweeping

Street sweeping is done on all streets in the spring to remove dirt and debris, improve the appearance of the city, and to make roads safer. After a spring sweeping blitz on higher-traffic roads, such as Circle Drive, Idylwyld Drive, and 22<sup>nd</sup> Street, a neighbourhood sweeping program occurs that enables a more effective and complete curb-to-curb sweep program that covers all streets.

After a pilot program in 2013, ten neighbourhoods were selected for fall street sweeping in 2014: City Park, North Park, Holiday Park, King George, Riversdale, Caswell Hill, Nutana, Varsity View, Buena Vista and Westmount. Fall street sweeping occurs in some core neighbourhoods so streets can dry up quicker in the spring. The neighbourhoods selected are based on heavy tree canopy and closer proximity to the river valley, which makes them more prone to collect leaves and debris. Due to the large tree canopy in Mayfair & Kelsey-Woodlawn, to assist with spring runoff, and to minimize stress on the storm water basins, fall street sweeping would be beneficial in these neighbourhoods.

#### **RECOMMENDATION:**

**2.4 – ADDITION TO FALL STREET SWEEPING PROGRAM:** That the Public Works Division consider the addition of Mayfair and Kelsey-Woodlawn to the Fall Street Sweeping Program, beginning in 2015.

#### 2.6 Lead Pipes and Drinking Water

Up until 1950, lead pipes were commonly used across Canada to deliver water to properties, including residences in Saskatoon. Concern with lead pipes comes from standing water in the line – which can cause lead to leach into the water. As a precaution, the City recommends residents with lead pipes flush the water system every time the water in the home has been untouched for six hours or more (standing water). To ensure fresh water for cooking or drinking, the City recommends running taps for five minutes when residents wake up and when getting home from work. This clears the service connection and plumbing of any standing water in the pipes by bringing in fresh water from the water main. To minimize waste, residents can utilize a large portion of this water through a number of uses, such as laundry, dishwasher, toilets, showers, or bathing; however, there may be a small portion of standing water in the plumbing to the drinking water tap(s) that requires flushing as well.<sup>58</sup>

The City estimates that there are approximately 5,300 Saskatoon properties that currently have a lead service connection, including 180 in Mayfair and 165 in Kelsey-Woodlawn. Beginning in 2014, the City expects to replace approximately 200 Lead Service Lines (LSL) per year; about 100 of these are planned replacements and a remaining 100 are anticipated to be in emergency or unplanned situations. At the current rate, it will take approximately 30 years to replace all lead lines in the city. **Residents who want to add their property to the planned replacement waiting list can do so by calling Public Works Dispatch at 306-975-2491.** An emergency or unplanned replacement is also performed when other related work is being performed nearby, where excavation of roads or sidewalks is already underway.

For both unplanned and waiting list replacements, the City pays for 60% of the cost, and the homeowner is responsible for 40%. In 2014, the cost for the homeowner portion is capped at \$2,590. The homeowner has the option of paying this amount directly to the contractor, or they may defer the amount to their property taxes to be paid over one year, interest-free. To be eligible for the cost-sharing program, the replacement must have occurred as a result of the home being on the waiting list.

<sup>&</sup>lt;sup>58</sup> http://www.saskatoon.ca/DEPARTMENTS/Utility%20Services/Water%20and%20Wastewater%20Treatment/ Water%20Treatment%20Plant/Pages/LeadPipesandDrinkingWater.aspx

The LAPC discussed the issue of lead pipe replacement, and some Committee members were concerned about the high number of service connections left to replace, especially in relation to the amount replaced per year. Given the potential for adverse health effects caused by lead service lines, the LAPC feels that any strategies to significantly reduce the 30-year projected timeline to replace all lead lines should be an important strategic goal for the City. In addition, the LAPC feels that if there are numerous homes on a block that require LSL replacement, all owners should be contacted to see if there is interest in replacing numerous lines at once. The City is continuously improving the LSL program, and dual replacement is completed where a shared trench serves more than one property.

Major Projects mails lead pipe information to all affected addresses, city-wide, on an annual basis. To ensure LSL replacements are consistent with the number of received homeowner requests, the City's budget has been increased to allow for 200 replacements per year. This will help reduce the backlog of lead lines and shorten the timeframe required to convert all service connections.

# 3.0 – Neighbourhood Image and Business Support

### 3.1 Overview



Supporting the local businesses along 33<sup>rd</sup> Street and ensuring the continued viability of a grocery store in the area is a main goal of the LAP Committee. Throughout the series of Local Area Plan meetings, stakeholders confirmed the importance of the image projected by the Mayfair & Kelsey-Woodlawn neighbourhoods to residents and others across the city. The LAPC feels that the image projected to passersby, especially along key corridors such as Idylwyld Drive, could be improved. Currently, Idylwyld Drive from 33<sup>rd</sup> Street to 39<sup>th</sup> Street is a mix of single-family residences, vacant lots, and commercial establishments. While some of the properties are well maintained, others are not maintained to an acceptable standard. In addition, residential property maintenance throughout the neighbourhoods is also a concern.

The LAPC would also like to strengthen and grow the unique business area that is currently along 33<sup>rd</sup> Street, west of Idylwyld Drive. Specific, targeted recommendations will help improve the image of Mayfair & Kelsey-Woodlawn to promote the area as a great place to live, work, and shop.

#### 3.2 Neighbourhood Image and Business Support Goals

Support for the local small and medium-sized business community is extremely important to the Mayfair & Kelsey-Woodlawn LAPC; the success of the business area is seen as crucial to the overall amenity of the neighbourhood. In addition, the image of the area to residents and those passing through the neighbourhood is very important to the Committee. The following goals have been identified:

- 1. That property maintenance conditions in the neighbourhoods improve.
- 2. The Idylwyld Drive corridor should present a welcoming image of the Mayfair & Kelsey-Woodlawn neighbourhoods that displays pride of ownership.
- 3. That the unique business community along 33<sup>rd</sup> Street continue to be supported and promoted.
- 4. That major corridors (Idylwyld Drive, 33<sup>rd</sup> Street) become more inviting and pedestrian-friendly.

#### 3.3 Property Maintenance

When properties appear cared for, the overall image and quality of life in Mayfair and Kelsey-Woodlawn increases and encourages the appropriate use of areas. Maintaining properties to a high standard increases the desirability of an area and can reduce the potential for criminal activity to occur. Members of the LAPC are concerned about properties throughout the neighbourhoods not being adequately maintained, including concerns about junk in backyards and alleys, as well as untidy front yards. Table 3.1 below illustrates the number and type of inspections performed by Saskatoon Fire in 2013.

Complaints about junked yards and overgrown lawns are resolved through the *Property Maintenance Bylaw #8175*, which is enforced by Inspectors from the Saskatoon Fire Department. Currently, there is some frustration from citizens with the amount of time it takes to address issues, as there is currently a significant backlog of property maintenance complaints. The current backlog is a result of the challenge faced when property maintenance complaints are received – it can be a slow process that requires multiple legal-based steps, and as a result significant staff time is required.

Type of Inspection	Kelsey-Woodlawn	Mayfair
Property maintenance inspections	52	115
Care home inspections	3	6
Daycare inspections	0	1
Fire hazard inspections	17	14
Total inspections	72	136

 Table 3.1: Inspections performed by Saskatoon Fire, 2013

#### **RECOMMENDATION:**

**3.1 – BACKLOG OF PROPERTY MAINTENANCE COMPLAINTS:** That the Saskatoon Fire Department examine new and alternative methods to address the current backlog of property maintenance complaints.



A property in Kelsey-Woodlawn. Decreasing the current backlog of property maintenance complaints would improve response times and quality of life in the neighbourhoods. During the course of LAP topic meetings, concerns were raised regarding property maintenance issues in the two neighborhoods. Specifically, LAPC members expressed frustration about knowing which area or level of government handles certain complaints. There was some uncertainty among stakeholders regarding which civic division to call for specific complaints and concerns. As such, the City should raise awareness among residents as to which issues are handled by which area of government. In certain cases, such as the Safer Communities and Neighbourhoods (SCAN) task force, some residents may not be aware of this service. The **Safer Communities and Neighbourhoods (SCAN)** legislation is intended to empower residents to take back their neighbourhoods by reporting problem residences or businesses that are habitually used for illegal activities. The legislation for SCAN includes a process for police to address public safety concerns related to fortified buildings and/or the surrounding land. It promotes community safety by cleaning up properties that negatively affect the health, safety or security of a person or people in a neighbourhood, and that interferes with the peaceful enjoyment of their properties. SCAN can be reached by calling 1-866-51-SAFER.

For example, an easy to read and accessible document that educates citizens on which issues the City enforces could be created for households. Such a document would have an educational role, and describe what types of property/nuisance issues are handled by which levels of government – and should also include brief descriptions on what type of infractions and bylaw contraventions can be reported. While numerous complaints are handled by the City, this document could also list contact information for relevant provincial agencies where applicable.

To alleviate some of these concerns, the City is currently in the process of launching a new 311 service, where all calls will be handled and directed appropriately through one point of contact. When using this service, a tracking number will be given so citizens can be updated on the progress of their complaint in the future. In combination with this service, a new brochure would increase knowledge as to what types of issues can be called in. As such, it is recommended that the Community Standards Division create an educational document to include more descriptive information for bylaw enforcement responsibilities, in an easy to read, and easy to mail, format. This could be an expanded version of the current *Whose Job Is It?* document and should be created in conjunction with the new 311 service.

#### **RECOMMENDATION:**

**3.2 – BYLAW ENFORCEMENT DOCUMENT:** That, in conjunction with the upcoming City of Saskatoon 311 Service, the Community Standards Division create an educational document to provide increased information for issues such as Legalizing Existing Suites, Building Permit enforcement, junk/property maintenance, Business License complaints, police non-emergency, police traffic enforcement, Safer Communities and Neighbourhoods (SCAN), office of residential tenancies, drainage issues, snow removal, and general traffic/circulation comments.

Once complete, that the document be posted on Saskatoon.ca and that stakeholders in Mayfair & Kelsey-Woodlawn are notified.

#### 3.4 Canadian National Railway Property

The Canadian National Railway (CNR) has various active railway lines and abandoned right-of-ways (ROW) in Mayfair & Kelsey-Woodlawn, and their operations have a noticeable impact on the neighbourhoods. Active rail lines border the northern edge of both neighbourhoods, and the eastern border of Kelsey-Woodlawn, along Warman Road. Comments received from LAPC members indicate that the active rail line along the northern edge of the neighbourhoods is poorly maintained and has an unpleasant visual appearance – a large amount of garbage can often be found along the railway property, and the grass has become overgrown in recent years. The LAPC feels that CNR should be required to take more responsibility for maintenance of their right-of-way, and specifically ensure that their property maintains a good appearance in the long-term.

#### **RECOMMENDATION:**

**3.3 – MAINTENANCE OF CANADIAN NATIONAL RAILWAY PROPERTY:** That the Community Standards Division advise the Canadian National Railway local office to maintain their right-of-ways along the northern boundary of Mayfair and Kelsey-Woodlawn on a regular basis, including cleaning up garbage and eliminating the amount of overgrown grass and weeds.



Canadian National Railway has an active rail line along the northern boundary of Mayfair & Kelsey-Woodlawn, which in recent years has consistently become overgrown with weeds and requires garbage clean-up.

# 3.5 Idylwyld Drive Condition

During the course of the LAP meetings, various members of the LAPC raised specific concerns about the condition of properties on Idylwyld Drive north of 33<sup>rd</sup> Street (note that specific zoning changes on Idylwyld Drive are referred to in the **Land Use, Zoning, and Infill** section). The Committee feels that some properties on Idylwyld Drive – both residential and commercial – do not portray the best image of the area. Specifically, some properties could be transitioned to a higher density use, given their location along a high-traffic corridor. Options could include mixed-use developments with at-grade commercial uses and above-grade residential units. The opening of the Circle Drive South Bridge in July 2013 has also reduced heavy truck traffic on Idylwyld Drive, thereby creating a new opportunity to change the look and feel of the corridor.

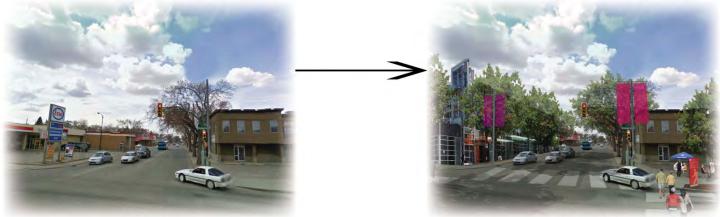
As described in the Land Use, Zoning, and Infill section, in 2014 the City launched the "*Growing Forward! Shaping Saskatoon*" public planning initiative. A major outcome of the initiative will be the *Growth Plan to Half a Million*. A key part of this process includes the Growth near Major Corridors Study, which will identify high priority locations along major

corridors for redevelopment and intensification, as well as potential land uses and development forms for redevelopment to support higher densities and a greater mix of accessible uses. The intent of the study fits well with the LAPC's revitalization goals for the west side of Idylwyld Drive, north of 33<sup>rd</sup> Street. The renderings on the next page, presented at an LAP meeting in February 2013, show what 33<sup>rd</sup> Street and Idylwyld Drive could potentially look like after implementation of the *Growth Plan to Half a Million*.

#### **RECOMMENDATION:**

**3.4 – GROWTH PLAN TO HALF A MILLION – IDYLWYLD DRIVE PRIORITY:** Due to the current condition of some properties, that the Community Services Department, Planning & Development Division consider Idylwyld Drive, between 33<sup>rd</sup> and 39<sup>th</sup> Streets, a priority for higher densities and a greater mix of uses during implementation of the long-term phase of the Growth Plan to Half a Million.

# Could Idylwyld and 33rd Street look like this some day?



Current

Future???

# Could Idylwyld and 36th Street look like this in the future?



#### 3.6 Promotion of the 33<sup>rd</sup> Street Business Area

Residents of Mayfair & Kelsey-Woodlawn feel very strongly about the importance of supporting area businesses – especially the locally-owned, unique restaurants and stores along 33<sup>rd</sup> Street in the vicinity of Idylwyld Drive. Having a full-service grocery store (Safeway) in the area is also important to area residents, and the LAPC wants to ensure the business area grows stronger to ensure the continued viability of a grocery store. A wide variety of stakeholders made it clear that maintaining the strength and uniqueness of this business area is a high priority. In addition to being a main corridor for the city, Idylwyld Drive is also a major corridor for travelers and tourists. As such, promoting the area to passersby will help draw in shoppers and strengthen the business area into the future.

#### **RECOMMENDATION:**

**3.5 – 33<sup>RD</sup> STREET BUSINESS DISTRICT SIGNAGE:** That the Community Services Department, Urban Design (City-Wide Program), install signs identifying the "33<sup>rd</sup> Street Business District" on Idylwyld Drive to promote the unique business area to motorists and tourists.

Beginning in 2013, there was renewed interest from business owners regarding the potential creation of a Business Improvement District (BID) along 33<sup>rd</sup> Street, with a proposed boundary from Alberta Avenue to Avenue G. This area includes approximately 85 businesses (see map on page 107). BIDs act on behalf of local businesses with a shared voice to lobby for, and leverage funding opportunities, in partnership with local governments. As stated in the *Downtown Business Improvement District Bylaw # 6710*, the purpose of a BID is to:<sup>59</sup>

- improve, beautify and maintain publicly-owned lands, buildings and structures;
- promote the business improvement district as a cohesive business or shopping area;
- conduct studies and designs related to the BID's purpose;

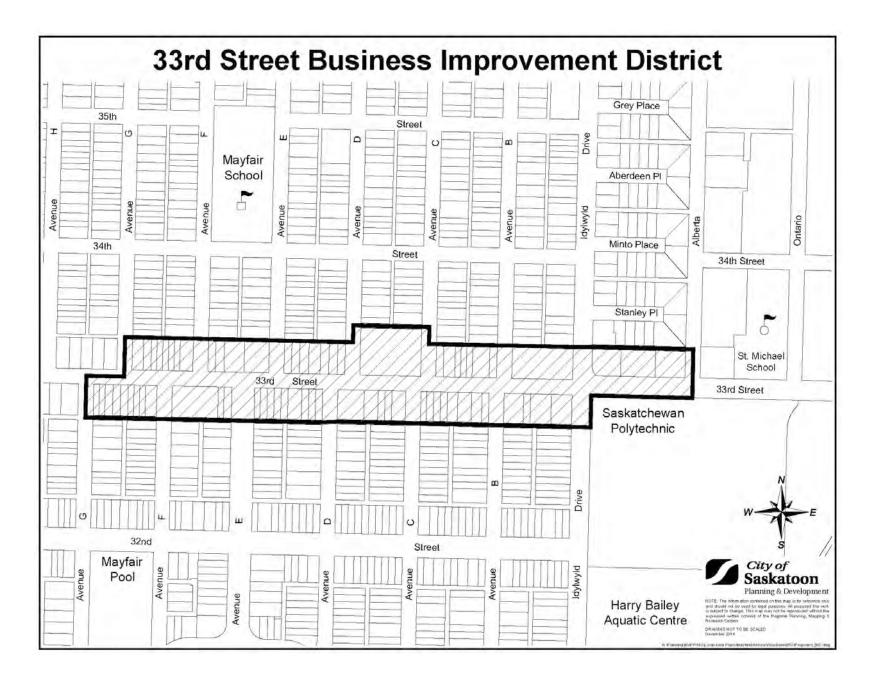
<sup>&</sup>lt;sup>59</sup> <u>https://www.saskatoon.ca/sites/default/files/documents/city-clerk/bylaws/6710.pdf</u>

- acquire land and/or buildings to improve or beautify those buildings; and
- improve and maintain parking lots with the purpose of eventual public or private redevelopment.

The creation of BIDs is outlined in the *Cities Act*, a document of provincial legislation. City administration helps to guide the process, but remains neutral, as BIDs are an initiative of the business owners in the area. With respect to the process to start a BID, organizers notified all property and business owners within the proposed boundary, where the organizers outlined their plans and objectives for the BID. There is no official voting process for the establishment of a BID, and City Council determines whether there is appropriate support from the local business community to approve a new BID. A BID is governed by a board made up of business operators/representatives in the district and one City Councillor, and there are four BIDs in Saskatoon (in addition to the 33<sup>rd</sup> Street BID): The Partnership (Downtown), Riversdale, Broadway, and Sutherland. To fund the operations of a BID, a levy is collected from commercial properties through property tax bills. The contribution that each commercial property pays is dependent on the total BID budget for that year, the number of properties in the district, and the assessment value of each property.

BIDs provide marketing, events, and promotion for an area, with the goal of increasing customer attraction and business success. BIDs also have a unified voice to advocate governments and other organizations for improvements. In addition, BIDs support neighbourhood cohesion through more frequent communication between businesses.

In March 2013, an information meeting was held with interested business and property owners, and an official public meeting was held in September 2014. The establishment of the 33<sup>rd</sup> Street Business Improvement District was approved by City Council in November 2014.



# 4.0 – Neighbourhood Safety

#### 4.1 Overview

A positive perception of safety within a community allows citizens to live, work, shop, and play free of the fear, rational or not, of becoming a victim of crime. This section of the Mayfair & Kelsey-Woodlawn LAP includes statistics and reported crime data, perceptions held by neighbourhood residents and businesses, and safety audits conducted by the community. The results of which have been used to create LAP recommendations specific to safety that will address crime and the concerns of the community.

The neighbourhoods had a statistically high reported crime year in many key crime categories in 2011, and have seen a reduction since that peak year. The increase in reported crime in 2011 appears to have had a lasting effect on perception of safety in the neighbourhood. When compared to the reported crimes in the 2013 statistics, perception of safety is low. Residents perceive the neighbourhood to be less safe than the crime statistics suggest. Many of the concerns of the community and issues that they wanted to focus on were centred on improving the perception of safety in the neighbourhood.



The Safety Section of the LAP provides insight into the perception of safety of residents and businesses through a review and analysis of safety mapping and surveys; current crime data and historical trends through the crime activity profile; and an action plan developed by the community to identify safety concerns and conduct additional research and audits. Lastly, the section includes a list of recommendations for both City of Saskatoon departments and the Mayfair & Kelsey-Woodlawn community to implement in order to increase safety and the perception of safety in the neighbourhoods.

### 4.2 Safety Goals

The Mayfair & Kelsey-Woodlawn neighbourhood safety goals were formulated from the feedback, activities, and concerns of the Mayfair & Kelsey-Woodlawn LAPC, during the neighbourhood safety meetings and safety audits. The main goals are as follows:

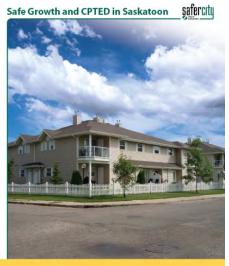
- 1. Improve safety in parks during the day and at night.
- 2. Increase the perception of safety on 33<sup>rd</sup> Street and outside of businesses.
- 3. Address uncivil behaviours associated with patrons of liquor licensed businesses on 33<sup>rd</sup> Street and on Idylwyld Drive.



#### 4.3 Crime Prevention Through Environmental Design

The City of Saskatoon has adopted the philosophy of Safe Growth and uses the principles, strategies, and processes of Crime Prevention Through Environmental Design (CPTED) to achieve safety in all neighbourhoods. Public involvement and participation is critical for the effective mitigation of safety concerns. CPTED promotes the reduction of the opportunity for crime and the increase in perceptions of safety through modification of the built environment and management of space.

In Saskatoon, the application of CPTED and its principles are included in the City's Official Community Plan, which formalizes the inclusion of these principles in the approval of civic structures and developments. In recent years, CPTED reviews and safety audits have been conducted in various areas of the city, including buildings, streets, parks, and neighbourhoods. Appendix 1 defines CPTED and outlines its principles and strategies.



Crime Prevention Through Environmental Design Guidelines: An Illustrated Guide to Safer Development in Our Community

		WORKSHOP
Safegrowth strives to eliminate encouraging neighbours, busines prevent crime by taking ownership include a short presentation on th	opportunities for cr ss owners, and comm o, or territoriality of their ne principles of CPTE ase join us in an exciti	s? WANT TO DESIGN A PARK? ime to occur. It also includes nunity groups to work together to r shared places. The workshop will D and a design exercise with your ng learning opportunity to help you d play!
** Refr	eshments & snacks pro	ovided **
WHE	N: Thursday, June 20 <sup>th</sup> 7:00 – 9:30pm	<sup>h</sup> , 2013
WHER	E: Youth for Christ, Sa 1338 Avenue B North	
	Please RSVP to:	
Elisabeth Miller (306) 975 – 7666 elisabeth.miller@saskatoon.ca	safercity	lan Williamson (306) 975-7672 ian.williamson@saskatoon.ca

#### 4.4 Perceptions of Safety

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

Perceptions of safety can vary for a number of reasons. Perceptions are related to age, experience, or gender to name just a few. For example, a 16 year old male will have very different perceptions of safety of an area than a 60 year old female. Neither may be absolutely correct but it will colour how they interact with a space or whether they will even enter the space.







In conjunction with the LAP, a Community Wide Safety Meeting was held on March 26, 2013 at St. Michael's Community School. All residences and businesses in the Mayfair and Kelsey-Woodlawn neighbourhoods were notified and invited to the meeting - over 1,400 people in total. This inaugural meeting was to identify the safety issues and concerns of the community.

Community members in attendance completed a number of small group activities to identify safety issues and concerns in the area. These included:

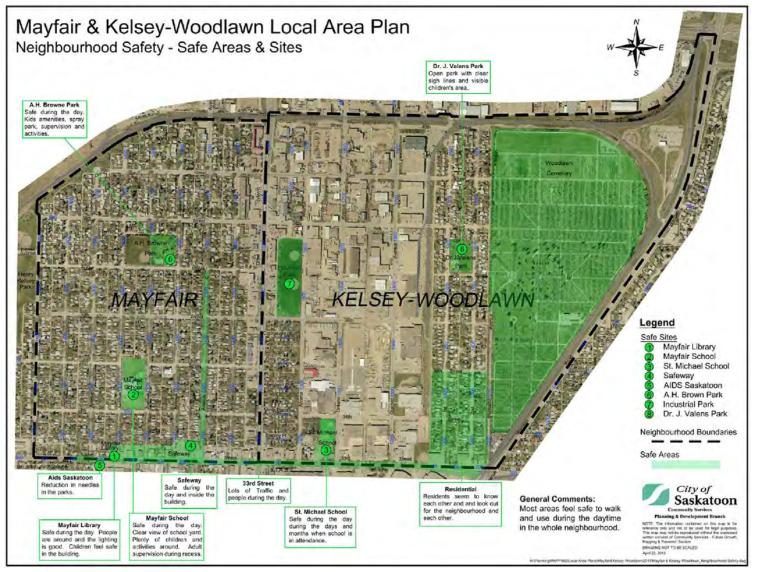
- A safety survey;
- Safe/Unsafe areas mapping activity; and
- Nodes and Pathways mapping activity.



To help indicate areas within the neighbourhood that are perceived to be unsafe, community members completed a safety survey to evaluate their perception of safety in different locations in the neighbourhood and at different times of the day. The survey was completed by 18 community members that evening and was combined with the results from surveys that were distributed as part of a neighbour to neighbour survey.

Stakeholders completed two safety exercises. The first was a mapping exercise where participants identified locations in their community where they feel safe or unsafe. In many cases, areas and sites were identified as being both safe and unsafe by different users. This is an expected result, as the same area can be perceived in different ways by different people and during different times of the day. The second was a nodes and pathways mapping activity where participants identified destination points in the neighbourhood and the typical route that they travel to get there.





Map 4.1: Safe Areas in Mayfair and Kelsey-Woodlawn

Map 4.1 shows areas and sites that were identified as being safe:

# Safe sites that were identified include:

- Mayfair Library
- Mayfair Community School
- St. Michael Community School
- Grocery store on 33<sup>rd</sup> Street
- A social service agency on Avenue F
- A.H. Browne Park
- Industrial Park
- Dr. J. Valens Park



**Community Members Participating in Safety Exercises** 

#### Safe areas that were identified include:

- A.H. Browne Park (east half)
- Mayfair Community School
- St. Michael Community School
- 33<sup>rd</sup> Street from Avenue G to Warman Road
- Commercial areas of 33<sup>rd</sup> Street from Avenue C to Avenue F
- Avenue C from 33<sup>rd</sup> Street to 37<sup>th</sup> Street
- Industrial Park
- St. Michael Community School grounds
- Dr. J. Valens Park
- Woodlawn Cemetery

Map 4.2 shows areas and sites that were identified as being unsafe:

#### Unsafe sites that were identified include:

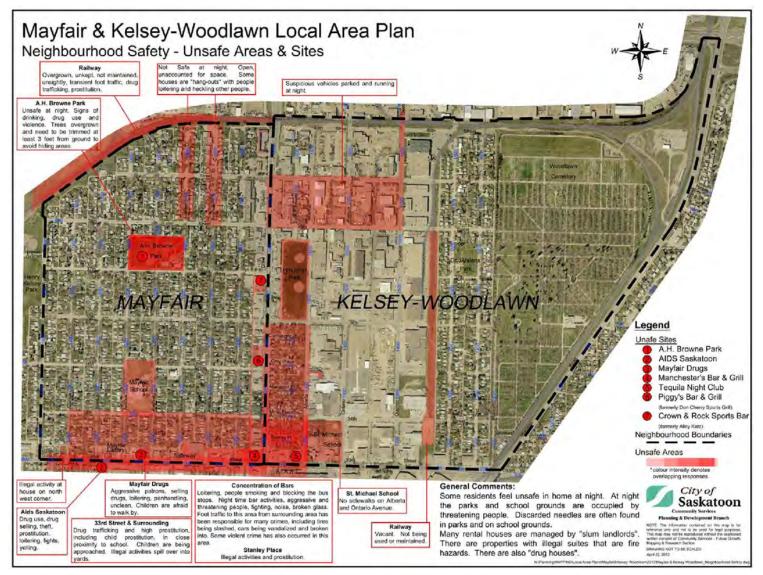
- A.H. Browne Park
- Several social service agencies and businesses on 33<sup>rd</sup> Street
- Several liquor licensed establishments on 33<sup>rd</sup> Street and on Idylwyld Drive



#### Unsafe areas that were identified include:

- Railway right-of-way from Avenue I to Idylwyld Drive
- Avenue D from 38<sup>th</sup> Street to the railway
- Avenue C from 38<sup>th</sup> Street to the railway
- A.H. Browne Park
- Mayfair Community School grounds
- 34<sup>th</sup> Street from Avenue H to Avenue B (with emphasis on 500 block, between Avenue E and Avenue F)
- 33<sup>rd</sup> Street from Avenue I to Alberta Avenue
- 1200 block from Avenue H to Idylwyld Drive
- A business on 33<sup>rd</sup> Street and the parking lot
- Rear lane behind Idylwyld Drive from 33<sup>rd</sup> Street to 37<sup>th</sup> Street
- Idylwyld Drive to 1700 block of Quebec Avenue
- Industrial Park at night
- Culs-de-sac off of Idylwyld from 33<sup>rd</sup> Street to 36<sup>th</sup> Street
- Alberta Avenue from 33<sup>rd</sup> Street to 36<sup>th</sup> Street (with emphasis on 1200 block between 33<sup>rd</sup> Street and 34<sup>th</sup> Street)
- St. Michael Community School grounds
- Railway line from 34<sup>th</sup> Street to 38<sup>th</sup> Street

# 4.6 Unsafe Areas Map of Mayfair and Kelsey-Woodlawn



Map 4.2: Unsafe Areas in Mayfair and Kelsey-Woodlawn

#### 4.7 Nodes and Pathways

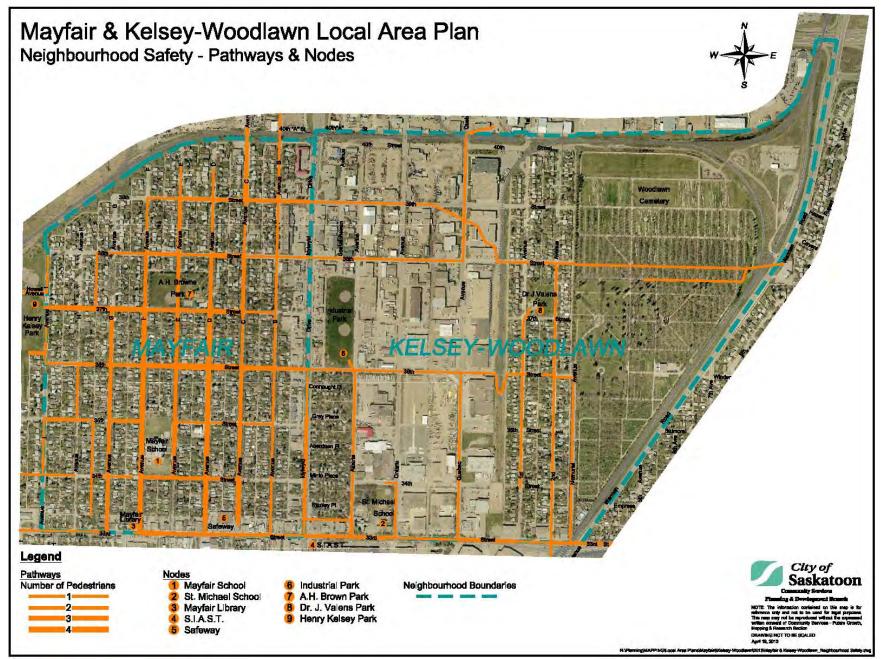
The second mapping activity was a nodes and pathways exercise where participants traced their typical walking routes around the neighbourhood and labeled the start and end points of each path (Map 4.3). The data collected from this exercise gives a picture of popular routes and destinations in the neighbourhood, and paths that are used less often.



This information provides insight into which areas are most activated with legitimate users. This is important because community members who are activating the street are able to observe, report, and prevent illegitimate and criminal activities.



**Community Members Participating in Mapping Exercises** 



Map 4.3: Nodes and Pathways

#### 4.8 Neighbour to Neighbour and Business Surveys

A neighbour to neighbour survey was conducted by residents of the neighbourhood. Neighbourhood Safety planners help the residents set up the questions and a script for how to approach their neighbours. Residents decide where and when to carry out or distribute the surveys with a final time line for collection. The planners then collate and report the results to the community. In Mayfair & Kelsey-Woodlawn, surveys were available at a couple of businesses and residents took it upon themselves to distribute the survey to their neighbours.

Neighbour to neighbour surveys were distributed and completed in spring 2013. Residents, business owners and employees of Mayfair & Kelsey-Woodlawn completed a series of safety and perception of safety related questions about their neighbourhood. The surveys were widely distributed, and 80 surveys were completed by neighbourhood residents.

Of the residents surveyed, 66 were from Mayfair, five were from Kelsey-Woodlawn, one was from Hudson Bay Park, and eight participants chose not to answer. The majority of the participants were female and between the ages of 30 and 69 years old. Most respondents felt that Mayfair & Kelsey-Woodlawn were either somewhat safe or somewhat unsafe when compared to other Saskatoon neighbourhoods, and when considering their overall impression of the neighbourhoods. 62% of respondents stated that they felt that crime in the neighbourhoods had either increased somewhat or increased substantially over the past few years. 66% also reported that they were more concerned for their personal safety than they were a few years ago.

Participants were asked about their perceptions of safety during the day and at night, and were asked to evaluate their feelings of safety in their home, walking alone, for their children, and in parks and school grounds. As is typical with perception of safety surveys, the impression of safety in Mayfair & Kelsey-Woodlawn was influenced by the time of the day. While there was a considerable range in the answers given, the general consensus was that people felt safer during the day than at night. A significant number of responses showed that residents felt very safe or somewhat safe in their home during the day, and very unsafe about letting their children play out of sight at night.

Participants were also asked to rank each safety concern in their neighbourhood out of 10 - with 1 being not at all likely to occur and 10 being very likely to occur. The two highest ranked responses were drug trafficking and illegal use of drugs, with an average valuation of 8.4 and 8.2, respectively. When asked to assess the likelihood of these issues occurring, drug trafficking and illegal use of drugs were also the top two concerns of those surveyed, and received an average score of 8.4 and 8.3.

Business owners and employees of business along 33<sup>rd</sup> Street West and 33<sup>rd</sup> Street East completed a perception of safety survey, specifically tailored for businesses. In total, representatives from 38 businesses completed the survey. When compared to other commercial areas in Saskatoon, one respondent indicated that the area was very safe, and 47% of respondents perceived the commercial area along 33<sup>rd</sup> Street to be somewhat safe. 26% describe the area as somewhat unsafe, while 24% of respondents described the area as being very unsafe. 64% of respondents reported that they thought that crime in the area had either increased somewhat or substantially over the last few years.



The survey asked business owners and employees to describe their perception of safety in different locations in the commercial area, and during different times of the day. As with the survey for residents, perceptions of safety decreased at night for those in the commercial area. 86% of respondents said that they felt either very safe or somewhat safe in their business and on 33<sup>rd</sup> Street during the day time. Conversely, 76% of respondents reported feeling either unsafe or very unsafe on 33<sup>rd</sup> Street at night.

Participants were asked how concerned they were with different crimes in their neighbourhood, and asked to score it out of 10 - with 1 being not at all concerned and 10 being very concerned. The top three concerns were illegal use of drugs, prostitution and drug trafficking. These crime categories were given average valuations of 7.9, 7.7 and 7.7, respectively. These three categories were also selected by those surveyed as being the most likely to occur.

#### 4.9 Crime Activity Profile

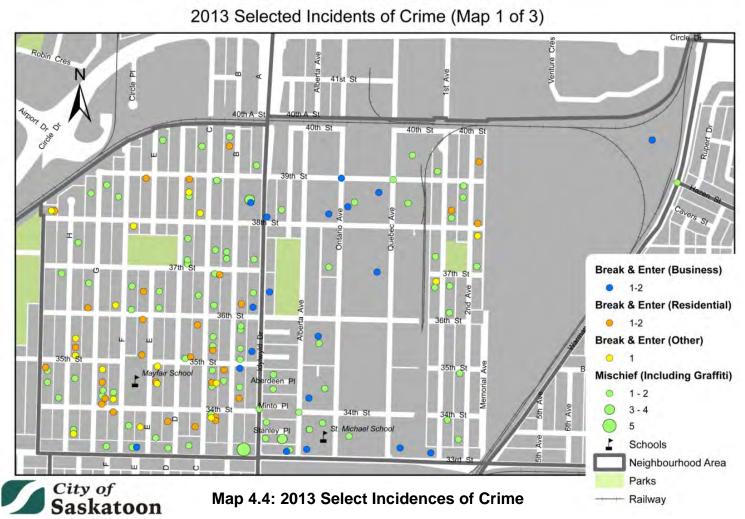
#### 4.9.1 – Crime Maps Mayfair & Kelsey-Woodlawn Crime Activity Profile

Crime statistics are an important tool in assessing neighbourhood safety. The statistics allow for trends in both the location and types of crimes to be observed and considered. In reviewing the statistics for reported crime in a neighbourhood, it's important to note that not all crimes are reported. The Crime Activity Profile for Mayfair & Kelsey-Woodlawn includes crime maps that show a selection of types of crimes reported and location, as well as charts and graphs showing the number of crimes reported, recent trends, and comparisons with other neighbourhoods.

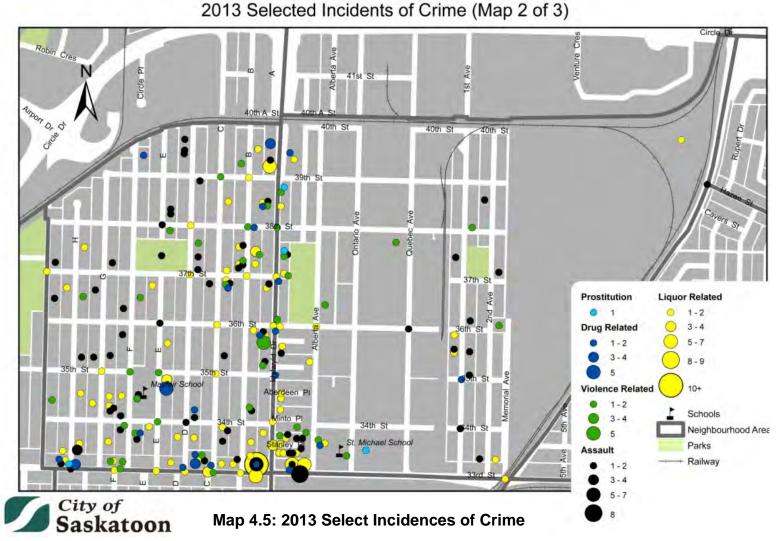




Crime statistics are useful to review along with users' perceptions of safety. In some incidences, users' perception of personal safety could be low in an area, when the crime statistics indicate that there is very little criminal activity. Conversely, users may report feeling safe in an area in which a high number of crimes have been reported. Neither perceptions nor crime statistics have precedence over the other; they are two different measures and two different pieces of a larger picture. Neighbourhood Safety considers perception and statistics together.



# The crime statistics map shows that the selected incidences of crime were dispersed throughout the neighbourhoods, rather than in concentrated clusters. There were only three residential break and enters in Kelsey-Woodlawn, and while there were more in Mayfair, the occurrences were still lower than in other neighbourhoods.



Mayfair & Kelsey-Woodlawn

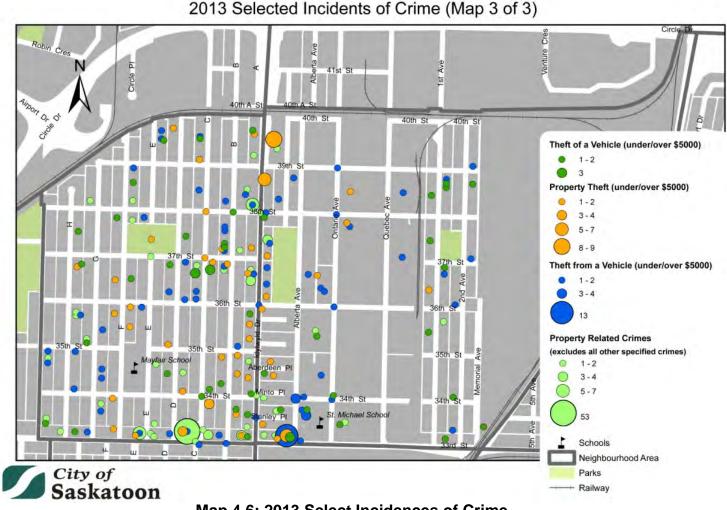
# The selected incidences of crime in this map focus on crimes against people. These types of crime were more concentrated. Liquor related crimes and assault were reported more often around bars on 33<sup>rd</sup> Street and Idylwyld Drive.

The community had expressed concerns with safety on 33<sup>rd</sup> Street from Avenue E to Avenue G and noted that perception of safety was low in these areas. The crime maps show that this was not an area of high concentration of reported crime in 2013. This is an example of where perception of safety and safety statistics can be misaligned.

Another concern of the community was drug trafficking and illegal drug use. The crime statistics for 2013 show that while drug related crimes have been reported in the neighbourhoods, they are not taking place throughout the neighbourhoods. In most cases, drug related crime occurred in several concentrated areas. Community members expressed concern over prostitution in their neighbourhoods. The crime maps for 2013 shows that only four prostitution related crimes were reported that year. There was also concern from the community of adult service agencies operating in the neighbourhood. The City of Saskatoon has since adopted the Adult Services Bylaw No. 9011; adult service agencies are only able to locate within areas outlined in the Zoning Bylaw No. 8770.



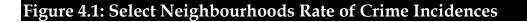
Selected incidences of reported property crime were quite concentrated (see Map 4.6 on following page). Theft from a vehicle was reported more often on Alberta Avenue and 33<sup>rd</sup> Street, and there was a concentration of property related crimes between Avenue C and Avenue D along 33<sup>rd</sup> Street. Property theft was also reported more frequently around Idylwyld Drive and 39<sup>th</sup> Street than in other areas. This can be attributed to shop lifting occurring in the businesses that are located in these areas.

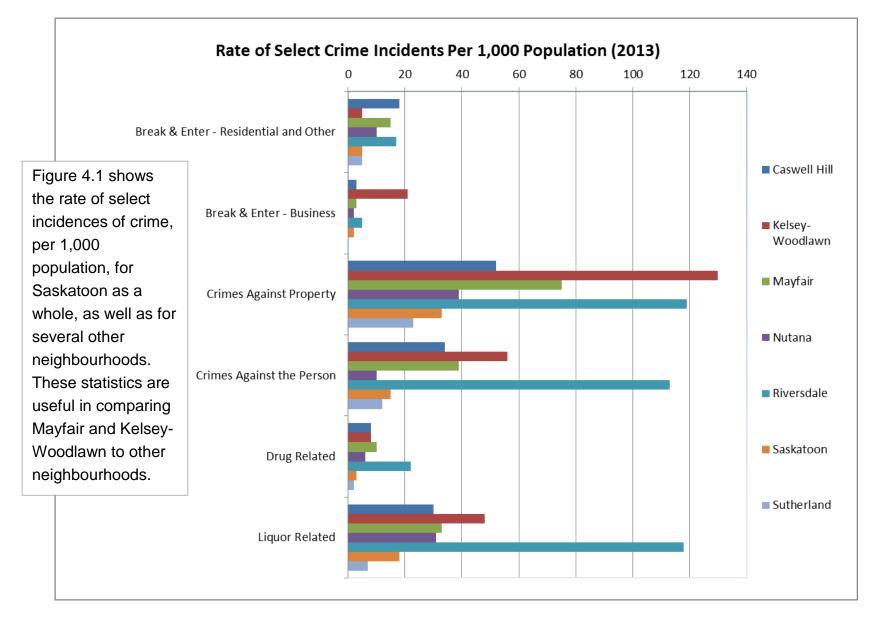


# Mayfair & Kelsey-Woodlawn

2013 Selected Incidents of Crime (Map 3 of 3)

Map 4.6: 2013 Select Incidences of Crime





### Table 4.1: Reported Incidences of Crime in Mayfair (2009 - 2013)

Description	2009	2010	2011	2012	2013
Sexual Violation	6	9	3	7	7
Assault	70	79	86	81	68
Robbery	11	10	11	7	13
Armed Robbery	8	7	7	5	12
Stalking	3	1	1	0	2
Utter Threats to Person	18	11	11	13	9
Kidnapping/Hostage Taking/Abduction	0	1	0	0	3
Prostitution	2	3	11	3	1
Other Crimes Against the Person	3	8	2	0	1
Other Violent Crimes	0	0	0	1	0
Weapons Possession and Firearms Related	12	8	12	15	7
Attempted Murder	0	0	1	0	0
Crimes Against the Person Total	133	137	145	132	123
Break and Enter – Residence	42	35	49	45	27
Break and Enter – Business	3	8	2	4	8
Break and Enter - Other	24	3	9	8	15
Break and Enter - Total	69	46	60	57	50
Arson	1	7	3	0	4
Theft over \$5,000	0	2	3	0	1
Theft under \$5,000	146	127	160	136	145
Theft of a Motor Vehicle	0	0	43	40	30
Theft of a Bicycle	9	6	5	3	4
Possession of Stolen Property	0	0	4	10	14
Fraud	13	17	31	12	16
Mischief (Including Graffiti)	95	64	100	77	63
Crimes Against Property - Total	264	223	349	278	277
Liquor Related Crimes	105	92	54	35	38
Drug Related	12	17	13	20	30

Table 4.1 depicts select incidences of crime from 2009 to 2013 for Mayfair. The crime statistics indicated that the majority of crimes that occurred in Mayfair were against property. Within the property category, theft under \$5,000 and mischief were the most prevalent types of crimes.



### Figure 4.2: Mayfair Select Incidences of Crime (2009 – 2013)

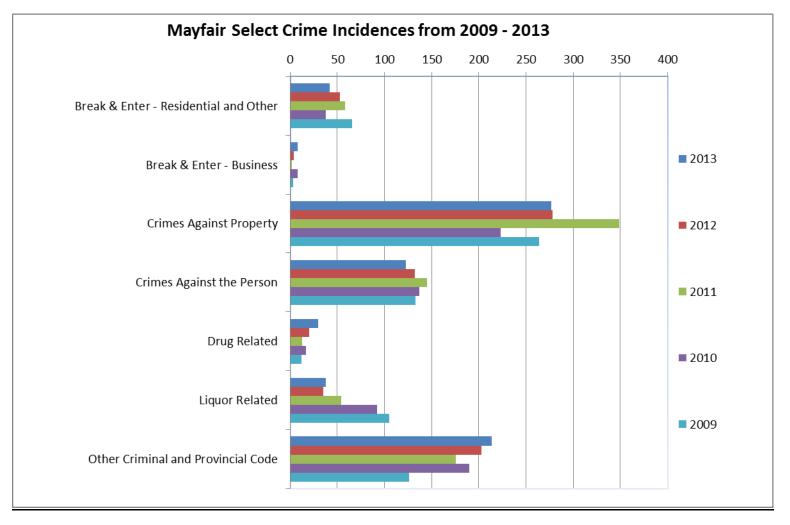


Figure 4.2 shows the crime data for Mayfair. There is a downward trend in break and enter residential and other, crimes against the person, and liquor related crimes. After a large increase in reported crimes against property in 2011, crime in that category is trending downward towards 2009 levels. There has been an upward trend in the number of crimes reported in the drug related category since 2009.

#### Table 4.2: Reported Incidences of Crime in Kelsey-Woodlawn (2009 – 2013)

Table 4.2 shows select incidences of crime from 2009 to 2013 for Kelsey-Woodlawn. The crime statistics indicate that the majority of crimes that occurred in Kelsey-Woodlawn were against property. Within the property category, theft under \$5,000 and mischief were the most prevalent types of crimes.



Description	2009	2010	2011	2012	2013
Sexual Violation	0	3	4	0	3
Assault	53	42	74	44	32
Robbery	5	3	5	2	2
Armed Robbery	6	6	10	4	4
Stalking	2	0	3	0	2
Utter Threats	8	7	6	4	5
Kidnapping/Hostage Taking/Abduction	0	1	0	1	0
Prostitution	0	1	1	0	3
Other Crimes Against the Person	1	2	0	0	1
Other Violent Crimes	0	0	0	0	0
Weapons Possession and Firearms Related	7	6	2	11	7
Attempted Murder	0	0	0	0	0
Crimes Against the Person Total	82	71	105	66	59
Break and Enter – Residence	9	14	4	7	4
Break and Enter – Business	21	33	27	15	19
Break and Enter - Other	4	5	8	5	2
Break and Enter - Total	34	52	39	27	25
Arson	0	1	5	0	1
Theft over \$5,000	2	1	5	1	2
Theft under \$5,000	92	72	172	103	84
Theft of a Motor Vehicle	0	0	25	11	22
Theft of a Bicycle	3	2	1	1	2
Possession of Stolen Property	0	0	4	8	5
Fraud	6	5	14	6	3
Mischief (Including Graffiti)	48	30	130	58	46
Crimes Against Property - Total	151	111	356	188	165
Liquor Related Crimes	58	39	31	22	16
Drug Related	21	16	13	13	8

#### Figure 4.3: Kelsey-Woodlawn Select Incidences of Crime (2009 – 2013)

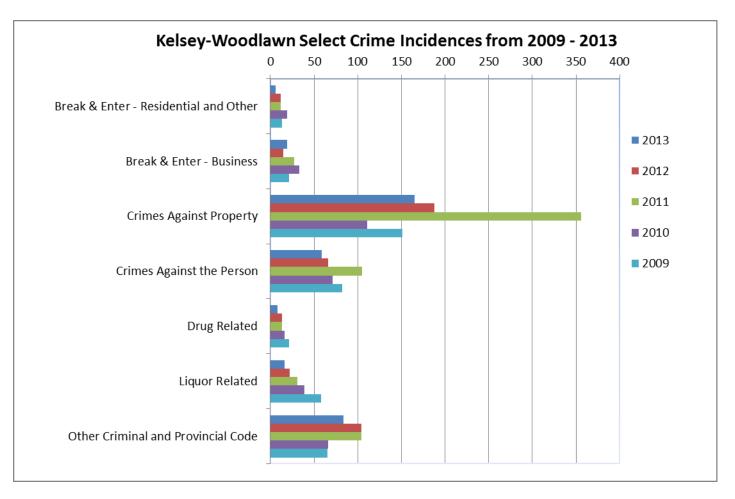


Figure 4.3 shows the crime data for Kelsey-Woodlawn. Since 2009 there has been a downward trend in liquor related and drug related crimes. Crime reporting for break and enter residential and other, and break and enter business have been relatively stable over this period, with a slight downward trend starting in 2010. Crimes against property and crimes against the person, and other criminal and provincial code violations spiked in 2011 but have shown a consistent and sometimes significant downward trend following the 2011 spike.

#### 4.10 Saskatoon Police Service Crime Research

In addition to the selected incidents of reported crime statistics, research has been conducted by the Saskatoon Police Service. This research included both statistics and trends in incidents of crimes, along with qualitative data from several police officers with experience in the area that provided context for the statistics. This section includes operations and other measures taken by Saskatoon Police Service to reduce crime in Mayfair & Kelsey-Woodlawn.

Some of the operational plans included:

- Drug-related investigations;
- Information blitz with area businesses, community leaders and community associations;
- Enforcement of Court Orders and Warrants to Arrest issued by the court;
- John sting projects;
- Traffic related projects including impaired driving, driving while prohibited, speeding, school zones;
- Property maintenance bylaw enforcement by Saskatoon
   Fire & Protective Services;
- Bar checks at licensed establishments with Saskatchewan Liquor and Gaming Authority;
- Investigations in collaboration with Safer Communities and Neighborhoods;
- Operational plan focused on preventing theft from motor vehicles; and
- Investigation into street gang activity.



In 2013, the Saskatoon Police Service conducted operational plans and projects on a regular basis in the 33<sup>rd</sup> Street area. 29 projects have been completed utilizing the Compstat Support Team and Patrol members. Many of these projects involved plain-clothes surveillance as well as high visibility foot and vehicle patrols. Saskatoon Police Service also conducted 28 operational plans and projects in Mayfair and on the south side of 33<sup>rd</sup> Street into the Caswell Hill neighborhood. Other sections and units (e.g., Vice) within the Police Service have completed operational plans in the area, in addition to these ones which were organized by Patrol.

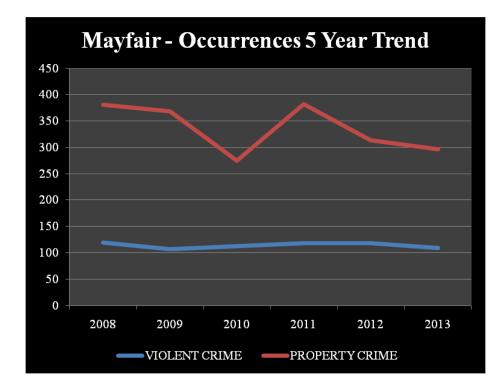


Figure 4.4: Mayfair Reported Crime Five Year Trend

Eight city wide beat flood days are done each year and the 33<sup>rd</sup> Street area is included in these projects. Beat flood days involve additional officers posted in an area for the day for the purpose of increasing police presence and establishing community contacts. In the normal course of business, police officers will stop and speak with people believed to be involved with some type of criminal behaviour or suspicious activity. In 2013, Saskatoon Police Service officers conducted 400 of these investigations in Mayfair, and on the south side of 33<sup>rd</sup> Street and into the Caswell Hill neighbourhood.

#### 4.11 Safety Action Plan



A Neighbourhood Safety Action Plan is a set of strategies, set up and approved by the community to address the safety issues and concerns that the community has identified during the LAP. The Mayfair & Kelsey-Woodlawn Neighbourhood Safety Action Plan was presented to the community on May 28<sup>th</sup>, 2013 and revised and finalized on June 3<sup>rd</sup>. The Action Plan was created by combining all the neighbourhood safety information that had been gathered to that point in the LAP and Neighbourhood Safety process. This information included input collected from the community-wide neighbourhood safety meeting, the resident and business perceptions of safety surveys, the crime

statistics, and the Mayfair & Kelsey-Woodlawn LAPC. Using the

information gathered, the community determined what steps needed to be taken to address these concerns, and what issues, areas, or topics should be prioritized.

The community and Neighbourhood Safety Planners developed 13 strategies to be included in the Action Plan, and prioritized them through a sticky-dot voting system. Strategies that received the most sticky-dots were considered the highest priority. Creating safer park spaces and improving perceptions of safety around specific businesses along 33<sup>rd</sup> Street were tied for the top priority. Uncivil behaviour around bars on 33<sup>rd</sup> Street, creating safer school ground areas, and dealing with perceived drug houses in the neighbourhood were the next highest priorities. The Action Plan was then carried out by the community and Neighbourhood Safety planners, beginning with a series of safety audits in select locations in the neighbourhood to address these top two priorities.



#### 4.12 Safety Audits

Safety audits allow regular users of an area to identify places that make them feel unsafe. Residents are considered local experts because they are most familiar with their neighbourhood and what happens on a day to day basis. Change becomes the responsibility of a group of people who care about the community. It is a partnership that includes the audit participants, the neighbourhood community, and the City.

The goal of the safety audit is to explore areas that are perceived to be unsafe in order to improve safety in the neighbourhood and identify exactly what it is about a space that they are uncomfortable with. The process involves residents, local businesses and the City working together to find solutions to safety problems in the community, while using the results of the safety audit as a tool or input into an overall risk assessment of the area. Typically, safety audits are carried out when identified issues are likely to occur. If a park space is fine during the day but an issue after 9pm, then that is when the safety audit is completed. This may be modified to ensure the safety of the audit participants. For example, the liquor establishment audit was conducted from 10pm to 2:30am, so participants audited the area from vehicles. A CPTED workshop was conducted with community members on June 20, 2013. The purpose of the workshop was to familiarize community members with CPTED principles prior to conducting safety audits.



Five safety audits were completed as part of the Action Plan. St. Michael Community School ground was completed by students at the school. The other safety audits were completed by Mayfair & Kelsey-Woodlawn residents. The St.

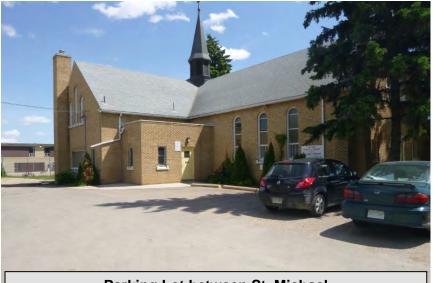
Michael's audit was completed during the day and the audit of the liquor licensed establishments along 33<sup>rd</sup> and Idylwyld Drive was conducted late at night. All other safety audits were started during daylight hours and finished after dark. The audit area was then reviewed again to identify any changes in perceptions of safety, sightlines, and review lighting.

#### 4.12.1 – St. Michael Community School Grounds

This Safety Audit was conducted during the day on June 18<sup>th</sup>, 2013 with a group of seven St. Michael's students and two City staff. The group reported that the area was well used by students and that it was a safe place during the day. The students did report seeing intoxicated people at night.



The group felt that when they were on the school grounds it was easy to see when other people were around. One exception was the hills around the school ground, which reduced sightlines into the school ground. There were also movement predictors like alcoves, sharp corners, and bushes where someone could wait for you. Examples included the equipment and utility sheds, the rear lane, behind the portable classroom buildings, within the courtyard area, and in the rink. These areas are broken up in their layout and create small confined spaces where someone could be hidden from view.



Parking Lot between St. Michael Community School and Church

The safety audit participants made several observations:

- o Evaluate lighting and pick up garbage
- Have more open spaces so you don't get trapped
- Paint the school to show that the area is cared for and to establish positive territoriality over the space for the legitimate school ground users
- Repair sidewalk around school grounds to improve the image of the area
- Replace ball diamond to generate more activity in the school ground
- Make adjacent property owners clean up their properties

Many of the participants noted that they have seen people consuming alcohol on the school grounds at night and that they feel unsafe going there. One participant stated that they have come to use the rink in the evening but was turned away by people consuming alcohol there.



### 4.12.2 – 33<sup>rd</sup> Street and Rear Lane - South Side

The south side of 33<sup>rd</sup> Street Safety Audit was conducted during the day and evening of June 25<sup>th</sup>, 2013. There were eight participants, between the ages of 25 and 74 and there was an equal representation of men and women. The majority of audit participants said that the lighting level was sufficient to be able to identify a person's face at 25 paces. Participants noted that while 33<sup>rd</sup> Street was well lit, the lighting in the rear lanes behind the businesses was inadequate. One factor that contributed to the lower light levels was the overgrown trees and bushes that covered some light fixtures. Many, if not all of these trees and bushes are volunteer growth that have not been cut or cleared.

The group felt that there was a need for more of the businesses to sign and address their property in the rear lanes and that many of the existing signs were either blocked by clutter or in need of repair. The general impression of the area was that maintenance was poor and that the group was unable to identify which business is responsible for the upkeep. Several participants noted that the image and maintenance of rear lanes did improve as the audit moved further west, and that some lanes were immaculate.







The following is a summary of the Safety Audit observations:

- Business should clean up backyards and use for parking
- Additional lighting should be installed in the rear lanes
- Signage should be improved and civic addresses on properties should be added in the rear lane
- A tree trimming program for the rear lanes should be established
- More businesses along 33<sup>rd</sup> should be open in the evening

Adding more lighting into an area is a common response from safety audit participants. While the goal of this is to make an area safer, the unintended consequence of adding more lighting can often be to make an area unsafe by providing an area for illegitimate users to occupy. Given the current perceptions of safety, crime statistics and context, adding additional lighting in the rear lanes could decrease safety, and is not recommended by the Administration.

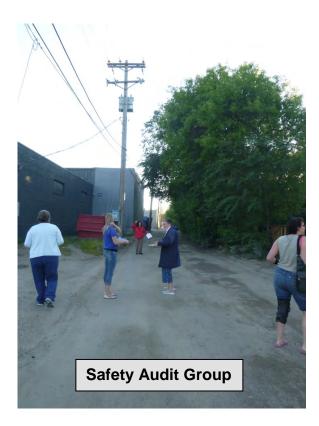
# <u>4.12.3 – 33<sup>rd</sup> Street and Rear Lane - North Side</u>

The Safety Audit of the north side of 33<sup>rd</sup> Street was conducted during the day and evening of June 27<sup>th</sup>, 2013. There were 11 participants between the ages of 25 and 74, 55% of whom were women. The group noted that there were many poorly maintained properties, both on the street and in the rear lane. There was also a variety of opinions from the group on their impression of the area. Feelings of safety ranged from scary, unsafe, intimidating and dirty, to friendly, comfortable and fairly safe.



The group was similarly split on sightlines, with half of the group stating that they could see up ahead, and half stating that they could not. Significant barriers to sightlines were fences and large bushes in the rear lanes where people could hide. The group indicated that trimmed trees and mirrors would improve sightlines. Participants were similarly split on whether or not the area appeared to be cared for. Several participants that had been on other Safety Audits noted that the condition of the rear lanes on the north side of 33<sup>rd</sup> Street were much worse than the rear lanes south of 33<sup>rd</sup> Street.

All participants noted that there was adequate way-finding signage, but a lack of emergency signage. Only a few businesses had signage in the rear lane. The participants felt that the neighbourhood would benefit from signage directing people to schools, parks and pools.





The following is a summary of the Safety Audit observations made by the participants:

- Have a community cleanup day like in other neighbourhoods
- Reward City employees who observe and report problems they may see but are not responsible
- o Generate an open forum discussion on neighbourhood problems, issues, and situations
- o Establish a community police centre in Mayfair
- Add wheelchair curb cuts on all blocks
- Clear out all volunteer bushes/trees in rear lanes
- Clear volunteer plant growth in unkempt vacant lots
- o Many properties are in need of a fresh coat of paint
- Increase police foot patrols
- Redesign Mayfair Drugs
- Turn tree wells at library into flower pots
- Remove weeds that are growing around businesses on 33<sup>rd</sup> Street
- Remove pawn shop
- Replace or repair broken garbage cans
- Add trees where they were removed in front of Safeway

#### 4.12.4 – A.H. Browne Park

The A.H. Browne Park Safety Audit was conducted during the day and evening of July 5<sup>th</sup>, 2013. There were ten participants between the ages of 25 to 74; there was a balance of men and women. The overall impression of the group was that the park was a friendly space that was well used and that the design of the park did not cause inherent safety concerns or problems. Participants did note that the east side of the park gets much more use than the west side. The west side has dedicated ball diamonds and a soccer pitch, which participants felt were underused. Participants felt that if they are not used for organized sports, then this part of the park could be redesigned for better use by the neighbourhood.



Uneven lighting due to tree growth blocking or partially blocking the fixture was identified as an issue in the park. This creates some dark spaces in the park. The group felt that signage in the park was good, with the exception of washroom facility signage. Sightlines and visibility were good for the most part, but were reduced by some bushes and trees. The participants' general impression of the area was that it felt cared for.

The following is a summary of the Safety Audit observations:

- Smooth pathways so that they can be used for skateboarding, roller blading and by those with mobility issues
- Space trees appropriately, so there is no potential for hiding places
- Replace old lilacs with blueberry and raspberry bushes
- Replace overgrown spruce with apple trees
- Establish more patrols and increase maintenance staff to prevent drinking and broken glass in playground
- Paint murals on the building wall
- Increase programming on west side of park

Audit participants did identify the need for washroom signage. Due to the changing operating dates and times of the washroom, additional signage is not recommended by the Administration, as it may direct users to a closed facility.

Concerns with regards to A.H. Browne Park are included in Recommendation 5.4 (**Parks, Open Spaces, and Community Gardens Section**) on page 162.

#### 4.12.5 – Bars Along 33<sup>rd</sup> Street and Idylwyld Drive

This Safety Audit was conducted late at night on August 16<sup>th</sup> 2013. It started at 10:30pm and concluded at 2:30am. There were six participants in total. The bars were less busy than the participants anticipated. The audit coincided with Folkfest, which was happening in a different part of Saskatoon, and may have drawn patrons away from this area. However, participants questioned whether patrons of these bars would attend Folkfest. There was a stark contrast that evening between bars located on Idylwyld Drive and those located on 33<sup>rd</sup> Street East and 33<sup>rd</sup> Street West. The bars on Idylwyld Drive were not busy that evening, while the bars on 33<sup>rd</sup> Street East and 33<sup>rd</sup> Street East and 33<sup>rd</sup> Street West were more active.

Participants noted groups of people standing outside of the bars smoking and that they found large groups like this to be scary and intimidating. The group observed two behaviours that indicated the sale of illegal drugs. The first was that someone carrying a bag would often move to the rear of the building as groups of people approached. The second was a vehicle parked in the rear lane that attracted large volumes of foot traffic.

Fireworks were heard going off in the rear lane (a common complaint from neighbours). Many taxi cabs were observed dropping people off and idling while waiting for their customers to purchase alcohol. Pedestrian counts were conducted during this time and recorded that 72 people entered the off-sale liquor store from midnight to 12:45am and 42 from 1:30am to 2:05am

Jaywalking was prevalent during the safety audit and was happening at a frequency and volume great enough to disrupt traffic. Visibly intoxicated people were observed walking in

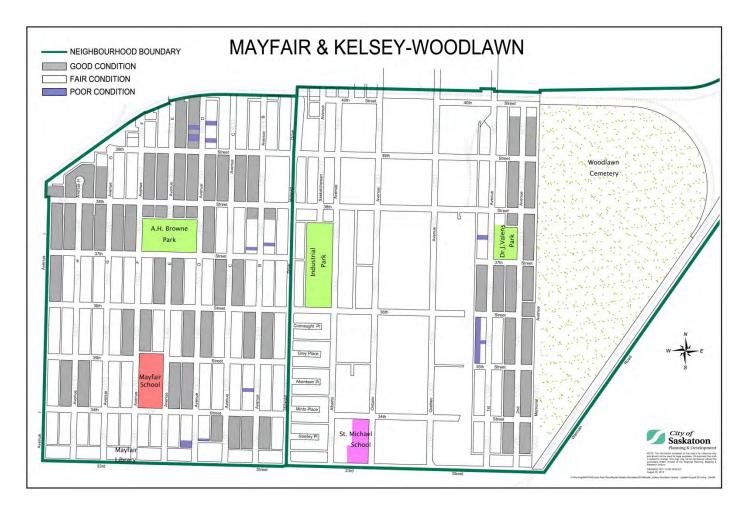






the streets and urinating and vomiting in the street and rear lane. The parking lots outside of the bars were also active with bar patrons. Large amounts of cigarette butts were littering the ground, and the music coming from these buildings was loud enough to be audible from across the street.

# Map 4.7: Block Study



A block study was conducted by Planning and Development on September 20, 2013, with a follow up on July 17, 2014. The purpose of the study was to assess the image and maintenance of block faces in the neighbourhood. A high standard of property maintenance sends the message that the area is cared for and attended to.

Conversely, poorly maintained properties can give the impression that illegitimate activity will be tolerated in the area and that crimes will not be observed or reported. Map 4.7 indicates areas where property and building maintenance was good, fair, or poor. This is an average for the block face. There may be poorly-kept properties on blocks marked as good, and well-kept properties on blocks marked as poor. Overall, both Mayfair & Kelsey-Woodlawn neighbourhoods are fairly well maintained. When compared with a map displaying rental and owner occupied housing, there was little correlation between property maintenance and housing tenure. A list of derelict buildings and properties that may be in contravention of the City's Property Maintenance and Nuisance Bylaw was sent to the Saskatoon Fire Department for their review and action.

#### 4.13 Neighbourhood Safety Initiatives

The following existing initiatives address safety concerns and can be accessed by the neighbourhoods:

Graffiti Vandalism: The Graffiti Reduction Task Force, a unique partnership between businesses, government, and nongovernment organizations, has implemented a number of programs aimed at reducing the incidence of vandalism in the city. The Saskatoon Police Service also has an Anti-Graffiti unit. This unit is tasked with targeting the individuals engaged in graffiti vandalism. For more information on the Graffiti Management Program, clean up incentives and graffiti vandalism removal tips, refer to the City of Saskatoon website at www.saskatoon.ca and search for "graffiti reduction" or call 306-975-3383.

Neighbourhood Safety Resource Material: The Planning and Development Division, Neighbourhood Planning Section has produced a series of Safer City booklets that provide a number of strategies and guidelines to help improve safety in and

around your home. For more information on Neighbourhood Safety material refer to the City of Saskatoon website at www.saskatoon.ca, and search for "Neighbourhood Safety" or call 306- 975-3340.

Crime Free Multi-Housing Program: Is a strategy intended to encourage apartment owners, managers, and landlords to proactively approach crime reduction in and around housing units. This initiative is managed by the Saskatoon Police Service and receives funding from other City of Saskatoon departments. For more information on the Crime Free Multi-house Program refer to the Saskatoon Police Service website at www.police.saskatoon.sk.ca (click under "Programs and Services" and "Crime Free Multi-Housing") or call 306- 975-8385.

Community Watch and Citizen Patrol: Community Watch is a crime prevention and crime interruption program where the Saskatoon Police Service partners with the community to make Saskatoon a safe place to live and work. Citizen Patrol gets neighbourhood residents more active in assisting in crime prevention and reporting suspicious activity. Volunteers have no policing powers and are non-confrontational, but they wear vests identifying themselves as Citizen Patrol. This is a visual deterrent to crime and nuisance behaviours.

Safer Communities and Neighbourhoods Act (SCAN): The *Safer Communities and Neighbourhoods Act* improves community safety by targeting and, if necessary, shutting down residential and commercial buildings and land that are habitually used for illegal activities. The legislation is able to address a wide variety of activities, such as public safety concerns related to fortified buildings. It promotes community safety by cleaning up properties that negatively affect the health, safety, or security of local residents in a neighbourhood. The Mayfair & Kelsey-Woodlawn LAPC encourages residents to report suspicious activities at residences and businesses to the Safer Communities and Neighbourhood Investigation Unit at 1-866-51-SAFER (1-866-517-2337) or www.cpsp.gov.sk.ca/scan.

City of Saskatoon *Property Maintenance & Nuisance Abatement Bylaw No. 8175*: This bylaw requires property owners in the City of Saskatoon to maintain houses, buildings, and yards to an acceptable standard. Property owners are responsible for ensuring yards are kept free and clean from garbage and debris, junked vehicles, and excessive growth of grass and weeds. To report concerns, call the Safety and Property Maintenance Hotline at 306-975-2828.

Safe Bus Program: The Safe Bus Program was formally launched June 1, 2000 and was developed in partnership with Child & Youth Friendly Saskatoon. The Safe Bus program is designed to assist children, youth or adults that need immediate shelter or someone to contact emergency services. Persons in peril or in need of immediate shelter can safely flag down a bus or go to a parked bus for assistance. All Saskatoon Transit buses are radio equipped with direct contact to Police, Fire and Emergency Medical Services. When approached by someone in need of assistance, bus operators will immediately contact Police Services (if needed) and allow the person in peril to stay on the bus until help arrives. People asking for help do not need money to get on a SafeBus. It will be easier to get an approaching bus operator's attention if you are at a bus stop, however, if a bus stop is not close by, people in need of assistance should stand on the sidewalk and hold their hand up as the bus approaches. The operator will recognize this as a sign of distress and stop to help. The City reminds all parents to tell their children to never step onto the roadway to flag down a bus as this is very dangerous.

#### 4.14 Recommendations

#### **RECOMMENDATIONS:**

**4.1 – TREE TRIMMING IN A.H. BROWNE PARK:** That the Community Services Department, Parks Division, identify and trim trees in A.H. Browne Park that are blocking light fixtures and pathways, in order to increase natural surveillance, and decrease hiding places.

**4.2 – CITIZEN PATROL IN A.H. BROWNE AND DR. J. VALENS PARK:** That the Community Services Department, Community Development Division, and Saskatoon Police Service, meet with the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association to inform the community of, and encourage the establishment of, a Citizen Patrol in A.H. Browne Park and in Dr. J. Valens Park.

**4.3** – **COMMUNITY MURAL IN A.H. BROWNE PARK:** That the Planning and Development and Community Development Divisions meet with the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association to discuss the possibility of a community mural on the A.H. Browne Park spray pool building.

**4.4 – ST. MICHAEL COMMUNITY SCHOOL MURAL:** That the Community Services Department, Planning & Development Division and the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association, meet with St. Michael Community School administration to discuss the feasibility of allowing a mural to be created on school property/building, and that, if the project is approved, the Planning & Development Division and Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association meet to discuss the details for the potential mural installation, including the identification of possible funding sources and art organizations/individuals that may be interested in the project.

**4.5 – COMMUNITY BASED ACTIVITIES ON MAYFAIR AND ST. MICHAEL COMMUNITY SCHOOL GROUNDS:** That the Community Services Department, Community Development Division, and the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association organize a meeting with school administration to identify opportunities for formal or informal community based activities that would activate Mayfair Community School and St. Michael Community School grounds with legitimate users at different times of the day.

**4.6** – **RESPECT THE NEIGHBOURHOOD SIGNS:** That the Community Services Department, Planning and Development Division, meet with the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association to develop and place highly visible signage in strategic locations where commercial use and residential use may conflict. These signs should encourage respect for the neighbourhood in a positive manner.

**4.7 – INCIVILITIES STRATEGY:** That the Community Services Department, Planning and Development Division, develop an initiative or program to educate bar owners and patrons in Mayfair and Kelsey-Woodlawn neighbourhoods on safety issues arising outside of liquor licensed establishments and of their responsibilities.

**4.8 – DISTRIBUTE SAFE AT HOME:** That the Community Services Department, Planning and Development Division, contact the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association to identify a convenient location in the neighbourhood to make the Safe at Home booklet available to residents.

**4.9 – DISTRIBUTE THE REDUCING GRAFFITI IN OUR COMMUNITY BROCHURE:** That the Community Services Department, Planning and Development and Community Development Divisions, distribute the Reducing Graffiti in our Community brochure to help educate business owners on existing programs to combat graffiti vandalism.

**4.10 – DISTRIBUTE THE PORCH LIGHT BROCHURE:** That the Community Services Department, Planning and Development and Community Development Divisions, distribute the Porch Light Initiative brochure to help educate residents on the benefits of leaving their front door light on.

**4.11 – DISTRIBUTE** *PREVENTING AND REPORTING CRIME* **BROCHURE**: *That the Saskatoon Police Service distribute the Preventing and Reporting Crime brochure to businesses in the neighbourhood.* 

**4.12 – DISPLAY STREET ADDRESSES IN REAR LANES:** That the Community Services Department, Neighbourhood Planning Section, contact business owners along 33<sup>rd</sup> Street and encourage them to display their street address in the rear lane.

**4.13** – **REAR LANE CLEAN UP:** That the Transportation and Utilities Department work with the Planning and Development Division, Community Services Department, the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association and local businesses to determine the feasibility of a one-time rear lane project. The project objective will be to remove all volunteer trees and bushes and trim overhanging foliage in the lanes in the north and south rear lanes of 33<sup>rd</sup> Street between Alberta Avenue and Avenue G. Following the completion of the project, the Back Lanes: Maintenance & Safety brochure is to be distributed to inform Mayfair and Kelsey-Woodlawn business owners on the importance of lane maintenance, which will reduce the opportunity for crime in the area.

**4.14** – **COMMUNITY CLEAN-UP PROGRAM:** That the Hudson Bay Park/Mayfair/Kelsey-Woodlawn Community Association contact the Saskatoon Fire Department to get them involved in the Community Cleanup Program.

On January 6, 2015, Planning and Development met with the Mayfair & Kelsey-Woodlawn community to report back on the safety section of the Local Area Plan and the recommendations. This was done in order to ensure that the report accurately captured the concerns and objectives of the community, and so that the recommendations could be prioritized. The table below shows the results of the prioritization exercise, in which community members determined which recommendations were most important to implement.

Recommendation	Priority
4.5 Community Based Activities On Mayfair and St. Michael Community School Grounds	High
4.7 Incivilities Strategy	High
4.13 Rear Lane Clean Up	High
4.14 Community Clean Up Program	High
4.1 Tree Trimming in A.H. Browne Park	Medium
4.2 Citizen Patrol in A.H. Browne Park and Dr. J Valens Park	Medium
4.11 Distribute Preventing and Reporting Crime Brochure	Medium
4.12 Display Street Addresses in Rear Lanes	Medium
4.3 Community Mural in A.H. Browne Park	Low
4.4 St. Michael Community School Mural	Low
4.6 Respect the Neighbourhood Signs	Low
4.8 Distribute Safe at Home	Low
4.9 Distribute the Reducing Graffiti in our Community Brochure	Low
4.10 Distribute the Porch Light Brochure	Low



# 5.0 – Parks, Open Spaces, and Community Gardens

# 5.1 Overview

The residents of Mayfair & Kelsey-Woodlawn have a variety of park and open space amenities within and in close proximity to the neighbourhoods. Through LAP meetings, local stakeholders reiterated the importance of improving existing park spaces to ensure they provide a wide range of recreation activities and health benefits for all residents.

#### 5.2 Parks, Open Spaces, and Community Gardens Goals

The Mayfair & Kelsey-Woodlawn LAPC identified a number of goals intended to guide the future role of parks, open spaces & community gardens in the two neighbourhoods. They are as follows:

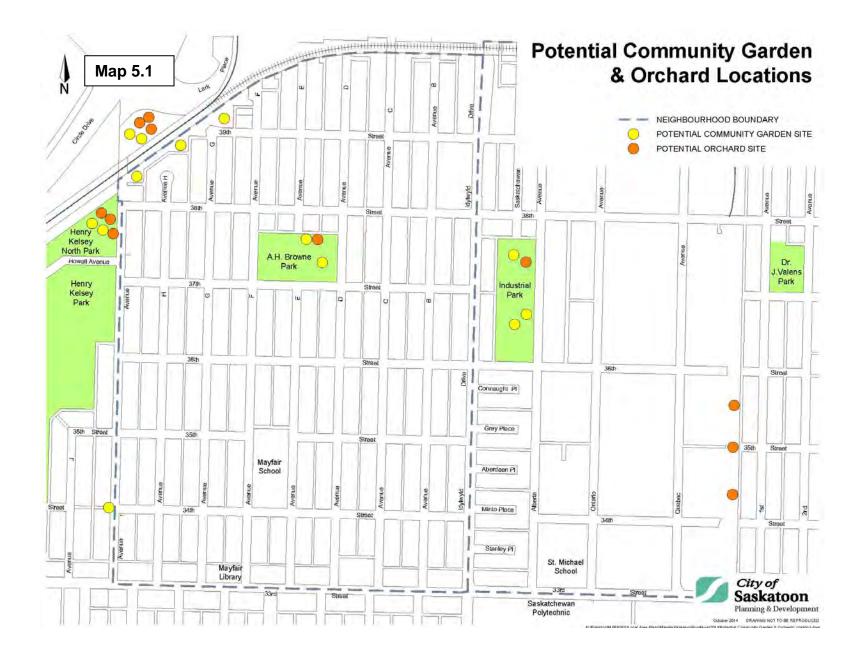
- 1. That community gardens and orchards be promoted and developed in the neighbourhoods.
- 2. That existing park spaces in the neighbourhoods be used to their full potential through active and passive recreational opportunities.
- 3. Where possible, utilize vacant lots and empty spaces for the benefit of the neighbourhoods.

For a more detailed historical overview of parks in Mayfair & Kelsey-Woodlawn, including Woodlawn Cemetery, see the **History Section**.

For an overview of Safety Audits conducted in Mayfair & Kelsey-Woodlawn, including A.H. Browne and Dr. J. Valens Parks, see the **Neighbourhood Safety Section**.

#### 5.3 Community Gardens and Orchards

In Mayfair & Kelsey-Woodlawn, there are currently no community garden or orchard spaces. There is a strong desire by the Community Association and LAPC to establish gardens for the benefit of local residents. During the LAP meeting on parks and community gardens, stakeholders mapped potential garden/orchard locations as shown on the next page. Each meeting attendee indicated their preferred location by marking a dot on a map (map 5.1).



In Mayfair, stakeholders would like to see community gardens and/or orchards in A.H. Browne Park or in the adjacent Hudson Bay Park system. In Kelsey-Woodlawn, LAPC members indicated the potential for a community garden in Industrial Park, as this would further increase the use of the park space. Such a garden would also be conveniently located for residents living in the culs-de-sac on Idylwyld Drive.

Community gardens are implemented by the Community Development Division of the City, in conjunction with CHEP Good Food Inc. Interested residents and community associations can apply to develop community gardens and orchards by contacting Community Development at 306-975-3378. In early 2015, a community garden was established in Henry Kelsey Park, adjacent to Mayfair.

#### 5.4 Park Space in Mayfair & Kelsey-Woodlawn

There are three dedicated parks in Mayfair & Kelsey-Woodlawn: A.H. Browne, Dr. J. Valens, and Industrial. Some of Saskatoon's early neighbourhoods, such as Mayfair, did not have a significant amount of park space included in the original plans. As noted in the **History Section**, A.H. Browne Park was created when the City took ownership of returned tax title properties. While A.H. Browne is the only official park in Mayfair, park and green space is also available at Mayfair Community School and in the adjacent Hudson Bay Park system, specifically Henry Kelsey Park west of Avenue I. Similarly, in the residential area of Kelsey-Woodlawn, Dr. J. Valens is the only neighbourhood park; other recreation spaces include Industrial Park, St. Michael Community School playground, and Woodlawn Cemetery for walking and cycling.

The table 5.1 shows an overview of available park space per person (people per acre) in selected neighbourhoods. Mayfair has a high number people per acre of park space (589.3); however this statistic does not take into account the green space at Mayfair Community School or the adjacent Hudson Bay Park system, which stretches from 23rd Street to Circle Drive.

Neighbourhood	People per Acre of Park Space	Neighbourhood	People per Acre of Park Space
Hudson Bay Park	42.2	Mount Royal	177.9
Westmount	52.6	Riversdale	186.2
City Park	82.1	Varsity View	197.5
North Park	109.8	Pleasant Hill	250.2
Kelsey-Woodlawn	111.1	Exhibition	359.7
Meadowgreen	132.6	Caswell Hill	366
Nutana	137.5	Mayfair	589.3

Table 5.1: People per Acre of Parks for	Comparable Grid Neighbourhoods
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It should be noted that Mayfair has the highest number of people per park space in the city. Kelsey-Woodlawn has a much lower number (111.1) due to the presence of both a neighbourhood (Dr. J. Valens) and district (Industrial) park. In an established, primarily residential neighbourhood such as Mayfair, it is difficult to create additional park space. As such, given that Mayfair only has one official park, continuing investments in A.H. Browne and spaces adjacent to Mayfair (such as the Hudson Bay Park system) should be a priority.

The amount of formal sports bookings in Mayfair & Kelsey-Woodlawn parks vary. In 2014, A.H. Browne Park had a fairly low rental rate – 63 hours in total, mainly for baseball. Industrial Park is well-used, with high rentals for baseball (over 412 hours in 2014). Dr. J. Valens Park does not have official field space to rent.

In addition, the LAPC noted that there is a lack of bike racks in all parks across Mayfair & Kelsey-Woodlawn, and having more amenities for park users to secure bicycles is needed. Such improvements can be applied for by the Community Association through the City of Saskatoon's Park Enhancement Grant. This grant can be applied for annually by the

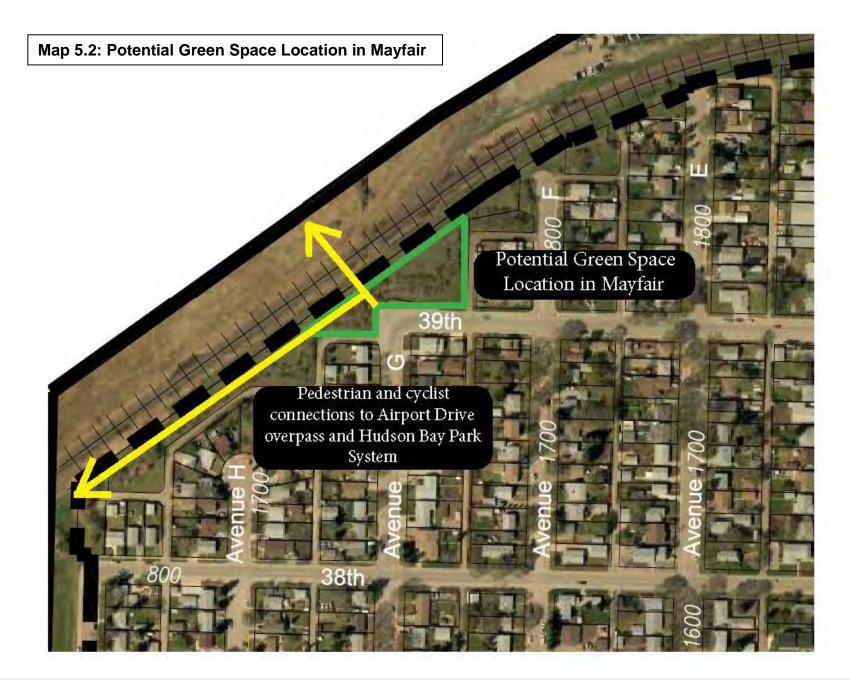
Community Associations (deadline for applications is the end of January), and is meant to make improvements to amenities in public parks that may be needed. Eligible projects include playground structures, pathway lighting, and bike racks. Community Associations can apply each year for consideration by the City; funding is dependent on size of projects, number of projects applied for, and the need of a certain project in a park.

Concern was also raised regarding the number of cans and bottles that are littered or placed in garbage bins in the parks. The LAPC feels that the addition of recycling bins would divert cans and bottles from the landfill while also promoting the importance of recycling habits. A pilot project of recycling bins in parks, if successful, could be expanded to additional parks across the city.

#### **RECOMMENDATION:**

**5.1 – ADDITION OF RECYCLING BINS TO PARKS:** That Environmental and Corporate Initiatives consider the installation of recycling bins in all three parks in Mayfair & Kelsey-Woodlawn.

There is a vacant parcel of City-owned land at the northwest corner of Avenue G and 39<sup>th</sup> Street in Mayfair, which currently contains some open space, trees, and shrubs. The space has a buffer effect between Mayfair and the rail line. LAPC members identified that a better use of the space would be to develop a community garden and/or orchard for the benefit of Mayfair residents. However, this is not recommended due to soil contamination and lack of access to water. As shown in the aerial view on map 5.2, this section of vacant, unused City-owned land extends from Avenue F to Avenue I (towards Henry Kelsey North Park), with the largest section being at the corner of Avenue G and 39<sup>th</sup> Street. As such, this vacant space has potential to be developed into a green space. The map highlights this exact space in Mayfair.



If a green space is developed at this location, the orientation should be such that a pedestrian and cyclist path is able to be constructed from the corner of Avenue G and 39<sup>th</sup> Street towards the future Airport and Circle Drive overpass, which is scheduled to be constructed directly to the northwest of this location. If the cyclist and pedestrian path is constructed, consideration should be given to connecting this path to Henry Kelsey North Park, along the City-owned parcel. For more information, see the **Transit & Active Transportation** Section.

#### **RECOMMENDATION:**

**5.2 – AVENUE G AND 39<sup>TH</sup> STREET GREEN SPACE:** That the Parks and Transportation Divisions, in conjunction with the construction of a pedestrian/cyclist path as part of the Airport and Circle Drive overpass, consider the development of green space at the vacant City-owned space at the corner of Avenue G and 39<sup>th</sup> Street, including a path connection to the Hudson Bay Area Park System.

#### 5.5 Hudson Bay Park System

The Hudson Bay Park System is located within Westmount and Hudson Bay Park, and includes Leif Erickson, Scott, Pierre Radisson, and Henry Kelsey parks. Combined, this linear park system is one of the largest in Saskatoon. During the Local Area Plan for Westmount, approved by City Council in 2011, discussions were held about the current state of the park system and goals for future redevelopment. The Westmount LAP included a recommendation to conduct a Hudson Bay Area Park System Master Plan, with consideration given to specific redevelopment features, including:

- create a linear open space linkage from 23<sup>rd</sup> Street to Circle Drive;
- that Pierre Radisson Park be identified as highest priority for redevelopment;
- that the potential for wetlands and re-naturalization is considered; and
- ensure surrounding communities are included in the master planning process for the Hudson Bay Area Parks.

During the Mayfair & Kelsey-Woodlawn LAP, stakeholders also noted the importance of including surrounding neighbourhoods in the planning process. In addition, it was noted that the parks directly adjacent to Mayfair, Henry Kelsey and Henry Kelsey North, are significantly underused, and in the case of Henry Kelsey North, the park is poorly maintained at times and significant spring flooding can occur. Given this, the LAPC would like to see Henry Kelsey and Henry Kelsey North parks be considered a high priority for redevelopment, similar to Pierre Radisson Park.

#### **RECOMMENDATION:**

**5.3 – HUDSON BAY AREA PARK MASTER PLAN CONSULTATION PROCESS:** That the Recreation & Sport Division includes Mayfair in the Hudson Bay Area Park Master Plan consultation process, given the neighbourhood's proximity to the Hudson Bay Area Park System; and that the Parks Division considers Henry Kelsey and Henry Kelsey North Parks a priority for redevelopment.

#### 5.6 A.H. Browne Park

A.H. Browne Park is located on 37<sup>th</sup> Street between Avenues D and F. It is classified as a Neighbourhood park, is 4.8 acres in size, and is named after Albert H. Browne, the first City Gardener. The southeast corner contains a spray park, multi-purpose building, and basketball courts. There is also a small toboggan hill, a softball diamond, and a paved, winding path that leads through the eastern half of the park.

The LAPC voiced specific concerns regarding the lack of sidewalks leading to and around A.H. Browne Park – these concerns are addressed in the **Traffic & Circulation Section**.

The LAPC expressed significant concern regarding the present state of paths in A.H. Browne Park – some sections are heaving and/or in poor condition, which make it difficult to walk and presents a tripping hazard. In addition, there is no path that connects the northeast portion of the park to Avenue F and the current north-south path along Avenue F is very

narrow. LAPC members indicated that improving the park paths would benefit all users, especially the numerous parents with strollers that walk through the park. During the Safety Audit of A.H. Browne Park, participants noted that while the eastern half of the park is well-used, the west side of the park, which primarily consists of a softball diamond and multipurpose field, is not well used and is empty the majority of the time.



The LAPC would like to see options considered to encourage use of the west side of A.H. Browne Park – specifically to attract more users than the softball diamond and multipurpose field currently do. Suggestions included promoting sports that appeal to Saskatoon's growing immigrant population (e.g., cricket), or promoting other sports such as ultimate Frisbee, beach volleyball, and rugby. However, the western half of the park is too small for either cricket or rugby, and cricket is being considered in the Hudson Bay Park system. As it is the neighbourhood's only official park, it is important that it is used to its full potential.

The multi-purpose building and spray park are valued assets in A.H. Browne Park, and are used frequently during the summer months. During the discussion on parks, LAPC members raised ideas that could support the importance of the

multi-purpose building. For example, painting a community-led mural on one or more of the blank sides of the building would increase the overall appearance of the building, prevent graffiti, and build community relationships.

The spray park is operational from 10:00AM to 8:00PM from June 1<sup>st</sup> to early September, while the multi-purpose building is open from 10:30AM to 6:00PM, Monday to Thursday and from 12:00PM to 4:30PM on Fridays. Programming is offered from early July until late August. Given the popularity of the spray park, the LAPC feels that extended washroom hours would be beneficial, as the facilities are only accessible during programming hours. If extended washroom hours are feasible, safety implications would have to be examined in detail.

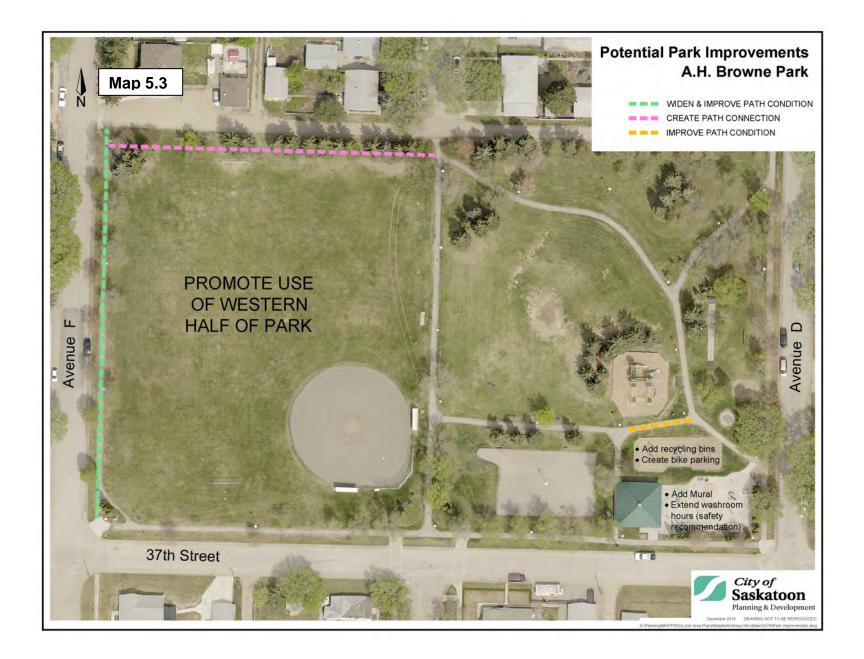
In addition to the spray park and multi-purpose building, the south portion of A.H. Browne Park includes a basketball court and small paved area that is currently not used to its full potential. Some members of the LAPC mentioned that the empty paved space to the west of the basketball court could be better utilized. This area is scheduled for rehabilitation in the near future. Map 5.3 on the following page summarizes the recommended improvements for A.H. Browne Park.

#### **RECOMMENDATIONS:**

**5.4 – PROMOTION OF WESTERN HALF OF A.H. BROWNE PARK:** That the Recreation & Sport and Community Development Divisions promote formal or informal community-based uses of the multipurpose field on the western half of A.H. Browne Park, such as youth sports (including soccer and flag football), in addition to softball and football.

#### 5.5 – IMPROVEMENTS TO A.H. BROWNE PARK: That the Parks Division:

- *i)* Assess the condition of all existing paths and rehabilitate any deteriorated or heaving paved paths, specifically near the playground.
- *ii)* Consider construction of a path along the northwestern edge of the park, with potential funding from the Park Enhancement Program.
- iii) Consider widening and improving the path on the west side of the park along Avenue F.



#### 5.7 Industrial Park

Industrial Park is classified as a District park, which is intended to serve four or five neighbourhoods, with facilities and structures to support city-wide sports programs.<sup>60</sup> The park is 6.0 acres in size, and includes two softball diamonds and playground equipment on its southern edge along 36<sup>th</sup> Street.

The LAPC feels that the name 'Industrial Park' is uninviting and confusing – the name can be mistaken for an actual business or industrial park, especially since the softball diamonds are used by residents from across the city. As such, the LAPC feels that the park should be renamed after Saskatchewan poet Anne Szumigalski, who lived in Connaught Place directly to the south of the park (for more information on Anne Szumigalski, see the **History** section). Due to the future redevelopment plans for the culs-de-sac along Idylwyld Drive, the LAPC feels the most appropriate way to honour Ms. Szumigalski would be to rename Industrial Park in her honour.

As a district park, Industrial Park's two softball diamonds are used frequently for organized softball by teams across the city. There are currently no washroom facilities in the park, and it is not preferable for park users to use washroom facilities in adjacent industrial and commercial businesses. The addition of temporary washrooms, preferably in close proximity to the softball diamonds, would be a useful addition to the park.

The current playground structure at the south end of Industrial Park has very basic equipment for children. The LAPC would like to see a better quality playground provided for area children, especially those that live in the culs-de-sacs along Idylwyld Drive. Suggestions were made to replace and move the playground in between the two diamonds, which would allow parents to watch children from the softball area. However, there are space restrictions and safety concerns (from baseballs), and as such it is recommended the playground remains in its current location.

<sup>&</sup>lt;sup>60</sup> City of Saskatoon Administrative Policy A10-017; *Park Development Guidelines*.

#### **RECOMMENDATIONS:**

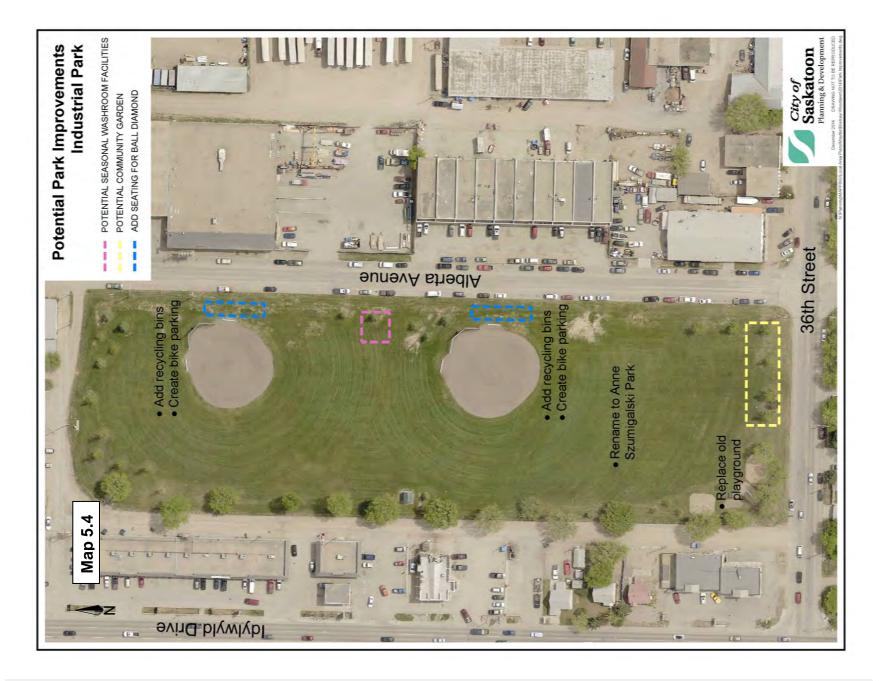
**5.6 – RENAMING OF INDUSTRIAL PARK:** That the Community Services Department, Neighbourhood Planning Section, bring forward a recommendation to the Naming Advisory Committee to screen and add Anne Szumigalski to the Names Master List, and request that Industrial Park be renamed to Szumigalski Park, in honour of Anne Szumigalski, who became a renowned poet and formerly lived on Connaught Place directly south of the park.

**5.7 – IMPROVEMENTS TO INDUSTRIAL PARK:** That the Community Services Department, Recreation & Sport Division examine the feasibility of the following improvements to Industrial Park:

- *i)* requiring user groups to provide temporary, seasonal washroom facilities;
- ii) additional bench seating be installed at the softball diamonds; and
- *ii)* updating and replacing the playground, including a fence along 36<sup>th</sup> Street and the alley adjacent to the playground.



The current playground equipment in Industrial Park is outdated and inadequate. Replacing the playground would better serve area residents and park users.



#### 5.8 Dr. J. Valens Park

Dr. J. Valens Park is a 2.1 acre neighbourhood park located on 37<sup>th</sup> Street between 1<sup>st</sup> and 2<sup>nd</sup> Avenues in Kelsey-Woodlawn. The park primarily serves the residents of Kelsey-Woodlawn and contains a playground, green space, and walking paths.

The main concern about Dr. J. Valens Park is the outdated and inadequate playground equipment. LAPC members commented that the current playground does not entertain children for long. A resident of Kelsey-Woodlawn raised the possibility of accessing the Canada-wide Let Them Be Kids (LTBK) program to fund new playground equipment in a shorter time frame than may otherwise be possible.

LTBK is a non-profit initiative that matches community-raised funding for playgrounds dollar for dollar and provides support for building a new play structure. The program was launched in 2006 when LTBK identified a need across the country: community groups needed assistance in securing funds for the building of play structures where there may not be locally accessible, safe, secure places to play.<sup>61</sup>

Another benefit of the LTBK program is that a potentially larger playground could be built in a quicker timeframe than otherwise possible. This initiative has been a success in other locations in Saskatchewan, and in October 2013, a new playground was constructed at St. Philip School in Saskatoon with support from the program. In Kelsey-Woodlawn, the strong business and industrial community could be asked to contribute to a new playground. More information on Let Them Be Kids can be found at <u>www.ltbk.ca</u>. Similar to community gardens, such an initiative would be led by the community, with assistance from the Community Association as resources permit.

<sup>&</sup>lt;sup>61</sup> <u>http://www.ltbk.ca/kids/index.php/who-we-are#.U5jUr87naM8</u>



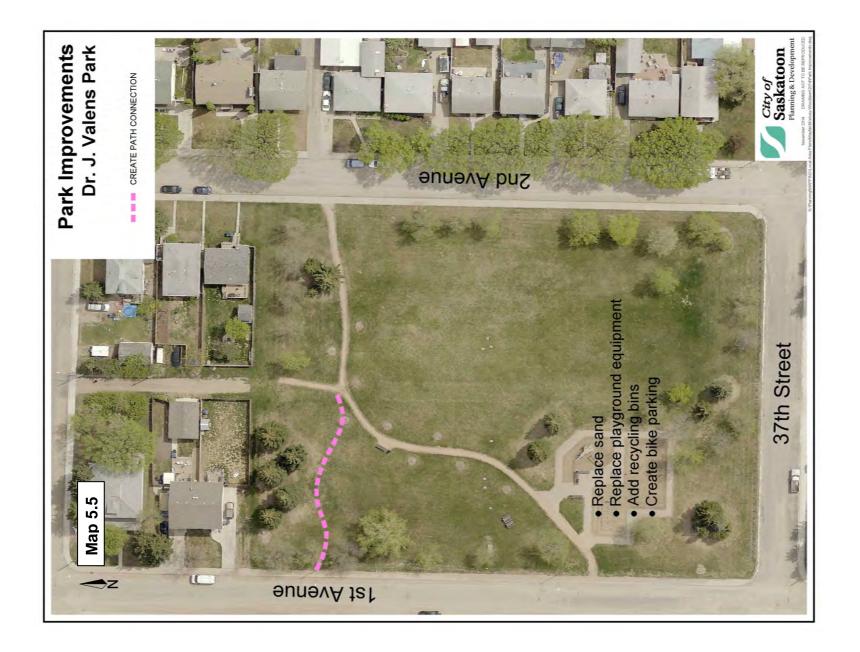
The current playground equipment in Dr. J. Valens Park is small, outdated, and does not adequately entertain children.

The east side of Dr. J Valens Park is an open grassed area, with approximately 21,000 square feet of space. The LAPC noted that this space may be large enough to host small-scale programming, such as youth sports. The Parks Division will investigate this opportunity, however space is limited and there are some slope challenges in the park.

Currently, the path in Dr. J. Valens Park travels in a southwest-northeast direction. Winter aerial photos show a distinct east-west desire line formed through the northern-most section of the park, towards 1<sup>st</sup> Avenue. This area is currently grassed, and also shows a slight desire line in the summer, proving there is year-round usage of this informal pathway.

#### **RECOMMENDATION:**

**5.8 – NEW PATH CONNECTION IN DR. J. VALENS PARK:** That the Community Services Department, Parks Division, examine the feasibility of extending the current pathway along the northern edge of Dr. J. Valens Park to continue in an east-west direction to 1<sup>st</sup> Avenue.



#### 5.9 Woodlawn Cemetery

Woodlawn Cemetery is a landscaped, well-maintained 105-acre site that is owned and operated by the City of Saskatoon; the cemetery makes up the eastern section of the Kelsey-Woodlawn neighbourhood. The cemetery has a rich history (see Page 39) and is the final resting place of many notable Saskatonians. It is home to Memorial Avenue, a National Historic Site. In addition to its primary role as a cemetery, residents of Kelsey-Woodlawn value the well-maintained green space provided by the site. The northern section of Woodlawn Cemetery is undeveloped, and is marked for future use (area north of the 39<sup>th</sup> Street entrance in the map below).

The main entrance to Woodlawn Cemetery is via Memorial Avenue, from 33<sup>rd</sup> Street and 2<sup>nd</sup> Avenue. The entrance to the cemetery is not well-marked – currently a few small signs mark the entrance – and is easy to overlook. As a destination for residents throughout the city, the cemetery should have an entrance that reflects its importance to the city and its status as a National Historic Site. A large sign or gate, preferably incorporating heritage elements, is needed as the current entrance is not suitably visible from Warman Road or 33<sup>rd</sup> Street.

In addition to its intended use, the pathway network in the cemetery is also utilized by residents of Kelsey-Woodlawn for walking and cycling. To increase passive recreation on the site, Cemetery Administration would like to design the future use section to have a park-like setting and feel, complete with benches, paths, and potential amenities such as a water feature.



This would create additional green space for Kelsey-Woodlawn and also generate additional passive recreation activity in the area. Other cemeteries in North America have also adopted this approach to further increase the amenity of their space, such as Lakewood Cemetery in Minneapolis, pictured below.<sup>62</sup>



Lakewood Cemetery, Minneapolis, MN, USA. The reflecting fountain is a zero-edge pool with a 1" deep scrim of water over a layer of pavers on pedestal mounts. When drained in the winter, it becomes an active plaza space.

At the entrance to Woodlawn Cemetery, a privately-owned parcel and building is located at 1202 3<sup>rd</sup> Avenue North, on the east side of Memorial Avenue. Previously a bakery, the building is currently a two-unit residence. It is the opinion of the LAPC and Cemetery Administration that this building, given its unique location at the entrance to the site, would be best used for the benefit of Cemetery patrons; examples include a coffee and/or flower shop. The site is currently zoned IL1

<sup>&</sup>lt;sup>62</sup> Description and Photo Credit: Halvorson Design Partnership, Boston, MA. Photo by Paul Crosby. Used with permission.

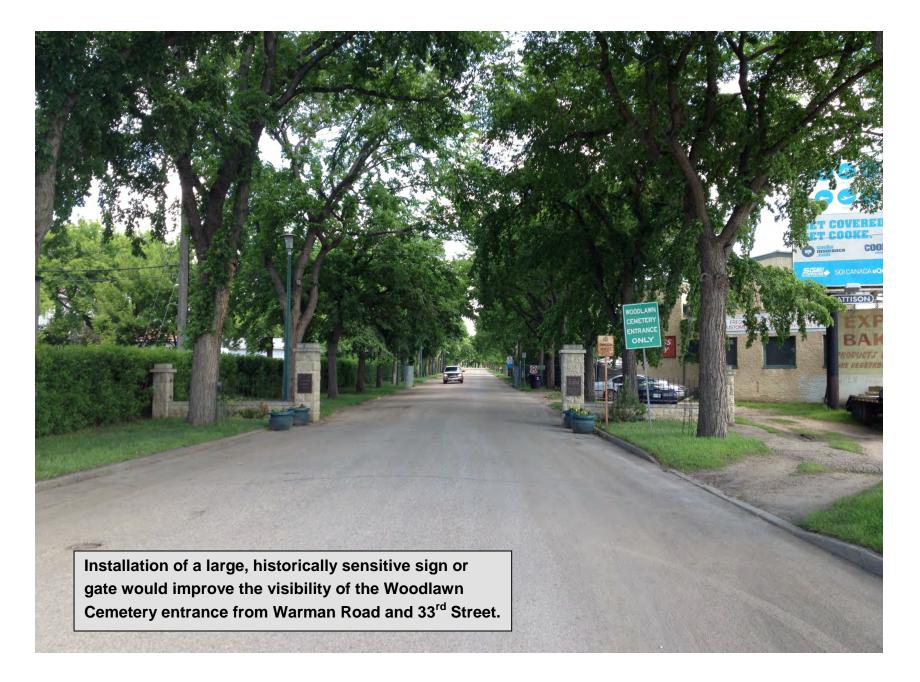
(Light Industrial), and in conjunction with recommendation 1.2 (see 1.6.6 on page 68 of the Land Use, Zoning, and Infill Section – rezoning the site to B2 – District Commercial District), the City of Saskatoon should discuss re-use options with the property owner.

#### **RECOMMENDATIONS:**

**5.9 – PLAN FOR FUTURE SECTION OF WOODLAWN CEMETERY:** That the Community Services Department, Parks Division, collaborate with Woodlawn Cemetery Administration to develop a plan that incorporates landscaping, pedestrian, and cyclist amenities for the undeveloped, future use section of the cemetery.

**5.10 – INSTALLATION OF WOODLAWN CEMETERY MAIN ENTRANCE SIGN/GATE:** That the Community Services Department, Planning & Development and Parks Divisions, collaborate with Woodlawn Cemetery administration to design and install a culturally and historically sensitive sign or gate for the main entrance of Woodlawn Cemetery, at Memorial Avenue and 33<sup>rd</sup> Street.

**5.11 – WOODLAWN CEMETERY ENTRANCE – ADJACENT USES:** That the Community Services Department, Planning & Development Division, discuss options with the property owner of 1202 3<sup>rd</sup> Avenue North (former bakery at the entrance of Woodlawn Cemetery), with the goal of redeveloping this building into commercial uses beneficial to a cemetery, such as a flower or coffee shop.



### 6.0 – Preserving History, Heritage & Culture

#### 6.1 Overview



Buildings and amenities such as the Mayfair Branch Library are an important part of the neighbourhood's history and culture. Heritage and culture are interrelated aspects of a society that define our past, present and future. Recognizing and preserving heritage and culture helps a community appreciate the contributions of past citizens and important buildings, spaces, and events. Heritage can be both tangible (buildings, landscapes, streetscapes, structure, monuments and installations) and intangible (festivals, cultural spaces and skills).

The Mayfair & Kelsey-Woodlawn neighbourhoods have a history, heritage, and culture that are unique in the city. The neighbourhoods have been home to a variety of significant people, buildings, and events. The LAPC feels the story of the neighbourhoods is still untold, and needs to be promoted and shared.

#### 6.2 Preserving History, Heritage & Culture Goals

The Mayfair & Kelsey-Woodlawn LAPC created a number of goals intended to guide the preservation of history, heritage, and culture in Mayfair & Kelsey-Woodlawn. They are as follows:

- 1. Improve quality of life, economic development, and social well-being through history and heritage preservation.
- 2. Promote and celebrate the unique history and heritage of Mayfair & Kelsey-Woodlawn.
- 3. Showcase the neighbourhood's heritage and culture through plaques, displays, and educational elements.

#### 6.3 Recognizing and Celebrating the History of the Area

For a review of significant people, buildings, and spaces in Mayfair & Kelsey-Woodlawn, please see the History & Today Section.

The City of Saskatoon Heritage Conservation Program provides incentives to Municipally Designated Properties. Property owners are encouraged to apply for Municipal Heritage Property designation to take advantage of these incentives along with the other benefits of designation such as increased public recognition and enhanced economic value of the property.

In 2012, a comprehensive review was conducted to investigate the current state of heritage policy and practices in Canada, provide an analysis of Saskatoon's Civic Heritage Policy (created in 1996), and recommend appropriate measures to protect and interpret Saskatoon's heritage assets into the future. A multi-year implementation strategy was developed, based on key program priorities that will support an enhanced and effective municipal heritage program. The City of Saskatoon tracks and protects heritage properties through a number of methods, including:

**A. Municipal Heritage Program** – Under the Program, a designated Municipal Heritage Property is recognized as being a property of major significance to the community of Saskatoon. Each property is protected by bylaw, which means it must be maintained and exterior character defining elements or important architectural features cannot be altered without the

approval of the City. The City may offer financial or tax-based support to projects involving designated properties under this Program.

**B. Saskatoon Register of Historic Places** – The City maintains a list of sites with qualities or characteristics that are recognized as having significant heritage value. Sites listed on the register are federally, provincially, or municipally designated; or achieve the criteria to be eligible for Municipal Heritage Designation under the Heritage Conservation Program. The Register is available to the public on the City's website.

**C. City of Saskatoon Heritage Awards Program** – The Heritage Awards are presented by the City of Saskatoon to acknowledge preservation efforts and the personal energy, time and commitment dedicated to Saskatoon's cultural welfare. The Municipal Heritage Awards Program occurs every two years allowing people to nominate someone they know who have made a difference in the preservation and conservation of the City's heritage.

Identified Heritage Properties in Mayfair & Kelsey-Woodlawn		
Memorial Avenue in Woodlawn Cemetery (Municipal Designation)	Avenue of the Elms	
1317 & 1319 2 <sup>nd</sup> Ave N	Lockstave-style Houses	
9 Connaught Place	Former home of Anne Szumigalski	
210 33 <sup>rd</sup> St W	Mayfair Chop Suey	
214 33 <sup>rd</sup> St W	Charles Alcock House	
420 33 <sup>rd</sup> St W	Christie's Mayfair Bakery	
504 33 <sup>rd</sup> St W	Mayfair Drugs	
510 34 <sup>rd</sup> St W	Mayfair Community School	

Property owners in Mayfair and Kelsey-Woodlawn are encouraged to research their buildings and submit applications for heritage designation to the City. In addition to buildings, gathering spaces and community focal points also have historical connections. For example, both neighbourhood parks in Mayfair & Kelsey-Woodlawn are named after historic individuals – A.H. Browne and Dr. J Valens. While some may know their history and contributions, others may not. To promote and increase the awareness of the park names, signage with short descriptions of Dr. J. Valens and A.H. Browne should be created and displayed in prominent locations within each park.

#### **RECOMMENDATION:**

**6.1 – HISTORICAL PARK SIGNAGE:** That Planning & Development install historical installations, such as new park signs, at both A.H. Browne and Dr. J Valens parks, explaining the historical significance of each person. If Industrial Park is renamed in honour of Anne Szumigalski (as per Recommendation 5.6), a similar installation should also occur at this location.

In 2003, the City Archives created a comprehensive, two-page document entitled "A Brief History of Mayfair." It speaks to the early development of the area and includes interesting facts on the neighbourhood. Expanding the availability of this resource through means other than online will help promote the history, heritage, and culture of the area. One way to educate residents, businesses, and visitors to the area is to promote the distribution of A Brief History of Mayfair, specifically through hard copies at neighbourhood businesses.

#### **RECOMMENDATION:**

**6.2 – BRIEF HISTORY OF MAYFAIR DOCUMENT:** That the Planning & Development Division, Heritage & Design Coordinator notify the 33<sup>rd</sup> Street Business Improvement District and all businesses in Mayfair of the Heritage Section of the LAP and the "Brief History of Mayfair" document, and that it be made available for display to interested customers and clients.

#### A Brief History of Mayfair:

The Mayfair subdivision is one of the oldest in Saskatoon outside of the original three settlements of Nutana, Saskatoon and Riversdale. Part of the land originally granted to the Temperance Colonization Society in 1882, it was in private hands by the time Saskatoon was incorporated as a City in 1906 and was first identified on a map of Saskatoon in 1907, during the height of the city's first real estate boom.

The first lots were sold that year and the first houses began to be built, primarily along 33<sup>rd</sup>. Street. By 1909 there were nearly 60 houses in Mayfair – at that time still outside of city limits – with a population estimated at around 350. On April 20, 1911, the City expanded, annexing land to the north as far as 38<sup>ch</sup> St. Mayfair was finally "in".

Over the next few years Mayfair acquired a school and a bustling commercial center along 33<sup>rd</sup> Street. By 1914, 843 people lived there. Development was steady after the First World War but really took off in the period 1946-1960 when more than one-third of the houses presently standing were built. House construction tapered off slightly through the 1960s (23%) and 1970s (12%). Houses built since 1980 account for less than 5% of the total housing in Mayfair.



On January 1, 1913 Saskatoon's Municipal Railway system opened. The Mayfair-University line served the northwest part of the City, running north along Avenue F to terminate at 33<sup>rd</sup> Street. In 1914 the line was extended east from Avenue F to Avenue A (now Idylwyld Drive). Saskatoon's last streetcar made its final run down the Mayfair line on November 10, 1951, piloted by Joe Horan (left), one of Saskatoon's original street-car drivers and a fixture on Mayfair run for many years.

Avenue A isn't the only street in Mayfair to have undergone a name change. The subdivision map printed in the 1912 Real Estate Pocket Guide lists 33<sup>ad</sup> - 37<sup>th</sup> Streets as "Albert", "James", "Charles", "Lily" and "Frisco" Streets. The origin of these names is unknown. While they are not used on the "Official Plan of Saskatoon" published by the

Board of Trade in 1914, those names do appear intermittently in the City Directories for many years afterwards, and as late as 1957 "Frisco Street" is referred to in official correspondence between the City of Saskatoon and the Provincial Land Titles Office.

Jeff O'Brien City of Saskatoon Archivist April, 2003 Like many of the subdivisions laid out by land speculators during the pre-war real estate booms, the original plans for Mayfair made no provisions for parks or schools. In May of 1912 the Saskatoon Public School Board began raising money for a new school in Mayfair. When the boom collapsed in 1913 construction had to be postponed and some of the completed foundations had to be filled in, to be excavated later. A temporary school was built on the property. After many delays Mayfair School was finally completed in January, 1921, at a total cost of \$212,484.

Built on land acquired by the City for non-payment of taxes, A.H. Browne Park on  $37^{\rm th}$  St . between Avenues D and F is another legacy of the pre-war boom and bust as land speculators found themselves unable to sell off their properties and in many cases simply allowed ownership to revert to the City. The only development in the park were three small houses, built in 1913 on Avenue D just north of  $37^{\rm th}$  Street.



The east half of the park (including the paddling pool) was built in 1955. In 1957 part of Avenue E was closed north of 37<sup>th</sup> and the park was extended west to Avenue F. Previously known informally as "Mayfair Park", it was now formally named in honour of long-time Parks Superintendent Alfred H. Browne. In 1980, with funding provided by the Mayfair Neighbourhood Improvement Plan (NIP) it was re-landscaped. A hill was built in the center, the ball diamond was moved and expanded and new playgrounds, a soccer pitch and basketball court were built.

The Mayfair branch of the Saskatoon Public Library also dates to around the same time. It officially opened on September 23, 1952 in the Mayfair community Hall. A new addition was built in 1955 nearly doubling it in size. That same year the City annexed almost a thousand acres of land north of 38<sup>th</sup>. Mayfair grew along with it, expanding as far as the CNR tracks just north of 40<sup>th</sup> Street which form the neighbourhood's present north west boundary.

Today Mayfair is a solid, primarily working-class neighbourhood with a population of around 2500 people. Although there have been some major changes along 33<sup>rd</sup> Street in the last few years it continues to be the commercial hub of the neighbourhood and includes institutions like Christie's Mayfair Bakery, established in 1933.

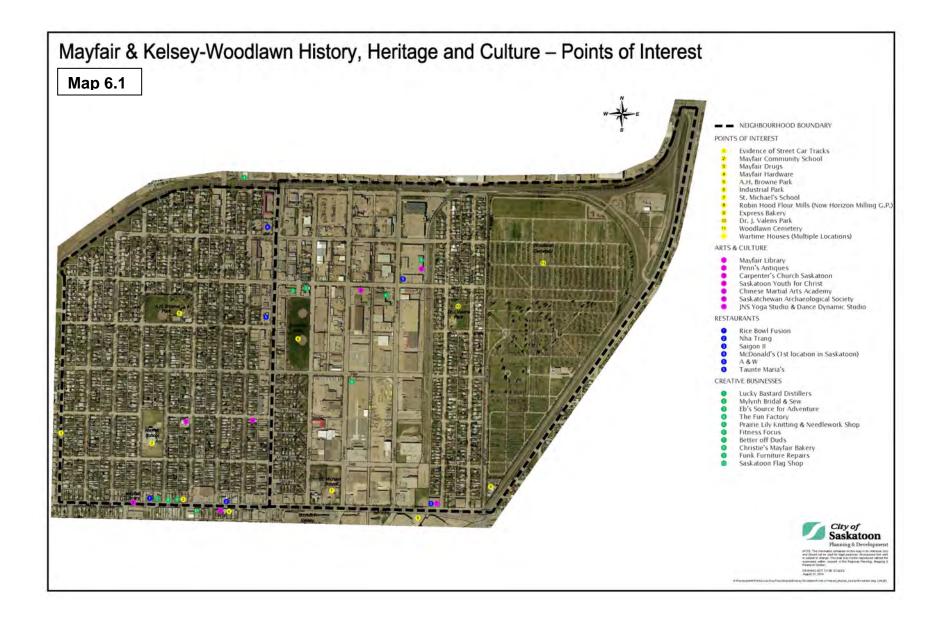
Jeff O'Brien City of Saskatoon Archivist April, 2003

### 6.4 Cultural Mapping and Heritage Properties

Cultural mapping includes mapping resources such as things, places, and spaces; and identity mapping includes the recording of stories and other intangible cultural or historical facts. The map below shows history, heritage, and culture points of interest throughout the neighbourhoods, as identified by neighbourhood residents.

Cultural mapping was conducted with the assistance of a student in the Regional & Urban Planning Program at the University of Saskatchewan. The student engaged residents regarding important stories in the Mayfair and Kelsey-Woodlawn neighbourhoods. Highlights of the findings include:

- Community members raised \$70,000 for the construction of a permanent Mayfair Library in 1991.
- When there used to be a Bank of Montreal on 33<sup>rd</sup> Street, it was the most robbed bank location in all of Saskatoon.
- Residents felt that if they could not go on vacation, at least they had Mayfair Pool. At times it got so busy that the girls would get fifteen minutes to swim and then with a whistle, the boys would take a turn for fifteen minutes. There would also be water polo games held at night.
- The reason the north-south Avenues that run across 33<sup>rd</sup> Street do not line up is because it was a corrector street for surveyors.
- Kelsey-Woodlawn was referred to as the "Quietest Neighbourhood in the World."
- Before industrial uses moved into Kelsey-Woodlawn, the culs-de-sac on Idylwyld used to back onto wheat and barley fields.
- Development happened in an organic way and in different stages, at different time periods. This meant that in Mayfair's beginnings in the 1920s, houses were sporadic and the lots in between were empty and muddy.
- If you lived anywhere close to 33<sup>rd</sup> Street, the street cars served as an alarm clock at 6 am every morning until they stopped running in 1951.



#### 6.5 Streetcar History in Mayfair

On January 1, 1913 Saskatoon's Municipal Railway system opened. The Mayfair-University line served the northwest part of the City, running north along Avenue F to terminate at 33<sup>rd</sup> Street. In 1914 the line was extended east from Avenue F to Avenue A (now Idylwyld Drive), where a turning loop allowed the streetcar to reverse direction. Saskatoon's last streetcar made its final run down the Mayfair line on November 10, 1951. The city replaced the streetcars with electric trolley buses for a period (1949-1974) before purchasing the diesel buses in use today.

Streetcars were an important part of the early development of the Mayfair and Kelsey-Woodlawn neighbourhoods. The LAPC feels that this important aspect of the area's history is not adequately promoted, and is an opportunity to display this history in appropriate areas, such as the business corridor along 33<sup>rd</sup> Street.

#### **RECOMMENDATION:**

**6.3 – STREETCAR HISTORY INSTALLATION:** That the Community Services Department, Planning & Development Division, Heritage & Design Coordinator, in consultation with the 33<sup>rd</sup> Street Business Improvement District, consider installing a historical marker/display on 33<sup>rd</sup> Street, referencing the history of streetcars in Mayfair.



Map excerpt of the Saskatoon Municipal Railway in 1936, after the line was extended down 33<sup>rd</sup> Street towards Avenue A (Idylwyld Drive).



# 7.0 – Traffic & Circulation

#### 7.1 Overview



Ensuring efficient traffic flow along corridors such as 33<sup>rd</sup> Street, Avenue C and Idylwyld Drive are a main concern of the LAP Committee.

Ensuring the safe and efficient movement of traffic is of primary importance in Mayfair & Kelsey-Woodlawn. Some of the main concerns raised by the LAPC are:

- Shortcutting through the neighbourhoods by non-residents, speeding, and traffic flow on 33<sup>rd</sup> Street;
- Missing sidewalks along Alberta and Ontario Avenues and in the proximity of A.H. Browne Park; and
- The LAPC would like to see consideration given to a pedestrian and cyclist connection – not vehicular – established at the northwest corner of Mayfair in conjunction with the future Airport and Circle Drive overpass.

This section provides details on the **Neighbourhood Traffic Management Plan** developed for Mayfair & Kelsey-Woodlawn, and provides rationale for the separate LAP traffic recommendations.

#### 7.2 Traffic & Circulation Goals

The Mayfair & Kelsey-Woodlawn LAPC created a number of goals intended to guide the future role of traffic & circulation in Mayfair & Kelsey-Woodlawn. They are as follows:

- 1. That sidewalks are available throughout both neighbourhoods, with a particular emphasis on safety for children and students.
- 2. That non-resident motorists are prevented from shortcutting through the neighbourhoods.
- 3. That the speed and volume of traffic is reduced, with the goal of enhancing the safety of children and youth walking and cycling to neighbourhood parks and schools.

#### 7.3 Introduction

Traffic & Circulation is a major concern for residents in Mayfair & Kelsey-Woodlawn. Major issues from the LAPC included the diverter at Avenue C and 38<sup>th</sup> Street, shortcutting through the neighbourhood, and increased traffic flow on 33<sup>rd</sup> Street.

In 2013, the City of Saskatoon Transportation Division began a new Neighbourhood Traffic Management Program, designed to address issues on a neighbourhood-wide basis. The program includes additional resident and stakeholder input, allowing the community to work together to develop solutions to better address local traffic concerns. As part of this process, in June 2013, the entire neighbourhoods of Mayfair & Kelsey-Woodlawn and the established LAPC were invited to a traffic meeting, where stakeholders worked in small groups to brainstorm solutions to traffic and circulation problems in the two neighbourhoods.

There are two plans that address traffic concerns in Mayfair & Kelsey-Woodlawn – the first is the Mayfair & Kelsey-Woodlawn Neighbourhood Traffic Management Plan, and the second is the recommendations in this LAP. The Traffic Plan focuses on physical improvements to improve traffic flow, while the recommendations and statements in the LAP reflect implementation priorities and other solutions to improve traffic and circulation.

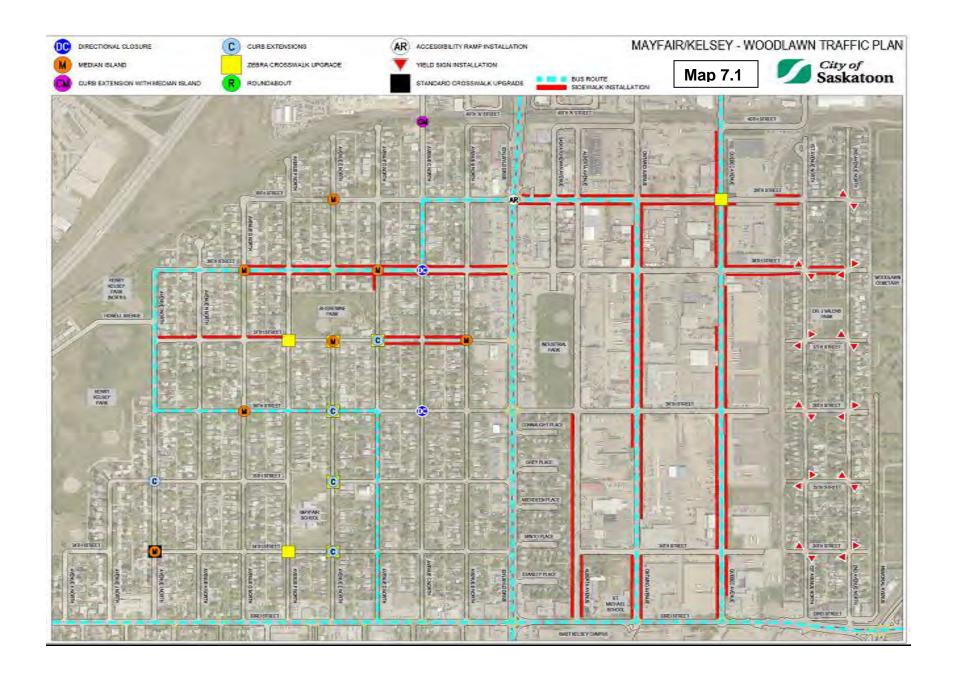
The recommendations from the Neighbourhood Traffic Management Plan and the Local Area Plan are to be considered together to address the concerns of neighbourhood stakeholders.

#### 7.4 Neighbourhood Traffic Management Plan & Recommendations

# The following is a summary of the Traffic Management Plan for Mayfair & Kelsey-Woodlawn adopted by City Council on August 21, 2014. The full report can be found online at:

https://www.saskatoon.ca/sites/default/files/documents/city-clerk/reports-publications/MayfairTrafficMgtPlan.pdf

The intent of the Neighbourhood Traffic Management Program is to address traffic concerns such as speeding, shortcutting and pedestrian safety. The program involves additional community and stakeholder consultation and provides an environment for the community and City staff to work together and develop solutions to address traffic concerns. A public meeting was held in June 2013 to identity traffic concerns within the neighbourhoods. At the meeting, residents were given the opportunity to express their concerns and identify possible solutions. Based on the residents' input provided at the initial public meeting, and the traffic data collected, a Traffic Management Plan was developed and presented to the community at a second public meeting held in October of 2013. The tables below are a summary of the proposed improvements for the Mayfair & Kelsey-Woodlawn neighbourhoods. The summary identifies the locations, the proposed improvement, and a schedule for implementation. The map on the next page identifies the improvement locations in both neighbourhoods.



Development of the Traffic Management Plan includes four stages:

- **Stage 1** Identify existing problems, concerns and possible solutions through initial neighbourhood consultation and the Shaping Saskatoon Website.
- **Stage 2** Develop a traffic plan based on residents' input and traffic data collected.
- **Stage 3** Present a traffic plan to the neighbourhood at a follow-up meeting; present a draft plan to the residents and other civic Divisions for feedback regarding the proposed measures in the plan; and forward to City Council for approval.
- Stage 4 Implement the proposed measures in a specific time frame, short term (1 to 2 years), medium term (1 to 5 years), or long term (5 years plus).

A majority of the residents in Mayfair & Kelsey-Woodlawn were concerned about speeding, pedestrian safety, and shortcutting as a result of the temporary diverter. The temporary diverter was installed at the intersection of Avenue C and 38<sup>th</sup> Street in 2011 to reduce the shortcutting traffic on Avenue C between 33<sup>rd</sup> Street and Circle Drive. Following its installation, there was little support for the diverter from the community, mainly due to the traffic flow restrictions it caused and because traffic was being diverted to Avenue D near A.H. Browne Park. As such, the meeting gave them an opportunity to express their concerns and suggest other possible solutions.

The tables in this section outline the details of the Traffic Management Plan, including the location, proposed solution, the reason for the improvement, and a planned implementation date for each.

#### 7.5 Traffic Management Plan: Shortcutting on Avenue C

One of the main traffic concerns in Mayfair was the shortcutting of traffic through the neighbourhood – motorists use Avenue C North as a shortcut between 33<sup>rd</sup> Street to Circle Drive, avoiding higher traffic volumes on Idylwyld Drive. The Traffic Management Plan identifies the following installations on Avenue C as an alternative to the existing diverter.

- **Install curb extension on Avenue C, south of railway tracks**. Purpose of this is to reduce speed and passively inform drivers that they are entering the neighbourhood.
- Install a northbound directional closure at 36<sup>th</sup> Street and Avenue C. A directional closure blocks one lane of traffic in this case, motorists heading north on Avenue C would have to turn left or right at 36<sup>th</sup> Street. This would reduce shortcutting and encourage drivers to use 36<sup>th</sup> Street (which is a collector roadway designed to carry higher traffic volumes). This will also encourage drivers to use the traffic signals at Idylwyld Drive.
- Install a southbound directional closure at 38<sup>th</sup> Street and Avenue C. A directional closure blocks one lane of traffic in this case, motorists heading south on Avenue C would have to turn left or right at 38<sup>th</sup> Street. This would reduce shortcutting and encourage drivers to use 38<sup>th</sup> Street (which is a collector roadway designed to carry higher traffic volumes).

It is important to note that the installation of a directional closure does not restrict east or west-bound traffic on either 36<sup>th</sup> or 38<sup>th</sup> Streets, and traffic on Avenue C between the directional closure locations is unrestricted. Removal of the diverter and installation of the directional closure was completed in 2014.



An example of a directional closure. The curb blocks one lane of traffic from proceeding through the intersection.



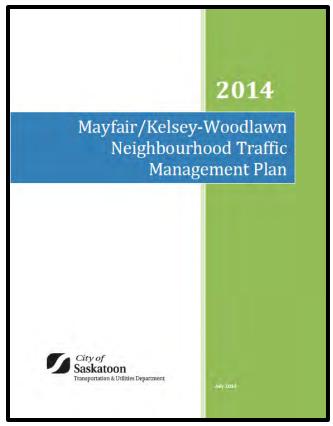
## 7.6 Traffic Management Plan: Changing Traffic Patterns Caused by Directional Closures

Traffic patterns will change as a result of the directional closures along Avenue C, and motorists will choose to use other routes within the neighbourhood. As a result of the expected traffic pattern changes, a number of traffic calming devices have been recommended at a variety of locations throughout Mayfair & Kelsey-Woodlawn.

Median islands will be installed at seven locations throughout Mayfair (none were recommended for Kelsey-Woodlawn), including locations in proximity to A.H. Browne Park. The purpose of these installations is to reduce speed and limit shortcutting on Avenues B and D due to the directional closure on Avenue C. In addition, speed limit signs will be installed at rear lane entrances to limit potential shortcutting.

The Traffic Management Plan also includes a recommendation to initiate a left-turn arrow phase at 36<sup>th</sup> Street and Idylwyld Drive; and to widen 36<sup>th</sup> Street to include right-turn lane (to be reviewed after traffic calming measures are installed). A similar left-turn phase is recommended for 39<sup>th</sup> Street and Idylwyld Drive. The proposed recommendation for the signal phase changes and road widening is a result of the traffic impacts expected from the directional closure. Typically arterial roadways are reviewed via a corridor study that considers multiple signalized intersections, transit, larger traffic volumes, access management, and adjacent land use. Upon implementation of the traffic calming measures within the neighbourhoods, a review will be undertaken to determine the extent of the modifications required at the signalized intersections.

The full version of the Mayfair & Kelsey-Woodlawn Neighbourhood Traffic Management Plan is available online at www.saskatoon.ca or in-person at City Hall.



## 7.7 Traffic Management Plan: Pedestrian Safety

#### <u>7.7.1 – A.H. Browne Park:</u>

Pedestrian safety in the vicinity of neighbourhood amenities such as A.H. Browne Park is a high priority. The improvements listed in Table 7.1 are recommended to improve pedestrian safety and mobility. When the sidewalks are constructed, accessible ramps will be included.

## Table 7.1: Pedestrian Safety Improvements – A.H. Browne Park

Location	Improvement	Reason	
37 <sup>th</sup> Street & Avenue D	Install curb extension* & zebra crosswalk (northwest corner)	Reduce speed & improve pedestrian safety near park	
37 <sup>th</sup> Street & Avenue E	Install median island (west leg) & zebra crosswalk (east and west leg)		
37 <sup>th</sup> Street & Avenue F	Install zebra crosswalk (north and south leg)	Improve pedestrian safety near park	
Avenue D between 38 <sup>th</sup> Street & alley (between 38 <sup>th</sup> Street & 37 <sup>th</sup> Street	Install sidewalk on west side		
37 <sup>th</sup> Street between Avenue B & D	Install sidewalk on both sides	Improve pedestrian safety (connects to park)	
37 <sup>th</sup> Street between Avenue F & Avenue I	Install sidewalk on north side		

\*For details on these devices refer to the City of Saskatoon Traffic Calming Guidelines and Tools

## 7.7.2 – School Sites (Mayfair, St. Michael, Saskatchewan Polytechnic):

Ensuring the safety of students heading to and from school is important to neighbourhood residents; mitigating the effects of traffic is especially important along higher-traffic roadways in proximity of these facilities. By implementing the improvements shown in Table 7.2, pedestrian safety in Mayfair & Kelsey-Woodlawn will be enhanced.

Location	Improvement	Reason
36 <sup>th</sup> Street & Avenue E	Install curb extensions (northwest and southeast corners) & zebra crosswalk (west leg)	Reduce speed; improve pedestrian safety (connection between park and school)
34 <sup>th</sup> Street & Avenue I	Install median island & standard crosswalk	Reduce speed; improve pedestrian safety (walkway between Avenue I & Avenue J will be paved in 2014 which connects Henry Kelsey Park/Henry Kelsey School and Mayfair Community School)
35 <sup>th</sup> Street & Avenue I	Install curb extensions (northwest and northeast corners)	Reduce speed; improve pedestrian safety
35 <sup>th</sup> Street & Avenue E	Install curb extension (southeast corner) & zebra crosswalk (north and south leg)	Reduce speed; improve pedestrian safety near school
34 <sup>th</sup> Street & Avenue E	Install curb extension (northwest and southwest corner) & zebra crosswalk (west leg)	Improve pedestrian safety (connects to school)
34 <sup>th</sup> Street & Avenue F	Install zebra crosswalk (east leg)	Improve pedestrian safety (connects to school)
Alberta Avenue between 33 <sup>rd</sup> Street & 36 <sup>th</sup> Street	Install sidewalk on both sides between 33 <sup>rd</sup> Street & 34 <sup>th</sup> Street; west side only between 34 <sup>th</sup> Street & 36 <sup>th</sup> Street	Improve pedestrian safety (connects to SK Polytechnic Kelsey Campus)

## Table 7.2: Pedestrian Safety Improvements – School Sites



## 7.7.3 – Transit Amenities:

The improvements shown below are for areas where transit runs through the Mayfair and Kelsey-Woodlawn neighbourhoods. The improvements shown in Table 7.3 will enhance pedestrian safety, notably for those who use transit.

#### Table 7.3: Pedestrian Safety Improvements – Bus Routes

Location	Improvement	Reason
39 <sup>th</sup> Street & Quebec Avenue	Install zebra crosswalk (north and south leg); installed in 2013	Improve pedestrian safety along bus route/near bus stop
39 <sup>th</sup> Street between Idylwyld Drive & 1 <sup>st</sup> Avenue		
38 <sup>th</sup> Street between Idylwyld Drive & Avenue I; Quebec Avenue & 2 <sup>nd</sup> Avenue	Install sidewalk on both sides	Improve pedestrian safety on bus route
Quebec Avenue between 33 <sup>rd</sup> Street & 40 <sup>th</sup> Street		
Ontario Avenue between 33 <sup>rd</sup> Street & 39 <sup>th</sup> Street		

## 7.7.4 – Accessibility for Seniors/People with Disabilities:

Improving accessibility for seniors and people with disabilities is very important; therefore, the recommendation is to have a ramp installed at the intersection of 39<sup>th</sup> Street and Idylwyld Drive.

## Table 7.4: Accessibility Improvements for Seniors/People with Disabilities

Location	Improvement	Reason
39 <sup>th</sup> Street & Idylwyld Drive	Install accessibility ramps on southeast and southwest corners	Improve pedestrian safety; improve accessibility for scooters and wheelchairs

## 7.8 Traffic Management Plan: Traffic Control

The recommendations assign the right-of-way and will improve the safety at intersections.

## Table 7.5: Traffic Control Improvements

Location	Improvement	Reason
1 <sup>st</sup> Avenue between 34 <sup>th</sup> Street & 38 <sup>th</sup> Street; and 2 <sup>nd</sup> Avenue between 34 <sup>th</sup> Street & 39 <sup>th</sup> Street	Install yield signs at all uncontrolled intersections	Provide guidance; improve safety
35 <sup>th</sup> Street & Avenue D; 39 <sup>th</sup> Street & Saskatchewan Avenue; and 39 <sup>th</sup> Street & Alberta Avenue	Change yield signs to stop signs	Improve safety on bus route; encourage compliance
34 <sup>th</sup> Street & Avenue C; 37 <sup>th</sup> Street & Avenue C; and 37 <sup>th</sup> Street & Avenue F	Change yield signs to stop signs	Improve safety; encourage compliance

## 7.9 Traffic Management Plan Implementation

The proposed improvements will be implemented in three phases:

- 1. Short-term (1 to 2 years) temporary traffic calming measures, signage, pavement markings, accessible pedestrian ramps;
- 2. Medium-term (1 to 5 years) permanent traffic calming devices, sidewalks (in some cases); and
- 3. Long-term (5 years plus) permanent traffic calming devices, roadway realignment, sidewalks.

Initially, installations such as the directional closure will be installed using rubber curbing. Prior to replacing the rubber curbing with concrete, and making the traffic calming permanent, the effectiveness of the measure will be evaluated. The time frame to install permanent traffic calming may depend on the complexity of the device. The permanent device installation will be in the medium-term (1 to 5 years) and depends on the availability of funding. The placement of pedestrian signage, ramps, and traffic control can be completed in the short-term (1 to 2 years), while the traffic signal and sidewalk improvements will be addressed in the long-term (5 years plus) due to the higher cost of construction.

The implementation of the Neighbourhood Traffic Management Plan will have significant financial implications. The costs are summarized in the following table.

Item	2015	Beyond 2015
Traffic Calming	\$11,500	\$402,000
Marked Pedestrian Crosswalks	\$10,000	-
Stop and Yield Signs	\$10,500	-
Parking and Speed Limit Signs	\$1,500	-
Sidewalk Construction	-	\$2,912,800
Accessibility Ramps	\$6,400	-
Traffic Operation Improvements	-	\$85,000
TOTAL	\$39,900	\$3,399,800

### Table 7.6: Traffic Management Plan Financial Estimates



In 2014, the City of Saskatoon launched the Building Better Roads initiative. This included a 79% increase in funds dedicated to road preservation and a four-fold increase in sidewalk repair and replacement in 2014 compared to 2013. The City's increased commitment to roads and sidewalk infrastructure will help alleviate concerns across the city, including Mayfair & Kelsey-Woodlawn.

## 7.10 LAP Traffic Recommendations

<u>The recommendations presented below are in addition to the Neighbourhood Traffic Management Plan approved</u> <u>by City Council.</u> The Neighbourhood Traffic Management Plan contains specific traffic-related recommendations, while the LAP recommendations are longer-term in nature, reinforce the priority of certain issues, or are in relation to concerns that are not readily addressed by installations and signal phase changes.

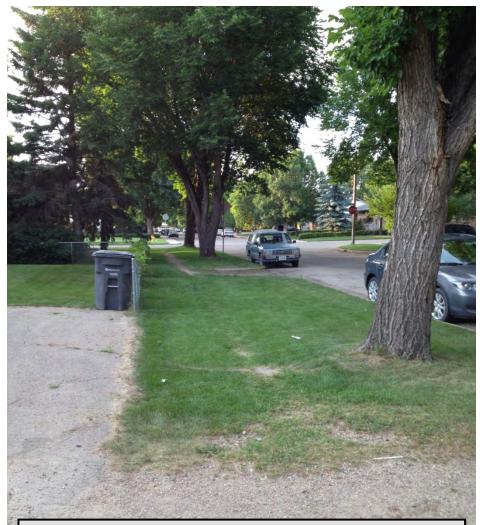
## 7.11 Increasing Pedestrian Safety

The Neighbourhood Traffic Management Plan for Mayfair & Kelsey-Woodlawn includes recommendations to address areas where sidewalks are missing. While realizing the funding constraints in relation to sidewalk construction, the LAPC feels that certain areas with missing sidewalks should be prioritized for completion, especially those that are frequently used by children and by students of Mayfair Community School, St. Michael Community School, and Saskatchewan Polytechnic.

## **RECOMMENDATION:**

**7.1 – PRIORITY SIDEWALK INSTALLATIONS:** That the Transportation & Utilities Department consider adding the following sidewalk locations to the Priority 1 list for installation:

- Saskatchewan Polytechnic, Ontario Avenue parking lot, to 33<sup>rd</sup> Street: many students walk from this large parking lot to the main campus.
- Alberta Avenue from 33<sup>rd</sup> to 36<sup>th</sup> Streets in the short-term: young children walking from the culs-de-sac to St. Michael Community School.
- A.H. Browne Park (specifically at the northeast corner of the park along Avenue D): young children frequent the park and spray pad.



Looking north from the edge of A.H. Browne Park along Avenue D towards 38<sup>th</sup> Street shows a desire line where there is no sidewalk. Installation of sidewalks leading to and from the park is a high priority. In June 2014, the City of Saskatoon started a pilot project where flashing lights were installed on school zone signs along Clarence Avenue between 3<sup>rd</sup> and 5<sup>th</sup> Streets, with the goal of improving safety in school zones. If the pilot project is successful, further implementation will be considered at other locations in the city. Given the high volume of traffic along 33<sup>rd</sup> Street and the safety concerns around St. Michael Community School, the LAPC discussed the installation of signs that show the speed at which vehicles are travelling. However, this is not feasible as speed camera and related signage installation has now occurred in front of St. Michael Community School.

Currently, reduced speed limits of 30 km/hr are in place around school zones from 8AM-5PM, Monday-Friday, from September to June. During the LAP traffic meetings, numerous stakeholders raised concerns about speeding around A.H. Browne Park, and the possibility of reducing the speed limit around parks to 30 km/hr, similar to school zones. Speeding concerns around A.H. Browne Park, especially along Avenue D, have increased with the installation of the diverter on Avenue C. Although the diverter has been replaced with a directional closure, the traffic controls along Avenue C may still result in increased traffic along Avenue D and around A.H. Browne Park. As such, the LAPC feels that the reduction of the speed limit from 50 to 30 km/hr, combined with increased police enforcement, would help improve pedestrian and children safety.

## **RECOMMENDATION:**

**7.2 – REDUCED SPEED LIMIT AROUND PARKS:** That the Transportation & Utilities Department consider a pilot project to reduce the speed limit around parks in Mayfair & Kelsey-Woodlawn, specifically A.H. Browne and Dr. J Valens Parks, to 30 km/hr year-round to increase pedestrian and children safety; and that Saskatoon Police Services increase speeding enforcement in conjunction with such a pilot project.

## 7.12 Additional Measures to Reduce Speeding and Shortcutting

As identified during LAPC Traffic meetings, stakeholders have significant concerns regarding traffic speed and shortcutting by non-residents, mainly in Mayfair, and to a lesser extent in Kelsey-Woodlawn. An ongoing concern in Mayfair has been the shortcutting of traffic along Avenue C. In response to shortcutting concerns, a diverter was installed at Avenue C and 38<sup>th</sup> Street; which prevented traffic from travelling directly north or southbound along Avenue C. While the diverter was somewhat effective in reducing shortcutting, the vast majority of Mayfair residents and stakeholders were not in favour of its installation. One of the concerns with the diverter was that traffic would use the adjacent rear lanes behind residences on Avenue C to bypass the diverter in addition to using Avenues B and D.

As recommended in the Neighbourhood Traffic Management Plan, the diverter was removed permanently from Avenue C and 38<sup>th</sup> Street. Instead, a directional closure was installed, where northbound traffic on Avenue C is forced to turn left or right onto 36<sup>th</sup> Street, and southbound traffic is required to turn left or right onto 38<sup>th</sup> Street. This is accomplished through signage and curbing that blocks the lane. To prevent bypassing the directional closure through neighbouring rear lanes, increased signage and enforcement could be considered in conjunction with the directional closure.

One of the ideas discussed during the LAP Traffic meetings was the installation of large "Traffic Calmed Neighbourhood" signs along major arteries (33<sup>rd</sup> Street, Idylwyld Drive) as a passive notification to motorists that measures are in place to discourage shortcutting through Mayfair. While supportive of these signs, the LAPC is concerned that shortcutting motorists may not know what these signs are referring to, as their exact meaning may not be clear. In addition, while such signs are in use in other cities in North America, this would be the first time that they are used in Saskatoon. As such, the LAPC suggested that a public awareness campaign be conducted to educate motorists of the meaning of the new signage.

## **RECOMMENDATION:**

**7.3 – TRAFFIC-CALMED NEIGHBOURHOOD SIGNAGE:** That the Transportation Division consider the placement of "Traffic Calmed Neighbourhood" signs in Mayfair & Kelsey-Woodlawn.

Traffic-related concerns were one of the most important topics raised during this LAP, and Mayfair & Kelsey-Woodlawn was the first set of neighbourhoods consulted under the new Neighbourhood Traffic Management Plan program. Due to the significance of traffic issues to stakeholders in the neighbourhoods, and the importance of the Neighbourhood Traffic Management Plan to improving traffic, it is recommended that the Transportation Division maintain open communication with the neighbourhoods during implementation.

#### **RECOMMENDATION:**

**7.4 – DISCUSSION OF NEIGHBOURHOOD TRAFFIC MANAGEMENT PLAN:** That the Transportation & Utilities Department meet with the Mayfair/Kelsey-Woodlawn/Hudson Bay Park Community Association and Local Area Plan Committee upon completion of initial Neighbourhood Traffic Management Plan installations (in the short term – 2-3 years), to discuss effectiveness of changes such as the directional closure.

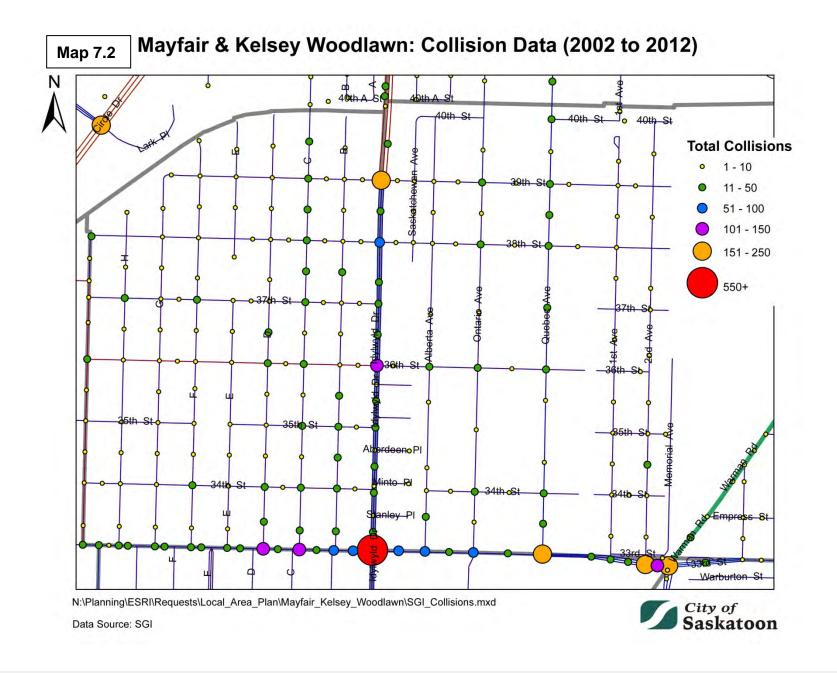
In addition to the installations recommended in the Neighbourhood Traffic Management Plan, other specific concerns regarding speeding and traffic flow were mentioned. It was noted that motorists are frequently observed travelling at high speed around the corner of 38<sup>th</sup> Street and Avenue I, as there is no cross traffic to stop or yield for. In addition, the intersection of Quebec Avenue and 39<sup>th</sup> Street was identified as problematic. Vehicles on Quebec Avenue have the right-of-way, and attempts to turn onto Quebec Avenue can be difficult. This is also evident in the collision statistics provided on the next page (there were almost 50 collisions at this intersection between 2002 and 2012). A traffic light could help lower the number of collisions at this location and assist with flow of traffic.

## **RECOMMENDATION:**

**7.5 – ADDITIONAL SPEEDING AND TRAFFIC SAFETY INSTALLATIONS:** In addition to the Neighbourhood Traffic Management Plan, that the Transportation & Utilities Department consider the following traffic installations to reduce speeding and improve safety:

- That speed reduction installations, such as speed bumps, be considered in all directions of traffic leading to the intersection of 38<sup>th</sup> Street and Avenue I; and
- That the potential for a traffic light be examined at the intersection of Quebec Avenue and 39<sup>th</sup> Street.

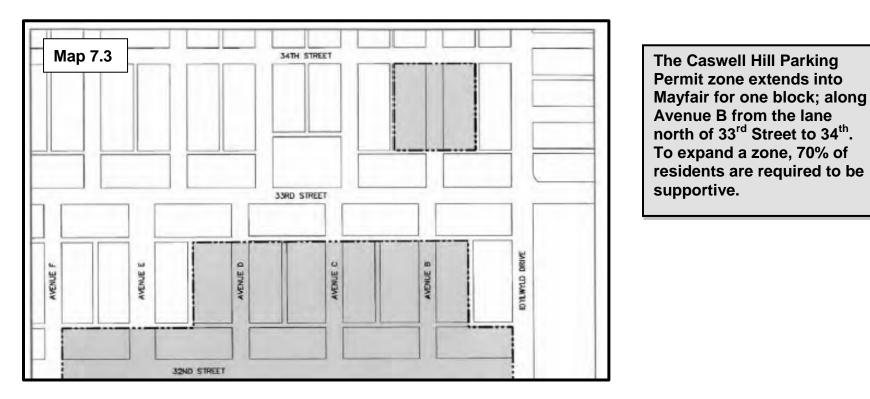
Some members of the LAPC also discussed a permanent, long-term solution to shortcutting through Mayfair: that noncollector streets be blocked (turned into cul-de-sacs) at their intersection with roads such as 33<sup>rd</sup> Street or Idylwyld Drive. For example, 34<sup>th</sup>, 35<sup>th</sup>, and 37<sup>th</sup> Streets are closed at their intersection with Idylwyld, leaving 36<sup>th</sup> and 38<sup>th</sup> as collectors into and out of the neighbourhood. If significant traffic concerns still exist after the implementation of the Neighbourhood Traffic Management Plan, such an idea can be considered in conjunction with extensive analysis and community consultation.



## 7.13 Residential Parking Permit Program

Starting in 1999, the City of Saskatoon implemented residential parking permit zones for neighbourhoods that see high levels of transient parking. Currently there are five Residential Parking Permit zones throughout the city. The Caswell Hill Parking Permit Zone includes one block in Mayfair, along Avenue B. The main purpose of the Caswell Hill parking permit zone is to limit parking pressures from Saskatchewan Polytechnic (SIAST) across Idylwyld Drive.

In the Caswell Hill Parking Permit Zone, there are two hour time restrictions for vehicles without a permit and the zone is in effect year-round from Monday-Friday. Any vehicle parked on the street longer than the posted time limit may be ticketed if a valid Parking Permit is not displayed.



In order for a block to implement a parking zone, 70% of the residents have to support the initiative. Upon receipt of a written request for a Residential Parking Permit (RPP) zone, the applicant(s) will receive a copy of the establishment criteria and a blank petition from the City of Saskatoon. It is up to the applicant(s) to circulate the proposed RPP zone petition to area residents, and one signature will be allowed on the petition from each single housing unit or each dwelling unit in a multi-dwelling 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?

Thereafter, the City verifies the results of the petition.

If the criteria and petition requirements are met, the City of Saskatoon will study the accumulation, duration, turnover and extent of transient parking in the area. Transient parkers in the proposed RPP zone must be at least 25% of the vehicles parked in the area when measured two times during the day (typically 10:30 a.m. and 2:30 p.m.). In addition, 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 the percentage of all vehicles and parking spaces in the entire proposed RPP zone (not individual blocks).

If all requirements are met, the RPP zone shall employ the least restrictive suitable parking restriction, which is applied consistently over the entire zone. Resident-only parking zones are not allowed within the city.

The final process is approval by City Council. If City Council approves the new RPP zone, notices will be sent to area residents describing what the Residential Parking Permit Program entails, office locations and service hours to secure permits, permit costs, documentation required to purchase a permit and notice of the impending installation of a parking restriction.

During the course of the Mayfair & Kelsey-Woodlawn LAP, questions were raised about how a parking permit zone is expanded and/or created. Growth of Saskatchewan Polytechnic facilities and enrollment in the future may prompt Mayfair & Kelsey-Woodlawn residents to organize an expansion of the current parking permit zone, or to create a new one.

## 7.14 Airport/Circle Drive Overpass

Directly to the northwest of Mayfair, across the CN rail line, lies open space for a future Airport/Circle Drive interchange. This overpass is projected for completion in 2020, in conjunction with the substantial completion of the Hampton Village Business Park, west of Cardinal Crescent. It is important to note that while construction of this overpass is projected for 2020, it is dependent on the build-out of the Hampton Village Business Park and available funding. As such, the timing and construction of the Airport and Circle Drive overpass is tentative and subject to change.

The location and timing of the overpass construction provides a unique opportunity to create an active transportation connection from the northwest corner of Mayfair with the Airport Business Area and Hampton Village. Some stakeholders mentioned that Avenue G or Avenue I could connect to the new overpass, thus reducing shortcutting along Avenue C. This idea was not shared by the majority of the LAPC, as the resulting increase of traffic along Avenue G or Avenue I – both residential streets – would be unacceptable. Instead, a pedestrian and cyclist only connection is preferred by the LAPC.

Such a connection would tie in with the proposed bike route improvements along 39<sup>th</sup> Street to create a continuous active transportation corridor, which is discussed in more detail in the **Transit & Active Transportation Section**. Preferably, the proposed overpass would have pedestrian/cyclist space on both sides of the structure, to minimize the need to cross Airport Drive.

#### **RECOMMENDATION:**

**7.6 – AIRPORT DRIVE OVERPASS PEDESTRIAN AND CYCLIST CONNECTION:** That the Transportation Division construct a Pedestrian and Cycling connection (not vehicular) from the northwest corner of Mayfair (Avenue G and 39<sup>th</sup> Street) to the Airport Business Area, in conjunction with construction of the Airport/Circle Drive overpass.



## 7.15 Sound Attenuation along Circle Drive

The City of Saskatoon completes sound attenuation projects to protect outdoor amenity spaces of existing residential areas that are adjacent to high volume roadways, such as Circle Drive. A priority system is used which compares potential locations for sound attenuation measures. Noise levels are the primary factor considered in a rating; proximity and classification of adjacent roadway, proximity to an existing sound wall, and locations that will serve as an access to future development are also considered. Circle Drive West, adjacent to Howell Avenue in Hudson Bay Park will be considered for sound attenuation as funding permits.

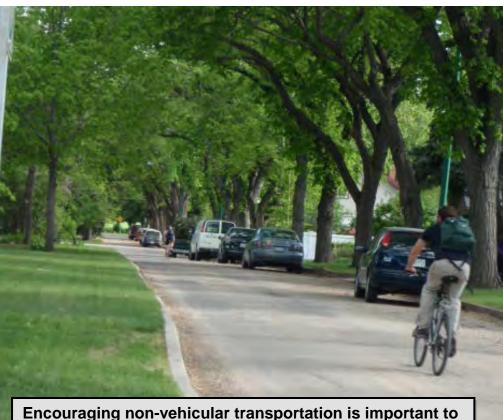
Noise levels from traffic along Circle Drive is a concern for residents in the northwest corner of Mayfair. Concerns were raised by the LAPC that this noise will continue to increase with traffic levels and with the construction of the Circle Drive and Airport Drive overpass. As such, the LAPC would like to ensure that sound attenuation is included with the construction of this overpass.

#### **RECOMMENDATION:**

**7.7 – AIRPORT DRIVE OVERPASS SOUND ATTENUATION:** That the Transportation Division consider sound attenuation adjacent to the Mayfair neighbourhood in conjunction with the construction of the Airport Drive and Circle Drive overpass.

# 8.0 – Active Transportation & Transit

## 8.1 Overview



Encouraging non-vehicular transportation is important to the LAP Committee, especially given Mayfair & Kelsey-Woodlawn's central location and proximity to amenities. Active transportation refers to any form of human-powered transportation – walking, cycling, using a wheelchair, in-line skating or skateboarding.<sup>63</sup> There are many ways to engage in active transportation, whether it is walking to the bus stop, or cycling to school/work.

In Mayfair & Kelsey-Woodlawn, the LAP Committee views active transportation and transit service as important in achieving the vision of the neighbourhoods – being walkable, with a strong sense of community and smalltown feel. Strengthening active transportation and transit connections are also crucial given the neighbourhoods' proximity to the South Saskatchewan River, Downtown, and the industrial areas to the north.

<sup>&</sup>lt;sup>63</sup> Public Health Agency of Canada. <u>http://www.phac-aspc.gc.ca/hp-ps/hl-mvs/pa-ap/at-ta-eng.php</u>

## 8.2 Active Transportation & Transit Goals

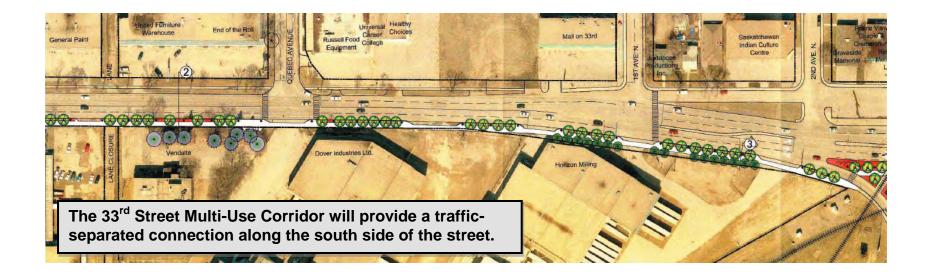
The Mayfair & Kelsey-Woodlawn LAPC created a number of goals intended to guide the future role of active transportation and transit in Mayfair & Kelsey-Woodlawn. They are as follows:

- 1. To promote the increased use of transit and active transportation as ways to commute to work and reach major destinations such as Downtown, Saskatchewan Polytechnic, and the University of Saskatchewan.
- 2. To minimize Warman Road and Circle Drive as barriers to active transportation, specifically for those who commute by bicycle.
- 3. To increase the use of transit in Mayfair & Kelsey-Woodlawn through service and amenity improvements.

## 8.3 Introduction

Non-vehicular transportation, such as cycling, is an important method of transportation in Saskatoon. The *2013 Household Travel Survey* reveals that 4% of peak hour trips were conducted by bicycle – significantly higher than Calgary, Edmonton, or Winnipeg.<sup>64</sup> Installations such as the 33<sup>rd</sup> Street Multi-Use Corridor, which is a paved and landscaped path along the south side of 33<sup>rd</sup> Street from Spadina Crescent to Idylwyld Drive, will be a welcome addition to cyclists and pedestrians. During LAP discussions, stakeholders noted it is very difficult to travel to and from Mayfair & Kelsey-Woodlawn to the east (towards North Park and the river), to the north towards the industrial area, and northeast towards the Airport Business Area and Hampton Village. The difficulty of walking or cycling into or out of the neighbourhood is due in part to the significant barriers posed by rail lines and high-traffic corridors such as Warman Road and Circle Drive.

<sup>&</sup>lt;sup>64</sup> <u>http://www.saskatoon.ca/DEPARTMENTS/City%20Clerks%20Office/Boards%20and%20Committees/agendasandminutes/Documents/agendas\_2014/a\_af\_160614.pdf</u>. Page 79.



## 8.4 Removing Barriers to Active Transportation in Mayfair & Kelsey-Woodlawn

Given the physical barriers to the north, members of the LAPC discussed the potential for a cyclist corridor to the North, Hudson Bay, and Marquis Industrial areas, with ease of access from residential areas in Mayfair and Kelsey-Woodlawn, as well as adjacent neighbourhoods. The goal of such a corridor is to increase cyclist comfort and safety, and to reduce commuting times.

Along 36<sup>th</sup> Street in Kelsey-Woodlawn, there is a clear pedestrian desire line from crossing the right-of-way between Quebec and 1<sup>st</sup> Avenues. This highlights the importance of connecting 36<sup>th</sup> Street across the right-of-way as a proper pedestrian and cyclist connection – due to potential shortcutting concerns, area stakeholders would not want a vehicular connection at this time.

#### **RECOMMENDATION:**

#### **8.1 – CYCLING ROUTES AND CONNECTIONS:**

- That Transportation examine the creation of north-south cycling routes, with consideration given to Avenue C in Mayfair and 1<sup>st</sup> Avenue in Kelsey-Woodlawn. If feasible, consideration should be given to a protected cycling lane; and
- That 36<sup>th</sup> Street be connected between 1<sup>st</sup> Avenue and Quebec Avenue as a pedestrian and cyclist connection.



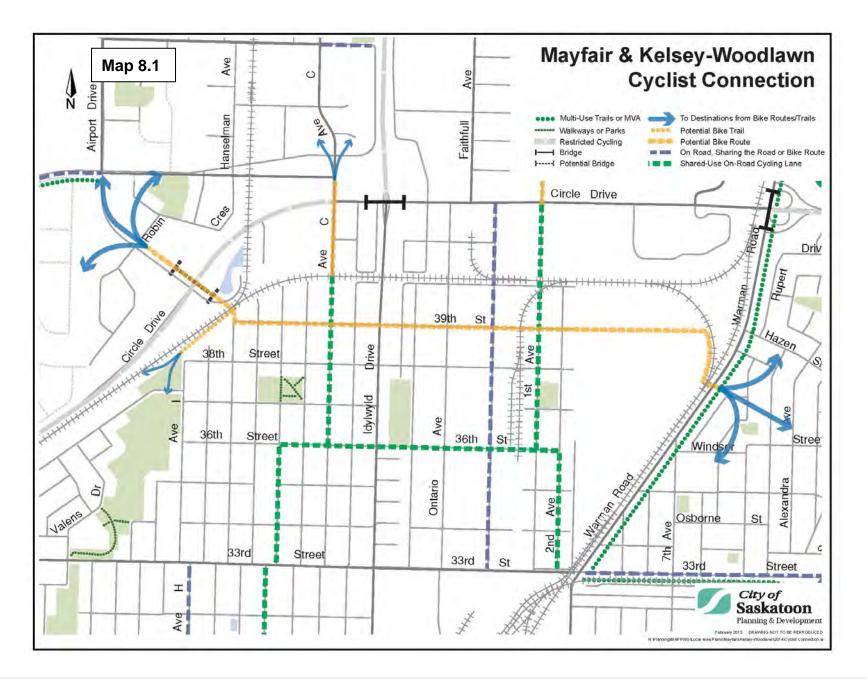
This picture shows where 36<sup>th</sup> Street ends at the CN Right-of-Way, west of 1<sup>st</sup> Avenue, with Quebec Avenue in the distance. There is a clear pedestrian desire line visible across the CN ROW. A non-vehicular connection from 1<sup>st</sup> Avenue to Quebec Avenue would provide a safer active transportation access point for Kelsey-Woodlawn residents. Numerous members of the LAPC are concerned about the barrier presented by Warman Road for cyclists and pedestrians. For example, someone who commutes by bicycle to the industrial area of Kelsey-Woodlawn and lives in neighbourhoods to the east and north-east (River Heights, Richmond Heights, North Park), would face the significant barrier posed by Warman Road. There is no current crossing of Warman Road between 33<sup>rd</sup> Street and Assiniboine Drive, a distance of over 2.2km, creating a significant detour for cyclists and pedestrians. Therefore, a pedestrian and cyclist connection across Warman Road would be useful for area residents, Saskatchewan Polytechnic students and commuters living in neighbourhoods to the east and northeast of Kelsey-Woodlawn's industrial area. Such a connection would also give residents in the northern portions of Mayfair & Kelsey-Woodlawn a more direct connection to the river valley.

If a crossing at Warman Road were established, the pedestrian and cyclist connection could continue along the existing east-west road in Woodlawn Cemetery, which is a continuation of 39<sup>th</sup> Street. This would create a continuous east-west route from Warman Road, through Woodlawn Cemetery, through Kelsey-Woodlawn and Mayfair. Continuing along 39<sup>th</sup> Street, the proposed pedestrian and cyclist connection to the Airport Business Area and Hampton Village could be established at the corner of 39<sup>th</sup> Street and Avenue G when the Airport Drive overpass is constructed. Map 8.1 illustrates the proposed pedestrian and cyclist connection. Woodlawn Cemetery Administration is in favour of this idea, however would not want any markings on the asphalt or signage within the cemetery – well-placed signage at the entrances would be sufficient.

## **RECOMMENDATION:**

**8.2 – 39<sup>TH</sup> STREET ACTIVE TRANSPORTATION CORRIDOR:** With regards to active transportation, that Transportation:

- Examine the feasibility of a pedestrian and cyclist connection across Warman Road, in the vicinity of Hazen Street, in conjunction with a cycling route through Woodlawn Cemetery and 39<sup>th</sup> Street; and
- That 39<sup>th</sup> Street from Woodlawn Cemetery to the Avenue G/Airport Drive connection be examined for potential as a pedestrian and cyclist corridor.



## 8.5 Transit in Mayfair & Kelsey-Woodlawn

Mayfair is currently served by bus Route 4, Mayfair – Willowgrove Square, and Kelsey-Woodlawn is served by Route 14, North Industrial – City Centre. In addition, Route 12, River Heights – Airport, travels along Ontario Avenue in Kelsey-Woodlawn and the northern portion of Mayfair. Previously, the residential area of Kelsey-Woodlawn (1<sup>st</sup> Avenue) was served by transit, however the route was moved to Quebec Avenue due to safety concerns with on-street parking and the narrow width of the roadway.

A concern raised by the LAPC is that the many high-traffic bus stops in the area do not have enough space for waiting passengers during peak hours, especially in the winter months and at stops in close proximity to Saskatchewan Polytechnic. As such, larger bus shelters should be examined for installation at high traffic locations. Some bus stop locations in Mayfair & Kelsey-Woodlawn do not have adequate waiting areas – for example, certain stops along 36<sup>th</sup> and 38<sup>th</sup> Streets have no sidewalks or paved areas for passengers to board or disembark busses. This is especially a concern in the winter months, where snow clearing soft surfaces is difficult. The bus stop at Quebec Avenue north of 36<sup>th</sup> Street, for example, is unpaved and has a power pole in the passenger waiting area.

Information provided by Saskatoon Transit shows that there are no benches along bus routes in Mayfair & Kelsey-Woodlawn, and shelters are provided at the following locations:

Bus stop #	Intersection	Specific Location
3483	Avenue I / Howell Avenue	west side of Avenue I, south of Howell Avenue
3249	36th Street / Avenue G	south side of 36th Street, east of Avenue G
3697	Quebec Avenue / 39th Street	west side of Quebec Avenue, south of 39th Street
4315	Idylwyld Drive / 33rd Street	west side of Idylwyld Drive, south of 33rd Street
4314	Idylwyld Drive / 33rd Street	east side of Idylwyld Drive, south of 33rd Street

Table 8.1: Current Bus Stop Shelter Locations in Mayfair & Kelsey-Woodlawn

The industrial area of Kelsey-Woodlawn is home to a wide variety of businesses. However, the LAPC feels that transit is not a viable option for many commuters who are employed along Quebec or Ontario Avenues. Ensuring effective transit service in the area is especially important given the growth and redevelopment of properties along the southern portion of Quebec Avenue. As such, major employers in Kelsey-Woodlawn could be contacted to gauge the demand for enhanced service along Quebec and/or Ontario Avenues. In addition, during the discussion on transit, a concern was raised about transit access for Mayfair & Kelsey-Woodlawn residents who work in the industrial areas. Specifically, transit service does not begin early enough, or provide a direct connection to some of the major employment nodes in the industrial areas. In addition to service and route enhancements, another option would be to provide park and ride service from various locations in the city to the north industrial areas.

## **RECOMMENDATION:**

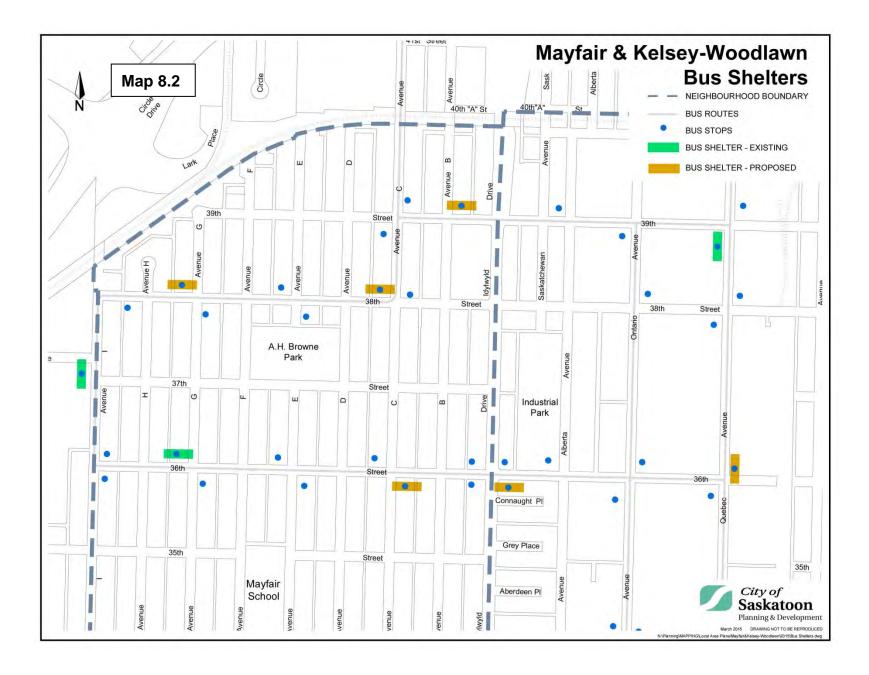
**8.3 – TRANSIT SERVICE IMPROVEMENTS:** With regards to transit, the following service and amenity improvements should be considered:

- That Saskatoon Transit consider increasing the size of bus shelters at high-traffic bus stops along 33<sup>rd</sup> Street and in proximity of Saskatchewan Polytechnic's locations (along Idylwyld Drive and 33<sup>rd</sup>Street) to accompany additional transit users.
- That Saskatoon Transit contact major employers in the Kelsey-Woodlawn industrial area (ABC Manufacturing, Venmar CES, and Star Egg for example) to determine the number of potential users and viability of beginning bus service in conjunction with the beginning of major work shifts, specifically in the early morning.
- That Saskatoon Transit, in discussion with the North Saskatoon Business Association and the Greater Saskatoon Chamber of Commerce, examine early morning (5AM) bus service from Mayfair, Kelsey-Woodlawn and adjacent neighbourhoods to the North, Hudson Bay, and Marquis Industrial areas to accommodate employees with early start times.

- That the Saskatoon Transit consider the installation of concrete/paved waiting areas and/or shelters at existing bus stops as a short-term priority, specifically:
  - $\circ$  38<sup>th</sup> Street at Avenue C\* and Avenue G\* (Stops 4394 and 3268);
  - Quebec Avenue north of 36<sup>th</sup> Street\* (Stop # 5381);
  - Quebec Avenue north of 38<sup>th</sup> Street (Stop # 3479);
  - o 36<sup>th</sup> Street west of Idylwyld Drive\* (Stop 5700);
  - o 39<sup>th</sup> Street and Avenue B (Stop # 5651); and
  - o 36<sup>th</sup> Street and Avenue C (Stop 5750).

\*These four proposed locations do not have an adequate waiting area – missing sidewalks for example.

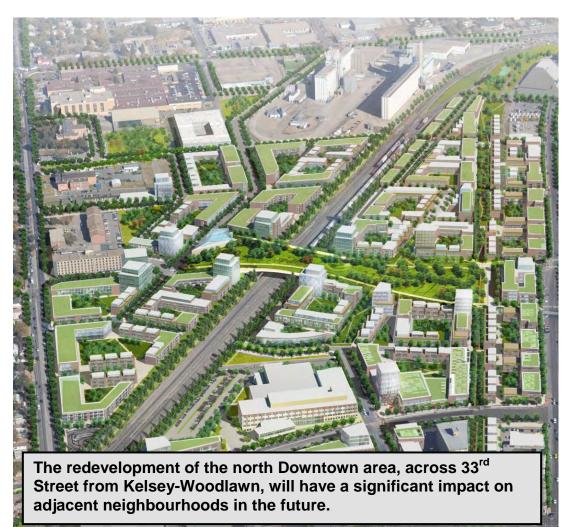
Map 8.2 on the next page shows the current location of shelters in Mayfair & Kelsey-Woodlawn (green); the yellow areas indicate the proposed stops for improvements to waiting areas/installation of bus shelters.





## 9.0 – North Downtown Master Plan & Saskatchewan Polytechnic

## 9.1 Overview



The area south of 33<sup>rd</sup> Street (across from Kelsey-Woodlawn) will begin to see significant changes in the future. The North Downtown Master Plan will guide redevelopment of the area around the current Canadian Pacific rail line once the City Yards relocate to the Civic Operations Centre. The Plan recommends the area develop into a mixed-use area with residential, commercial, and greenspace components. Saskatchewan Polytechnic will also consider expanding their educational facilities in the area.

The LAPC supportive is of North redevelopment Downtown and of Saskatchewan Polytechnic's growth, as it benefit the Mayfair & Kelseywill Woodlawn neighbourhoods. However, the LAPC would like to ensure open communication is maintained and traffic and parking impacts are minimized.

## 9.2 North Downtown Master Plan & Saskatchewan Polytechnic Goals

The Mayfair & Kelsey-Woodlawn LAPC would like to ensure communication continues between neighbourhood stakeholders, the City of Saskatoon (responsible for the North Downtown Plan), and Saskatchewan Polytechnic. Goals on this topic are as follows:

- 1. Ensure the neighbourhoods of Mayfair & Kelsey-Woodlawn are kept informed of North Downtown Master Plan progress as the area begins redevelopment.
- 2. That traffic and parking impacts on Mayfair & Kelsey-Woodlawn from the development of the North Downtown and expansion of Saskatchewan Polytechnic are managed.

## 9.3 North Downtown Master Plan – Scope and Purpose

The North Downtown plan area is bounded by 33<sup>rd</sup> Street to the north, 1<sup>st</sup> Avenue to the east, 24<sup>th</sup> Street to the south, and Idylwyld Drive along the western edge. The plan area covers approximately 240 acres, of which, the city owns 43 acres of land which includes the site of the Saskatoon Police Services Headquarters. Railroad lands are included in the study.

The purpose of the North Downtown Master Plan is to create a framework that will guide civic and private development and set the groundwork for land development and marketing the neighbourhood. The Master Plan will create a vision for an integrated community which is compact, diverse and walkable on an underutilized site in the north end of Saskatoon's downtown. The Plan will create a new neighbourhood which is ecologically sustainable as well as a vibrant and liveable place – a demonstration project for a bold new direction in Saskatoon's planning, policy and urban development that is part of the Growth Plan to 500,000.

The need for a comprehensive plan is due to the numerous projects that have been completed or are underway in the area, including the 25<sup>th</sup> Street extension, the Police Services Headquarters, the relocation of the City Yards, and the

proposed re-use of the John Deere Building. The vision for the project is founded upon the City's Growth Plan, the Strategic Vision, Saskatoon Speaks and the Warehouse District Local Area Plan. The Plan is proposed as follows:

The North Downtown is an environmentally sustainable, complete community. It is a vibrant, people-friendly neighbourhood that is easy to get around, supports living and working for people of all ages and enhances the city's green space network. The built heritage of the site, dating from Saskatoon's inception, provides the foundation for this new, unique and desirable district within the city.

## 9.4 North Downtown Master Plan - Relevance to Mayfair & Kelsey-Woodlawn

While the study area for the North Downtown Master Plan is not within Mayfair or Kelsey-Woodlawn, the redevelopment of this area will have an impact on the surrounding neighbourhoods. The LAPC is supportive of the renewal of the North Downtown area, including the City Yards and related areas once they are vacated.

In addition to residential and commercial development, the North Downtown Master Plan recommends a continuous north-south park space (greenway) that stretches from 25<sup>th</sup> Street to the intersection of Warman Road and 33<sup>rd</sup> Street. This park space will also connect to the 33<sup>rd</sup> Street Multi-Use Corridor. With the recommended improvements to the entrance of Woodlawn Cemetery, it is important to ensure this link continues from the North Downtown, across 33<sup>rd</sup> Street, and into the Cemetery area. Because Warman Road and 33<sup>rd</sup> Street is a busy intersection, a key objective is to minimize the challenge of crossing the street as a pedestrian or cyclist.

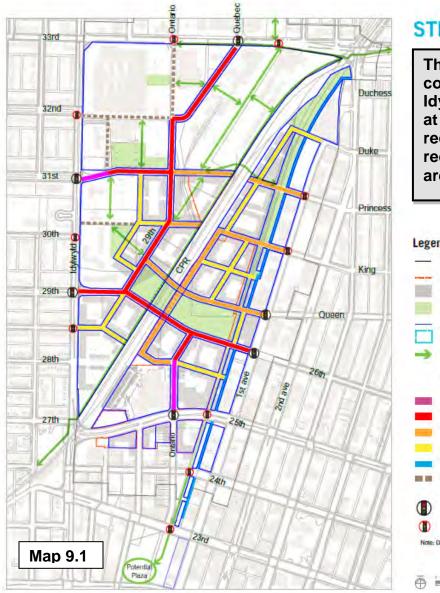
#### **RECOMMENDATION:**

**9.1 – WARMAN ROAD AND 33<sup>RD</sup> STREET CROSSING:** That City of Saskatoon Corporate Initiatives maximize pedestrian and cyclist safety across 33<sup>rd</sup> Street at Warman Road, between the North Downtown greenway and the Woodlawn Cemetery entrance to the north.

Traffic and circulation are important considerations in Mayfair & Kelsey-Woodlawn, especially with regards to main corridors such as 33<sup>rd</sup> Street and Idylwyld Drive. Neighbourhood stakeholders raised concerns about traffic impacts from the North Downtown area once redevelopment is substantially complete. To ensure connectivity to and from the area, the Master Plan proposes roadway connections at key intersections, including Idylwyld Drive and 29<sup>th</sup> Street, Idylwyld Drive and 31<sup>st</sup> Street, and Quebec Avenue and 33<sup>rd</sup> Street. Saskatchewan Polytechnic is also examining options for expansion within their own site and possibly in the North Downtown area. There is concern that the addition of thousands of residents and commuters to the North Downtown will affect adjacent neighbourhoods, and increase traffic congestion at major intersections. In addition, the LAPC would like to ensure parking impacts from the redevelopment do not spill over into neighbourhood is completed in the short-term.

## **RECOMMENDATION:**

**9.2 – NORTH DOWNTOWN MASTER PLAN PARKING AND TRAFFIC IMPACT STUDY:** That City of Saskatoon Corporate Initiatives conduct a parking and traffic impact study to ensure impacts on all surrounding neighbourhoods (Mayfair, Kelsey-Woodlawn, City Park, North Park, and Caswell Hill) are managed as the North Downtown redevelops and Saskatchewan Polytechnic considers expansion options.



## STREET NETWORK

The North Downtown area will have major streets connecting to surrounding areas, including Idylwyld Drive at two locations and Quebec Avenue at 33<sup>rd</sup> Street. A parking and traffic impact study is recommended to ensure the impacts from redevelopment on surrounding neighbourhoods are managed.



#### 9.5 Saskatchewan Polytechnic (formerly SIAST)

Saskatchewan Polytechnic has its main Campus on the southeastern corner of 33<sup>rd</sup> Street and Idylwyld Drive, and a secondary location in Kelsey-Woodlawn on Ontario Avenue. In 2014, the organization changed its name from Saskatchewan Institute of Applied Science and Technology to Saskatchewan Polytechnic to reflect its expanding educational role.

Stakeholders in Mayfair & Kelsey-Woodlawn view Saskatchewan Polytechnic as a significant asset to the area which increases the amenity of the neighbourhoods. Saskatchewan Polytechnic has seen continuous growth in enrollment and programming in recent years; as a result space outside of the main Kelsey campus has been obtained. Currently, expansion plans for the Polytechnic are south of 33<sup>rd</sup> Street; there are currently no plans to expand north (across 33<sup>rd</sup> Street).

Expanded program offerings and enrollment at the main Campus may contribute to increased parking and traffic pressures in the surrounding neighbourhoods, including Mayfair & Kelsey-Woodlawn. To reduce these impacts, Saskatoon Transit should work with Saskatchewan Polytechnic to explore the feasibility of a reduced-rate Eco-pass program for students (and potentially staff) to encourage transit use.

**9.3 – SASKATCHEWAN POLYTECHNIC ECO-PASS PROGRAM:** That Saskatoon Transit begin discussions with Saskatchewan Polytechnic – Main Campus regarding the potential for a student and/or staff Eco-pass transit program.

# **10.0 – Implementation & Priorities**

#### 10.1 Overview

Local Area Plan (LAP) reports are long-term plans that may take several years to be fully implemented. An LAP sets out a vision and goals to guide growth and development of a neighbourhood. They also specify recommendations, with each intended to address a particular issue and improve the neighbourhood. Some recommendations may be implemented in the short-term, while others may take a longer period of time.

Since the late-1990s, the City of Saskatoon Planning & Development Division has been creating and implementing LAPs, with City Council endorsing the plans. Great strides have been made to improve these neighbourhoods by allocating resources for the implementation of the recommendations in the report, working with City Administration, with LAP communities, and facilitating collaborative action from government and non-government programs and service providers.

The Planning & Development Division works in partnership with each division to implement LAP recommendations. City Council has been very supportive of the LAP Program and continues to approve capital funds to implement needed improvements in the LAP neighbourhoods.

Local Area Planners are the liaisons between the community and City Administration to ensure the priorities laid out in each LAP are reflected in the funding of projects. The interdepartmental cooperation begins in the early stages of the LAP process, when key City Administrators are brought to the table of a Local Area Planning Committee (LAPC) to provide insight and expertise on certain issues. These same key City Administrators are often involved in approving certain commitments to implement recommendations from the LAP.

It is a goal of the Local Area Planning Program to report to the LAP neighbourhoods and to City Council on an annual basis to provide a status update on the implementation of recommendations from each LAP. Additional public meetings may also be needed to keep the community abreast of implementation activities or to gather input on implementation

activities. Articles about Local Area Planning activities may also be published in Community Association newsletters. The Local Area Planning website at <u>www.saskatoon.ca/go/lap</u> posts Implementation Status Reports, which are created annually.

Continued community involvement in the implementation of LAPs is essential to successful outcomes, and, as such, it is imperative to extend a central role to local residents, Community Associations, Local Area Plan Committees, and other stakeholders. Community Associations and LAPCs have an important role in providing local perspective, advice, guidance and input on the implementation of recommendations, and commenting on development proposals in their neighbourhoods to ensure they are consistent with the goals of the LAP.

#### 10.2 Priorities of the Mayfair & Kelsey-Woodlawn Local Area Planning Committee

The Mayfair & Kelsey-Woodlawn LAPC was asked to identify their top priority recommendations. Being recognized as high priority does not necessarily mean a recommendation will be completed in the immediate future because there may be complex issues that affect the timing of implementation. This is an opportunity for the LAPC to identify the recommendations that are believed to have the greatest potential for a significant positive impact on the neighbourhood.

The Mayfair & Kelsey-Woodlawn LAPC views the proposed transit, active transportation, and municipal services improvements as among the most important recommendations that will help make it easier to move around.

The following recommendations were identified by the LAPC as having the highest priority:

- 8.3 Transit Service Improvements
- 7.1 **Priority Sidewalk Installations**
- 8.2 39<sup>th</sup> Street Active Transportation Corridor
- 2.2 Surface Deficiencies in Kelsey-Woodlawn
- 2.3 Catch Basin Review & Maintenance
- 2.4 Addition to Fall Sweeping Program

# Appendix 1 – City of Saskatoon Zoning Bylaw Summary

SUMMARY OF CITY OF SASKATOON - ZONING BYLAW NO. 8770 – Updated March 2015

THIS IS AN INFORMAL GUIDE TO ASSIST USERS IN UNDERSTANDING THE STRUCTURE AND CONTENT OF THE PRESENT ZONING BYLAW. THIS GUIDE IS NOT TO BE CONSIDERED AS PART OF THE BYLAW AND, THEREFORE, SHOULD NOT BE GIVEN ANY LEGAL STATUS. THE ORIGINAL BYLAW SHOULD BE CONSULTED FOR ALL PURPOSES OF INTERPRETATION AND APPLICATION OF THE LAW.

#### R1 – Large Lot One-Unit Residential District

To provide for large lot residential development in the form of one-unit dwellings as well as related community uses.

#### R1A – One-Unit Residential District

To provide for residential development in the form of one-unit dwellings as well as related community uses.

#### R1B – Small Lot One-Unit Residential District

To provide for small lot residential development in the form of one-unit dwellings as well as related community uses.

#### R2 – One and Two-Unit Residential District

To provide for residential development in the form of one and two-unit dwellings as well as related community uses.

#### R2A – Low Density Residential Infill District

To provide for residential development in the form of one and two-unit dwellings, while facilitating certain small scale conversions and infill developments, as well as related community uses.

#### **RMHC – Mobile Home Court District**

To provide for residential development in the form of mobile home courts.

#### **RMHL – Mobile Home Lot District**

To provide for residential development in the form of mobile homes on individual sites.

#### **RMTN – Townhouse Residential District**

To provide for comprehensive planned low to medium density multi-unit dwellings in the form of townhouses, dwelling groups, and other building forms, as well as related community uses.

#### **RMTN1 – Townhouse Residential District 1**

To provide for comprehensive planned medium density multi-unit dwellings in the form of townhouses, dwelling groups, and other building forms, as well as related community uses.

#### RM1 – Low Density Multiple-Unit Dwelling District

To provide for residential development in the form of one to four-unit dwellings, while facilitating certain small and medium scale conversions and infill developments, as well as related community uses.

#### RM2 – Low/Medium Density Multiple-Unit Dwelling District

To provide for a variety of residential developments in a low to medium density form as well as related community uses.

#### RM3 – Medium Density Multiple-Unit Dwelling District

To provide for a variety of residential developments in a medium density form as well as related community uses.

#### RM4 – Medium/High Density Multiple-Unit Dwelling District

To provide for a variety of residential developments in a medium to high density form as well as related community uses.

#### RM5 – High Density Multiple-Unit Dwelling District

To provide for a variety of residential developments, including those in a high density form, as well as related community uses, and certain limited commercial development opportunities.

#### M1 – Local Institutional Service District

To facilitate a limited range of institutional and community activities that are generally compatible with low density residential uses and capable of being located within a neighbourhood setting. Typical uses include one and two-unit dwellings, offices and office buildings, places of worship, private schools, medical clinics, public parks and playgrounds.

#### M2 – Community Institutional Service District

To facilitate a moderate range of institutional and community activities, as well as medium density residential uses, that are generally compatible with residential land uses, and capable of being located in a neighbourhood setting subject to appropriate site selection. Typical uses include one, two and multiple-unit dwellings, dwelling groups, offices and office buildings, places of worship, private schools, medical clinics, public parks and playgrounds.

#### M3 – General Institutional Service District

To facilitate a wide range of institutional and community activities, as well as medium and high density residential uses, within suburban centres and other strategically located areas. Typical uses include one-unit and multiple-unit dwellings, dwelling groups, offices and office buildings, places of worship, private schools, medical clinics, public parks and playgrounds, radio and television studios, financial institutions, research laboratories, private clubs and banquet halls.

#### M4 – Core Area Institutional Service District

To facilitate a wide range of institutional, office and community activities, as well as high density residential uses within and near the downtown area. Typical uses include one, two and multiple-unit dwellings, dwelling groups, offices and office

buildings, places of worship, private schools, medical clinics, public parks and playgrounds, radio and television studios, financial institutions, research laboratories, private clubs, banquet halls and commercial parking lots.

#### **B1A – Limited Neighbourhood Commercial District**

To permit commercial uses that serve the daily convenience needs of the residents of the neighbourhood while being compatible with the surrounding residential uses. Typical uses include convenience stores, drug stores, pharmacies, beauty parlours and barber shops, and community centres.

#### **B1B – Neighbourhood Commercial - Mixed Use District**

To facilitate mixed use development which may include a limited range of commercial and institutional uses, as well as medium density residential uses, that are generally compatible with residential land uses and which are intended to serve the needs of residents within a neighbourhood. Typical uses include restaurants, retail stores, offices and office buildings, financial institutions, medical clinics and dwelling units or multiple unit dwellings in conjunction with and attached to any other permitted use.

#### **B1** – Neighbourhood Commercial District

To permit commercial uses that serve the daily convenience needs of the residents in the neighbourhood. Typical uses include retail stores, beauty parlours and barber shops, dry cleaning pick-up depots, offices and office buildings, financial institutions, and community centres.

#### **B2** – District Commercial District

To provide an intermediate range of commercial uses to serve the needs of two to five neighbourhoods. Typical uses include one and two-unit dwellings, places of worship, retail stores, offices and office buildings, financial institutions, service stations, bakeries, shopping centres, restaurants and lounges, medical clinics, dry cleaners, photography studios and veterinary clinics.

#### **B3** – Medium Density Arterial Commercial District

To facilitate arterial commercial development providing a moderate to wide range of commercial uses on small to medium sized lots. Typical uses include retail stores, shopping centres, offices and office buildings, financial institutions, medical clinics, service stations, theatres, bakeries, restaurants and lounges, commercial recreational uses, private clubs, banquet halls, hotels, motels, public garages, private schools, motor vehicle sales, and dry cleaners. (Nightclubs and taverns are Discretionary Uses)

#### **B4** – Arterial and Suburban Commercial District

To facilitate arterial and suburban commercial development providing a wide range of commercial uses serving automobile oriented consumers. Typical uses include retail stores, shopping centres, offices and office buildings, financial institutions, medical clinics, service stations, theatres, restaurants and lounges, commercial recreational uses, private

clubs, banquet halls, hotels, motels, public garages, private schools, motor vehicle sales, dry cleaners. (Nightclubs and taverns are Discretionary Uses)

#### **B4A – Arterial and Suburban Commercial District**

To facilitate suburban centre and arterial commercial development, including mixed-use commercial/multiple-unit residential development, where appropriate. Typical uses include retail stores, shopping centres, offices and office buildings, financial institutions, medical clinics, service stations, restaurants and lounges, private clubs, photography studios, banquet halls, hotels, motels, public garages, private schools, dry cleaners. motor vehicle sales (Nightclubs and taverns are Discretionary Uses)

#### B4MX – Integrated Commercial Mixed-Use District \*\*\* PROPOSED\*\*\*

The purpose of the **proposed** B4MX District is to accommodate a broad range of land uses, including medium to high density residential uses, commercial and institutional uses in a manner that encourages retail and service based uses at grade level. The B4MX District promotes a compact, pedestrian oriented, built form that supports transportation options, street orientated buildings and active uses at grade level.

#### **B5** – Inner-City Commercial Corridor District

To recognize historic commercial areas which include a wide range of commercial uses in a medium to high density form. Typical uses include retail stores, shopping centres, offices, financial institutions, medical clinics, service stations, theatres, bakeries, restaurants and lounges, commercial recreational uses, private clubs, banquet halls, hotels, motels, public garages, private schools, motor vehicle sales, dry cleaners, libraries, galleries, and parking stations, custodial care facilities and boarding houses and apartments. (Nightclubs and taverns are Discretionary Uses)

#### **B5B – Broadway Commercial District**

To recognize the historic Broadway Commercial area and facilitate mixed use development including a range of commercial, institutional and residential uses in medium to high density form.

#### **B5C – Riversdale Commercial District**

To recognize historic commercial areas which include a wide range of commercial uses in a medium to high density form. It is intended to promote redevelopment which includes residential where permitted.

#### B6 – Downtown Commercial District

To facilitate a wide range of commercial, institutional and residential uses in a high density form, in the downtown area.

#### IL1 – General Light Industrial District

To facilitate economic development through a wide variety of light industrial activities and related businesses that do not create land use conflicts or nuisance conditions during the normal course of operations.

#### IL2 – Limited Intensity Light Industrial District

To facilitate economic development through certain light industrial activities and related businesses that do not create land use conflicts or nuisance conditions during the normal course of operations, as well as to limit activities oriented to public assembly.

#### IL3 – Limited Light Industrial District

To facilitate economic development through limited light industrial activities and related businesses that do not create land use conflicts or nuisance conditions during the normal course of operations, as well as to limit activities oriented to public assembly.

#### **IB – Industrial Business District**

To facilitate business and light industrial activities that are seeking a high quality, comprehensively planned environment.

#### IH – Heavy Industrial District

To facilitate economic development through industrial activities that may have the potential for creating nuisance conditions during the normal course of operations.

#### IH2 – Limited Intensity Heavy Industrial District

To facilitate economic development through certain heavy industrial activities that may have the potential for creating nuisance conditions during course of operations, as well as to limit activities oriented to public assembly.

#### AG – Agricultural District

To provide for certain large scale specialized land uses as well as certain rural oriented uses on the periphery of the City.

#### **FUD – Future Urban Development District**

To provide for interim land uses where the future use of land or the timing of development is uncertain due to issues of servicing, transitional use or market demand.

#### **APD** – Airport District

To designate and conserve land for uses associated with the orderly operations of the Airport.

#### PUD – Planned Unit Development District

To recognize existing Planned Unit Developments.

#### AM – Auto Mall District

To provide for motor vehicle sales and service and other directly related uses in a high quality, comprehensively planned environment which is conveniently located to serve automobile customers.

#### **RA1 – Reinvestment District 1**

To facilitate reinvestment in older core areas and core industrial areas by facilitating mixed uses and flexible zoning standards, as well as promoting the rehabilitation of existing structures. The RA 1 District is intended to facilitate a broad range of compatible industrial, commercial, cultural, entertainment and residential uses, including live/work units.

#### MX1 – Mixed Use District 1

The purpose of the MX1 District is to facilitate reinvestment in older core neighbourhoods and core industrial areas of the city by encouraging mixed uses in new development, as well as promoting the rehabilitation of existing structures. The MX1 District is intended to facilitate a broad range of compatible commercial, industrial, institutional, cultural, and residential uses, including live/work units.

DCD1 – Direct Control District 1 - South Downtown Area DCD2 – Direct Control District 2 - North East of Idylwyld Drive and 33<sup>rd</sup> Street DCD3 – Direct Control District 3 - Preston Crossing DCD4 – Direct Control District 4 - Willow's Golf Course Community DCD5 – Direct Control District 5 - Stonegate Retail Development DCD6 – Direct Control District 6 - Blairmore Retail Development DCD7 – Direct Control District 7 - College Quarter

#### **FP** – Flood-Plain Overlay District

To provide appropriate development standards in order to prevent injury and minimize property damage within the South Saskatchewan River flood hazard area

#### AC – Architectural Control Overlay District

To provide appropriate development standards in order to preserve the physical character of an area or to promote a selected design theme for an area.

#### **B5A – Sutherland Commercial Overlay District**

To implement the building height and off-street parking policies of the Sutherland Neighbourhood Local Area Plan as they apply to the commercial lands on the west side of Central Avenue, described as 706 to 1204 inclusive, Central Avenue.

#### AC1 – DCD1 Architectural Control Overlay District

The purpose of this section is to establish an Architectural Control District ("ACD") overlay in the DCD1 – Direct Control District 1 ("DCD1"). The primary purpose of this ACD is to promote a selected design theme for the DCD1.

#### AC2 – B5B Architectural Control Overlay District

The purpose of this section is to establish an Architectural Control District ("ACD") overlay in the B5B - Broadway Commercial District. The primary purpose of this ACD is to ensure that new buildings reinforce and enhance the best qualities of the Broadway Area.

# Appendix 2 – Safe Growth / Crime Prevention Through Environmental Design Summary

#### 1. CPTED Definition

Crime Prevention Through Environmental Design (CPTED) emphasizes the relationship between the immediate physical environment and the social behaviour related to crime. It is an inclusive, collaborative, and interdisciplinary approach to reducing opportunities for crime, improving perceptions of safety, and strengthening community bonds. CPTED principles stem from the observed phenomenon that certain "cues" in the physical environment can prompt undesirable, or crime-related behaviours, as well as perceptions of being safe or unsafe.

CPTED practitioners utilize design, activity, and community involvement to reduced opportunities for crime and reduce users' fear of crime. CPTED strategies are usually developed jointly by an interdisciplinary team that ensures a balanced approach to problem solving that includes the community in all aspects of the process.

#### 2. CPTED Principles

CPTED principles are contained with the City of Saskatoon Official Community Plan. Section 3.1.1.3 defines them as:

- *Natural Surveillance* Natural Surveillance is the concept of putting eyes on the street and making a place unattractive for potential illegitimate behavior. Street design, landscaping, lighting and site and neighbourhood design all influence the potential for natural surveillance.
- Access Control Access Control is controlling who goes in and out of a neighbourhood, park, or building. Access control includes creating a sense of ownership for legitimate users by focusing on formal and informal entry and exit points.
- Image Image is the appearance of a place and how this is instrumental in creating a sense of place or territory for legitimate users of the space. A place that does not appear to be maintained or cared for may indicate to criminals that the place will not be defended and criminal activity in the area will be tolerated.
- *Territoriality* Territoriality is the concept of creating and fostering places that are adopted by the legitimate users of the space. These legitimate users take ownership of the space, which makes it more difficult for people who do not belong to engage in criminal or nuisance behavior at that location.
- Conflicting User Conflicting User Groups refers to instances where different user groups may conflict. Careful consideration of compatible land uses and activities can minimize potential conflicts between groups.

- Activity Support Activity Support is the concept of filling an area with legitimate users, by facilitating or directly scheduling activities or events, so potential offenders cannot offend with impunity. Places and facilities that are underused can become locations with the potential for criminal activity.
- Crime Generators Crime Generators are activity nodes that may generate crime. The location of some land uses is critical to ensuring an activity does not increase the opportunities for crime to occur or reduce users" and residents" perceptions of their safety in the area.
- Land Use Mix Land Use Mix is the concept that diversity in land uses can be a contributor or detractor for crime opportunities. Separating land uses from each other can create places that are unused during certain times of the day.
- *Movement Predictors* Movement Predictors force people, especially pedestrians and cyclists, along a particular route or path, without providing obvious alternative escape routes or strategies for safety. Potential attackers can predict where persons will end up once they are on a certain path.
- Displacement Displacement can be positive or negative so it is critical to understand how crime may move in time or space and what the impact may be. In general, the displacement that must be considered is: i) Negative displacement crime movement makes things worse; ii) Diffusion of benefits - displacement can reduce the overall number of crimes more widely than expected; and iii) Positive displacement - opportunities for crime are intentionally displaced which minimizes the impact of the crime.
- Cohesion Cohesion is the supportive relationships and interactions between all users of a place to support and maintain a sense of safety. Though not a specific urban design function, design can enhance the opportunity for positive social cohesion by providing physical places where this can occur, such as activity rooms, park gazebos, or multi-purpose rooms in schools and community centres. In some cases, property owners or building managers can provide opportunities for social programming. This increases the ability of local residents or users of a space to positively address issues that arise.
- Connectivity Connectivity refers to the social and physical interactions and relationships external to the site itself. It recognizes that any given place should not operate in isolation from surrounding neighbourhoods and/or areas. Features such as walkways and roadways connecting a particular land use to the surrounding neighbourhoods and/or areas can accomplish this. Features such as centrally located community centres or program offices can also encourage activities to enhance this.
- *Capacity* Capacity is the ability for any given space or neighbourhood to support its intended use. For example, excessive quantities of similar land uses in too small an area, such as abandoned buildings or bars, can create opportunities for crime. When a place is functioning either over or under capacity, it can be detrimental to neighbourhood safety.
- *Culture* Culture is the overall makeup and expression of the users of a place. Also known as placemaking, it involves artistic, musical, sports, or other local cultural events to bring people together in time and purpose. Physical designs that can encourage this include public multi-purpose facilities, sports facilities, and areas that local artists and musicians might

use. Community memorials, public murals, and other cultural features also enhance this. These features create a unique context of the environment and help determine the design principles and policies that best support the well-being of all user groups and contribute to their cohesiveness.

CPTED principles are generally considered and utilized in combination with one another. However, for any CPTED strategy to be successful, the nature of the crime or safety-related issue must be carefully and accurately defined. It is important to understand the context within which crime occurs in an area to be able to implement appropriate solutions.

#### 3. Risk Assessments

Risk Assessments combine field research and analytical methods with the practical experience of crime prevention practitioners and the perception of community members. In a Risk Assessment, a wide variety of data are collected and considered to allow for an accurate portrayal of issues. This in turn allows for a much more effective solution or action plan to be developed. A Risk Assessment is critical to the success of a CPTED strategy because in addition to "obvious" problems, there are often less obvious or underlying problems that need to be identified and addressed.

Data collection such as crime statistics, resident surveys, user surveys, and population demographics are all part of the quantitative picture. This information aids in understanding the context around the issues and the opportunities for crime. The other part of the picture, the qualitative, deals with the perceptions that people have about their safety. Safety audits, perception and intercept surveys (of actual users), and site inspections all add to the understanding of what environmental cues the area presenting and how these affect people's "feelings" of safety. Without this larger picture the appropriate solutions to a problem may not all be identified.

This Local Area Plan includes a compilation of all the data collection, both qualitative and quantitative. The information sets the stage and guides the safety recommendations.

#### 4. Safety Audits

A safety audit is a process that allows the regular users of an area to identify places that make them feel safe and unsafe. Area residents are considered the "local experts" because they are the most familiar with the area and what happens on a day-to-day basis. The goal of a safety audit is to identify safety concerns in order to improve an environment. Depending on the circumstances, residents, local business, and the municipal government may work together to find solutions to safety problems in a neighbourhood by using the audit results as *one* tool, in the overall Risk Assessment of the area. A safety audit is a highly flexible process and can be easily adapted to meet the needs of the community. In Saskatoon, safety audits, based on CPTED principles, have been applied in a number of settings including parks, streets, and buildings.

## "The time is right for renewal. It is our turn to grow."

# Mayfair & Kelsey-Woodlawn Local Area Plan



Page 373

From: Sent: To: Subject: frank regier <frangreyhound@yahoo.ca> Friday, June 12, 2015 10:24 AM City Council Form submission from: Write a Letter to Council

Submitted on Friday, June 12, 2015 - 10:23 Submitted by anonymous user: 10.191.225.68 Submitted values are: RECEIVED

JUN 1 2 2015

CITY CLERK'S OFFICE SASKATOON

Date: Friday, June 12, 2015 To: His Worship the Mayor and Members of City Council First Name: frank Last Name: regier Address: 1415 avenue f north City: saskatoon Province: Saskatchewan Postal Code: s7l 1x6 Email: <u>frangreyhound@yahoo.ca</u> Comments: I would like to speak top city council on june 22nd about the local area plan for the mayfair Kelsey woodlawn

The results of this submission may be viewed at: https://www.saskatoon.ca/node/398/submission/26161



## STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

# Proposed Amendment to the Heritage Property (Approval of Alternations) Bylaw, 2014, Bylaw No. 8356

#### Recommendation of the Committee

That the City Solicitor be requested to prepare the required bylaw to amend The Heritage Property (Approval of Alterations) Bylaw, 2014, Bylaw No. 8356.

#### History

At the June 1, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, a memo from the Municipal Heritage Advisory Committee, dated May 8, 2015 in support of the above proposed amendment was considered. A report of the General Manager, Community Services Department, dated April 1, 2015, was also considered.

Your Committee considered and supports the recommendation in the report of the General Manager, Community Services Department dated May 8, 2015.

#### Attachment

May 8, 2015 Memo from the Municipal Heritage Advisory Committee April 1, 2015 Report of the General Manager, Community Services Department

### Office of the City Clerk

To:	Secretary, SPC on Planning, Development and Community Services	Date:	May 8, 2015	
		Phone:	(306) 975-3240	
		Our File:	CK. 710-1	
From:	Joyce Fast, Secretary Municipal Heritage Advisory Committee	Your File:	PL. 710-17-1	

#### Re: Proposed Amendment to The Heritage Property (Approval of Alterations) Bylaw, 2014, Bylaw No. 8356

Attached is a report of the General Manager, Community Services Department dated April 1, 2015 regarding a proposed amendment to The Heritage Property (Approval of Alterations) Bylaw, 2004, Bylaw No. 8356.

Your Committee has reviewed this report with the Administration, and supports the recommendation as outlined in the report.

Would you please place this report before the Standing Policy Committee on Planning, Development and Community Services for approval of the recommendation contained therein at the meeting scheduled for June 1, 2015.

JF:lo

Attachment

cc: General Manager, Community Services Department Director of Planning and Development, Community Services Department Heritage & Design Coordinator, Community Services Department Ms. C. Duval-Tyler, Chair, Municipal Heritage Advisory Committee

# Proposed Amendment to The Heritage Property (Approval of Alterations) Bylaw, 2004, Bylaw No. 8356

#### Recommendation

That a report be forwarded to the Standing Policy Committee on Planning, Development and Community Services with a recommendation that the City Solicitor be requested to prepare the required bylaw to amend The Heritage Property (Approval of Alterations) Bylaw, 2004, Bylaw No. 8356.

#### **Topic and Purpose**

The purpose of this report is to amend The Heritage Property (Approval of Alterations) Bylaw, 2004, Bylaw No. 8356, (Approval of Alterations Bylaw) to simplify and improve the approval process for minor repairs or alterations to designated municipal heritage buildings, as outlined in the City of Saskatoon (City) Heritage Plan.

#### **Report Highlights**

- 1. The Administration has been delegated approval of alterations to designated municipal heritage properties under the Approval of Alterations Bylaw. The Approval of Alterations Bylaw does require that the Municipal Heritage Advisory Committee (MHAC) be consulted for any repairs or alterations.
- 2. The proposed amendment to the Approval of Alterations Bylaw would exempt minor repairs and alterations from referral to MHAC in order to simplify and improve the process for property owners.

#### **Strategic Goals**

Under the City's Strategic Goal of Sustainable Growth, this report supports the preservation of the character of heritage buildings and historical landmarks. This report also supports the Strategic Goal of Quality of Life. As a community, we find new and creative ways to showcase our city's built, natural, and cultural heritage.

#### Background

The City's Heritage Policy and Program Review (completed in August 2012) indicated that the requirement to consult MHAC prior to minor alterations or repairs caused unnecessary delays in the approval process.

#### Report

#### Approval of Alterations Bylaw

The Approval of Alterations Bylaw delegates to the Administration the authority to approve alterations to designated municipal heritage properties (refer to Attachment 1 for the Approval of Alterations Bylaw). The Approval of Alterations Bylaw also states that MHAC must be consulted for all alterations and repairs

#### Exemption of Minor Repairs and Maintenance

To simplify and improve the review process, the Administration is recommending that the Approval of Alterations Bylaw be amended to exempt minor repairs and alterations from referral to MHAC.

Minor alterations and repairs would be those that do not affect the building's heritage and would include, but are not limited to, the following:

- property cleanup and repair of landscape features;
- minor exterior repairs, painting, or replacement of roofing material where there is little or no change in colour or design;
- re-pointing of masonry elements; and
- weatherproofing.

By removing this requirement, delays in the approval process for simple repair projects and minor maintenance can be reduced.

#### **Options to the Recommendation**

City Council could decline to approve the proposed amendment to the Approval of Alterations Bylaw and maintain the status quo.

#### Public and/or Stakeholder Involvement

There is no public/stakeholder involvement.

#### **Other Considerations/Implications**

There is no policy, financial, environmental, privacy, or CPTED implications or considerations. A communication plan is not required at this time.

#### Due Date for Follow-up and/or Project Completion

No follow-up is required.

#### **Public Notice**

Public notice is not required.

#### Attachment

1. The Heritage Property (Approval of Alterations) Bylaw, 2004, Bylaw No. 8356

#### **Report Approval**

Written by:	Catherine Kambeitz, Heritage and Design Coordinator, Planning and Development
Reviewed by:	Alan Wallace, Director of Planning and Development
Approved by:	Lynne Lacroix, Acting General Manager, Community Services Department

S:\Reports\DS\2015\MHAC - Proposed Amendment to Heritage Property (Approval of Alterations) Bylaw, 2004, Bylaw No. 8356\kt

### Bylaw No. 8356

## The Heritage Property (Approval of Alterations) Bylaw, 2004

The Council of The City of Saskatoon enacts:

#### Title

1. This Bylaw may be cited as The Heritage Property (Approval of Alterations) Bylaw, 2004.

#### Purpose

2. The purpose of this Bylaw is to delegate to the civic administration the authority to approve alterations to designated property or property for which a notice of intention has been registered as provided for in Section 23 of *The Heritage Property Act*, S.S. 199-80, Chapter H-2.2, as amended.

#### Delegation of Authority

- 3. (1) City Council hereby delegates to the General Manager of the Community Services Department of The City of Saskatoon the authority granted to it under Section 23 of *The Heritage Property Act*, S.S. 1979-80, Chapter H-2.2.
  - (2) The General Manager of the Community Services Department is authorized to further delegate the authority granted under this Bylaw or any function connected with the exercise of the authority granted under this Bylaw to any City employee.

#### Consultation with Municipal Heritage Advisory Committee

4. Prior to granting approval of any application made pursuant to Section 23 of *The Heritage Property Act*, the General Manager of the Community Services Department

or the person to whom the General Manager's authority has been delegated, must consult with the Municipal Heritage Advisory Committee.

#### **Coming into Force**

5. This Bylaw shall come into force and take effect on the day of its final passing.

Read a first time this	$4^{th}$	day of	October, 2004.
Read a second time this	$4^{th}$	day of	October, 2004.
Read a third time and passed this	4 <sup>th</sup>	day of	October, 2004.

Donald J. Atchison Mayor

Janice Mann City Clerk



## STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

### Appointment of Architectural Design Review Committee

#### **Recommendation of the Committee**

- That the individuals outlined in Attachment 1 of the June 1, 2015 report of the General Manager, Community Services Department be appointed to serve on the Architectural Design Review Committee for the review of proposals subject to the DCD1 – Architectural Control Overlay District and the B5B – Architectural Control Overlay District; and
- 2. That these appointments be for a three-year term ending March 1, 2018.

#### History

At the June 1, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, a report of the General Manager, Community Services Department, dated June 1, 2015, was considered.

#### Attachment

June 1, 2015 Report of the General Manager, Community Services Department

## Appointment of Architectural Design Review Committee

#### Recommendations

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council:

- That the individuals outlined in Attachment 1 be appointed to serve on the Architectural Design Review Committee for the review of proposals subject to the DCD1 - Architectural Control Overlay District and the B5B – Architectural Control Overlay District; and
- 2. That these appointments be for a three-year term ending March 1, 2018.

#### **Topic and Purpose**

The purpose of this report is to appoint members to the Architectural Design Review Committee (Committee) for review of development proposals in the Direct Control District 1 (DCD1) Architectural Overlay District and the Broadway Commercial District (B5B) Architectural Control Overlay District.

#### **Report Highlights**

- 1. Zoning Bylaw No. 8770 (Zoning Bylaw) requires that all applications for a significant development must be reviewed by a Committee, comprised of three advisors.
- 2. Twelve qualified professionals are proposed to be appointed (or reappointed) to the Committee to review significant development proposals in both the DCD1-Architectural Control Overlay District and the B5B Architectural Control Overlay District.

#### **Strategic Goals**

Under the City of Saskatoon's (City) Strategic Goal of Sustainable Growth, this report supports the preservation of the character of heritage buildings and historical landmarks. This report also supports the Strategic Goal of Quality of Life. As a community, we find new and creative ways to showcase our city's built, natural, and cultural heritage.

#### Background

The River Landing Committee was established in 2005 to review significant development projects located within the DCD1 - Architectural Control District (River Landing). In February 2012, City Council approved a report for the appointment of individuals to the River Landing Committee for a three-year term ending in March 1, 2015.

#### Report

#### Architectural Design Review Committee

The Zoning Bylaw establishes provisions for the Committee. The Bylaw specifies that City Council appoint a pool of advisors from which three would be selected on a rotational basis by a Development Officer to review development proposals as the need arises. The River Landing Committee has reviewed all major developments in River Landing.

A second Architectural Control District was approved in 2012, the B5B - Architectural Control Overlay District (Broadway). The Administration is proposing that the mandate of the River Landing Committee be expanded to include review of significant development proposals within the B5B - Architectural Control Overlay District.

#### **Appointments**

It is recommended that professionals outlined in Attachment 1 be appointed to the Committee for a three-year term ending March 1, 2018. These individuals have been contacted, and have agreed to their appointment (or reappointment) to the Architectural Design Review Committee for the specified term.

#### **Options to the Recommendation**

City Council has the option of appointing other qualified individuals to serve on this Committee.

#### **Other Considerations/Implications**

There are no policy, financial, environmental, privacy, or CPTED implications. A communication plan is not required at this time.

#### Due Date for Follow-up and/or Project Completion

No follow-up is required.

#### **Public Notice**

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

#### Attachment

1. Appointment List for the Architectural Design Review Committee

#### **Report Approval**

Written by:	Catherine Kambeitz, Heritage and Design Coordinator, Planning and Development
Reviewed by:	Alan Wallace, Director of Planning and Development
Approved by:	Randy Grauer, General Manager, Community Services Department

S:\Reports\DS\2015\PDCS – Appointment of Architectural Design Review Committee\kt

#### Appointment List for the Architectural Design Review Committee

It is recommended that the following individuals be appointed for a three-year term ending March 1, 2018. Those individuals who are being reappointed have been noted below:

- 1. Allan Duddridge (reappointment), Architect, Allan Duddridge Architect Ltd.;
- 2. Andrew Wallace, Associate Director, Space Management & Planning, Facilities Management Division, University of Saskatchewan (Architect);
- 3. Ann March (reappointment), Principal Architect, March Schaffel Architects Ltd.;
- 4. Campbell Patterson (reappointment), Senior Landscape Architect, Stantec;
- 5. Charles Olfert (reappointment), Principal Architect, aodbt architecture + interior design;
- 6. Colleen Yates (reappointment), Principal Planner, Equinox3 Consulting Ltd.;
- 7. Derek Kindrachuk (reappointment), Principal Architect, Kindrachuk Agrey Architecture; and
- 8. Jim Walters (reappointment), Principal Planner, Crosby Hanna & Associates;
- 9. Justin Wotherspoon (reappointment), Principal Architect, SEPW Architecture Inc.;
- 10. Kent Sutherland (reappointment), Architect, KSA Group;
- 11. Leanne Delong (reappointment), Project Planner, Crosby Hanna & Associates; and
- 12. Rob Crosby (reappointment), Principal Landscape Architect, Crosby Hanna & Associates.



## STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

# Saskatoon Minor Football Field and Auxiliary Building Reserve and Operations

#### Recommendation of the Committee

That Reserves for Future Expenditures Policy No. C03-003 be amended, in the manner set forth in the report of the General Manager, Community Services Department dated June 1, 2015, to provide for a Saskatoon Minor Football Field Stabilization Reserve.

#### History

At the June 1, 2015 meeting of the Standing Policy Committee on Planning, Development and Community Services, a report of the General Manager, Community Services Department, dated June 1, 2015, was considered.

#### Attachment

June 1, 2015 Report of the General Manager, Community Services Department

# Saskatoon Minor Football Field and Auxiliary Building Reserve and Operations

#### Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council:

1. That Reserves for Future Expenditures Policy No. C03-003 be amended, in the manner set forth in this report, to provide for a Saskatoon Minor Football Field Stabilization Reserve.

#### **Topic and Purpose**

The purpose of this report is to amend the Reserves for Future Expenditures Policy No. C03-003 (Reserve Policy), to include the Saskatoon Minor Football Field Stabilization Reserve. This report also provides an update on Saskatoon Football Inc. (SFI) and their operation of the Saskatoon Minor Football Field (SMF Field) for the 2014 and 2015 operating seasons.

#### **Report Highlights**

- 1. The Administration has outlined the purpose of the reserve and the conditions that must be met before funds are disbursed.
- 2. SFI operated SMF Field for three months from September 2014 until November 2014. Included is an overview of the 2014 operating season and an update on the 2015 season.

#### **Strategic Goals**

This report supports the City of Saskatoon's (City) Strategic Goal of Quality of Life by supporting the long-term strategy to ensure existing and future leisure centres and other recreational facilities are accessible, physically and financially, and meet community needs. In addition, this report supports the Strategic Goal of Asset and Financial Sustainability by supporting the long-term strategies to increase revenue sources and reduce reliance on property taxes. Reserves for recreational facilities ensure longevity of facilities and resources for future expenditures.

#### Background

At its June 23, 2014 meeting, City Council approved the establishment of a SMF Field Stabilization Reserve with a one-time \$65,000 contribution funded from the 2014 operating budget (see Attachment 1). At the same meeting, City Council approved that SFI operate the SMF Field on behalf of the City and requested that the Administration report back on the operation of SMF Field in 2015.

#### Report

#### SMF Field Stabilization Reserve

The purpose of the reserve is to provide a source of funding to offset unanticipated operating deficits from the SMF Field, due to unexpected expenditures associated only with the operation of the SMF Field and auxiliary building. The proposed amendments to the Reserve Policy are as follows:

I. Purpose

To offset operating deficits at the SMF Field or fund unexpected expenditures for equipment replacement or facility repair. Such examples could include an increase to utilities, damage or vandalism to the field, equipment, or auxiliary building.

- II. Source of Funds
  - a) This reserve shall be funded from a one-time transfer of \$65,000 from the 2014 operating budget (see Attachment 1) that occurred when SFI took over the operation of the SMF Field for the 2014 season.
- III. Application of Funds
  - a) The operator of SMF Field must submit audited financial statements to the City for review.
  - b) The maximum amount to be withdrawn from the reserve annually is the lesser of:
    - i) the actual deficit for the year from approved expenditures; or
    - ii) the amount of \$13,000, which is 20% of the original contribution to the reserve.
- IV. Responsibilities

The General Manager of the Community Services Department or designate shall be responsible for administering and monitoring this reserve in accordance with this Reserve Policy.

The limitations will ensure that the reserve lasts a minimum of five years (2014 to 2018), providing the operator with funding to offset unexpected operating costs for the first five years.

#### 2014 and 2015 Operation of the SMF Field

SFI took over operations of SMF Field in August 2014, with the first game being played on September 6, 2014. The first three months of operation saw 350 hours of usage on the field. The users were:

- a) Saskatoon Hilltops;
- b) Saskatoon Secondary Schools Athletic Directorate Senior and Junior football games;
- c) Kinsmen Football;
- d) Football Saskatchewan;
- e) Saskatoon Minor Football;

- f) Adult Flag Football; and
- g) Valkyries.

The SFI's first season operating the SMF Field had its challenges, as follows:

- training new staff on the operations of an artificial turf field and score clock system;
- identifying the requirements of the various sport groups to determine how to best meet their needs; and
- operating a facility that is partially complete and having to avoid restricted construction areas.

SFI has learned from the first season and is looking to build on its success in 2014 into the 2015 season.

For the 2015 season, approximately 950 hours have been booked, this is up from the 2013 season when natural grass was on the field and the field was booked for about 125 hours that year. The organizations that have booked field time at SMF Field include youth and adult league football, as well as soccer. SFI is looking forward to the opening of the auxiliary building in 2015, which will feature new dressing rooms, as well as a new concession.

#### **Options to the Recommendation**

The Committee may choose to add additional criteria to access the Saskatoon Minor Football Field Reserve. The implication to this option is that it limits access to funds to offset unexpected cost associated with operating a new facility.

#### Public and/or Stakeholder Involvement

The Administration has met with SFI to ensure that they are aware of the details of the reserve and how the reserve can be accessed.

#### **Communication Plan**

A copy of the criteria for the reserve and how it can be accessed will be shared with the operator of SMF Field.

#### **Policy Implications**

The Reserve Policy will need to be amended as recommended in this report

#### **Financial Implications**

There was a one-time financial contribution from the City for \$65,000; these funds were approved in the 2014 operating budget. As shown in Attachment 1, the Leisure Services Equipment Replacement Reserve contribution will begin in 2015 (\$101,000), which includes provision for the replacement of the artificial turf, lights, sound system, and score board. The Civic Building Comprehensive Maintenance Reserve contributions for the building will begin in 2016 (\$24,400), which will be phased in over two years (\$48,300 in 2017). With the SFI operating the facility, the operating cost to the City will be limited to staff assigned to assist the SFI with the overall operation of the

SMF Field and auxiliary building. The preventative maintenance will begin in 2016 (\$102,000) for an overall mill rate impact of \$110,000 in 2015, \$236,600 in 2016, and \$261,200 in 2017, if operated by SFI.

#### **Other Considerations/Implications**

There are no environmental, CPTED, or privacy implications or considerations.

#### Due Date for Follow-up and/or Project Completion

Recreation and Sport will report back in the winter of 2016, with an update on the operation of the SMF Field.

#### **Public Notice**

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

#### Attachments

1. Report approved by City Council, June 23, 2014 entitled "Request to Operate Gordon Howe Bowl by Saskatoon Football Inc."

#### **Report Approval**

Written by:	Roxane Melnyk, Supervisor, Facility Services
Reviewed by:	Cary Humphrey, Director of Recreation and Sport
Approved by:	Randy Grauer, General Manager, Community Services Department

S:\Reports\RS\2015\PDCS – Saskatoon Minor Football Field and Auxiliary Building Reserve and Operations\kt BF-144-14

#### A) Request to Operate Gordon Howe Bowl by Saskatoon Football Inc. (FILE NO.: RS 4206-G01-2, RS 291-6)

#### **RECOMMENDATION:** that City Council approve the following:

- that the request by Saskatoon Football Inc. to operate the Saskatoon Minor Football Field at Gordon Howe Park for a three-year trial period be approved;
- 2) that the City Solicitor be requested to prepare the appropriate Memorandum of Agreement and that His Worship the Mayor and the City Clerk be authorized to execute the Agreement under the Corporate Seal;
- 3) that the City of Saskatoon establish a Saskatoon Minor Football Field Stabilization Reserve with a onetime \$65,000 contribution, to be funded from the 2014 operating budget, as identified in this report; and
- that the Administration provide an update report on the operation of the Saskatoon Minor Football Field to City Council by February 2015.

#### TOPIC AND PURPOSE

This report will summarize the request by the Saskatoon Football Inc. (SFI) to manage and operate the Saskatoon Minor Football (SMF) Field at Gordon Howe Park.

#### **REPORT HIGHLIGHTS**

- 1. The SFI has submitted a request to operate the SMF Field (formerly known as Gordon Howe Bowl) and enter into a Memorandum of Agreement (MOA) with the City of Saskatoon (City) beginning August 15, 2014. The proposal is for the SFI to assume day-to-day management and operation of the facility from 2014 to 2016.
- 2. The SFI has requested the City to support the operation of the SMF Field and auxiliary building through an annual operating grant, preventative building maintenance, and contributions to the Civic Building Comprehensive Maintenance Reserve (CBCM) and the Leisure Services Equipment Replacement Reserve. The Reserves would support the auxiliary building and major program components (e.g. artificial turf, score clock, sound, and field lighting).
- 4. The Administration has reviewed and supports the SFI proposal, in principle, subject to certain conditions being met, to ensure a sustainable operation of the SMF Field.

#### STRATEGIC GOAL

The initiatives of this report support the Strategic Goal of Quality of Life, specifically the long-term strategy to ensure existing and future leisure centres and other recreational facilities are accessible, physically and financially, and meet the community needs.

#### BACKGROUND

During its October 11, 2011 meeting, City Council approved a revised design for the Gordon Howe Bowl that will take place in two phases. Phase 1 includes a CFL standard football field with artificial turf, new score clock, new sound system, and new outdoor lighting. Phase 2 includes a new auxiliary building with change rooms, public washrooms, concession area, and storage area. The scheduled completion date for Phase 1 construction is August of 2014, and Phase 2 is scheduled for completion in spring 2015.

In August 2013, the Administration received an Expression of Interest from the SFI requesting that it operate the SMF Field and auxiliary building. The SFI is a non-profit organization that represents multiple youth and adult football leagues in Saskatoon. The SFI envisions itself as an organization that supports the promotion, development, and growth of minor football and would like to provide additional opportunities to users across the city with access to a quality sportsfield. In May 2014, the Administration received a final Business Plan from SFI to operate the SMF field and auxiliary building.

#### <u>REPORT</u>

Saskatoon Football Inc. Business Plan

The SFI final Business Plan is comprised of five components:

- a) Purpose and Vision;
- b) Strategic Partners;
- c) Facility Management and Operations;
- d) Facility Program Schedule; and
- e) Operating Budget 2014 to 2016.

An overview of the Business Plan components is as follows:

- a) <u>Purpose</u> To manage the SMF Field once facility renovations are complete in August 2014.
   <u>Vision</u> As stated in the SFI Business Plan, "the promotion, development, administration, and growth of amateur football in the greater Saskatoon area".
- b) <u>Strategic Partners</u> The SFI has established a strategic partnership with the Saskatoon Amateur Softball Association (SASA) and the Greater Saskatoon Catholic Schools (GSCS).
  - The SASA will use the new auxiliary building adjacent to the softball diamonds for league play and tournaments. In return, they will contribute to the cleaning costs of the building and for use of any field equipment.

- The GSCS will provide the booking services for SMF Field for a fee. These services will include facility bookings, rental contracts, accounts receivable, and monthly reports.
- c) <u>Facility Management and Operations</u> A Board of Directors (Board) will oversee the management and operation of the SMF Field and auxiliary building. The purpose of the Board is to ensure that sport groups have fair and reasonable access, while maximizing the utilization of the facility.

An Operations Committee will also be established by SFI, which will report to the Board and will be responsible for overseeing all aspects of facility operations, including custodial services, facility rentals, programming, and supervision of operating staff.

The operation staff for the facility will include seasonal, volunteer, and contract workers. There will be a Maintenance Supervisor that oversees facility operations. Grounds personnel will maintain the artificial turf and area surrounding the field. An independent contractor will perform custodial services at the new auxiliary building.

d) <u>Facility Program Schedule</u> – The facility will be operational from April 15 to November 15 annually; primetime hours will be Monday to Friday from 4 p.m. to 11 p.m., and Saturday and Sunday from 8 a.m. to 11 p.m. The primary program at the facility will be football. Other groups, such as soccer, rugby, disc sports, and field lacrosse will also have access.

The proposed hourly rental rate to use the SMF Field and change facilities is \$130 per hour. The rental rate includes field lighting.

Compared to similar facilities, SaskTel Sports Center charges \$74.50 per hour, plus \$26.00 per hour when field lights are used. The University of Saskatchewan charges \$65.00 per hour for youth, and \$100.00 per hour for adults for Griffiths Stadium (including field lighting).

e) <u>Annual Operating Budget</u> - The SFI has submitted a three-year operating budget from 2014 to 2016.

#### Business Plan Request

As part of the Business Plan, the SFI has requested the following financial support and services from the City:

- a) that the City provide a start-up grant of \$29,200 in 2014, and \$75,000 in both 2015 and 2016. The request for this grant is to allow the SFI to begin operation of the facility with a positive cash flow. The grant would assist the SFI with any unknown costs that could occur.
- b) that the City perform all service building preventive maintenance;
- c) that the City contribute to the CBCM; and

d) that the City contribute to the Leisure Services Equipment Replacement Reserve.

#### City Administration Business Plan Review

The Administration met with the SFI to review the Business Plan. The review focused on the financial components and specific requests of the City to ensure the SFI's operation of the facility is sustainable.

The Administration supports the following aspects of the SFI request:

- a) that the City perform all service building preventive maintenance;
- b) that the City will contribute to the CBCM; and
- c) that the City contribute to the Leisure Services Equipment Replacement Reserve.

These contributions would occur annually.

The Administration does not support the request from the SFI for a start-up grant for three years. This could set a precedent for other non-profit organizations that operate other civic facilities. Alternatively, the Administration is recommending that the City establish a \$65,000 Saskatoon Minor Football Field Stabilization Reserve (Reserve). The purpose of this Reserve is to set aside funds for the purpose of offsetting any operating deficits. Funding for this Reserve would be a one-time contribution from the 2014 operation budget savings (\$65,000) that will occur if the SFI operates the SMF Field in 2014. The Administration will report back to City Council with the governance details of the Reserve and how it will be monitored, allocated, and funded.

Attachment 1 identifies operational aspects that require additional details to the proposal. The Administration will work with the SFI to address these details prior to reporting back to City Council in February of 2015.

The Administration is recommending that the City enter into an agreement with the SFI to operate the SMF Field for a three-year trial period from 2014 to 2016. Attachment 2 of this report identifies key terms and conditions that would be included in this agreement.

#### OPTIONS TO THE RECOMMENDATION

The Recreation and Sport Division could operate the SMF Field at Gordon Howe Park. There are points in their request that require clarification with SFI (see Attachment 1). The Administration feels that these issues can be addressed. The SFI desires for this facility to be a success; they are also well connected with the football community and other sport organizations to ensure that this community facility is utilized to its fullest potential.

#### POLICY IMPLICATIONS

If Recommendation No. 3 of this report is approved, Reserves for Future Expenditures Policy No. C03-003 would need to be amended to establish a \$65,000 Reserve. A

report will be brought forward to City Council with the details and governance of the Reserve.

#### FINANCIAL IMPLICATIONS

If the operation of the SMF Field is approved by City Council, the City operating budget impact is outlined in the chart below:

	2014 City Budget	2014 Revised	2015	2016	2017
Revenue	\$30,300	\$0	\$0	\$0	\$0
Expenses					
Civic Building Comprehensive Maintenance Reserve (CBCM)	\$10,000	\$0		\$24,400	\$48,800
Leisure Services Equipment Replacement Reserve			\$101,000	\$101,000	\$101,000
Preventative Maintenance	\$12,700	\$0		\$102,000	\$102,000
Operating Expenses	\$101,400	\$28,800	\$9,000	\$9200	\$9400
Stabilization Reserve	\$0	\$65,000	\$0	\$0	\$0
Total Expenses	\$124,100	\$93,800	\$110,000	\$236,600	\$261,200
Mill Rate Impact	\$93,800	\$93,800	\$110,000	\$236,600	\$261,200

In 2014, the mill rate impact will be \$93,800, which will emanate from a reallocation of funds from the existing 2014 operating budget. The Leisure Services Equipment Replacement Reserve contribution will begin in 2015 (\$101,000) which includes provision for the replacement of the artificial turf, lights, sound system, and score board. The CBCM contributions for the building will begin in 2016 (\$24,400) which can be phased in over 2 years (\$48,800 in 2017). With the SFI operating the facility, the operating cost to the City will be limited to staff assigned to assist the SFI with the overall operation of the SMF Field and auxiliary building. The overall mill rate impact for 2015 will be \$110,000. In 2016, it will be \$236,600, and in 2017, the mill rate impact will be \$261,200 if SFI were still to be the operator.

#### PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

The current users of the facility and identified users of the SMF Field have submitted letters supporting the SFI and their request to operate and manage the facility.

#### COMMUNICATION PLAN

The SFI is committed to operate the facility in a fair and equitable manner. Communication with users groups has already occurred, and the SFI will present information to the Holiday Park Community Association to ensure that there is open communication between the community and the operators of the facility.

#### ENVIRONMENTAL IMPLICATIONS

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

#### PRIVACY IMPACT

There are no privacy implications.

#### SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A Safety/CPTED review of this area was completed in April. The final report is pending.

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

Recreation and Sport will report back in fall 2014 with the governance details of the Reserve and how it will be monitored, allocated, and contributed to in the future.

#### PUBLIC NOTICE

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

#### **ATTACHMENTS**

- 1. City Administration's Review of the Saskatoon Football Inc. Business Plan
- 2 Key Terms for Memorandum of Agreement
- Written by: Roxane Melnyk, Supervisor, Facility Services

Reviewed by: <u>"Cary Humphrey"</u> Cary Humphrey Director of Recreation and Sport

Approved by: <u>"Randy Grauer"</u> Randy Grauer, General Manager Community Services Department Dated: "June 17, 2014"

Approved by: <u>"Murray Totland"</u> Murray Totland, City Manager Dated: <u>"June 18, 2014"</u>

S/Reports/RS/2014/COUNCIL Request to Operate Gordon Howe Bowl by Saskatoon Football Inc./kb

#### City Administration's Review of the Saskatoon Football Inc. Business Plan

#### Management Structure

- A full description of the roles and responsibilities of the Board of Directors and the Operations Committee.
- A conflict of interest policy.

#### Program Schedule

- A facility rental and community access policy for the SMF Field.
- Procedures on dispute resolution. Addressing conflict between users and potential new users, as well as concerns between users and SFI. How will allocation of the SMF Field occur when new users want access during prime-time hours?
- How are hourly rates applied to users? Determining hours of usage based on game time and/or time needed on the field or in the auxiliary building (warm-up time, game time and field time following the game).

#### Financial

• The SFI shall submit financial statement upon request of Community Services Department

#### **General Observations**

- During this entire project, the Administration has observed the interaction between the SFI and the other football agencies, as well as the relationships they have developed with the other sport organizations. The SFI is well liked and respected within the football community. They seem to be involved from the grass-root programs to the elite programs. Due to the diverse Board of Directors, they seem to not only have a link to the entire football community, but also a variety of other sport organizations.
- If SFI runs the SMF Field and the auxiliary building, the projected impact on the mill rate will be less than if the City was to run the facility. They are able to create and form partnerships with users groups and other agencies that will benefit the facility and maximize the usage of the facility.
- The SFI has submitted a Business Plan that still requires refinement. Over the last four months, they have been willing to meet with the Administration; they have accepted some recommendations and have made those changes. Some changes that have been recommended have not been accepted, and they feel passionate that they have a solid plan to move forward.
- The SFI has also acknowledged that they do not know everything on how to operate a facility and are willing to work with the City to ensure that the SMF Field and the auxiliary building are a success.

#### Key Terms For Memorandum of Agreement

#### Operations of the Saskatoon Minor Football Field

- 1. SFI shall manage and operate the Saskatoon Minor Football (SMF) Field, previously known as the Gordon Howe Bowl and the auxiliary building (premises) located at the Gordon Howe Complex.
- 2. SFI shall keep the facility clean and in a reasonable state of repair, according to City of Saskatoon (City) standards. This shall include maintaining the artificial turf, score board, lights and sound system, according to the standards provided in any operator's manuals.
- 3. SFI shall assume all costs in relation the operation and maintenance of the premises, on behalf of the City which shall be at the sole cost of SFI.
- 4. The SFI shall be solely responsible for the daily upkeep and maintenance of the auxiliary building and the SMF Field.
- 5. The SFI shall pay all electrical, gas, water rates, and other utility charges assessed against the premises.
- 6. SFI shall be responsible for acquiring and maintaining any necessary equipment required, other than the equipment purchased and supplied by the artificial turf supplier.
- 7. SFI shall ensure that the premises are available for public use at a reasonable cost, and the rental policy and rates must be approved by the City.

#### Terms of the Agreement

- 1. The Term of this Agreement is a three-year term commencing August 15, 2014, and ending December 31, 2016 (Term). At the expiration of the Term, SFI shall have three additional options to renew the Agreement for an additional five years, each subject to the following conditions:
  - a. SFI must demonstrate that users are being treated fair and equitably.
  - b. SFI must submit annual financial statements to the City.

#### City of Saskatoon Responsibilities

1. The City shall perform annual preventative maintenance on the auxiliary building. Preventative maintenance includes ensuring the continued proper operations of all mechanical and electrical systems, any activities required to maintain the interior and exterior structural integrity of the auxiliary building, including those activities to repair, replace, or refurbish fixtures and hardware.

- 2. The City shall establish an SMF Field Stabilization Reserve. The purpose of this Reserve is to set aside funds for the purpose of offsetting any operating deficits.
- 3. The City shall make the necessary contribution to the Comprehensive Building Maintenance Reserve.
- 4. The City shall be responsible for any life-cycle replacement of major program components of the premises.

#### General Terms and Conditions

- 1. Any improvements and renovations to the premises initiated by SFI must first receive written consent of the City.
- 2. The SFI may place signage on the premises to advertise a program, subject to receiving approval of any signage from the City.
- 3. The SFI shall not sell any naming rights for the premises without obtaining the prior approval of the City, in respect of any such naming rights.
- 4. The City shall not be liable for any injury or damage to the SFI, coaches, players, team officials, directors, officers, its agents, employees, customers, or invitees, as to any of its property while on the premises, regardless of the cause of such injury or damage, except such injury or damage, which may be caused by the negligence of the City, its agents, servants, or employees.
- 5. The SFI shall maintain and keep in force, during the Term of this Agreement, general liability insurance in an amount not less than \$5,000,000 in a form satisfactory to the City, which shall name the City as an additional insured.
- 6. There are the usual contract provisions requiring each party to indemnify one another for acts or omissions, to address providing notice to each party, and addressing amendments to the Agreement.



# STANDING POLICY COMMITTEE ON FINANCE

#### 2014 Annual Report – Saskatoon Board of Revision

#### **Recommendation of the Committee**

That the 2014 Annual Report of the Saskatoon Board of Revision be received as information.

#### History

At the June 1, 2015 Standing Policy Committee on Finance meeting, a report of the Saskatoon Board of Revision dated June 1, 2015 was considered.

#### Attachment

June 1, 2015 Report of the Chair, Saskatoon Board of Revision.



c/o City Clerk's Office 222 - 3rd Avenue North Saskatoon, SK S7K 0J5 ph 306•975•3240 fx 306•975•2784

May 7, 2015

His Worship the Mayor and Members of City Council

Dear Mayor Atchison and Members of City Council:

#### Re: 2014 Annual Report – Saskatoon Board of Revision (File No. CK. 430-77)

In accordance with the Board of Revision's Policy and Procedures, as Chair of the Board of Revision, I hereby submit the Board's 2014 Annual Report for City Council's information.

#### Background

Section 192 of *The Cities Act* provides for the establishment of a Board of Revision to deal with appeals arising from assessment procedures. The Board of Revision is set up as an independent administrative tribunal whose main function is to hear assessment appeals filed by any person or property owner.

Changes to legislation and decisions from the Court of Appeal have clearly established that the Board of Revision is the tribunal of record in the assessment appeal process. Persons wishing to appeal their assessments must present evidence before the Board of Revision to show that an error has been made. Appellants are precluded from presenting new evidence before the Saskatchewan Municipal Board, Assessment Appeals Committee, except in very minimal circumstances. Appeals before the Saskatchewan Municipal Board are based upon the record of the hearings before the Board of Revision.

Reassessments occur every four years and the year 2014 was the second year of reassessment based on property values for the Province of Saskatchewan as of January 1, 2011.

In 2009, the entire province of Saskatchewan moved to a results-based mass appraisal market system for most properties. Major changes for commercial, industrial and investment properties took place in the 2009 reassessment in that the Income Approach (Rental Income) to value was allowed. The move to an ends-based or results-based mass appraisal market system presented new challenges and issues for the Board of Revision, such as:

Page 2

- Additional training and hearing time was necessary to understand new concepts.
- More postponements and continuances of hearings were required to ensure that all of the necessary information was before the Board in a clear and understandable manner.
- Confidentiality matters impacted hearings, decision-writing, and record keeping.
- Hearings before the Board of Revision have become more complex.

An assessment appeal history for the years 2008-2014 is attached as Appendix D.

#### 2014 Composition of the Board

The 2014 Board of Revision consisted of 11 members as follows:

Board Chair:	David Gabruch
Panel Chair:	Adrian Deschamps
Panel Chair:	Raymond Lepage

<u>Members</u>: June Bold, Marvin Dutton, Maria Lynn Freeland, David Katzman, Randy Pangborn, Asit Sarkar, Patrick Thomson, and Dennis Will.

The development of the skills, knowledge and expertise of a Board of Revision requires considerable time, and as such, the Board encourages City Council to continue to consider the extension of appointments of Board members beyond the six-year maximum term, particularly in reassessment years.

#### Appeals and Hearings

In 2014, the Board received 176 Notices of Appeal. The Board commenced hearings on May 7, 2013, considering and rendering decisions on 119 appeals. Appendix A is a summary of results of appeals heard by the Board of Revision in 2014.

An extension of time beyond the legislated 180 days was granted by the Minister allowing the Board to complete its duties on August 1, 2014. All but 5 decisions were rendered in writing by this date. A further extension to April 30, 2015, was granted by the Minister to deal with the impact of five appeals launched by MacPherson Leslie Tyerman. These five files remain outstanding pending a Court of Queen's Bench application and ruling on the Board's July 25, 2014, direction to the Assessor.

One supplementary appeal (171-2014) is awaiting a Board of Revision decision following its hearing on April 23, 2015.

A summary of time put in by Board members for the years 2002 to 2014, is attached as Appendix B. The comparable year for the year 2014 would be 2010 (being the second year of a four-year cycle). It is important to note that the legislation now provides for the parties to an appeal to file an "agreement to adjust" with the Board of Revision Office; thereby, reducing the number of appeals that require a hearing.

#### Page 3

Decisions of the Board of Revision can be further appealed to the Assessment Appeals Committee, Saskatchewan Municipal Board (SMB). There were 106 decisions of the Board of Revision appealed to the SMB in 2014. The hearings for these appeals are currently being scheduled and it is expected that it will be some time until those decisions are rendered.

Appendix C provides a summary of results for the Board of Revision and the Assessment Appeals Committee, Saskatchewan Municipal Board, for the years 1997-2014.

#### Summary

Delays in 2014 imposed by the MLT files resulted in time extensions from the Minister, and as of this date, these files remain outstanding pending a Court of Queen's Bench application and ruling on the Board's July 25, 2014, direction to the Assessor.

The Board has undertaken to look at ways to improve efficiency and streamline the overall process. The necessary skills and knowledge of a Board member takes time to develop and the Board supports any consideration for reappointment of board members beyond the six-year maximum term, when necessary, particularly in a reassessment year.

As in past years, the Board wishes to commend the Board of Revision staff for its skill and knowledge. The expertise of the staff greatly contributes to the success experienced by the Board of Revision.

Yours truly,

David Gabruch, 2014 Chair Board of Revision

Attachments

- 1. Appendix A Board of Revision 2014 Appeals Summary
- 2. Appendix B Board of Revision Members' Summary of Time
- 3. Appendix C Board of Revision & Saskatchewan Municipal Board 1997-2014 Statistics
- 4. Appendix D Board of Revision 2008-2014 Assessment Appeal History

# APPENDIX A

# Board of Revision – 2014 Appeals Summary

\* An agreement to adjust the assessment is a document signed by the Assessor and the Appellant. It does not need to be ratified by the Board. The result is recorded as Adjusted in the City's CIS database.
\*\* Supp appeal 171 was heard in April together with the 2015 appeal on the same property and awaits a written decision; 5 MLT appeals remain outstanding pending a Court of Queen's Bench application and ruling on the Board's July 25, 2014 direction to the assessor.

# APPENDIX B

# Board of Revision – Members' Summary of Time (Breakdown by Task) Year 2 of the Reassessment Cycle

	2002	2006	2010	2014
No. of Appeals Received	280	169	109	176
No. of Appeals Heard	126	128	49	109
No. of Board Members	11	8	11	1
Total Hearing Days	68.5	64.5	46.5	40.5
Avg. Hearing Days/Person	6.23	8.06	4.23	3.68
Total Deliberation Days	33.75	21	16.5	13
Avg. Deliberation Days/Person	3.07	3.5	1.5	1.18
Total Preparation Days	29.5	23	20.5	15.5
Avg. Preparation Days/Person	2.68	2.88	1.86	1.41
Total Decision-Writing Days	68.5	57.5	21.5	33.5
Avg. Decision-Writing Days/Person	6.23	7.19	1.95	3.05
Total Days for all Tasks	200.25	166	105	102.5
Avg. of Days for all Tasks/Person	18.2	20.75	9.55	9.32

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# APPENDIX C

Board of Revision & Saskatchewan Municipal Board – 1997-2014 Statistics

\*Recent changes to The Cities Act allowed for an "Agreement to Adjust..." between the Assessor and the Appellant The agreement no longer has to be ratified by the Board and the result is recorded as "Adjusted" \*\*Note: Five appeals (MLT) are pending on a Court of Queen's Bench application and ruling on the Board's July 25, 2014 direction to the assessor

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# APPENDIX D

t Appeal History	
Assessment A	
- 2008-2014 /	
of Revision	
Board	

	2014	2013*	2012	2011	2010	2009*	2008
Appeals Received - Residential	2	76	7	13	1	58	10
Appeals Received - Condo Units	9	56	-	4	4	55	2
Appeals Received - Commercial	168	284	47	76	56	241	107
Appeals Received - Multi-Res	0	18	26	23	38	66	25
Appeals Received - Total	176	434	81	116	109	420	144
Total Appeals Dismissed - as per Legislation	2	22	<b>~</b>	5	5	13	с
Total Appeals Withdrawn - No Action Taken	32	104	37	25	32	179	32
Total with Assessment Adjusted through Agreement between Assessor and Appellant	24	121	28	35	22	137	4
Total with Assessment Adjusted through Board Hearing	56	57	9	9	32	29	61
Total with Assessment Sustained through Board Hearing	53	129	0	0	19	21	30
Total Appeals Pending Hearing (Court of Queen's Bench or Supp)	9						



## STANDING POLICY COMMITTEE ON FINANCE

#### Contract Award Report – January 1 to April 30, 2015 Contracts between \$50,000 and \$75,000

#### Recommendation of the Committee

That the report of the CFO/General Manager, Asset & Financial Management Department, dated June 1, 2015, be received as information.

#### History

At the June 1, 2015 Standing Policy Committee on Finance meeting, a report of the CFO/General Manager, Asset & Financial Management Department dated June 1, 2015 was considered.

#### Attachment

June 1, 2015 Report of the CFO/General Manager, Asset & Financial Management.

#### Contract Award Report – January 1 to April 30, 2015 Contracts between \$50,000 and \$75,000

#### Recommendation

That the report of the CFO/General Manager, Asset and Financial Management Department, dated June 1, 2015, be forwarded to City Council for information.

#### **Strategic Goal**

This report supports the Strategic Goal of Asset and Financial Sustainability through the open, accountable, and transparent disclosure of the award of contracts.

#### Report

In accordance with Council Policy No. C02-030, Purchase of Goods, Services and Work, the Administration is required to report three times a year on the award of contracts and requests for proposals between \$50,000 and \$75,000. Attachment 1 is a detailed list of the competitive contract awards, and Attachment 2 is a detailed list of the sole source contract awards, both for the period January 1, 2015 to April 30, 2015.

#### **Other Considerations/Implications**

There are no policy, financial, environmental, privacy, or CPTED implications or considerations.

#### Due Date for Follow-up and/or Project Completion

The next contract award report will be tabled with City Council in October 2015, outlining the award of contracts and request for proposals for the period May 1, 2015 to August 31, 2015.

#### **Public Notice**

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

#### Attachments

- 1. Competitive Contract Award Report January 1, 2015 to April 30, 2015
- 2. Sole Source Contract Award Report January 1, 2015 to April 30, 2015

#### **Report Approval**

Written by:	Linda Leedahl, Purchasing Services Manager
Reviewed by:	Linda Rauckman, Director, Materials Management
Approved by:	Kerry Tarasoff, CFO/General Manager, Asset & Financial
·	Management Department

Contract Award Report Jan to Apr 2015.docx

Date	Project Title	Department	<u>Contractor/Supplier</u>	Contract Amt
15/01/20	Ditch Witch Teeth	<b>Transportation &amp; Utilities</b>	Brandt Tractor Ltd.	\$ 50,550.00
15/01/29	VMWare Server & Support Renewal	Police	Esti Consulting Services	\$ 51,299.31
15/02/26	Supply of Sodium Hypochlorite	Transportation & Utilities	Cleartech	\$ 52,000.00
15/04/10	IBM Flex System	Corporate Performance	Anisoft Group Inc.	\$ 52,463.40
15/04/15	1,950 lb Operating Capacity Skid Steer	Asset & Financial Mgmt.	Earthworks Equipment Corp.	\$ 53,016.70
15/01/20	Central Ave Streetscape Ph 2 - Benches	Community Services	Metalshapes Manufacturing Saskatoon	\$ 53,256.00
15/04/15	Grinder Cutter Cartridge	Transportation & Utilities	Mequipco Ltd.	\$ 55,238.99
15/03/31	Underbody Scrapers	Asset & Financial Mgmt.	Fort Garry Industries Ltd.	\$ 55,440.00
15/04/15	W & S Pipe B.O.	<b>Transportation &amp; Utilities</b>	Wolseley Waterworks	\$ 56,000.00
15/02/28	Consulting - Kensington Pond 3 Landscaping	Asset & Financial Mgmt.	Associated Engineering	\$ 56,721.00
15/03/17	72" Outfront Rotary Mowers	Asset & Financial Mgmt.	Clarks Supply & Service Ltd.	\$ 56,980.00
15/04/16	Summer Trucking Assistance	<b>Transportation &amp; Utilities</b>	Black Dog Excavating	\$ 57,000.00
15/01/26	Courier Services B.O Regular Mail Run	Asset & Financial Mgmt.	Quick Delivery Services Inc.	\$ 59,000.00
15/04/02	Rehabilitation of Bus Stop at Confederation Drive	Transportation & Utilities	ULS Maintenance & Landscaping Inc.	\$ 59,128.88
15/02/19	Traffic Cones	Transportation & Utilities	Guardian Traffic Services Ltd.	\$ 60,285.50
15/04/09	Amonina Hydroxide	<b>Transportation &amp; Utilities</b>	Cleartech	\$ 66,417.75
15/04/27	Hydrants	Transportation & Utilities	Wolseley Waterworks	\$ 67,870.00
15/04/01	11ft 4WD Rotary Mower	Asset & Financial Mgmt.	Cervus Equipment	\$ 69,025.00
15/02/26	Street Light Fixtures	Transportation & Utilities	Agency One Lighting Inc.	\$ 69,630.00
15/04/30	2015 Parking Meter Upgrades	Community Services	Barclay Development Inc.	\$ 70,764.96
15/03/18	Custodial Services	Asset & Financial Mgmt.	Erical Cleaning Services	\$ 71,000.00
15/02/19	Linus, Apache, MySQL & PHP (Lamp) Support	Corporate Performance	Horizon Computer Solutions Inc.	\$ 75,000.00

Policy Section 4.3(a): Proprietary rights (sole authorized distributor). This equipment is the City standard.	been set that is compatible with the Advanced Metering Infrastructure project approved           15/02/11         Haworth Office Furnishings B.O.         Asset & Financial Mgmt.         HB	Image: 15/01/12       Image: Image Image: Image: Imag	Policy Section 4.3(b): Standardization/compatability. This equipment is the standard that has been set for the Advanced Metering equipment that was approved by Council in June 2014.	15/02/10 AMI Modules & Handheld Devices	Policy Section 4.3(b): Standardization/compatability (upgraded existing equipment). In and must tie into the existing equipment.	15/04/23 WTP Security System Maintenance & Expansion Transportation & Utilities	which is a division of Agrium Advanced Technologies and is the sole distributor for Western Canada.		exclusive distributor for Canada.	Policy Section 4.3(a): Proprietary rights (sole authorized distributor). The taser supplies must be sole sourced as the distributor is the	15/02/27 Taser Supplies	will be extended until Service Saskatoon 311.	Policy Section 4.3(b): Standardization/compatability (upgraded existing equipment). T	15/03/06 Interactive Voice Reponse Upgrade	special tilt deck trailers that were required to transport buses.)	Policy Section 4.3(a): Proprietary rights. Transportation charges for used buses that were purchased from Calgary. (Provider had the	15/02/03 Transportation Charges	Date Project Title
stributor). This equipme	astructure project appro Asset & Financial Mgmt.	Transportation & Utilities 's for Meter Replacemen	equipment is the standa	Transportation & Utilities	ded existing equipment	Transportation & Utilities	stributor). This mosquit s the sole distributor for	Community Services		stributor). The taser su	Police	-	ded existing equipment	Asset & Financial Mgmt.	?S.)	rges for used buses that	Transportation & Utilities	<u>Department</u>
nt is compatible with the existing equipment which is	oved by City Council in June 2014. HBI Office Plus Inc	Elster Metering It Program). These meters are the standa	rd that has been set for the Advanced M	Elster Metering	<ol> <li>This is an addition to our current security system</li> </ol>	Bri	o control chemical must be purchased in r Western Canada.	Nu-Gro Ltd.		oplies must be sole sourced as the distri	M.D. Charlton Company Ltd		<ol><li>This equipment has been in place since 2005 and</li></ol>	Selectron Technologies Inc.		at were purchased from Calgary. (Provid	Holco Holdings Ltd.	Contractor/Supplier
ment which is	\$ 75,000.00	\$ 72,416.91 ard that has	letering	\$ 63,368.44	urity system	\$ 60,000.00		\$ 57,200.00		ibutor is the	\$ 54,791.41		Ice 2005 and	\$ 50,700.00		der had the	\$ 50,600.00	Contract Amt



# STANDING POLICY COMMITTEE ON FINANCE

#### Key Risks and Risk Based Management Update

#### **Recommendation of the Committee**

- 1. That the information be received; and
- 2. That the Corporate Risk Committee report further on key corporate risks as identified in Attachment 3 and that there be an overall ongoing review and report back to the Standing Policy Committee on Finance in November 2015, prior to 2016 audits.

#### History

At the June 1, 2015 Standing Policy Committee on Finance meeting, a report of the CFO/General Manager, Asset & Financial Management Department dated June 1, 2015 was considered.

#### Attachment

June 1, 2015 Report of the CFO/General Manager, Asset & Financial Management.

### Key Risks and Risk Based Management Update

#### Recommendation

That the Standing Policy Committee on Finance recommend to City Council:

- 1. That the information be received; and
- 2. That the proposed Key Corporate Risks list be approved.
- 3. That the Corporate Risk Committee report further on the high priority key corporate risks in due course.

#### **Topic and Purpose**

This report delivers the City of Saskatoon's (City) key corporate risks, and an update on the implementation of City Council's Risk Based Management Policy, including a Risk Based Management Vision and Principles Statement, process summaries, and a risk rating and ranking system.

#### **Report Highlights**

- 1. The Administration has created a Corporate Risk Committee to administer the Risk Based Management Program.
- 2. PwC has assisted the Administration with identifying the key corporate risks.
- 3. The Administration has ranked the risks based on likelihood and impact.
- 4. Next steps for management of key corporate risks.

#### **Strategic Goal**

This report supports the long-term strategy of creating and encouraging a workplace culture of continuous improvement that encourages innovation and forward-thinking under the strategic goal of Continuous Improvement. This is done by implementing Council Policy C02-040 Corporate Governance - Risk Based Management and by setting a positive and proactive risk management culture for the Administration through the adoption of critical risk information, and identification, rating and ranking, and mitigation tools for the Administration.

#### Background

At its meeting of August 21, 2014, City Council adopted Policy C02-040, Corporate Governance - Risk Based Management, to ensure that the City's key corporate risks are identified, managed and reported. At its meeting of December 15, 2014, City Council also approved a five-year contract with PricewaterhouseCoopers (PwC) as its new Risk Based Internal Audit provider.

The City's Risk Based Management Program was designed to identify the City's key risks, and ensure that the Administration is working on plans to mitigate these risks in order to raise the likelihood of reaching its goals. The internal audit services contract awarded to PwC included identification of the City's risks, and is intended to focus the audit plan on the City's most pressing risks.

#### Report

Risk Based Management Program

The City's risk management program includes the:

- adoption of the Risk Based Management Policy;
- establishment of a structure to implement and monitor the policy and program;
- identification of the organization's key risks;
- development of a recommended audit plan; and
- development of a response from the Administration to the key risks and audit plan.

A Corporate Risk Committee (CRC) was established to implement and manage the program.

The CRC (comprised of the City Manager, General Managers (four), City Solicitor, Director of Government Relations, Fire Chief, Police Chief and Director of Corporate Risk) has been established to oversee the implementation of the Policy. The CRC has adopted Terms of Reference (Attachment 1) which establishes its key responsibilities as implementing the Policy and creating a positive and productive risk management culture within the organization. In addition, it has developed a Risk Management Vision and Principles statement and documents (Attachment 2) that will assist the Administration in the consistent and efficient management of the City's risks, and, in conjunction with PwC, the Risk Assessment Matrix to ensure consistency of risk information across the corporation.

#### Key Corporate Risk Identification

PwC has assisted the Administration with identifying the key corporate risks through interviews with Councillors and the Administration, and will develop its proposed internal audit plan based on these risks. These corporate risks were categorized in the following areas:

- Infrastructure and Operations
- Financial
- Information Technology
- Stakeholder
- Business Continuity

In addition, these risks were categorized by organizational impact. A Tier 1 risk is defined as one that has an organization-wide impact, whereas a Tier 2 risk is more concentrated at the departmental level.

#### Key Risk Ranking

The key corporate risks were reviewed and confirmed by the Administration. The CRC ranked and prioritized these risks using a risk assessment matrix that assesses the likelihood of impact and the risk. This prioritized list of risks (Attachment 3) will give the Administration direction and focus to prioritize its risk management efforts. The list will be reviewed and updated on an ongoing basis, both by internal audit and the Administration.

#### Next Steps for the Risk Based Management Program

The CRC will assess current risk mitigation strategies and will confirm or develop plans aimed at mitigating risks to an agreed upon level of tolerance. All risks identified on the list will be assigned to the appropriate department and monitored for enhanced mitigation needs and opportunities. Efforts will be focused on all items on the risk list, however, particular attention will be given to the higher priority items.

A proposed internal audit plan will be developed and submitted to the Standing Policy Committee on Finance by PwC for approval, based on this prioritized list of risks.

#### **Communication Plan**

A variety of tools will be used to effectively communicate the City's Risk Based Management Program. The communication tools will include, but may not be limited to, the following:

- A news release will be issued to highlight the implementation of the Risk Based Management Policy and Program. The information will be further promoted on the City's social media sites including Twitter and Facebook.
- To ensure transparency, an online presence on the City's website will be created (under City Hall). The webpage will include *Frequently Asked Questions* about the Risk Based Management Policy and Program, along with regular updates on the City's progress.
- Future reports to Committees of Council will identify and report on risk management efforts particularly related to those on the prioritized list of risks.

#### **Other Considerations/Implications**

There are no policy, financial, environmental, privacy, CPTED or other implications, and there are no options to the recommendation.

#### Due Date for Follow-up and/or Project Completion

An internal audit plan will be submitted to the Standing Policy Committee on Finance by PwC for approval. Periodic updates on the Risk Based Management Program and results of the internal audits will be reported to the Standing Policy Committee on Finance as required.

#### Attachments

- 1. Terms of Reference
- 2. Risk Management Vision, Principles, Decision Tree, and Process Cycle
- 3. Key Corporate Risks

#### **Report Approval**

Written by:	Wayne Bischoff, Director of Corporate Risk
Reviewed by:	Kerry Tarasoff, CFO/General Manager, Asset & Financial
-	Management Department
Approved by:	Murray Totland, City Manager, Chair CRC

Key Risks\_RBM Update.docx

#### **TERMS OF REFERENCE**

City of Saskatoon Corporate Risk Committee (the "Committee")

#### Mandate of the Committee

The Committee's mandate is to promote a proactive risk management practice and culture within the City of Saskatoon (City) so as to assist with the achievement of corporate goals through the timely identification and effective treatment of corporate risk.

#### **Composition of the Committee**

The Committee shall consist of the City Manager, General Managers (four) of each department, City Solicitor, Director of Government Relations, Fire Chief, Police Chief, and Director of Corporate Risk. The City Manager shall be the Chair of the Committee.

#### **Duties and Responsibilities of the Chair**

The Chair shall:

- 1. Ensure that the Committee is properly organized and functions effectively to fulfil its responsibilities;
- 2. Determine the frequency of meetings;
- 3. Ensure that agendas and related materials are prepared and distributed; and,
- 4. Deliver the annual Risk Reports to Council and the Standing Policy Committee on Finance.

#### **Duties and Responsibilities of the Committee**

The Committee is responsible to ensure that the City Administration implements processes and policies for the proactive identification, assessment, evaluation, treatment and ongoing review of the City's strategic, business and enterprise wide risks, and to ensure effective and timely communication of risk information throughout the corporation.

The Committee shall:

- 1. Direct the City's risk management practice, and in particular ensure compliance with Council Policy C02-040, Corporate Governance, Risk Based Management (copy attached);
- 2. Promote and develop a common "risk aware and risk smart" culture within and across all operations of the City;

- 3. Initiate and oversee a complete corporate risk assessment every two years, or earlier if required;
- 4. Ensure the timely recording and reporting of the City's risk in Risk Statements;
- 5. Review, on a quarterly basis, the City's corporate risk statements to ensure they reflect a comprehensive and complete summary of the City's significant strategic, business and enterprise wide risk and provide timely and effective plans for the mitigation of risks identified therein;
- 6. Prepare, in conjunction with City Council, a Risk Appetite statement for the City, and develop risk appetite and tolerance policies to provide direction for departmental risk administration practices;
- 7. Review annually:
  - a. the City's Risk Based Management process framework and reporting methodologies;
  - b. The City's risk appetite and tolerance statements and guidelines;
  - c. the relationship between the operation of Business Planning, the Risk Based Management program and the Internal Audit Program;
  - d. the City's annual insurance program, including the risk retention philosophy and potential exposure levels;
  - e. the city's business continuity planning and emergency measures planning;
  - f. any litigation, claim or contingency that could have a material impact on the financial position of the City, or that could have a material impact on public perception of the City; and,
- 8. Develop and implement such further policies and procedures as may be deemed necessary or desirable to improve the practice of effective and efficient risk management throughout the City.

#### Reporting

The Committee shall receive information and recommendations related to risk management from its members and administration, make decisions directing management of corporate risk, and report annually to the Standing Policy Committee on Finance and Council with a summary of risk management activity for each calendar year.

<b>POLICY TITLE</b>	ADOPTED BY:	<b>EFFECTIVE DATE</b>
Corporate Governance – Risk Based Management	City Council	August 21, 2014
<b>ORIGIN/AUTHORITY</b> Standing Policy Committee on Finance Report 8.3.2.1	<b>CITY FILE NO.</b> <i>CK. 1600-37</i>	PAGE NUMBER 1 of 5

#### 1. <u>PURPOSE</u>

- 1.1 To ensure that the City:
  - a) is protected from the negative effects of risk to the fullest extent possible; and
  - b) realizes maximum positive results from its activities and efforts.

#### 2. <u>DEFINITIONS</u>

- 2.1 <u>Risk</u> means uncertainty about whether a risk event that has the potential to significantly affect the goals and objectives of the City will result in a gain or loss in the achievement of the corporate goal or objective;
- 2.2 <u>Risk Based Management</u> (RBM) means a systematic, proactive and ongoing process to understand and manage risk, and to communicate risk information throughout the City, which contributes positively to the achievement of corporate objectives, and as further described in Appendix A hereto;
- 2.3 <u>Risk Event</u> means an event arising out of the activities or operations of the City that gives rise to uncertainty about whether the goal or objective will be achieved;
- 2.4 <u>Risk Management</u> means avoiding, accepting, transferring or treating the uncertainty arising from a risk event to minimize the negative impact of the risk event and increase the likelihood of achieving the goal or objective, by reducing the negative outcomes of risk events and enhancing the positive outcomes of intelligent risk taking;

POLICY TITLEEFFECTIVE DATE:PAGE NUMBERCorporate Governance – Risk Based ManagementAugust 21, 20142 of 5

2.5 <u>Risk Tolerance Level</u> - means a level of negative risk event outcome that is acceptable in the particular operations of the City.

#### Implementation of the Policy

3. <u>POLICY</u>

#### 3.1 <u>Policy Statement</u>

The City shall adopt a process to manage the City's enterprise level risk, entitled RBM as described herein and the Schedules attached hereto. Administration shall embed into corporate operations and reporting a systematic, proactive and ongoing process to understand and manage risk and uncertainty, and to communicate risk information throughout the City, which will contribute positively to the achievement of corporate objectives.

#### 3.2 Policy Principles

The RBM process shall:

- a) create value for the City;
- b) be an integral part of organizational processes;
- c) be an integral part of decision making;
- d) explicitly address uncertainty;
- e) be systematic, supported and timely;
- f) be based on the best available information;
- g) be tailored to the City's specific needs;
- h) take human and cultural factors into consideration;
- i) be transparent and inclusive;
- j) be dynamic, iterative and responsive to change;
- k) facilitate continuous improvement of management practices; and
- I) enhance achievement of the goals of the organization.

[Based on the ISO 31000 Risk Management Standard.]

C02-040

POLICY TITLE	EFFECTIVE DATE:	PAGE NUMBER
Corporate Governance – Risk Based Management	August 21, 2014	3 of 5

#### 3.3 The City of Saskatoon RBM Process Outcomes

- a) Management decisions shall be taken with the support of systematically obtained and organized risk and uncertainty information to ensure effective and efficient use of City resources.
- b) All risks that have the potential to significantly impede the achievement of corporate goals and objectives shall be identified, analysed, treated, and disclosed when reporting to Administration, Council or Committees.
- c) The integration of RBM into all operations of the City will be supported by a corporate philosophy and culture that actively supports and encourages all employees to systematically and proactively manage risk using the RBM system, and to take a "risk smart" approach to managing all risk inherent in City activities.
- d) RBM will be integrated into short, medium and long term strategic and business planning, including budget planning, and ongoing operations of the City, and will be consistently applied to the development and implementation of policy, programs, plans and future directions for the City.
- e) The RBM process shall be reviewed and benchmarked against risk management best practices, and this policy shall be reviewed and updated by Council at appropriate intervals.

#### 3.4 <u>Reporting</u>

- All reports and presentations to Council or Committees made by Administration shall consider and disclose all significant risks arising from activities or recommendations contained in the report.
   It is not acceptable to protect Council from bad news by concealing risks.
- b) Use of common language and terms outlined in the RBM documents shall be used when disclosing risk and uncertainty to Administration, Council or Committees.

C02-040

POLICY TITLE	EFFECTIVE DATE:	PAGE NUMBER
Corporate Governance – Risk Based Management	August 21, 2014	4 of 5

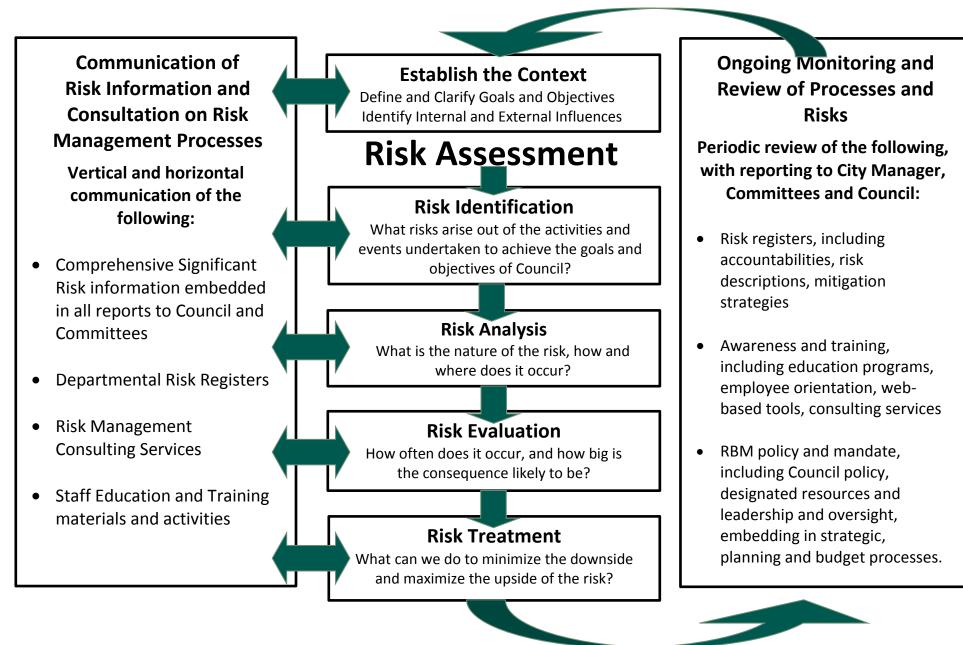
#### 3.5 <u>Risk Tolerance</u>

- a) Council, in consultation with the City Manager, shall set risk tolerance levels for the corporation. Risk tolerance levels will be set in consideration of relevant legislated requirements, corporate goals and objectives, and the principles and processes outlined in this policy.
- b) All City employees shall carry out their obligations within approved risk tolerance levels.

#### 4. <u>RESPONSIBILITIES</u>

- 4.1 <u>City Council</u> shall be responsible to set and review risk management policy.
- 4.2 <u>The City Manager</u> shall be responsible for risk management throughout the corporation of the City.
- 4.3 <u>The City Manager</u> may further delegate particular risk management duties as defined in the RBM procedures attached hereto.
- 4.4 <u>All City employees</u> shall be responsible for management of risk and uncertainty within the scope of their duties, and shall comply with requirements of the RBM system. Management of particular risks shall be assigned to the person most aware of, and best able to manage, the particular risk.

# **Risk Based Management Model**



Appendix "A"

#### **RISK MANAGEMENT VISION**

We know what our risks are, and we are accountable to actively manage them.

#### **RISK MANAGEMENT PRINCIPLES**

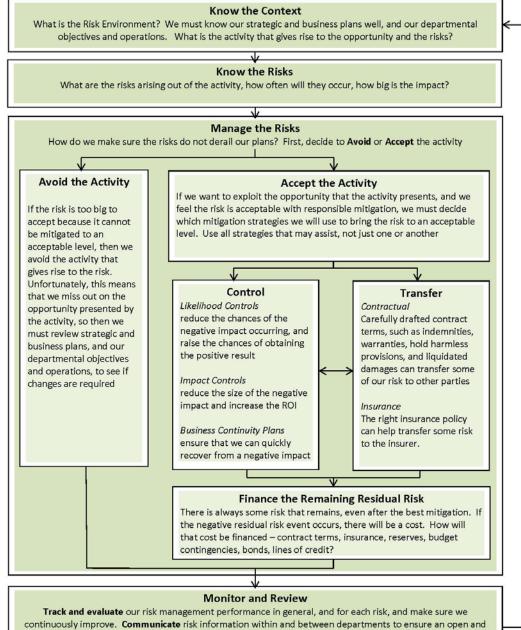
- 1. We understand that risk is inherent is everything we do, and we manage risk to achieve our goals.
- 2. We accept risks that cannot be avoided or transferred, and we actively measure, manage and monitor those risks.
- 3. We share a common language for risk, and we track and continuously improve our risk management performance.



#### Page 422



#### **Risk Based Management Decision Tree**



continuously improve. **Communicate** risk information within and between departments to ensure an open and accountable risk culture, and an up to date risk register that truly reflects our risk environment. That way, we can be sure we are making the most of our opportunities.

# Key Corporate Risks

May 2015 - Ranked

Tier	Risk	Risk	Priority
	Туре		Ranking
1	FIN	The lack of regional growth plan that includes all of the city's neighbors could restrict the city's growth in the future.	High
1	FIN	There may be limitations on non-property tax revenue options and taxing powers, resulting in an over-reliance on property tax.	High
1	InfOp	The current investment in infrastructure renewal and maintenance over the last ten years may not have been adequate. Some areas need fresh infrastructure investment: <b>Roads</b>	High
2	InfOp	While making capital investment decisions, adequate funding for asset lifecycle costs may not be getting identified.	High
1	InfOp	The City carries the risk of over/under investing within its future infrastructure and not being aligned to economic scenario within the city/province.	High
1	InfOp	The City may not be delivering expected level of services to citizens or internal stakeholders: <b>Transit</b>	High
1	InfOp	The current investment in infrastructure renewal and maintenance over the last ten years may not have been adequate. Some areas need fresh infrastructure investment: Transit	High
1	InfOp	The City may not be delivering expected level of services to citizens or internal stakeholders: <b>IT</b>	High
1	InfOp	The City may not have adequate business continuity planning and or emergency preparedness in place.	High
1	IT	Some IT systems and hardware may be outdated resulting in in inability to meet business needs.	High
1	InfOp	The current investment in infrastructure renewal and maintenance over the last ten years may not have been adequate. Some areas may need fresh infrastructure investment: <b>Fleet Management</b> (snow clearing, garbage collection, etc.)	Medium
1	FIN	The current budgeting process may make it difficult to see the "big picture" and identify priority based funding. A good understanding of what is needed for baseline operations and what's considered as an add-on may not exist.	Medium
1	IT	There may be a lack of a clear IT strategy for the organization which may result in higher IT costs and inability for IT to function as an enabler.	Medium
1	InfOp	The City may not be delivering expected level of services to citizens or internal stakeholders: <b>Road Maintenance</b>	Medium

## Key Corporate Risks

May 2015 - Ranked

Iter         Type         Ranking           1         ENV         City may be lacking a clearly articulated strategy on how to manage climate change related risks.         Medium           1         InfOp         The City may not be delivering expected level of services to citizens or internal stakeholders: Snow Removal         Medium           1         InfOp         The current succession planning and leadership development may not be adequate considering ageing workforce and staff turnover.         Medium           1         InfOp         The current investment in infrastructure renewal and maintenance over the last ten years may not have been adequate. Some areas need fresh infrastructure investment: Park and Recreation Facilities         Medium           1         ITT         Financial and operational systems are not well integrated which makes is difficult to make data based decisions (asset management, maintenance, ERP, HR Systems etc.)         Medium           1         InfOp         The current investment in infrastructure renewal and maintenance over the last ten years may not have been adequate. Some areas need fresh infrastructure investment: Sidewalks         Medium           1         InfOp         The City may lob be delivering expected level of services to citizens or internal stakeholders: Garbage Collection         Medium           1         InfOp         Infacquate management of privacy and security of information may be a risk. Data management may be insecure due to use of cloud services.         Low <td< th=""><th></th><th>Risk</th><th>May 2015 - Ranked</th><th>Priority</th></td<>		Risk	May 2015 - Ranked	Priority
1         ENV         City may be lacking a clearly articulated strategy on how to manage climate change related risks.         Medium           1         InfOp         The City may not be delivering expected level of services to citizens or internal stakeholders: Snow Removal         Medium           1         InfOp         Current succession planning and leadership development may not be adequate considering ageing workforce and staff         Medium           1         InfOp         The current investment in infrastructure renewal and maintenance over the last ten years may not have been adequate. Some areas need fresh infrastructure investment: Park and Recreation Facilities         Medium           1         InfOp         Financial and operational systems are not well integrated which makes is difficult to make data based decisions (asset management, maintenance, ERP, HR Systems etc.)         Medium           1         InfOp         The current investment in infrastructure renewal and maintenance over the last ten years may not have been adequate. Some areas need fresh infrastructure investment: Sidewalks         Medium           1         InfOp         The City may not be delivering expected level of services to citizens or internal stakeholders: Carbage Collection         Medium           1         InfOp         The City may not be delivering expected level of services to citizens or internal stakeholders: Carbage Collection         Medium           1         InfOp         The City may not be delivering expected level of services.         M	Tier		Risk	
1       ENV       manage climate change related risks.       Medium         1       InfOp       The City may not be delivering expected level of services to citizens or internal stakeholders: Snow Removal       Medium         1       PEOP       Current succession planning and leadership development may not be adequate considering ageing workforce and staff turnover.       Medium         1       InfOp       The current investment in infrastructure renewal and maintenance over the last ten years may not have been adequate. Some areas need fresh infrastructure investment:       Medium         1       InfOp       Financial and operational systems are not well integrated which makes is difficult to make data based decisions (asset management, maintenance, ERP, HR Systems etc.)       Medium         1       InfOp       The current investment in infrastructure renewal and maintenance over the last ten years may not have been adequate. Some areas need fresh infrastructure investment: Sidewalks       Medium         1       InfOp       The City may not be delivering expected level of services to citizens or internal stakeholders: Garbage Collection       Medium         1       InfOp       The City may not be delivering apbetween citizens and the city may be leading to disatisfaction with services.       Medium         1       InfOp       The condition magement and retention strategies.       Medium         2       PEOP       Extending to dissatisfaction with services.       Low			City may be lacking a clearly articulated strategy on how to	
1         InfOp citizens or internal stakeholders: Snow Removal         Medium           1         PEOP         Current succession planning and leadership development may not be adequate considering ageing workforce and staff turnover.         Medium           1         InfOp         The current investment in infrastructure renewal and maintenance over the last ten years may not have been adequate. Some areas need fresh infrastructure investment: Park and Recreation Facilities         Medium           1         IT         Financial and operational systems are not well integrated which makes is difficult to make data based decisions (asset management, maintenance, ERP, HR Systems etc.)         Medium           1         IT         The current investment in infrastructure renewal and maintenance over the last ten years may not have been adequate. Some areas need fresh infrastructure investment: Sidewalks         Medium           1         InfOp         The City may not be delivering expected level of services to citizens or internal stakeholders: Garbage Collection         Medium           1         InfOp         The City may not be delivering ap between citizens and the city may be a risk. Data management may be insecure due to use of cloud services.         Low           2         PEOP         With the economic growth of the province, the City may be experiencing a high degree of staff turnover which may require better talent management and retention strategies.         Low           1         InfOp         The City may not be delivering expected level of services	1	ENV		Medium
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## Key Corporate Risks

#### May 2015 - Ranked

Tier	Risk	Risk	Priority Banking
	Туре		Ranking
2	InfOp	The lack of integrated Asset Management approach and systems may be affecting the overall process of asset maintenance.	Low
1	InfOp	The City may not be delivering expected level of services to citizens or internal stakeholders: <b>Buildings</b>	Low
2	ENV	Absence of CO2 reduction initiatives (environmental impact assessments, landfill emissions assessment, green energy initiatives) may lead to a bigger than expected carbon footprint.	Low
2	FIN	Strategic initiatives may not be reviewed for key risks during the business case evaluation in a structured and comprehensive way.	Low
2	FIN	Procurement activities may not be in adherence with policies and procedures, especially with respect to sole source contracts.	Low
2	ENV	City may need to do more to create community awareness with respect to increase awareness, educate and change peoples' attitude about carbon footprint especially since greenhouse gas emissions mostly come from residents.	Low

InfOp = Infrastructure/Operations FIN = Financial IT = Information Technology STK = Stakeholder ENV=Environmental BusCont = Business Continuity PEOP = People



## STANDING POLICY COMMITTEE ON TRANSPORTATION

#### **Corridor Study Selection Process AND Inquiry Councillor Olauson-Traffic Conditions McKercher-8th Street to Boychuk**

#### **Recommendation of the Committee**

- 1. That the Administration be directed to draft a policy pertaining to the selection of corridors requiring transportation functional planning studies based on the selection process outlined in this report; and
- 2. That the policy be reviewed upon approval of City Council of the Active Transportation Master Plan and Growing Forward! Shaping Saskatoon Plan (Growth Plan).

#### History

At the June 2, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated June 2, 2015 was considered.

#### Attachment

June 2, 2015 Report of the General Manager, Transportation & Utilities

#### **Corridor Study Selection Process AND Inquiry Councillor Olauson-Traffic Conditions McKercher-8th Street to Boychuk**

#### Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:

- 1. That the Administration be directed to draft a policy pertaining to the selection of corridors requiring transportation functional planning studies based on the selection process outlined in this report; and
- 2. That the policy be reviewed upon approval of City Council of the Active Transportation Master Plan and Growing Forward! Shaping Saskatoon Plan (Growth Plan).

#### **Topic and Purpose**

This report identifies the criteria and process used to select and prioritize the Arterial street corridors requiring transportation functional planning studies. The studies are intended to develop a comprehensive transportation plan for Arterial streets.

#### **Report Highlights**

- 1. The objective of a corridor study is to develop a comprehensive transportation plan for Arterial streets to address immediate improvements required, as well as staged improvements required to meet increased transportation demand over a period of time.
- 2. The scope of work and schedule for a typical corridor study is provided.
- 3. A formal process has been developed to select and prioritize Arterial street corridors for transportation functional planning studies. The prioritization process considers the following: crashes, traffic volumes, capacity of the corridor, and coordination with other initiatives. A detailed list of corridor study candidates is included with this report.

#### **Strategic Goal**

This report supports the Strategic Goal of Moving Around by improving the safety of all road users (pedestrians, cyclists, and drivers), and helps provide a great place to live, work, and raise a family.

#### Background

Through the Administration's work on the Neighbourhood Traffic Reviews, numerous issues have been raised by residents regarding Arterial streets such as 8<sup>th</sup> Street, 33<sup>rd</sup> Street, Clarence Avenue, etc. As the mandate of the Neighbourhood Traffic Reviews is to address Local and Collector streets within neighbourhoods, another process is required to address Arterial streets.

The City is experiencing a high growth in population. Therefore, to plan for future growth and maximize the existing Arterial streets to provide movement of people safely through the corridor, the functional plan is an important tool that provides a long-term transportation plan that is systematically implemented over time as required.

The following inquiry was made by Councillor E. Olauson at the meeting of City Council held on September 9, 2013:

"Would the Administration conduct a review of the traffic conditions along McKercher Drive (from 8<sup>th</sup> Street to Boychuk Drive) with the intent to identify options to improve safety and that the Administration also advise Council on the resources and timeline to do so."

#### Report

#### Corridor Study Details

The primary objective of a corridor study is to develop a comprehensive transportation plan for a street corridor. The transportation plan will typically identify the following:

- Immediate improvements required to address existing transportation demand and improve safety.
- Staged improvements required over a period of years to meet future transportation demand along the corridor.

The following general transportation components are addressed in a transportation plan:

- Intersection capacity
- Number of lanes
- Type of traffic control (signals vs. signs)
- Access management
- Pedestrian accommodation
- Safety for all road users, including drivers, cyclists, and pedestrians, at both intersections and in the corridor
- Type of intersection (conventional vs. roundabout)

#### Corridor Study Scope and Typical Schedule

A scope of work and schedule for a corridor study is as follows:

No.	Project Items	Duration	
1	Preliminary Data Collection – traffic and pedestrian counts	2 months	
2	Analysis of Existing Conditions	1 month	
3	Public Meeting – present existing condition analysis and collect issues 1 month		
4	Additional Data Collection – traffic counts, pedestrian counts 2		
5	Public Meeting – present recommendations for feedback 1 mo		
6	Refinement of Recommended Plan for:	2 months	
	Short-term improvements		
	10 Year Plan		
7	Plan Presented to Standing Policy Committee on Transportation and City	2 months	
	Council		
8	Inform residents/businesses along corridor of final plan	1 month	

#### Prioritization Criteria and Process

Arterial street corridors will be prioritized based on safety, capacity review and coordination with other projects as follows:

1. Crash Rates:

Crash rates for roadway segments are normally expressed in terms of crashes per 100 million vehicle-kilometers. Attachment 1 provides further information provided by the Institute of Transportation Engineer on the definition of crash rates.

2. Capacity review:

A high-level comparison of existing traffic volumes over theoretical capacity for the Arterial streets will be calculated. An Arterial street that has six-lanes and a posted speed limit of 60km/h has theoretical capacity of approximately 30,000 daily trips. Dividing the actual volumes by the theoretical capacity for a specific street provides a ratio that can be compared with the ratios of other streets. This enables focus on capacities of corridors, as a higher ratio may indicate that improvements are required to increase or maximize the capacity.

3. Coordination:

Potential coordination with other groups such as the Long Range Planning is required to minimize overlap and take advantage of resource efficiencies. Two examples are as follows:

- Initiating a corridor study for 8<sup>th</sup> Street while the Growth Plan is ongoing would not be recommended. Once the Growth Plan is completed, proceeding with a detailed corridor transportation planning study of 8<sup>th</sup> Street would be appropriate, as the recommendations from the Growth Plan can be included.
- Urban Design work is planned for Idylwyld Drive between 20<sup>th</sup> Street and 25<sup>th</sup> Street. Combining the Urban Design work plan with regards to staff, technical work, stakeholder and public engagement along with a transportation study would create efficiencies.

Active transportation and transit, which are significant components of a transportation corridor, will be a consideration in each individual corridor study. At this time the Administration does not recommend including these components as specific criteria in prioritizing the corridors to be studied, as other planning work is currently ongoing to provide guidance. For example, once the Active Transportation Master Plan and the Growth Plan are completed and approved by City Council, the Administration recommends that the corridor study selection process be updated to include consideration of these plans.

Clarification on process:

- An area, or ward distribution, is not recommended to be part of the prioritization process as arterial streets are intended to serve the entire city.
- This process would not be applicable to not yet constructed Arterial street corridors.

- The Administration is not restricted by this process in completing other corridor functional planning work to address an emerging issue or need.
- The Expressway and Freeway segments of Circle Drive are excluded.

A list of Arterial Streets is included in Attachment 2.

Implementation of infrastructure improvement projects resulting from the corridor reviews will be prioritized largely based on safety, traffic volumes, funding availability, funding sources and impact of adjacent projects.

#### Public and/or Stakeholder Involvement

Public meetings will be held for each corridor study, including an initial meeting with residents and stakeholders to identify specific traffic concerns and potential improvements, and a second meeting to present a draft corridor plan for discussion.

Residents and business owners who cannot attend the meetings will be able to provide feedback via the City's on-line neighbourhood traffic concerns form, Shaping Saskatoon.ca website, or by phone, email, or mail.

The City's internal agencies will review the traffic plan and provide feedback.

#### **Communication Plan**

The recommended communication details are in Attachment 3.

#### **Financial Implications**

If approved, funding will be requested in the 2016 budget submissions. It is anticipated that the average cost to undertake a corridor review, with the process as proposed, is \$75,000. It is anticipated that one or two studies could be completed per year, given current resources and assuming adequate funding is allocated.

#### **Other Considerations/Implications**

There are no options, policy, environmental, privacy, or CPTED considerations or implications.

#### Due Date for Follow-up and/or Project Completion

If approved, a prioritized list of required corridor studies for Arterial streets will be included in the 2016 Corporate Business Plan and Detailed Budget.

#### Public Notice

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

#### Attachments

- 1. Identification of High Hazard Locations (Crash Frequency and Rates)
- 2. Corridor Study Selection Process List Arterial Streets

### 3. Corridor Study Selection Process – Communication Plan

## Report Approval

Written by:	Jay Magus, Engineering Manager, Transportation
Reviewed by:	Angela Gardiner, Director of Transportation
Approved by:	Jeff Jorgenson, General Manager, Transportation & Utilities
	Department

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## C. Identification of High Hazard Locations

Various techniques are available to identify spot locations or roadway sections that have experienced a higher than expected frequency or rate of crash occurrence. The appropriate technique depends on availability of data (such as traffic volumes), size and complexity of roadway system and technical sophistication of the analyst and decision maker. The goal of any technique used is to select those locations most in need of safety improvements.

 Crash frequency is the simplest technique for identifying high hazard locations. Intersections or roadway segments of uniform lengths are simply ranked in order of the number of crashes that occurred during a given time period. This technique requires no data in addition to crash reports.

- a. Although simple to perform, reliance on crash frequency tends to bias the identification process in favor of higher volume roadway sections and intersections. As a result, it may ignore severe safety problems on low-volume roads or intersections.
- b. The identification process may be improved by categorizing roadway segments and intersections according to functional classification (such as freeway, arterial, collector, local) and developing separate rankings for each category.
- Crash rates are normally considered better indicators of risk than crash frequencies alone,

because they account for differences in traffic volumes, and hence exposure.

 Crash rates for roadway segments are normally expressed in terms of crashes per 100 million vehicle-kilometers, or MVK (100 million vehicle-miles [MVM]), of travel (100MVK or 100MVM), using the following equation:

$$R_{\text{sec}} = A \ge 10^8 / (365 \ge T \ge V \ge L)$$

where:  $R_{sec} = crash$  rate for the roadway section

- A = number of reported crashes
- T = time period of the analysis (by year)
- V = annual average daily traffic volume (vehicles per day [veh./day])
- L = length of the segment (kilometers [km] or miles [mi.])

Crash rates for spots (such as intersections) are normally expressed in terms of crashes per million entering vehicles (MEV), using the following equation:

#### $R_{\rm spot} = A \times 10^6 / (365 \times T \times V)$

where: R<sub>apor</sub> = crash rate for the spot

- A = number of reported crashes
- T = time period of the analysis (by year)
- V = annual average daily maffic volume entering the spot (veh./day)
- Ranking locations by crash rates requires traffit volume data for all roadway segments or spots. Because it accounts for exposure to potential crashes, it is generally superior to crash frequency as a means of identifying high hazard locations. However, it may result in a bias in favor of low volume locations that have relatively few crashes, but a high crash rate. Although such a location may be of concern, it may offer less overall benefit in terms of crashes reduced when compared with a higher volume location with more numbers of crashes (and hence more crashes that could be reduced).

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Number-rate methods of ranking high hazard locations attempt to correct the bias of the crash rate method. All spot locations or roadway segments are ranked by crash frequency and those with fewer than a certain number of crashes removed from further consideration. The minimum crash frequency criteria may be established at a level that reduces the group of remaining locations to a workable size. Then the remaining locations are re-ranked using the crash rate.

Equivalent property damage only (EPDO) rates adjust the high hazard identification process to give greater weight to injury and fatal crashes. This technique compares the relative importance of crashes that result in only property damage with that of injury and fatal crashes.

Weighting factors must be developed which reflect the relative importance to society of crashes of different severities. For example, one agency uses a weighting factor of 12 for fatal crashes and five for injury crashes. The number of fatal and injury crashes are multiplied by the weighting factors and these EPDO crashes added to the actual number of property damage crashes. Then an EPDO rate can be calculated

CORRIDO	R STUDY S	SELECTION	<b>PROCESS</b> -	LIST OF	ARTERIAL	STREETS
CORRIDO	R STUDY S	SELECTION	PROCESS -	LIST OF	ARTERIAL	STREETS

Street	From	S - LIST OF ARTERIAL STREETS	Arterial Classification
8th Street	Idylwyld Drive	Cumberland Avenue	Major
	Cumberland Avenue		Major
	Arlington Avenue	Mckercher Avenue	Major
	McKercher Avenue	Boychuk Drive	Major - controlled access
	Boychuk Drive	Grid Road leading to Hillcrest	Major - controlled access
College Drive	Clarence Avenue	Cumberland Avenue	Major
55	Cumberland Avenue		Major - controlled access
	Preston Avenue	Central Avenue	Expressway
	Central Avenue	McOrmond Drive	Freeway - controlled
Clarence Avenue	College Drive	8th Street	Major
	8th Street	Circle Drive South	Major
	Circle Drive South	Cartwright Street	Major - controlled access
Preston Avenue	Circle Drive	College Drive	Major - controlled access
r rooton / Wende	College Drive	8th Street	Major
	8th Street	Circle Drive South	Major
	Circle Drive	Stonebridge Common	Major - controlled access
Boychuk Drive	8th Street	Highway 16	Major - controlled access
McKercher Avenue	College Drive	8th Street	Major - controlled access
MCREICHEI AVEHUE	8th Street		Minor
Toulor Street		Taylor Street Broadway Avenue	Minor
Taylor Street	Idylwyld Drive		
1	Broadway Avenue	Clarence Avenue	Minor
		Preston Avenue	Minor
	Preston	Circle Drive	Major
	Circle Drive	Heritage Crescent	Major
	Heritage Crescent	Rosewood Boulevard Gate	Major - controlled access
Ruth Street	Lorne Avenue	Clarence Avenue	Minor
	Clarence Avenue	Louise Street	Minor
Broadway Avenue	Spadina Crescent	8th Street (including Broadway Bridge)	Minor
	8th Street	Ruth Street	Minor
Lorne Avenue	8th Street	Taylor Street	Minor
	Taylor Street	Ruth Street	Minor
	Ruth Street	Cartwright Street	Minor
Berini Drive	Attridge Drive	Kerr Road	Minor
Central Ave	Fedoruk Drive	Attridge Drive	Major - controlled access
-	Attridge Drive	College Drive	Major
McOrmond Drive	Fedoruk Drive	Attridge Drive	Major - controlled access
	Attridge Drive	College Drive	Major - controlled access
108th Street	Preston Avenue	Circle Drive	Major - controlled access
2nd Avenue	25th Street	33rd Street/Warman Road	Major
Warman Road	33rd Street	71st Street	Major - controlled access
33rd Street	Steeves Avenue	Confederation Drive	Minor
	Confederation Drive	Idylwyld Drive	Major
	Idylwyld Drive	2nd Avenue	Major
	2nd Avenue	Spadina Crescent	Minor
Spadina Crescent	11th Street	Circle Drive South Bridge	Minor
	20th Street	33rd Street	Minor
	33rd Street	Lenore Drive	Minor
11th Street	Avenue H	Avenue P	Minor
	Avenue P	Dundonald Avenue	Major
	Dundonald Avenue	Fairlight Drive	Major
	Fairlight Drive	Highway 7	Minor
Dundonald Avenue	Power Road	11th Street	Major

Street	From	То	Arterial Classification
Fairlight Drive	11th Street	Olmstead Road	Minor
	Olmstead Road	22nd Street	Major
Diefenbaker	Fairlight Drive	Laurier Drive	Major
normality in the orbit for a solution of the s	Laurier Drive	Monck Ave (Kensington)	Major
Confederation Drive	22nd Street	33rd Street	Major
Laurier Drive	Diefenbaker Drive	Circle Drive	Major
Circle Drive	Avenue C	Millar Avenue	Major
25th Street	1st Avenue	University Bridge	Major
1st Avenue	20th Street	24th Street	Major
23rd Street	1st Avenue	Idylwyld Drive	Major
Millar Avenue	Circle Drive	60th Street	Major
Faithfull Avenue	Circle Drive	60th Street	Major
51st Street	Idylwyld Drive	Russell Road	Major
Lenore Drive	Russell Road	Spadina Crescent	Minor
Primrose Drive	Lenore Drive	Warman Road	Minor
Marquis Drive	Highway 16	Highway 11/12	Major
	Millar Avenue	Wanuskewin Road	Major - controlled access
71st Street	Wanuskewin Road	Highway 11/12	Minor
22nd Street	Highway 7	Witney Avenue	Major - controlled access
	Witney Avenue	1st Avenue	Major
	1st Avenue	Spadina Crescent	Minor
Avenue W	22nd Street	11th Street	Minor
Avenue P	22nd Street	Avenue P	Minor
20th Street	Vancouver Avenue	1st Avenue	Minor
19th Street	Avenue H	Spadina Crescent	Minor
Avenue H	11th Street	22nd Street	Minor
Claypool Drive	Airport Drive	Hampton Gate	Major - controlled access
Airport Drive	Circle Drive	45th Street	Major
Avenue C	Circle Drive	Faithfull Avenue	Major
Idylwyld Drive	20th Street	39th Street	Major
	39th Street	71st Street	Expressway
Quebec Avenue	33rd Street	Circle Drive	Major

## **Corridor Study Selection Process – Communication Plan**

Residents and stakeholders adjacent to each corridor will be invited to attend both meetings. The meeting invitations will be provided as follows:

- A flyer delivered to each residence within one block of the corridor;
- A flyer delivered to each business or organization (i.e. SIAST) adjacent to the corridor;
- Portable message boards announcing the meetings will be placed along the corridor with the intent to notify the commuters using the route;
- Through the Shaping Saskatoon.ca website;
- Through requesting the neighbourhood community associations to post the information on their website or Facebook page; and
- By notifying the appropriate City Councillor.

The collection of issues and potential improvements will be completed through the following:

- The Shaping Saskatoon.ca website;
- Written submissions at the meetings;
- Written notes taken by the Administration at the meetings; and
- Written, verbal, and e-mail submission to the Administration.



## STANDING POLICY COMMITTEE ON TRANSPORTATION

# Crash Attenuator – Award of Contract – Blanket Purchase Order

## Recommendation of the Committee

- 1. That the City enter into an agreement with Guardian Traffic Services Ltd. to provide maintenance services for crash attenuators over a three year period at an upset cost of \$78,750 (including taxes) in the first year; and
- 2. That Purchasing Services issue the appropriate purchase order.

## History

At the June 2, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated June 2, 2015 was considered.

#### Attachment

June 2, 2015 Report of the General Manager, Transportation & Utilities

# Crash Attenuator – Award of Contract – Blanket Purchase Order

## Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:

- 1. That the City enter into an agreement with Guardian Traffic Services Ltd. to provide maintenance services for crash attenuators over a three year period at an upset cost of \$78,750 (including taxes) in the first year; and
- 2. That Purchasing Services issue the appropriate purchase order.

## **Topic and Purpose**

The purpose of this report is to obtain approval to enter into a contract with Guardian Traffic Services Ltd. for the provision of installation and maintenance of existing crash attenuators city wide. The provision of services will be in the form of a Blanket Purchase Order over a three year period, with an upset limit in the first year of \$78,750 (including taxes). Years two and three are estimated at \$84,000 and \$89,250 per year respectively (including taxes), and extending the Blanket Purchase Order is subject to funding approval.

## **Report Highlights**

- 1. The City's inventory of crash attenuators consists entirely of the Trinity crash attenuators and the Administration is seeking services to be performed by Guardian Traffic Services Ltd., the official distributor of the Trinity Crash Cushion, for installation, repairs and maintenance of damaged crash attenuators.
- 2. A three year contract with Guardian Traffic Services Ltd. is being recommended with an upset limit of \$78,750 (including taxes) in the first year.

## **Strategic Goal**

This report supports the Strategic Goals of Continuous Improvement and Asset & Financial Sustainability by permitting crash attenuator inventory to be continually monitored and maintained to meet the safety guidelines, and reduce costs by extending the lifetime of the current inventory by providing regular repairs and maintenance.

## Background

Crash attenuators are used on high speed roadways to protect the safety of motorists by attenuating the impact of collisions near barriers. The City's inventory of crash attenuators consists entirely of Trinity products, including the REACT 350, QUADGUARD II, Quadtrend 350 and Great Units models.

The typical crash attenuator maintenance process involves:

- Undertaking an onsite evaluation;
- Determining and ordering required parts for repairs; and

• Undertaking the repairs.

In 2014, a one year Blanket Purchase Order contract was awarded to Guardian Traffic Services Ltd. to maintain and repair the crash attenuators.

## Report

The continued growth of the city has increased the number of crash attenuators on the City's road network. Eleven more were added over the past two years to the existing 14 locations, totaling 25 crash attenuation locations throughout the city.

A three year contract with Guardian Traffic Services Ltd. is recommended for the following reasons:

- Only distributor of Trinity crash attenuators in Western Canada;
- Minimize delays in repairing damaged crash attenuators; and
- Minimize the cost of replacement parts and repairs by consolidating purchasing through a three year contract.

The Administration recommends that Guardian Traffic Services Ltd. be awarded a contract for the provision of maintenance and repair of the City's inventory of crash attenuator inventory for a period of up to three years. At that time, the Administration will review the current inventory of crash attenuators and available vendors to determine how to proceed.

#### **Policy Implications**

Awarding a contract to Guardian Traffic Services Ltd. is consistent with Section 4.3(b) of Policy C02-030 – Purchase of Goods, Services and Work as they are the sole distributor of Trinity crash attenuators in Western Canada.

#### **Financial Implications**

The installation and maintenance of crash attenuators is funded under Capital Project #1507 - TU-Guard Rails. There is currently \$75,000 available for this work in 2015. The estimated costs to the City for years two and three are \$80,000 and \$85,000 per year respectively and are dependent on budget approval.

Contract Amount	\$75,000
GST (5%)	<u>3,750</u>
Total Cost	\$78,750
GST Rebate (5%)	(3,750)
Net Cost to the City	\$75,000

## Other Considerations/Implications

There are no options, public and/or stakeholder involvement, communications, environmental, privacy, or CPTED considerations or implications.

#### **Public Notice**

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

## Due Date for Follow-up and/or Project Completion

There will be no follow up report. Crash attenuators are repaired on an as-needed basis.

## **Report Approval**

Written by:	Kenneth Pocha; Business Systems & Project Supervisor
Reviewed by:	Cory Funk, Traffic Operations & Control Manager
Reviewed by:	Angela Gardiner, Director of Transportation
Approved by:	Jeff Jorgenson, General Manager, Transportation & Utilities
	Department

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## STANDING POLICY COMMITTEE ON TRANSPORTATION

## Saskatoon Transit Fleet Renewal Strategy

## **Recommendation of the Committee**

- 1. That Saskatoon Transit set as its target an average fleet age of 7 years to be achieved by 2020 in order to meet the current Canadian industry average, and;
- 2. That funding in the amount of \$4,950,000 be made from available gas tax funds and be transferred to Capital Project 583 TR-Replace/Refurb Buses for the purchase of 10 new low-floor buses.

## History

At the June 2, 2015 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation & Utilities Department dated June 2, 2015 was considered.

Your Committee also received a presentation from a representative of Bus Riders of Saskatoon in support of the recommendation.

## Attachment

June 2, 2015 Report of the General Manager, Transportation & Utilities

## Saskatoon Transit Fleet Renewal Strategy

## Recommendation

That the report of the General Manager, Transportation & Utilities Department dated June 2, 2015, be forwarded to City Council recommending:

- 1. that Saskatoon Transit set as its target an average fleet age of 7 years to be achieved by 2020 in order to meet the current Canadian industry average, and;
- 2. that funding in the amount of \$4,950,000 be made from available gas tax funds and be transferred to Capital Project 583 TR-Replace/Refurb Buses for the purchase of 10 new low-floor buses.

## **Topic and Purpose**

This report is to provide a snap shot picture of the current bus fleet for Saskatoon Transit, how it compares to industry standard, and how the fleet reliability and sustainability can be improved in order to maintain an acceptable level of service now, and for years to come.

## **Report Highlights**

- 1. A comparison of purchasing new buses versus used buses shows that while it is more expensive to purchase new buses initially, it is more cost effective to operate new buses over their life span. Operating new buses also provides added benefits to customers by having a more reliable fleet with newer amenities.
- 2. The average age of buses in Saskatoon Transit's fleet is currently 11.9 years. It is recommended to reduce this average age to 7 years to meet industry standards. To accomplish this, it will be necessary to purchase 10 new buses annually into the future.
- 3. Funding is available to purchase 10 new buses in 2015 from available gas tax funds. A public tender will be issued to purchase these buses. Anticipated delivery date would be December 2016.

## Strategic Goals

This report supports the strategy to reduce the gap in the funding required to rehabilitate and maintain our infrastructure under the Strategic Goal of Asset and Financial Sustainability.

## Background

City Council, at its meeting held on December 3, 2014, resolved, in part,

"that the Administration report back on necessary steps to get transit to industry standards in terms of maintenance staff, equipment and operational consistencies".

The Saskatoon Transit fleet is currently in a declining state of condition. Both the average fleet age and ratio of mechanics to buses are outside of industry standards.

Currently, Saskatoon Transit operates a spare ratio of 58% while the industry standard is 25-30%. This can be attributed to the fleet's average age of 11.9 years, with the oldest bus in service at 25 years of age (1990). Canadian national industry standards maintain an average fleet age of 7 years. This makes Saskatoon's fleet outdated, more prone to breakdowns, and parts are more difficult to find.

Based on current capital and operating funding levels, Saskatoon Transit's fleet will continue to increase in average age and deteriorate.

### Report

#### Comparison of Purchasing New Versus Used Buses

In recent years, Saskatoon Transit has been able to supplement its fleet with used buses bought from other municipalities. These buses have been refurbished as needed and put into service. This method of replacement typically extends the service life of the bus another three to five years. However, this strategy increases operating costs due to frequent breakdowns, requires a higher bus spare ratio be maintained, and provides a lower level of service for customer comfort due to the age and condition of the buses.

Saskatoon Transit uses a Fleet Management System that is able to track the amount of maintenance hours, cost of parts, and fuel consumption for each bus in the fleet. This allows a comparison to be made showing the operating cost for new buses versus used buses.

Attachment 1 provides a breakdown of the initial purchasing cost, planned refurbishment cost, and routine maintenance cost for a typical new bus compared against a used bus. The average annual total cost per bus was found to be approximately \$91,300 for a new bus and \$77,900 for a used bus.

However, it is important to take into account the higher number of spare buses necessary to make service (meet all route requirements) due to used buses breaking down frequently and needing extensive repairs. Saskatoon Transit currently maintains 158 buses, while only 100 buses are required to meet daily service demands. This is a 58% spare ratio. The industry average is in the range of 25-30%. If Saskatoon Transit had a more reliable fleet, the total number of buses could be decreased from 158 to a projected level of 133 buses.

Attachment 1 shows that when an increased spare ratio is taken into account, the overall total annual fleet cost is virtually the same regardless of whether new or used buses are purchased (\$12.1 million annually for new buses versus \$12.3 million annually for used buses).

Based on this economic analysis, it is recommended that Saskatoon Transit discontinue the practice of regularly buying and operating used buses and adopt a strategy based

on purchasing new buses. This would provide significant customer benefits. Newer buses would be more reliable, have newer amenities, and would have proper climate control such as air conditioning. Our current fleet of buses older than 2006 do not have air conditioning (45% of the current fleet).

There is also no guarantee that used buses will be available for purchase when required, or that they will meet our requirement for accessibility (low floor).

### Fleet Renewal Strategy

The average age of buses within Saskatoon Transit's fleet is currently 11.9 years, with an age range varying from 1990 to 2015. Administration is recommending that in order to maintain a safe and reliable fleet, with an average fleet age meeting the industry average of 7 years, 10 new buses will be required annually into the future.

With this strategy, and a more reliable fleet, it will be possible to decrease the overall number of buses by 5 annually for each of the next 5 years reducing the total number of buses from 158 to 133, which brings the bus spare ratio in-line with national standards. This will also reduce total licencing costs, improve the mechanic to bus ratio to national standards, and reduce the overall operating costs for the fleet.

Attachment 2 shows the fleet renewal strategy over the next 10 years (2016-2025). Highlights of this strategy include:

- The fleet will meet accessibility standards (low floor) by 2018;
- The fleet will have air conditioning on all buses by 2019;
- Average fleet age will drop from 11.9 years to 7.3 years by 2020;
- The target bus spare ratio of 33% will be achieved by 2020; and
- The number of articulating buses (higher capacity) will increase from 11 to 35 by 2025.

Attachment 3 provides four charts based on the information contained in Attachment 2. These charts show the age distribution of the current fleet and the projected age distribution in 2025 based on this renewal strategy. Charts are also provided to show the change in average fleet age and bus spare ratio over time.

The average cost of a new conventional bus is approximately \$450,000 and the cost of articulating buses is approximately \$750,000, excluding taxes. It is Administration's intent to achieve a ratio of one-third articulating buses to conventional buses. This will allow Saskatoon Transit to use higher capacity buses on high-demand routes. The current fleet includes 11 articulating buses.

This report recommends a one-time purchase of 10 conventional buses at an estimated cost of \$4,950,000 (including taxes). Beginning in the 2016 budget, Administration will bring forward budget requests that include the purchase of 7 conventional buses and 3 articulating buses annually at an estimated cost of \$5.4 million (based on 2015 dollars,

and not including taxes). After 10 years (in 2025), the fleet will consist of 35 articulating buses and 98 conventional buses (total of 133 buses).

It is important to note that this level of investment does not include a growth rate to keep up with the city's population growth, potential changes as part of the Growing Forward initiative currently being studied, or any significant increases in ridership or service levels.

### 2015 Purchase of 10 Buses

In order to start the process of reducing the average age of the fleet, it is recommended that 10 new low-floor buses be purchased in 2015. Funding is available to support this purchase from the available gas tax funds. It is recommended that this amount be transferred into Saskatoon Transit's Capital Project #583 – TR-Replace/Refurb Buses.

A public tender will be issued for the purchase of these buses. The current wait time for new bus manufacturing is approximately 14 months. Based on the tender being issued in July and awarded by the end of August, it would be reasonable to anticipate the delivery of the buses by December 2016.

## **Options to the Recommendation**

An option would be to maintain the existing fleet age at 11.9 years. This option is not recommended due to reduced fleet reliability and the negative impact on customer satisfaction by operating older buses.

#### Public and/or Stakeholder Involvement

There is no public and/or stakeholder involvement required.

#### **Communication Plan**

Communications to support the procurement of new buses will include updated web content on the newly launched Transit website, including photos and features of the new units. Consideration will also be given to hosting a public relations event for media, Transit riders and members of the public to view a new bus and showcase its features prior to its being put into service.

A news release will be issued highlighting these new additions to the fleet. Social media will also be utilized to share the news further.

#### **Financial Implications**

Currently, Saskatoon Transit budgets on average \$0.99 million annually to purchase new replacement buses and refurbish the existing fleet. However, the need for refurbishing the existing fleet has grown to the point where the budget is no longer adequate to purchase new buses.

The recommendation requires an increase to the Transit Vehicle Replacement Reserve to provide additional funding to Capital Project No. 583 in the amount of \$4.95 million in

2015. This will allow the Administration to immediately begin the procurement process for 10 new buses, which could be delivered by December of 2016.

While the purchase identified in this report is being funded from available gas tax funds, a longer term funding strategy will be developed and reported back to City Council in the near future.

### **Environmental Implications**

Emission control systems have improved over the past several years. Replacing buses that are up to 25 years old with a modern fleet will reduce greenhouse gas emissions.

#### **Other Considerations/Implications**

There are no policy, privacy, or CPTED implications or consideration.

### Due Date for Follow-up and/or Project Completion

It is intended that a report will be submitted to City Council to purchase 10 new buses annually through a longer-term funding strategy.

### **Public Notice**

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

#### Attachments

- 1. Comparison of Purchasing New Buses versus Used Buses
- 2. Ten Year Plan (2016-2025)
- 3. Charts Showing Fleet Ages and Bus Spare Ratios

## Report Approval

Written by:	Trevor Bell, Acting Transit Director
	Tim Bushman, Acting Assistant Transit Director
	Paul Bracken, Maintenance Manager, Saskatoon Transit
Approved by:	Jeff Jorgenson, General Manager, Transportation & Utilities
	Department

TRANS PB - Saskatoon Transit Fleet Renewal Strategy

	New Buses	Used Buses
Purchase Price	\$ 450,000	\$ 20,000
Residual Value (End of Life)	\$ 20,000	\$ 1,000
Intended Life Span (Years)	14	5
Capital Cost Per Year	\$ 30,714	\$ 3,800
Refurbishment Cost	\$ 40,000	\$ 70,000
Refurbishment Cost Per Year	\$ 2,857	\$ 14,000
Routine Maintenance Cost Per Year	\$ 57,700	\$ 60,100
Average Annual Total Cost Per Bus	\$ 91,271	\$ 77,900
Number of Buses to Meet Service	100	100
Required Spare Ratio	33%	58%
Number of Buses Required in Fleet	133	158
Total Annual Fleet Cost (Including Spares)	\$ 12,139,100	\$ 12,308,200

### Comparison of Purchasing New Buses versus Used Buses

Note: Routine Maintenance only includes mechanic labour, parts and fuel. Calculations do not include time-value of money.

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## **ATTACHMENT 2**

Ten Year Plan (2016-2025)

-

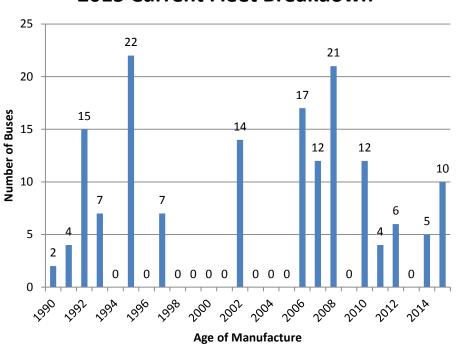
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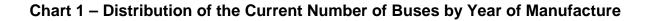
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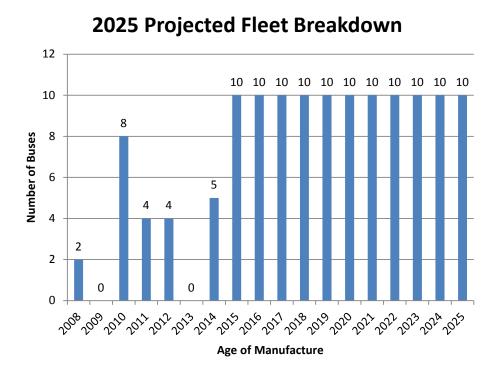
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										100	100		
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			1.0	0.0	0.0	0.3	0.3	0.3	0.3	6.3	6.3		
NUMBER OF ARTICULATING BUSES	11	11	14	17	20	18	22	25	29	32	35		
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Notes:			1										
- This does not include additional units that may be required as part of the Growing Forward initiative.	required as par	rt of the Growin	ig Forward init	iative.									

This does not include additional units that may be required as part of the Growing Forward initiative.
This does not include additional units that may be required due to increased service levels or growth in new neighbourhoods.
All new purchases will meet accessibility standards (low floor).
Upon delivery of new buses in 2018, all buses will meet accessibility standards (low floor).

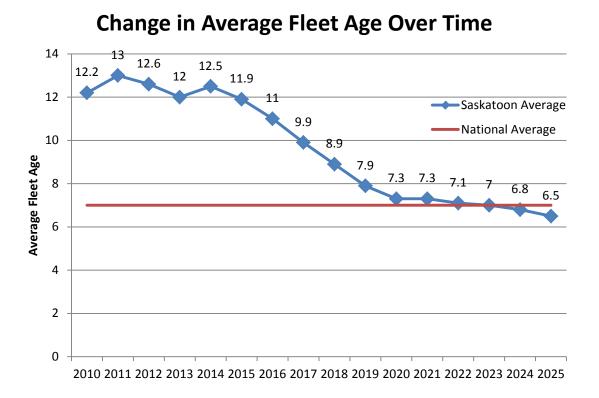


## 2015 Current Fleet Breakdown



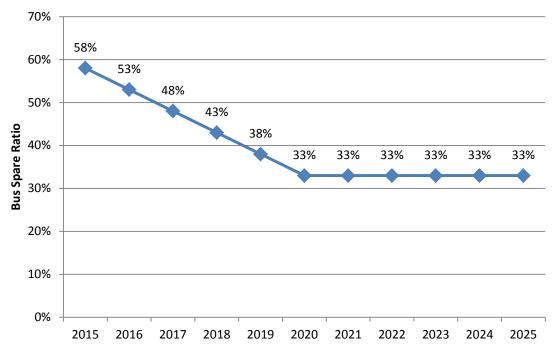


## Chart 2 – Distribution of the Projected Number of Buses by Year of Manufacture



## Chart 3 – Change in Average Fleet Age Over Time









## STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

## Clean Air Day 2015

## **Recommendation of the Committee**

That the report of the General Manager, Corporate Performance Department dated June 2, 2015, be received as information.

## History

At the June 2, 2015 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report of the General Manager, Corporate Performance Department dated June 2, 2015 was considered.

## Attachment

June 2, 2015 Report of the General Manager, Corporate Performance.

## Clean Air Day 2015

## Recommendation

That the report of the General Manager, Corporate Performance Department dated June 2, 2015, be forwarded to City Council for information.

## Topic and Purpose

The City of Saskatoon (City) is participating in Clean Air Day on Wednesday, June 3, 2015 via membership with the Western Yellowhead Air Management Zone (WYAMZ), a non-profit organization that is tasked with monitoring and managing regional air quality.

## **Report Highlights**

- 1. Membership in WYAMZ connects the City of Saskatoon to regional stakeholders in air quality.
- 2. Live air quality information from five continuous air monitoring stations in the WYAMZ region can be found on the organization's website.
- 3. Clean Air Day activities undertaken by WYAMZ promote management practices that protect air quality.

## **Strategic Goal**

Participation in Clean Air Day and membership in WYAMZ supports the strategic goal of Environmental Leadership and the four-year priority of implementing the Greenhouse Gas Reduction Plan.

## Background

The City is engaged in air quality management initiatives via membership in the Western Yellowhead Air Management Zone (WYAMZ). One member from the Administration is on the WYAMZ Board of Directors.

## Report

Western Yellowhead Air Management Zone Membership

Membership in WYAMZ connects the City to regional air quality management initiatives and allows the City to leverage resources for improved air quality outcomes. Additional information about WYAMZ is included in Attachment 1.

## Air Quality Monitoring

WYAMZ currently operates five continuous air monitoring stations that report real-time air quality data from our region to the WYAMZ website (<u>www.wyamz.ca</u>).

## <u>Clean Air Day</u>

The Federal government declared the first Wednesday in June as Clean Air Day in 1999. The intent was to raise public awareness and encourage local action to improve and protect air quality and mitigate for climate change. WYAMZ promotes Clean Air

Day as an opportunity to educate emitters and the general public about the importance of air quality.

#### Public and/or Stakeholder Involvement

WYAMZ currently has a membership of 59 organizations and is led by a Board of Directors that includes government, industrial, municipal, academic, and non-profit representation. Attachment 1 lists organizations on the WYAMZ Board of Directors. These organizations are cooperating, via WYAMZ to promote Clean Air Day 2015.

#### **Communication Plan**

Clean Air Day, June 3, will be communicated using the Frequently Asked Questions prepared by WYAMZ (Attachment 2) through the City's Facebook and Twitter accounts.

#### **Environmental Implications**

Continued membership with WYAMZ enables the City to participate in initiatives like Clean Air Day that promote and protect our local air quality.

#### **Other Considerations/Implications**

There are no policy, financial, privacy, or CPTED implications or considerations.

#### Due Date for Follow-up and/or Project Completion

An update to City Council will be provided in May 2016.

#### **Public Notice**

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

#### Attachments

- 1. Air Quality Management
- 2. Frequently Asked Questions

#### **Report Approval**

Written by:	Twyla Yobb, Watershed Protection Manager
Reviewed by:	Brenda Wallace, Director of Environmental and Corporate
	Initiatives
Approved by:	Catherine Gryba, General Manager, Corporate Performance
	Department

Administrative Report - Clean Air Day 2015.doc

## ATTACHMENT 1



## Air Quality Management



## **Overview**

Clean air is essential to the quality of life enjoyed by Saskatoon's citizens. Impacts to local air quality can be linked to pollutant sources that may be local, regional, or global in scope, depending on air movement patterns.

The City of Saskatoon participates in air quality management through membership in the Western Yellowhead Air Management Zone (WYAMZ), a non-profit organization that monitors and manages regional air quality.

## What is an Air Management Zone?

An air management zone is a geographic area that shares similar air quality characteristics. Boundaries of air management zones in Saskatchewan were established by considering topography, weather patterns, economic activities, sources of pollution, and common air quality issues.

Saskatchewan currently has three active air zones, and plans are underway to establish additional air zones throughout the province. These zones are being established to meet federal requirements for air quality management.

## Canada-Wide Air Quality Management

The Canadian Council of Ministers of the Environment (CCME) approved implementation of a Canada-Wide Air Quality Management System (AQMS) in 2012. The intent of this system was to provide a framework for establishing consistent regulation of air quality while providing adequate flexibility to consider regional differences.

The AQMS included updates to the Canadian Ambient Air Quality Standards, base-level industrial emissions requirements, and the creation of air management zones to better manage local emissions and trans-boundary air quality issues. Provinces and territories were required to begin air zone reporting under AQMS in 2014.

## Western Yellowhead Air Management Zone (WYAMZ)

Saskatchewan's air zones are managed by non-profit Boards representing public, industry, government, and non-government groups. The Boards identify local air quality issues and develop solutions to monitor and manage regional air quality. The Western Yellowhead Air Management Zone was established in 2012. The group has developed a network of five continuous air monitoring stations that report live air quality conditions to the WYAMZ website. The group also manages a network of passive monitoring stations and publishes monthly air quality reports from these stations.

## Why is Saskatoon a Member?

Membership in WYAMZ is voluntary; however the City of Saskatoon does contribute to air pollution in the WYAMZ region. The Water Treatment Plant, Wastewater Treatment Plant, and Biosolids Dewatering Facility all report emissions to Environment Canada's National Pollutant Release Inventory.

Emissions from the Wastewater Treatment Plant alone have been estimated to comprise approximately 3% of total emissions in the local air zone. Emissions from transit operations and general vehicular traffic have not yet been quantified.

Membership in WYAMZ supports the strategic goal of Environmental Leadership and the fouryear priority of implementing the Greenhouse Gas Reduction Plan.

## **Benefits of Membership**

- 1. Economic Benefits to the City
- Leverage additional funding for air quality management projects.
- Identify future threats to air quality, develop solutions, and identify funding sources to address issues.
- 2. Environmental Benefits
- Access to credible data that facilitates management of regional air quality.
- Access to real-time air monitoring data via the internet.
- Participation in an effective forum for open discussions about air quality concerns and improvement opportunities.



- 3. Customer Benefits (external)
- Increased public trust resulting from transparency and opportunities for direct public involvement.
- Opportunities to build relationships among stakeholders.
- What Are the Consequences of Not Doing this Work?
- Saskatoon would not have access to the networking and resources available through WYAMZ.
- Saskatoon would have no voice in regional air quality management.
- The City would not be able to easily demonstrate involvement with protection of air quality for the health and welfare of our citizens.

## What is the Timing of the Project?

Ongoing WYAMZ membership is dependent upon Council approval on an annual basis.

## 2015 Activities and Deliverables

- Continued development of the live and passive air quality monitoring networks via WYAMZ.
- Completion of the province's Air Quality Monitoring Study for the City of Saskatoon.
- Reporting of results of the Air Quality Monitoring Study to the Saskatoon Environmental Advisory Committee (SEAC) and to Council.



## Who Are The Sponsors?

#### Council

#### **Corporate Performance**

Environmental & Corporate Initiatives:

- Brenda Wallace, Director
- Twyla Yobb, Land & Water Section

## Who Are The Stakeholders?

#### **Community Services**

- Community Development
- Corporate Bylaw Enforcement
- Parks
- Recreation & Sport

#### **Corporate Performance:**

Environmental & Corporate Initiatives

- Education & Environmental Performance
- Land & Water Section

#### Saskatoon Fire

#### Transportation and Utilities

- Construction & Design
- Major Projects
- Public Works
- Saskatoon Light & Power
- Saskatoon Transit
- Saskatoon Water



## WYAMZ Board of Directors

Organizations with a seat on the WYAMZ Board of Directors are:

#### Health

Prairie North Health Region

#### Government

- Ministry of Environment (2 seats)
- Ministry of Economy

#### Industry:

- Saskatchewan Mining Association
- Akzo Nobel
- Husky Energy Upstream
- Mosaic Potash
- Husky Energy Downstream

#### Municipal:

City of Saskatoon

#### Academia:

University of Saskatchewan

#### Non-Governmental Organizations:

Saskatchewan Environmental Society





The Western Yellowhead Air Management Zone Map courtesy of WYAMZ, 2013 Annual Report

## Frequently Asked Questions

#### What is an air management zone?

An air management zone is a geographic region that shares the same air quality characteristics. The boundaries for the air management zone may be established considering topographic features, meteorology, economic activities, pollution sources, administration boundaries, and common air quality issues.

The West Yellowhead Air Management Zone (WYAMZ) is an association of members concerned about the health and safety of all residents of the zone and the environment in which we all live, work, and play.

#### What is the role of the West Yellowhead Air Management Zone (WYAMZ)?

WYAMZ has a special focus on collecting independent, credible, continuous real-time air quality data that can inform residents about ambient air quality and act as one of several inputs that may be used by the Province of Saskatchewan in regulating emitters.

Air quality information is used to inform planning and therefore monitoring locations are established across the Zone to gather a representative sampling of ambient air quality in the region.

#### Why is an air quality monitoring program important?

All living organisms require air that is clean and free from pollutants. WYAMZ gathers information about air quality that is in everyone's interest; considering particulates and other harmful gases that may affect health.

Data is collected by WYAMZ in order to be pro-active about potential future air quality issues. The data is also used by regulators like the Ministries of Environment, Agriculture, or Economy as they consider future air quality policies.

#### Why doesn't WYAMZ monitor air quality directly downwind from polluters?

The mandate for WYAMZ is to monitor general or ambient air quality for the region. Air quality directly downwind from emitters is not expected to represent ambient air quality.

Emitters in the region have an additional requirement for monitoring and reporting their air quality impacts with their regulator.

## I have a concern regarding a specific person or industry who I think is polluting the air. What should I do?

Persons having concerns regarding a specific emitter should contact the emitter about their concerns. Alternatively, a complaint about a specific emitter can be directed to the appropriate regulating agency below:

- Residential sources the local municipality
- Commercial or Industrial sources The Ministry of Environment (1-800-567-4224)
- Agricultural sources The Ministry of Agriculture (1-866-457-2377)

 Upstream Oil and Gas – The Ministry of Economy (1-306-825-6436)includes oil wells, gas wells, gas plants, batteries

## How do I know the standards the WYAMZ is using to evaluate air quality in the region are adequate for assuring public health?

WYAMZ established an air quality monitoring program based on the Saskatchewan Ambient Air Quality Standards (SAAQS). The SAAQS are the driver for air quality management across the province. Page 8 of Saskatchewan's Clean Air Regulations (available at <u>www.publications.gov.sk.ca</u>) outlines the province's ambient air quality standards. The SAAQS are also listed for each air monitor (called an airpointer) on the WYAMZ website (<u>www.wyamz.ca</u>).

Air quality monitoring includes sulphur dioxide, nitrogen dioxide, ozone, hydrogen sulfide, and fine particulate matter (PM 2.5) levels.

For more information about the air quality monitoring program, including results from the monitoring program so far, please see the WYAMZ Annual Report posted at <u>www.wyamz.ca</u>.

### I am concerned about the air quality in my area. What should I do?

WYAMZ works hard to ensure that the monitoring conducted in the region is reflective of the ambient air quality. A Science Committee formed by the association considers both the locations and air quality parameters to be measured.

We welcome your thoughts on our monitoring program, and we rely on individuals to inform us of air quality concerns. Every concern is carefully considered as the monitoring program is grown and maintained.

#### Who should make air zone management planning decisions?

Members of WYAMZ come from a variety of sectors and backgrounds of expertise. The purpose of WYAMZ is to harness the value of independent data collection and the 'on-the-ground' information sharing among members to inform future planning for the benefit of all.



## STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

## Net Metering Program for Saskatoon Light & Power

## **Recommendation of the Committee**

- 1. That Saskatoon Light & Power revise the Power Producer's Policy to add a Net Metering Program to align with SaskPower's Net Metering Program;
- 2. That the Power Producer's Policy be revised to only accept technologies that demonstrate significant GHG emission reductions over conventional sources, and environmentally-preferred technologies including solar and combined-heat & power; and
- 3. That the City Solicitor be requested to prepare the necessary revisions to Bylaw No. 2685 regulating the sale of electric light and power, to reflect the change to a Net Metering Program; and
- 4. That the report be forwarded to the Saskatoon Environmental Advisory Committee (SEAC) for its information.

## History

At the June 2, 2015 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report of the General Manager, Transportation & Utilities Department dated June 2, 2015 was considered.

## Attachment

June 2, 2015 Report of the General Manager, Transportation & Utilities.

## Net Metering Program for Saskatoon Light & Power

## Recommendation

That the Standing Policy Committee on Environment, Utilities and Corporate Services recommend to City Council:

- 1. That Saskatoon Light & Power revise the Power Producer's Policy to add a Net Metering Program to align with SaskPower's Net Metering Program;
- 2. That the Power Producer's Policy be revised to only accept technologies that demonstrate significant GHG emission reductions over conventional sources, and environmentally-preferred technologies including solar and combined-heat & power; and
- 3. That the City Solicitor be requested to prepare the necessary revisions to Bylaw No. 2685 regulating the sale of electric light and power, to reflect the change to a Net Metering Program.

## **Topic and Purpose**

The purpose of this report is to recommend that City Council approve a Net Metering Program for Saskatoon Light & Power (SL&P) customers. Net Metering allows customers to generate their own electricity from approved environmentally-preferred technologies, and to be credited for the unused portion at the same rate as electricity is purchased from the utility.

## **Report Highlights**

- 1. A Net Metering program offers a greater financial incentive for more customers than the current Power Producer's Policy administered by SL&P.
- 2. A Net Metering program is expected to help reduce community greenhouse gas (GHG) emissions in the SL&P Service Area, tied to energy use.
- 3. SL&P has thirty-three (33) customers currently interconnected to the electricity grid with their own solar panels.

## **Strategic Goal**

This report supports the four-year priority to continue implementation of the Energy and Greenhouse Gas Management Plan, under the Strategic Goal of Environmental Leadership. The Energy and Greenhouse Gas Management Plan lays out a number of actions related to the development of renewable energy in Saskatoon for both civic operations and the community as a whole, and proposes investigating a net metering program similar to SaskPower's for green power generators.

## Background

At its meeting on October 9, 2007, City Council adopted the Power Producer's Policy. This policy offers SL&P customers an opportunity to generate electricity at their home or business. Any electricity generated by the customer offsets electricity purchased from SL&P for their home or business, reducing their monthly electricity bill. Any excess power generated is sold to SL&P and flows onto the electricity grid. The current program is equivalent to the Small Power Producer Program offered by SaskPower.

### Report

### Net Metering Program

SaskPower offers a Small Power Producer's Program and the Net Metering Program, for its customers to produce their own power. SL&P currently offers a program that is equivalent to SaskPower's Small Power Producer's Program, but does not offer an equivalent Net Metering Program. A description of the two SaskPower programs, as well as SL&P's current program is provided in Attachment 1.

Net metering allows customers to generate their own electricity with approved environmentally-preferred technologies, and to be credited for the unused portion at the same rate as electricity is purchased from the utility. For small systems, a Net Metering Program is more financially beneficial to the customer than the Small Power Producer's Program, creating more incentive to self-generate electricity.

A typical residential or small commercial system will produce approximately 60% of the electricity used during the year. However, most of the electricity generated occurs during the daytime when the electricity consumption is at its lowest. A Net Metering Program allows the customer to 'bank' excess electricity on the grid, and to 'withdraw' the banked electricity when it is needed. Under SL&Ps current Power Producer's Policy, customers receive an annual year-end payment at a lesser rate for any unused power that comes onto the electricity grid.

## Reducing Community GHG Emissions

The Net Metering Program would be open to approved environmentally-preferred technologies that demonstrate significant GHG emission reductions over conventional energy sources. Under the Net Metering Program, the City would receive all environmental credits associated with each system.

#### Thirty-three Customers Currently Interconnected

SL&P has 25 residential and 8 commercial customers currently interconnected to the electricity grid with their own solar power systems. Currently, all of SL&P's customer self-generation is done with solar, but there has been interest in Combined-Heat & Power in commercial applications. In 2014, the cost of the current program to the City was:

Lost Electricity Sales:	\$10,700
Electricity Purchased at Premium:	<u>\$ 3,900</u>
Total:	\$14,600

In 2014, the cost would have been \$16,500, or an increase of \$1,900, if a Net Metering Program was in place.

### **Options to the Recommendation**

To further incentivize adoption of environmentally-preferred generation, the City could create a temporary Feed-In-Tariff (FIT) Program. A FIT pays a premium for electricity sold to the Utility from customer owned generation source. The municipality of Banff has recently created the first municipal FIT in the country. SL&P is not in a position to offer this program to all Saskatoon residents and businesses (only to SL&P's service area), and the financial impact to the Utility would be larger. Therefore, this option is not recommended.

Alternatively, the City could continue to offer only the current program. This is not recommended by Administration as the current program offered by SL&P is one of the lowest incentive programs offered by any electric utility in Canada.

### Public and/or Stakeholder Involvement

SL&P has been approached by several of the existing program customers who have expressed concern with a lack of a Net Metering Program or Feed-In-Tariff. Administration believes the recommendations set forth reflect the wishes expressed by these citizens.

### **Communication Plan**

If the SL&P Power Producer's Policy is revised to add a Net Metering Program, this information will be made available to the public via the City's website and via a direct mail-out to the SL&P customers currently interconnected to the electricity grid with their own solar panels. Wider communications to identified stakeholders and special interest groups may be considered.

#### **Policy Implications**

SL&P's Power Producers Policy will be revised accordingly.

#### **Financial Implications**

The program will be funded through SL&P's operating program. This is the same funding source for the currently offered program.

A Net Metering Program is estimated to cost \$24,000 in 2015 if approved, which would be an estimated \$2,800 increase over the existing program, and the current program is more than doubling in size every two years.

	2012	2013	2014	2015	2016
				(est.)	(est.)
# of Customers	14	18	33	47	61
Generation Capacity	97 kW	130 kW	218 kW	306 kW	413 kW
Est. Net Metering Equivalent	\$6,500	\$13,300	\$16,500	\$24,000	\$35,700
Cost					
Current Program Cost	\$5,100	\$11,800	\$14,600	\$21,200	\$31,300
Increased Cost to City	\$1,400	\$1,500	\$1,900	\$2,800	\$4,400
GHG Credits (tonnes Co2eq)	50	98	116	163	228

#### **Environmental Implications**

The net metering program provides the opportunity for customers to reduce their reliance on energy derived from fossil fuels, and therefore, reduce GHG emissions tied to energy generation. In 2014, the program reduced GHG emissions by 116 tonnes CO2e, which is equivalent to removing 24 cars from the road.

#### **Other Considerations/Implications**

There are no privacy, or CPTED implications or considerations.

#### Due Date for Follow-up and/or Project Completion

If the recommendations are approved, a revised Bylaw No. 2685 regulating the sale of electric light and power, reflecting the change to a Net Metering Program will be presented to City Council.

#### Public Notice

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

#### Attachment

1. Saskatoon Light & Power Customer Generation Program

#### Report Approval

Written by:	Nathan Ziegler, Sustainable Electricity Engineer
Reviewed by:	Brendan Lemke, Acting Director of Saskatoon Light & Power
Approved by:	Jeff Jorgenson, General Manager, Transportation & Utilities
	Department

EUCS NZ - Net Metering Program for Saskatoon Light & Power

1

#### Saskatoon Light & Power Customer Generation Program

#### Program Outline

Saskatoon Light & Power's (SL&P) Power Producer's Policy offers our customers an opportunity to generate electricity at their home or business. Any electricity generated by the customer offsets electricity purchased from SL&P for their home or business, reducing their monthly electricity bill. Any excess power generated is sold to SL&P and flows to the electrical grid.

A bi-directional meter keeps track of the electricity to and from the grid for billing purposes. Power put back onto the grid is accumulated throughout the year. At the end of each year, payment is made for all customer generated electricity sold to SL&P.

There are some program restrictions in the downtown area.

#### Credits and rates

Purchase rates are based on kilowatt-hours (kWh). Payment is made once a year for the total accumulated power that flowed back onto the electrical grid. In 2014, the customer generated electricity was purchased at 10.198 ¢/kWh. Rates escalate by 2% per year. Residential customers purchased electricity from SL&P at 13.12 ¢/kWh.

#### Program Cost to Customer

Saskatoon Light & Power (SL&P) Customer Generation Program customer cost:

- \$100 + GST to SL&P for witnessing operation of protection equipment
- Other customer costs: Electrical permit fee, installation, commissioning, and electrical inspection.

SaskPower offers both a Small Power Producer's Program and a Net-Metering Program to its customers. The SL&P Power Producer's Policy is equivalent to SaskPower's Small Power Producers Program.

#### SaskPower Net-Metering Program

(The following information was extracted from the SaskPower Net Metering Program Website)

#### Program Outline

Residents, farms and businesses with approved environmentally preferred technologies of up to 100 kW of generating capacity can deliver their excess electricity to SaskPower's electrical grid.

A bi-directional meter keeps track of the electricity to and from the grid for billing purposes. Electricity sent to the grid is banked and applied to the customer's current month electricity consumption. Any excess electricity is carried over to the following month and applied against that month's consumption. A credit appears on the customer's monthly bill showing the net amount of electricity that has been banked. Excess power needs to be used within the year; if not, any credits will reset to zero.

#### Credits and rates

SaskPower credits their customer's excess power at the same rate that they purchase power. Power billing is based on kilowatt-hours (kWh). As an example, the 2014 electrical rate was 13.12 ¢/kWh, and then excess power will be credited at that amount.

#### Program Cost to Customer

SaskPower Net Metering Program costs customers the following:

- \$315 including taxes for a Preliminary interconnection study
- \$475 + GST for a Bi-directional meter and interconnection
- Other costs: Electrical permit fee, Installation, commission, and electrical inspection.

#### SaskPower Small Power Producers Program

(The following information was extracted from the SaskPower Small Power Producers Program Website)

#### Program Outline

The Small Power Producers Program accommodates customers who wish to generate up to 100 kilowatts (kW) of electricity for the purpose of offsetting power that would otherwise be purchased from SaskPower or for selling all of the power generated to SaskPower.

#### Credits and rates

The 2012 program price that we will pay for electricity is 9.802¢/kWh (assumed to be 10.198 ¢/kWh in 2014). This 2012 price will escalate at two per cent per year thereafter. Purchase rates do not differ between eligible generation technologies. All contracts will be honoured in accordance with the pricing regime in the signed contract, even if the program is discontinued.

#### Program Cost to Customer

The small power producer is responsible for the cost of connection, commissioning and the meter installation. A quote for these costs will be provided as part of the Interconnection Study.

#### Rebates

Saskatchewan has a rebate program for environmental preferred technologies including solar. The program is being administered through SaskPower and is available to SaskPower, Saskatoon Light & Power and City of Swift Current electricity customers until November 30, 2016. The program is a one-time rebate, equivalent to 20 per cent of eligible costs to a maximum payment of \$20,000, for an approved and grid interconnected net metering projects.

Rebates are available for both the Small Power Producer's Program and the Net-Metering Program. Saskatoon Light & Power (SL&P) customers apply for this rebate directly through SaskPower.



## STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

## New North Supply Point for Saskatoon Light & Power

#### **Recommendation of the Committee**

- 1. That Saskatoon Light & Power enter into a definition phase agreement with SaskPower for a new 138 kilovolt transmission line from the SaskPower Martensville Switching Station north of Saskatoon, at a cost of \$800,000;
- 2. That \$450,000 be returned from Capital Project #1333 Avenue C Substation Transformer to the Electrical Distribution Extension Reserve;
- 3. That a budget adjustment to Capital Project #1286 Electrical System Planning Studies be made in the amount of \$450,000 of additional funding from the Electrical Distribution Extension Reserve; and
- 4. 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.

#### History

At the June 2, 2015 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report of the General Manager, Transportation & Utilities Department dated June 2, 2015 was considered.

#### Attachment

June 2, 2015 Report of the General Manager, Transportation & Utilities.

## New North Supply Point for Saskatoon Light & Power

#### Recommendation

That the Standing Policy Committee on Environment, Utilities and Corporate Services recommend to City Council:

- 1. That Saskatoon Light & Power enter into a definition phase agreement with SaskPower for a new 138 kilovolt transmission line from the SaskPower Martensville Switching Station north of Saskatoon, at a cost of \$800,000;
- 2. That \$450,000 be returned from Capital Project #1333 Avenue C Substation Transformer to the Electrical Distribution Extension Reserve;
- 3. That a budget adjustment to Capital Project #1286 Electrical System Planning Studies be made in the amount of \$450,000 of additional funding from the Electrical Distribution Extension Reserve; and
- 4. 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.

#### Topic and Purpose

The purpose of this report is to recommend that Saskatoon Light & Power (SL&P) enter into a definition phase agreement with SaskPower for a new 138 kilovolt (KV) transmission line from the SaskPower Martensville Switching Station north of Saskatoon at a cost of \$800,000. A new supply point from north of Saskatoon will help meet reliability and future growth requirements for the city, and could be operational by 2020.

#### **Report Highlights**

- 1. SL&P completed two engineering studies that identify risks regarding the current single source of supply from SaskPower's Queen Elizabeth Switching Station.
- 2. SaskPower has built a new switching station north of Saskatoon near Martensville to provide a second supply source and additional capacity to Saskatoon and area.
- 3. Additional electrical transmission capacity supplying SL&P will be required to meet the expected growth of the city.
- 4. A definition phase agreement with SaskPower will complete up to 60% of the design work, and estimate final construction costs (±30%) and schedule.

#### **Strategic Goals**

This report supports the Strategic Goal of Asset and Financial Sustainability by identifying supporting financial strategies and establishing levels of service for rehabilitation of assets. The report also supports the Strategic Goal of Quality of Life by refocusing on primary services that are of high importance to citizens. Finally, this report supports the Strategic Goal for Sustainable Growth by adopting an integrated approach to growth related to transportation, servicing, transit and land use.

#### Background

On June 27, 2011, City Council awarded a contract to Navigant Consulting Ltd. to conduct a Capital Development Planning Study for SL&P. The final report was received June 15, 2012.

On August 14, 2013, City Council awarded a contract to SNC Lavalin to conduct a Bulk Power System Study for SL&P. The final report was received March 18, 2014.

#### Report

#### Risk of Major Power Interruption to the City

SL&P operates an electrical distribution system that relies on SaskPower's Queen Elizabeth Switching Station for its power supply.

Two recent studies commissioned by SL&P (Capital Development Planning Study and Bulk Power System Study) include high priority recommendations to address the risk associated with a single source of power supply. A new transmission line to bring power from SaskPower's Martensville Switching Station provides an opportunity to address this risk.

#### SaskPower's Martensville Switching Station

SaskPower is investing more than a billion dollars annually in projects to update and upgrade the province's power grid. In Saskatoon, a long-term plan by SaskPower to reinforce power to the entire city is well underway. A new switching station near Martensville brings more reliable power to Saskatoon and area, and helps meet reliability and future growth requirements for the city. The cost of grid upgrades in Regina and Saskatoon in the last two years are valued at approximately \$81 million.

#### Requirement to Meet Future Growth

The recent Bulk Power Planning Study included estimates for load growth over the next 10 and 40 year periods. SL&P's service area is limited to the 1958 city boundary; however, significant load growth is expected related to infill in older neighbourhoods, and new development in the Central Business District and North Downtown. By 2025, peak demand is forecast to increase from the current 208 megawatts (MW) to 276 MW (32% increase). By 2055, peak demand is forecast to increase to over 350 MW (70% increase). The new north supply point will provide adequate capacity for this expected growth.

#### SaskPower Definition Phase Study

Before beginning any large-scale transmission project, it is common practice for utilities to complete a definition phase study to identify supply options and required interconnection facilities for customers. The study identifies routing options, considers project risks and mitigation strategies, and provides construction cost estimates and schedules.

#### **Options to the Recommendation**

An option is to remain with a single source of supply for the SL&P electrical system. The risk associated with a single point of supply would remain, and long-term volume requirements would not be achieved.

#### Public and / or Stakeholder Involvement

Public and stakeholder consultation would be completed after the definition phase, if the construction of a new transmission line proceeds, to minimize social and other land use impacts.

#### **Communication Plan**

If the construction of a new transmission line proceeds, appropriate communication material will be prepared to share the project details with impacted residents as well as the general public.

#### **Financial Implications**

Approval of the recommendations will ensure that adequate funding is available for the definition phase agreement in Capital Project #1286 – Electrical System Planning Studies. Funding returned from Capital Project #1333 – Avenue C Substation Transformer to the Electrical Distribution Extension Reserve will be made up in a future budget year. Asset rehabilitation work planned for the transformer has been deferred to 2016 based on a recent assessment of its condition.

A preliminary construction cost estimate for a project of this scope is between \$7 million and \$12.5 million. Sufficient funding would be allocated in SL&P's capital budget for future years to cover this cost.

#### **Environmental Implications**

Environmental screening would be completed after the definition phase, if the construction of a new transmission line proceeds. Route selection and construction methods would be chosen to minimize environmental impacts.

#### **Other Considerations/Implications**

There are no policy, privacy or CPTED implications or considerations.

#### Due Date for Follow-up and/or Project Completion

The definition phase is expected to take 18 months. Upon receipt of the definition phase report from SaskPower, SL&P will report back with recommendations for next steps. A typical construction schedule for a project of this scope is 3 to 5 years.

#### **Public Notice**

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

#### **Report Approval**

Written by: Kevin Hudson, Metering & Sustainable Electricity Manager

Reviewed by:	Brendan Lemke, A/Director of Saskatoon Light & Power
Approved by:	Jeff Jorgensen, General Manager, Transportation & Utilities
	Department

EUCS KH - New North Supply Point for Saskatoon Light & Power

1

#### Saskatoon Light & Power Customer Generation Program

#### Program Outline

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#### Program Cost to Customer

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#### Program Cost to Customer

The small power producer is responsible for the cost of connection, commissioning and the meter installation. A quote for these costs will be provided as part of the Interconnection Study.

#### Rebates

Saskatchewan has a rebate program for environmental preferred technologies including solar. The program is being administered through SaskPower and is available to SaskPower, Saskatoon Light & Power and City of Swift Current electricity customers until November 30, 2016. The program is a one-time rebate, equivalent to 20 per cent of eligible costs to a maximum payment of \$20,000, for an approved and grid interconnected net metering projects.

Rebates are available for both the Small Power Producer's Program and the Net-Metering Program. Saskatoon Light & Power (SL&P) customers apply for this rebate directly through SaskPower.



# EXECUTIVE COMMITTEE

## Appointment – Representative of Saskatoon SPCA on Advisory Committee on Animal Control

#### **Recommendation of the Committee**

That the appointment of Dr. Sandra Newmann as the representative of the Saskatoon SPCA on the Advisory Committee on Animal Control, be confirmed.

#### History

Your Committee is recommending the appointment of Dr. Sandra Newmann as the representative of the Saskatoon SPCA on the Advisory Committee on Animal Control



# EXECUTIVE COMMITTEE

## Bylaw No. 8244, The Noise Bylaw, Section 5.3 Amendment

#### **Recommendation of the Committee**

That the City Solicitor prepare an amendment to Section 5.3 of Noise Bylaw No. 8244 to include the ability to charge those individuals who fail to comply with an officer's request.

#### History

At its June 15, 2015 meeting, Executive Committee considered a letter from the Board of Police Commissioners, regarding the above.

#### Attachment

1. Letter from Donald J. Atchison, Chair, Board of Police Commissioners, dated June 2, 2015.

### THE BOARD OF POLICE COMMISSIONERS

SASKATOON, SASKATCHEWAN



June 2, 2015

City Council

Members of City Council:

#### Re: Bylaw No. 8244, The Noise Bylaw, Section 5.3 Amendment

Bylaw No. 8244, *The Noise Bylaw* was amended in the spring of 2014 to include Section 5.3 which reads,

"5.3 The operator of any motor vehicle shall, upon request of a police officer, take the motor vehicle to any site designated by the police officer and have the motor vehicle tested for sound"

The Bylaw clearly authorizes police officers to test vehicles including motorcycles; however, there are no current provisions in the Bylaw which allow the Saskatoon Police Service to charge riders who fail to comply with an officer's request.

Accordingly, the Board of Police Commissioners recommends City Council approve of a further amendment to the Bylaw which includes the ability to charge those individuals who fail to comply with an officer's request.

Yours truly,

Tonald / Atchison

**Donald J. Atchison, Chair** Saskatoon Board of Police Commissioners



# EXECUTIVE COMMITTEE

## City of Saskatoon Long-Term Financial Sustainability Plan 2015 - 2025

#### Recommendation of the Committee

1. That the First Edition of the City of Saskatoon's Long-Term Financial Sustainability Plan: 2015 – 2025 be received as information; and

2. That the recommendations included within the First Edition of the City of Saskatoon's Long-Term Financial Sustainability Plan: 2015 – 2025 be approved.

#### History

At its June 15, 2015 meeting, Executive Committee considered a report of the CFO/General Manager, Asset & Financial Management Department regarding the above.

#### Attachment

1. Report of the General Manager, Asset & Financial Management dated June 15, 2015.

# City of Saskatoon Long-Term Financial Sustainability Plan: 2015 - 2025

#### Recommendation

That the Executive Committee recommend to City Council:

- 1. That the First Edition of the City of Saskatoon's Long-Term Financial Sustainability Plan: 2015 2025 be received as information; and
- 2. That the recommendations included within the First Edition of the City of Saskatoon's Long-Term Financial Sustainability Plan: 2015 2025 be approved.

#### **Topic and Purpose**

To provide the Executive Committee and City Council with the First Edition of the City of Saskatoon's Long-Term Financial Sustainability Plan: 2015 – 2025 (Plan), and to obtain City Council's approval of the recommendations included within the Plan.

#### **Report Highlights**

- 1. The attached Plan is a First Edition. The intent is to update the Plan on a regular basis which includes responding to recommendations and bringing forward information on other issues that have a significant financial impact.
- 2. The Plan addresses both the City's current financial position and financial trends. It also summarizes a number of financial-related issues facing the City.
- 3. The Plan includes a number of recommendations which are intended to assist City Council in making future financial decisions from a sustainable standpoint.

#### **Strategic Goal**

The recommendations in the Plan support the Strategic Goal of Asset and Financial Sustainability by being open, accountable and transparent with the City's financial planning processes.

The Plan takes into consideration a number of long-term strategies including increasing revenue sources and reducing reliance on residential property taxes, reducing the gap in the funding required to rehabilitate and maintain our infrastructure, and protecting the City's credit rating.

#### Background

On November 12, 2013, the Executive Committee received the Terms of Reference for the City's Long-Term Financial Sustainability Plan. The majority of the initial draft was prepared by the former CFO, Ms. Marlys Bilanski, for which recognition is required.

#### Report

#### First Edition

Best practices recommend the development of a long-term financial plan. While the Administration has consistently provided City Council with a short and long-term view of

the City's financial situation, some of the information is ad hoc. The intent of the Long-Term Financial Plan is to provide City Council with a total financial picture, both current and projected. All financial decisions can then be vetted against the Plan. Specific issues addressed within the Plan include the City's aging infrastructure, city growth, limited funding tools, rising costs, uncertainty around external sources of funding, and regulatory changes.

The outcomes should be based on solutions that are aligned to the Strategic Plan, affordable and predictable for the taxpayer, long term, and balanced between funding existing assets and services and funding growth.

All recommendations within the Plan are based on the following principles to help guide the City's decisions:

- 1. Funding of core services are aligned with what our citizens expect;
- 2. Services are received and funded equitably by all residents;
- 3. Recognize that there is only one taxpayer and respect their ability to pay;
- 4. Financial resources are used to address the needs of citizens today and tomorrow; and
- 5. The City is open, accountable and transparent with respect to resource allocation and collection.

#### Current Financial Position and Financial-Related Issues

The City of Saskatoon Long-Term Financial Sustainability Plan: 2015 – 2025, First Edition, is contained in Attachment 1. It includes information on the City's current financial position, as well as the financial trends, and identifies recommendations intended to maintain, and in some cases, strengthen the current financial position. The Plan also summarizes the following financial-related issues facing the City: asset management, alternative revenues, city growth, affordable housing, and pension sustainability, and identifies recommendations that begin to address these issues.

Issues raised by the Hemson Growth Report ("Financing Growth Study") tabled with Executive Committee and City Council in April 2015 will be incorporated within the Plan and addressed through a series of discussion papers in the near future.

The Plan will be updated on a regular basis along with a status of the various recommendations and issues. Any new issues identified that have a significant financial impact will also be brought forward at that time.

#### Recommendations

There are 17 recommendations included within the Plan. Key recommendations include:

• That the five financial principles be approved. These principles currently form the basis of all recommendations within the Plan.

- That a Major Transportation Infrastructure Funding Plan be brought forward for discussion in 2015.
- That the Administration bring forward a funding strategy to address:
  - o the replacement and/or major repair of park amenities;
  - o redevelopment or major rehabilitation of existing parks; and
  - new civic recreation facilities.

The recommendations are included throughout the Plan. A summary can be found on pages 37, 38, and 69 within the Plan.

#### **Communication Plan**

The City's Long-Term Financial Sustainability Plan will be linked to, and supported under the overarching and unified communications strategy, Saskatoon's Money Management Plan: Shaping our Financial Future.

The encompassing communication strategy will endorse all aspects of the City's total financial picture, current and projected.

The communications activities, tools and tactics related specifically to the Plan will include but may not be limited to:

- A news release will be issued to highlight the key financial principles within the Plan, those that will guide the City's monetary decisions, policies, practices, and strategies, both current and projected, over the next ten years.
- The Long-Term Financial Sustainability Plan, the Financing Growth Study, and Frequently Asked Questions (Attachment 2) will be made available on the City's website (under City Hall>Budget & Finances).
- A strong online presence will continue, using plain language and imagery, with additional planned financial videos added to the City's website (under City Hall>Budget & Finances). Information will address questions such as: how does the City make prudent financial decisions, how does the City save money to pay for the replacement and expansion of major assets, why is it important to have a long-term financial plan for the City, and does growth pay for growth?

#### **Policy Implications**

A number of policies are referenced within the Plan. In some cases, revisions to both bylaws and policies may be required, depending upon approval of recommendations.

#### **Financial Implications**

All financial implications are included within the attached Plan.

#### **Other Considerations/Implications**

There are no options, environmental, privacy or CPTED implications or considerations.

#### Due Date for Follow-up and/or Project Completion

The Long-Term Financial Sustainability Plan will be updated and tabled annually prior to the budget reviews.

#### Public Notice

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

#### Attachment

- 1. City of Saskatoon Long-Term Financial Sustainability Plan: 2015 2025
- 2. Frequently Asked Questions

#### **Report Approval**

Written by: Kerry Tarasoff, CFO/General Manager, Asset & Financial Management Department

Approved by: Randy Grauer, Acting City Manager

Long-Term Financial Sustainability Plan\_1<sup>st</sup> Ed. June 2015.docx



# Long-Term Financial Sustainability Plan: 2015 - 2025

**First Edition** 

June 2015

## MESSAGE FROM THE CFO

May 15, 2015

The following document is the City of Saskatoon's (City) first edition of its Long-Term Financial Sustainability Plan. The City is faced with a number of issues including aging infrastructure, rapid growth, limited funding tools, inflationary pressures and declining non-tax revenues. In addition, uncertainty exists around external sources of funding (e.g. government grants) and regulatory changes (e.g. environmental).

In light of these issues, the intent of this Plan is to lay out the City's existing financial policies and practices, as well as identify strategies available to fund the City's needs over the next ten years. It is natural to react to crisis, but prudent financial management would dictate that decisions made to fund projects and initiatives need to be considered in the context of the larger financial situation facing the City. These decisions must also align with the City's Strategic Plan and filtered through the City's Corporate Risk Based Management Program. A long-term integrated financial management plan also provides flexibility to react to changes in economic realities including the potential for high variability in growth rates affecting the need to spend and the ability to fund.

This document examines the City's financial balances, focusing on reserve balances as well as investment and debt practices, identifies economic and financial trends, and provides a five-year financial forecast of both operating and capital revenues and expenditures. Lastly, it addresses a number of issues, ranging from the City's asset management financial strategies to alternative revenue opportunities.

As the city grows, the challenge to finance growth is compounded by the need to fund existing services, programs and capital assets. Recommendations relating to new financial policies and/or strategies to fund specific issues, including those identified in the recently tabled "Financing Growth Study" (the Hemson Report), will be brought forward in a series of discussion papers for City Council's consideration and potential adjustments to this Plan.

The progress of this Plan and the impact on the City's Strategic Goals will be also monitored through the key performance targets that help focus the organization towards its intended outcomes. This document is not a static document – it is intended to be updated annually to ensure the City's financial decisions are made from a sustainable standpoint.

#### Kerry Tarasoff, FCPA, FCMA Chief Financial Officer City of Saskatoon

## EXECUTIVE SUMMARY

The City of Saskatoon (City) is faced with a number of issues including aging infrastructure, rapid growth, inflationary pressures, limited funding and limited funding tools. In addition, uncertainty exists around external sources of funding (e.g. government grants) and regulatory changes (e.g. environmental).

Long term financial planning can provide both the Administration and City Council with the context to attempt to address the above issues in a cohesive manner. While the Administration has consistently provided City Council with a short and long-term view of the City's financial situation, some of the information is ad hoc and includes items such as quarterly financial projections, the development of reserve policies, funding plans for specific programs or projects, updates pertaining to debt levels, and most recently, a Roadways Financial Management Strategy.

To ensure all strategies and recommendations are consistent and to move the City in the direction it desires, they must be consistent with the City's overall Strategic Plan, specifically, the Strategic Goal of Asset and Financial Sustainability.

To meet this objective, the City has prepared its first Long-Term Financial Sustainability Plan. All recommendations within this Plan are based on the following principles to help guide the City's decisions:

- 1. Funding of core services are aligned with what our citizens expect;
- 2. Services are received and funded equitably by all residents;
- 3. Recognize that there is only one taxpayer and respect their ability to pay;
- 4. Financial resources are used to address the needs of citizens today and tomorrow; and
- 5. The City is open, accountable and transparent with respect to resource allocation and collection.

This long-term financial plan also is one of the mitigation measures that is in place to manage many of the key corporate risks, including meeting the challenge for investment in infrastructure, reaching service levels for assets and operations, reducing the reliance on property tax revenue, and assisting in the progress of a regional growth plan.

## **Overview and Contents of the Plan**

A municipal long-term financial plan typically deals with the financial condition of the general fund, as this fund is greatly influenced by property taxes. However, the City's plan includes a review of all funds, including the general fund, utility funds, and capital funds.

The Plan includes two sections. The first section is a financial summary which includes the formalization of the financial principles noted above and a review of the City's current financial condition, which was described in detail in the 2013 Annual Report. The City's net financial assets (defined as assets less liabilities, excluding capital assets) totalled \$52.8 million (\$115.1 million in 2012). The financial summary section includes information and, in some cases, recommendations on the City's practices relating to reserve funding, the use of surpluses resulting from neighbourhood land development, the use of federal Gas Tax revenues, investment policies, and debt management. Following the analysis is a five-year financial forecast.

The second section summarizes a number of City issues that have financial implications. This list of issues is not necessarily all encompassing and it will change over time.

## Measuring Success

There are several ways to measure success of the Plan. The City should see improvement in its asset condition, enhancement in the quality of life, a growing city, a suitable reliance on the property tax and/or other governmental funding, and an increase in citizens' satisfaction levels.

In 2015, City Council approved Performance Targets that relate to the Strategic Goal of Asset and Financial Sustainability. These targets will help guide future financial decisions and include the following (and are subject to revision and on-going review):

- 1. Municipal property tax per capita;
- 2. Property tax as a percentage of total revenues;
- 3. Annual property tax change that is an amount equal or less than the Municipal Price Index; and
- 4. Maximum long-term tax-supported debt not to exceed a maximum of \$1,750 per capita.

## Analysis Results and Next Steps

The Plan identifies a number of capital reserve shortfalls, some of which have yet to be quantified, and provides a projection of the City's operating requirements with the intention of funding the shortfalls. Not surprisingly, it identifies an annual shortfall too large to be funded strictly through tax increases. Recommendations have been proposed to assist the City in addressing this issue.

This document focuses on issues that include the City's Asset Management Funding Strategies, Alternative Revenues, City Growth Plan, Housing and Pension Sustainability. Recommendations have been proposed to help address funding gaps

related to the City's assets. It also includes recommendations related to Alternative Revenues, the City's Growth Plan, and Housing.

The intent is to review this document annually, updating City Council with the status of the various recommendations and bringing forward any new issues.

## TABLE OF CONTENTS

I	Introduction	Page 7
II	Financial Summary	Page 8
	<ul> <li>Introduction         <ul> <li>Financial Policies</li> </ul> </li> </ul>	Page 8
	<ul> <li>Corporate Business Plan and Budget</li> <li>Current Financial Condition         <ul> <li>Reserves</li> <li>Residential Neighbourhood Land Development</li> <li>New Building Canada Fund</li> <li>Gas Tax Fund</li> <li>Investments</li> <li>Debt</li> </ul> </li> </ul>	Page 13 Page 15
	<ul> <li>Five-Year Financial Forecast         <ul> <li>Financial Trends</li> <li>Revenues</li> <li>Expenditures</li> <li>Summary</li> </ul> </li> </ul>	Page 28
	<ul> <li>Checks and Balances         <ul> <li>Corporate Risk Management</li> <li>Internal and External Audits</li> </ul> </li> </ul>	Page 35
	Conclusion and Summary of Recommendations	Page 37
	Issues Summary	Page 39
	<ul> <li>Introduction</li> <li>The Hemson Growth Report</li> <li>Asset Management Funding Strategies         <ul> <li>Roadways, Bridges and Structures</li> <li>Buildings</li> <li>Parks</li> <li>Transit Fleet</li> <li>Water/Wastewater/Storm Water Plant and Undergrour</li> <li>Electrical Distribution</li> <li>Civic Fleet</li> </ul> </li> </ul>	Page 39 Page 39 Page 42

# Long-Term Financial Sustainability Plan: 2015 - 2025

<ul> <li>Use of the Property Tax to Fund Cities</li> </ul>		Page 55
o De	edicated Property Tax	-
o Sh	nare of Existing Taxes	
o Ve	ehicle-Specific Selective Taxes (User Pay Tax)	
o Vi	sitor-Specific Selective Sales Tax	
o Sp	pecial Purpose Local Option Sales Tax (Penny Tax)	
o Sp	pecial Assessments (Local Improvement)	
o Va	alue Capture Levy	
<ul> <li>The City's Growth Plan</li> </ul>		Page 59
o <b>Gr</b>	owing Forward!Shaping Saskatoon	
o Ri	ver Landing	
o Ci	ty Centre Plan	
0 No	orth Downtown	
o Fu	iture Transit	
o Re	egional Growth	
o Pa	aying for Growth	
Housing		Page 64
o Ind	centives and Programs	
<ul> <li>Pension Sustainability</li> </ul>		Page 67
Conclus	sion and Summary of Recommendations	Page 69

## I INTRODUCTION

The City of Saskatoon (City) is faced with important issues, including aging infrastructure, growth, inflationary pressures, limited funding and limited funding tools. In addition, uncertainty exists around external sources of funding (e.g. government grants) and regulatory changes (e.g. environment, pensions). What happens if Saskatoon has an economic downturn?

Long-term financial planning can provide both the Administration and City Council with the context to attempt to address the above issues in a cohesive and integrated manner. Long-term financial planning encompasses planning, analysis, and forecasting. The result is information that can be used to make decisions to maintain a municipality's fiscal health and balance. This information can also be used to put plans in place to begin to address the above-noted issues.

The long-term financial planning process is linked to a number of other planning processes, including strategic planning, capital improvement planning, business planning, and of course, budgeting. The process specifically includes long-term revenue and expenditure forecasting, reviewing long-term debt capacity, undertaking a fiscal environmental analysis, identifying existing and emerging issues and assessing the economic outlook.

The City has been very prudent in its financial planning and has a number of financial policies that were built around:

- best practices;
- paying close attention to its debt levels and capacity;
- preparing a five-year capital improvement plan; and
- ensuring funding plans are in place prior to moving forward on large capital projects.

However, annually preparing ten-year projections on revenues and expenditures can also help the City develop guidelines to move towards meeting the City's long-term goal of managing the City in a smart, sustainable way.

City Council has also approved a number of funding plans to date to assist in moving forward a number of major capital projects, which include:

- Roadway Financial Management Strategy;
- Major Recreational & Cultural Facilities Funding Plan;
- Gas Tax Plan; and
- Civic Facilities Funding Plan.

Strategies are currently being developed to assist in funding major transportation infrastructure, and parks and recreation assets.

## II FINANCIAL SUMMARY

## Introduction

#### Financial Policies

The City has a number of financial policies, practices, and tools that it uses to efficiently manage and allocate its financial resources. They each support one or more of the following financial principles:

- 1. Funding of core services is aligned with what our citizens expect;
- 2. Services are received and funded equitably by all residents;
- 3. Recognize that there is only one taxpayer and respect their ability to pay;
- 4. Financial resources are used to address the needs of citizens today and tomorrow; and
- 5. The City is open, accountable and transparent with respect to resource allocation and collection.

For example, one of the ways to meet the benefits principle is by ensuring those who benefit from municipal services pay for them. The City has a number of financial policies and practices that support this, including:

- charging development levies;
- inter-generational equity reflected through the City's borrowing policy; and
- user pay for specific services such as our utilities.

The intent is to ensure property taxes only support the core services that benefit <u>all</u> Saskatoon residents. While most of the costs funded through property taxes are operational, it also makes sense for property taxes to fund some capital costs. Examples include major road rehabilitation, capital equipment replacement that supports general operations, and a portion of major one-time capital projects where the benefit is enjoyed by both current and future generations.

The following is a list of current financial policies and practices that assist with ensuring the City's resources remain sustainable.

#### City Council-Approved Investment and Debt Policies

The City has three policies related to investments as follows:

 City Council Policy No. C12-009, Portfolio Management (provides specific guidelines regarding the portfolio management of the City's investment assets, preservation of capital, maintenance of liquidity sufficient to meet ongoing financial requirements, and to maximize return on investment);

- City Council Policy No. C12-002, Investment Committee (has the responsibility and authority of supervising and coordinating the City's investment activities); and
- City Council Policy No. C12-003, Securities Handling (ensures the secured movement and custody of the City's investment assets).

In addition, City Council Policy No.C03-027, Borrowing for Capital Projects, outlines the City's borrowing criteria:

- financing capital projects for which sufficient funds are not otherwise available in existing reserves or through external sources;
- recovering all or part of the capital costs from future operating revenues and/or operating savings; and
- extending the capital financing to future users to ensure equity.

#### User Pay Philosophy

The City has a number of services which are paid for by users as opposed to general taxation. Examples include water, wastewater, storm water, power, and most recently, recycling. The City also runs a number of programs for which it deems appropriate to be fully repaid by user fees. These include the City's three golf courses, Gordon Howe Campsite, and PotashCorp Playland at Kinsmen Park. The City runs other programs whereby it collects a set percentage of costs through admission fees (e.g. recreation programs).

The City also charges development levies which are targeted to land developers and are collected through a servicing agreement. These levies ensure a portion of the costs related to growth are borne by the user. The levies are reviewed on a regular basis. Some are set through policy and some are set annually through City Council resolution.

#### Return on Investments (ROIs)

ROIs are calculated for most business enterprises. Saskatoon Light & Power currently provides an ROI and work has begun to develop an ROI for the water and wastewater utilities. The City's neighbourhood land development program provides an ROI on each development project, and capital projects that generate revenue streams also include ROI calculations (e.g. the Landfill Gas Collection System). Some ROIs are mandated through policy, however, not all are.

#### Strong Emphasis on Business Planning and Budgeting

City Council's current Strategic Plan (2013 – 2023) sets out a vision for the community, a mission statement, and a set of corporate values and strategies. It outlines what is important in the short-term and where the City needs to focus its energies and

investment. The City's annual Business Plan and Budget includes implementation strategies which are aligned with the Strategic Plan and serves as the guide to the investment activities, projects, and service levels that the City will implement. The budget provides the financial plan to support the business plan, which in turn, aims to reflect the needs of the community based on City Council and citizen input.

The budget process includes both a five-year capital budget, based on City Council's priorities, and an annual operating budget that allocates resources under the principle of continuing to deliver existing services and service levels. City Council Policy No. C03-001, The Budget Process, guides the orderly and timely translation of civic programs into resource, expenditure, and revenue requirements. It also provides a basis for enforcing accountability for the proper and prudent management of public funds and specifically outlines required authorizations.

As this Plan evolves and matures, an outcome could be that it demonstrates the value of moving to multi-year budgeting on the operational side of the City's activities.

#### Establishment of Operational Revenue/Expenditure Stabilization Reserves

*The Cities Act* requires cities to approve balanced budgets (i.e. cities cannot budget for operational deficits). In the event an actual deficit is experienced at the end of a City's fiscal year, the following year's budget must include funds to offset this. To avoid this situation, the City has established revenue and expenditure stabilization reserves. The City's general accounts (property-tax supported) are stabilized through the Fiscal Stabilization Reserve. Additional examples include a reserve for each of the utilities, the City's golf courses, PotashCorp Playland at Kinsmen Park, Gordon Howe Campsite, Woodlawn Cemetery, Plan Review and Inspection Stabilization Reserve, and the City's land program.

#### Establishment of Reserves for Capital Replacement/Future Capital Expenditures

The City has a history of paying for capital replacement on a pay-as-you-go basis. All equipment has a replacement reserve and funding is intended to be in place at the time replacement is required. Additional reserves have been established to assist in funding future capital projects.

While the City has significant reserve cash balances, annual reserve contributions need to be examined to ensure they are not eroded by inflation and keep pace with an increasing asset base.

These reserves are funded through annual contributions from the operating budget or through utility rates.

#### Capital Project Funding

Capital projects should not be undertaken without approved funding and a plan to fund future life cycle costs. Future life cycle costs are a combination of operational costs and future major repair and/or replacement costs. The City's capital reserves cover major repair and/or replacement costs and annual contributions are reviewed to ensure they are sufficient.

To limit capital project-related liability, it is recommended that future major capital projects be assessed on a life cycle cost basis through a suitably detailed business case analysis. This is similar to the process currently used to determine the viability of a public private partnership.

#### Leverage Federal, Provincial, and Private Sector Dollars

The City continues to leverage as many federal, provincial, and private sector dollars as possible. As many of these opportunities are cost sharing arrangements, this requires that a source of funding be available for the City's portion of the costs. In some situations, the funds may not be available. City Council would have an opportunity to potentially reallocate funds from other projects.

#### Property Tax Policy

*The Cities Act* provides City Council with the ability to set differing tax rates for each class or sub-class of property through an ad valorem tax, to use a minimum or base tax, and/or to phase-in a tax increase or decrease for taxable property resulting from a revaluation of assessment. The Province of Saskatchewan has legislated a four-year revaluation cycle.

The City uses the ad valorem form of property taxation. An ad valorem tax is a tax based on the assessed value of real estate or personal property. City Council has established the following tax policies:

- maintain a 1.75 ratio between residential and commercial property taxation rates;
- use of appeal contingency reserves (residential and commercial) to fund assessment appeal losses based on new values resulting from the annual assessment process;
- use of a special addition to the mill rate whereby an increase in property taxes has been dedicated towards a specific purpose (e.g. road rehabilitation);
- maintain revenue neutrality within property classes for any revenue shifts caused by provincial revaluations; and
- phase-in of tax increases as a result of provincial assessment revaluations.

**Recommendation 1: That the following financial principles be approved:** 

- Funding of core services is aligned with what our citizens expect;
- Services are received and funded equitably by all residents;
- Recognize that there is only one taxpayer and respect their ability to pay;
- Financial resources are used to address the needs of citizens today and tomorrow; and
- The City is open, accountable and transparent with respect to resource allocation and collection.

Recommendation 2: That future major capital projects be assessed on a life cycle cost basis, including operational costs, through a suitably detailed business case analysis.

## **Corporate Business Plan and Budget**

Developed with input from the Community Vision, the City's 10-Year Strategic Plan outlines what is important in the near term and where the City needs to focus its energies. It includes an overarching mission, values, and leadership commitments.

The Strategic Plan outlines seven Strategic Goals. Each goal has 10-Year Strategies and 4-Year Priorities which represent the "how to" component of operationalizing the vision. Implementation plans are developed through the annual Corporate Business Plan and Budget process.

As noted earlier, the City places a strong emphasis on business planning and budgeting. The Corporate Business Plan and Budget is aligned to the City's Strategic Plan and forms the path the City will take over the next year to focus on the major issues and challenges facing the City, while continuing to provide the services and programs citizens want.

The Business Plan outlines the achievements, key challenges, and major initiatives planned within 12 Business Lines which are as follows:

- Community Support
- Corporate Asset Management
- Corporate Governance and Finance
- Environmental Health
- Fire Services
- Land Development
- Policing
- Recreation and Culture
- Taxation and General Revenues
- Transportation
- Urban Planning and Development
- Utilities

The City's planning process ensures resources are allocated to various programs and services within these business lines, and that resources are tied to clear and achievable plans. The business planning and budgeting process is transparent, and provides City Council and citizens with more information about where City funds are used. It allows for accountability in delivering services to citizens in effective and efficient ways, while maintaining a focus on long-term sustainability.

The budget process includes both a five-year capital budget, based on City Council's priorities, and an annual operating budget which allocates resources under the principle

## Long-Term Financial Sustainability Plan: 2015 - 2025

of continuing to deliver existing services and service levels. City Council Policy No. C03-001, The Budget Process, guides the orderly and timely translation of civic programs into resource, expenditure, and revenue requirements. It also provides a basis for enforcing accountability for the proper and prudent management of public funds and specifically outlines required authorizations. The Administration plans to update this policy to include the annual business planning process.

An emerging trend and best practice that has taken root in other cities, such as the cities of Calgary and Edmonton, is budgeting for a period greater than a one-year cycle. Multi-year budgeting provides the ability to implement longer term financial strategies and address long-term issues including the goals within the Strategic Plan. The multi-year budget incorporates a more certain strategic response that ensures the priorities of the organization are being managed within its resource capacities (financial and human).

The City of Calgary has adopted a four-year budget with annual adjustments to reconfirm the priorities and funding allocations, as well as adjustments for any external impacts from regulatory, economic or environmental changes. Adjustments can also be considered in light of changes in the trends for revenues, expenditures and key performance metrics.

Multi-year budgeting provides more certainty of achieving the goals of the Strategic Plan by supporting the initiatives through planned resource allocations. There would also be the potential for efficiencies by reducing the effort for the preparation of a full annual budget.

Recommendation 3: That the Administration further explore the potential to move to multi-year budget projections.

## **Current Financial Condition**

The City's financial condition at December 31, 2014, is still being reviewed by the external auditor. However, as described in the City's 2013 Annual Report, as of December 31, 2013, the City's consolidated financial assets totalled \$564.1 million and financial liabilities totalled \$511.3 million, resulting in net financial assets of \$52.8 million.

Contributing to the City's financial assets are its many reserves, totalling \$105.9 million as at December 31, 2013.

#### <u>Reserves</u>

Reserves can be equated to savings accounts. Funds are "reserved" or "saved" for two purposes. The first is for replacement of existing assets. The major advantage of this type of reserve is that when it is time to replace the asset, the funds are there; the capital project does not need to be vetted against other capital projects for general capital funds.

The second purpose is to reserve funds for future expenditures, or to assist the City in funding assets to accommodate increased capacity.

Overall, the City's reserves are healthy. A list of the City's reserves can be found in the City of Saskatoon Annual Report. The purpose and spending authority for each reserve is identified either within Bylaw No. 6774, The Capital Reserve Bylaw, or under City Council Policy No. C03-003, Reserves for Future Expenditures.

The Finance Division undertook a comprehensive reserve analysis in 2007, identifying the health of each reserve and proposed a number of recommendations. Based on this review, plans were put in place to increase contribution levels, revise the scope of some reserves and, in some cases, create additional reserves.

The Finance Division is currently updating this analysis, and the Administration will be proposing recommendations in 2015. In the meantime, the following information identifies recent revisions to a number of reserves. Continued deficiencies are also noted.

#### Fiscal Stabilization Reserve

In July 2011, City Council approved a revision to the scope of the Revenue Stabilization Reserve and renamed it the Fiscal Stabilization Reserve. This revision was based on best practices identified by the Government Finance Officers Association (GFOA)<sup>1</sup>. This Reserve provides for a targeted minimum balance of 5% of the current year's taxsupported expenditures and requires that this balance be obtained over the next five years (by 2016). The balance as at December 31, 2013, was \$7.3 million, which was equivalent to the 5% minimum balance. However, \$1.2 million was required to fund the 2013 year-end deficit. Funding sources to this reserve include contributions from future year-end surpluses and/or one-time revenues.

The 2014 preliminary year-end results, which are subject to confirmation of the external audit, indicated a surplus of \$0.553 million. This surplus will be transferred to the Fiscal Stabilization Reserve which then should have a balance of \$6.7 million.

#### Paved Roadway Reserve

City Council has established funding service levels for the preservation of paved roadways, sidewalks, paved back lanes, gravel back lanes and boundary roads. This service level provides funding sufficient expenditures to increase the roadway asset condition/value and decrease the backlog slowly over time. This sets the direction for annual contribution levels to the Infrastructure Surface Replacement Reserve.

During the 2013 budget reviews, City Council approved a 1.25% dedicated road tax to help jump start a program to improve the condition of the City's paved roads. In addition, during the 2014 budget reviews, City Council approved the Roadway Financial Management Strategy which, in part, included a 2.92% property tax increase each year for three years (2014 through 2016) which will bring the annual contributions to the Reserve to the required level. This dedicated tax of 2.92% was included in the 2014 budget. However, the planned phase-in was adjusted during the 2015 budget review to extend the required increase over a four-year phase-in rather than three. This phase-in was adjusted to annual increase of 1.94% for years 2015 - 2017.

In addition to the dedicated tax, contributions to this Reserve include existing tax dollars and a contribution from the Water and Wastewater Utilities. Supplemental funding from residential land development net proceeds has been used to fund projects until such time as the Reserve's annual funding is sufficient to meet the approved service level.

To ensure transparency and accountability, the City deployed a campaign in the spring of 2014, "Building Better Roads", which provides the public with information on where their increased tax dollars are being targeted. Annual reporting will be provided to City Council. In addition, the funding specifically dedicated to paved roadways was moved

<sup>&</sup>lt;sup>1</sup> Government Finance Officers Association (GFOA) – an organization which represents public finance officials throughout the United States and Canada. Their mission is to enhance and promote the professional management of governmental financial resources by identifying, developing, and advancing fiscal strategies, policies, and practices for the public benefit.

to a new reserve - the Paved Roadway Reserve. The Infrastructure Surface Replacement Reserve was then renamed to the Transportation Infrastructure Reserve.

#### Transportation Infrastructure Reserve

This Reserve funds the preservation or retrofit of gravel roadways, lanes, boundary roads, drainage, pavement markings, medians, guardrails, traffic signals and signage, and other miscellaneous infrastructure. Funding for lanes and boundary roads is being increased based on the Roadway Financial Management Strategy referenced above. However, funding for the remaining assets is still insufficient (e.g. funding to upgrade gravel roads). All funding is through property taxes. While there is no current plan in place to address this shortfall, work is being undertaken to consider options such as potentially incorporating gravel street upgrades within the dedicated tax component or under a proposed Major Transportation Infrastructure Funding Plan.

#### Bridge Major Repair Reserve

City Council has also established a funding service level for bridges and structures. It has been set at the same level as paved roadways, sidewalks, paved back lanes, gravel back lanes, and boundary roads. It requires funding sufficient expenditures to increase the roadway asset condition/value and decrease the backlog slowly over time. The targeted annual investment in 2012 was \$5 million, supplemented with one-time contributions totalling approximately \$48 million over the next ten years. The 2014 Budget included a base funding level of \$2.6 million. While the Reserve is funded solely through property taxes, past projects have been funded through federal grants, provincial revenue sharing and borrowing.

The Administration is developing a Bridges and Structures Fund Plan that it will recommend to City Council in the near future. It will continue to be a phased-in plan, thus requiring supplemental one-time funding.

#### Infrastructure Water and Sanitary Sewers Replacement Reserve

This Reserve has been in a deficit position for several years. This deficit is the result of the advancement of flood control projects to alleviate further flooding and due to the settlement of a number of insurance claims as a result of the floods. The Reserve is fully funded through utility rates and is currently being replenished through a flood control levy of \$4.50 per water meter placed on utility bills. This Reserve is expected to be in a surplus position by 2018.

#### Transportation Infrastructure Expansion Reserve

This Reserve provides funding for the construction of additions to the City's transportation network including roadways, bridges, and overpasses. This Reserve was

initially established to provide a matching funding source for provincial and/or federal funds that have historically been available for network expansions. The Reserve is funded from property taxes and unfortunately, the funding level is no longer sufficient for its purpose. In fact, the Reserve is currently in a deficit position until 2015, directly as a result of funding the 25<sup>th</sup> Street Extension project. The current contribution is increased annually by the Consumer Price Index (CPI).

The Administration has identified a need to review this Reserve in light of the upcoming growth in the transportation network.

#### Traffic Noise Attenuation Reserve

In the past, the funding level for this Reserve was a challenge as the required funds were not available to build a backlog of sound walls that were not previously included in roadway capital projects. Future sound walls now form part of new capital construction, if required. The current funding for this Reserve is through an annual contribution from property taxes of \$600,000 and is increased each year based on CPI.

During the 2014 Budget Review, City Council approved a plan to fund a number of projects totalling \$15.45 million (through a combination of reserve funds and borrowing, amortized over ten years) to reduce most of this backlog. Repayment of the borrowing includes the redirection of the available annual contribution, plus an additional phased-in increase to property taxes of 0.3% in 2014 and 0.2% in 2015 - 2017.

This plan will commit funding from this Reserve for up to ten years, which will limit the possibility of funding further projects.

#### Parks Infrastructure Replacement Reserve

This Reserve is currently in a deficit position until 2016 as a result of funding the construction costs of the WJL Harvey Park Redevelopment. The annual contribution, funded from property taxes, is increased by CPI which is not sufficient to fund the current demands.

The Administration is currently developing a comprehensive funding plan to address this deficiency.

#### Landfill Replacement Reserve

The purpose of this Reserve is to replace the City's landfill. It is funded through a combination of property taxes and landfill revenues. Past capital projects funded by this Reserve are intended to extend the life of the landfill. The most recent \$6 million investment to upgrade and expand the landfill is temporarily being cash flowed (using

funds from the Property Realized Reserve) until 2017. This strategy was previously approved by City Council.

At some point if there is a decision to close this site and develop a new one, this Reserve is intended to fund all costs associated with the closure of this site. A long-term plan will need to be developed to ensure funds are available at the appropriate time.

#### Civic Vehicles and Equipment Replacement/Acquisition Reserve

The Civic Vehicles and Equipment business model is unable to keep up to the demand for more timely replacement of the City's fleet as well as the acquisition of new vehicles and equipment. Departments are required to raise the necessary funds for the acquisition of new vehicles that are needed due to an increase in service level or service territory. Planning for these acquisitions at the same time as paying increased maintenance costs have added pressure to departmental budgets. The Administration is currently reviewing the model and will bring forward recommendations for revisions.

#### Active Transportation Reserve

The Active Transportation Reserve was created in 2013. The purpose of the Reserve is to fund pedestrian and cyclist infrastructure needs, including the construction of sidewalks, ramps, multi-use pathways, and cycling infrastructure. The funding for this Reserve is from property taxes and was initially capped at \$500,000 annually. Once the total infrastructure needs have been quantified, the level of annual funding will be determined.

#### Reserve for Capital Expenditures

The Reserve for Capital Expenditures (RCE) is the City's discretionary capital reserve. This Reserve funds all capital projects that do not have a dedicated funding source and currently receives funding from the annual operating budget and supplemental one-time funding from the Property Realized Reserve and/or other sources. City Council allocates funds from this Reserve through the annual budgeting process.

The intent is to ensure that this Reserve continues to fund projects that are truly discretionary and not fund projects that are part of the normal operations of the City. The existing purpose of this Reserve is very broad, allowing City Council to fund any capital project from this Reserve. While this purpose allows full discretion, the Administration will strive to ensure capital projects related to normal operations have specific funding sources other than this Reserve.

#### Prepaid Services Reserves

The City provides offsite services necessary for the development of residential, commercial, and industrial property. Offsite services include the large system of pipes, roadways, and structures necessary to service large geographical catchment areas. These services are funded primarily from the offsite service reserves. These reserves receive funding from the sale, subdivision and/or transfer of constructed developable property based on a system of rates that are approved by City Council each year.

Costs are normally larger to initially start sectors due to the distance constructed for the major water and sewer infrastructure as well as interchange structures needed during the initial phases of development. Funds are then recouped as lots are sold.

On October 21, 2013, City Council was advised that the Prepaid Services Reserves were projected to have a \$20 million to \$30 million deficit. This deficit is due to commencing development in three development areas at one time, with two of these areas requiring significant up-front costs primarily due to sanitary sewer and transportation infrastructure. The actual value and timing of this potential deficit will vary depending on the actual cost of the projects, timing of funds received based on development agreements and lot sales, and the priority of construction identified for the various projects.

To assist with the cash flow requirements during the five-year projection, City Council, on November 26, 2012, approved restricting the use of \$20 million in net proceeds from the Evergreen residential neighbourhood and an additional \$8.3 million during the 2015 budget review until such time as the prepaid reserves are sufficient again. City Council will be asked to restrict the use of additional net proceeds as they are required.

# **Residential Neighbourhood Land Development**

A number of years ago, the land development function was the subject of an internal audit. One of the outcomes of the audit was to separate the residential neighbourhoods from the rest of the land accounting to accommodate management and financial reporting by neighbourhood. The net proceeds resulting from a neighbourhood development can be determined based on lot pricing less projected costs. City Council approves the use of the net proceeds for one-time capital and operating priorities. Hampton Village and Willowgrove were the first two developments accounted for under this model. Net proceeds declared and distributed to date total almost \$120 million. Examples of funded capital and operating priorities include the Pleasant Hill development, affordable housing, surface deficiencies as identified under various Local Area Plans, reconstruction of Mayfair Pool, and paved street rehabilitation.

While this practice has proved beneficial to date, a more structured distribution is preferred. In 2012, City Council approved the following distribution guideline:

- 10% of dividends will be reinvested through land purchases;
- 65% will be targeted towards growth-related projects, both greenfield and infill; and
- the remaining 25% will be available for discretionary one-time costs.

A more formal policy is being considered for City Council's approval which outlines the distribution noted above; however, the distribution is subject to City cash flow requirements (e.g. any deficit balances within the Prepaid Services Reserves).

Net proceeds from the Evergreen neighbourhood have been excluded from the recommended distribution to assist with funding the North Commuter Parkway project and to cash flow the Prepaid Services Reserves. In addition, \$20 million has been allocated to the Civic Facilities Funding Plan to assist with the development of the Civic Operations Centre. It is anticipated that additional net proceeds available from the Evergreen residential neighbourhood will be required to offset future cash flow requirements for the Prepaid Services Reserves.

Development within the Rosewood neighbourhood is almost complete. As a result, net proceeds have begun to be released consistent with the recommended distribution. Development within the Kensington neighbourhood is currently underway. In addition, design is currently complete for two more neighbourhoods (Aspen Ridge in University Heights and Brighton in Holmwood) with a third design (Elk Point in Blairmore) currently underway.

# New Building Canada Fund

A significant capital funding source for the City is federal and/or provincial grants. On February 13, 2014, the Government of Canada announced the implementation of the New Building Canada Plan for major infrastructure projects. The new plan includes the New Building Canada Fund (NBCF), the Gas Tax Fund, and the P3 Canada Fund.

The City is eligible to apply for funding under two components within the NBCF: the National Infrastructure Component, which is merit-based, and the Funding for National/Regional Projects under the Provincial-Territorial Infrastructure Component (PTIC). The NBCF is a ten-year program divided into two five-year phases. The City expects to be eligible to receive approximately \$70 million under the PTIC program over the ten-year time frame. Eligible project categories that are most relevant to the City include highway and major roads, public transit, and water and wastewater.

On August 18, 2014, City Council approved four grade-separated interchanges to be submitted for funding under the PTIC program. The Administration is currently looking at projects that may be eligible for application under the National Infrastructure Component.

### Gas Tax Fund

In 2005, the City began to receive Gas Tax funds from the Federal Government. Funding was available from April 1, 2005, to March 31, 2014. Any interest earned on the allocations was also available for use by the City. Municipalities had the ability to pool, bank, and borrow against this funding.

The Water and Wastewater Utility projects were eligible under the Gas Tax Fund. The City, however, funds these projects 100% through user fees. Consistent with this philosophy, the City had the ability to use Gas Tax funds for these projects and then declare an equivalent "dividend" from the respective utility.

The following table identifies the allocation of Gas Tax funds received under this program. The Water Treatment Plant New Intake Facility project was used as an eligible cost, with an equivalent utility dividend available to fund ineligible costs related to the Circle Drive Bridge Widening and Circle Drive and College Interchange projects, as well as 100% of the City's share required to fund the Circle Drive South project.

Revenues to Dec 31, 2014	New Deal	Permanent	Total
Gas Tax Receipts	\$80.1M	\$12.6M	\$92.7M
Interest Earned	<u>0.7M</u>	<u>0.0M</u>	<u>0.7M</u>
Total	\$80.8M	\$12.6M	\$93.4M
Expenditures to Dec 31, 2014			
Circle Drive/College Drive Interchange	\$13.4M		\$13.4M
Circle Drive Bridge Widening	11.6M		11.6M
Circle Drive South Debt Payments	20.9M		20.9M
Circle Dr South (from Water Utility Dividend)	23.7M		23.7M
Circle Dr Bridge Widening & Circle Dr/College Interchange (from Water Utility Dividend)	\$3.2M		3.2M
New Bus Purchases		\$5.0M	5.0M
Total	\$72.8M	\$5.0M	\$7 <mark>7.8M</mark>
Surplus	\$8.0M	\$7.6M	\$15.6M

#### Gas Tax Funds April 2, 2005 to March 31, 2015

The table identifies a total unspent Gas Tax amount of \$15.6 million between the first Gas Tax program (New Deal) and new Gas Tax Fund that was made permanent in 2014. This takes into account the redirection of Gas Tax funds through water utility dividends to cover eligible costs for other projects. This was done by applying Gas Tax funding to the New Water Intake Facility project and then declaring an equivalent dividend from the utility to fund the three noted projects.

Under the NBCF, the Gas Tax Fund is now a permanent annual allocation to municipalities. The eligibility criteria have been expanded and include sport and recreation. Funding will be indexed at 2% per year to be applied periodically. Consistent with the previous program, funding is provided up front twice per year to the Province and is based on population. The Province then flows the funding to the municipalities. Municipalities can continue to pool, bank, and borrow against this funding. It should also be noted that the City's annual funding level (currently at \$12.62 million) is only sustainable if both the Province's and the City's population growth rate is at least equivalent to the rest of the country.

With the Gas Tax Fund now permanent, future allocations can form part of future funding plans. Based on the new eligibility criteria, the list of eligible projects relevant to Saskatoon include local roads and bridges, public transit, solid waste, brownfield redevelopment, sport infrastructure (excluding sport facilities including arenas which would be used as the home of professional sports teams or major junior hockey teams) and recreational infrastructure. As noted on the previous page, all of Saskatoon's Gas Tax funding received under the previous program was dedicated to transportation projects.

The Administration has developed a proposed Major Transportation Infrastructure Funding Plan to address a number of unfunded projects including four interchanges, a one-time contribution to the Bridge Major Repair Reserve, an accelerated transit bus replacement program, a sustainable contribution to a Major Transportation Infrastructure Reserve, and increasing the contribution to the Transit Vehicles Replacement Reserve. The Gas Tax surplus funds have been identified as a source. This funding plan is discussed further under the Issues Summary section within this document. It should also be noted that both the Circle Drive Bridge Widening and the Circle Drive South projects were partially funded through debt with future year payments funded by future year Gas Tax funds.

Funding for new fire halls continues to be a challenge. Unfortunately, fire halls do not qualify under the Gas Tax eligibility criteria, but the Administration continues to have the ability to flow the funds through Water and/or Wastewater Utility projects which can then be redirected. The use of Gas Tax revenues as a funding source for new fire halls would serve two purposes: it would assist in diversifying the use of Gas Tax funds and

would also diversify the funding of fire halls to include funds other than property taxes. The Administration is planning to bring forward a recommendation that would see onethird of future fire hall capital construction funded by Gas Tax revenues, beginning with the west location planned for construction in 2016/2017. However, the timing could be adjusted depending on the pace of development. Ideally funding fire halls from development levies would tie these growth-related facilities to new developments. Legislative changes would be required to allow this levy and it was identified as one of the development charges in the Hemson Report that should be considered pursuing.

One of the remaining capital financial challenges is the ability to fund future recreation facilities. Gas Tax funds could now provide a continuous source. The Administration is considering a recommendation that 25% of the Gas Tax funds (approximately \$3 million in 2015 dollars) be directed towards the construction of new facilities. Directing a portion of Gas Tax funds for future recreation facility planning will assist with diversifying these funds even further. It is anticipated that this source of funding will be available by 2022.

Based on the above, the Administration has been developing a long-term Gas Tax funding plan taking into consideration the above issues, as well as the recently approved Transit bus purchases.

# Recommendation 4: That a report be provided to Executive Committee outlining the planned future use of the permanent Gas Tax funds.

# **Investments**

GFOA best practice recommendations require municipalities to have a written investment policy with the primary objectives of safety, liquidity, and yield. City Council Policy No.C12-009, Portfolio Management, is the City's investment policy. Its purpose reads "to provide specific guidelines regarding the portfolio management of the City of Saskatoon's (City) investment assets. This policy ensures that City portfolios are invested to primarily achieve the preservation of capital, the maintenance of liquidity sufficient to meet on-going financial requirements, and to maximize return on investment." The policy identifies the type of securities that the City can invest in, as well as providing limitations on investment limits by type of security, term, and liquidity. Monthly reports are provided to the administrative Investment Committee to ensure compliance with the policy.

As at December 31, 2014, the City's investment portfolio had a book value of \$385.5 million and a market value of \$390.5 million.

The majority of other interest earnings from the above-noted investments represent a contribution to the City's operating budget. Actual 2014 net interest earnings totalled \$10.2 million.

Due to the City's high cash balances within its investment portfolio, an opportunity exists to leverage these funds, while still conforming to policy. The following initiatives have been undertaken, which translate into "investing in ourselves":

- investing in the City's Housing Program;
- investing in the City's Land Development Program;
- providing a source of funds for limited long-term borrowing requirements that the market may not be able to accommodate (e.g. long-term borrowing during 2008/2009 financial crisis; borrowing where flexibility may be required for repayment such as the parking structure at River Landing where repayment is based on rates); and
- providing a source of funds to cash flow significant capital transactions, including property annexation.

Before pursuing any of the above type of transactions, the Investment Committee considers risk versus return.

# <u>Debt</u>

City Council Policy No.C03-027 addresses borrowing for capital projects. The criteria for borrowing include the following:

- when sufficient funds are not otherwise available in existing reserves or through external sources;
- when it is intended to recover all or part of the capital costs from future operating revenues or operations savings; and/or
- when it would be equitable to extend the capital financing to future users.

*The Cities Act* requires that the Saskatchewan Municipal Board (SMB) set a debt limit for each city. A city can exceed its debt limit, but only if the related borrowing is approved by the SMB. Saskatoon's debt limit was recently confirmed at \$558 million.

The City continues to receive an AAA (stable) credit rating from Standard and Poor's rating agency. This rating takes into consideration the City's "strong cash and liquidity levels that exceed relatively low debt, well performing economy and strong operating budgetary performance."

Standard and Poor's rates the City on a number of factors, including:

- strong relationships with other levels of government which provides stability for municipal finances;
- Saskatoon's diverse economy which helps the City withstand economic fluctuations which provides stability for businesses and residents;
- the demonstration of strong and prudent financial policies and management, which has a positive impact on its credit profile;
- the City's favourable budget performance, as well as its self-generated revenues which place the City in a strong financial position;
- the City's ability to service debt, the current level of debt burden, as well as the strong reserve balances; and
- whether there are any significant financial risks from future liabilities that might impact the City's financial health.

As can be seen from the above factors, the City's debt makes up only one factor of the credit rating. The Administration does, however, provide the rating agency with future planned debt to ensure there are no unanticipated impacts on future ratings.

The City moved towards a conservative "pay-as-you-go" financing philosophy during the 1990s when interest rates were high and Cities were downsizing due to a recession. However, in today's low interest climate and strong economy, it makes sense to include debt as part of the City's funding plans for major capital infrastructure investments.

A 2011 article written by Casey Vander Ploeg, Senior Policy Analyst, Canada West Foundation titled <u>"Smart" Debt vs. "Stupid" Debt<sup>2</sup></u> defines debt in two ways: *"Smart" debt equates to the mortgage on a home, where the debt incurred is offset by a valuable capital asset. "Stupid" debt is incurred to consume, like buying groceries on a credit card and then carrying the balance month after month or even year after year." He goes on to further state that "a completely debt-free city should never be the ultimate goal of fiscal policy, regardless of how well it plays politically. This is especially the case if the trade-off is an underfunded stock of capital assets."* 

There are, however, some basic guidelines that an organization should consider when embarking upon additional debt, such as:

- the term of debt should not exceed the useful life of the asset;
- the debt burden should be carried by those who benefit;
- when rates are high, use "pay-as-you-go" and when rates are low, use debt; and
- choose the shortest term you can afford.

<sup>&</sup>lt;sup>2</sup> "Smart" Debt vs. "Stupid" Debt, Casey Vander Ploeg, Senior Policy Analyst, Canada West Foundation, December 22, 2011

# Long-Term Financial Sustainability Plan: 2015 - 2025

Historically, the City has favoured amortization periods of ten years. While this has provided the City with the lowest interest costs, it does not necessarily provide the most efficient use of available financing funds. As the City undertakes the construction of buildings, such as the Police Headquarters and the Civic Operations Centre, it makes sense to extend the borrowing term to 20 and/or 30 years. This more closely matches the amortization period to the life of the asset. The goal is to carry a variety of amortization periods to provide the City with the most flexibility by having varying debt retirement dates.

The City's total debt as at December 31, 2013, was \$234.5 million. An additional \$25 million was borrowed in 2014 which was partially offset with debt retirements for a revised total of \$238.1 million at the end of 2014.

Previous City Council approvals, through the annual capital budgeting process, together with capital plans will increase the City's debt balance to approximately \$280 million by the end of 2015. In addition, the City is required to include debt carried through a public private partnership within its total debt. The estimated \$100 million debt related to the Civic Operations Centre will increase the City's debt to \$380 million. The majority of new debt relates to the North Commuter Parkway project (funded by a combination of Gas Tax receipts, developer levy payments, and property taxes) and the water and wastewater utilities (funded by rates).

One of the key performance targets that has been adopted by City Council is the measurement of the City's total annual tax-supported debt per person. While the target is to be less than \$1,750 per capita, the actual figure for 2014 was \$652 per capita and is the one of the lowest in Western Canada. Regina was \$124 per capita, while Calgary was \$1,804 per capita in 2014. While the total debt for 2014 increased slightly over 2013, the mill rate debt was paid down by \$13.2 million for a lower per capita figure in 2014.

Finally, it should be noted that while holding a AAA credit rating is an indicator of strong financial health, the question exists as to how to maintain this rating and not potentially impact decisions that might override the approval of important and beneficial projects. The City has a business to run and a credit rating should not necessarily dictate business decisions that are based on sound business cases.

# **Five-Year Financial Forecast**

# **Financial Trends**

The results of financial forecasting are based on a number of assumptions, including population growth, inflation rates, the economy, and service levels. The City's Planning and Development Division projects Saskatoon's population growth and monitors a number of economic trends. Financial trends can also provide input for projections. Commonly used trends include revenues per capita, property tax revenue, expenditures per capita, employees per capita, liquidity ratio, and debt service as a percentage of revenues.

	2009	2010	2011	2012	2013	2014
Economic Trends						
Population (as at December 31)	221,016	227,137	233,873	239,782	248,993	257,300
Average Annual CPI	1.1%	1.4%	3.0%	1.8%	1.3%	2.3%
Saskatoon GDP Growth	-2.6%	4.7%	6.3%	4.8%	6.7%	6.1%
Unemployment (December)	4.6%	5.4%	5.7%	5.6%	4.1%	4.2%
Retail Sales Growth	4.9%	5.6%	6.7%	6.4%	3.4%	7.6%
Saskatoon Housing Starts	1,428	2,381	2,994	3,753	3,412	3,521
Saskatoon Building Permits	3,325	4,100	4,651	5,196	4,562	4,996
Saskatoon Business Licenses	8,795	9,299	9,632	9,947	10,253	10,444
Annual Assessment Change	n/a	2.40%	2.75%	2.51%	n/a	n/a
Financial Trends						
Municipal Property Tax per	\$559	\$579	\$621	\$609	\$633	\$677
Capita						
Municipal Property Tax Revenue	43.25%	42.2%	41.0%	41.3%	41.6%	43.6%
as a % of Total Revenues						
Municipal Property Tax Increase	2.87%	3.86%	3.99%	4.00%	4.99%	7.43%
Budgeted Expenditures per	\$1,267	\$1,308	\$1,391	\$1,440	\$1,553	\$1,600
Capita						
Employees per 1,000 Population	13.2	13.1	13.1	12.8	12.7	12.5
Liquidity Ratio (financial	1.36	1.22	1.25	1.26	1.10	1.2
assets/financial liabilities)						
Tax Supported Debt per Capita	\$314	\$463	\$387	\$635	\$727	\$652
Tax Supported Debt Service as a	4.0%	5.1%	5.8%	6.0%	6.0%	6.6%
% of Taxation Revenues						

The economic trends experienced over the past four years are not surprising, as this trend is consistent across the province. The challenge relates to forecasting; will the trends continue or slow down? The financial trends can be managed through the annual budget process and assist the City in assessing its performance. Some of the trends relate specifically back to the proposed metrics.

### <u>Revenues</u>

The City has a number of specific and general revenues. The following table identifies the various categories and percentages of total operating revenues as identified in the 2015 Budget.

Taxation	45%
Government Transfers	15%
User Fees	13%
Grants in Lieu of Taxes	8%
General	19%

Historically, the City's revenues have been reviewed in an ad hoc manner. A schedule is now in place with some reviewed annually and others reviewed on a four-year cycle. All revenues are documented, but not necessarily consistently or within a central location. The Administration is currently developing a centralized Revenue Manual. This manual includes the revenue type, legislative authority, purpose, factors affecting the revenue, forecasting method, trends, and benchmarks. The contents of the manual are based on GFOA best practice recommendations.

On occasion, opportunities arise and the City is the beneficiary of one-time revenues. Currently, these are not used as a source to fund anything other than one-time expenditures. A policy is currently under development to formalize this practice.

#### Return on Investments

In 2014, Saskatoon Light & Power provided the City with a ROI of \$23.4 million. The dollars returned to the City through the annual operating budget are reviewed to determine if additional funds are available. This should be translated into a more appropriate business exercise whereby a targeted ROI is established, based on industry standard.

During the 2011 Civic Services Review, it was identified that neither the water nor the wastewater utilities provide an ROI to the City. Based on direction from City Council, this is currently under review.

#### Revenue Resulting from Alternative Revenue Streams

Saskatoon Light & Power has been developing alternative energy streams. The Landfill Gas Collection project is an example. This project was initially funded on an interim basis from the Landfill Replacement Reserve and the Electrical Distribution Extension Reserve. The net revenue stream is estimated at \$1 million annually with a projected payback of nine years. Once the reserves are repaid, City Council will approve the

allocation of any net revenues. This could provide an opportunity to assist with addressing reserve sufficiency issues (the Landfill Replacement Reserve and the Electrical Distribution Replacement Reserve).

#### Provincial Revenue Sharing

Provincial Revenue Sharing is currently tied to one point of the Provincial Sales Tax (PST). This provides an opportunity for this revenue to grow however, there is also the possibility that it will decrease if the economy and associated spending slows down.

#### Revenues from Assessment Growth

In the past, the City has dedicated one-third of its tax revenue received from assessment growth to capital projects, either through contributions to reserves or through debt payments. An additional one-third was targeted towards the operational costs of new capital projects. The remainder assisted in funding other annual costs normally supported by property taxes. The last number of years has seen assessment growth increase significantly, resulting from an increasing population. This has generated a need to advance the timing of some capital projects (e.g. North Commuter Parkway project) and to fund some long outstanding projects (e.g. Police Headquarters facility; relocation of the transit facility).

Incremental assessment growth of \$500,000 per year was being dedicated to the Recreation and Culture Funding Plan from 2008 to 2013, and in 2016, is being redirected to the Civic Facilities Plan to help build the required P3 payments for the Civic Operations Centre. Other past contributions included \$850,000 per year for seven years to generate the base debt payment for the new Police Headquarters.

While the remaining assessment growth is not specifically targeted to other areas, it can be argued that other growth related phased-in expenditures are coming partly from this growth component and includes an additional \$350,000 allocation to the Civic Facilities Funding Plan for the Civic Operations Centre, \$200,000 for future Fire Halls, \$500,000 to start building a base in the Civic Facilities Funding Plan for the City Yards Relocation and Expansion, and \$1.3 million in 2016 for operating costs from the new Remai Modern Art Gallery of Saskatchewan.

The following table provides a summary of the distribution of revenues resulting from city growth in 2013, 2014 and 2015.

	2013	2014	2015
Revenues			
Tax Revenues from Assessment Growth	\$4.00	\$5.49	\$5.57
Provincial Franchise Fees Growth	0.33	0.88	0.26
Provincial Revenue Sharing Growth	<u>5.40</u>	-0.69	<u>1.19</u>
Subtotal	\$9.73	\$5.68	\$7.02
Capital Reserves/Project Funding Plans			
Funding Plans	\$1.85	\$1.95	\$1.60
Reserves	<u>3.70</u>	<u>0.46</u>	0.63
Subtotal	\$5.55	\$2.41	\$2.23
Percentage of Growth Revenues	54%	46%	30%
Capital Project/City Growth Operating Requirements			
Various Service Lines	\$3.72	\$5.05	\$4.27
Percentage of Growth Revenues	36%	97%	57%
Tax Revenues Remaining to Fund General Operations	\$1.00	(\$2.27)	\$1.02
Percentage of Growth Revenues	10%	Shortfall	14%

# **Growth Allocation** (in millions of dollars)

Note: \$3.4 million of the 2013 provincial revenue sharing increase was specifically allocated towards the Paved Roadways Reserve, the Bridge Major Repair Reserve, the Transit Vehicles Replacement Reserve, and the Transit Capital Projects Reserve to assist in alleviating the significant shortfalls that existed in those reserves.

The annual Provincial Revenue Sharing amount fluctuated significantly in 2013 and 2014 as the formula was newly introduced. It is anticipated that this amount should stabilize and only vary annually from 2015 and forward based on PST activity. The above table indicates the annual amounts dedicated to capital reserves and funding plans has been moving back to the historical 1/3% (46% in 2014 and 30% in 2015). The challenge remains in funding operating costs related to both the increase in the cost of programs and services as a result of city growth, as well as growth-related capital projects. In 2014, insufficient revenues were generated to cover all costs.

City Council recently requested that the Administration review the larger picture of growth paying for growth. As a result, in late 2013, the City retained a consultant to undertake a study on funding growth which was delivered to the Executive Committee and City Council in early 2015.

The items raised in the Hemson Report will be discussed throughout this document but mostly under the Issues Section. The study analyzed both the operating and capital components related to growth and concluded that growth only partially pays for growth.

The Administration is planning to bring forward a series of discussion papers and recommendations over the next several months to address these items, including a discussion paper outlining various options for the use of future tax revenues generated through assessment growth.

Recommendation 5: That the return on investment (ROI) from Saskatoon Light & Power as well as opportunities for ROIs from other civic utilities be reviewed and an appropriate target be determined based on industry standard.

Recommendation 6: That a series of discussion papers be provided to Executive Committee to address the items raised in the Hemson Growth Report including one outlining various options for the use of future tax revenues generated through assessment growth.

# **Expenditures**

To manage expenditure growth, the City has implemented an expenditure mandate for the past three years. The mandate includes increases not to exceed the Municipal Price Index (MPI) plus an amount representative of the population percentage growth. In addition, there is a targeted increase on full-time equivalent positions of 1% less than the population growth. Any tax increases dedicated to fund specific expenditures, such as the current Roadway Financial Management Strategy, are over and above this mandate.

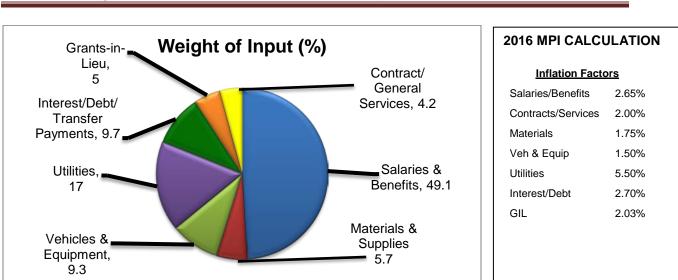
The MPI is a customized inflationary index, not unlike the Consumer Price Index (CPI) but is specific to the City of Saskatoon. The basket of goods used to determine the index represents the expenditures that are undertaken by the City.

There are two main parts to the MPI calculation:

- the weightings of the City's expenditure categories; and
- the inflation factor used for each of these categories

The actual expenditures for the City are categorized to establish the category weighting of the total expenditures. Inflationary factors are applied to these weightings to get an overall forecasted inflation percentage increase. These inflationary factors are based on local forecasts from known information, such as wages and benefits, as well as local or regional forecasts from Statistics Canada and the Conference Board of Canada for the upcoming year (i.e. fuel and oil, materials, chemicals, maintenance and rentals, etc).

The MPI for the City for 2016 has been calculated at 2.92%. The following chart identifies the weightings of the categories and the inflationary factors applied to these to arrive at the 2016 Budget MPI percentage.



The City has been attempting to fund all expenditure increases within the mandate of MPI plus a growth factor, including the various funding plans put in place to fund current and future unfunded capital projects and associated future operational costs. Some of the expenditure pressures include the following:

- The growth calculation incorporated into the mandate is somewhat arbitrary as costs do not necessarily tie directly to the same percentage increase as the population growth percentage. An example is adding additional roadways and/or associated infrastructure. The cost to maintain this may exceed the mandate allowed, therefore, expenditure savings in other areas are sought (e.g. continuous improvement initiatives).
- Other costs related to growth can be experienced in "steps" versus intermittently. An example is the purchase of a new garbage truck and the costs associated with operating it (staff, fuel, and maintenance) to provide service to additional neighbourhoods – a new truck is not needed annually, but rather periodically. A similar situation relates to the requirement to add any administrative staff, including solicitors, accountants, planners or clerical/technical staff.
- Most reserve contributions are formula-driven and may not necessarily be related to either the MPI or the allowance for city growth. Examples include reserve transfers that are tied to revenues (e.g. Landfill Replacement Reserve, Building Permit Stabilization Reserve) or reserve transfers that relate to cost increases resulting from the Construction Cost Index which may be higher than the MPI.

- Contributions to third parties (in some cases linked to formulas) that may exceed the MPI, including Meewasin Valley Authority (MVA), Saskatoon Regional Economic Development Authority (SREDA), Youth Sport Subsidies, and economic incentives.
- Program or service costs could exceed the MPI depending on its particular mix of expenditures. MPI is based on the corporate-wide mix of expenditures, however, a program such as Parks that has a significant portion of its budget allocated to water utility charges that includes annual rate increases ranging from 7 – 10% will have difficulty meeting the mandate target. There should be other programs or services that have an expenditure mix that enables it to be under the MPI, and in theory, from a corporate-wide perspective, be able to offset the higher cost program.

As noted earlier in this report, there are a number of capital reserves that require additional contributions. It is challenging to absorb these within the existing expenditure mandate. Federal and/or provincial capital grants such as the Building Canada Fund will help to reduce pressure on some of the City's capital reserves.

Productivity and continuous improvement initiatives are a part of the City's culture. These initiatives assist in reducing the impact on taxes. City Council sets the service level for each operating program or service line (i.e. how often grass is cut within civic parks and boulevards, how quickly snow is cleared from sidewalks and streets, etc.). Recently, civic service reviews have been introduced where programs are reviewed to ensure they are effective and relevant – are the services what Saskatoon's residents want, does the City have the correct resources to deliver the programs at this level and does it have the correct delivery mechanism? This process gives City Council an opportunity to review the program service level through a comprehensive program review and may result in either increased or decreased costs.

# <u>Summary</u>

The above information identifies opportunities and challenges related to both revenues and expenditures. While the Administration currently prepares draft five- to ten-year projections, it would be appropriate to formalize this practice and move towards a multiyear budget projection.

The City's current budget practice includes an annual operational budget and an annual capital budget with an additional four-year capital plan. The definition of a formal multi-year budgeting process includes adopting a multi-year budget which can be two or more years. Revisions are brought in annually to accommodate significant changes to the initial projection. As discussed earlier, this could have benefits for longer term planning and efficiencies.

# Checks and Balances

The City has a number of checks and balances in place to ensure its financial position remains strong. These include an enterprise risk management program and both internal and external audit functions.

### Corporate Risk Management

City Council recently approved an enhancement to the City's Corporate Risk Management program to address strategic or enterprise level risk. The updated program (Risk Based Management) is intended to ensure that the Administration, after carefully considering the goals and ambitions set by City Council and the Administration, identifies and analyzes the significant risks and uncertainties that may impede the achievement of those goals and ambitions. The Administration then puts measures in place designed to raise the likelihood of success in the achievement of the goals and objectives. The intent is to have timely and accurate information about the:

- City's strategic plans, goals and ambitions;
- activities necessary to achieve these goals;
- risks and uncertainties that may impact the achievement of these strategies, goals and ambitions; and
- most effective way to mitigate the risks and ensure achievement of goals, which is critical to the success of the program.

A City Council policy has been approved which outlines the corporate governance for this program.

Risks identified will address both the City's operating programs and capital assets, specifically, the operating condition of the assets. In the future, any issue raised that has financial implications will be addressed using Risk Based Management prior to including it within this document.

# Internal and External Audits

#### Internal Audits

The City has had an internal audit function for decades. This function is a recommended practice for all organizations. The City's auditor reports directly to the Standing Policy Committee on Finance and works independently from management. City Council Policy No.C02-032, Internal Audit Charter, outlines the scope of the audit function and the role of the auditors.

The internal audit function is currently outsourced. The recently awarded contract included a requirement for the auditors to audit the risk management practice and

performance of all departments. In addition to this, financials systems and service line functions will be audited as required. The internal auditor is also a resource for specific financial investigations (internal control, forensic accounting, etc.) as well as value-formoney audits.

#### External Audit

*The Cities Act* requires the preparation of annual financial statements in accordance with the generally accepted accounting principles for municipal governments. The City's financial statements must include the City's debt limit and the amount of the City's debt. The City is required to publicize its financial statements and the auditor's report by September 1 in a manner deemed appropriate by City Council.

The process followed by the external auditor includes reviewing sample financial transactions and supporting documentation, review of internal audits, and interviews with the CFO and City Manager.

# Conclusion and Summary of Recommendations (Financial Summary Section)

This Financial Summary Section has identified a number of capital reserve shortfalls, some of which have yet to be quantified, has discussed the past use of revenues resulting from city growth, and has recommended a formal multi-year projection of the City's operating requirements. In addition, a strong sustainability plan should access the risk and react to changes in economic trends within Saskatoon. Changes in the economy would impact revenues, both local and provincial. Ensuring the City's financial position remains strong provides it with the ability to manage a downturn. Managing in times of an economic downturn could include a requirement to defer capital projects, thereby reducing capital transfers from the operating budget which could offset reductions in revenues. This issue will be explored further in a future edition of this document.

A number of recommendations have been brought forward throughout the Financial Summary Section and are listed below for ease of reading.

#### **Recommendation 1: That the following financial principles be approved:**

- Funding of core services is aligned with what our citizens expect;
- Services are received and funded equitably by all residents;
- Recognize that there is only one taxpayer and respect their ability to pay;
- Financial resources are used to address the needs of citizens today and tomorrow; and
- The City is open, accountable and transparent with respect to resource allocation and collection.

Recommendation 2: That future major capital projects be assessed on a life cycle cost basis, including operational costs, through a suitably detailed business case analysis.

Recommendation 3: That the Administration further explore the potential to move to multi-year budget projections.

Recommendation 4: That a report be provided to Executive Committee outlining the planned future use of the Gas Tax funds.

Recommendation 5: That the return on investment (ROI) from Saskatoon Light & Power as well as opportunities for ROIs from other civic utilities be reviewed and an appropriate target be determined based on industry standard.

Recommendation 6: That a series of discussion papers be provided to Executive Committee to address the items raised in the Hemson Growth Report including one outlining various options for the use of future tax revenues generated through assessment growth.

# III ISSUES SUMMARY

# Introduction

As noted in the introduction of this document, the City is faced with a number of issues, including aging infrastructure, growth, limited funding tools, rising costs, and inadequate funding. In addition, uncertainty exists around external sources of funding (e.g. government grants) and regulatory changes (e.g. environment, pensions). What happens if Saskatoon has an economic downturn?

This section of the document brings forward a number of these issues and, in some cases, brings forward recommendations to begin to address them.

# The Hemson Growth Report

The Hemson Report tabled with City Council in early 2015 provided the results of a study on "Financing Growth." The Report raised a number of issues that could have implications for many of the items contained within this Plan. These issues will be discussed throughout this document.

The Report identified that the City has four primary funding tools available for growth:

- Development Levies
- Provincial and Federal Grants
- Land Development Surpluses
- Property Taxes and Utility Rates

As the Report noted, it is estimated that 90% of the total growth-related infrastructure costs are covered from development levies while long-term replacement costs are financed from property taxes and other non-tax sources such as funding from other levels of government.

#### Development Levies

Development levies are collected for local and offsite services required to service new development. These fees are administered through the annual Prepaid Service Rates (direct and offsite). The levy is charged on a lot-front meter basis for residential lots that have an area less than 1,000 square meters and commercial developments that are greater than 1,000 square meters. Industrial lots are also charged on front-meter basis. Developments outside of these parameters are charged on an area basis.

These levies are collected on a city-wide basis and are not differentiated on a geographical area and are also not charged on infill development or redevelopments.

The Hemson Report identified that there are some development levies that the City is legislatively eligible to collect for but does not. These are:

- water and wastewater treatment plants and expansions;
- bridge infrastructure (such as the North Commuter Parkway); and
- major recreation facilities such as aquatic centres and arenas.

#### Provincial and Federal Grants

The City takes advantage of Provincial and Federal government grants that can be applied to growth-related capital projects that are not covered by the development levies, however, these grants are not predictable or reliable. There are some grants that are distributed on the basis of population. Therefore, as the city grows, the share of grants the City receives may increase.

The Hemson Report notes that many of the City's projects must be "shovel-ready" to take advantage of funding that come from programs quickly announced by senior levels of government.

#### Land Development Surpluses

The City is fortunate to have a land development business unit, Saskatoon Land, that provides dividends to fund a variety of initiatives such as the Pleasant Hill Neighbourhood Revitalization project, Mayfair Pool, affordable housing incentives, designated land purchases, and operating budget contributions. In total, just under \$120 million in neighbourhood land development fund surpluses have been distributed to date.

The Hemson Report notes that only a small share of the surpluses has been allocated to growth-related infrastructure. However, as mentioned earlier in this document, the distribution of future surpluses are planned to be based on a guideline of 10% to future land development acquisitions, 65% to growth-related infrastructure, and 25% for general capital expenditures.

#### Property Taxes and Utility Rates

Property taxes fill the gap for growth-related infrastructure that is not covered through development levies, grants, or land development surpluses. These projects include Fire Halls, the Police Headquarters, Transit, Solid Waste, Public Works, Libraries, and General Administration. In addition, property taxes help fund the maintenance, rehabilitation and replacement of existing infrastructure for these services.

As identified in the Hemson Report, property taxes are becoming a larger share of the City's total revenue base. Non-residential property assessment, while growing, are not

keeping pace with the increases in residential assessments, which means the mix of assessment is shifting from a higher revenue generating assessment type (commercial and industrial) to a lower one (residential).

As well, own-source revenues are increasing at a declining rate, adding additional pressure and reliance on property taxes. This then makes it difficult to not only fund the maintenance of existing infrastructure but also fund growth-related new infrastructure.

#### Future Funding Options

The Hemson Report discusses some options to consider for funding growth-related infrastructure. These include:

- continued use of property taxes;
- continued use of utility revenues;
- Public Private Partnerships (P3);
- installment based development levies;
- up-front development levies;
- front-end financing; and
- a variety of other options including transportation-orientated revenues (i.e. tolls, vehicle registration fees, parking space charges), value capture fees, and land transfer taxes, tax incremental funding (TIFs), and density borrowing.

Other recommendations and items for consideration arising from the Hemson Report include:

- using development levies for which the City has the powers to levy (i.e. water and wastewater treatment plants, recreation centres, bridges);
- lobbying for expanded development levy scope (i.e. fire halls, libraries, etc.);
- reviewing the way development levies are calculated such as square footage of proposed development rather than frontage;
- reviewing user pay opportunities rather than general taxation (i.e. garbage utility); and
- lobbying for broader taxing powers.

The Administration is reviewing these recommendations and will be presenting a series of discussion papers and options for City Council to consider.

# Asset Management Funding Strategies

The City has historically prepared and published a five-year capital program. Ten-year projections have begun to be prepared, however, a five-year plan will continue to be published as part of the annual budget. This projection identifies capital replacement requirements and some of the more obvious growth requirements, such as grade separations, recreation centres, and fire halls. Not all of the projects have funding sources.

The City's Strategic Goal of Asset and Financial Sustainability speaks to ensuring the City's buildings, roads. and bridges are well maintained. In addition, two of the fouryear priorities reference the City's assets as follows:

- Establish levels of service for rehabilitation of assets and identify supporting financial strategies.
- Develop funding strategies for expenses related to new capital expenditures including core services such as fire halls, roadways and underground services.

The 2013 Financial Statements identified the City's depreciated assets at \$3.2 billion (\$2.9 billion in 2012). Managing these assets through strong asset management renewal programs and strategies is an important responsibility of the City. This includes having a complete inventory, assessing asset conditions, setting asset service levels, and ensuring funds are available to maintain, rehabilitate, and replace these assets in accordance with the plan. However, the City is no different than many other cities in Canada where funding for these programs has not kept pace with its needs. It is estimated that the City's infrastructure deficit in 2012 was \$1.6 billion. The deficit is defined as those assets whose age puts them past their defined useful life. This does not necessarily mean those assets are of no value; some continue to have value past their defined useful life.

The Canada West Foundation report titled "At the Intersection, the Case for Sustained and Strategic Public Infrastructure Investment" <sup>3</sup> resulted in a number of recommendations as follows:

- 1. Sustained and strategic investments in Canada's public infrastructure should be continued.
- 2. Priority should be given to infrastructure that enhances economic performance.
- 3. Government should encourage innovative approaches to the design of public infrastructure.

<sup>&</sup>lt;sup>3</sup> At the Intersection, the Case for Sustained and Strategic Public Infrastructure Investment, February 2013

- 4. Governments should not focus exclusively on new infrastructure at the expense of re-investment in existing infrastructure.
- 5. Ongoing analysis and evaluation of recent infrastructure investments should be conducted and the lessons applied to future investments.

These recommendations should be considered as decisions are being made regarding new investment into the City's infrastructure.

The pages that follow provide information on each of the City's asset groupings and include comments on sustainable funding related to both the condition and capacity of the assets. The City's major assets can be grouped as follows:

- Roadways (includes roads, noise walls, curbs, sidewalks, and bridges)
- Buildings (includes civic offices, public works and operation facilities, transit buildings, police buildings, fire halls, recreation and sport facilities, and libraries)
- Parks
- Transit (includes buses, bus stop signs, and bus shelters)
- Water/Wastewater/Storm Water Plant and Underground Networks
- Electrical Distribution
- Fleet (includes civic, police, fire vehicles)

As part of the City's Strategic Plan under the Strategic Goal of Asset and Financial Sustainability, there are both four-year priorities and ten-year strategies to address the condition, maintenance and funding for these assets. Work has begun to develop high-level asset management plans for each of these major asset groups. The first was developed in 2013 with the Building Better Roads plan to invest in the improvement of the City's paved roadway network to an agreed upon service level "B" (Getting Better – Sufficient expenditures to keep asset in top condition and to increase asset condition/value slowly over time).

Part of the Building Better Roads asset management plan was to increase the level of investment through the program's reserves. As discussed earlier, this included a phased-in funding plan through dedicated road taxes over an initial period of three years which was then revised to four years during the 2015 budget review.

For the paved roadway network and other City assets, departments manage these through their maintenance and replacement reserves. Asset investments need to be prioritized and based on strong business cases with planned funding strategies. The funding levels for the asset reserves are governed through policies and bylaws and are based on a current practice and philosophy of "pay-as-you-go" for asset replacement. In other words, putting money aside for a future planned replacement ensures the

financial discipline that avoids a situation that could increase the risk to the organization of a failed asset and eliminates the need to borrow for asset replacements.

While this is the case for most equipment replacements, larger longer term replacements are more difficult to fund. The replacement of larger buildings, for example, that have a replacement, capacity (growth) and functionality components are significant in cost and therefore the pay-as-you" method is more difficult to fund. While not impossible, it does require strong discipline to put these funds away but in some cases not practical when resources are scarce and other funding opportunities are not well known. Planning years in advance of a major replacement like this however, can reduce the budget impacts by building a tax base for debt payments, operating impacts and leveraging other funding for the capital expenditure.

One of the options for funding replacements of this nature is to look at the opportunities to sell assets that are not adding values or are surplus to the City's need. These can be converted into funding for a more productive use. Buildings in particular fall in this category and should always be sold and purchased based on the strong business need and high level analysis of the return on investment.

With the move to a Corporate Asset Management Program, the Administration will be reviewing and revising its policies and bylaws pertaining to its major assets. In this plan the Administration is recommending a number of overarching policies that City Council should consider:

Recommendation 7: That the existing practice of funding the replacement of assets on a "pay-as-you-go" basis continue.

Recommendation 8: That the long-term use of any surplus buildings include disposal unless supported through a strong financial business case including a return on investment (ROI).

Recommendation 9: That the purchase of buildings be supported through a strong financial business case including a return on investment (ROI).

As noted above, the following asset groupings include comments on sustainable funding. The Administration has been attempting to address all funding shortfalls while at the same time, minimizing the impact on property taxes.

City Council previously approved a Civic Facilities Funding Plan. Two additional plans are under development, including a Major Transportation Infrastructure Funding Plan and a funding strategy for parks and recreation assets. In addition, the business model used to fund the City's fleet replacement is under review. The intent is to prepare plans that take into consideration the total financial situation of the City, rather than to develop plans on an ad hoc basis, and to balance the need to maintain the City's existing assets, while at the same time respond to city growth. References to these plans are included in the following pages.

### Roadways, Bridges and Structures

This asset grouping includes roads, sidewalks, bridges and structures, lanes, noise walls, curbs, and guard rails.

#### <u>Condition</u>

City Council has approved an annual service level for a number of assets within this grouping, including bridges, structures, roads, and sidewalks. The service level has been described as funding sufficient expenditures to increase the asset condition/value and decrease the backlog slowly over time. Once the backlog is eliminated, the funding needs to be sufficient to maintain the asset's condition without a backlog.

Staff within the Transportation and Utilities Department evaluates the condition of the assets and develops an annual program to maintain them at a minimum long-term cost. The annual program for roadways provides a mix of treatment, including rehabilitation, restoration, and preservation.

A new method of assessment for sidewalks and curbs will be performed in 2015 to obtain a baseline condition, similar to what has been done for roadways. The annual program for sidewalks includes grinding, crack filling, and mud jacking. Panels are replaced only when in a very poor condition state and maintenance for safety is not possible.

Based on citizen input and the current asset condition, priority has been placed upon increasing funding levels for roadways. During the 2014 budget deliberations, a Roadway Financial Management Strategy was developed. This strategy outlined the expenditure service levels and funding gap for paved roadways, sidewalks, paved back lanes, gravel back lanes, and boundary roads as it existed in 2013. The strategy introduced a dedicated property tax increase of 2.92% in each of 2014, 2015 and 2016. This was revised during the 2015 budget deliberations whereby the 2015 and 2016 proposed tax increases were spread over three years resulting in a planned 1.94% increase in each of 2015, 2016 and 2017. The Paved Roadway Infrastructure Reserve receives a share of this funding to address paved roadways and sidewalks.

The Transportation Infrastructure Reserve (for gravel roadways, lanes, sidewalks, medians, signals, and signage) also receives funding through the Roadway Financial Management Strategy. These funds are targeted towards the preservation of lanes and boundary roads. A deficiency has been identified, however, for some assets funded from this Reserve, including upgrades to gravel roads. To address the gravel roads

funding shortfall it is intended that the new proposed Major Transportation Infrastructure Funding Plan will include a component for this purpose.

Bridges and structures are inspected on a regular basis. The inspections drive the annual repair program.

The Bridge Major Repair Reserve is the source of funding for the Bridges and Structures asset category. The current contribution is \$2.7 million (2015 budgeted provision); however, the target is in excess of \$5 million. A strategy is currently underway to address both the annual shortfall and one-time contributions to assist with the current backlog.

#### <u>Capacity</u>

The Transportation Division has a ten-year plan for major additions to the transportation network. These additions are based on neighbourhood development plans and include major arterial roads and interchanges. Timing of construction is based on the timing of the neighbourhood development and also takes into consideration all construction work in order to maintain traffic flow.

The City requires a number of roadway projects to support city growth. Some of these projects are handled through a combination of developer and provincial contributions with the remainder funded by the City. Currently, the Transportation Infrastructure Expansion Reserve provides funding for additions to the City's transportation network. It was initially established to provide a matching source of funding for provincial and/or federal funds that have historically been available for network expansions. This Reserve no longer has the capacity to provide this function and discussions are underway to reduce the scope to exclude major transportation infrastructure.

There are a number of projects that have been identified to expand the City's active transportation network. An Active Transportation Reserve was recently developed, with funding being phased in over a number of years. The Reserve is currently capped at \$500,000 annually; however, it has been acknowledged that this is not sufficient to fund all the requirements. The Administration is currently determining the annual provisions required to ensure a sustainable source of funding.

The North Perimeter Highway project is being led by the Province. The Administration will continue to keep City Council informed as new information becomes available.

#### Sustainable Funding Plan

In order to begin to address the funding gap related to bridges and growth-related transportation projects, the Administration has begun the development of the Major Transportation Infrastructure Funding Plan. This Plan attempts to fund four grade-

separated interchanges, to provide a \$20 million one-time funding contribution to the Bridge Major Repair Reserve, and to provide a significant contribution towards the development of a Bus Rapid Transit corridor, resulting in continuous base contributions to the Bridge Major Repair Reserve, the Transit Bus Replacement Reserve, and a new reserve dedicated to funding major transportation infrastructure projects. This plan will be integrated with the North Commuter Parkway project and accesses funding from the Gas Tax Fund and the Building Canada Fund.

Recommendation 10: That the Administration propose a Major Transportation Infrastructure Funding Plan for discussion in 2015.

Recommendation 11: That the Administration continue to explore options to provide the required level of funding for the Transportation Infrastructure Expansion Reserve.

# <u>Buildings</u>

This asset grouping includes civic offices, public works and operation facilities, transit buildings, police buildings, fire halls, leisure centres, recreation and sport facilities, and libraries.

### <u>Condition</u>

Of all the City's assets, civic buildings currently have the most comprehensive capital maintenance program and related funding. The purpose of the Civic Buildings Comprehensive Maintenance Reserve is to provide a source of funding to finance the cost of repairs to civic buildings. It is funded through a formula equivalent to 1.2% of the value of each building. Buildings are appraised periodically to ensure the contributions remain current. Funding levels are reviewed periodically, and based on the last review, it has been determined that the existing formula is still a relevant proxy for funding.

Recently, the cost of construction and budgetary constraints has placed pressure on this Reserve. Due to the demand for trades work, the cost of building maintenance repairs is higher but also with limits on the expenditures to meet budget mandates, the annual funding to the Reserve is less than the formula of 1.2% of building value. That could be offset by inflated building values from increased market demands. Further reporting on the status of this Reserve will be brought forward.

Addressing the funding for parking lots and associated infrastructure related to civic facilities has been a long, outstanding issue. The City's 2015 Budget begins the first of multi-year incremental funding provisions to establish a Facility Site Replacement Reserve. This first allocation was approved at \$50,000.

### <u>Capacity</u>

As cities grow, so do their needs for new buildings, including recreation centres, fire halls, public works and operation facilities, libraries, and cultural facilities.

Examples of recently constructed facilities include the Shaw Centre, the Remai Modern Art Gallery/Parking Structure and the new Police Headquarters.

In 2006, City Council approved a Civic Facilities Funding Plan to fund the construction of a number of new or replacement facilities, including replacing the existing Police facility, Transit and City Yards relocations (renamed as the Civic Operations Centre), two fire halls, and renovations to City Hall and Civic Square East (former Canada Post Office). The plan assumes funding contributions from taxation, provincial revenue sharing, assessment growth, and federal funding dedicated to Transit, Gas Tax Funds, as well as a contribution from the federal government under its public private partnership program. This plan began in 2006, is refined on an ongoing basis, and will continue for at least an additional ten years.

The vacated Police facility is currently for sale. Proceeds from the sale will be directed towards costs associated with Civic Square East. Two additional fire halls are also included in the Civic Facilities Funding Plan.

Current unfunded facilities include three permanent snow management facilities and satellite public works yards. Permanent snow management facilities are required due to a change in environmental regulations. Specific requirements around storage and drainage need to be met. In addition, environmental monitoring will be required. City Council recently approved a plan to build a facility in each quadrant of the city. The Civic Operations Centre will house the south west location. In the short term, land will be assembled, followed by the construction of access roads. A funding source is still outstanding. Future fire halls beyond the two identified also continue to lack a funding source.

The City is currently developing a Recreation Master Plan which will likely recommend the addition of a number of recreation and sport facilities. There is currently no specific funding plan for new recreation or sport assets. Historically, the City has received provincial and/or federal grants and has borrowed the shortfall. Community centres are funded through a specific levy. At one point in time, a levy was also used to fund major leisure centres, however, this was discontinued for a number of reasons. The Administration has begun discussions on a conceptual funding plan for new recreation facilities.

Finally, the Saskatoon Public Library has identified a need to replace the existing main library branch. In 2009, City Council approved, in principle, a funding plan for this

purpose which included phased-in Library mill rate increases. The initial plan assumed 50% funding from the federal government and \$8 million from fundraising. The plan is continuing to evolve based on location, costs, and the funding environment.

#### Sustainable Funding Plan

As indicated above, a funding plan exists for the addition and replacement of major civic facilities. The intent of the plan is to fund some immediate projects, as well as to develop a significant contribution to a Major Civic Facilities Reserve to fund future facility projects.

The Administration has begun preliminary work on a funding strategy to address the funding gap related to recreation facilities.

Recommendation 12: That the Administration propose a funding source and/or strategy to address the funding gap related to recreation facilities in 2015.

### <u>Parks</u>

#### **Condition**

There is a current backlog of park amenities that require funding for replacement and/or major repair (e.g. playground equipment, paddling/spray pool replacements). A number of departmental divisions are involved in determining replacement/repair priorities, including Community Development, Recreation and Sport, Parks, and Facilities. Needs are evaluated (both community and administrative) and a priority list has been established.

A detailed review/assessment of park infrastructure conditions (including but not limited to sports fields, pathways, drainage, irrigation systems, benches, waste bins, lighting, playground equipment, and paddling pools) is required and has begun.

The replacement and/or repair of park amenities have historically been funded from the Reserve for Capital Expenditures; however, other projects tend to take priority. The only way to ensure the City's existing park assets are maintained is to develop a dedicated funding source.

In addition to the replacement and/or repair of park amenities, there is also the periodic need to redevelop and or provide a major rehabilitation to an existing park. The existing purpose of the Parks Infrastructure Reserve is to finance the capital costs of infrastructure replacements, repairs, and upgrades of existing parks. The provisions have never been sufficient to fully fund this purpose. Historically, most of the funds have been directed towards park redevelopment. It has not been possible to even meet this demand, as evidenced by the Reserve's current deficit position. The Dedicated Lands

Account has also been used to fund applicable parks deficiencies and does have some funding for qualifying projects.

#### <u>Capacity</u>

A Parks and Recreation Levy is applied to all private and City-owned development lots. This levy raises funds for future parks and recreation facilities. Park development forms part of the suburban area and neighbourhood design, and the levy is set based on projected costs.

Park Development Guidelines (identifying the amenities to be included in a park) and Park Landscape Design Guidelines currently exist. These will be reviewed in 2015 to ensure the resulting park can be maintained in a cost-effective manner.

#### Sustainable Funding Plan

In order to address the funding issues related to both the replacement and/or repair to park amenities and the requirement to occasionally redevelop a park, a review of existing reserves and upcoming funding opportunities has begun with the intent to develop a sustainable funding plan dedicated to this purpose.

Recommendation 13: That the Administration propose a funding strategy to address the replacement and/or major repair of park amenities.

Recommendation 14: That the Administration propose a funding strategy to address the redevelopment or major rehabilitation of existing parks.

### Transit Fleet

This asset grouping includes both Transit and Access Transit buses, bus stops, and bus shelters.

#### **Condition**

Transit buses receive an annual inspection as required by SGI; mechanical and structural components are inspected. This then dictates the need for either refurbishment or disposal. Funding constraints have resulted in the introduction of a "mini refurb" which includes patching what is needed versus performing a complete overhaul.

Additional new buses are required to improve the median age of the bus fleet. Ideally, the fleet would be "turned over" every 7 years which is the industry standard. Currently, Saskatoon Transit operates a spare ratio of 58% while the industry standard is 25 - 30%. A fleet of 158 buses exist, while only 100 buses are required to meet daily service demands. This can be attributed to the fleet's average age of 11.9 years, with

# Long-Term Financial Sustainability Plan: 2015 - 2025

the oldest bus in service at 25 years of age. This makes Saskatoon's fleet outdated, more prone to breakdowns, and parts are more difficult to find. A more reliable fleet would enable the total level of buses to be reduced to 133. With the target of an average fleet age meeting the industry average of 7 years, 10 new buses will be required annually into the future. Reducing the median age of the fleet will reduce maintenance costs.

The purchase of good, used buses has been utilized for Transit's current replacement needs, but this strategy has only served to defer major maintenance costs and fleet replacement. This, coupled with the availability of buses and replacement parts, requires a long-term solution.

Transit has two reserves for funding buses: the Transit Vehicle Replacement Reserve and the Transit Capital Projects Reserve. The latter reserve is also intended to fund the repair and replacement of buildings, major transit studies, the construction of transit terminals and the purchase of major equipment and any other Transit-related capital requirement, including additional buses. Funding levels do not currently have the capacity to fund all of Transit's needs. As a result, the relocation of the Transit bus barns is being funded through a separate process.

In addition to these two reserves, Transit assets have qualified for past federal funding and currently qualify under the Gas Tax Fund. Both of these sources form part of the funding plan to relocate the bus barns. The shortfall related to bus replacement has been estimated at \$4 million annually.

#### Capacity

Additional buses are required as the city grows. The total fleet is analyzed to determine refurbishment versus replacement. The mix of new and used buses impacts the availability of the "spare fleet." Based on a current analysis, the size of the existing fleet may not need to grow for a number of years. However, based on the current provisions to the Transit Capital Projects Reserve, it is doubtful sufficient funds will be available when required.

In response to city growth, the feasibility of rapid transit is currently being explored. This is discussed in more detail under the section addressing the City's Growth Plan. Development of a rapid transit system will translate into the need for additional buses.

#### Sustainable Funding Plan

The Major Transportation Infrastructure Funding Plan begins to address the deficiency within the Transit Vehicles Replacement Reserve, through the provision of additional base funding, plus some one-time funding to address the backlog of replacement needs. While it would be preferential to fully fund both the Replacement Reserve and

the Transit Capital Projects Reserve, any additional dedicated federal funding for Transit can be used to supplement them, together with revenues received under the Gas Tax Fund as they become available.

### Water/Wastewater/Storm Water Plant and Underground Networks

This asset grouping includes Water, Wastewater, and Storm Water facilities and underground infrastructure. Both replacement and expansion are intended to be completely funded through revenues collected from customers and developers.

#### **Condition**

City Council has also approved an annual service level for water and sewer underground infrastructure. The service level is the same as that for roadways: funding sufficient expenditures to increase the asset condition/value and decrease the backlog slowly over time. Once the backlog is eliminated, the funding needs to be sufficient to maintain the asset's condition without a backlog.

The Water Supply Replacement Reserve and the Wastewater Collection and Treatment Replacement Reserve fund the replacement of assets that are related to treatment, and the Water and Sewer Infrastructure Replacement Reserve funds the assets related to supply and collection (underground infrastructure). Rates that fund contributions to these three reserves are reviewed annually and are set at levels that are competitive with other jurisdictions, but still at levels that allow the utility to fully fund its asset replacement program. All assets are currently replaced on a cash basis.

The Province establishes regulations related to water and wastewater. The City's philosophy related to these utilities is 100% user pay. The mill rate does not provide any subsidy. As a result, the utilities need to be in a position to respond to any regulatory change.

A flood control levy was introduced a number of years ago to fund a number of projects to alleviate further flooding resulting from major storms feeding water into the wastewater system, causing household basement flooding. This levy is to sunset in 2018.

A new Storm Water Utility rate structure was introduced in 2011. Property owners are charged based on the amount of runoff they generate. This rate structure will be fully phased-in by 2018. There are two major projects still to be funded from this Utility – riverbank stability and major storm flooding on public property. The Administration has introduced a Surface Flooding Control Strategy. The purpose of the strategy is to develop a comprehensive long-term plan to address the surface flooding issues created during major rainstorms.

#### <u>Capacity</u>

While the Utilities are 100% user pay, there remains a question on which assets should be funded by the ratepayer and which should be funded through growth. The Administration is currently developing a plan to ensure the public is not faced with fully funding all capacity-related projects (e.g. additional resources, additional water treatment plant).

#### Sustainable Funding Plan

The Utilities will remain 100% user pay. The Administration has been addressing the long-term funding requirements and reports will be provided annually with future rate-setting reports. The long-term funding requirements need to handle all regulatory changes, asset replacement/repair, and capacity increases required as a result of city growth.

#### **Electrical Distribution**

This asset grouping includes all assets related to the City's electrical distribution function.

#### <u>Condition</u>

Saskatoon Light & Power invests in the maintenance of the electrical system to meet industry standards. A review of its assets was recently undertaken, including a condition assessment and existing preventative maintenance practices. Results from this review will be reported in 2015.

#### Capacity

Infrastructure investment is also required to meet the needs of a growing city, which in recent years has included densification of the city's core located within the Utility's franchise area. Saskatoon Light & Power will include information relating to required infrastructure and the resulting financial impact in its 2015 reporting.

#### Sustainable Funding Plan

Saskatoon Light & Power's rate setting process is tied to that of SaskPower. Rates are matched to ensure equity to ratepayers no matter which franchise area they reside in. Rates fund operations, capital renewal and growth, a grant-in-lieu of taxation to the City, as well as an ROI to the City. As noted earlier, a targeted ROI based on industry standard is desired. Depending upon the outcome, funds may be available to reallocate to either the utility's replacement or expansion reserve. In addition, there may be an opportunity to allocate new revenue streams resulting from alternative energy projects (e.g. Landfill Gas Collection project).

## **Civic Fleet**

This asset grouping includes civic, police, and fire vehicles.

#### **Condition**

Fleet Services maintains an asset management system to monitor repairs, fuel consumption, and life cycle data for civic and police vehicles. Once a piece of equipment's repair costs begin to exceed a specific percentage of the replacement cost and is nearing the end of its service life, it is flagged for replacement.

The Civic Vehicles and Equipment Replacement Reserve is intended to fund all replacements, however, budget constraints have resulted in annual provisions being less than adequate.

The Saskatoon Fire Department maintains and replaces its own vehicles and equipment through the use of the Fire Small Equipment Replacement Reserve and the Fire Apparatus Reserve.

#### **Capacity**

Departments identify additional vehicle requirements and provide a funding source. As the City grows, so does its equipment needs. In some cases, capital projects include the cost of equipment (e.g. the capital project funding a new fire hall includes the cost of the associated fire apparatus/equipment). In other cases, reserves exist to fund the equipment (e.g. Transportation Equipment Acquisition Reserve, Snow and Ice Management Equipment Acquisition Reserve, Parks Maintenance Equipment Acquisition Reserve).

#### Sustainable Funding Plan

A total review of the City's Fleet Services business line is currently underway. The Administration will propose recommendations that identify the appropriate business model including processes and funding.

# **Use of the Property Tax to Fund Cities**

Experience and research both identify the challenges cities face if they depend strictly on the use of property tax to fund their operations. Currently, 45% of the City's current operating budget is funded through property taxes. On the assumption that expenditures increase by MPI, in order to maintain a property tax increase of MPI or less, all other revenues must also increase by at least MPI. This has not necessarily been the case with Saskatoon's revenues. Examples include revenues that can be subject to participation rates (leisure programs) or market conditions (investment interest earnings).

One of the key points raised in the "Financing Growth Study" (the Hemson Report) is that a declining ratio of own-source revenue of the City's total revenue base is putting more reliance on property tax to make up the difference between expenditures and revenues. In addition, as property tax is the primary revenue source available to the City, its limitation is that it does not grow with economic growth.

The cost of growth by providing new infrastructure and services to meet new growth in population cannot be covered strictly by incremental taxes from new assessment. For example, the cost of new city-wide infrastructure such as river crossings, fire halls, recreation centres, art galleries, libraries, convention centres, and arenas, to mention a few, need to be planned for and funded on a city-wide basis. The cost of these amenities is over and above the development fees charged and collected from new land development as many of these are not possible under the current provincial legislation. Long-term financial planning is required for these future costs through flexible but dedicated funding plans that leverage funds from other levels of government and external partners, but also require mill rate funds. These funding plans rely on operating budget contributions that add pressure on the property tax.

While Saskatoon has been growing, both in terms of housing and the economy in general, growth in the economy does not automatically translate into increased municipal revenues. Municipal taxes are based on assessed properties. An increase in the number of assessed properties results in increased tax revenues. However, increases in assessed values through the current four-year revaluation cycle do not translate into increased tax revenues, as City Council has a policy to maintain revenue neutrality caused by the revaluation.

While some Canadian municipalities do not maintain revenue neutrality, it is usually those that have a shorter revaluation cycle, thereby minimizing large swings in assessed values. However, research still supports municipalities having access to a suite of tax tools based on the following:

- a suite of tax tools yields better growth in revenues by allowing a City to retain a larger portion of the economic growth occurring within the local region;
- property taxes do not always capture the increased tax revenue that normally accrues from a growing population and an expanding economy;
- no single tax is suited to compensate for inflation and capturing growth in the local economy; and
- a diverse local tax system provides the opportunity to establish better accountability.

There are a number of options used by other municipalities in both Canada and the United States. The following provides a brief description of the options.

## **Dedicated Property Tax**

Property tax revenue can be dedicated for specific purposes whether it be to support operational costs such as Transit or to support capital costs. This option is being used to partially fund roadway capital requirements through a four-year phase-in which began with the 2014 budget.

A hybrid of the dedicated property tax is a funding mechanism referred to as Tax Increment Financing where municipalities dedicate future property tax revenue (municipal, education, library) in a specific area to pay for a new public facility or new infrastructure in that area. The City used a similar mechanism to assist in funding the grade separation at Circle Drive and Clarence Avenue. The development of the Stonegate shopping mall was contingent upon the grade separation; therefore, incremental taxes would not be available unless the development occurred. Only future municipal property taxes were dedicated.

# Share of Existing Taxes

Existing taxes include income taxes, gaming taxes, resource revenue, fuel tax, and alcohol and tobacco tax. The City currently receives a share of provincial taxes through the Provincial Revenue Sharing Agreement.

# Vehicle-Specific Selective Taxes (User Pay Tax)

This can be ear-marked for transportation infrastructure/maintenance and can include:

- local fuel tax;
- local vehicle registration tax;
- local car rental tax;
- local tax on parking (both private and public);

- local vehicle ownership or "wheel" tax;
- special sales tax on vehicle sales; and
- driver's license tax (insurance premiums tax).

# Visitor-Specific Selective Sales Tax

The City plays a role as a hub for a larger metropolitan area and a regional centre for commerce and tourism. Funds can be targeted towards tourism-related capital and can have a sunset clause, if appropriate. Examples include:

- restaurant tax;
- bar or pub tax;
- beverage tax; and
- gambling tax.

# Special Purpose Local Option Sales Tax (Penny Tax)

This is a broad-based general retail sales tax levied at the local level. It can be capped at 1% (one penny of every dollar). It has the option of being dependent upon a public vote via a referendum. It is usually targeted to a specific list of infrastructure projects and typically lapses every five or six years. For ease of collection purposes, it would "piggyback" off the existing provincial sales tax.

# Special Assessments (Local Improvement)

A special assessment is a specific charge added to the existing property tax to pay for improved capital facilities that border them. The charge is based on a specific capital expenditure in a particular year. It is usually used for construction or reconstruction of sidewalks, streets, water mains or storm sewers. The justification is that the owner of an abutting property will benefit from the local improvement and should, therefore, help fund it.

# Value Capture Levy

A value capture levy recovers the increase in land value arising from a public investment. For example, City spending on public infrastructure and subsequent zoning decisions can increase the commercial value of holdings of private landowners. The justification behind this levy is that the public investment creates windfall gains for the private developer. An option to the levy is to require the developer to provide various facilities and infrastructure (versus cash) in return for being permitted to undertake the development.

# Long-Term Financial Sustainability Plan: 2015 - 2025

As previously stated, these are options used by other municipalities. The Administration is not advocating for or against any of these options. The purpose of bringing these forward is to generate further discussion.

If the City was to embrace these options, changes to provincial legislation would be required in some instances. The Administration and elected officials are currently working with SUMA to determine a plan to structure an advocacy platform related to this.

In addition to pursing alternative revenue sources, City Council and the Administration should ensure they have explored the use of all existing opportunities provided under provincial legislation.

Recommendation 15: That City Council and the Administration continue seeking alternative revenue sources to reduce reliance on the property tax.

# The City's Growth Plan

#### Growing Forward! Shaping Saskatoon

Saskatoon's infrastructure plan for growth is based on the City's Strategic Plan. Two specific strategic goals set the direction for growth. The first Strategic Goal, Sustainable Growth, emphasizes both upward and outward growth, reflecting a balance of greenfield and infill development. The second Strategic Goal, Moving Around, states that the City's transportation network includes an accessible and efficient transit system and a comprehensive network of bike routes.

In response to this, the City has developed a document, <u>Growth Plan to Half a Million</u>, to guide future development. This plan addresses a number of themes related to growth including:

- Growth Near Major Corridors examines opportunities for increased densities and mixture of residential and commercial uses along Saskatoon's major corridors over the next 30 to 40 years.
- Transit System reviews current and projected travel markets and exploration of options to make future transit service a more attractive choice for daily travel needs.
- Rapid Transit explores the feasibility of rapid transit in Saskatoon as a core feature of the overall transit system.
- Core Area Bridges assesses forecast travel demands on core area bridges and identifies opportunities for another river crossing to accommodate walking, cycling, and transit.

Residents and other community stakeholders are being asked to provide input throughout the process.

Saskatoon residents have already expressed a desire to live in vibrant communities with more housing options, transportation choices, and amenities. The design of new suburban neighbourhoods, plans for redevelopment in core strategic infill areas and new policies for small-scale neighbourhood infill will all support this vision.

Growth inevitably results in funding requirements over and above the amount gained through new assessment tax revenues and development levies. While developers contribute towards a portion of new infrastructure cost resulting from new neighbourhoods, the City is still required to fund a portion of new interchanges, potential expansion of existing roads to address traffic congestion, fire halls, recreation centres, etc. Funding these capital projects has been addressed earlier in this document. There is, however, additional capital funds that will likely be required to fund a redesign of the existing transit system, together with a rapid transit system.

The Growth Plan will be completed in early 2016. Funding required to begin the implementation of the Growth Plan recommendations is expected to commence in 2017. Several projects will need funding to develop a Long Range Transportation Master Plan, and Streetscape and Transit Station plans. In addition to funding a transit system redesign, additional capital dollars may be required in the long term to fund the redesign of the city's core bridges to accommodate both growth in traffic and for dedicated space for rapid transit. There is also the potential that the City's land development role could change to include redevelopment as well as greenfield development.

## **River Landing**

The South Downtown development has been part of the City's vision of a vibrant downtown for a number of years. In 2004, the concept plan for River Landing was approved. This plan envisioned riverfront park development on either side of the South Saskatchewan River as well as a mix of residential condominiums, office, retail, and public space.

To date, both riverfront parks have been completed. The Remai Modern Art Gallery of Saskatchewan is currently under construction and will be adjoined to the existing Remai Arts Centre. The Saskatoon Farmers' Market and Ideas Inc. also reside here, as well as eateries and developed office space. Additional private development is under way on both the east and west sides of the Senator Sid Buckwold Bridge.

There are still three parcels of land available west of the river. This land will be sold in segments over the next few years. In addition, development on Parcel YY is still outstanding.

River Landing is intended to be self-funded. In other words, property taxes from this development will be redirected towards paying for operational costs. In the interim, costs do not flow through to the municipal mill rate - they are being funded by the Reserve for Capital Expenditures (RCE). Once the remaining developable land is sold, funds will be used to repay the RCE, providing a balance of funds to be reallocated towards other capital projects.

# City Centre Plan

In 2013, City Council approved the City Centre Plan. The City Centre is the financial, commercial and cultural centre of Saskatoon and region. The City Centre Plan

facilitates the development of a vibrant mix of uses including new residences, commercial office space, retail, and restaurants, as well as cultural, education and recreational opportunities. It is intended that these uses will be supported through pedestrian-orientated design, high-quality open spaces and public infrastructure, additional parking opportunities and innovative policy that will foster private investment, creating more market interest, and the absorption of vacant lots.

The Plan is intended to be implemented in phases over a 15-year period. There are, however, a number of immediate priorities including design guidelines for the City Centre and incentives for office buildings and public parking structures. In addition, the plan identifies projects that should be completed in stages (1 to 5 years, 6 to 10 years, and 11 to 15 years).

Projects identified range from small to large including items such as the new Civic Plaza/City Hall Square, a detailed bike lane plan, including protected bikeways, and reconstruction of a new Master Plan for Idylwyld Drive and other street improvements.

There are no specific funding strategies in place to move forward with the implementation of the Plan other than the Civic Plaza which received funding from the Capital Budget for design work in 2015.

## North Downtown

One of the strategic infill areas identified in the Growing Forward! Shaping Saskatoon initiative is the City's North Downtown.

The intent of the North Downtown development is to create a sustainable community in Saskatoon's centre and to minimize immediate and long-term impact on the environment. This community will have a smaller ecological footprint than Saskatoon's other neighbourhoods through a reduction in the consumption of water, non-renewable energy, and potable water<sup>4</sup>.

Discussions on options related to the delivery of this project are still underway. Development will be subject to the relocation of the existing City Yards function. The relocation is currently included within the Civic Facilities Funding Plan; however, the earliest funding will be available is in 2017. This funding assumes borrowing which will be dependent upon the borrowing capacity of the City at that time. Alternative delivery options could include a third party and could potentially include the relocation of the yards.

<sup>&</sup>lt;sup>4</sup> North Downtown Master Plan, June 4, 2012

# Future Transit

The *Growing Forward! Shaping Saskatoon* process is also developing a long-term plan to make transit a more attractive choice for more people as the city grows. There is not a "one size fits all" solution for transit, but rather a combination of a number of different services. High demand corridors will be served by a high-frequency transit service, while neighbourhood services will be provided to support local travel with connections to main corridors. Service types can include community shuttles, conventional service, frequent transit service, commuter service, and bus rapid transit corridors.

Public input is currently being sought to identify the preferred options, and it is likely that bus rapid transit will be a key recommendation in the Growth Plan to 500,000 required option. This is a precursor to light rapid transit (LRT) operated by most large cities, however Saskatoon is not expected to grow large enough for LRT in the next 30 years. Bus rapid transit will involve a significant investment as it will require the development of bus corridors and related streetscaping, terminals and additional buses.

As noted earlier, the Administration is currently developing a Major Transportation Infrastructure Funding Plan. One of the items included within this Plan is funding for bus rapid transit corridors. At this time, it is not known if sufficient funds will be available for the complete project.

# **Regional Growth**

With the growth of Saskatoon and the region, a coordinated approach to regional planning is desirable. The Saskatoon North Partnership for Growth (P4G) is a recently formalized collaborative which includes political and administrative representation from the municipalities of: City of Saskatoon, RM of Corman Park, City of Martensville, City of Warman, Town of Osler, and SREDA (advisory role). The partners plan to develop and adopt a long-term view and plan for land use and servicing that is regional in scope.

This project is now underway. A Regional Oversight Committee (ROC) comprised of elected representation from the five partner municipalities has been established to oversee the regional planning process. A consultant has been hired to guide the plan.

The formation of a Regional Plan may require ongoing operating costs to be shared by the partner municipalities once the plan is completed. While costs related to servicing can be significant in the short term, they will be cost effective in the long term. A funding model will form part of the plan developed by P4G.

## Paying for Growth

In 2010, the Premier of Saskatchewan stated that a requirement of the province is "to work with municipal partners to develop a sustainable long-term infrastructure plan." The City participated in this initiative. Three primary research areas were undertaken: best practices to optimize investments, evaluate financing methods and fit for Saskatchewan, and define the investment need. The research project that examined financing methods reviewed methods that are used around the world. It was determined that no single solution exists.

As identified in the Hemson Report, there are a number of recommendations and options for consideration. It reviewed the City's existing funding mechanisms, identified alternative mechanisms, and raised a number of items to consider. These issues were identified at the beginning of the Issues Section of this document. The Administration will be bringing forward a series of discussion papers and recommendations over the next number of months to address the Hemson Report.

Currently, the City uses the following sources to fund growth-related capital:

- developer contributions;
- reallocation of a portion of net proceeds from residential neighbourhood land development;
- property taxes/user fees;
- borrowing;
- grants; and
- sponsorships.

An option that has recently received consideration is a tax incremental financing (TIF) program. Further discussion is required, however, *The Cities Act* allows a City Council to create a bylaw to "establish a program in designated areas of the city for the purpose of encouraging investment or development in those areas." Some or all of the incremental municipal taxes coming from the designated area can be used for three specific purposes, including the acquisition, construction, operation or improvement, and maintenance related to that area; to repay borrowings associated with work within that area; and to fund a financial assistance program for persons who invest in developing or constructing in that area.

This type of financing could be well suited for the North Downtown development and the BRT Corridor Redevelopment.

# Recommendation 16: That the Administration explore the feasibility of using TIF as one option to assist with funding the North Downtown development.

# Housing

One of the four-year priorities identified within the City's Strategic Plan is the implementation of the City's Housing Business Plan. The Business Plan was written to support the creation of at least 500 new attainable housing units per year.

#### Incentives and Programs

The City has introduced a number of incentives to address the significant impact the quality, affordability and availability of housing has on the quality of life in Saskatoon. City Council Policy No.C09-002, Innovative Housing Incentives, identifies the following incentives:

#### Affordable Housing Capital Contribution

This incentive provides a grant of up to 10% of the total capital cost of the residential portion of a project. An additional 5% is available if the project is built in an area with a low concentration of affordable housing. Both grants are funded from the Affordable Housing Reserve.

#### Affordable Housing Property Tax Abatement

The City will provide a five-year property tax abatement of the incremental tax increase for the residential portion of an eligible affordable housing project. Applicants are required to have a ten-year business plan to verify that the project will be viable for at least five years after the conclusion of the abatement. As the abatement is for incremental taxes, there is no immediate impact on taxation.

#### Waiving Offsite Levies for Affordable Housing

City Council may, at its discretion, waive the payment of offsite levies payable as the result of the development of affordable housing in very specific circumstances. Eligibility criteria include registered non-profit organizations, neighbourhood revitalization and major redevelopment projects. The waiver does not include capacity expansion costs.

#### Purpose-Built Rental Housing Capital Contribution and Property Tax Abatement

During periods of particularly low vacancy in Saskatoon, the City provides a cash rebate of up to \$5,000 per unit for the construction of purpose-built, multiple-unit rental housing, as well as a five-year incremental tax abatement. The Saskatchewan Housing Corporation (SHC) provides the cash rebate and the City provides the five-year tax abatement.

#### Incentives for Secondary Suites

The City will provide rebates or partial rebates of the following fees: building permit, development permit, plumbing permit, and legalizing an existing suite occupancy permit.

#### Mortgage Flexibilities Support Program

This program operates as a partnership between the City, SHC, CMHC, Genworth Financial Canada, and private home builders and assists low and moderate income households to purchase a home. The homebuyer receives a down-payment grant equal to 5% of the purchase price. The builder contributes up to 3% with the City and SHC contributing the balance. The City's portion of the down-payment grant is returned to the Affordable Housing Reserve over a number of years through the re-direction of property taxes. This is currently funded through the City's cash balances within the Property Realized Reserve, totalling approximately \$1 million.

#### Equity Building Program

In addition to the incentives noted above, the City, in partnership with the Affinity Credit Union (Affinity), created an Equity Building Program designed to assist moderate income households in making the transition from rental to home ownership.

This program allows households to borrow a down payment to be used towards the purchase of an entry-level home. The City has invested \$3 million with Affinity to cover the potential down payment loans. Affinity authorizes a down payment loan to eligible households at an interest rate jointly agreed to by the City and Affinity. The homebuyer repays this loan through their monthly mortgage payments. The City receives 100% of the interest earned on the down payment loans as well as 100% of interest earned on any amount remaining in the investment account with Affinity. Interest is received annually from Affinity on funds committed for the down payment loans and quarterly on the uncommitted funds. The City assumes two-thirds of the risk of any losses experienced on the down payment loan and Affinity assumes the remaining third.

#### Sustainable Funding

As stated in a report to City Council in April 2015, the cost and supply of attainable housing in Saskatoon continued to be a challenge for low and moderate income earners throughout 2014. The City's incentives supported the creation of 542 new units in 2014, exceeding City Council's annual target of 500. This report also stated that the City was on track to achieve its 2015 housing target. The Affordable Housing Reserve has sufficient funds to meet this target.

# Long-Term Financial Sustainability Plan: 2015 - 2025

Attainable housing projects take significant lead time. In some cases, the land procurement, planning, and funding cycle can take up to two years before a project is brought forward. As a result, it is necessary to ensure that the City's housing incentive programs have long-term, stable funding sources to allow the City to commit funds to projects with long lead times. The Housing Business Plan is a ten-year plan; however, it is not totally funded at this time.

Funding sources in the past have been from Residential Neighbourhood Development proceeds and as a result, are not guaranteed or necessarily sustainable.

Lastly, the Province of Saskatchewan is a major contributor to the Rental Rebate Program and the Mortgage Flexibilities Support Program. Provincial funding for both programs runs out in March 2016, adding to the funding uncertainty for planning new attainable housing projects.

Recommendation 17: That the Administration continue to explore opportunities for long-term, sustainable funding to support the City's Housing Business Plan.

# Pension Sustainability

The sustainability of the City's pension plans is a major contributor to the City's overall financial health.

The City provides three defined benefit pension plans and one defined contribution pension plan for its employees as follows:

- General Pension Plan (defined benefit);
- Fire Pension Plan (defined benefit);
- Police Pension Plan (defined benefit); and
- Seasonal Employees Pension Plan (defined contribution).

The solvency and the going concern funding position of a defined benefit pension plan are subject to market returns, employee longevity, and contribution levels.

The preliminary December 31, 2012, valuations for all three defined benefit pension plans identified both significant solvency and going concern deficiencies. The Province has provided solvency relief and as a result, the requirement to make special payments to fund this deficit no longer applies to the City's plans. However, plan revisions were required to ensure the plans could be sustainable into the future through the elimination of the going concern deficiency.

As a result, the City, together with the affected Union representatives, has successfully negotiated revisions to the General and Fire Pension Plans.

#### General Pension Plan

The current benefit structure has been revised and contribution rates were increased. Based on this, matched employer/employee contribution rates were revised as follows:

- Effective January 1, 2014: average contribution rate of 8.2%
- Effective January 1, 2015: average contribution rate of 8.5%
- Effective January 1, 2016: average contribution rate of 8.8%

In the event the Plan requires additional funding in order to meet the minimum funding requirements for any valuation filed after December 31, 2015, the parties agree to increase contribution rates by an additional 0.2%. If additional funds are required, the City will <u>temporarily</u> increase contribution rates by a further 0.5% until such time as the plan is made sustainable without this funding, through benefit reductions (to a maximum period of two successive valuations – then back to 9% with benefit reductions to offset

the deficit). A dispute resolution has been added in the event the parties are unable to agree on which benefit changes should be undertaken.

#### Fire and Police Pension Plans

While both the Fire and Police Pensions Plans faced funding challenges in the past, the City and the Board of Police Commissioners have resolved the longer term issue by moving towards new targeted benefit plans.

The City is currently in the process of negotiating and drafting a new target benefits plan with Fire. A similar process is underway for Police and the Board of Police Commissioners is negotiating and drafting a new target benefits.. The new target benefit plans protect the City and the Board of Police Commissioners against significant funding challenges by linking plan benefits to the funds available in the plan. The new target benefit plans will come into effect on January 1, 2016.

# Conclusion and Summary of Recommendations (Issues Section)

Issues focussed on in this section include the City's Asset Management Funding Strategies, Alternative Revenues, City Growth Plan, Housing, and Pensions. Recommendations have been brought forward to begin to address funding gaps related to the City's assets in addition to recommendations related to Alternative Revenues, the City's Growth Plan, and Housing.

Recommendation 7: That the existing practice of funding the replacement of assets on a "pay-as-you-go" basis continue.

Recommendation 8: That the long-term use of any surplus buildings include disposal unless supported through a strong financial business case including a return on investment (ROI).

Recommendation 9: That the purchase of buildings be supported through a strong financial business case including a return on investment (ROI).

Recommendation 10: That the Administration propose a Major Transportation Infrastructure Funding Plan for discussion in 2015.

Recommendation 11: That the Administration continue to explore options to provide the required level of funding for the Transportation Infrastructure Expansion Reserve.

Recommendation 12: That the Administration propose a funding source and/or strategy to address the funding gap related to recreation facilities in 2015.

Recommendation 13: That the Administration propose a funding strategy to address the replacement and/or major repair of park amenities.

Recommendation 14: That the Administration propose a funding strategy to address the redevelopment or major rehabilitation of existing parks.

Recommendation 15: That City Council and the Administration continue seeking alternative revenue sources to reduce reliance on the property tax.

Recommendation 16: That the Administration explore the feasibility of using a TIF as one option to assist with funding the North Downtown development.

Recommendation 17: That the Administration continue to explore options for long-term, sustainable funding to support the City's Housing Business Plan.



### FREQUENTY ASKED QUESTIONS LONG-TERM FINANCIAL SUSTAINABILITY PLAN: 2015 - 2025

The City of Saskatoon (City) is faced with several issues including aging infrastructure, growth, rising costs, limited funding and limited funding tools. In addition, uncertainty exists around external sources of funding (e.g. government grants) and regulatory changes (e.g. environment, pensions). What happens if Saskatoon has an economic downturn?

Long-term financial planning can provide both the Administration and City Council with the context to attempt to resolve the above issues. Long-term financial planning encompasses planning, analysis, and forecasting. The result is information that can be used to make decisions to maintain a municipality's fiscal health and balance. This information can also be used to put plans in place to begin to address the above-noted issues.

The Long-Term Financial Sustainability Plan is in line and consistent with the City's overall Strategic Plan, and specifically, the Strategic Goal of Asset and Financial Sustainability.

Below are some frequently asked questions about the Long-Term Financial Sustainability Plan (the Plan) and the key findings from the Hemson Report.

#### Why does the City of Saskatoon have a new ten-year financial plan?

The intent of the Plan is to lay out the City's existing financial policies and practices, as well as identify strategies available to fund the City's needs over the next ten years. All financial decisions made by City Council and the Administration will be vetted against the Plan so that the total financial picture can be considered.

#### What are the financial principles that will guide the City's decisions around longterm money management and planning?

The City has a number of financial policies, practices, and tools that it uses to efficiently manage and allocate its financial resources. They each support one or more of the following financial principles:

- 1. Funding of core services are aligned with what our citizens expect;
- 2. Services are received and funded equitably by all residents;
- 3. Recognize that there is only one taxpayer and respect their ability to pay;
- 4. Financial resources are used to address the needs of citizens today and tomorrow; and
- 5. The City is open, accountable and transparent with respect to resource allocation and collection.

#### What is the City's current financial position?

The City's financial condition at December 31, 2013, was described in detail in the 2013 Annual Report. The City's consolidated financial assets totalled \$564.1 million and financial liabilities totalled \$511.3 million, resulting in net financial assets of \$52.8 million.

Contributing to the City's financial assets are its many reserves, totalling \$105.9 million as at December 31, 2013.

#### What are Reserves?

Reserves can be equated to savings accounts. Funds are "reserved" or "saved" for two purposes. The first is for replacement of existing assets. The major advantage of this type of reserve is that when it's time to replace the asset, the funds are there; the capital project does not need to be vetted against other capital projects for general capital funds.

The second purpose is to reserve funds for future expenditures, or to assist the City in funding assets to accommodate increased capacity. Examples of reserves that the City has are: Bridge Major Repair Reserve, Paved Roadway Reserve, Active Transportation Reserve, Traffic Noise Attenuation Reserve, Infrastructure Water and Sanitary Sewers Replacement Reserve, and Reserve for Capital Expenditures.

Overall, the City's reserves are healthy.

#### What is the City of Saskatoon's debt?

*The Cities Act* requires that the Saskatchewan Municipal Board (SMB) set a debt limit for each city.

The City's total debt as at December 31, 2013, was \$234.5 million. An additional \$25 million was borrowed in 2014 which was partially offset with debt retirements for a revised total of \$238.1 million to the end of 2014.

# The City of Saskatoon received an "AAA" Stable Credit Rating from Standard & Poor's? What does that mean for the City?

Once again for 2015, the City received an "AAA' stable credit rating from Standard & Poor's rating agency. This rating takes into consideration the City's "strong cash and liquidity levels that exceed relatively low debt, well performing economy and strong operating budgetary performance."

Standard & Poor's rates the City on a number of factors, including the City's ability to service debt, the current level of debt burden, as well as the City's strong reserve balances.

The City's debt makes up only one factor of the credit rating. The Administration does, however, provide the rating agency with future planned debt to ensure there are no unanticipated impacts on future ratings.

It should be noted that while holding an "AAA" credit rating is an indicator of strong financial health, the question exists as to how to maintain this rating and not potentially impact decisions that might override the approval of important and beneficial projects.

# Is the Long-Term Financial Plan flexible? Will it change as Saskatoon changes, for example, with continued rapid growth, and the addition of new infrastructure the City needs?

Yes, the Plan is flexible, and is intended to be updated on a regular basis so the City's financial decisions will continue to be made from a sustainable standpoint. City Council will be updated with the status of the various recommendations, and any new issues will be brought forward.

The plan will be able to react to changes in economic realities that may call for the need to spend, and importantly, address the City's ability to fund.

# What has the City considered when making decisions and policies around financial planning so far?

The Administration considers:

- best practices;
- paying close attention to its debt levels and capacity;
- specially prepared reports such as The Hemson Growth Study;
- preparing a five-year capital improvement plan; and
- ensuring funding plans are in place *prior* to moving forward on our large capital projects.

Preparing ten-year projections on revenues and expenditures will now assist the City to develop guidelines that move towards meeting the long-term goal of managing the City in a smart, sustainable way.

# What else does the new Long-Term Financial Sustainability Plan include? What issues are addressed that affect the City of Saskatoon?

The Plan details the City's current financial position and includes a five-year high-level projection of funding sources, expenditures, and where the money will be invested.

Key issues that are addressed in the Plan include the City's aging infrastructure, city growth, limited funding tools, rising costs, uncertainty around external sources of funding, and regulatory changes.

The Plan focuses on issues that include the City's Asset Management Funding Strategies, Alternative Revenues, City Growth Plan, Housing, and Pension Sustainability.

#### How will success be measured for the Long-Term Financial Sustainability Plan?

There are several ways to measure success of the Plan. The City should see improvement in its asset condition, enhancement in the quality of life, a growing city, less reliance on the property tax and/or other government funding sources, and an increase in citizens' satisfaction levels.

The Administration will monitor and report on our progress in the following ways, through what we call Performance Indicators:

- 1. Municipal property tax per capita;
- 2. Property tax as a percentage of total revenues;
- 3. Annual property tax change that is an amount equal or less than the Municipal Price Index; and
- 4. Long-term tax-supported debt cannot be more than \$1,750/person.

To find additional information related to the City of Saskatoon's Budget & Finances, visit saskatoon.ca, look under City Hall > Budget & Finances.

Watch for new financial information on related topics such as how the City is paying for growth, how the City allocates property tax dollars to civic services, and why property taxes have increased, to be added under the Budget & Finances section of the website.

Upcoming opportunities where the public can participate and share their priorities and preferences around how the City balances its annual budget will also be listed on saskatoon.ca.



# EXECUTIVE COMMITTEE

# Saskatoon Perimeter Highway

#### **Recommendation of the Committee**

That the City of Saskatoon provide a letter of support endorsing the recommendations of the Validation Study Project for the Saskatoon Perimeter Highway, as outlined in the attached map, dated May 29, 2015.

#### History

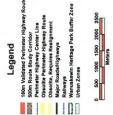
In August, 2014, the City communicated with the Ministry of Highways and Transportation indicating its general agreement with the findings of the Validation Study of the Perimeter Highway, subject to:

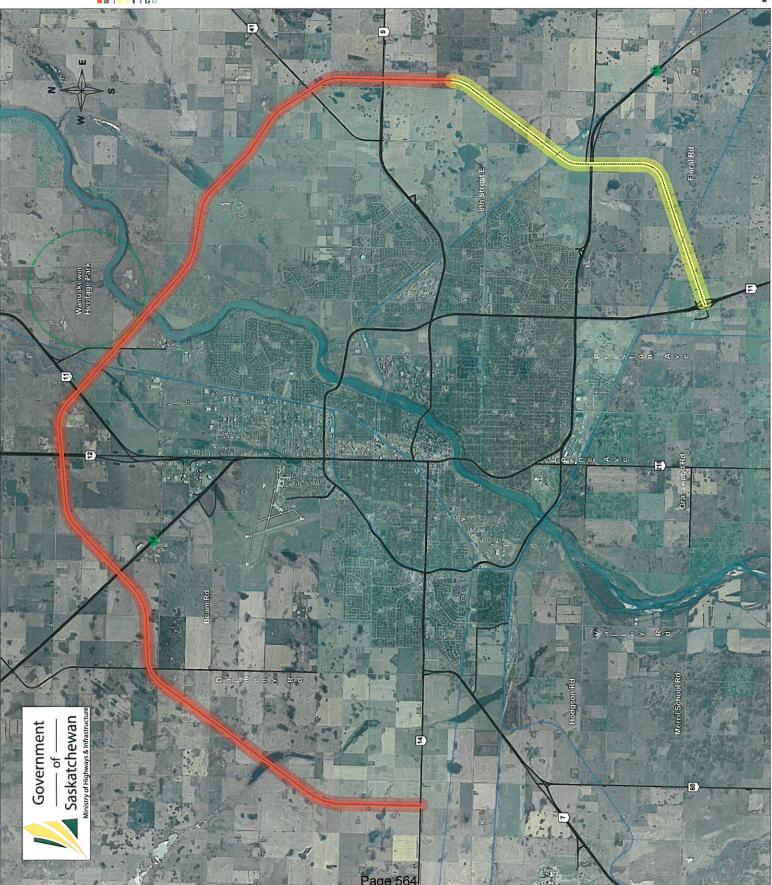
- A re-alignment of the southeast section of the Perimeter Highway between Highway 11 in the south and Highway 5 in the east,
- An adjustment of the alignment of the section of the Perimeter Highway in the northeast sector, adjacent to the City's Aspen Ridge neighbourhood and Northeast Swale to accommodate a potential "bump out" of the Aspen Ridge neighbourhood.

At the meeting of Executive Committee held on June 15, 2015, the Committee considered a request of the Ministry of Highways and Infrastructure for further endorsement on the recommendations of the Validation Study. Your Committee is recommending that the City provide a letter of support endorsing the recommendations of the Validation Study Project for the Saskatoon Perimeter Highway, as outlined in the attached map dated May 29, 2015.

#### Attachment

1. Map dated May 29, 2015





# Authorization to Borrow – External Borrowing – Remai Modern Art Gallery of Saskatchewan

#### Recommendation

That the CFO/General Manager, Asset and Financial Management Department, be authorized to accept the terms of a \$15.0 million ten-year, bankers' acceptance/interest rate swap transaction with the City's primary financial institution, subject to the approval of the appropriate Borrowing Bylaw.

#### **Topic and Purpose**

The purpose of this report is to obtain approval from City Council to finance the City of Saskatoon's (City) share of the design and construction costs of the Remai Modern Art Gallery of Saskatchewan (Remai Modern AGS) through the completion of a banker's acceptance loan/interest rate swap transaction.

#### **Report Highlights**

- 1. The current low interest rate environment and reduced loan principal provides an opportunity to reduce the amortization term for the Remai Modern AGS financing.
- 2. Borrowing costs still remain attractive despite the recent uptick in bond yields.
- 3. Capital markets will be closely monitored to complete a successful borrowing for the City.

#### **Strategic Goal**

The recommendation in this report supports the long-term strategy of protecting the City' credit rating under the Strategic Goal of Asset and Financial Sustainability. Efficient management of the City's debt is a key factor in the maintenance of a triple-A credit rating.

#### Background

City Council approval is required to allow the Investment Committee to proceed with establishing the method of borrowing and terms of same as the initial step in the borrowing approval process. Subsequent to the borrowing terms being finalized, a borrowing bylaw is prepared and submitted to City Council for consideration to complete the borrowing and transfer the funds.

*The Cities Act* and City Council Bylaw No. 8171 also require Public Notice Hearings for any civic borrowing. A Public Notice Hearing was held on the Remai Modern AGS on April 30, 2012.

#### Report

Opportunity to Reduce the Loan Amortization Term

The Remai Modern AGS funding plan initially called for a \$23.48 million borrowing from external sources. The Plan incorporated a 15-year amortization term and an assumed 4.25% loan rate, resulting in an estimated debt service charge of \$2.15 million annually.

The planned borrowing amount has been reduced to \$15.0 million due to higher-thanexpected operating contributions.

Given current interest rate levels, the Investment Committee is able to reduce the amortization term from 15 years to 10 years while maintaining annual debt service costs close to budgeted levels. The ability to pay off debt quickly and varying the terms of debt obligations clearly enhances the City's financial flexibility with respect to future debt issuance. In addition, the ability to maintain or increase financial flexibility is viewed favourably during the credit rating evaluation process.

#### Borrowing Costs Remain Attractive

Canadian bonds have traded higher in yield over the past few months with a high degree of volatility. Five-year and ten-year yields have increased in excess of one-third of a percentage point (0.33%), while short-term bond yields have experienced minimal change. Some economists indicate that the recent rebound in oil prices has brought inflation back to the forefront thus contributing to higher yields.

In addition, the upward pressure on bond yields may be attributed to an increased probability for an interest rate hike in the United States, together with higher bond yields in Europe. Bond yields have fluctuated substantially and remain sensitive to economic and political events, monetary and fiscal policy, and changes in investor sentiment among other factors. The Investment Committee believes that receiving City Council approval to borrow sooner rather than later will ensure the completion of a successful financing at an attractive borrowing cost.

#### Monitoring of Capital Market

Upon receiving authorization to borrow, the Investment Committee, with the assistance of the City's fiscal agency and primary financial institution, will continue to monitor the capital markets in order to determine an advantageous time to complete a ten-year bankers' acceptance loan/interest rate swap transaction.

#### **Options to the Recommendation**

The alternative financing option is to complete a ten-year serial debenture issue with the City's fiscal agents. The Investment Committee is not recommending this financing option due to (1) the higher, relative all-in-cost of borrowing, and (2) the current challenge of selling debentures maturing in three years or less.

#### **Financial Implications**

Assuming a 2.50% all-in-borrowing cost, the annual debt service for a \$15.0 million external financing would equate to approximately \$1.71 million per year, and total interest accrued over the duration of the loan would be roughly \$2.14 million. The recreation and cultural funding plan incorporates \$500,000 of assessment growth for both 2012 and 2013.

#### Other Considerations/Implications

There are no policy, environmental, privacy, or CPTED implications or considerations, and neither public and/or stakeholder involvement or a communication plan is required.

#### Due Date for Follow-up and/or Project Completion

Following the acceptance of a ten-year bankers' acceptance loan/interest rate swap transaction, the Investment Committee will table a report with City Council outlining the specific terms of the financing transaction, together with the required Borrowing Bylaw, for City Council's consideration and approval.

#### **Public Notice**

A Public Notice Hearing for borrowing on the Remai Modern AGS was held on April 30, 2012.

#### **Report Approval**

Written by: Murray Gronsdal, Investment Manager, Corporate Revenue Approved by: Kerry Tarasoff, CFO/General Manager, Asset & Financial Management Department

Authorization to Borrow\_Remai Modern AGS\_2015docx

# Capital Project #2407 – IS North Commuter Parkway and Traffic Bridge – Traffic Bridge Span Arrangement

#### Recommendation

- 1. That Council rescind the following motion as passed at the June 27, 2011 meeting of City Council:
  - "3) that the following items be added to those previously approved by Council to be included in the design-build documents for the new Traffic Bridge:
    - b) that the existing Traffic Bridge be replaced with a similar fivespan arrangement.";
- 2. That Council rescind the following motion as passed at the March 23, 2015 meeting of City Council:

"That the Proponents of the Public-Private-Partnership Request for Proposals be permitted to relocate the new piers for the Traffic Bridge up to a maximum of 10 meters along the centreline alignment of the bridge, provided that all relocated piers are moved the same direction.";

3. That the existing Traffic Bridge be replaced with a modern steel truss bridge and efforts be made to incorporate elements that are sympathetic to the heritage and architecture of the existing bridge."; and

#### **Topic and Purpose**

The purpose of this report is to allow the Proponents of the Request for Proposals (RFP) flexibility to optimize the number of spans for the Traffic Bridge.

#### **Report Highlights**

- 1. Through the RFP process, the Administration has identified that cost savings could be realized by reducing the rigidity of the requirements for the Traffic Bridge.
- 2. Allowing Proponents the flexibility to utilize fewer bridge spans will result in a more cost effective solution to construction of the bridge.
- 3. It is anticipated that a cost reduction in the range of \$10M to \$15M or more would be realized by allowing Proponents to optimize the number of bridge spans.
- 4. The requirement to retain the look of the lattice built up members has been removed.

<sup>4</sup> That the information be received.

#### Strategic Goal

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

#### Background

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

- "1. that the existing Traffic Bridge be replaced with a modern steel truss bridge as outlined in this report; and
- 5 that as part of the design-build process, efforts will be made to incorporate elements that are sympathetic to the heritage and architecture of the existing bridge."

At its meeting held June 27, 2011, City Council considered a report regarding several items relating to the design features of the replacement for the Traffic Bridge and resolved, in part,

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

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

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

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

At its meeting on June 9, 2014, City Council approved the funding plan for the project and that Administration may proceed with the Request for Qualifications stage of procurement.

The Request for Qualifications was issued on July 21, 2014 and closed on September 10, 2014. Three Proponents were shortlisted for the RFP stage on October 3, 2014.

At its meeting on October 14, 2014, City Council approved a 4-step de-scoping ladder to form part of the RFP to address project affordability. The RFP was issued to the shortlisted proponents on December 23, 2014.

At its meeting on March 23, 2015, City Council approved that the Proponents of the Public-Private-Partnership RFP be permitted to relocate the new piers for the Traffic Bridge up to a maximum of 10 meters along the centreline alignment of the bridge, provided that all relocated piers are moved the same distance in the same direction.

#### Report

Currently, the Project Agreement requires that the replacement bridge be a modern steel Parker through-truss bridge of a 5-span arrangement, and connect into existing roadway approaches to the bridge, thereby maintaining the pre-existing traffic movements on each side of the river.

A fundamental principle in P3 projects is to allow for flexibility on design elements which allow the proponents to utilize the most cost effective methods for achieving the end result. Through the RFP process, the Administration has identified that significant cost savings could be realized by reducing the rigidity of the requirements for the Traffic Bridge.

The recommended change is to remove the requirement for a five span arrangement for the Traffic Bridge. Allowing Proponents the flexibility to utilize fewer bridge spans will result in a more cost effective solution to construction of the bridge, specifically for the case where the existing piers are not reused for the new bridge. The bridge structure over the wetted perimeter of the river would still be required to be a steel Parker through-truss bridge. The proponents would have the flexibility of embankments or structures for provision of the lanes that cross Rotary Park. All existing traffic movements on each side of the river would be maintained in their existing format.

Conceptual sketches of possible permitted span arrangements are shown in Attachment 1. These are conceptual sketches prepared by the Administration to demonstrate possible configurations. If the Administration's recommendations are approved, the successful proponent will determine the number of spans constructed. Allowing this flexibility will minimize the duration of in-river construction activities and gives proponents the flexibility to consider options that reduce both capital costs and long term maintenance costs. The requirement to provide the look of lattice on the trusses has been removed from the Project Agreement by the Administration. Currently City Council has approved "that the award of the design-build contract be based on the best value for a fixed price approach".

These changes will result in a significant cost reduction for the project. The Administration believes that the changes outlined in this report will maximize the potential for the project to be within budget without having to resort to the re-scoping ladder.

#### **Options to the Recommendation**

The 5-span bridge arrangement could be retained as currently prescribed in the Project Agreement, however, this approach will not allow for innovation in cost and design by the proponents.

#### Public and/or Stakeholder Involvement

Stakeholder involvement will be required at various stages of the project. Community events will be planned in order to engage and educate the citizens. The Administration will coordinate with applicable stakeholders as necessary. The changes to the RFP requirements will also be reviewed with the Meewasin Valley Authority.

#### **Communication Plan**

A communications agency has been retained through the Technical Advisor for the project, and a phased-in communications plan has been developed for the life of the project. Webpages for the North Commuter Parkway and Traffic Bridge have been updated and an educational video has been developed. Various community events will be planned in order to engage and educate the citizens. Regular project updates will be provided to City Council by the Project Manager, and more broadly to the general public, community groups and special interest groups through the media.

#### **Financial Implications**

It is anticipated that a capital cost reduction in the range of \$10M to \$15M or more would be realized by allowing Proponents to optimize the number of bridge spans. A savings of \$2M to \$3M is expected due to removal of the requirement for a lattice-look. In addition to these capital savings, annual operating savings will be realized.

#### **Other Considerations/Implications**

There are no policy, environmental, privacy, or CPTED implications or considerations.

#### Due Date for Follow-up and/or Project Completion

The Administration is currently operating on a target completion date for the North Commuter Parkway project of October 2018.

#### Public Notice

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

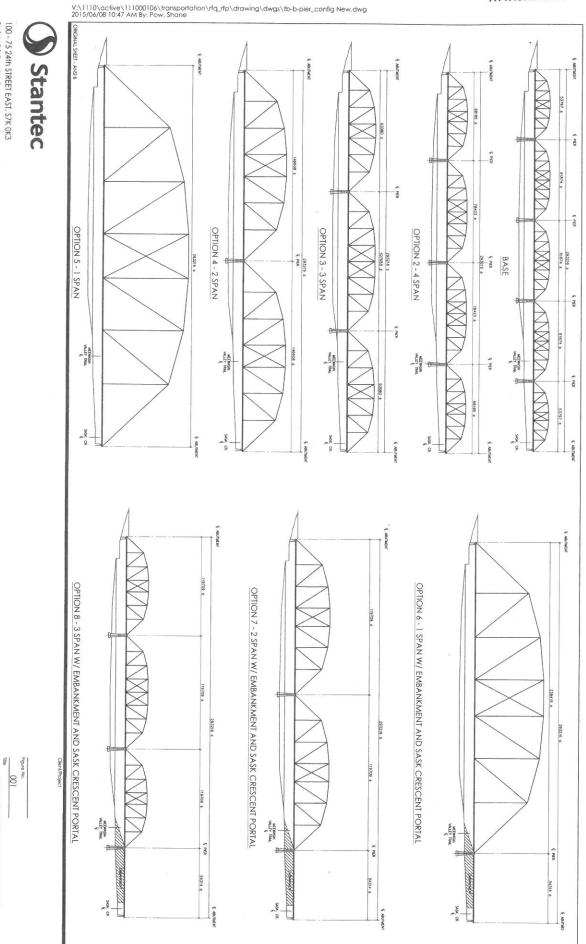
#### Attachment

1. Span Arrangement Sketch

#### **Report Approval**

Written by:	Dan Willems, Special Projects Manager, Major Projects
Reviewed by:	Mike Gutek, Director of Major Projects
Approved by:	Jeff Jorgenson, General Manager, Transportation & Utilities
	Department

Council DW–NCP\_Traffic Bridge – Traffic Bridge Span Arrangement - Jun 2015



100 - 75 24th STREET EAST, S7K 0K3 SASKATOON, SK CANADA

Page 573

PIER CONFIGURATION OPTIONS

ATTACHMENT 1

# Request for Memorandum of Agreement Approval -Rosewood Commercial Area and Zimmerman Road

#### Recommendation

- 1. That the City and Arbutus Meadows Partnership enter into a Memorandum of Agreement based on the terms and conditions outlined in this report; and
- 2. That the City Solicitor be requested to prepare the appropriate agreement, and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

#### **Topic and Purpose**

The purpose of this report is to obtain City Council approval for a Memorandum of Agreement between the City of Saskatoon and Arbutus Meadows Partnership for the cost sharing of various services within the Rosewood Commercial Area and to allow the construction of Zimmerman Road to proceed, prior to the submission to City Council of a Servicing Agreement for the area.

#### **Report Highlights**

- 1. Future Lanes along the proposed Zimmerman Road south of Rosewood Boulevard will be paid for by the implementation of a charge assessed to the Developer.
- 2. A fee will be charged for a portion of the cost of the future interchange at Zimmerman Road/Highway 16 upon subdivision.
- 3. A traffic impact study supports the majority of the cost for traffic signals to be paid for by the Developer.
- 4. A number of upgraded improvements will be needed at the Highway 16 intersection and along Zimmerman road that will be funded by the Developer.
- 5. A letter of credit has been submitted by the developer to cover the estimated expenditures for the first phase of development.

#### **Strategic Goals**

The recommendations in this report support the Strategic Goal of Sustainable Growth as the portion of arterial road is required to service new land development, and also the Strategic Goal of Moving Around by allowing access in to the new development within the commercial area of Rosewood.

#### Background

Arbutus Meadows Partnership has requested that the City construct Zimmerman Road to facilitate the development of the Rosewood Commercial Area.

#### Report

The development of the Rosewood Commercial Area will entail additional services and funding for those services that are not currently included within the prepaid service rates. The funding for additional services is normally included within a servicing agreement. The timing for the design and construction of Zimmerman Road requires that the City commence this construction before the formal servicing agreement is executed between the parties. The Administration has prepared a Memorandum of Agreement that outlines the funding responsibilities of both the City and the Developer, prior to the preparation and approval of a formal servicing agreement. By approving the Memorandum of Agreement, both the City and the Developer will be able to have a legal framework prior to the award of tender for the project. By approving the agreement now, rather than waiting for the servicing agreement to be finalized, the City will maximize the construction season to assure that construction is completed prior to the expectation of business openings in the future.

The Memorandum of Agreement provides that the developer will pay for the following items:

- 1. Future Lanes along the proposed Zimmerman Road south of Rosewood Boulevard.
- 2. A portion of the cost of the future interchange at Zimmerman Road/Highway 16 will be implemented upon subdivision.
- 3. The majority of the cost for traffic signals.
- 4. Upgraded improvements needed at the Highway 16 intersection and along Zimmerman Road.

The City will continue to work towards a formal servicing agreement, and once complete, it will be forwarded for City Council approval.

#### **Options to the Recommendation**

An option is to not approve the Memorandum of Agreement and award the tender. This would result in the City not having a binding agreement for services that will be constructed as part of Zimmerman Road.

#### **Communication Plan**

Construction notices will be distributed to anyone impacted by the work explaining the nature of the work, and expected duration of construction. Signage will also be erected, as the work itself will minimally impede current traffic flows at the intersection of Highway 16 and Zimmerman roadway. Service Alerts will be posted online if there is potential for traffic disruption and any detours will be included in the City's Daily Road Report PSA. Throughout the construction season, citizens will be informed of construction and maintenance projects and how these projects will affect how they move around. Project information to be made available at Saskatoon.ca/betterroads.

#### **Financial Implications**

The Zimmerman Arterial Road project has been approved within the 2015 Capital Budget noted as Capital Project #1422-01 – TU – Art Road – Zimmerman Road. **Environmental Implications** 

The construction activities relating to this recommendation are associated with energy use and resource consumption, and the resulting greenhouse gas emissions. The overall impact on greenhouse gas emissions has not been quantified at this time.

#### **Other Considerations/Implications**

There are no public and/or stakeholder involvement, policy, privacy, or CPTED implications or considerations.

#### Due Date for Follow-up and/or Project Completion

The work is expected to take one year, and will be completed during the 2016 construction season.

#### Public Notice

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

#### **Report Approval**

Written by:Daryl Schmidt, Land Development Manager, Construction & DesignReviewed by:Celene Anger, Director of Construction & DesignApproved by:Jeff Jorgenson, General Manager, Transportation & UtilitiesDepartment

Council DS – MOA – Rosewood Commercial Area-Zimmerman Road

## City of Saskatoon Municipal Manual - 2015

## Recommendation

That the information be received.

## **Topic and Purpose**

The purpose of this report is to present the 2015 City of Saskatoon Municipal Manual.

## **Strategic Goal**

The compilation of a Municipal Manual supports the Strategic Goal of a Culture of Continuous Improvement. The provision of the Municipal Manual in electronic form addresses the four-year priority to modernize civic government to reflect best practices and changing demands.

## Report

In keeping with tradition, the City Clerk's Office is pleased to present the 2015 edition of the City of Saskatoon Municipal Manual for the information of City Council. The first Municipal Manual was published in 1913.

The Municipal Manual is compiled by the City Clerk's Office from numerous sources. It provides factual information, both historical and current, including a snapshot of the City's political and administrative structure, as well as information regarding Civic boards, educational institutions, the health region and other organizations. The statistical information in this manual is current to the end of 2014.

This edition of the Manual is being provided electronically as part of the initiative of the City Clerk's Office to embrace paperless technology through the use of electronic agendas. A very limited number of paper copies are available for viewing or purchase in the City Clerk's office at a cost of \$5.25, including GST. An electronic version of the Manual is attached to this report. The Manual can also be viewed on the City's Website: <u>https://www.saskatoon.ca/city-hall/city-council-boards-committees</u>

## **Other Considerations/Implications**

There are no financial, policy, environmental, privacy, or CPTED implications or considerations.

## Due Date for Follow-up and/or Project Completion

The Municipal Manual is produced on an annual basis.

## **Public Notice**

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

### Attachment

Municipal Manual included and available on the city's website: <u>https://www.saskatoon.ca/city-hall/city-council-boards-committees</u>

## **Report Approval**

Written and Approved by: Joanne Sproule, City Clerk

Committee Report - City of Saskatoon Municipal Manual - 2015.docx





## **MUNICIPAL MANUAL 2015**

COMPILED BY THE OFFICE OF THE CITY CLERK

For more information on the City of Saskatoon - w: saskatoon.ca p: 306-975-3240 e: city.clerks@saskatoon.ca

# **Message from the City Clerk**

It is my pleasure to present the 2015 issue of the Municipal Manual.

The Municipal Manual is published annually by the City Clerk's Office and is an excellent resource for anyone interested in learning about the City's municipal government. It contains information regarding the history of the City and its administrative and political structure, as well as information regarding other organizations that have a direct impact on the day-to-day lives of the citizens of Saskatoon.

The statistical information contained in the manual is current to the end of 2014.

The cooperation of all civic departments, and the material submitted from other sources for insertion in this manual is appreciated and gratefully acknowledged.

Joanne Sproule City Clerk Saskatoon, Saskatchewan June, 2015

#### TABLE OF CONTENTS

#### **GENERAL INFORMATION**

Geography/History4
Historical Summary6
Coat of Arms41
Corporate Logo42
City Council43
City of Saskatoon Ward Boundaries 45
Chart of Organizational Structure46
Strategic Plan47
Mayors of Saskatoon, past & present 52
Councillors of Saskatoon, past & present 53
Civic Officials57
Boards58
Boards, Commissions and Committees59

### **ADMINISTRATION**

City Manager's Office78
General Managers and Managers80
Office of the City Clerk82
Elections, Historical Background83
Election (Held) Statistics84
Office of the City Solicitor93
Corporate Performance Department 94
Community Services Department 100 Miscellaneous Statistics
Asset and Financial Management Department115
Transportation & Utilities Department121
Saskatoon Fire Department

### **BOARDS**

Saskatoon Police Service 145
Sasktel Centre147
TCU Place – Saskatoon's Arts and Convention Centre148
Saskatoon Regional Economic Development Authority150
Saskatoon Public Library 152
The Mendel Art Gallery and Civic Conservatory155
EDUCATION
Saskatoon Public School Division No. 13
Saskatoon Catholic School Division No. 20165
Saskatchewan Polytechnic Saskatoon Campus169
University of Saskatchewan 179
<u>HEALTH</u>
Saskatoon Health Region 187
OTHER ORGANIZATIONS
Meewasin Valley Authority 188
Prairieland Park190
Greater Saskatoon Chamber of Commerce 192
Tourism Saskatoon 194
INDEX

## CITY OF SASKATOON

### Geography

Saskatoon, a commercial and educational centre in the Province of Saskatchewan, is situated on the banks of the South Saskatchewan River in Townships 36 and 37, Ranges 4, 5 and 6, West of the Third Meridian. It lies 348 kilometers north of the boundary between the United States and Canada, 225 kilometers from the western boundary and 346 kilometers from the eastern boundary of the Province. It is the only large city between Winnipeg and Edmonton, being 708 kilometers northwest of Winnipeg and a little over 483 kilometers southeast of Edmonton.

Eight bridges cross the river within the City limits. Five of these bridges are for vehicle and pedestrian traffic, including the Circle Drive South bridge, which opened in 2013. The other two serve the Canadian Pacific and Canadian National Railways. Saskatoon's 8<sup>th</sup> bridge is the 1907 Traffic Bridge, which was closed in 2010 because of safety concerns and is scheduled to be replaced.

### <u>History</u>

The oldest evidence of habitation in the Saskatoon area is an 11,000 year old archaeological site in the city's Woodlawn Cemetery. Other sites include buffalo kills, teepee rings and a medicine wheel, forming an important link with the past.

In 1882, the Temperance Colonization Society (TCS) in Ontario was given a substantial grant of land along the South Saskatchewan River on which to establish an agricultural community based on the philosophies and ideals of the Temperance League, an organization opposed to the use of alcohol. In the summer of 1882, a party under John Lake surveyed the grant area and on the advice of Chief Whitecap chose what is now the Nutana area to be a town site and service centre for the new colony.

Lake returned to survey the town site in 1883, and the first permanent settlers arrived that summer. They travelled by railway from Ontario to Moose Jaw and then travelled overland to Saskatoon. In 1890 the Qu'Appelle, Long Lake and Saskatchewan Railway was built through Saskatoon, crossing the river at the site of the present-day Senator Sid Buckwold Bridge and making the journey to Saskatoon significantly easier. The QLLS station house and facilities were built on the west side of the river, setting the stage for further development there.

The precise origin of the name "Saskatoon" is not completely clear. Tradition has it that it was conferred by John Lake and is derived from the Cree word "misāskwatōmina", which refers to the Saskatoon berries that grow in such profusion here. Some sources, however, have suggested that the name for this area predates the founding of the Temperance Colony, and was given by Cree people who stopped here to cut the Saskatoon willow wands to use for arrow shafts. The word "misāskwat" refers to the willows and "manimisāskwatān" to the place where they are cut.

By 1899, Saskatoon consisted of a few houses on the east side of the river (the original Temperance Colony settlement), while on the west side was the station house, the section foreman's house, the Mounted Police barracks, a stone building, a hotel and about six other houses and shacks. In 1901, the west bank settlement was incorporated as the Village of Saskatoon. The settlement on the east bank renamed itself "Nutana". In 1903, Saskatoon was incorporated as a town and Nutana was incorporated as a village. The same year the first settlement began on the west side of the railway tracks in what is now Riversdale. The Village of Riversdale was incorporated in 1905.

When the Province of Saskatchewan was formed in 1905 there was some debate as to the location of the capital and of the University. It was felt by many that Saskatoon should be chosen as the capital, but eventually a compromise was reached whereby Regina became the seat of the government and the provincial University was placed at Saskatoon.

Saskatoon grew very slowly during its first two decades. In the early 1900s, however, settlers began coming into the area in large numbers and in 1906 following a period of growth, the three communities of Saskatoon, Nutana and Riversdale amalgamated to form the City of Saskatoon with a population of about 4,500 people. Saskatoon's aggressive business community persuaded other railway companies to locate here, allowing both people and goods to reach the City and surrounding district more easily. By 1911, the population had more than doubled and Saskatoon had become what is still today: a major distribution centre for the surrounding agricultural district. Municipal services expanded rapidly in this period, providing water and electrical services and, in 1913, a public transit system.

With its dependence on agriculture, Saskatoon has experienced many "booms and busts" throughout its history. The expansion of the mining industry in the 1970s and 1980s diminished this to some extent, and the future promises continued diversification through the emergence of more advanced technology industries and an increase in manufacturing, primarily to service the resource sector.

Saskatoon's pioneers came mostly from Ontario or Great Britain, but the City is now home to people from around the world. This ethnic diversity is a dynamic component of the rich and diverse culture, which makes Saskatoon a unique and exciting place to live and work.

## HISTORICAL SUMMARY

- **1882** John Lake and Company arrived.
- **1883** Town site was surveyed.
- 1884 First ferry was operated across river. Steam saw mill was set up. First school house was erected (frame structure). Mail service to Batoche was established. Nutana Cemetery was opened.
- **1885** Field Hospital was set up during Riel Rebellion.
- **1886** First Annual Agricultural Exhibition was held.
- **1888** Stone School was completed. (This is now on the campus of the University.)
- **1890** Saskatoon's first bridge, the Qu'appelle, Long Lake and Saskatchewan Railway (later CNR) bridge was completed over the South Saskatchewan River where the Senator Sid Buckwold Bridge is now. It was part of the rail line linking Regina and Prince Albert.
- **1901** *November 16* Saskatoon was incorporated as a village. Lord Minto, Governor-General of Canada, visited Saskatoon.
- **1902** October 17 First newspaper was published "Saskatoon Phoenix".
- 1903 January 21 Board of Trade was organized.
  First bank was opened The Bank of Hamilton.
  July 21 Saskatoon was incorporated as a town.
  Present City Hall site was purchased by the School Board at a cost of \$700.00.
  Barr Colonists arrived.
  Town Limits an area of 974 acres.
  Telephone system was installed under special franchise.
- **1904** Railway Bridge (now C.N.R.) was washed down the river.
- **1905** Main line of the Canadian National Railway was completed as far as Battleford in June.

- May 26 Saskatoon was incorporated as a city. City limits were extended for the first time, which resulted in an area of 2,567 acres. Earl Grey, Governor-General of Canada, visited Saskatoon. June 26 - The inaugural meeting of Saskatoon's first City Council was held. Electric light and power plant was installed. Waterworks Plant was installed.
- 1907 St. Paul's Hospital was opened (old building). Traffic Bridge at 3<sup>rd</sup> Avenue was opened to public. G.T.P. Bridge across river was constructed. Municipal Hospital was established. Court House was erected. Entrance of Goose Lake Bridge of C.N.R. into Saskatoon. University of Saskatchewan was established in Saskatoon.

1908 Post Office at corner of 1<sup>st</sup> Avenue and 21<sup>st</sup> Street was erected. Wreck of boat "Medicine Hat" on the Saskatchewan River at 19<sup>th</sup> Street Traffic Bridge during the trip from Medicine Hat to Grand Rapids occurred. Entrance of Canadian Pacific Railway into Saskatoon. First concrete sidewalk was laid. Fire Hall No. 1 was erected at 23<sup>rd</sup> Street and 4<sup>th</sup> Avenue Agreement was entered into with Canadian Pacific Railways regarding water supply for yards at Sutherland. Fire Brigade was changed from volunteer to paid basis. C.P.R. Bridge across river was constructed.

- 1909 First classes held at the University of Saskatchewan.Telephone system was taken over by Provincial Government.Land Titles Office was erected.New City Hospital was completed.
- 1910 Nutana Collegiate was erected. Commission form of civic government was introduced. Franchise was granted to the Saskatchewan Power Company on June 23<sup>rd</sup> for supplying City with hydro-electric power. Franchise was cancelled July 21, 1911. Cornerstone of first University building was laid by Sir Wilfred Laurier. Public market was established. Overhead bridge at 20<sup>th</sup> Street was erected.
- 1911 Right Honorable Sir R.L. Borden visited Saskatoon. City limits were extended for second time, which resulted in an area of 8,460 acres. Fire Hall No. 2 was erected at 21<sup>st</sup> Street and Avenue B South. Fire Hall No. 3 was erected at 612 – 11<sup>th</sup> Street East.

Dominion Government purchased site at corner of 19<sup>th</sup> Street and Spading Crescent for Armory at a cost of \$47,500.00.

Gas franchise was granted to Saskatoon Gas and Oil Company (lapsed through company failing to fulfill agreement).

Franchise was granted to H.M.E. Evans, July 21, to supply City with hydro-electric power and to install street railway system. Franchise was cancelled May 15, 1912.

1912 New power house was commenced May 15, 1911. Completed April 1912.
Y.M.C.A. Building was erected.
Y.W.C.A. Building was erected.
19<sup>th</sup> Street subway was constructed. This subway was closed upon completion of new subway in 1931.
June 1 - Former City Hall building was occupied.
T.R.H. Duke and Duchess of Connaught and Princess Patricia visited Saskatoon.

 1913 January 1 - Municipal street railway commenced operations. January 20 - City's Coat-of-Arms was adopted by Council. September - Work was commenced on University Traffic Bridge. 23<sup>rd</sup> Street subway was constructed. New St. Paul's Hospital was opened. City Library was established.

- 1914 Dominion Grain Elevator commenced operations. *August 14* - First contingent of soldiers left for active service. Work commenced on 24" watermain across river to service the south side. Daylight Saving Scheme was in force from June 1 to July 6. Plebiscite was taken June 30 as to continuing same. Vote was 493 in favor and 753 against.
- **1915** C.N.R. line between Saskatoon and Calgary was completed.
- **1916** University Traffic Bridge was opened to public. Gas franchise was granted to Northern Commercial Company.
- **1917** Duke of Devonshire visited Saskatoon. Right Honorable Sir R.L. Borden visited Saskatoon.
- **1918** September 5 & 6 Their Excellencies Duke and Duchess of Devonshire visited Saskatoon. October 7 - Entrance of G.T.P. Railway into City over C.P.R.
- **1919** Daylight Savings Time was in effect from April 16 until 2 a.m., October 26. September 11 - H.R.H. Prince of Wales visited Saskatoon. September 17 - Their Excellencies Duke and Duchess of Devonshire and Lady Dorothy visited Saskatoon.

- June 29 G.T.P. Railway came in the City over C.N.R. June 30 - Malcolm Isbister, Mayor of the Town of Saskatoon in 1905, died at the age of 69. Daylight Saving Bylaw was disapproved by electors. Electors voted to abolish ward system. Proportional representation system of voting was approved by electors in December.
- February 9 C.N.R. commenced construction on new bridge over river. Daylight Savings Time was in effect from May 9 to September 30 inclusive. *April 5* - Their Excellencies Duke and Duchess of Devonshire visited Saskatoon. May 24 - Cornerstone Provincial Normal School was laid by the Lieutenant Governor, The Honorable H. Newland. June 7 - Hugh Cairns V.C. Memorial was unveiled. December 5 - New C.N.R. shops in Nutana were opened. Daylight Savings Time was disapproved by electors at December elections.
- **1922** *March 3* Street car jumped tracks and went over riverbank on south end of Traffic Bridge.

New Presbyterian Theological College commenced building operation. (Now St. Andrew's College, United Church of Canada.)

September 22 & 23 - Their Excellencies Baron Byng of Vimy and Lady Byng visited Saskatoon.

Bedford Road Collegiate Institute was erected.

 1923 February 12 - Provincial Normal School was formally opened. June 17 - Next-of-kin had Memorial Avenue dedicated to the sacred memory of those who gave their lives in the Great War. Work commenced on erection of provincial Government Sanatorium for Tubercular patients. Electors decided to continue proportional representation system of voting.

Daylight Savings Time was disapproved by electors at December elections.

**1924** *August 22* - Members of the British Association for the Advancement of Science visited Saskatoon.

August 22 - Formal opening was held for the Chemistry Building at the University of Saskatchewan.

September 20 - Honorable C.A. Dunning, Premier of Saskatchewan, laid the cornerstone of the new Provincial Tuberculosis Sanatorium.

**1925** July 15 - Swimming pool in Victoria Park was formally opened. Field Marshall Earl Haig and Lady Haig visited Saskatoon. December 31 - Incinerator on Avenue A commenced operation.

- May 26 Their Excellencies Baron Byng and Lady Byng visited Saskatoon. July 14 - Freedom of the City was conferred on Aaron Sapiro. October 27 - Children's Shelter was formally opened. Proportional representation system of voting was abolished by electors at December elections.
- **1927** April 22 Their Excellencies the Governor General and Lady Willington visited Saskatoon.
- 1928 City purchased S.E. ¼ 17-37-5-W3rd for Air Harbour. Library building on 23<sup>rd</sup> Street was completed. Ethel Catherwood, the "Saskatoon Lily" won the gold medal in Women's High Jump at the Olympic Games held in Amsterdam that year. City Hospital West Wing was completed.

1929 New Post Office at corner of 22<sup>nd</sup> Street and 1<sup>st</sup> Avenue was commenced. *March* - Erection of new Power Plant was commenced. *April* - Construction of City Park Collegiate was commenced. *April* 1 - Their Excellencies the Governor General and Lady Willington visited Saskatoon. *October* - Construction of Police Station was commenced. Library building was formally opened. Saskatoon Aero Club was formed. *November* 11 - Saskatoon's War Memorial was unveiled.

 January - Saskatchewan Power Commission took over City's Power Plant. January - New C.N.R. Hotel commenced operation. March 3 - Air Mail Service was commenced. June - Erection of Provincial School for the Deaf was commenced. June - Council passed Bylaw forming the Saskatoon Playgrounds Association. June - George Ward was hired as Director. Income Tax was discontinued.

**1931** *February 16* - Citizens rejected bylaw to grant gas franchise to Tri-Cities Utilities Ltd.

School for the Deaf was completed.

Technical School was completed.

Nurses' Home was completed.

City Hospital East Wing was completed.

Air Harbour was formally opened for night flying.

July 1 - New 19<sup>th</sup> Street subway officially opened. It was demolished in 2006 as part of the River Landing development.

Broadway Bridge was constructed.

*November* 16 - Street Railway bus service for Westmount district was commenced.

Daylight Savings Time was approved by electors at November election.

**1932** January 4 - The Cancer Clinic was established.

Council took over administration of City Hospital.

*March 19* - Street railway bus to serve Haultain District commenced operation. *May 1* - Daylight Savings Time went into effect, lasting from May 1<sup>st</sup> to October 2<sup>nd</sup>. Provincial Government abolished Civic Income Tax.

August 22 - Their Excellencies the Earl of Bessborough and Countess Bessborough visited Saskatoon.

October - Civic Unemployed Relief Board was established.

November 11 - 19<sup>th</sup> Street-Broadway Bridge was opened to traffic.

**1933** *May 1* - Daylight Savings Time went into effect in Saskatoon, lasting until October 2<sup>nd</sup>.

*July 21* - Street cars stopped running over the 19<sup>th</sup> Street Traffic Bridge and detoured on to the new Broadway Bridge instead.

*November* 27 - Saskatoon voters rejected Daylight Savings Time during municipal elections.

- 1934 June 18 Civic Relief Board was abolished.
   July 2 Relief Appeal Board was established.
   November 26 Voters rejected Daylight Savings Time during Municipal elections.
- **1935** *January 11* William Hopkins, Mayor of Saskatoon in 1909-1910, died at the age of 70.

*March 21* - Their Excellencies the Earl of Bessborough and Countess Bessborough visited Saskatoon.

May 6 - King's Silver Jubilee was celebrated.

December 10 - Bessborough Hotel officially opened.

**1936** August 6 - James Clinkskill, Mayor of Saskatoon in 1906 and in 1911-1912, died at the age of 83.

August 11 & 12 - Their Excellencies Lord and Lady Tweedsmuir visited Saskatoon. October 1 - St. Thomas More Catholic College was established.

Griffiths Stadium was erected at the University.

November 13 - Russell Wilson, Mayor of Saskatoon in 1926, died at the age of 72.

**1937** *May 12* - Coronation of Their Majesties King George VI and Queen Elizabeth was celebrated.

*May 14* - South side riverbank between Broadway and University Bridges was dedicated as "Coronation Park".

June 21 - "Poll Tax" Bylaw was adopted.

June 30 - Daylight Savings Time was disapproved at special vote.

September 8 - Vimy Memorial Bandstand in Kiwanis Park was formally dedicated. After the scheduled Sept. 1 ceremony was delayed by rain

*October 30* - The Saskatoon Arena Rink on 19<sup>th</sup> Street at 2<sup>nd</sup> Avenue opened with a sold out game between the NHL's New York Rangers and New York Americans.

- 1938 May 9 His Excellency Lord Tweedsmuir visited the University of Saskatchewan.
   November 28 Proportional representation system of voting was approved by voters at the municipal elections.
   December 13-19 A recount of the ballots cast for aldermanic candidates uncovered errors in the original count. The actual results did not change, however.
- **1939** June 3 Their Majesties King George VI and Queen Elizabeth visited Saskatoon. July 9 - Dr. Alexander MacGilvray Young, Mayor of Saskatoon from 1916-1918 and 1920-1921, died at the age of 60. December 19 - Canadian National Railway Station was formally opened.
- 1940 March 15 The weir across the South Saskatchewan River south of the CPR train bridge at 33<sup>rd</sup> Street was completed.
   April 3 Burgesses voted in favor of granting natural gas franchise to Northern Natural Gas Company Limited For the Bylaw 4,344; Against the Bylaw 914.
   June Intercontinental Pork Packers was established in Saskatoon.
   September 21 Service Flying Training School was opened.
   November 1 Combination light and power rates went into effect.
   November 25 Voters finally approved the Daylight Savings Time bylaw.
- **1941** *March 18* John W. Hair, Mayor of Saskatoon from 1930-1932, died at the age of 61.

*April 3* - James R. Wilson, Mayor of the Town of Saskatoon in 1903-1904, and of the City in 1907, died at the age of 74.

August 20 - His Excellency the Earl of Athlone and H.R.H. Princess Alice visited Saskatoon.

*October 24* - Her Majesty Queen Elizabeth presented colors to Saskatoon Light Infantry in England.

*November 24* - City electors voted to continue Daylight Savings Time but to abolish the proportional representation system of voting.

December 8 - No. 7 Initial Flying Training School was opened.

December 28 - Saskatoon Light Infantry colors were deposited in Christ Church.

- **1942** January 15 Carl Niderost, Mayor of Saskatoon in 1939-1940, died at the age of 66.
- **1943** August 11 Construction of HMCS Unicorn was commenced.
- **1944** *February 28* City of Romny in Ukraine was sponsored by Saskatoon under Canadian Society Friendship Scheme. *May 8* - Saskatoon Art Centre was officially opened by Mayor A.W. Macpherson. *May 25* - HMCS Unicorn was officially opened by Vice Admiral C. F. Jones, C.B., Chief of Naval Staff.
- **1945** October 3 The First Battalion of the Saskatoon Light Infantry (SLI) returned home.

- August 1 Robert M. Pinder, Mayor of Saskatoon from 1935-1938, died at the age of 55.
   August 27 Their Excellencies Viscount and Lady Alexander of Tunis visited Saskatoon.
   September Construction began in Montgomery Place, a Veterans Land Administration community west of Saskatoon on 11<sup>th</sup> Street West.
- **1947** Saskatchewan Co-op Producers Ltd. (Wheat Pool) Vegetable Oil Plant was opened. Grain elevator and mill commenced operation. *June 16* Kiwanis Memorial Fountain was dedicated by the Honorable R.J.M. Parker, Lieutenant-Governor.

July 1 - Trans-Canada Airline Service through Saskatoon was inaugurated. December 10 - Marjorie Walker, Saskatoon's first female Alderman, was elected to City Council.

*December 10* - Proposal to create a Saskatoon "Health Region" was defeated at the Municipal Elections.

**1948** April 7 - Frank R. Macmillan, Mayor of Saskatoon in 1919, died at the age of 59. May 22 - 27 - Dominion Convention of Canadian Legion. Attended by Viscount and Lady Alexander of Tunis.

June 8 - Prairie Regional Laboratory at the University was formally opened.

*November 22* - Saskatoon's first trackless trolley bus went into service, marking the beginning of the end for the old municipal railway system.

*November* 27 - Lions Club Home for the Blind on 4<sup>th</sup> Ávenue was formally opened and handed over to the Canadian National Institute for the Blind.

**1949** *January 14* - Saskatoon's new Coat of Arms was adopted and approved by Orderin-Council.

April 11 - Wheat Pool Flour Mill was officially opened.

August 15 - The Saskatoon Municipal Railway was re-named "Saskatoon Transit System".

**1950** Four million gallon clear water reservoir was constructed at Waterworks. *August 21-24* - Federation of Canadian Mayors and Municipalities Convention was held in Saskatoon. Blocks 10, 11 and 12, Plan E Z 1 (North Park District) were named George D

Blocks 10, 11 and 12, Plan F.Z.1 (North Park District) were named George D. Archibald Memorial Park.

**1951** July 17 - Sewage Disposal Plant exploded due to a gas leak from a refinery on 11<sup>th</sup> Street West.

*October 28* - Their Royal Highnesses, The Princess Elizabeth and The Duke of Edinburgh visited Saskatoon.

*November 10* - Last run of electric street railway cars was made as part of the conversion of transit system to trackless electric trolley coaches.

- 1952 June 23 Council changed the name of Coronation Park to Cosmopolitan Park. August - Work was started on construction of a new centre block at City Hospital. September 14 - The Memorial Cairn on the east riverbank near the Broadway Bridge was dedicated to the memory of Saskatoon's pioneer settlers. September 14-20 - Saskatoon celebrated the 70<sup>th</sup> anniversary of the founding of the original Temperance Colony settlement in 1882. September 30 - Commonwealth Parliamentary Association visited Saskatoon. November 4-6 - His Excellency Governor-General Vincent Massey visited Saskatoon. November 5 - Bylaw to rescind Daylight Savings Time was defeated at Municipal Election.
- **1953** June 2 Coronation of Queen Elizabeth II was celebrated. October 1 - Natural Gas distribution system was opened and installed by Saskatchewan Power Corporation. November 21 - Dominion Junior Football Championship was won by Saskatoon Hilltops at Griffiths Stadium.
- 1954 September 21 Archbishop of Canterbury laid cornerstone of new Christ Church. October 22 - Construction of the new City Hall began. November 4 - During the municipal election, fluoridation of water supply was approved by electors. December 31 - Angus W. Macpherson, Mayor of Saskatoon in 1944-48, died at the age of 66.
- 1955 January 1 The Veteran's Land Administration community of Montgomery was incorporated into the City of Saskatoon.
   January 26 University Hospital admitted its first patient.
   July 3-9 "Jubilee Week" was declared and special events and celebrations were staged in honor of Saskatchewan's Golden Jubilee.
   July 6 Lathey Swimming Pool was officially opened.
   October 20 Trans-Canada Freezers Ltd. Plant was officially opened.
- 1956 January 1 The town of Sutherland amalgamated with the City of Saskatoon. May 14 - New City Hall was occupied. June 23 - New City Hall was officially opened. June 26 - William H. Clare, Mayor of Saskatoon in 1924-1925, died at the age of 82.
- 1957 February 7 New St. Thomas More College was dedicated at the University of Saskatchewan.
   February 9 Howard McConnell, Mayor of Saskatoon in 1922-1923, died at the age of 71.
   May 15 His Excellency Governor-General Vincent Massey visited Saskatoon.
   Filtration Plant was extended.

September 1 - Boundaries of the City were extended to include 164 acres of industrial property on the city's northern fringe.

- 1958 June 16 First piece of potash ever mined in Canada was brought to the surface at the plant of the American Potash Company Limited. June 21 - British Empire Track and Field trials opened. October 1 - Saskatchewan Research Council Building was officially opened. October 17 - Aden Bowman Collegiate was officially opened. New Fire Hall was opened at 1906 York Avenue.
- 1959 January 1 Boundaries of the City were extended to include the University of Saskatchewan.
  February 2 Boundaries of the City were extended to include Greystone Heights subdivision.
  July 22 Her Majesty Queen Elizabeth II and Prince Philip visited Saskatoon.
  July 22 Queen Elizabeth Power Station was commissioned by Her Majesty.
  August 10 Boundaries of the City were extended.
  August 19 Mayfair Swimming Pool was officially opened.
  November 1 Boundaries of the City were extended.
- 1960 January 1 Boundaries of the City were extended.
   April 7 Joseph E. Underwood, Mayor of Saskatoon in 1932, died at the age of 77.
   May Their Excellencies, Major General, The Honorable George Philias Vanier, Governor-General of Canada and Madame Vanier visited Saskatoon.
   July 13 New Police Station addition was officially opened.
   September 30 Holiday Park Football Bowl was officially opened.
   November Mount Royal Collegiate was opened.
- **1961** January No. 4 Fire Hall was occupied.
  - April Central Standard Time was approved by electors.
    June 8,000,000 gallon reservoir was put into use.
    June 18 Kinsmen Arena in Holiday Park was officially opened.
    July South end of 19<sup>th</sup> Street Traffic Bridge was raised and clover leaf was constructed.
    October 1 Boundaries of the City were extended.
    October 18 James Stuart Wood Memorial Library was officially opened.
    November Walter Murray Collegiate opened.
    December 9 New Post Office was officially opened.
- **1962** January Saskatoon Playgrounds Association and Saskatoon Parks Board amalgamated to form the Saskatoon Parks and Recreation Board and Parks and Recreation Department. George Ward was named Director. June 27 - Holiday Park Golf Course was officially opened. August 1 - Fire Hall No. 5 (later re-named "Fire Hall No. 2" opened at 116 Avenue W South.

September 10 - Frederick E. Harrison, Mayor of Saskatoon in 1913-1915, died at the age of 85.

December 31 - Comfort station in Market Square (Avenue A and 21<sup>st</sup> St.) closed.

- 1963 May 6 Agreement between the City and the Canadian National Railway for removal of facilities from downtown was signed.
   August 14 & 15 Commonwealth Parliamentary Association tours were held.
   October 30 Saskatchewan Technical Institute was officially opened.
   November 6 Municipal elections held.
   November 16 New St. Paul's Hospital was officially opened.
- **1964** *May 9* Federal-Provincial Municipal Housing Development was officially opened. *October 16* - Mendel Art Gallery and Civic Conservatory was officially opened by Fred Mendel.

*October 30* - New No. 1 Fire Hall and headquarters opened at 125 Idylwyld Drive South. Old No. 1 and No. 2 fire halls were demolished.

*November 14* - The last passenger train to use the CNR's downtown terminal passed through the City.

*November* 4 - Ernie J. Cole became the first Saskatchewan-born person to be elected Mayor of Saskatoon (for the 1965-1966 term).

- 1965 February 19 Sod-turning ceremony for Idylwyld Bridge was held. June 1 & 2 - Their Excellencies the Honorable George Vanier, Governor-General of Canada, and Madam Vanier visited Saskatoon. June 23 - Potash Company of America plant at Patience Lake was officially opened. July 29 - Official opening of the George Ward Swimming Pool was held. September 27 - Sod turning ceremony for Centennial Auditorium was held.
- 1966 January 1 Service (Poll) Tax was discontinued.
   May 23 Diamond Jubilee of City was held.
   May 27 New Main Library was officially opened.
   October 28 Idylwyld Bridge was officially opened.
   November Fire Hall No. 5 opened at 421 Central Avenue in Sutherland.
- 1967 March 31 George Ward, Parks and Recreation Director retired.
   April 1 W.J.L. Harvey was appointed Parks and Recreation Director.
   June 15 Centennial wing of City Hospital was officially opened.
   July 1 Canada celebrated its 100<sup>th</sup> birthday.
   July 21 The Gardiner Dam and Diefenbaker Lake were officially opened.
   August 1 Provincial Cabinet meeting was held in Saskatoon.
- **1968** *April 1* Official opening of Saskatoon Centennial Auditorium *October* - The Governor-General of Canada visited Saskatoon.

**1969** June 11 - Official opening of new Bank of Commerce Building was held.

June 15 - Dismantling and filling of the 23rd Street Subway began.

July 2 - Western Canada Veterinary College was opened at the University of Saskatchewan.

July 10 - Queen Elizabeth Power Plant extension - sod-turning was held.

September 6 - Official opening of Y.M.C.A. was held.

November 9 - Official opening of Lions Arena was held.

November 13 - Sod-turning for Mount Blackstrap by the Honorable John Munro, Minister of Health, Government of Canada was held.

*November 19* - Official opening of the Institute of Applied Arts and Sciences (Kelsey Institute) was held.

**1970** July 30 - Midtown Plaza shopping mall officially opened.

August 26 - Blackstrap Mountain "topping-off" ceremony was held.

*October 2* - The University of Saskatchewan student high-rise housing complex on Cumberland Avenue was officially opened.

October 3 - The Education Building at the University of Saskatchewan was officially opened.

*November 12* - George W. Norman, Mayor of Saskatoon from 1927-1929, died at the age of 87.

*December 15* - Official opening of Mount Blackstrap by Nancy Greene-Raine was held.

December 24 - Saskatoon Airport was incorporated.

**1971** *February 13-21* - Canada Winter Games were held.

March 31 - Provincial Government took over the Mount Blackstrap area. May 25 - Western Development Museum new building - sod-turning was held. June 14-17 - Annual Conference of C.F.M.M. was held. October 17 - Opening of the C.B.C. Television Station was held. November 4 - Mayor Buckwold was named to the Senate of Canada. November 5 - H. McIvor Weir Water Pollution Control Plant was opened.

**1972** *May 19* - River Lookout was dedicated.

July 11 - Western Development Museum was officially opened.

July 11 - Saskatchewan Agriculture Hall of Fame was opened.

August 3 - Crop Science Field Laboratory was opened.

August 31 - Forestry Farm Animal Park was opened.

August 31 - Tommy G. Lennon, Fire Chief, retired.

September 1 - E. Duncan Farmer was appointed new Fire Chief.

October 28 - John S. Mills, Mayor of Saskatoon from 1933-1934 and 1949-1953, died at the age of 85.

December 4 - U of S Radiology Unit was opened.

December 8 - Archibald Park Complex was opened.

December 29 - Diefenbaker Corner plaque was dedicated.

1973 April 11 - The Urban Municipality Act, 1970 was amended to provide for introduction of division (ward) system of voting in municipal elections. July 19 - The Morgue at Woodlawn Cemetery was opened. August 30 - Confederation Park Plaza was officially opened. October 24 - Municipal Election was held under division (ward) system. November 5 - Saskatoon Provincial Executive Office was opened. November 21 - Sod-turning ceremony for the new Air Terminal Building was held.

1974 April 10 - German Ambassador visited Saskatoon.
April 22 - Official opening of new Board of Trade Offices was held.
May 1 - Official opening of Manpower Centre for Students was held.
May 7 - Dr. V.L. Matthews was appointed Acting Medical Health Officer under agreement with University of Saskatchewan.
September 1 - Allan Ross was appointed as Transit Manager.
September 30 - M. Dantow, Medical Health Officer, retired.
November 10 - Bishop Roborecki School opened.
November 30 - Bert S. Scharfe, Transit Superintendent, retired.
December 26 - Steve N. McEachern, Mayor of Saskatoon from 1941-1943, died at the age of 80.

**1975** *February 20* - Official opening of the Roland Michener School was held. *May 6* - Canadian Penitentiaries Services Headquarters in the City of Saskatoon was inaugurated.

June 20 - Official opening of the Confederation Park School was held.

August 31 - J. Austin MacNab, City Assessor, retired.

September 1 - Ray K. Bird was appointed as City Assessor.

September 20 - Sod-turning ceremony for the Diefenbaker Centre, Saskatoon Campus, University of Saskatchewan was held.

September 30 - Bernard C. Cook, City Treasurer, retired.

October 1 - I. Garland Nygaard was appointed as City Treasurer.

October 25 - New colors were presented to the North Saskatchewan Regiment (originally the Saskatoon Light Infantry) by Governor-General Leger.

November 19 - Sod-turning ceremony for the new Police Headquarters was held.

November 29 - Official opening of the new Airport Terminal Building was held.

November 30 - Lloyd A. Kreutzweiser, City Clerk, retired.

December 1 - John Kolynchuk was appointed as City Clerk.

**1976** January 15 - Len Farrell, Tax Collector, retired.

February 1 - Don Traill was appointed Tax Collector.

April 14 - Harry Bailey Aquatic Centre opened.

July 31 - Joe Brecknell, Commercial Office Manager, retired.

August 1 - Sid Clewes was appointed Commercial Office Manager.

September 16 - Separate Board of Education opened new building - 420-22<sup>nd</sup> Street East.

October 1 - St. Augustine School official opening was held.

*October 27* - Municipal Election was held - New Council was elected under Ward System (10 wards).

November 1 - New Council was installed by Justice E.N. Hughes.

November 7 - St. Anne's School official opening was held.

*November 8* - Don J. Kelly was temporarily appointed to combined position of Water and Pollution Control Engineer.

December 31 - Don R. Graham, Waterworks Engineer, retired.

**1977** *March 14* - Mendel Art Gallery extension was officially opened.

March 17 - Lester B. Pearson School was officially opened.

March 31 - Fire Chief Duncan Farmer retired.

April 1 - Charles (Chuck) Sebestyen was appointed Fire Chief.

May 26 - Sod-turning ceremony for the ACT Sports Complex was held.

May 29 - Official opening of the Father Vachon School was held.

*June 20* - Lease was signed in regard to development of Research Park on University Campus.

June 26 - Saskatoon's new Police Building was officially opened.

June 30 - James G. Kettles retired from the position of Chief of Police.

July 19 - Provincial Cabinet held meeting in Saskatoon.

July 20 - The cornerstone ceremony for the Provincial Office Building, 3<sup>rd</sup> Avenue and 23<sup>rd</sup> Street took place.

July 24 - Senior Citizen's Park, 20<sup>th</sup> Street at Avenue L, was officially dedicated. July 25 - The POS Pilot Plant was officially opened.

August 31 - C.L. McLeod retired from the position of the City Commissioner.

September 1 - S.H. Dietze assumed the position of City Commissioner.

October 27 - John Dolan School official opening was held.

November 16 - Sod-turning ceremony re Cosmo Civic Centre was held.

December 6 - City's East Health Centre was opened.

**1978** *February 1* - Don Kelly was appointed Manager, Waterworks and Pollution Control Department.

February 28 - Derrick Carroll retired from his position as City Engineer.

March 15 - Bland Brown, P.Eng., was appointed to position of City Engineer.

April 1 - Michael E. Famulak was appointed Manager, Vehicle and Equipment Services Department.

June 30 - M.J. Gentle retired from his position as License Inspector.

July 1 - Don Traill was appointed Manager of combined Tax and License Department.

July 10 - Frank Caron was appointed Manager, Administrative Services Department.

July 25 - Sod-turning ceremony for the Saskatoon Field House was held.

*July 30 & 31* - Her Royal Highness Queen Elizabeth, accompanied by the Duke of Edinburgh and Prince Edward visited Saskatoon.

July 31 - R.M. Aikenhead retired as manager of the Saskatoon Centennial Auditorium.

October 1 - Andy Gilewicz was appointed to position of Director of Finance (Designate).

November 1 - Bernie Veltkamp was appointed as City Comptroller.

November 3 - Official opening of Bishop Pocock School was held.

November 29 - St. Mark School official opening was held.

*November 30* - Norval Wells, Purchasing Agent, retired. Vince Bacon to assume position as of January 1, 1979.

December – Fire Hall No. 6 opened at 3309 Taylor Street East.

**1979** January 1 - A.P. Gilewicz was appointed as Director of Finance.

January 15 - J.B.J. Nutting resigned as City Solicitor.

January 16 - M. Irwin was appointed City Solicitor.

March 6 - Fairhaven School was officially opened.

April 30 - J.C. Avant retired from position as Director of Finance.

May 4 - Meewasin Valley Authority was created - Provincial Legislation passed assenting bill.

May 30 - University Hospital Extension official opening was held.

May 31 - Saskatoon Airport celebrated its 50<sup>th</sup> Anniversary.

June 8 - The Northcote started making trips on the river for the enjoyment of tourists.

June 29 - A.F.G. Carroll Maintenance Building official opening was held.

June 30 - John Climer retired from his position as Curator at the Mendel Gallery.

*July 20* - Sturdy-Stone Provincial Government Building at 122-3<sup>rd</sup> Avenue North official opening was held.

July 23 & 24 - Their Excellencies, The Governor General and Mrs. Schreyer, together with members of their family, visited Saskatoon.

August 12-19 - Western Canada Summer Games were hosted by The City of Saskatoon.

September 6 - Members of the Canadian Parliamentary Association visited Saskatoon.

September 21 - North Community Health Clinic was officially opened.

October 16 - Cosmo Civic Centre was officially opened.

October 24 - Municipal elections were held under division (ward) system.

**1980** April 15-18 - Mayor Shimura of Otaru, Japan visited Saskatoon in connection with the Walktoberfest competition by Participaction.

*May 31* - Two firefighters, Victor James Budz and Dennis Aron Guenter, died while combating blaze at Queen's Hotel on First Avenue South.

*June 1* - Saskatoon Parks and Recreation Department celebrated its 50<sup>th</sup> Anniversary.

June 15 - ParticipPark was officially opened.

*June 19* - Metal box, which was recovered from the demolished King Edward School, containing newspapers dating back to 1911, was officially opened.

*July 3* - The Saskatoon Public Health Department officially became the Saskatoon Community Health Unit.

July 20 - Her Royal Highness Princess Margaret visited Saskatoon.

September 16 - Place Riel, University of Saskatchewan, was officially opened.

*October 6* - Alice Turner was named to succeed Chief Librarian Frances Morrison, who was to retire at the end of the year.

*October 23-26* - First Energy Show was held, co-sponsored by various levels of government and supporting agencies.

*November 5* - By-election regarding Ward 9 Alderman, and plebiscite on the Wildwood Golf Course was held.

November 9 - St. George's Roman Catholic School was officially opened.

*November 10* - Circle Drive and 33<sup>rd</sup> Street Interchange was officially opened.

November 19 - Field House to be officially called "The Saskatoon Field House".

November 26 - Lawson Heights School was officially opened.

*December 31* - W.J.L. Harvey retired from his position as Director of Parks and Recreation.

**1981** *January 1* - Dr. Emmett H. Smith assumed the position of Manager of Parks and Recreation Department.

May 31 - Ray Bird retired as City Assessor.

May 31 - Vince Bacon retired from the position of Purchasing Agent.

June 1 - Frank Garland was appointed City Assessor.

*June 1* - Larry Ollenberger became the Manager of the City's Purchasing Department.

July 1 - Stan Sojonky, Director of Personnel Services, resigned.

July 1 - Brian Morgan was appointed as Director of Personnel Services.

September 14 - Sod-turning ceremony for the Kinsmen Play Village project in Kinsmen Park was held.

October 5 & 6 - The Provincial Cabinet met in the City of Saskatoon.

October - City Commissioner Dietze resigned effective December.

November 24 - Official opening of Lakeview School was held.

December 8 - Official opening of Silverwood Heights School was held.

December 28 - Saskatoon Field House was officially opened.

*December 31* - John E. Gibbon retired as Chief of Police. Joseph Penkala was sworn in the next day.

**1982** January 1 - Marked the start of the 100<sup>th</sup> Anniversary celebrations of the City of Saskatoon, and 1982 was designated Century Saskatoon to commemorate the arrival of the first settlers here.

February 28 - Heath Fire Hall was officially opened.

March 10 - Sister O'Brien School was officially opened.

April 2 - St. Bernard School was officially opened.

*July 12* - Her Royal Highness Princess Anne visited the City in honor of the Century Saskatoon celebration.

July 26 - A. Gilewicz was appointed City Commissioner.

*August 20* - His Excellency Governor General Schreyer and Mrs. Schreyer were in the City to participate in the Century Saskatoon Birthday Party.

September 29 - The Provincial Cabinet held functions in the City in honor of Century Saskatoon.

*October 1 -* 70<sup>th</sup> Anniversary of the college of Engineering at the University of Saskatchewan and dedication of the new Engineering Building was celebrated.

October – New Fire Hall No. 2 opened on 3111 Diefenbaker Drive and was dedicated to Fire Chief Heath. Fire Hall No. 2 on Avenue W South was closed.

October 4 - Fire Hall No. 4 was dedicated to Fire Chief Faithfull.

October 5 - Fire Hall No. 5 was dedicated to Fire Chief Spence.

October 6 - Fire Hall No. 3 was dedicated to Fire Chief Farmer.

October 8 - Fire Hall No. 1 was dedicated to Fire Chief Lennon.

*October 21* - New Board of Trade Office was officially opened at 306-24<sup>th</sup> Street East.

October 27 - Municipal Elections were held.

*November 30* - Sid Clewes retired from his position as Manager of the Electrical Commercial Department.

December 1- R. Gilmour was appointed Acting Manager of the Electrical Commercial Department.

*December 31* - New Year's Eve Ball officially brought the Century Saskatoon Celebration to a close.

1983 June 20 - Kinsmen Play Village was opened.
 July 1 - Circle Drive Bridge was officially opened.
 July 16 - City Hall addition was officially opened.
 September 23 - Sculptures dedicated and Century Saskatoon Time Capsule closed.

**1984** January 11 - University of Saskatchewan's 75<sup>th</sup> Anniversary celebrations began. March 16 - The Provincial Cabinet met in the City of Saskatoon.

May 4 - St. Marguerite School was officially opened

May 8 – Percy Klaehn, Mayor of Saskatoon in 1964, died at the age of 88.

May 30 - City Hospital celebrated its 75<sup>th</sup> Anniversary.

May 31 - Bill Bunn retired as City Electrical Engineer.

June 1 - Mike Mikytyshyn was appointed new City Electrical Engineer.

June 1 - Ken Pontikes was appointed Director of Finance.

*June* 7 - Delegation from the province of Jilin, People's Republic of China, visited the City of Saskatoon in connection with their visit to Saskatchewan for the purpose of the Jilin twinning with the Province of Saskatchewan.

*June 23* - Vice-Minister of Commerce of the People's Republic of China and seven mission members visited the City of Saskatoon to observe grain marketing, grain transportation and food processing.

August 21 - Delegation from the City of Shijiazhuang, China visited the City of Saskatoon for the purpose of twinning of Shijiazhuang with the City of Saskatoon.

September 4 - Bland Brown resigned as City Engineer.

September 11 - Cornerstone for new Y.W.C.A. was laid.

September 28 - Sod-turning for Ronald McDonald House was held.

October 15 - Official opening of Forest Grove School was held.

October 16 - Saskatchewan Tourism and Small Business was officially opened.

October 31 - Governor-General Jeanne Sauve visited Saskatoon.

November 1 - Marion M. Graham School was officially opened.

November 2 - 23<sup>rd</sup> Street Transit Terminal was officially opened.

**1985** *February 5* - Ian Brand was appointed as City Engineer.

*February* 16 - Canadian Astronauts Marc Garneau and Bjarni Tryggvason, accompanied by a delegation from the National Research Council, visited and made a presentation to the City.

March 3 - Bishop Mahoney High School was officially opened.

March 24 - Stephen Fonyo visited Saskatoon during his run "Journey for Lives."

*April 12* - Premier Grant Devine announced the Province's participation in the construction of a Multi-Purpose Facility.

May 6 - Gabriel Dumont Park was dedicated and named.

*May 13* - The 1989 Canada Summer Games Site Selection Committee was in Saskatoon in connection with Saskatoon's bid to host the 1989 Games.

*May 28* - The Minister of State for Fitness and Amateur Sport announced that the City of Saskatoon was selected as the host city for the 1989 Canada Summer Games.

*May 28* - Delegation from the City of Shijiazhang, China, headed by the Mayor, visited Saskatoon for the official signing of a twinning agreement between the two cities.

August 10 - Silverwood Golf Course was officially opened.

October 8 - Brownell School official opening was held.

October 23 - Municipal elections were held.

*November* 4 - Delegation from our Twin City Shijiazhuang, China, visited Saskatoon for the purpose of a trade mission.

**1986** *March 2* - St. Peter School official opening was held.

March 19 - Sod-turning ceremony for new Cancer Clinic Building was held.

*April 23* - Referendum was held authorizing the City of Saskatoon to build a publicly funded Multi-Purpose Facility.

July 2-4 - Prime Minister Brian Mulroney and the Priorities and Planning Committee held meetings in the City of Saskatoon.

August 7 - Saskatoon Day was held at Expo.

August 29 - Chuck Sebestyen retired from his position as Fire Chief.

August 30 - Bernard (Bud) Quinn was appointed as new Fire Chief.

September 2 - Delegation from our sister city, Umea, Sweden, visited the City of Saskatoon for the purpose of signing a University Student Exchange Program.

September 11 - Multi-purpose sod-turning ceremony was held.

September 18 - Science and Technology Building was officially opened.

October 3 - National Hydrology Research Centre was officially opened.

*December 6* - The Vice-President of the Canadian Curling Association announced that the City of Saskatoon would host the 1989 Labatt Brier, Canadian Men's Curling Championships.

**1987** February 2 - Marty Irwin was appointed City Commissioner of the City of Saskatoon for a five-year term, commencing February 1, 1987.

April 7 - Provincial Cabinet met in the City of Saskatoon.

*May 4* - A seven-member Science, Technology and Education delegation visited Saskatoon from our twin city Shijiazhuang, China.

*August 5* - H. E. Wellman, Director of Planning and Development was reassigned to Director of Special Projects.

September – Fire Hall No. 7 opened at 3550 Wanuskewin Road.

August 15 - Theresa Dust was appointed as City Solicitor.

October 1 - Ted Arling retired from the position of Manager, Building Department.

*October 18* - Her Majesty the Queen and His Royal Highness the Duke of Edinburgh visited Saskatoon.

*October* 18 - Her Majesty the Queen unveiled a plaque inaugurating the Canada Summer Games Boating and Rowing Facility.

October 21 - Dundonald School was officially opened.

December 1 - Ken Pontikes was appointed as Director of Planning and Development.

December 1 - AI Chaisson retired from the position of Safety Officer.

**1988** The Urban Municipality Act was amended to provide for the choice of either following an at-large system or a modified ward system whereby five aldermen would be elected at large and five aldermen would be elected to each represent one of five wards. City Council chose to conduct the 1988 civic election on an at-large basis.

January 18 - Olympic Torch Relay passed through Saskatoon en route to opening of the XV Olympic Winter Games in Calgary.

February 1 - Phil Richards was appointed as Director of Finance.

*February 9* - First event was held in Saskatchewan Place - Saskatoon Blades Hockey Game.

March 23 - St. Angela Elementary School was officially opened.

August 17 - 1988 Premier's Conference was held in Saskatoon.

August 31 - Rene Marleau, Recreation Superintendent, retired.

September 7 - Sylvia Fedoruk was installed as the 17<sup>th</sup> Lieutenant Governor of Saskatchewan.

September 10 - Saskatchewan Place was officially opened.

September 30 - Bill Parker, Emergency Measurers Co-ordinator, retired.

October 15 - Lakewood Civic Centre was officially opened.

October 19 - Saskatoon Community Health Unit and Home Care - Saskatoon District No. 45, was officially opened.

October 26 - Municipal Elections were held.

October 31 - Mayor Clifford Wright retired.

October 31 - Janice Mann was appointed as City Clerk.

October 31 - H.E. (Bert) Wellman, Director of Special Projects, retired.

October 31 - New City Council was installed by Justice G.E. Noble.

*December 15* - Delegation from Tartu, Estonia visited Saskatoon in connection with a mass participation fitness contest.

**1989** January 31 - Jim Beveridge, Director of Works and Utilities, retired.

March 1 - St. Volodymyr School was officially opened.

*March* 5 - 1989 Labatt Brier Canadian Curling Championships held at Saskatchewan Place were officially opened.

March 11 - Lawson Heights Recreation Complex was officially opened.

March 30 - Cliff Wright Library was officially opened.

May 31 - Ian Brand, City Engineer, retired.

July 23 - Their Royal Highnesses the Duke and Duchess of York visited Saskatoon.

August 13 - The Right Honorable Brian Mulroney, Prime Minister of Canada, officially opened the 1989 Jeux Canada Games.

September 4 - Meewasin Valley Authority celebrated its 10<sup>th</sup> Anniversary.

September 17 - Western Development Museum celebrated its 40<sup>th</sup> Anniversary. September 19 – Fire Chief Bud Quinn resigned.

October 16 - Jan-Mark Gustafson was appointed as Director of Works and Utilities. October 16 - Mendel Art Gallery celebrated its 25<sup>th</sup> Anniversary.

**1990** January 29 - Ramon Hnatyshyn was installed as Governor-General of Canada. *February 1* - Bob Prosser was appointed as City Auditor.

May 16 - Bill Hewitt was appointed as Fire Chief.

*May 23* - The Right Honorable Ramon Hnatyshyn, Governor-General of Canada and Mrs. Gerda Hnatyshyn, made their first official visit to Saskatoon.

*May 31* - In commemoration of the tenth anniversary of the deaths of Fire Fighters Victor Budz and Dennis Guenter, a Fire Fighter Memorial was unveiled and the grounds at Fire Hall No. 6 were dedicated as "Fire Fighter Memorial Grounds".

*June 1* - Randy Munch was appointed as Manager, Water and Pollution Control Department.

*June 22* - Don Kelly, Manager, Water and Pollution Control Department, retired. *October 10* - A six-member delegation from Shijiazhuang, our sister city in China,

visited Saskatoon.

*October 26* - 51<sup>st</sup> Street Interchange was officially opened.

November 16 - Additional seats at Saskatchewan Place were officially opened.

**1991** *February* 22 - The Provincial Cabinet met in the City of Saskatoon.

April 1 - Peter White was appointed as Manager, Mendel Art Gallery.

June 3 - Larry Ollenberger was appointed as City Treasurer.

*June 5* - Delegation from the City of Chernivtsi, Ukraine visited Saskatoon for the purpose of signing a twinning agreement.

*June 6* - Friendship Agreement, twinning of the City of Chernivtsi, Ukraine and the City of Saskatoon was officially signed.

June 17 - Stephen Arthur was appointed as Manager, Corporate Information Services.

August 30 - Garland Nygaard, City Treasurer, retired.

August 30 - Joe Penkala, Chief of Police, retired.

October 1 - A. Owen Maguire was installed as Chief of Police.

October 23 - Municipal elections were held.

*October 25* - College of Agriculture Building, University of Saskatchewan Campus, official opening was held.

*November 4* - New City Council was installed by The Honorable Madam Justice M. Wedge.

*December 26* - The 1990 World Junior Hockey Championships held at Saskatchewan Place were officially opened.

**1992** *February 14* - Creation of the Saskatoon District Health Board; one of the first in the province.

April 30 - R. Cope, City Planner, retired.

*July 1* - The Saskatoon Community Health Unit and City Hospital were transferred to the Saskatoon District Health Board.

*October 1* - Economic Development Department became the Economic Development Authority.

*November 9* - City Council adopted a motion that the term "Councillor" be used in place of "Alderman" to denote a member of City Council.

December 31 - Ron Walker, Investment Services Manager, retired.

 1993 October 16 - Official opening of new City Hospital. December 14-16 - A 12-member business delegation from our sister city, Shijiazhuang, China, visited Saskatoon. December 23 - H.S. (Bert) Sears, Mayor of Saskatoon from 1972-1976, died at the age of 86.

**1994** March 31 - Brian Morgan, Director of Personnel Services, resigned.

*April 18* - Walter Wandzura was appointed as Manager, Vehicle and Equipment Services Department.

May 1 - Shelley Chirpilo was appointed as Director of Personnel Services.

July 2 - John D. McAskill, Mayor of Saskatoon from 1954-1957, died at the age of 86.

August 1 - John King was appointed as Transit Manager.

August – October - unionized civic employees staged a 10-week strike.

September 10 - Memorial Avenue in Woodlawn Cemetery was named a national historical site.

October 26 - Municipal elections were held.

*November 2* - New City Council was installed by the Honorable Justice W.F. Gerein.

**1995** April 28 - Sandra Anderson, Chief Librarian resigned.

*June 4-7* - A ten-member delegation from Shijiazhuang, China, visited Saskatoon in recognition of the 10<sup>th</sup> Anniversary of the twin city relationship between Shijiazhuang and Saskatoon.

July 14 - Ken Pontikes, Director of Planning and Development, resigned.

July 17 – The fire department was reorganized as Saskatoon Fire and Protective Services as part of a general overhaul of the civic administration.

*July 31* - As a result of a corporate reorganization, the following General Managers were appointed:

- Larry Ollenberger, General Manager, Asset Management Department;
- Randy Munch, General Manager, Environmental Services Department;
- Phil Richards, General Manager, Finance Department;
- Bill Hewitt, General Manager, Fire & Protective Services Department;
- Shelley Chirpilo, General Manager, Human Resources Department;
- Paul Gauthier, General Manager, Leisure Services Department;
- Lee Ann Coveyduck, General Manager, Planning and Building Department;
- Stew Uzelman, General Manager, Public Works Department;
- Tom Mercer, General Manager, Transportation Department.
- **1996** *March 11* Demolition began on the Municipal Justice Building at 4<sup>th</sup> Avenue and 23<sup>rd</sup> Street.

*June 30* - The population of Saskatoon reached 201, 604, passing the 200,000 mark for the first time ever.

September 16 - Taylor Street Overpass at Circle Drive opened.

September 30 - Police Chief Owen Maguire resigned and Chief Dave Scott was appointed Chief on June 14, 1996.

**1997** *February* 17 - Council approved a \$250,000 "Green Loan" to refit the ACT Arena with energy efficient lighting, reflective ceilings and ice temperature control equipment.

April 14 - Avalon Park was officially named by City Council.

*June 18* - The City Clerk's Office unveiled its new computerized vote counting system for municipal elections.

July 14 - The City of Saskatoon Advisory Committee on Animal Control held it's first-ever "pet census".

September/October - Archibald McDonald Park received a major upgrade.

October 22 - Municipal Elections were held.

*November 10* - A City of Saskatoon employee was killed accidentally while performing routine maintenance on a bus in the Transit garage.

**1998** January 19 - A project to build and dedicate a children's play apparatus in Charlottetown Park to the memory of Diana, Princess of Wales was designated as a Municipal Capital Project;

March 13 - Marty Irwin resigned from position of City Manager.

*April 6* - Arbor Creek Park and Budz Green in Arbor Creek and Heritage Park, Heritage Green and Lakewood Park in Wildwood were officially named by City Council.

April 17 - Phase I of the rehabilitation of the University Bridge began.

April 21 - Phil Richards was appointed as Acting City Manager.

*November 2* - Christine Morris Park in the Silverspring neighbourhood and Achs Park in the Exhibition neighbourhood were officially named by City Council.

November 7 - Sutherland Branch Library was officially closed.

*November 16* - The new City Manager, Richard Tomaszewicz was officially appointed by City Council, effective January 1, 1999.

November 23 - The City's major Zoning and Development Plan Bylaws, *Plan Saskatoon,* received final approval from City Council.

November 28 - Alice Turner Branch Library was officially opened.

December 31 - Lee Ann Coveyduck, General Manager of the Planning and Building Department resigned.

**1999** January 1 - Richard Tomaszewicz commenced his term as City Manager.

*March* 3 - City Council approved a recommendation put forward by the City Manager for restructuring the Administration. The following General Managers were appointed:

- Paul Gauthier, General Manager, Community Services Department
- Phil Richards, General Manager, Corporate Services Department
- Bill Hewitt, General Manager, Fire and Protective Services Department
- Stew Uzelman, General Manager, Infrastructure Services Department
- Randy Munch, General Manager, Utility Services Department

March 7 - Phase II of rehabilitation of the University Bridge began.

*March 31* - \$173 million was approved by the Canada Foundation for Innovation to construct the Canadian Light Source Synchrotron at the University of Saskatchewan.

*May 19* - By-Election was held to fill vacant position on the Public School Board. *August 12* - Richard Tomaszewicz's contract as City Manager was terminated.

September 20 - Phil Richards was appointed as Acting City Manager.

September 20 - Forest Park in University Heights was officially named by City Council.

*October 13* - Saskatoon District Health Board Election was held. *December 21* - Phil Richards was appointed as City Manager.

**2000** May 23 - Phase I of Circle Drive and Attridge Drive Interchange began. June - Construction of the North Water Supply Main - River Crossing began.

August 27 - Meewasin celebrated the opening of the Fred Heal Canoe Launch. October 25 - Municipal Elections were held.

*November 5* - Ernest J. Cole, Mayor of Saskatoon in 1964 and one-time City Engineer, died at the age of 84.

*December 19* - 'White Buffalo Youth Lodge' community centre on 20<sup>th</sup> Street officially opened.

*December* - Completion of Transition from Aluminium Sulfate to Ferric Sulfate in Water Treatment Process.

**2001** *March 6* - The City implemented an electronic "CityCard" for use in parking meters. *April 10* - The City of Saskatoon implemented a pilot program to encourage the composting of leaf and grass waste in the city.

*April 28* - HRH the Prince of Wales dedicated "The Prince of Wales Promenade" as part of the 33<sup>rd</sup> Street Weir redevelopment project.

June 23 - The City of Saskatoon began selling subsidized "Earth Machine" composting units.

June 27 - Sid Buckwold, Mayor of Saskatoon from 1958-1963 and 1967-1971, died at the age of 84.

June 28 - The Blairmore Ring potash monument was removed from Rotary Park, where it had stood since the mid-1960s.

August - Silverspring School opened.

August 30 - Ceremonial transfer of Gabriel Dumont Park from Meewasin to the City of Saskatoon.

September 24 - Idylwyld Bridge was re-named the Senator Sid Buckwold Bridge, in honour Saskatoon's late Mayor.

October 1 - Circle Drive/Attridge Drive interchange officially opened.

October 22 - Sod-turning ceremony held for Fire Hall No. 9 in Erindale.

**2002** *February 14* - Saskatoon native Catriona Le May-Doan won the gold medal in the Women's 500 metre speed skating event at the Winter Olympics in Salt Lake City.

*March 8* - Avenue P Yards officially re-named the Vic Rempel Yards during an unveiling ceremony.

*April 29* - Sod-turning ceremony held for Phase I of the "Preston Crossing" retail development. It opened in the fall of 2002.

May 25 - Official opening of the Kinsmen Park Pavilion

July 18 - the intersection of 20<sup>th</sup> Street West and Circle Drive was permanently closed.

September 1 - Speed limits in elementary and secondary school zones were reduced to 30 km/hour on school days from 8:00 am – 5:00 pm.

September – Fire Hall No. 9 on 870 Attridge Drive opened, and was dedicated to Fire Chief Hewitt. Fire Hall No. 6 was dedicated posthumously to Fire Chief Sebestyen.

September 7 - Official opening of Fire Hall No. 9 in Erindale

September 15 - Saskatoon Transit Services commenced operation of two experimental "Biobuses" fueled by a canola-diesel blend.

*October 28* - Official opening of the \$23.5 million Circle Drive & 22nd Street Interchange, completed on time and under budget.

*December 31* – Fire Chief Hewitt took over as General Manager of Utility Services Department and retires as Fire Chief.

**2003** January 1 - The provincial Cities Act came into effect, replacing the 1984 Urban Municipalities Act and changing the way cities are governed in Saskatchewan.

*January 17* - The "Intercon Murals" by William Perehudoff, were exhibited by the Mendel Art Gallery. They had been donated in 2001 by Camille Mitchell.

*March 6* - The Saskatoon Public Library turned 90 (it celebrated its birthday with a public event on October 16th).

*April 29* - Official Opening of the Little Chief Community Police Station in the former Little Chief Service Station building at the corner of Avenue D and 20<sup>th</sup> Street.

*April 1* - Assistant Fire Chief Brian Bentley was appointed General Manager of the Fire and Protective Services Department.

*May 2* - The Saskatoon City Police Service celebrated its 100th anniversary at the 2003 Badge and Shield Dinner.

*May* 5 - Work began on the College Avenue & Circle Drive interchange with the piling up of earth to form the embankments.

June 1 - Terry Graff was appointed the Director of the Mendel Art Gallery.

September 8 - Archaeological excavations began on the foundations of the former home of pioneer Mayor James Clinkskill, next to the Gathercole Building in the South Downtown riverfront development area.

September 15 - The City of Saskatoon Land Branch moved out of City Hall and into a storefront operation across the street on the northwest corner of 23<sup>rd</sup> Avenue and 3<sup>rd</sup> Street North.

September 27 - The Lions SkatePark accommodating skate-boarders, roller bladers and BMX bicycle riders, officially opened in Victoria Park.

September 30 - The City of Saskatoon gave 100 Saskatoon berry bushes to the City of Regina in commemoration of that city's 100<sup>th</sup> birthday.

October 22 - Municipal elections held.

November 1 - The City of Saskatoon adopted a computerized parking ticket system.

*November 21* - The City of Saskatoon gave 100 Saskatoon berry bushes to the City of Moose Jaw to help commemorate that city's 100<sup>th</sup> birthday.

**2004** *February* 7 - City of Saskatoon Land Branch was presented with the "Green Award" by the Saskatoon and Region Homebuilders' Association for its environmental policy and design of the Willowgrove subdivision.

*March 9* - Preliminary work on Saskatoon's new South Downtown riverfront development (between the Traffic Bridge and the Senator Sid Buckwold Bridge) began.

*April* 22 - The Environmental Protection Branch of the City's Utility Services Department opened.

*May 2* - Demolition of the Hudson's Bay Parkade on 2<sup>nd</sup> Avenue and 24<sup>th</sup> Street began with the removal of the overhead pedestrian tunnel connecting the parkade to the Bay building across the street.

*May 26* - The Saskatoon Centennial Committee unveiled the 2006 centennial's logo and theme, officially launching preparations for the celebrations of the City's 100<sup>th</sup> birthday.

*June 4* - The Saskatoon Zoo and Forestry Farm Park unveiled its new "PotashCorp Ark" exhibit with two rare snow leopards, loaned by the Assiniboine Park Zoo in Winnipeg for two years.

*June 15* - Demolition work began on the Gathercole Building (originally Saskatoon Technical Collegiate) as part of the new South Downtown riverfront development.

*July 1* - Saskatoon's "Smoking Control Bylaw (No. 8286)" took effect, making all public places and private clubs smoke-free.

July 1 - The "Access Transit" special needs transportation service commenced operations under the aegis of the City Transit Branch. It replaced the privately-operated Special Needs Transportation Service.

September 22 - Restoration work began on the portion of Rotary Park near the

Broadway Bridge destroyed by a landslide in 1999.

October 6 - The City of Saskatoon officially unveiled its new "Race Relations and Cultural Diversity Policy."

October 14 - The new Clarence Avenue railway overpass south of Circle Drive opened to motorists.

October 22 - Grand Opening of the Canadian Light Source Synchrotron was held November - City Council officially adopted the name of "River Landing" for the South Downtown redevelopment project

**2005** January 1 - Murray Totland was appointed as General Manager of Utility Services January 3 - Bill Hewitt retired as General Manager of Utility Services

*February* 22 - The former Hudson's Bay "Skyway" pedestrian overpass - removed in 2004 - was installed as part of the expansion of the Avenue H Water Treatment Plant.

*April 15* - The Forestry Farm Teahouse in the former Superintendent's Residence at the Saskatoon Forestry Farm Park and Zoo closed.

May 2 - The City of Saskatoon Electrical Department was officially re-named "Saskatoon Light & Power".

May 25 - Saskatoon held it's first-ever "Doors Open" event.

May 31 - Bernie Veltkamp retired as General Manager of Corporate Services

*June 1* - Marlys Bilanski was appointed as General Manager of Corporate Services *June 3* - The design competition for the "Century Plaza" landmark in the River Landing development was announced.

June 20 - High runoff levels caused flooding along the river in Saskatoon and forced closure of several sections of the Meewasin Trail.

*June 29* - Record rainfall on top of existing high water levels caused extensive flooding in Saskatoon homes. Residents were warned to restrict water use until the sanitary and storm sewer systems emptied.

September 6 - The Victoria Avenue Traffic Bridge was closed to allow work to be done to the approaches as part of the River Landing development.

September 7 - Excavation and grading work began in the new Blairmore Suburban Centre in the city's West Sector area.

September 22 - Remediation of the A.L. Cole power station site on the river at Avenue B began as part of Phase II of the River Landing development.

October 17 - City of Saskatoon Archives, in partnership with the Local History Room of the Saskatoon Public Library, released its 1906-2006 Centennial Calendar.

*October 19* - Saskatoon's first Red Light Camera commenced official operation at the intersection of Circle Drive and Avenue C, after a 30-day warning period.

*October 21* - Phase I of the 25<sup>th</sup> Street Rehabilitation Project (Spadina Crescent to 2<sup>nd</sup> Avenue) was completed.

*November 2* - It was announced that the historic Victoria Avenue Traffic Bridge was in an advanced state of deterioration and would not re-open to traffic.

November 14 - City Council voted in favor of changing the name of the Centennial Auditorium to "TCU Place", after corporate sponsor TCU Financial

Group.

November 23 - Saskatoon was designated a "Cultural Capital" for Canada for 2006.

*December* 7 – The sale of land and a \$1 million grant was approved, paving the way for Persephone Theatre's new live performance theatre on River Landing.

*December 12* – Parcel on River Landing was sold to Remai Ventures Inc. for the development of a hotel/spa complex.

*December 31* - Saskatoon rang in its centennial year with a New Year's Eve concert and bonfire on 3<sup>rd</sup> Avenue in front of City Hall.

**2006** January 1 - Launch of Saskatoon's centennial year.

January 16 - The abandoned 19<sup>th</sup> Street rail overpass was demolished as part of the River Landing development.

January 27 to March 5 - The Mendel Art Gallery ran an exhibition titled "Hans Dommasch: My World (exteriors)", one of four special exhibits in celebration of Saskatoon's 2006 centennial.

*March 17 to May 22* - The Mendel Art Gallery ran an exhibition titled "The Amazing Childhood of Joni Mitchell", one of four special exhibits in celebration of Saskatoon's 2006 centennial.

*May 11* - As part of the Centennial celebrations, the Centennial logo was painted along the 1906 city boundaries.

May 24 - Sod turning ceremony was held at the site of the new Blairmore suburban development on Saskatoon's west side.

*May 26* - Saskatoon celebrated its 100<sup>th</sup> anniversary as a city. Civic staff held an outdoor showcase during the day. That evening, a gala celebration was held at the Western Development Museum that evening to mark the day on which the City of Saskatoon was officially incorporated.

*June 2 to September 10* - The Mendel Art Gallery ran an exhibition titled "Notorious and Notable Saskatoon Personalities", one of four special exhibits in celebration of Saskatoon's 2006 centennial.

*June 26* - A special Council meeting was held to commemorate the 100<sup>th</sup> anniversary of the first City Council meeting in Saskatoon. Former Councillors and Mayors were invited to take part in the ceremony.

*July 2* - The new Transit system was launched. This included new routes, less transfers, and some DART (Direct Access Rapid Transit) express routes. The City also added hybrid electric/diesel buses to the routes.

July 7 - Clive Weighill was appointed Chief of Police.

August 25 - Riverfront Walk in River Landing Phase I was officially opened.

*August 26* - The Centennial Bridge Party was held as over 40,000 people gathered along the riverbank and on Broadway Bridge to watch fireworks set off from the Traffic Bridge in celebration of the 100<sup>th</sup> anniversary of Saskatoon's incorporation as a city.

*August 28* - A 5-foot anchor, believed to be from the stern-wheeler the "The City of Medicine Hat" which crashed into the Traffic Bridge in 1908, was found in South Saskatchewan River by the Fire Department dive team.

September 8 – The Traffic Bridge re-opened after being closed for repairs for almost a year.

September 9 - The Transit hub at Place Riel at the U of S officially opened.

September 14 - The sod turning was held for the new Persephone Theatre site. September 23 - The new Transit terminal at Market Mall opened.

October 4 - The College Drive and Circle Drive interchange officially opened.

*October 25* - Civic elections were held. For the first time, civic election results were posted live to the City's website.

November 17, 2006 to January 7, 2007 - The Mendel Art Gallery ran an exhibition titled "Photographic Pleasures: a 70-year snapshot of the Saskatoon Camera Club, one of four special exhibits in celebration of Saskatoon's 2006 centennial.

November 22 - Widened westbound lanes of Circle Drive Bridge opened.

*November 25* - Saskatoon hosted the Vanier Cup, Canadian university football championship.

December 5 - The landmark at River Landing, "Prairie Wind", was unveiled.

December 10 - Infrastructure Services General Manager Stew Uzelman passed away.

**2007** January 10 – The "storm of the century" hit Saskatoon.

January 16 – Murray Totland appointed as General Manager of Infrastructure Services Department

January 22 – Saskatoon's first non-railway bridge – completed in 1907 and often referred to as the Victoria Bridge – was officially named by City Council as the "Traffic Bridge".

*February* 9 – University of Saskatchewan undergraduate students voted to adopt a UPASS (universal bus pass) with Saskatoon Transit.

March 30 – April 1 – Saskatoon hosted the 2007 Juno Awards.

April 20-27 – Saskatoon hosted flood evacuees from the Red Earth First Nation.

June 4 – Saskatoon Transit converted its entire fleet to bio-diesel fuel.

June 15 – Sod turning for the River Landing Phase II riverfront park.

July 3 – Dorian Wandzura appointed General Manager of Utility Services

July 9 – The new pedestrian bridge underneath the Circle Drive Bridge was opened.

September 13 – Sod turning for the Shaw Centre.

September 17 – A submission from Lake Placid for the development of an Urban Village complex on Parcel Y, River Landing Phase I was approved.

September 21 – "Bridging 125" – the celebration of the 125<sup>th</sup> anniversary of the meeting of Chief Whitecap and John Lake, Saskatoon's founding leaders.

September 28 – The widening of the Circle Drive Bridge was completed (three lanes in both directions).

September 29 – The official opening was held for the Farmers' Market, Market Square, and Ideas Inc., at River Landing Phase II.

*November 5* – The City's new Snow & Ice Program was launched, involving a new sidewalk clearing bylaw and snow route temporary parking ban.

November 5 – City Council adopted the Saskatoon Waste and Recycling Plan.

*November 16* – The pedestrian overpass on 22<sup>nd</sup> Street in the Blairmore Suburban Centre was opened.

November 20 – The Clarence Avenue/Circle Drive Overpass was opened.

November 25 – The Saskatchewan Roughriders football team won the Grey Cup.

*December* 3 – City Council adopted the Energy and Greenhouse Gas Management Plan.

**2008** January 14 – Shaw Centre Phase I opened

May 22 – Police Chief Clive Weighill was inducted into the Order of Merit of the Police Forces by Her Excellency the Right Honorable Michelle Jean, Governor General of Canada.

*June 20* – Prime Minister Stephen Harper visited Saskatoon to announce funding for the Circle Drive South Project

June 20 – "The Founders", a twice life-sized sculpture commemorating the 1882 meeting of Chief Whitecap and John Lake to determine the location of the town site for the new colony of Saskatoon, was officially unveiled.

*June 20* - Major amenities on the River Landing riverfront, including the amphitheater and children's water play feature, were officially opened to great fanfare.

August 18 – Judy Schlechte appointed as Director of Human Resources

August 29 – Lorne Sully, Manager, City Planning Branch, retired.

*November 21* – Saskatoon declared as one of the stops of the Olympic Torch Relay, for January 11, 2010

December 31 – City Manager Phil Richards retired.

**2009** January – Stonebridge Community Association was established

January 1 – Murray Totland appointed as City Manager

March 16 – Federation of Canadian Municipalities (FCM) funding announced for landfill gas collection

*March* 21 – Lawson Civic Centre celebrated its  $20^{th}$  anniversary.

*April 3* – The City of Saskatoon, The Government of Saskatchewan, the RM of Corman Park, and Saskatoon Public Schools announced funding of \$3.7 million for upgrades to Lions and Kinsmen Arenas.

*May* 27 – Site preparation work and access road construction began for a new river intake and pump across from the Queen Elizabeth Power Station.

June 1 – The Evergreen neighbourhood concept plan was approved by City Council.

June 5 – New Residuals Handling Facility at the Water Treatment Plant commissioned to prevent by-products from entering into the river from the water treatment process.

July 17 – Mayfair Pool celebrated 50<sup>th</sup> birthday and unveiled redesign concept plans.

July 28 – Official launch of the Downtown Bicycle Friendly Plan.

August 8 – Isinger Park at River Landing Phase II opened.

August 17 – Construction started on Fire Station No. 8, serving Rosewood, Briarwood, Lakeridge, and East College Park.

August 21 – Official opening of the riverfront promenade at River Landing Phase II. August 21 - Official Opening of Riverfront Promenade, River Landing Phase II August 31 – Danish Architect, Jan Gehl, spoke on urban design and city planning at the Persephone Theatre.

September 21 – The neighbourhood of Sutherland celebrated its 100<sup>th</sup> anniversary September 24 – The Shaw Centre recreational facility opened.

September 26 – Official opening of the Shaw Centre, Saskatoon's sixth leisure centre

October 28 – Municipal elections held

*November* 23 – A new decorative arch constructed of both new stone material and recycled stonework from the Gathercole Building, was unveiled at River Landing.

*November* – The AeroGreen Business Park concept plan was approved by City Council.

December 20 – 3,000 permanent seats added to Credit Union Centre.

December 26 – January 5, 2010 – Saskatoon hosted the 2010 World Junior Hockey Championships.

**2010** January 11 – Saskatoon hosted a stop for the Olympic Torch Relay for the 2010 Vancouver Winter Olympics.

*February 1* – Go-Pass Smart Card replaced the use of paper money and tickets on Saskatoon Transit buses.

March 24 – The last single family lot in Willowgrove was sold.

April 8 – The first annual Sutherland Beach Off-Leash Recreation Area spring clean-fest was held.

April – South Caswell Concept Plan was approved by City Council.

May 13 – Mike Gutek was appointed General Manager of Infrastructure Services.

May 28 – Circle Drive South Project Sod Turning Ceremony.

*June 10* – The fire vessel at River Landing Phase I riverfront, commemorating the Olympic torch relay, was unveiled.

*June 11* – Government unveiled the new Saskatoon Access Transit Building – the City of Saskatoon's first civic green building.

June 14 – City Council adopted the Chief Whitecap Park Program and Master Plan.

*June 24* – The new 'McDonald's Natural Place to Play' playground officially opened at Saskatoon Forestry Farm Park & Zoo.

July 16 – Federal approval-in-principle was received for funding for the Art Gallery of Saskatchewan.

*July 16* – Spadina Crescent between Avenues A and C at River Landing Phase II was opened.

July – Implementation of Leisure Access cards for agencies representing transient, low income individuals.

August 15 – Silverwood Golf Course celebrated 25<sup>th</sup> anniversary.

August 23 – City of Saskatoon launched social media sites (blog, Facebook, twitter, YouTube).

August 24 – The Traffic Bridge was permanently closed.

August – Completed Phase I of 3<sup>rd</sup> Avenue streetscape work from 20<sup>th</sup> Street to 22<sup>nd</sup> Street.

September 9 – Official launch of the Community Visioning initiative Saskatoon Speaks, Shape Our Future.

September 20 – Fire Station No. 8 opened.

October 20 Gordon Wyant, Ward 5 City Councillor, resigned.

October 28 – Transit Eco Pass program now available to businesses in Saskatoon.

*November 3* – Rehabilitation of Idylwyld Freeway at Saskatchewan Crescent and 8th Street.

*November 10* – Victory Majors Investments Corporation's financing documentation was approved for the purchase of River Landing Parcel "Y".

*November* – the first new housing units in the Pleasant Hill Village project were completed.

November 29 Randy Donauer was elected Ward 5 City Councillor.

December 27 – Solar panels were installed at Harry Bailey Aquatic Centre.

December 29 – Solar panels were installed at Lawson Civic Centre.

December 31 Bob Pringle, Ward 7 City Councillor, resigned.

**2011** January – Historic Winch was installed at River Landing phase II.

January – Arboc "Mid-size" buses were unveiled in Saskatoon.

January – The City of Saskatoon once again received AAA credit rating from Standard & Poor's Report.

January 27 to February 9 – City of Saskatoon hosted Mathieu Da Costa Travelling Exhibit.

February 9 – Mairin Loewen was elected Ward 7 City Councillor.

*March 1* – Completion of Community Visioning Initiative, Saskatoon Speaks, Shape Our Future

March 8 – City introduced vacant lot and adaptive re-use incentive program.

May 5 – Saskatoon experienced the highest growth in Canada this year.

*May 18* – New Affinity Learning Centre officially opened at Saskatoon Forestry Farm Park & Zoo.

June 7 – Introduced the new City of Saskatoon 2011 Cycling Guide.

July 13 – Ward 3 Councillor Maurice Neault passed away.

*August 26* – City of Saskatoon partnered with aboriginal organizations to increase employment opportunities for aboriginal people.

September – Broadway Avenue named one of Canada's great streets in the Canadian Institute of Planners Great Places in Canada Contest.

September 6 – Introduced new transit route to University.

October 19 - Ann Iwanchuk was elected Ward 3 City Councillor.

*October 20* – The Canadian Federation of Independent Business (CFIB) highlighted Saskatoon as the leading business-friendly big city in Canada.

*November 18* – The City of Saskatoon's Public Space, Activity and Urban Form Strategic Framework: Phase One of the City Centre Plan won the Premier's Award of Excellence in Design in the Community Planning category.

*December 14* – Saskatoon broke building permit record: most ever in city. The Building Standards Branch of the Community Services Department issued 4,528 Building Permits.

*December* 15 – Saskatoon Field House 30<sup>th</sup> Anniversary celebration. *December 31* – Saskatoon's population reached new record: 234,200 people.

**2012** *March 21* - The last steel girder was installed on the new south bridge as part of the overall Circle Drive South Project.

*April 24* - An open house was held for Saskatoon's First Bike Boulevard – a "bike friendly" pathway connecting the downtown area to the Blairmore Suburban Centre.

*May* - Began drilling gas wells at the Landfill for a power generation project (Saskatoon Landfill Gas to Energy Project). Construction continued through 2012.

May 28 - Began demolition and removal of the pedestrian ramp on the Traffic Bridge.

June 1 - 5 - The City of Saskatoon hosted approximately 1,600 delegates attending the 75<sup>th</sup> Annual Conference and Trade Show of the Federation of Canadian Municipalities (FCM).

July 1 - Holiday Park Golf Course celebrates the facility's 50<sup>th</sup> Anniversary.

*June 27* - "Name the Cubs" contest winner announced. The two lion cubs born at the Zoo on September 24, 2011, are officially named Nathan and Shadow.

July 3 - Phase I of the Central Avenue Streetscape Improvement Plan commenced.

July 25 - Grand opening of the new Lions Event Pavilion at the Saskatoon Forestry Farm Park & Zoo.

August 15 - Grand reopening of Mayfair Pool and celebration of the Queen's Diamond Jubilee Anniversary.

August 17 - The City celebrated graduates of Aboriginal employment training partnerships.

September 3 - The merry-go-round and miniature train at Kinsmen Park operated for the last time.

September 30 – Fire Chief Bentley retired as General Manager of Saskatoon Fire and Protective Services.

October 19 - Phase I of the Highway 7 and Highway 14 interchange opened.

October 24 - Civic election was held. Newly elected Councillors: Zach Jeffries,

Ward 10; Eric Olauson, Ward 8; Troy Davies, Ward 4.

October 26 - Janice Mann, City Clerk, retired.

*October 29* - The Mayor and City Councillors were officially inducted into Office. Honourable Martel Popescul, Chief Justice of the Court of Queen's Bench, officiated.

October 29 - Joanne Sproule assumes position of City Clerk.

*November* 7 - Year to date, the Building Standards Branch has issued permits valued at \$1.002 billion.

*November 13* - City Council approved the revised Memorandum of Understanding (MOU) between the City of Saskatoon and the "Friends of the Bowl" Foundation (Gordon Howe Bowl).

November 30 - Theresa Dust, City Solicitor, retired.

*November* - Traffic Bridge Demolition: Phases I and II occurred in early October. Phase III involves demolition of the steel bridge span, removal of the demolished materials for disposal, and cleanup of the site completed in November.

*November* - The African lions, Dobi and Cooey, and their two cubs, Nathan and Shadow, originally on loan from Alberta and Ontario, left the Saskatoon Forestry Farm Park & Zoo.

December 1 - Patricia Warwick assumes position of City Solicitor.

**2013** January 2 - The City officially launched Saskatoon Recycles, a new city-wide residential recycling program.

January 22 - The federal government announced that it will contribute up to \$42.9 million to support the construction of a transit facility and permanent snow storage decontamination facility as part of the City's Civic Operations Centre.

February 8 - The federal Community Infrastructure Improvement Fund provided a \$213,000 matching contribution to the Cosmo Arena expansion and renovation project.

March 5 - The Kinsmen Park Train was sold and relocated to Country Fun Farms in the Prince Albert area.

March 8 - The number of licensed businesses in Saskatoon surpassed 10,000.

April - Dan Paulsen promoted permanently to the position of Fire Chief

May 26 - The Forestry Farm Park celebrated 100 years.

June 7 - Sod turning for the construction of the Remai Art Gallery of Saskatchewan.

June 23 - The new Preston Avenue South overpass opened.

July 24 - Saskatoon Transit celebrated its 100<sup>th</sup> Anniversary.

July 26 - The City celebrated graduates of Aboriginal employment training partnerships.

July 31 - Official opening of the Circle Drive South Bridge and associated roadways.

August 7 - The Potash Corporation of Saskatchewan Inc. (PotashCorp) announced an additional contribution of \$2.5 million for the renovation and rejuvenation of Kinsmen Park.

August 14 - Official opening of Canada's first commercial nutrient recovery facility at the Wastewater Treatment Plant.

August 23 - The City celebrated five years of the Atoske Aboriginal Youth Skills Development Program.

October 25 - October 25 - The Treaty Six Territory and Métis Nation-Saskatchewan flags were raised in Civic Square to acknowledge our relationship with the aboriginal governments with the Treaty Six area.

November 4 - Civic re-structuring announced, creating the Transportation & Utilities, Corporate Performance, Community Services, and Asset & Financial Management departments.

November 4 - The Saskatoon Fire and Protective Services Department reverted its name to the Saskatoon Fire Department.

November 20 - Construction of the Landfill Gas Collection System at the Saskatoon Landfill was completed.

**2014** January 3 - The city announced that it had issued \$1.1 billion worth of building permits in 2013.

February-March – Saskatoon experiences nearly double the normal monthly number of water main breaks due to unusually deep ground frost. March 3 – Saskatoon's population was estimated to have passed the 250,000

March 3 – Saskatoon's population was estimated to have passed the 250,000 mark.

April 17 – Work began on the new PotashCorp Playland at Kinsmen Park. May 20 – PotashCorp Ark Phase II officially opened at Saskatoon Forestry Farm Park & Zoo.

May 21 – Landfill Gas Collection Facility opens at the Saskatoon Landfill. July 1 – Bylaw 9170, The Procedures and Committees Bylaw, came into effect, which re-structured the committees of Council, establishing four Standing Policy Committees, each with designated policy areas and areas of delegated authority and decision making. The new model reflects the city's 10-year Strategic Plan, new budgeting and business planning processes, and changes in the civic administrative structure adopted in 2013.

July 18 – Saskatoon celebrated the first annual Nelson Mandela International Day.

August 1 – Graduation ceremonies were held for graduates of the Aboriginal Heavy Equipment and Class 1A License Pre-employment Training Program, administered in partnership by the City of Saskatoon, Gabriel Dumont Institute, Saskatoon Tribal Council and the Saskatchewan Indian Institute of Technology. August 7 – The outdoor adult fitness circuit opened at River Landing.

August 18 – The first Standing Policy Committee meetings were held under the new City Council governance model.

September 6 – Gordie Howe Bowl re-opened as the Saskatoon Minor Football Field at Gordon Howe Park, following the installation of artificial turf.

September 19 – Prince Edward, Earl of Essex, along with Saskatoon Mayor Don Atchison, and Whitecap Dakota First Nation Chief, Darcy Bear, unveiled the War of 1812 monument in River Landing.

November 6 – The City Archives was designated permanent custodian of the Book of Remembrance, commemorating those from Saskatoon who fell during the First World War, which was presented to City Council on August 21 by the Military Institute of Saskatoon.

November 13 – The multi-unit recycling program for residents living in multi-unit dwellings was officially launched.

November 25 – The 33<sup>rd</sup> Street Business Improvement District was approved by City Council.

November 25 – The Kitaskinaw project, of which the City of Saskatoon was a partner, released its report, providing a comprehensive inventory of programs and services available to Saskatoon's aboriginal community.

December 9 – Former Mayor Cliff Wright (1976-1988) passed away.

December 31 – Marlys Bilanski retired as Chief Financial Officer with the City of Saskatoon.

# **COAT OF ARMS**



During the year 1948, the question of the City's Coat of Arms was brought to the attention of City Council. It was pointed out that the design, which had been in use since being adopted by Council on January 20, 1913, was incapable of being described in proper heraldic language and, therefore, could not be formally adopted by bylaw. It was considered advisable that the City's Coat of Arms be properly adopted and approved and Professor A.L.C. Atkinson was requested to design a new Coat of Arms and Crest. This was adopted by Bylaw No. 3081 and approved by Order-in-Council No. 10049, dated January 14, 1949.

The heraldic description of "Blazon" is:

- ARMS: Per chevron vert and or, in dexter chief an open book of learning argent leathered sable, in sinister chief a cogged wheel of six spokes in saltire and fess of the third with overall a wheat ear of the second, in base a cross and saltire voided of the least with overall an annulet of the last encircling a bezant.
- CREST: On a wreath of the colours a lion passant guardant or holding in his dexter paw a sprig of Saskatoon Berries (Amelanchier Alnifolia Nutt) proper.
- MOTTO: On a scroll are the words "COMMERCE INDUSTRY EDUCATION" sable.
- Note: The decoration flanking the shield is purely ornamental and is not mentioned in any blazoning. It is included (or omitted) both in particulars and in design according to the taste of the artist.

The following is an explanation of the symbolism of the new Coat of Arms:

- 1. The field (or background) of the shield is divided into two parts, the upper being green and the lower gold. This suggests the main agricultural background of Saskatoon the green of growing crops, the gold of harvest.
- 2. The silver open book of learning bound in black leather, on a green field, is taken directly from the Arms of the University of Saskatchewan and marks the connection between the academic seat and the City.
- 3. The silver cogged wheel with golden wheat ear superimposed is significant of industry predominantly connected with agriculture.
- 4. The eight sets of paralleled black lines on the gold background, radiating from a hub, are symbolic of the importance of Saskatoon as a railway and distributing centre. The golden coin (or bezant) encircled by the hub is indicative of the commercial importance of the City.

# CORPORATE LOGO



The above logo, in the form of the stylized "s" represents the first letter of Saskatoon and also portrays the Saskatchewan River as it flows through the city.

## CITY COUNCIL

City Council consists of a Mayor and ten Councillors, elected for a term of four years. (Commencing with the election held on October 24, 2012, the term of office is now four years). To be eligible to run for Mayor or Councillor of Saskatoon, a person must be a Canadian citizen, at least eighteen years of age, and have lived in the City of Saskatoon for at least three months and in the Province of Saskatchewan for at least six months. The only people not allowed to run for Office are judges of a court or an auditor or solicitor of a municipality.

The Province of Saskatchewan, through legislation, sets out the powers of municipal governments. City Council's main powers are set out in *The Cities Act*.

City Council decides what programs will be delivered, the level of service, and the allocation of human and financial resources. The City Manager's role is to carry out the policy and directions set by City Council and to supervise the day-to-day operations of the City.

City Council meets once per month at 1:00 p.m. All decisions of Council are by a majority vote.

Ward	Name	Phone No.	E-Mail
Mayor	ATCHISON, Donald	(306) 975-3202	mayors.office@saskatoon.ca
1	HILL, Darren	(306) 227-4322	darren.hill@saskatoon.ca
2	LORJE, Pat	(306) 227-1411	pat.lorje@saskatoon.ca
3	IWANCHUK, Ann	(306) 380-6870	ann.iwanchuk@saskatoon.ca
4	DAVIES, Troy	(306) 361-0201	troy.davies@saskatoon.ca
5	DONAUER, Randy	(306) 244-6634	randy.donauer@saskatoon.ca
6	CLARK, Charlie	(306) 229-4447	charlie.clark@saskatoon.ca
7	LOEWEN, Mairin	(306) 229-5298	mairin.loewen@saskatoon.ca
8	OLAUSON, Eric	(306) 361-0229	eric.olauson@saskatoon.ca
9	PAULSEN, Tiffany	(306) 955-0563	tiffany.paulsen@saskatoon.ca
10	JEFFRIES, Zach	(306) 249-5513	zach.jeffries@saskatoon.ca

# MAYOR AND CITY COUNCILLORS

(Effective October 24, 2012)

# SASKATOON CITY COUNCIL DECEMBER, 2014



His Worship Mayor Donald J. Atchison





Councillor Darren Hill (Ward 1)



Councillor Pat Lorje (Ward 2)



Councillor Ann Iwanchuk (Ward 3)



Councillor Mairin Loewen (Ward 7)



Councillor Troy Davies (Ward 4)



Councillor Eric Olauson (Ward 8)



Councillor Randy Donauer (Ward 5)



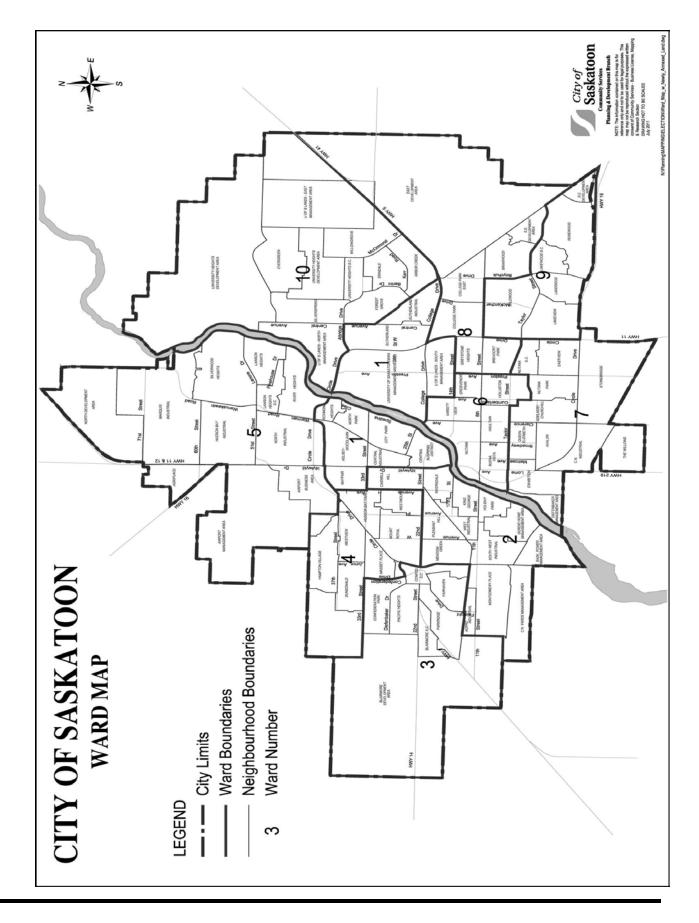
Councillor Tiffany Paulsen (Ward 9)



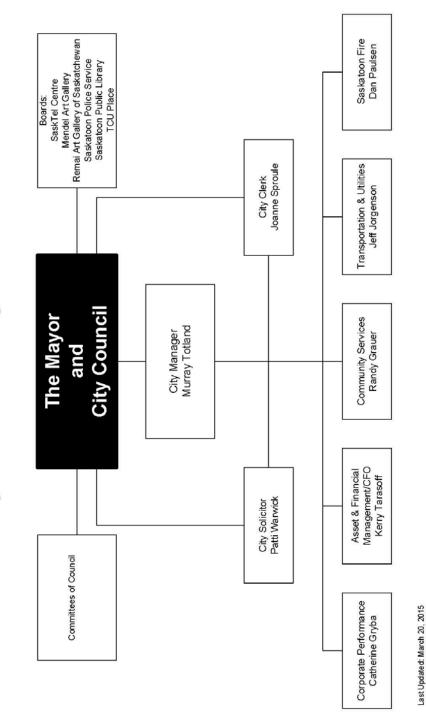
Councillor Charlie Clark (Ward 6)



Councillor **Zach Jeffries** (Ward 10)



The City of Saskatoon Organization Chart



#### STRATEGIC PLAN 2013 - 2023 THE CITY OF SASKATOON'S 2014 BUSINESS PLAN

# INTRODUCTION

Saskatoon is a booming city, and the level of growth that it has experienced over the past decade is expected to continue for the foreseeable future. As Saskatoon looks forward to significant growth and change in the years ahead, it needs to respond to global trends affecting all cities. These trends include maintaining a diverse, innovative and competitive economy; growing reliance on immigration to maintain a skilled workforce, making cities more socially and culturally diverse; and playing a significant role in generally protecting the health of the planet.

These trends have many implications for how cities are developed and managed, and cities everywhere need to become more efficient, more innovative, more inclusive, and more responsive to sustain their economic and fiscal health, their social well-being, and their environment.

The most successful cities anticipate and prepare for the changes that lie ahead. They envision their future city and what will make it great. They plan ahead and then act on their plans.

The Strategic Plan as well as other comprehensive plans such as *Growing Forward!* Shaping *Saskatoon* guide City Council's priorities and decision-making, recognizing the need for a long-term vision for the city – one rooted in the shared values and aspirations of its citizens.

The City of Saskatoon is committed to continuing to explore and implement new ways to improve service, increase savings, and grow our city in a sustainable way, and is dedicated to the creation of a "culture of continuous improvement." The organization is focused on providing the best possible service using innovative and creative means, creating workplace efficiencies, and going beyond conventional approaches to meet the dynamic, changing needs and high expectations of our citizens.

# **GROWING FORWARD! SHAPING SASKATOON**

*Growing Forward! Shaping Saskatoon* is a proactive public planning initiative to help guide civic infrastructure investments over the next 30 to 40 years as Saskatoon grows to half a million people. It specifically addresses the Strategic Goals of Sustainable Growth and Moving Around, and will help Saskatoon navigate the challenges associated with rapid population growth.

The main outcome of *Growing Forward! Shaping Saskatoon* will be the Growth Plan to Half a Million (Growth Plan). The Growth Plan will look at ways to improve how citizens move around while ensuring that growth within the city's boundaries is sustainable. The three main areas that the Growth Plan is exploring are as follows:

<u>Shaping Growth:</u> How do we encourage sustainable and attractive development in existing areas and along major roads? This will guide growth and redevelopment to create more options for citizens to work, shop and play closer to home.

<u>Shaping Transit</u>: How do we move more people, rather than just more cars, as the city grows to half a million people? This will develop a long-term plan to make transit a more attractive choice for daily travel needs and will explore Bus Rapid Transit (BRT) feasibility in Saskatoon.

<u>Shaping Bridges</u>: How do we manage bridges within Circle Drive so we can accommodate growth and travel demands as Saskatoon grows? This will assess long-term travel demands, consider alternatives to accommodate those demands, and then select a preferred option based on public input.

As the *Growing Forward!* Shaping Saskatoon process evolves, the Growth Plan will incorporate other key initiatives addressing employment areas, financing growth, active transportation, and infrastructure management.

*Growing Forward! Shaping Saskatoon* was endorsed by City Council in 2012 and awarded to the consulting firm Urban Systems in July 2013 for completion by the end of 2015. More information on *Growing Forward! Shaping Saskatoon* may be found at <u>www.growingfwd.ca</u>.

# **KEY ELEMENTS OF THE STRATEGIC PLAN 2013 - 2023**

The Strategic Plan includes an overarching mission, values and leadership commitments that define how we do business and how we empower ourselves to embrace change.

# VISION

In 2030, Saskatoon is a world class city with a proud history of self-reliance, innovation, stewardship, and cultural diversity. Saskatoon is known globally as a sustainable city loved for its community spirit, robust economy, cultural experiences, environmental health, safety, and physical beauty. All citizens enjoy a range of opportunities for living, working, learning, and playing. Saskatoon continues to grow and prosper, working with its partners and neighbours for the benefit of all.

#### MISSION

Our Corporation, the City of Saskatoon, exists to provide excellent local government through leadership, teamwork, partnership and dedication to the community. We will be innovative and creative in the efficient and effective delivery of public services for the economic, environmental, social and cultural well-being of the community.

Our mission statement describes why our Corporation exists, who we serve, and what services we provide. Below are the City's Business Lines that link to the services we provide our citizens.

#### CITY OF SASKATOON BUSINESS LINES

**Fire:** Provides fire prevention, public fire and life safety education, emergency response and provides the direction and coordination of the City's emergency planning and preparedness.

**Police:** The Saskatoon Police Service works in partnership with the community to develop collaborative strategies to reduce crime and victimization. The Police Service, in partnership with City Council and the community, continue enforcement with proactive prevention, education and early intervention strategies.

Land Development: Operates on a level playing field with the private sector and ensures adequate levels of serviced inventory for both residential and industrial land are maintained to meet demand.

**Corporate Asset Management:** Provides building operations and maintenance services for the City's buildings and structures, and manages its fleet of vehicles and equipment.

**Utilities:** Provides cost-effective and high-quality electricity (Saskatoon Light & Power), quality drinking water, treatment of waste water and storm management (Water and Sewer).

**Transportation:** Efficiently moves people, services, and goods while minimizing environmental impact and promoting sustainability.

**Urban Planning and Development:** A proactive approach to addressing future opportunities and pressures on our community that accommodates growth and change (e.g. population, diversity of public services and amenities, broader scope of education, research, business) while balancing long-term economic, environmental and social needs, and achieving the desired quality of life expressed by our citizens.

**Recreation and Culture:** Provides opportunities for citizens to participate in and enjoy the benefits of sport, recreation, culture, and park activities.

**Environmental Health:** Preserves and protects the long-term health of our urban environment.

**Community Support:** Provides supports and community investments to help build capacity in sport, recreation, culture, heritage, and social organizations, and enhances neighborhood-based associations and organizations.

**Corporate Governance and Finance:** Provides administrative, human resources, information technology, and finance supports for all other business lines. The City's vehicle and equipment fleet, and building operations and maintenance services, provide support to the other business lines.

# OUR CORPORATE VALUES

Our Strategic Goals will be achieved through the talent, creativity and commitment of staff who demonstrate our five workplace values every day.

#### Trust

We assume responsibility for our own trustworthiness and continuously build trust with our colleagues so they know they can rely upon us. We maintain and respect the confidentiality of our citizens, partners and organizational information. We support, inspire and empower others to do their job, honour our commitments and are always responsible and dependable.

#### Integrity

Every day, we demonstrate accountability and our actions are always honourable and ethical. We make wise decisions that are the best for the group rather than us alone. We make time to help others and lead by example. We acknowledge and know our job responsibilities and are motivated to make things happen within the scope of our positions. We take ownership for our work and are able to report, explain and be answerable for the results. We strive to find solutions and continuously make improvements.

# Respect

We respect others in the organization, regardless of their position or status, through our specific actions. We build on each other's strengths and always remain courteous to everyone even when we may not agree with the opinions of others. We respectfully acknowledge individual beliefs, diversity, aspirations, skills, and experiences even if they are different from our own. We demonstrate mutual respect and practice fair and ethical treatment.

# Honesty

We are known for our ability to hold frank and honest discussions that maintain the dignity and perspectives of others. We demonstrate sincerity while being open and honest. We also listen well, ask for clarity before reacting and are always willing to admit mistakes.

### Courage

We have the courage to face adversity with strength, confidence and poise. We take smart risks and accept responsibility for the outcome. We are able to think through problems, lead with passion, and manage and embrace change. We are willing to challenge prevailing assumptions while suggesting new and innovative approaches. We are able to make tough decisions and question actions inconsistent with the values of our organization.

# OUR LEADERSHIP COMMITMENTS

Our leadership commitments are another critical ingredient for the City of Saskatoon to accomplish the vision and mission. We value and need people who demonstrate our four leadership commitments throughout their daily activities and in a manner that helps to achieve the Strategic Goals.

#### **Reliable and Responsive Service**

As leaders, we work toward providing high quality service. We take initiative to respond to the needs of our changing community and strive to earn the respect and confidence of the public.

#### Strong Management and Fiscal Responsibility

As leaders, we strive to align our work to the corporate strategies and deliver municipal services in cost-effective ways. We endorse the collective bargaining process. We continuously work towards achieving maximum benefits and services by establishing partnerships to leverage resources. And, we ensure future generations are not financially responsible for the benefits received solely by today's residents.

#### **Effective Communication, Openness and Accountability**

As leaders, we make every effort to provide timely and accessible information on services and programs to our citizens. We maintain strong working relationships and open lines of communication between City Council, Senior Administration, civic employees and citizens.

#### **Innovation and Creativity**

As leaders, we aspire to create a work environment that allows us to generate new ideas to meet the changing needs of the community. We aim to conduct our work using a collaborative approach.

# **CIVIC GOVERNMENT**

## **MAYORS OF SASKATOON**

1901 - 1903 Don W. Garrison (Overseer)

1903 -	1904	James R. Wilson	1939 -	1940	Carl Niderost
1905		Malcolm Isbister	1941 -	1943	S.N. MacEachern
1906		James Clinkskill	1944 -	1948	A.W. Macpherson
1907 -	1908	James R. Wilson	1949 -	1953	J.S. Mills
1909 -	1910	William Hopkins	1954 -	1958	J.D. McAskill
1911 -	1912	James Clinkskill	1958 -	1963	S.L. Buckwold
1913 -	1915	F.E. Harrison	1964		P.C. Klaehn
1916 -	1918	A. Mac G. Young	1965 -	1966	E.J. Cole
1919		F.R. MacMillan	1967 -	1971	S.L. Buckwold
1920 -	1921	A. Mac G. Young	1972 -	1976	H.S. Sears
1922 -	1923	Howard McConnell	1976 -	1988	Clifford E. Wright
1924 -	1925	W.H. Clare	1988 -	2000	Henry Dayday
	1926	Russell Wilson	2000 -	2003	James Maddin
1927 -	1929	G.W. Norman	2003 -		Donald Atchison
1930 -	1931	J.W. Hair			
1932		J.E. Underwood			
1022	102/				

- 1933 1934 J.S. Mills
- 1935 1938 R.M. Pinder

# COUNCILLORS (ALDERMEN) OF SASKATOON \* - denotes also served as Mayor

Alexander, George A.	1908 - 1909	Cairns, John	1927 - 1931, 1933 - 1936,		
Alm, Terry	2003 - 2006		1948 - 1961, 1964 - 1966		
Anderson, J.H.	1911 - 1914	Calder, Leonard G.	1907		
Anderson, Wm.	1922 - 1924	Cameron, J.H.	1931 - 1938		
Archibald, J.L.	1908	Carrothers, W.A.	1930		
Ashworth, J.	1906, 1910	Caswell, R.W.	1908 - 1909, 1911 - 1912, 1916		
*Atchison, D.	1994 - 2003	Caswell, W.B.	1935 - 1946		
Baillie, H.J.	1915 - 1916	Cavers, A.D.	1939 - 1940		
Baker, Henry	1905 - 1906	Charlebois, J.J.	1965 - 1966		
Bell, W.J.	1906 - 1907	Cherneskey, M. T., Q.C.	1970 - 1994		
Bence, A.E.	1916 - 1918	Chubb, B.	1905		
Bence, A.H.	1939 - 1940, 1947 - 1952	Clare, G.H.	1907 - 1908, 1911 - 1914		
Birkmaier, D.L.	1976 - 1979, 1982 – 1988,	*Clare, W.H.	1917 – 1922		
	1991 - 2000, 2003 - 2006	Clark, Charlie	2006 -		
Blackstock, J.F.	1912	Clark, S.A.	1905 - 1906		
Blain, E.S.	1909 - 1910	Clarke, Nelson	1942		
Blain, F. Austin	1906, 1921 - 1942	Copland, Thomas	1903 – 1904, 1906		
Bolton, C.W.	1919 - 1923	Cornish, Frank E.	1920 - 1921		
Borlase, W.C.	1917	Coy, W.H.	1906		
Bowerman, Allan	1903 - 1905	Crimp. E.H.	1930 - 1933		
Bowman, Aden	owman, Aden 1941 - 1952		ronkite, Frederick C. "Dean"1941-1946, 1949 - 1952		
Bowman, Lillie F.	1955 - 1964	Currie, P.H. 1906			
Brainerd, Benjamin	1909		1976 - 1988		
Brockelbank, John	1982 - 1985	*Dayday, Henry			
*Buckwold, S.L.	1953 - 1958	Davies, Troy	2012 -		
Bushe, S.E.	1938 - 1951	Dickson, A.F.	1919 - 1923		
		Donauer, Randy	2010 –		
		Drinkle, J.C.	1907 - 1908		

Dubois, Bev	2003 –2012	*Hopkins, William	1906 - 1908
Dulmage, R.W.	1903	Hughes, Helen	1976 - 1980
Dyck, Bev	1985 - 1994	Hunt, George L.	1952 - 1954
Dyck, G.G.	1974 - 1979	Hunter, R.H.	1934 - 1951
Early, S.A.	1916 - 1917, 1934 - 1947	Irvine, R.B.	1906, 1915 - 1918
Eddy, A.M.	1928 - 1938, 1941 - 1946	Iwanchuk, Ann	2011 -
Edwards, Evelyn G.	1967 - 1971	Jeffries, Zach	2012 -
Fawcett, T.W.	1913 - 1916	Jordon, Ed	1907
Ferguson, J.D.	1908 - 1909	Junor, Donald	1968 - 1979
Flavelle, W.T.A.	1953 - 1954, 1961 - 1966	Kirkpatrick, W.P.	1923 - 1924
Forrester, G.A.	1940 - 1941	*Klaehn, P.C.	1958 - 1963
Fortosky, O.	2000 - 2006	Koyl, Donald H.	1962 - 1964, 1967 - 1973
Freeland, Robert H.	1952 - 1954	Langford, A.	1994 -2000
Galloway, J.	1918	Langlois, H.	1994 - 1997
Gordon, E.	1913	Latrace, Harold	1964 - 1967
Gougeon, X.	1903 - 1904	Laycock, John	1916
Gray, W.E.	1945 - 1960	Lennon, Thomas Georg	e 1973 - 1976
Guppy, F.E.	1909 - 1910, 1926 - 1927	Le Valley, L.N.	1911 - 1912
*Hair, J.W.	1926, 1928 - 1929, 1932 - 1933	Lewin, F.G.	1917 - 1920
Harding Howard		Loewen, Mairin	2011 -
Harding, Howard *Harrison, F.E.	1997 - 2000	Lorje, Pat	1979 – 1991, 2006 -
Hawthorne, Marshall	1911 - 1912 1979 - 1994	Lynd, T.A.	1917 - 1922
Heidt, M.	1994 - 2012	MacDermid, J.E. MacDougall, A.	1934 - 1935 1912 - 1914
Heggie, Robert A.	1954 - 1963	*MacEachern, S.N.	1934 - 1940
Hettle, J.O.	1915	MacInnis, A.A.	1912 - 1913
Hill, Darren	2006 -	Mackenzie, C.J.	1929 - 1930
		Macklem, John	1925 - 1927, 1934
Hnatyshyn, Elaine	2003 - 2006		·
Holmes, G.E.	1909 - 1911	Maclean, Donald	1911 - 1913

*MacMillan, F.R.	1914 - 1915	Nesbitt, W.G.	1948 – 1957
*Maddin, James	1997 – 2000	*Niderost, Carl	1935 - 1938
Mahoney, Denis	1924 - 1925	Nixon, Howard	1982 – 1985
Makaroff, P.G.	1939	Nordstrum, Hilmer	1972 - 1973
Mann, Owen R.	1969 - 1979, 1980 - 1994	*Norman, G.W.	1917 - 1926
Manning, W.G.	1947 - 1951, 1954 - 1957	Olauson, Eric	2012 -
Martin, H.L.	1917 - 1918	Olmstead, J.J.	1930 - 1931, 1943 - 944
Massey, H.L.	1910 - 1911	O'Regan, W.B.	1931 - 1934
Matheson, F.M.	1958 - 1960	Paul, J.E.	1913 - 1915
*McAskill, J.D.	1953	Paulsen, T.	2000 -
McBeth, W.H.	1905	Penner, G.H.	1972 - 1976, 1979 - 1982, 1988 - 1994, 2000 - 2012
McCann, Peter	1982 - 1985, 1991 - 2003	*Pinder, R.M.	1928 – 1933
*McConnell, Howard	1919 - 1921 1947 - 1948 1929 - 1933	Postlethwaite, J.	1994 -1997
McCool, C.W.		Potter, G.W.A.	1914 - 1917, 1925 – 1926
McDougal, John		Preston, Richard F.	1909
McIntosh, Anna B.	1956 - 1959	Priel, James	
McIntosh, Robert	1903 - 1904, 1907, 1909 - 1910	Pringle, Bob	1922 - 1928 2006 - 2010
*Mills, J.S.	1925 - 1928, 1930 - 1931, 1936 - 1938, 1946 - 1947	Quigley, T.J.	1957 - 1976
Milne, W.A.	1966 - 1969	Robertson, Patrick	1985 - 1991
Moore, R.J.	1919 - 1928	Robinson, Gladys	1965
Mostoway, Paul	1988 - 1994	Roe, P.	1994 - 2003
Munroe, G.A.	1909 - 1911	*Sears, H.S.	1951 - 1958, 1964 - 1971
Munroe, H.E.	1906 - 1908	Shannon, A.H.	1909
Murray, George	1928 - 1929	Smith, Alex	1908, 1910 - 1911, 1914 - 1915
Nash, Charles	1932 - 1934, 1936 - 1937	Smith, John Archibald	1903 - 1904
Neault, Maurice	2003 - 2011	Smith, Rnold H.	1960 - 1963
Needham, C.A.	1928 - 1929	Snell, E.M.	1911
Nelson, G. Blair	1958 - 1965		1311

Sommerfeld, P.L.	1912 - 1913	Wilson, J.W.	1914 - 1919
Stacey, C.T.	1915 – 1916	Wilson, Oren	1976 – 1982
Stacey, Francis L.	1954 - 1956	*Wilson, Russell	1906, 1923 - 1925
Steernberg, R.	1994 - 2003	Wood, W.A.	1922 - 1924
Stepney, W.E.	1916	*Wright, Clifford	1967 – 1976
Stewart, S.E.	1910	Wyant, Gordon	2003 – 2010
Steward, W.N.	1941 - 1947	*Young, A. M.	1913 - 1914
Sumner, A.J.E.	1943 - 1945	Zakreski, Peter	1974 - 1979
Sutherland, W.C.	1905 - 1906		
Swystun, L.	2000 - 2003		
Taylor, D.S.	1918 - 1919		
Taylor, G.J.D.	1966 - 1982		
Thomas, Durward	1937 - 1940		
Thompson, J.C.	1919 - 1921		
Thompson, Mark	1985 – 1994		
Thompson, James H.	1906		
Tucker, James	1927 - 1934		
Turner, Harris	1929 - 1930		
*Underwood, J.E.	1927 - 1931, 1934 - 1935		
Walker, A.S.	1924 - 1927		
Walker, Marjorie	1948 - 1955		
Ward, George	1968 - 1970		
Waygood, Kathryn	1979 - 2003		
Wedge, J.B.	1961 - 1968, 1971 - 1972		
Whalley, Dave	1979 - 1982		
Wheaton, C.A.	1958 - 1967		
Willis, W.R.C.	1903 - 1904		
Willoughby, J.H.C.	1907 - 1908, 1910 - 1911		

# **CIVIC OFFICIALS**

City Hall - Telephone: (306) 975-3200

MAYOR - DONALD ATCHISON Telephone: (306) 975-3202

City Manager – Murray Totland Telephone: (306) 975-3209

City Clerk – Joanne Sproule Telephone: (306) 975-3240

City Solicitor – Patricia Warwick Telephone: (306) 975-3270

#### **Community Services Department**

General Manager – Randy Grauer Telephone: (306) 975-2272

#### **Corporate Performance Department**

General Manager – Catherine Gryba Telephone: (306) 975-3008

#### **Asset and Financial Management Department**

General Manager – Kerry Tarasoff Telephone: (306) 975-3206

#### **Transportation and Utilities Department**

General Manager – Jeff Jorgenson Telephone: (306) 975-1467

# Saskatoon Fire Department

Fire Chief – Dan Paulsen Telephone: (306) 975-2520

# BOARDS

#### Saskatoon Police Service Chief of Police – Clive Weighill Telephone: (306) 975-8286

Saskatoon Public Library A/Director of Libraries - Zenon Zuzak Telephone: (306) 975-7575

Sasktel Centre Chief Executive Officer – Will Lofdahl Telephone: (306) 975-3150

TCU Place Chief Executive Officer – Bob Korol Telephone: (306) 975-7779

Mendel Art Gallery & Civic Conservatory, and Remai Modern Art Gallery of Saskatchewan Executive Director and CEO – Gregory Burke Telephone: (306) 975-7612

# BOARDS, COMMISSIONS AND COMMITTEES (Including outside bodies on which Council has representation)

# **COUNCIL COMMITTEES**

(Established in accordance with Bylaw No. 9170 The Procedures and Committees Bylaw, 2014. Comprised of Council members only.)

# **Executive Committee**

The Executive Committee consists of all Council members. The Mayor is the Chair of the Executive Committee.

#### Mandate

- 1. With respect to all matters within the committee's policy areas, the mandate of the Executive Committee is:
  - (a) to provide advice and recommendations to Council;
  - (b) to oversee the implementation of approved policy decisions by the civic administration;
  - (c) to exercise every power or duty delegated by Council; and
  - (d) to supervise the City Manager, the City Clerk and the City Solicitor.

# **Policy Areas**

- 2. The policy areas for the Executive Committee include:
  - (a) legal services and matters under litigation;
  - (b) legislative services;
  - (c) corporate projects;
  - (d) corporate governance;
  - (e) collective bargaining negotiations;
  - (f) human rights complaints, and wrongful dismissal actions;
  - (g) government relations;
  - (h) aboriginal affairs;
  - (i) strategic planning;
  - (j) controlled and statutory corporations;
  - (k) City pension plans;
  - (I) annual City budget process;

- (m) regional planning;
- (n) intergovernmental immigration policy and consultations; and
- (o) any other related area.

- 3. The following powers or duties are delegated to the Executive Committee:
  - (a) the formulation and recommendation to Council of policies, plans, bylaws and any other matter that is not covered within the policy area of any other Standing Policy Committee;
  - (b) the conduct of all formal relationships with the Province of Saskatchewan and the Government of Canada;
  - (c) the consideration and report to Council on matters relating to employee pensions;
  - (d) the supervision of the City Manager and the recommendation of the terms and conditions of his or her employment including compensation to Council;
  - (e) the supervision of the City Clerk and the City Solicitor, and the setting of the terms and conditions of their employment including their compensation to be included in their Office budgets;
  - (f) the receipt of all reports from the City Manager with the exception of those reports which deal with matters that have specifically been delegated to one of the Standing Policy Committees;
  - (g) the receipt of all reports from the City Clerk with the exception of those reports which deal with matters that have specifically been delegated to one of the Standing Policy Committees;
  - (h) the receipt of all legal advice and reports from the City Solicitor with the exception of advice and reports which deal with matters that have specifically been delegated to one of the Standing Policy Committees;
  - (i) the approval or denial of requests for renovations to City Hall by Council members;
  - (j) the consideration and recommendation to Council on all matters referred to it by Council, a Standing Policy Committee or the Mayor.

# Standing Policy Committee on Environment, Utilities and Corporate Services

The Environment, Utilities and Corporate Services Committee is established as a Standing Policy Committee and shall consist of five councillors, appointed annually.

#### Mandate

- 1. With respect to all matters within the committee's policy areas, the mandate of the Environment, Utilities and Corporate Services Committee is:
  - (a) to provide advice and recommendations to Council;
  - (b) to oversee the implementation of approved policy decisions by the civic administration; and
  - (c) to exercise every power or duty delegated by Council.

#### **Policy Areas**

- 2. The policy areas for the Environment, Utilities and Corporate Services Committee include:
  - (a) water;
  - (b) wastewater;
  - (c) storm water;
  - (d) climate change;
  - (e) recycling;
  - (f) waste;
  - (g) electricity;
  - (h) information technology;
  - (i) human resources, but not including collective bargaining matters, human rights complaints and wrongful dismissal actions;
  - (j) corporate communications, marketing and advertising;
  - (k) citizen engagement;
  - (I) sponsorship and naming rights for City-owned and civic partner controlled assets; and
  - (m) any other related area.

# **Delegated Authority**

- 3. The following powers or duties are delegated to the Environment, Utilities and Corporate Services Committee:
  - (a) the receipt and final consideration of any reports and status updates respecting any program or business line within the committee's policy areas;
  - (b) the receipt and final consideration of quarterly reports from the administration covering departmental staffing levels and statistics;
  - (c) the approval of potable waterline connections;
  - (d) the approval of contributions of gifts and memorials of a sensitive nature;
  - (e) the approval of exemptions under *The Noise Bylaw*;
  - (f) the approval of all productivity improvement and green loans to civic departments and controlled corporations.

#### **Standing Policy Committee on Finance**

The Finance Committee is established as a Standing Policy Committee and shall consist of five councillors, appointed annually.

#### Mandate

- 1. With respect to all matters within the committee's policy areas, the mandate of the Finance Committee is:
  - (a) to provide advice and recommendations to Council;
  - (b) to oversee the implementation of approved policy decisions by the civic administration; and
  - (c) to exercise every power or duty delegated by Council.

# **Policy Areas**

- 2. The policy areas for the Finance Committee include:
  - (a) finance;
  - (b) revenue collection;
  - (c) assessment;
  - (d) facilities;
  - (e) audits;

- (f) all land matters including acquisitions, sales and leases of land, and the land development program;
- (g) vehicles and equipment, not including Transit and Fire vehicles and equipment; and
- (h) any other related area.

- 3. The following powers or duties are delegated to the Finance Committee:
  - (a) the receipt and final consideration of any reports and status updates respecting any program or business line within the committee's policy areas;
  - (b) the setting of remuneration for members of the Saskatoon Board of Revision;
  - (c) the approval of requests by persons appointed to Boards, Commissions and Committees to attend conferences and seminars;
  - (d) the approval of requests for transcripts of a Council meeting by a Council member;
  - (e) the approval of Tag Days;
  - (f) the approval of interest rates to be charged on past due accounts;
  - (g) the overall supervision of the land development program including:
    - (i) the approval of the sale of City-owned serviced land; and
    - (ii) the approval of direct sales and long-term leases under the City's Industrial Land Incentives Program;
  - (h) the approval of all incentives under the Business Development Incentives Program, except for property tax abatements;
  - the overall supervision of the City's annual and long-term audit (i) plans including the approval of the selection and terms of engagement of an internal and external auditor which includes the enterprise risk management audit function, and the implementation of internal controls over financial reporting, operational effectiveness and efficiency, regulatory compliance, fraud prevention and detection, and safeguarding corporate assets;
  - (j) the approval of all leases of privately owned property by the City for civic purposes.

# Standing Policy Committee on Planning, Development and Community Services

The Planning, Development and Community Services Committee is established as a Standing Policy Committee and shall consist of five councillors, appointed annually.

#### Mandate

- 1. With respect to all matters within the committee's policy areas, the mandate of the Planning, Development and Community Services Committee is:
  - (a) to provide advice and recommendations to Council;
  - (b) to oversee the implementation of approved policy decisions by the civic administration; and
  - (c) to exercise every power or duty delegated by Council.

#### **Policy Areas**

- 2. The policy areas for the Planning, Development and Community Services Committee include:
  - (a) planning and urban design;
  - (b) development regulation;
  - (c) affordable housing;
  - (d) arts, culture, recreation and immigration;
  - (e) parks;
  - (f) fire prevention and suppression;
  - (g) municipal heritage matters; and
  - (h) any other related area.

- 3. The following powers or duties are delegated to the Planning, Development and Community Services Committee:
  - (a) the receipt and final consideration of any reports and status updates respecting any program or business line within the committee's policy areas;
  - (b) the approval of a request from the civic administration to advertise a proposed amendment to *The Zoning Bylaw* or *The Official Community Plan*, if the City is the applicant;

- (c) the final review of a denial or the imposition of conditions on a subdivision application by a development officer under *The Subdivision Bylaw*;
- (d) the approval of assistance for special events;
- (e) the establishment of the list of standard facilities to be used in calculating neighbourhood, local and district parks, and recreation levies;
- (f) the approval of assistance for community groups;
- (g) the approval of leasing of civic buildings to outside organizations;
- (h) the approval of special occasion licences if the application does not comply with policy;
- (i) the approval of innovative housing incentives, except for property tax abatements;
- the approval of names to be included on the Names Master List for naming City-owned or controlled facilities, streets, suburban development areas, neighbourhoods or parks;
- (k) the approval of all incentives under the Downtown Housing Incentives program, except property tax abatements;
- (I) the approval of all incentives under the Vacant Lot and Adaptive Reuse Incentive Program, except property tax abatements;
- (m) the approval of the purchase of works of art, and the approval of the sites where works of art may be located;
- the designation of specific City-operated recreational facilities where advertising signs promoting the sale and consumption of beverage alcohol will be permitted;
- (o) the resolution of all 9-1-1 monitoring group disputes.

# Standing Policy Committee on Transportation

The Transportation Committee is established as a Standing Policy Committee and shall consist of five councillors, appointed annually.

#### Mandate

- 1. With respect to all matters within the committee's policy areas, the mandate of the Transportation Committee is:
  - (a) to provide advice and recommendations to Council;
  - (b) to oversee the implementation of approved policy decisions by the civic administration;
  - (c) to exercise every power or duty delegated by Council.

#### **Policy Areas**

- 2. The policy areas for the Transportation Committee include:
  - (a) transit services;
  - (b) streets, roadways and public rights of way, and associated transportation infrastructure;
  - (c) bridges and structures;
  - (d) active transportation;
  - (e) transportation planning;
  - (f) snow grading, removal and management;
  - (g) street maintenance, repair and replacement; and
  - (h) any other related area.

- 3. The following powers or duties are delegated to the Transportation Committee:
  - (a) the receipt and final consideration of any reports and status updates respecting any program or business line within the committee's policy areas;
  - (b) the approval of the criteria for acceptable transit advertising;
  - (c) the approval of encroachment agreements;
  - (d) the granting of vending rights to special events on public property.

### Mayor Ex-Officio Member

- (1) The Mayor shall, by virtue of the office or position, be a voting member of each Standing Policy Committee.
- (2) When present at a meeting of a Standing Policy Committee, the Mayor shall be included for determining whether a quorum exists.

## Special Committees

- (1) Council may appoint special committees as required and provide for the membership and functions of such committees and to whom they shall report.
- (2) Council shall appoint the Chair of each special committee.
- (3) All meetings of special committees shall be called by the Chair, or in the Chair's absence, the City Clerk, whenever requested by a majority of the members of the special committee.

# ADVISORY COMMITTEES

Advisory committees shall be composed of persons appointed by Council. Council members may be appointed to serve on advisory committees.

#### Advisory Committee on Animal Control

- (1) The Advisory Committee on Animal Control shall consist of 10 members.
- (2) The advisory committee shall provide advice on all policy matters relating to animal services.
- (3) The advisory committee shall report to the Planning, Development and Community Services Committee.

#### Municipal Heritage Advisory Committee

- (1) The Municipal Heritage Advisory Committee is established pursuant to *The Heritage Property Act.*
- (2) The Municipal Heritage Advisory Committee shall consist of 16 members.
- (3) The advisory committee shall provide advice on any matter arising out of *The Heritage Property Act* or the Regulations thereunder and the Civic Heritage Policy.

(4) The advisory committee shall report to the Planning, Development and Community Services Committee.

## Naming Advisory Committee

- (1) The Naming Advisory Committee shall consist of six members.
- (2) The advisory committee shall receive and screen suggestions for naming all streets, City-owned facilities, suburban development areas, neighbourhoods and parks.
- (3) The advisory committee shall report to the Planning, Development and Community Services Committee.

#### Cultural Diversity and Race Relations Committee

- (1) The Cultural Diversity and Race Relations Committee shall consist of 18 members.
- (2) The advisory committee shall monitor and provide advice on issues relating to the Cultural Diversity and Race Relations Policy.
- (3) The advisory committee shall report to the Environmental, Utilities and Corporate Services Committee.

#### Saskatoon Environmental Advisory Committee

- (1) The Saskatoon Environmental Advisory Committee shall consist of 11 members.
- (2) The advisory committee shall provide advice on policy matters relating to the environmental implications of City undertakings and to identify environmental issues of potential relevance to the City.
- (3) The advisory committee shall report to the Environment, Utilities and Corporate Services Committee.

#### Social Services Subcommittee

- (1) The Social Services Subcommittee shall consist of five members.
- (2) The advisory committee shall make recommendations regarding the allocation of funds in the social services category of the Assistance to Community Groups: Cash Grants Program.
- (3) Meetings of the advisory committee shall be closed to the public.

(4) The advisory committee shall report to the Finance Committee.

# Traffic Safety Committee

- (1) The Traffic Safety Committee shall consist of 12 members.
- (2) The advisory committee shall provide advice on policy matters related to traffic safety.
- (3) The advisory committee shall report to the Transportation Committee.

# Visual Arts Placement Jury (disbanded December, 2014)

- (1) The Visual Arts Placement Jury shall consist of seven members.
- (2) The advisory committee shall adjudicate on the appropriateness and quality of art for placement in open space, civic facilities and other City-owned property with the exception of the Remai Art Gallery of Saskatchewan.
- (3) The advisory committee shall report to the Planning, Development and Community Services Committee.

# Accessibility Advisory Committee

- (1) The Accessibility Advisory Committee shall consist of nine members.
- (2) The advisory committee shall:
  - (a) develop an action plan to provide short and long-term goals for improving accessibility to City services, facilities and infrastructure (the "Action Plan") for Council's consideration;
  - (b) monitor and evaluate progress in achieving goals stated in the Action Plan;
  - (c) provide advice on policies and programs for improving accessibility to City services, facilities and infrastructure;
  - (d) act as a resource respecting development and implementation of a public relations campaign to promote the City's efforts to make City services, facilities and infrastructure accessible and barrier free;
  - (e) receive referrals from and provide advice on accessibility issues;

- (f) when instructed, encourage and promote communication and coordination between and among City departments, local businesses, and other levels of government respecting accessibility issues;
- (g) ensure adequate and appropriate consultation with the community of common interest for persons with disabilities and/or persons fulfilling the role of primary caregiver to a person with a disability; and
- (h) when required, establish ad hoc task groups to undertake specific tasks within the advisory committee's mandate.
- (3) This advisory committee shall report to the Finance Committee.

# **BOARDS AND COMMISSIONS**

# ALBERT COMMUNITY CENTRE MANAGEMENT COMMITTEE

Supervises the operation of the Albert Community Centre, reporting through the Planning, Development and Community Services Committee.

# BOARD OF POLICE COMMISSIONERS

To provide policing service to maintain a reasonable standard of law enforcement, and to provide adequate and reasonable facilities required.

# THE CENTENNIAL AUDITORIUM AND CONVENTION CENTRE CORPORATION BOARD OF DIRECTORS

The operation and maintenance of a civic auditorium suitable to promote in the City all the performing and theatrical arts and to also provide suitable meeting hall and convention facilities.

# CREDIT UNION CENTRE BOARD OF DIRECTORS

To provide stewardship to the management of the corporation. The Board of Directors will discharge this responsibility by developing and determining policy by which the business affairs of the corporation are to be managed and by overseeing the management of the corporation.

# LIBRARY BOARD

Responsible for the general management, regulation and control of the municipal library.

## THE MARR RESIDENCE MANAGEMENT BOARD OF TRUSTEES

Manages all aspects of the Marr Residence property, with the objectives of maintaining and enhancing the historical integrity of the site, providing public access to the site, and providing heritage programs which increase public awareness of Saskatoon's heritage.

## SASKATOON GALLERY & CONSERVATORY CORPORATION BOARD

The activities that this Board may carry out are restricted to:

The establishment and maintenance in the City of Saskatoon of art galleries, art schools, museums, exhibitions, collections, workshops, for the exhibition, preservation, collection, development, creation and encouragement of works of art;

Encouraging the development and appreciation of the fine arts with particular emphasis on the visual arts including the provision for education programs and extension services; and

The establishment and maintenance in conjunction with any gallery, museum, exhibition, or otherwise of fine art, a civic conservatory or conservatories for the propagation and display of botanical specimens of all kinds and to develop and encourage an interest in and understanding of horticulture, the development of horticulture, and to promote among the citizens of Saskatoon and others a program to develop a greater understanding and appreciation of horticulture and botany and to develop a scientific interest in the same as well as aesthetic appreciation.

## ART GALLERY OF SASKATCHEWAN

The activities that the Art Gallery of Saskatchewan may carry out are restricted to:

The establishment, management, operation and maintenance of The Art Gallery of Saskatchewan in the City of Saskatoon and promotion of its facilities, amenities, works of art and programs for the benefit of the citizens of the City of Saskatoon and visitors;

Encouraging the development and appreciation of the fine arts, with particular emphasis on the visual arts, including creation, collection, exhibition and presentation of the same, the provision of various educational, teaching and other programs and the lending and borrowing of works of art and art displays; and

All things necessarily incidental to and reasonable connected with the above in relation to the operation of The Art Gallery of Saskatchewan as a provincially, nationally and internationally renowned art gallery.

# APPEAL BOARDS

# BOARD OF REVISION

To deal with appeals arising from assessment procedures in accordance with Section 197 of *The Cities Act*.

## SASKATOON LICENCE APPEALS BOARD

To deal with appeals relating to licences issued under *The Business Licence Bylaw, 2002, The Licence Bylaw*, and *The Adult Services Bylaw*, 2012.

## CITY MORTGAGE APPEALS BOARD

To adjudicate all requests for forgiveness of City Mortgage that may arise out of the City's Lot Allocation Policy.

## ACCESS TRANSIT APPEALS BOARD

The functions of the Committee shall be to provide an appeal process for those who are denied access to the Access Transit, as outlined in the report of the General Manager, Utility Services Department, dated August 21, 2001, based on the following criteria:

Registration for Access Transit is denied because it would contravene the eligibility criteria;

A request for subscription service is denied because it would contravene the requirements under the Subscription Policy;

An individual is suspended from using the service as a result of violations under the Noshow Policy; and/or

An individual is suspended from using the service as a result of violations under the Cancellation Policy.

#### DEVELOPMENT APPEALS BOARD

To hear appeals under various sections of the *Planning and Development Act 2007.* Appeals include minor variances, demolition control districts, architectural control districts, misapplication of the Zoning Bylaw in issuing a development permit, refusal to issue a development permit that would contravene the Zoning Bylaw, refusal of subdivision application and any of the conditions of a Zoning Order issued on the property.

## PROPERTY MAINTENANCE APPEALS BOARD

To hear and determine the appeal of any person aggrieved by an order made by a Property Maintenance Inspector.

#### SASKATOON PRIVATE SWIMMING POOLS APPEALS BOARD

To hear and determine appeals filed against an order made by a municipal inspector pursuant to Private Swimming Pool Bylaw No. 7981, in accordance with Section 329 of *The Cities Act.* 

#### WASTE MANAGEMENT APPEALS BOARD

The Board hears and determines appeals filed against an order made by a municipal waste inspector.

# OUTSIDE BOARDS

## **BROADWAY BUSINESS IMPROVEMENT DISTRICT BOARD OF MANAGEMENT**

The purpose of this Board is to:

- a) improve, beautify and maintain publicly-owned lands, buildings and structures in the business improvement district, in addition to any improvement, beautification or maintenance that is provided at the expense of the urban municipality at large;
- b) acquire, by purchase, lease or otherwise, any land and buildings necessary for its purposes and improve, beautify or dispose of that land and buildings;
- c) promote the business improvement district as a business or shopping area;
- d) undertake improvement and maintenance of any land for use as parking and may subsequently dispose of that land, by sale, lease, exchange or otherwise for public or private redevelopment for commercial purposes at a price not less than its fair market value;
- e) conduct any studies or prepare any designs that may be necessary for the purposes of this section; and
- f) contribute monies to the urban municipality in which it is located for the purposes of a downtown revitalization project referred to in *The Cities Act*.

## DOWNTOWN BUSINESS IMPROVEMENT DISTRICT BOARD OF MANAGEMENT

The purpose of this Board is to:

- a) improve, beautify and maintain publicly owned lands, buildings and structures in the business improvement district, in addition to any improvement, beautification or maintenance that is provided at the expense of the urban municipality at large;
- b) acquire, by purchase, lease or otherwise, any land and buildings necessary for its purposes and improve, beautify or dispose of that land and buildings;
- c) promote the business improvement district as a business or shopping area;
- d) undertake improvement and maintenance of any land for use as parking and may subsequently dispose of that land, by sale, lease, exchange or otherwise for public or private redevelopment for commercial purposes at a price not less than its fair market value;
- e) conduct any studies or prepare any designs that may be necessary for the purposes of this section; and
- f) contribute monies to the urban municipality in which it is located for the purposes of a downtown revitalization project referred to in *The Cities Act*.

# MEEWASIN VALLEY AUTHORITY – CITY REPRESENTATIVES

To control riverbank development through the City of Saskatoon and the R.M. of Corman Park.

## MEEWASIN VALLEY AUTHORITY APPEAL BOARD

To hear appeals from any person who feels the Meewasin Valley Authority development plan has been misapplied in relation to his or her application or feels aggrieved with respect to any terms or conditions attached to an approval granted on an application.

## NORTH CENTRAL TRANSPORTATION PLANNING COMMITTEE

Provides input and presents local concerns to government and industry regarding transportation plans for the region; to maintain and improve transportation plans and to communicate their concerns about the future of transportation.

## RIVERSDALE BUSINESS IMPROVEMENT DISTRICT BOARD OF MANAGEMENT

The purpose of this Board is to:

- a) improve, beautify, and maintain publicly-owned lands, buildings, and structures in the business improvement district, in addition to any improvement, beautification or maintenance that is provided at the expense of the The City of Saskatoon at large;
- b) acquire, by purchase, lease or otherwise, any land and buildings necessary for its purposes and improve, beautify, maintain or dispose of that land and buildings;
- c) promote the business improvement district as a business or shopping area;
- d) undertake improvement and maintenance of any land for use as parking and may subsequently dispose of that land, by sale, lease, exchange or otherwise for public or private redevelopment for commercial purposes at a price not less than its fair market value;
- e) conduct studies or prepare any designs that may be necessary for these purposes.

# SASKATCHEWAN URBAN MUNICIPALITIES ASSOCIATION BOARD OF DIRECTORS - CITY'S REPRESENTATIVES

- 1) To represent the collective interests of local government in Saskatchewan;
- 2) To provide a forum for the discussion and promotion of those interests; and
- 3) To provide programs and services that work toward the general improvement of local government.

# SASKATOON AIRPORT AUTHORITY COMMUNITY CONSULTATIVE COMMITTEE

Manages and controls the Saskatoon John G. Diefenbaker International Airport.

## SASKATOON PRAIRIELAND EXHIBITION CORPORATION

Saskatoon Prairieland Exhibition Corporation is a community-driven, non-profit corporation that serves the needs of the community in agriculture, industry, entertainment, education, sports and culture.

It is through programming, services and the provision of suitable facilities that Prairieland is able to serve the communities of Saskatoon and North-Central Saskatchewan.

## SASKATOON REGIONAL ECONOMIC DEVELOPMENT AUTHORITY

- 1) The City has a municipal interest in the economic development, growth and diversification of the economy in the City of Saskatoon;
- 2) The City recognizes the importance of promoting growth in existing businesses and encouraging new businesses to locate in the City;
- 3) The City wishes to participate in economic development activities, and to be represented locally, regionally, nationally and internationally on economic development issues, to engage Saskatoon Regional Economic Development Authority to provide economic development services and representation, and to act as a regional economic development authority; and
- 4) The Saskatoon Regional Development Authority wishes to provide economic development services and representation, and to act as the regional economic development authority for the remuneration, and in the manner hereinafter set out.

## SUTHERLAND BUSINESS IMPROVEMENT DISTRICT BOARD OF MANAGEMENT

The purpose of this Board is to:

- a) improve, beautify and maintain publicly-owned lands, buildings and structures in the district, in addition to any improvement, beautification or maintenance that is provided at the expense of the city at large;
- b) acquire, by purchase, lease or otherwise, any land and buildings necessary for its purposes and improve, beautify, maintain or dispose of that land and buildings;
- c) promote the district as a business and shopping area;
- d) undertake improvement and maintenance of any land for use as parking and may subsequently dispose of that land, by sale, lease, exchange or otherwise for public or private redevelopment for commercial purposes at a price not less than its fair market value; and
- e) conduct any studies or prepare any designs that may be necessary for the purposes of this section.

# TOURISM SASKATOON - BOARD OF DIRECTORS

Markets, promotes and positions the City of Saskatoon as a desirable visitor destination.

## TRANS CANADA YELLOWHEAD HIGHWAY ASSOCIATION

To cause the Yellowhead Highway to be recognized and developed as a major component of Canada's National Highway System.

## WANUSKEWIN HERITAGE PARK BOARD OF DIRECTORS

This Board is responsible for the operation and development of Wanuskewin Heritage Park.

# PENSION PLANS

# BOARD OF TRUSTEES CITY OF SASKATOON GENERAL SUPERANNUATION PLAN

Administers matters related to the General Superannuation Plan. (Bylaw No. 8226)

## BOARD OF TRUSTEES CITY OF SASKATOON POLICE PENSION PLAN

Administers matters related to the Police Pension Plan. (Bylaw No. 1913)

# BOARD OF TRUSTEES OF DEFINED CONTRIBUTION PLAN FOR SEASONAL AND NON-PERMANENT PART-TIME EMPLOYEES

Responsible for matters relating to the administration, interpretation and overall operation or application of the Plan.

## FIREFIGHTERS' PENSION FUND TRUSTEES

To administer the Superannuation Plan of the employees of the Fire Department.

## PENSION BENEFITS COMMITTEE

The functions of the Committee shall be:

- a) To review benefits available under the plan and recommend benefit improvements;
- b) To make recommendations for benefit improvements arising out of plan surpluses, which are to be made directly to Council (with a prior copy to the trustee to ensure the proposed improvements will not impair the financial integrity of the plan);
- c) To make recommendations for plan improvements not arising out of plan surpluses, which are made to the City and the employee organizations as subjects to be dealt with as part of the collective bargaining process between the parties.

# **CITY MANAGER'S OFFICE**

City Manager – Murray Totland Director of Government Relations – Mike Jordan Director of Corporate Risk – Wayne Bischoff

The City Manager is the chief administrative officer of the City of Saskatoon. The position is responsible for planning, directing, supervising, coordinating, and controlling all municipal operations as approved by City Council.

The City Manager's responsibilities include providing assistance and advice on various aspects of municipal operations, investigating and reporting on all matters referred by City Council and its committees, and submitting the capital and operating budgets to City Council for review.

The City Manager chairs the Leadership Team (comprised of the General Managers of Corporate Performance, Asset and Financial Management, Community Services, and Transportation and Utilities, the City Solicitor, and the Director of Government Relations), which is responsible for coordination of all City-wide management and operational matters.

The City Manager is the direct supervisor of all General Managers and through them, all Directors and civic employees (except for those boards and commissions which are responsible to City Council). This includes the appointment, promotion, demotion, and suspension of employees of the City, except those employees appointed directly by City Council.

## **GOVERNMENT RELATIONS**

The Director of Government Relations is primarily responsible for building and maintaining relationships with other municipalities, municipal associations, federal and provincial orders of government. In performing this key function, the division analyzes key policy decisions, issues, and trends emerging from other orders of government, including Aboriginal governments, public policy institutes, and the media as related to the policies and operations of the City of Saskatoon.

These key functions include:

- reviewing and analyzing legislative changes;
- reviewing and analyzing federal and provincial budgets;
- reviewing and analyzing changes to government policies and programs with respect to the potential impact on the City;
- engaging key government officials on behalf of the corporation;
- interacting with municipal associations on behalf of the corporation; and
- supporting various advocacy efforts aimed at governments and other key stakeholders on issues related to the corporation.

## **RISK BASED MANAGEMENT**

The City Manager also chairs the Corporate Risk Committee (comprised of the General Managers of Corporate Performance, Asset and Financial Management, Community Services, and Transportation and Utilities, the City Solicitor, the Fire Chief, the Police Chief, the Director of Government Relations, and the Director of Corporate Risk), which is responsible for managing and reporting to City Council on corporate risks and the Risk Based Management Program.

The Director of Corporate Risk is responsible to develop and implement corporate risk management systems in accordance with Council Policy C02-040, Risk Based Management. The key objectives of this division are to promote the development of a risk aware and risk smart culture in all areas of the City's strategic and business planning operations, and to administer the City's internal audit function.

The key functions of this division include:

- collaborate with Senior Management to develop a positive risk culture within the City;
- collaborate with senior leadership to develop and implement corporate wide strategic and business risk management policies, systems, and programs to ensure alignment with corporate budget and strategic goals;
- work with Senior Management to identify, assess, treat, and monitor current and emerging corporate risk exposures;
- review and analyze risk exposures and mitigation strategies and accountabilities, to control exposures and promote the achievement of corporate goals;
- review risk management best practices to ensure that the City maintains a high quality risk management program, and to continually improve corporate risk management performance and practice; and
- determine the type and scope of internal audit projects, and coordinate the activities of the risk management and internal audit programs.

The Administration is comprised of five departments each containing the following divisions:

## 1. Corporate Performance Department

General Manager – Catherine Gryba Director of Aboriginal Relations – Gilles Dorval Director of Communications – Carla Blumers Director of Media Relations – Mark Rogstad Director of Environmental and Corporate Initiatives – Brenda Wallace Director of Human Resources – Marno McInnes Director of Information Technology – Vacant Director of Strategic and Business Planning – Kim Matheson

# 2. Asset and Financial Management Department

General Manager/Chief Financial Officer – Kerry Tarasoff (as of October 1, 2014), Marlys Bilanski (retired December 31, 2014) Director of Assessment and Taxation – Les Smith Director of Finance and Supply – TBA Director of Corporate Revenue – Shelley Sutherland Director of Facilities and Fleet Management – Tim Halstead Director of Saskatoon Land – Frank Long Director of Financial Planning– Linda Andal

# 3. Community Services Department

General Manager – Randy Grauer Director of Building Standards – Bob Baran Director of Business Administration – Teresa Quon Director of Community Development – Lynne Lacroix Director of Community Standards –Andrew Hildebrandt Director of Parks – Darren Crilly Director of Planning and Development – Alan Wallace Director of Recreation and Sport – Cary Humphrey

# 4. Transportation and Utilities Department

General Manager – Jeff Jorgenson Director of Business Administration – Shelley Korte Director of Major Projects – Mike Gutek Director of Saskatoon Light and Power – Trevor Bell Director of Saskatoon Transit – Bob Howe Director of Saskatoon Water – Reid Corbett Director of Construction and Design – Chris Hallam Director of Transportation – Angela Gardiner Director of Public Works – Pat Hyde

# 5. Saskatoon Fire Department

Fire Chief – Dan Paulsen Operations Division – Andy Kotelmach, Deputy Chief Operations Division – On-shift Battalion Chiefs Marc DeGirolamo, Battalion 1 Mike Ralston, Battalion 2 David Nahachewsky, Battalion 3 Brent Hart, Battalion 4

As members of the *Leadership Team* the General Managers participate in the development and implementation of corporate policies, determination of administrative objectives and priorities, monitoring the accomplishment of civic goals, and deal with other matters of a major nature pertaining to the city-at-large.

All General Managers are responsible to the City Manager.

General Managers are responsible for those divisions within their jurisdiction, including the development of short and long-term plans and objectives for services provided as well as operational matters. They provide general direction and guidance with respect to departmental programs and budget preparation and ensure that effective systems of control and information are in place.

In addition to the five departments, the City Solicitor and the City Clerk report to the City Manager on administrative matters. The City Clerk and City Solicitor also have a direct reporting relationship to City Council.

# OFFICE OF THE CITY CLERK Joanne Sproule – City Clerk

The primary responsibility of the City Clerk's Office is to administer the City's legislative processes. Responsibilities include:

- preparing and distributing agendas and minutes, and disseminating decisions of meetings of City Council and its committees;
- ensuring that the business of City Council and its committees are conducted in accordance with the provisions of *The Cities Act* and other relevant legislation;
- maintaining corporate records, including bylaws, agreements and contracts;
- administering a corporate archives
- responding to research requests of the public and the administration;
- providing administrative support services to City Councillors;
- conducting municipal elections; and
- administering the provisions of *The Local Authority Freedom of Information and Protection of Privacy Act*

The table on the following page gives statistical information regarding a number of civic elections held between 1912 and 1972, and all civic elections since 1972.

## ELECTIONS – A HISTORICAL BACKGROUND

Starting with the election held in 2012, elections in Saskatoon are held every four years, on the fourth Wednesday of October. Previously elections were held every three years and until 1970, Municipal elections in Saskatoon were held annually.

For most of Saskatoon's history, municipal elections were held in the late fall, with the new Council sworn in at the first meeting of the new year. Since the 1976 election, the new Council has been sworn in immediately.

Saskatoon used the ward system – where electors vote only for candidates in their own ward – in the annual elections from 1906-1920. The city switched to the "at-large" system beginning with the December 12, 1921 election. Under the at-large system, electors vote for all candidates, city-wide. Saskatoon used the at-large system until 1970, returned to the ward system for elections from 1973-1985, went back to the at-large system for the 1988 and 1991 elections, then returned once more to the ward system.

Then as now, by-elections could be held at any time to replace members of Council who did not complete their terms, with the successful candidate being sworn in immediately and serving until the original term was up.

Until 1954, mayors served for one year only. Aldermen served two-year terms, with five of them elected each year. Starting with the 1954 election, mayoral terms were increased to two years. Beginning with the election of December 2, 1970, the Mayor and Council were all elected to three-year terms.

On November 9, 1992 City Council voted to replace the term "Alderman" with "Councillor".

YEAR	NUMBER/NAMES/PARTICULARS	NUMBER VOTED	PERCENTAGE
1912	8,575	1,759	20.5
1922	14,748	3,228	21.9
1932	14,216	8,708	61.2
1942	13,460	4,551	33.8
1952	40,484	15,264	37.8
1962	68,047	11,646	17.11
1972 (Jan.)	42,808 (Burgess List) 80,000 (Estimated by Total Voters) By-election: Mayor, 2 Aldermen 1 Public School Trustee Bylaw renovation 25 <sup>th</sup> Street Bridge 2 Public School Bylaws 5 Separate School Bylaws	7,796 Electors 22,378 Burgesses	20.0 (E) 55.6 (B)
(Dec.)	42,808 (Burgess List) By-election: Aldermanic vacancy 6 Separate School Bylaws	8,291	11.0
1973 (June)	No List 3 Public School Bylaws	1,442	4.0
1973 (Oct.)	No List Regular Municipal Election (Under Ward System) Mayor and 2 Aldermen elected by acclamation; 8 Aldermen elected by vote 7 Public School Trustees 7 Separate School Trustees Municipal Question re Division System 1 S.S. Bylaw 5 P.S. Bylaws	16,009	20.0

YEAR	NUMBER/NAMES/PARTICULARS	NUMBER VOTED	PERCENTAGE
1974 (June)	No List By-election 1 P.S. Trustee 6 S.S. Bylaws	2,339	3.0-4.0
(Dec.)	No List New Police Headquarters Bylaws	3,921	12
1975 (Jan.)	No List 2 S.S. Bylaws 4 P.S. Bylaws	2,346	7
1976 (Mar.)	No List, Estimated 42,751 P.S.B. 4 P.S. Bylaws; 12,002 S.S.B.; 3 S.S. Bylaws	3,179 (P.S.B.) 1,171 (S.S.B.) 38,556 (P.S.B.) & 11,199 (S.S.B.)	7.43 9.75
(Oct.)	Voters List (84,508) (67,707 P.S.S. and 16,584 S.S.S.) General Municipal Election: Mayor and 10 Aldermen 7 P.S. Trustees 7 S.S. Trustees Municipal Question re: Ward System Bylaw re: Spectradome (Burgesses) Municipal Question re: Wildwood Golf Course	32,789 (Mayor) 32,096 23,043 31,859	38.99
1977 (Feb.)	4 Public School and 3 Separate School Bylaws	8,068 (P.S.B.) 2,160 (S.S.B.)	20.9 19.3
1978 (Mar.)	3 S.S. Bylaws	1,575	Approx. 14.1

1979 (Oct. 24)	Voters List (103,849); (58,516) Burgesses (81,852 P.S.S.) (45,333 Electors) (21,989 S.S.S.) General Municipal Election: Mayor and 10 Aldermen 7 P.S. Trustees 7 S.S. Trustees Municipal Question re: Abolition of Ward System (Bylaw No. 5732) Voting on Wednesday Afternoon shopping Voting in Favour of Shopping Two Nights Per Week	37,064 (Mayor) 35,608 36,444 36,053	36
1979 (Oct.2 4 cont'd)	Voting on Municipal Question Urging the Province to Amend <i>The Urban Municipality Act</i> to Provide for Monday through Saturday Shopping and Two Late Shopping Nights Voting on Debenture Bylaw No. 5899 Re: 42 <sup>nd</sup> Street Bridge	36,166 28,521 (Burgesses)	
1980 (Nov. 5)	By-election (Division 9) O. Mann elected Estimated number eligible to vote - 13,000 Voting on Municipal Question Bylaw No. 6027 Respecting the Retention or Relocation of Wildwood Golf Course Estimated number eligible to vote - 105,000	3,606 8,669	27.7 8.25

1982 (Oct. 27)	Voters List (106,688 Electors) No. Of Public School Electors (81,533) No. Of Separate School Electors (25,155) General Municipal Election: Mayor and 10 Aldermen Aldermen H. Dayday elected in Ward 7 by acclamation - therefore, no vote for Alderman in Ward 7 7 P.S. Board Members 7 S.S. Board Members	32,964 (Mayor) 24,344 8,370	30.9 29.85 33.27
1985 (Oct. 23)	Voters List (109,424 Electors) No. Of Public School Electors - 82,366 No. Of Separate School Electors - 27,058 General Municipal Election: Mayor and 10 Aldermen Alderman Kate Waygood elected by acclamation in Ward 6 - therefore, no vote held in Ward 6 7 P.S. Board Members 7 S.S. Board Members Vote on Bylaw No. 6640 "To Authorize the City of Saskatoon to acquire the A.L. Cole site, and to construct a multi-purpose facility thereon" For the Bylaw Against the Bylaw	55,364 (Mayor) 40,305 14,961 18,550 34,424	50.6 48.9 55.3

1986 (Apr. 23)	Vote on City of Saskatoon Bylaw No. 6684 "To Authorize the City of Saskatoon to Build a Publicly-Funded Multi-Purpose Arena" Estimated Number Eligible to vote (as per 1985 Voter's List) 109,424 For the Bylaw Against the Bylaw No. Of Ballots Rejected 56,645 Qualified Electors Vote	39,357 17,159 129	50.85
1988 (Oct. 26)	Voters List (117,108) No. Of Public School Electors - 86,662 No. Of Separate School Electors - 30,446 General Municipal Election: Mayor and 10 Aldermen 7 P.S. Board Members 7 S.S. Board Members Vote on Bylaw No. 6963 to declare the City of Saskatoon to be a nuclear- weapons free zone For the Bylaw Against the Bylaw Vote on Municipal Questions relating to Store Hours	61,238 (Mayor) 42,590 16,965 34,400 24,773 58,135	52.29 49.14 55.72

1991 (Oct. 23)	No Voters List Prepared Estimated No. Of Electors - 124,492 (based on voters list for provincial election held on October 21, 1991) Mayor and 10 Aldermen 7 P.S. Board Members 7 S.S. Board Members Vote on Bylaw No. 7230 to allow all stores the option of opening on Sunday between 10:00 a.m. and 6:00 p.m. without restriction For the Bylaw Against the Bylaw Estimated No. Eligible to vote - 124,492	52,875 (Mayor) 35,659 14,526 29,034 22,984 52,089	42 41
1994 (Oct. 26)	No Voters List Prepared Estimated No. Of Electors - 139,000 (based on 1993 Health Services statistics) Mayor and 10 Councillors 7 P.S. Board Members 7 S.S. Board Members 7 S.S. Board Members Vote on Bylaw 7436 "To authorize the City of Saskatoon to transfer or use the South Downtown Block (the block bordered by 19 <sup>th</sup> Street, First Avenue, Second Avenue and 20 <sup>th</sup> Street) as a site for casino gambling and a trade and convention	65,523 (Mayor) 43,891 17,543 13,186	47
	centre." For the Bylaw Against the Bylaw Estimated No. Eligible to vote - 139,000	50,935 64,215	46

YEAR	NUMBER/NAMES/PARTICULARS	NUMBER VOTED	PERCENTAGE
1997 (Oct. 22)	Computerized Vote Counting technology was introduced for the first time in Saskatoon.		
	The election for the Saskatoon District Health Board was held on the same day and was administered by the City's Returning Officer. No Voters List Prepared Estimated No. of Electors - 141,483		
	City/School Board (All races on one ballot)	30,989	22
1999 (May 19)	Public School Board By-Election Estimated No. of Electors - 99,018	4,609	4.65
1999 (Oct. 13)	District Health Board Election Estimated No. of Electors - 73,616	2,272	3.09
2000 (Oct. 25)	Municipal and School Boards No Voters List Prepared Estimated No. of Electors - 153,739	40,632	26.43

2003 (Oct. 22)	Municipal and School Boards No Voters List Prepared Estimated No. of Electors – 156,391 Vote on Resolution to approve a casino to be located at 22 <sup>nd</sup> Street and Pacific	81, 739	52.3
	Avenue For the Resolution Against the Resolution Vote on the Resolution to authorize the City to transfer, acquire, sell, exchange, allow or approve the use of City land, City	35,766 44, 307	
	controlled land or interests in land to provide a site for or to accommodate development of new and expanded casino gambling in Saskatoon For the Resolution Against the Resolution	37,885 41, 356	
2006 (Oct 25)	Municipal and School Boards No Voters List Prepared Estimated No. of Electors – 162,723	60,380	37.11%
2009 (Oct	Municipal and School Boards No Voters List Prepared Estimated No. of Electors – 170,272	46,511	27.32%
28) 2010 (Nov 29)	Municipal By-Election No Voters List Prepared Ward Five R. Donauer elected Estimated No. of Electors – 18,441	2,980	16.2%

2011 (Feb 9)	Municipal By-Election No Voters List Prepared Ward Seven M. Loewen elected Estimated No. of Electors – 20,176	3,887	19.3%
2011 (Oct. 19)	Municipal By-Election No Voters List Prepared Ward Three A. Iwanchuk elected Estimated No. of Electors – 16,798	2,667	15.9%
2012 (Oct. 24)	Municipal and School Boards No Voters List Prepared Estimated No. of Electors – 180,411	66,497	36.86%
2014	Separate School Board By-Election Estimated No. of Electors - 49,978	1,359	2.7%

# OFFICE OF THE CITY SOLICITOR Patricia Warwick – City Solicitor

The Office of the City Solicitor provides general and specialized legal services for the City. The City Solicitor's Office reports directly to Council and provides legal services to all the civic departments and to other City bodies and boards. The major areas of responsibilities and duties of the City Solicitor's Office are as follows:

- 1. To attend and provide legal advice to City Council and to Committees of Council;
- 2. To provide legal advice to the Office of the City Manager, the Office of the City Clerk, to all other City Departments and to the City's Boards;
- 3. To provide general legal advice to various City corporations, including attending to incorporations;
- 4. To represent the City at all levels of court and before various Administrative Tribunals;
- 5. To provide all Legislative drafting services and to conduct all bylaw enforcement prosecutions and appeals for the City;
- 6. To carry out a wide variety of legal work such as land transactions, contracts, loans and debentures, expropriations and tax collections, and to provide other necessary legal support services which may be required by Council, the City Manager, the City Clerk, City Departments and the City's Boards;
- 7. To arrange for insurance for the City and to deal with all claims made against the City;
- 8. To provide a point of contact for the legal community, including legal departments from other towns and cities, and respond to communications from the legal community;
- 9. To use its breadth of experience which spans all departments and operations, to bring together diverse aspects of City operations as needed in order to assist various departments achieve their goals and improve service, both internally and to the public;
- 10. To provide advice and assistance to all departments with making plans and decisions that accord with prevailing law and practices in the legal and business world.

The Office personnel includes the City Solicitor, 11 lawyers and 12 support staff.

# CORPORATE PERFORMANCE DEPARTMENT

The Corporate Performance Department incorporates the private sector best practice of grouping a range of corporate services to ensure support functions work together to help front-line civic staff deliver the services to our citizens.

Corporate Performance is comprised of seven divisions: Aboriginal Relations, Communications, Media Relations, Environmental and Corporate Initiatives, Human Resources, Information Technology, and Strategic and Business Planning.

## ABORIGINAL RELATIONS

Aboriginal Relations is primarily responsible for building and maintaining relationships with the Aboriginal community, municipal associations and Aboriginal governments. In performing this key function, Aboriginal Relations analyzes key policy decisions, issues and trends emerging from other orders of government (including Aboriginal governments), public policy institutes, and the media as related to the policies and operations of the City of Saskatoon.

These key functions include:

- reviewing and analyzing changes to government policies and programs with respect to the potential impact on the City of Saskatoon;
- engaging key government officials on behalf of the Corporation;
- interacting with the local Aboriginal community, Aboriginal government, and federal and provincial departments responsible for Aboriginal affairs;
- supporting various advocacy efforts aimed at governments and other key stakeholders on issues related to the Corporation; and
- supporting the coordination and collaboration in the areas of programs, services and community engagement which assists in advancing local Aboriginal community priorities.

## COMMUNICATIONS

Communications plans and directs all corporate communication activities for the civic Administration, including the development and implementation of employee and public relations strategies. Inter-related functions within Communications which include Corporate Communications, Customer Service, Community Engagement, and Digital Programs.

To ensure the meaningful exchange of information, Communications assists with engaging and informing the public of the City's operations and initiatives through reports to City Council, information campaigns, and on the City's digital platforms including the website. Communications provides support to administrative staff to communicate and engage directly with the public on programs and services.

Communications also coordinates its activities with Media Relations and the Emergency Measures Organization (EMO) to oversee the Emergency Public Information Plan and Notify*NOW*.

## MEDIA RELATIONS

In November 2013, City Council adopted a new corporate alignment. As a result, a new and separate division created for Media Relations was established, which will continue to be closely tied to Communications.

Media Relations manages and coordinates the City's interaction with the local, provincial, national and international news media. It guides the distribution of corporate News Releases and Public Service Announcements, as well as City-related information for journalists.

Media Relations has also adopted the role of shepherding City messages in social media. A full-time resource is devoted to sharing, monitoring, and responding to public information requests via the City's Facebook, Twitter and YouTube channels.

Media Relations also coordinates its activities with Communications and the Emergency Measures Organization (EMO) to oversee the Emergency Public Information Plan and Notify*NOW*, an online tool to advise citizens of community-wide emergencies, as well as disruptions to civic services. Media Relations periodically consults and co-operates with Saskatoon Police Service Public Affairs officials when certain bylaw initiatives need to be communicated to the public through the news media.

## ENVIRONMENTAL AND CORPORATE INITIATIVES

Environmental and Corporate Initiatives leads initiatives that address City Council's Strategic Goal of Environmental Leadership and major city-building projects that enhance quality of life.

#### Corporate Initiatives

Corporate Initiatives include the planning, design, and facilitation of major citybuilding projects such as the North Downtown Master Plan, River Landing, the Remai Modern Art Gallery, re-use of the Mendel as a Children's Discovery Museum, an inner-city recreation centre, and the drafting of a Winter City Strategy.

There are four components to the environmental program: waste diversion, energy efficiency, green energy generation, and environmental protection.

## Waste Diversion

Waste diversion initiatives are developed to achieve the following four key outcomes:

- extend the life of the landfill;
- provide a convenient solution to encourage citizen participation;
- create a valuable product out of a waste material to keep programs affordable and economically sustainable; and
- lead to environmentally-friendly secondary benefits such as energy reduction, reduced emissions, and/or reduced or managed toxins in the environment.

Working in close partnership with Public Works, the division responsible for solid waste operations, Environmental and Corporate Initiatives develops and implements plans to achieve the waste diversion objectives established by City Council. Programs include recycling, composting, household hazardous waste, and the recycling of construction-related materials.

## Energy Efficiency

Energy efficiency initiatives are expected to save money for the Corporation and reduce greenhouse gas emissions by 30% by 2020. Efficiency initiatives include:

- Major building improvements such as the installation of a combined heat and power (CHP) system
- Coordinated and accelerated building efficiency improvements through Energy Performance Contracting (EPC)
- Energy monitoring to inform building operators and occupants how their daily activities impact energy and resource consumption
- Coordinated procurement of energy
- Exploration of alternative fuel vehicles for use in civic fleets
- Implementation of route optimization to save fuel

## Green Energy Generation

Energy generation initiatives are led by two divisions:

- Saskatoon Light & Power develops utility-scale projects that generate more than 2 megawatts of electricity.
- Environmental and Corporate Initiatives facilitates small-scale (or distributed energy) opportunities. These opportunities are typically on civic buildings or other civic assets throughout the community.

Green energy generation initiatives are expected to generate a new source of revenue for the Corporation, or provide an opportunity to recapture revenue losses already occurring as Saskatonians realize their own benefits from market transformation toward greater energy efficiency (e.g. higher levels of home insulation are standard in new construction, incandescent light bulbs are no longer manufactured, low-flow plumbing fixtures are now the norm, etc.).

## Environmental Protection

Environmental and Corporate Initiatives provides an integrated approach to environmental protection by focusing on preparing for future regulatory changes through the adoption of best practices. Environmental protection initiatives are developed to achieve the following three key outcomes:

- keeping the City of Saskatoon in charge of its future plans and avoiding compliance orders;
- minimizing costs by maximizing coordination and management in the handling of materials of interest to environmental and health regulators (e.g. soils, water, air); and
- building the capacity of civic staff through education and facilitating good recordkeeping.

Environmental protection efforts focus on air quality, the health of the watershed, natural resources and local biodiversity.

## A Collaborative Team Approach

The division actively engages with employees across civic departments to achieve the goals established under the Strategic Goal of Environmental Leadership. Community programs, such as recycling and environmental awareness leverage community and business partnerships.

The Environmental and Corporate Initiatives team includes 19 employees in 3 sections: Corporate Initiatives; Education and Environmental Performance; Energy and Sustainability; and Land and Water.

## HUMAN RESOURCES

Human Resources provides general and specialized services to the civic departments and boards designed to maximize employee performance. To ensure consistency in human resource practices, primary focus is placed on the following key areas:

#### Administration

Provides support services to the department in the areas of administrative and human resource services.

#### Client Services – Human Resources

Provides support in the areas of recruitment, training, coaching, job evaluation and classifications, conflict resolution, grievance hearings, investigations, contract negotiations and legal interpretations.

## **Client Services – Occupational Health & Safety**

Provides support for employees, supervisors and managers through the Health Management System for both occupational and non-occupational injuries and illnesses. Promotes a healthy workplace and wellness initiatives supporting worklife balance.

## Culture & Diversity

Provides support to attaining a workforce representative of the public served and enables inclusive, multi-generational workforce practices through openness and accountability. Offers culture change initiatives and continuous improvement through innovation.

#### **Total Rewards**

Provides strategies to attract, motivate and retain employees. Delivers in-house expertise and administration related to employee recognition, work-life balance, succession planning and benefit plans and entitlements.

#### Policy, Strategy, Performance & Quality

Provides strong management and fiscal responsibility through technology and innovation. Develops policies, planning and priorities, performance, data analytics and metrics.

#### Engagement

Provides direction and support to organization development initiatives. Assists departments to be effective and efficient through support in employee engagement, change management, training and development, conflict management and respectful workplace.

## INFORMATION TECHNOLOGY (IT)

The City of Saskatoon embraces technology as a means to enhance the quality and responsiveness of its services to residents, increase the efficiency of operations, and position the City nationally as a leading place to incorporate the creative use of technology into personal and professional pursuits.

The IT Division consists of Application Delivery Services, Corporate Support Services, Technology Integration Services, and Corporate Geographic Information Services.

**Application Delivery Services** is responsible for supporting the current corporate information systems, the customization of these systems to meet the City's business needs, development of new applications, the testing (with the client) of all application update releases, and corporate data administration.

**Corporate Support Services** is responsible for the IT Divisions administration and the Corporation's end-user computer experience, the running of operational computer systems, high-speed printing (utility bills, etc.), managed print, unified communications and telephone support, computer related training, corporate service desk services, planning and upgrades to corporate computers through the deployment of applications, operating systems and the office productivity suite.

**Technology Integration Services** is responsible for providing the technology and services required for maintaining and evolving the IT technical infrastructure; planning for future growth, security, and database administration; the setup and maintenance of corporate servers, e-mail services, unified communications; backup of the operations environment; and management of the corporate network. This section also provides technology integration services such as advanced function printing, and Web services design and administration.

**Corporate Geographic Information Services** is responsible for supporting the improvement of business processes throughout the Corporation that would benefit from Geographic Information Services (GIS), by working with clients to develop business solutions that will permit the sharing of information in an accurate and timely manner for the benefit of our partners, our customers and our community. Over 80 percent of municipal information has a spatial component. GIS allows us to view, understand, question, interpret, analyze and visualize this data in the form of maps with reports and charts.

## STRATEGIC AND BUSINESS PLANNING

Strategic and Business Planning is responsible for the implementation of the Strategic Plan, aligning the Annual Business Plan and Budget with the Strategic Plan, and developing a Performance Measurement Program to track the performance of the Corporation relative to the Strategic Goals outlined in the Strategic Plan.

One of the key deliverables from these initiatives is to create a culture of innovation and creativity within the Corporation through the implementation of a Continuous Improvement Strategy. This is an environment where staff is well prepared and willing to take on new challenges with new approaches, and new strategies with enthusiastic energy and drive.

Strategic and Business Planning also provides corporate leadership and development opportunities that enhance an employee's understanding of the Corporation, their work environment, and their role responsibilities so they can provide the highest quality of service to citizens.

Ongoing learning and development opportunities fall into four categories: general, training professional development, supervisor and manager training and development. In addition, customized learning and development opportunities are available upon request. Customized programs include: customer service training, performance management, investigation skills, conflict resolution, and harassment awareness and prevention training.

# COMMUNITY SERVICES DEPARTMENT

#### **BUILDING STANDARDS**

Building Standards issues building and plumbing permits and administers inspection programs related to regulations contained in the Building Bylaw, the Swimming Pool Bylaw, the Uniform Building and Accessibility Standards Act, the National Building Code, and the Plumbing and Drainage Regulations.

Building permits are issued and inspections performed to ensure individuals have safe and healthy places to live and work. Plumbing permits are issued and inspections performed to ensure individuals are not at risk due to contamination of the potable water supply or subjected to disease through exposure to sanitary waste. The extent of compliance assurance provided by the residential inspection program is governed through City Council policy that establishes the parameters of inspections and resources to be applied.

The Building Standards also processes requests from property owners, solicitors, and realtors for Property Information Disclosures, Encroachment Agreements, and Civic Addresses.

YEAR	NO. OF PERMITS	CONSTRUCTION
		VALUE
1907	-	\$377,211.00
1917	178	\$582,739.00
1927	832	\$3,215,995.00
1937	141	\$249,901.00
1947	1,376	\$5,591,615.00
1957	2,118	\$21,746,075.00
1967	2,409	\$57,169,828.00
1968	2,471	\$52,737,762.00
1969	1,798	\$43,759,100.00
1970	1,192	\$13,949,200.00
1971	1,574	\$22,662,600.00
1972	2,038	\$24,638,900.00
1973	2,622	\$41,902,900.00
1974	2,723	\$51,385,500.00
1975	3,724	\$128,626,900.00
1976	3,731	\$132,110,600.00
1977	3,948	\$163,428,150.00
1978	4,094	\$153,603,100.00
1979	4,315	\$257,472,850.00
1980	3,350	\$212,423,700.00
1981	3,319	\$199,739,200.00
1982	2,936	\$145,485,700.00
1983	3,918	\$200,393,800.00
1984	3,122	\$204,436,950.00
1985	3,367	\$187,760,700.00
1986	4,451	\$260,450,400.00
1987	4,523	\$234,706,150.00
1988	3,185	\$210,634,850.00

#### **BUILDING PERMITS**

YEAR	NO. OF PERMITS	CONSTRUCTION
		VALUE
1989	2,560	\$218,342,000.00
1990	2,154	\$165,046,900.00
1991	1,754	\$86,233,700.00
1992	1,780	\$93,215,400.00
1993	1,941	\$88,113,200.00
1994	1,915	\$114,219,600.00
1995	2,137	\$130,507,900.00
1996	2,288	\$159,700,000.00
1997	2,443	\$154,938,000.00
1998	2,406	\$162,721,813.00
1999	2,460	\$177,918,611.00
2000	2,368	\$201,405,865.00
2001	2,213	\$226,298,562.00
2002	2,424	\$250,142,991.00
2003	2,208	\$230,671,000.00
2004	2,307	\$216,322,000.00
2005	2,437	\$275,945,000.00
2006	2,706	\$323,390,000.00
2007	3,672	\$549,400,000.00
2008	3,516	\$610,208,000.00
2009	3,550	\$537,913,000.00
2010	4,100	\$666,129,000.00
2011	4,651	\$936,923,000.00
2012	5,196	\$1,082,101,000.00
2013	5,020	\$1,088,531,000.00
2014	4,996	\$878,238,000.00

## **BUSINESS ADMINISTRATION**

The mandate of the Business Administration Division is to provide professional leadership and coordinated support to the Department for financial, systems, marketing, human resources, and clerical functions.

Key activities include the following:

- a) revenue processing and control;
- b) preparation of financial management reports (e.g. revenue comparison, cost recovery analysis);
- c) payroll, accounts payable, and leave report processing and reporting;
- d) coordination of operating and capital budget submissions;
- e) capital project status and reserve sufficiency reporting;
- f) development and implementation of business systems and information management processes;
- g) ongoing technical and system development support;
- h) development, implementation, and evaluation of marketing strategies;
- i) clerical services support including report and letter formatting, in-person and telephone customer service, maintenance of filing systems, and mail distribution.

## COMMUNITY DEVELOPMENT

The Community Development Division provides the supportive environment to help build capacity and empower people of the community to organize themselves for planning and action. Community development is a process for changing communities toward desired goals and emphasizes a concern for active participation and involvement by citizens through a coordinated effort.

Community Development Division:

- Provides leadership development, organizational development, and volunteer support services to help build the capacity of Saskatoon's 47 community associations. These volunteer-run, non-profit organizations deliver affordable sport, recreation, culture and park programs in their neighbourhoods.
- Facilitates public consultation initiatives conducted for the purpose of: determining public opinion on program plans and effectiveness; problem-solving exercises; building partnerships between organizations; and, information sharing.
- Administers various grant programs to non-profit, volunteer, community-based organizations that deliver sport, culture, recreation, and social programs within the city.
- Coordinates the strategic planning processes and direct delivery of programs which specialize and focus on increasing participation in sport, culture, recreation, and park programs by target populations; namely, aboriginal, youth, people with disabilities, seniors, and low-income families.
- Provides accessible (no cost or low cost) programming opportunities through summer playground, skateboard and youth centre programs, and through Leisure Access Program for low income residents.
- Provides supports to the Aboriginal community with respect to sport, culture, and recreation initiatives through leadership development, grant funding, and program delivery.
- Provides staff support to help build capacity in the Saskatoon Arts and Cultural community with funding supports, program initiatives, promoting partnerships and collaboration
- Oversees the placement, maintenance, and inventory of the City-owned public art throughout the city.
- Promotes partnerships and collaboration between organizations. Through work with the Cultural Diversity and Race Relations program, the Immigration Action Plan, the Collaborative Funders Partnership, the Crime Reduction/Gang Strategy, and the Graffiti Reduction Task Force, Community Development facilitates information sharing and collaboration that strengthens groups and promotes inclusion.

## COMMUNITY STANDARDS

Community Standards is a new Division within the Community Services Department. The overall objective of the new Division is to support a healthy and happy community. This is achieved by ensuring that reasonable community standards are maintained throughout the various parts of the City, as articulated in bylaws and polices approved by City Council. Various elements of bylaw enforcement from across the corporation will be aligned into a more cohesive unit to improve accountability, communications, customer

service, and data collection. Some elements of bylaw enforcement will remain within their current divisions, however, overall communications and customer service will be closely aligned.

The new division is currently made up of three sections listed below.

The Business License and Bylaw Compliance Section (from the Planning & Development Division) ensures the orderly use and development of property in accordance with accepted community standards, primarily contained within the Zoning Bylaw and Business License Bylaw. Section responsibilities include:

- Reviewing applications for new Business Licenses as well as annual renewals and ensuring that development standards are met for the type of business involved;
- Conducting amendments to related policies and regulations;
- Collecting and disseminating critical licensing and business profile data for various publications;
- Publishing the Business Start-Up Guide;
- Reviewing applications for sign permits and portable sign licenses, outdoor sidewalk cafes, mobile food trucks, food carts; and
- Providing development permit enforcement, reviewing and issuing permits to legalize existing suites, investigating land use complaints, and enforcing municipal bylaws.

The Parking Services Section provides a coordinated approach to the provision, regulation, enforcement, and collection services related to parking in the City. Section responsibilities include:

- Managing civic parking inventory;
- Administering permit types and inventories;
- Maintenance and operation of parking meter infrastructure;
- Parking meter revenue collection;
- Managing enforcement compliance via the City's Impound Lot; and
- Administering the Residential Parking Permit (RPP) program.

A third section will develop over time that will encompass the community bylaw enforcement component. This section will seek to establish efficient and effective crosstrained teams delivering an aligned customer service experience with an accountable single point of communication.

As the new division develops, it will become fully operational in 2015.

# PARKS

The Parks Division is responsible for developing, preserving and enhancing the City of Saskatoon's investment of its parks system and civic open spaces. This is accomplished through policy development; maintenance standards, public education process, community gardens, educational program development, developing safety standards and policies, conceptual planning, design and construction, consultation with both private and public stakeholders, and project management.

Parks operates through eight functional programs:

- The Grounds Maintenance Programs include irrigation, sportfield and landscape construction, horticultural turf maintenance, and the hard surface weed control program.
- The Greenhouse and Conservatory Program is responsible for providing and maintaining floral displays for public viewing and/or landscape enhancement at the Civic Conservatory, City Hall and other civic facilities as well as major public roadways, parks and public open spaces.
- The Horticultural/Turf Maintenance Program is responsible for the maintenance of all turf areas, shrub beds, park trees, litter control, park playground sand/engineered wood maintenance, park parking lot gravel maintenance, and park pathway maintenance (including snow removal) setting, and maintaining cross country ski trails.
- The Urban Forestry Program is responsible for maintaining a healthy urban forest. Additionally, the program's responsibility is to promote the benefits of trees in the environment, through public relations, fostering partnerships and educational activities.

The components of this program include maintaining a comprehensive tree inventory, production of diverse quality stock in the civic nursery, establishment of sustainable planting programs, and providing ongoing maintenance operations.

- The Pest Management Section is responsible for the control of mosquitoes. This section also conducts surveys of diseases such as Dutch Elm Disease and monitors for the introduction of exotic inspect pests and diseases and administers programs for the management of nuisance wildlife. Inspection Services is responsible for inspections under the *Weed Control Act*.
- The Design Section is involved in the planning, design, and development of public lands which includes parks. The core area of responsibilities include planning, estimating and administration of capital budgets, conceptual and detailed design, project management, internal and public consultation, development and implementation of landscape construction standards, and the collection and maintenance of "as-built" data.
- The Woodlawn Cemetery which was established in 1906 is the responsibility of the Parks Division. Woodlawn Cemetery offers services to the public at reasonable and relatively stable market prices while maintaining the City's "pay as you go" philosophy. It is expected to operate as a self-funded cemetery with no public tax support. Woodlawn Cemetery staff also maintain Nutana Pioneer Cemetery, a heritage site that has been closed since 1911.
- The Naturalized Park Maintenance Program Continue enhancement of biodiversity and a management plan within naturalized areas. Promotion of naturalized areas plus on-going enhancement of biodiversity is being realized with appointment of program supervisor in 2011. Naturalized Program will need to mesh with the new Wetland Policy.

# **PUBLIC PARKS**

The parks within the city limits, with area of each, are as follows:

Park	Hectares	Park	Hectares
A. H. Browne	2.10	John Avant	5.56
A. S. Wright	3.43	John Brockelbank	1.34
Achs	0.94	John Duerkop	1.70
Adams	1.07	John Lake	1.97
Adelaide	2.11	Kate Waygood	10.30
Al Anderson	7.99	Kershaw	0.27
Albert Milne	0.75	Kilburn	3.95
Albert Oulton	0.43	Kinsmen	11.88
Albert Rec Unit Grounds	0.40	Kistikan	6.67
Albert School	1.58	Kiwanis Memorial	9.82
Park	Hectares	Park	Hectares
Alexander MacGillvray			
Young	9.00	Klombies	1.24
Anita Langford	6.02	Kopko	0.65
Anna McIntosh	0.92	Kusch	2.53
Arbor Creek Linear Arbor Creek	3.90	Lakeview	13.60
Neighbourhood	4.80	Lakewood	16.20
Archibald McDonald	5.59	Larkhaven	2.12
Ashworth Holmes	4.71	Latham	0.49
Atlantic	4.39	Leif Erickson	5.72
Avalon	1.74	Les Kerr	7.22
Balsam	0.64	Lt. Col. Drayton Walker	0.87
Beckett Green	0.71	Lt. Gen. G. G. Simonds	1.14
Bishop James Mahoney	4.34	Mark Thompson	3.40
Bitz	0.88	Marlborough	0.55
Boughton	2.51	Marriott	0.33
Braithwaite	0.16	Marshall Hawthorne	8.22
Brevoort (North)	1.54	Massey	0.82
Brevoort (South)	6.44	Meadowgreen	2.32
Briarwood Linear	1.01	Meadowlark	1.28
Briarwood Neighbourhood	6.71	Meewasin	56.53
Briarwood Pond	6.51	Montgomery	3.65
		Morris T.Cherneskey	
Budz Green	0.86	Central Morris T. Cherneskey	3.94
Buena Vista	3.21	East Morris T. Cherneskey	3.42
C. F. Patterson	0.59	West	6.67

C. F. Patterson North	0.92	Morton	0.09
C. P. Seeley	0.61	Mount Royal	3.31
Charlottetown	2.77	North Park	0.42
Chief Darcy Bear	0.60	Nutana Kiwanis	11.27
Christine Morris	0.28	Nutana Kiwanis North	1.73
Churchill	5.63	Optimist	3.16
City Hall Square	1.67	Oren Wilson	0.50
Claude Petit	0.33	Owen R. Mann	0.44
Cosmopolitan	11.59	P. C. R. Banting	2.47
Crocus	7.70	Pacific	10.05
Cumberland	1.48	Parc Canada	16.42
D. L. Hamilton	0.65	Parkridge	8.01
Dan Worden	0.64	Patricia Roe	0.84
Dave King	0.28	Paul Mostoway	1.61
Diefenbaker	46.04	Peter Pond	0.70
Don Ross	0.25	Peter Zakreski	20.24
Donna Birkmaier	46.02	Pierre Radisson	10.51
Dr. Gerhard Herzberg	6.58	Pleasant Hill	1.38
Dr. J. Valens	1.00	Poplar	0.17
Dr. Seager Wheeler	7.21	Prebble	1.46
Park	Hectares	Park	Hectares
Draggins Car Club	4.65	President Murray	3.43
Draggins Car Club Dundonald	4.65 9.65	President Murray R.C.A.F. Memorial	3.43 2.82
		R.C.A.F. Memorial	
Dundonald	9.65		2.82
Dundonald Dutchak Edward McCourt	9.65 1.22	R.C.A.F. Memorial Raoul Wallenberg	2.82 1.10
Dundonald Dutchak	9.65 1.22 6.04	R.C.A.F. Memorial Raoul Wallenberg Rendall	2.82 1.10 0.37
Dundonald Dutchak Edward McCourt Elaine Hnatyshyn	9.65 1.22 6.04 1.57	R.C.A.F. Memorial Raoul Wallenberg Rendall Rick Steernberg	2.82 1.10 0.37 0.68
Dundonald Dutchak Edward McCourt Elaine Hnatyshyn Ernest Lindner	9.65 1.22 6.04 1.57 8.67	R.C.A.F. Memorial Raoul Wallenberg Rendall Rick Steernberg River Landing	2.82 1.10 0.37 0.68 3.99
Dundonald Dutchak Edward McCourt Elaine Hnatyshyn Ernest Lindner Evelyn G. Edwards	9.65 1.22 6.04 1.57 8.67 0.46	R.C.A.F. Memorial Raoul Wallenberg Rendall Rick Steernberg River Landing Riversdale Kiwanis	2.82 1.10 0.37 0.68 3.99 7.11
Dundonald Dutchak Edward McCourt Elaine Hnatyshyn Ernest Lindner Evelyn G. Edwards Exhibition	9.65 1.22 6.04 1.57 8.67 0.46 1.41	R.C.A.F. Memorial Raoul Wallenberg Rendall Rick Steernberg River Landing Riversdale Kiwanis Robert H. Freeland	2.82 1.10 0.37 0.68 3.99 7.11 0.72
Dundonald Dutchak Edward McCourt Elaine Hnatyshyn Ernest Lindner Evelyn G. Edwards Exhibition Father Basil Markle	9.65 1.22 6.04 1.57 8.67 0.46 1.41 1.63	R.C.A.F. Memorial Raoul Wallenberg Rendall Rick Steernberg River Landing Riversdale Kiwanis Robert H. Freeland Robert Hunter East	2.82 1.10 0.37 0.68 3.99 7.11 0.72 2.68
Dundonald Dutchak Edward McCourt Elaine Hnatyshyn Ernest Lindner Evelyn G. Edwards Exhibition Father Basil Markle Forest	9.65 1.22 6.04 1.57 8.67 0.46 1.41 1.63 14.47 0.77	R.C.A.F. Memorial Raoul Wallenberg Rendall Rick Steernberg River Landing Riversdale Kiwanis Robert H. Freeland Robert Hunter East Robert Hunter West Rochdale	2.82 1.10 0.37 0.68 3.99 7.11 0.72 2.68 1.22
Dundonald Dutchak Edward McCourt Elaine Hnatyshyn Ernest Lindner Evelyn G. Edwards Exhibition Father Basil Markle Forest Forest Grove Linkage Forestry Farm (South Park)	9.65 1.22 6.04 1.57 8.67 0.46 1.41 1.63 14.47	R.C.A.F. Memorial Raoul Wallenberg Rendall Rick Steernberg River Landing Riversdale Kiwanis Robert H. Freeland Robert Hunter East Robert Hunter West	2.82 1.10 0.37 0.68 3.99 7.11 0.72 2.68 1.22
Dundonald Dutchak Edward McCourt Elaine Hnatyshyn Ernest Lindner Evelyn G. Edwards Exhibition Father Basil Markle Forest Forest Grove Linkage Forestry Farm (South	9.65 1.22 6.04 1.57 8.67 0.46 1.41 1.63 14.47 0.77	R.C.A.F. Memorial Raoul Wallenberg Rendall Rick Steernberg River Landing Riversdale Kiwanis Robert H. Freeland Robert Hunter East Robert Hunter West Rochdale	2.82 1.10 0.37 0.68 3.99 7.11 0.72 2.68 1.22 7.92
Dundonald Dutchak Edward McCourt Elaine Hnatyshyn Ernest Lindner Evelyn G. Edwards Exhibition Father Basil Markle Forest Forest Grove Linkage Forestry Farm (South Park)	9.65 1.22 6.04 1.57 8.67 0.46 1.41 1.63 14.47 0.77 32.41	R.C.A.F. Memorial Raoul Wallenberg Rendall Rick Steernberg River Landing Riversdale Kiwanis Robert H. Freeland Robert Hunter East Robert Hunter West Rochdale Rod V. Real	2.82 1.10 0.37 0.68 3.99 7.11 0.72 2.68 1.22 7.92 0.64
Dundonald Dutchak Edward McCourt Elaine Hnatyshyn Ernest Lindner Evelyn G. Edwards Exhibition Father Basil Markle Forest Forest Grove Linkage Forestry Farm (South Park) Forestry Farm Link	9.65 1.22 6.04 1.57 8.67 0.46 1.41 1.63 14.47 0.77 32.41 1.63	R.C.A.F. Memorial Raoul Wallenberg Rendall Rick Steernberg River Landing Riversdale Kiwanis Robert H. Freeland Robert Hunter East Robert Hunter West Rochdale Rod V. Real Rotary	2.82 1.10 0.37 0.68 3.99 7.11 0.72 2.68 1.22 7.92 0.64 4.52
Dundonald Dutchak Edward McCourt Elaine Hnatyshyn Ernest Lindner Evelyn G. Edwards Exhibition Father Basil Markle Forest Forest Grove Linkage Forestry Farm (South Park) Forestry Farm Link Foster Fred Mendel Fred Mitchell Memorial	$\begin{array}{c} 9.65 \\ 1.22 \\ 6.04 \\ 1.57 \\ 8.67 \\ 0.46 \\ 1.41 \\ 1.63 \\ 14.47 \\ 0.77 \\ \end{array}$ $\begin{array}{c} 32.41 \\ 1.63 \\ 2.28 \\ 5.32 \\ 0.35 \end{array}$	R.C.A.F. Memorial Raoul Wallenberg Rendall Rick Steernberg River Landing Riversdale Kiwanis Robert H. Freeland Robert Hunter East Robert Hunter West Rochdale Rod V. Real Rotary Rouillard Scott SED Industrial 1	2.82 1.10 0.37 0.68 3.99 7.11 0.72 2.68 1.22 7.92 0.64 4.52 0.78 6.03 1.08
Dundonald Dutchak Edward McCourt Elaine Hnatyshyn Ernest Lindner Evelyn G. Edwards Exhibition Father Basil Markle Forest Forest Grove Linkage Forestry Farm (South Park) Forestry Farm Link Foster Fred Mendel Fred Mitchell Memorial Friendship	$\begin{array}{c} 9.65 \\ 1.22 \\ 6.04 \\ 1.57 \\ 8.67 \\ 0.46 \\ 1.41 \\ 1.63 \\ 14.47 \\ 0.77 \\ \end{array}$ $\begin{array}{c} 32.41 \\ 1.63 \\ 2.28 \\ 5.32 \end{array}$	R.C.A.F. Memorial Raoul Wallenberg Rendall Rick Steernberg River Landing Riversdale Kiwanis Robert H. Freeland Robert Hunter East Robert Hunter West Rochdale Rod V. Real Rotary Rouillard Scott	2.82 1.10 0.37 0.68 3.99 7.11 0.72 2.68 1.22 7.92 0.64 4.52 0.78 6.03
Dundonald Dutchak Edward McCourt Elaine Hnatyshyn Ernest Lindner Evelyn G. Edwards Exhibition Father Basil Markle Forest Forest Grove Linkage Forestry Farm (South Park) Forestry Farm Link Foster Fred Mendel Fred Mitchell Memorial Friendship G. D. Archibald	$\begin{array}{c} 9.65 \\ 1.22 \\ 6.04 \\ 1.57 \\ 8.67 \\ 0.46 \\ 1.41 \\ 1.63 \\ 14.47 \\ 0.77 \\ 32.41 \\ 1.63 \\ 2.28 \\ 5.32 \\ 0.35 \\ 0.91 \end{array}$	R.C.A.F. Memorial Raoul Wallenberg Rendall Rick Steernberg River Landing Riversdale Kiwanis Robert H. Freeland Robert Hunter East Robert Hunter West Rochdale Rod V. Real Rotary Rouillard Scott SED Industrial 1 SED Industrial 3	$\begin{array}{c} 2.82 \\ 1.10 \\ 0.37 \\ 0.68 \\ 3.99 \\ 7.11 \\ 0.72 \\ 2.68 \\ 1.22 \\ 7.92 \\ 0.64 \\ 4.52 \\ 0.78 \\ 6.03 \\ 1.08 \\ 0.37 \end{array}$
Dundonald Dutchak Edward McCourt Elaine Hnatyshyn Ernest Lindner Evelyn G. Edwards Exhibition Father Basil Markle Forest Forest Grove Linkage Forestry Farm (South Park) Forestry Farm Link Foster Fred Mendel Fred Mitchell Memorial Friendship	$\begin{array}{c} 9.65 \\ 1.22 \\ 6.04 \\ 1.57 \\ 8.67 \\ 0.46 \\ 1.41 \\ 1.63 \\ 14.47 \\ 0.77 \\ \end{array}$ $\begin{array}{c} 32.41 \\ 1.63 \\ 2.28 \\ 5.32 \\ 0.35 \end{array}$	R.C.A.F. Memorial Raoul Wallenberg Rendall Rick Steernberg River Landing Riversdale Kiwanis Robert H. Freeland Robert Hunter East Robert Hunter West Rochdale Rod V. Real Rotary Rouillard Scott SED Industrial 1 SED Industrial 3	2.82 1.10 0.37 0.68 3.99 7.11 0.72 2.68 1.22 7.92 0.64 4.52 0.78 6.03 1.08
Dundonald Dutchak Edward McCourt Elaine Hnatyshyn Ernest Lindner Evelyn G. Edwards Exhibition Father Basil Markle Forest Forest Grove Linkage Forestry Farm (South Park) Forestry Farm Link Foster Fred Mendel Fred Mitchell Memorial Friendship G. D. Archibald Memorial	$\begin{array}{c} 9.65 \\ 1.22 \\ 6.04 \\ 1.57 \\ 8.67 \\ 0.46 \\ 1.41 \\ 1.63 \\ 14.47 \\ 0.77 \\ 32.41 \\ 1.63 \\ 2.28 \\ 5.32 \\ 0.35 \\ 0.91 \\ 8.23 \end{array}$	R.C.A.F. Memorial Raoul Wallenberg Rendall Rick Steernberg River Landing Riversdale Kiwanis Robert H. Freeland Robert Hunter East Robert Hunter West Rochdale Rod V. Real Rotary Rouillard Scott SED Industrial 1 SED Industrial 3 Senator J. Hnatyshyn Senator James	2.82 1.10 0.37 0.68 3.99 7.11 0.72 2.68 1.22 7.92 0.64 4.52 0.78 6.03 1.08 0.37 1.43
Dundonald Dutchak Edward McCourt Elaine Hnatyshyn Ernest Lindner Evelyn G. Edwards Exhibition Father Basil Markle Forest Forest Grove Linkage Forestry Farm (South Park) Forestry Farm Link Foster Fred Mendel Fred Mitchell Memorial Friendship G. D. Archibald	$\begin{array}{c} 9.65 \\ 1.22 \\ 6.04 \\ 1.57 \\ 8.67 \\ 0.46 \\ 1.41 \\ 1.63 \\ 14.47 \\ 0.77 \\ 32.41 \\ 1.63 \\ 2.28 \\ 5.32 \\ 0.35 \\ 0.91 \end{array}$	R.C.A.F. Memorial Raoul Wallenberg Rendall Rick Steernberg River Landing Riversdale Kiwanis Robert H. Freeland Robert Hunter East Robert Hunter West Rochdale Rod V. Real Rotary Rouillard Scott SED Industrial 1 SED Industrial 3	$\begin{array}{c} 2.82 \\ 1.10 \\ 0.37 \\ 0.68 \\ 3.99 \\ 7.11 \\ 0.72 \\ 2.68 \\ 1.22 \\ 7.92 \\ 0.64 \\ 4.52 \\ 0.78 \\ 6.03 \\ 1.08 \\ 0.37 \end{array}$

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Gabriel Dumont	3.46	Sifton	6.44
Genereau	0.33	Silverspring	7.66
George Dyck	1.31	Silverwood Industrial	4.36
Glacier	1.76	Silverspring Linear Silverwood-Adilman	1.83
Gougeon Grace Adam	0.91	Linkage	0.80
Metawewinihk	1.99	St. Andrews	1.14
Greystone	4.52	St. Patrick	0.59
Grosvenor	2.93	Steve Patola	0.45
Hampton Village Square	0.50	Sutherland	3.87
Harold Tatler North	3.71	Swick	2.34
Harold Tatler South	8.70	T.J. Quigley	0.45
Henry Kelsey	11.70	Thornton	1.00
Henry Kelsey North	1.62	Trounce Pond	3.50
Herbert S. Sears	8.17	UMEA	14.79
Herbert Stewart	2.01	UMEA Vast	9.71
Heritage	3.81	University Heights	4.21
Heritage Green	0.66	Varley	1.42
Hilliard Gardiner	0.02	Vic Rempel Yards	3.00
Holiday	3.48	Victoria	18.70
Holland	0.82	W. E. Graham	0.80
Holliston	1.49	W. J. L. Harvey North	16.97
Horn	0.20	W. J. L. Harvey South	6.07
Howard Harding	0.81	W. W. Ashley	3.25

Park	Hectares	Park	Hectares
Hyde	49.80	Wallace	8.78
ldylwyld	0.44	Weaver	4.53
Industrial	2.55	Westmount	1.45
Isinger	1.20	Wiggins	1.40
James Anderson	7.95	Wildwood	8.47
James Girgulis	7.49	William A. Reid	15.33
Jeffery	0.34	William Sargeant	0.96
Jill Postlethwaite	0.25	Willowgrove Square	0.41
		Wilson	<u>3.02</u>
		TOTAL PARK	
		HECTARES	1,053.59

# **CITY-OWNED CEMETERIES**

Nutana Pioneer Cemetery Woodlawn Cemetery <b>Total City Owned Cemeteries</b>	7.30 ha <u>42.05 ha</u> <b>49.80 ha</b>
CITY-OWNED GOLF COURSES	
Holiday Park Golf Course Silverwood Golf Course Wildwood Golf Course <b>Total City Owned Golf Courses</b>	81.01 ha 26.41 ha <u>46.37 ha</u> <b>153.79 ha</b>
CITY FACILITIES GREENSPACE	
Mendel Site Cosmo Civic Centre Harry Bailey Civic Centre Lakewood Civic Centre Lawson Heights Civic Centre Shaw Centre Riversdale Pool Lathey Pool Mayfair Pool George Ward Pool Georff Hughes Baseball Complex Glen Reeves Six Pack <b>Total City Facilities Greenspace</b>	3.37 ha 2.02 ha 1.38 ha 5.16 ha 2.48 ha 1.32 ha 0.94 ha 0.79 ha 1.21 ha 1.21 ha 1.11 ha 2.48 ha <u>5.94 ha</u> <b>28.20 ha</b>
GREENSPACE INSIDE CITY LIMITS	
17 <sup>th</sup> Street Linkage 42 <sup>nd</sup> Street Bridge Buffer Strips and Centre Medians Kaplan Green <b>Total Greenspace inside City Limits</b>	1.80 ha 0.29 ha 447.61 ha <u>0.25 ha</u> <b>449.95 ha</b>
GREENSPACE OUTSIDE CITY LIMITS	
(only small portions of these areas are maintained by Parks Bra Poplar Bluffs Afforestation (SW near Hwy 7 and CN Terminal) Beaver Creek (located 10 miles SE of city) Chief Whitecap Yorath Island Cranberry Flats <b>Total Greenspace Outside City Limits</b> <b>TOTAL CITY-OWNED PARKLAND</b>	anch) 47.91 ha 204.93 ha 89.10 ha 141.82 ha 63.47 ha <u>68.00 ha</u> <b>615.23 ha</b> <b>2,350.56 ha</b>
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#### PLANNING AND DEVELOPMENT

Planning and Development is responsible for overall land use planning and long range transportation planning for the City of Saskatoon. The primary goal of the Division is to build an increasingly sustainable community over time, with an enhanced quality of life, consistent with the vision and core strategies of the City's Strategic Plan. Through community engagement and consultation, the Division seeks to understand the values of the community, and reflect those values through the implementation of development policies, programs, bylaws and standards.

The mandate of the Division includes primary responsibilities for promoting sustainable development practices and developing a new Growth Plan to 500,000, a new Regional Plan, update land use and zoning policy, undertake development review, planning for new neighbourhoods, revitalizing existing communities, urban design, affordable housing, community safety, community and demographic research, and heritage management. The Division works with community, business, First Nations and regional partners to foster mutually supportive relationships and sustainable development throughout the City and region. The Division consists of four Sections further described below.

Long Range Planning Section is responsible for the preparation and administration of the City of Saskatoon Official Community Plan. The Official Community Plan provides the main land use policy framework to guide orderly urban development and future growth to a population of 500,000. The Long Range Planning Section prepares long range growth plans for the City, prepares Sector Plans, long range transportation master plans, including an active transportation plan and long range public transit plans.

The Regional Planning Section manages all aspects of District and Regional planning with the Rural Municipality of Corman Park and other regional partners. This section is also responsible for alterations to the City's boundaries. The section works with our First Nations partners in the Treaty Land Entitlement process and other aspects of First Nations development initiatives in the City and region. This Section also provides population projections, community research and publications, quality of life indicators, neighbourhood profiles and GIS and mapping services.

The Neighbourhood Planning Section is responsible for the sustainability of existing areas of the City, primarily through local area planning efforts, affordable housing programs, neighbourhood revitalization projects, urban design and streetscape enhancement and community safety. Local Area Plans employ citizen participation to identify goals and actions for neighbourhood-based community development and improvement over the long term. The Section plays a leadership role in the development of affordable housing, including partnerships with Provincial agencies, the private sector, and community-based organizations. The Section also administers the Downtown Housing Incentive Program, the Façade Improvement Program and the Vacant Lot and Adaptive Reuse Program which helps to facilitate specific neighbourhood revitalization projects. The Section coordinates all Crime Prevention Through Environmental Design (CPTED) efforts by undertaking specific

community safety audits, completing CPTED reviews for all major civic projects, as well as coordinating all safety-related recommendations from Local Area Plans.

The Urban Design Program is mandated to make improvements to the public realm through streetscape enhancement projects and maintstreet/corridor improvements. In keeping with the Sustainable Growth goals of the City's Strategic Plan, the Urban Design program works to make Saskatoon's business districts and major streets more walkable, liveable, attractive, and distinctive.

Saskatoon's public spaces are designed to support a range of sustainable choices for transportation, habitation, work, and lifestyles. The Urban Design Program seeks to establish a competitive edge for Saskatoon by creating a distinctive city with a strong identity and sense of place. This goal is achieved through capital projects for improvements to public spaces and rights of way, assisting with the development of architectural guidelines, and reviewing urban design related projects affecting public open space. The program has two main components – the Business Improvement Districts (BIDs), and the Program which undertakes public realm improvements outside the BID boundaries.

The Development Review Section facilitates the orderly use and development of property in accordance with accepted community standards. These standards are primarily contained in the City's Zoning and Subdivision Bylaws. The Section serves as a resource to individuals, businesses, government agencies, and community groups seeking to pursue their respective development proposals, including interpretations of bylaws and policies, information on land use and development options, and information on project time lines for development approval. The Section reviews neighbourhood concept plans and direct control district applications, reviews subdivision, rezoning, discretionary use, development permit applications, issues compliance letters for cell tower installations, as well as reviews applications for both new and converted condominiums. Design guidelines specific to Architectural Control Districts and infill development are also administered by this section. The Section facilitates the community's ability to understand and amend development standards in accordance with appropriate public consultation processes. In addition, the Section encourages the conservation of selected heritage property through research, formal property designations, financial incentives, and public awareness programs.

### POPULATION

1901       113       .       Latitudy       Latitudy         1906       3011       .       .       .         1916       21064       .       .       .         1926       31,234       .       .       .         1936       41,734       .       .       .         1936       41,734       .       .       .         1936       41,737       .       .       .         1936       41,737       .       .       .         1941       46028       .       .       .         1956       52,268       .       .       .       .         1957       .       122,862       .       .       .         1968       .       122,869       .       .       .         1970       .       126,450       125,069       .       .       .         1971       126,450       125,069       .       .       .       .         1977       .       122,762       .       .       .       .       .         1973       .       124,774       .       .       .       .       .	YEAR	FEDERAL CENSUS (JUNE 1)	SHMSHR (June 30) (see Note 1)	PLANNING AND DEVELOPMENT DIVSION JUNE 30 <sup>TH</sup> CENSUS ESTIMATE (see Note 2)	PLANNING AND DEVELOPMENT DIVSION DECEMBER 31 CENSUS ESTIMATE (see Note 3)
1906       3,011       -         1911       12,004       -         1921       25,739       -         1926       31,234       -         1931       43,221       -         1936       41,734       -         1936       41,734       -         1941       43,027       -         1944       40,028       -         1951       52,268       -         1956       72,285       -         1956       52,268       -         1956       52,268       -         1956       52,268       -         1957       7       111,756         1958       -       122,262         1969       -       125,598         1971       126,674       -         1972       -       126,774         1973       -       128,780         1974       -       128,470         1975       -       132,780         1976       133,750       135,231         1977       -       138,376         1980       -       144,672         1981       154,210       154,21	1901	113	-	(000 11010 2)	(000 11010 0)
1911       12,004       -         1926       25,739       -         1926       31,234       -         1936       41,734       -         1936       41,734       -         1936       41,734       -         1941       43,027       -         1946       46,028       -         1946       46,028       -         1956       52,68       -         1966       115,247       111,756         1967       -       122,802         1968       -       122,802         1970       -       126,706         1971       126,450       125,089         1972       -       126,74         1973       -       126,269         1974       -       128,470         1975       -       132,780         1976       133,750       138,376         1978       -       144,672         1980       -       144,4672         1981       154,210       154,281         1982       -       170,748         1984       -       170,748         1985       -			-		
1916       21,054       -         1926       31,234       -         1936       41,734       -         1936       41,734       -         1941       43,027       -         1946       46,028       -         1956       72,858       -         1956       72,858       -         1966       15,526       -         1967       -       177,440         1968       -       122,262         1969       -       126,769         1970       -       125,698         1971       126,760       125,598         1973       -       126,269         1974       -       128,470         1975       -       133,750         1976       133,750       135,231         1977       -       138,376         1978       -       144,672         1980       -       144,4672         1981       154,210       154,261         1982       -       163,379         1984       -       170,748         1985       -       183,866         1997       -			-		
1921       25,739       -         1926       31,234       -         1936       41,734       -         1936       41,734       -         1941       43,027       -         1946       46,028       -         1951       53,268       -         1956       72,858       -         1956       72,858       -         1956       15,247       111,764         1968       -       122,760         1970       -       125,598         1971       126,450       125,089         1972       -       126,774         1973       -       126,774         1974       -       128,780         1975       -       132,780         1976       133,750       135,231         1977       -       138,376         1978       -       144,672         1989       -       148,450         1981       154,210       154,261         1982       -       175,859         1986       177,641       178,361         1987       -       183,487         1988			-		
1926       31,234       -         1931       43,391       -         1936       41,734       -         1941       43,027       -         1946       46,028       -         1956       72,658       -         1956       72,658       -         1966       115,247       111,756         1967       -       122,262         1968       -       122,262         1969       -       126,706         1970       -       125,598         1971       126,650       125,269         1973       -       128,470         1973       -       128,470         1974       -       128,470         1975       -       133,376         1976       133,750       135,231         1977       -       138,376         1978       -       144,672         1980       -       144,4672         1981       154,210       154,261         1982       -       170,748         1983       -       183,866         1996       -       183,866         1997       -<			-		
1331       43,291       -         1336       41,734       -         1344       43,027       -         1346       46,028       -         1351       53,268       -         1356       72,858       -         1366       72,858       -         1366       72,858       -         1366       15,247       111,756         1967       -       117,440         1968       -       122,262         1970       -       126,706         1971       126,450       125,089         1972       -       126,774         1973       -       128,770         1974       -       128,770         1975       -       132,780         1977       -       138,376         1978       -       141,167         1979       -       144,672         1980       -       148,450         1981       154,210       154,251         1982       -       175,859         1986       177,641       178,361         1987       -       182,467         1988       - <td></td> <td></td> <td>_</td> <td></td> <td></td>			_		
133641,734.194143,027.194646,028.185153,268.195672,858.1966115,247111,7561967.122,5021969.126,7061970126,450125,0991972.126,7741975.122,2621976133,750135,2311977.128,4701976133,750135,2311977.144,6721978.144,6721980.144,6721980.148,4801981154,210154,2611982.159,5811983.164,3041984.170,7481985.183,8761986.177,6411987.183,4871989.183,4861990*.183,4861990*.183,5791991166,058180,7741992.183,5791993.182,4671994.183,6781995.189,7451996.193,6471997.191,3601998.205,9021999*.205,5022001196,811209,2642002*.205,5002004.210,5172005205,600205,500			_		
1941       43,027       -         1946       46,028       -         1951       53,268       -         1956       72,858       -         1956       72,858       -         1956       72,858       -         1956       115,247       111,756         1967       -       117,440         1968       -       122,262         1969       -       126,706         1970       -       126,508         1971       126,450       122,029         1974       -       126,774         1975       -       126,729         1976       133,750       132,780         1976       133,750       135,231         1977       -       138,376         1978       -       144,672         1980       -       144,672         1981       154,210       154,261         1982       -       159,581         1983       -       164,304         1984       -       170,748         1985       -       183,579         1986       177,641       178,361         1987			-		
194646,028.195153,268.195672,858.196615,247111,7561967.122,2621969.126,7061970.125,5881971126,450125,0891972.126,7741973.126,2991974.128,4701975.132,7801976133,750135,2311977.144,6721980.144,6721980.144,6721980.159,5811981154,210154,2611982.159,5811983.164,3041984.170,7481985.183,4871986.183,4861990*.183,4861990*.183,4861990*.183,4861990*.183,4861990*.183,6781993.183,6781993.183,6781993*.185,6781994*.189,7451995*.191,3601996*.205,9921999*.206,5052001196,6811209,2642002*.206,5052004.205,5002005*.205,6002004.205,500			-		
195153,268-195672,858-196195,526-1966115,247111,7561969-122,2621969-126,7061970-125,5381971126,450126,6741972-126,7741973-128,27801974-128,27801975-138,3761976133,750135,2311977-138,3761978-144,46721980-148,4501981154,210154,2611982-175,5811984-170,7481985-175,8591986177,641178,3611987-183,3791991186,058180,7941992-183,6791993-183,6791994-183,6791995-183,6791995-184,2551995-184,2551995-184,2551995-184,2551995-189,7451995-189,6781995-189,7021994-205,5921995-191,3601996193,647192,9201997-210,3122000-206,5002004-210,5172005-212,5932005-			-		
195672,858-196195,526-1966115,247111,7561967-117,4401968-122,7001969-125,5981971126,450125,0891972-126,7741973-126,2291974-128,4701975-132,7801976133,750135,2311977-138,3761978-141,1671979-144,6721980-148,4501981154,210154,2611982-164,3041984-170,7481985-175,5591986177,641178,3611989-183,8661990'-183,5791991186,058180,7941992-184,2551993'-187,0721994-185,6781995-189,7451996'193,647192,9401997-205,9921996'193,647192,9401997-205,9921998-205,9921999'-205,9921999'-206,6272001196,611209,2642002'-206,5052004-206,5052005'-205,6002005'-205,6002005'-205,600 <td></td> <td></td> <td>-</td> <td></td> <td></td>			-		
186195,526-1966115,247111,7661967-117,4401968-122,2621970-125,5981971126,450125,5081972-126,7741973-128,4701974-128,4701975-132,7801977133,750135,2311977-138,3761978-144,6721980-144,4521981154,210154,2611982-164,3041984-170,7481985-178,3611986-183,4671989-183,5791991186,058180,7941992-183,6781993-183,6781994-183,6781995-184,2551993-184,7071994-183,6781995-189,7451996*193,647192,9401997-191,3601998-205,9921999*-210,3122000-206,6052001196,611205,6002004-210,5172005-212,5932005-212,5932005-215,590			-		
1966       115,247       111,756         1967       -       117,440         1968       -       122,262         1969       -       126,706         1970       -       125,598         1971       126,450       126,269         1972       -       126,269         1974       -       126,269         1975       -       132,780         1976       133,750       135,231         1977       -       138,376         1978       -       144,672         1980       -       144,672         1980       -       144,672         1981       154,210       154,261         1982       -       164,304         1984       -       170,748         1985       -       175,859         1986       177,641       178,361         1987       -       183,467         1989       -       183,467         1989       -       183,467         1989       -       183,467         1989       -       183,467         1989       -       183,467         1989			-		
1967       -       117,440         1968       -       122,262         1969       -       125,598         1971       126,450       125,699         1972       -       126,774         1973       -       126,269         1974       -       128,269         1975       -       132,780         1976       133,750       135,231         1977       -       138,376         1978       -       144,167         1980       -       144,4672         1980       -       144,4672         1981       154,210       154,261         1982       -       159,581         1983       -       164,304         1984       -       177,641         1985       -       175,859         1986       177,641       178,361         1987       -       183,487         1988       -       183,487         1999       -       183,579         1993*       -       185,678         1993*       -       187,072         1994       -       187,072         1994			111.756		
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	2006	202,340	209,215	208,000	209,000

YEAR	FEDERAL CENSUS (JUNE 1)	SHMSHR (June 30) (see Note 1)	PLANNING AND DEVELOPMENT DIVSION JUNE 30 <sup>TH</sup> CENSUS ESTIMATE (see Note 2)	PLANNING AND DEVELOPMENT DIVSION DECEMBER 31 CENSUS ESTIMATE (see Note 3)
2007	-	213,654	210,700	211,800
2008*	-	218,573	212,800	213,900
2009	-	218,849	217,800	218,900
2010	-	222,559	223,200	224,300
2011	222,189	232,780	231,900	234,200
2012		236,508	236,600	239,000
2013		245,838	246,300	248,700
2014		252,538	254,000	257,300

- Note 1: The Saskatchewan Health Medical Services and Health Registration (SHMSHR) June 30<sup>-</sup> figure is the annual reported covered population figure for Saskatoon. The years with an asterisk beside them indicate the years of sticker renewal program by Saskatchewan Health. The three year cycle for Health Card validation stickers was implemented in 1990. In the sticker base year the addressing of the population is accurate, in the next three years the records will not necessarily reflect all changes in addresses. In the third year stickers are mailed which results in a check on addresses, the fourth year population numbers reflect this check, and report decreases in Provincial Populations.
- **Note 2:** Beginning in 2009 the Community Services Department estimated the June 30 population by using the Census Metropolitan Area estimate provided by Statistics Canada. This methodology was backtracked to 2006 in order to make a smooth transition from the prior methodology used. Using Statistics Canada data is beneficial as it provides for consistency with other indicators such as labour force and employment data, which is also provided by Statistics Canada. It must also be noted that we will still be receiving data from Saskatchewan Health (SHIR) but will not be using it for the overall population estimate.
- **Note 3:** The Community Services Department's December 31 estimate is derived by taking the June 30 estimate and multiplying it by half of the 1% growth rate to bring it up to date.

For more detailed information contact the Planning and Development Division at (306) 975-2648.

#### **MISCELLANEOUS STATISTICS**

Altitude	1,580 feet or 481.78 metres
Latitude	52d8'23"N
Longitude	106d40'17"W

Area of City - December 31	I, 2014	
Land	21450.11 ha	214.5 km2
Water	<u>335.10 ha</u>	<u>3.35 km2</u>
Total	21,785.21 ha	217.85 km2

### **RECREATION AND SPORT**

Recreation and Sport provides a wealth of opportunities for citizens to participate in and enjoy the benefits of sport, recreation, and wellness activities. To encourage as many citizens as possible to take advantage of the activities available, Recreation and Sport operates a number of facilities, provides direct services and programs, and provides support to community-based organizations involved in delivering programs and services.

**Division Services:** 

- works with external sport and community organizations in the development of outdoor sport facilities, park programming, and special event coordination.
- strategic planning (e.g. monitor changes in demographics, identify leisure preferences, identify barriers to participation, consultation with customers/public) for the purpose of identifying the preferences and priorities of the leisure customer;
- customer service functions of registration and booking for indoor rinks, sports fields, six leisure centres, the Terry Fox Track, Kinsmen Park Rides, the outdoor pools, three municipal golf courses, and Gordon Howe Campground;
- provision of sport and recreation facilities to support the delivery of recreation activities by external organizations;
- provision of sport, recreation, and wellness activities that provide the public with a broad range of recreation opportunities;
- advisory role on acquisition, disposition, and use of municipal reserve; administers grant program to:
  - i) offset rental costs for sport organizations delivering programs to youth; and
  - ii) major sport, cultural, and recreation special events.
- prepares and coordinates an emergency response plan for the use of facilities in Saskatoon as reception centres.
- provides an opportunity to experience native Saskatchewan mammals, birds, and horticulture at the Saskatoon Forestry Farm Park and Zoo.

# **INVENTORY OF THE CITY'S RECREATION AND LEISURE FACILITIES**

000 Coortfielder	2 Diania Chaltara
268 Sportfields:	2 Picnic Shelters:
25 baseball diamonds	Kinsmen Park
<ul> <li>142 softball diamonds</li> </ul>	<ul> <li>Forestry Farm Park</li> </ul>
101 soccer/football fields	
213 Parks:	4 Indoor Swimming Pools:
<ul> <li>160 with lighting</li> </ul>	<ul> <li>Lakewood Civic Centre</li> </ul>
<ul> <li>28 with basketball courts</li> </ul>	Lawson Civic Centre
<ul> <li>3 with private lawn bowling clubs</li> </ul>	Harry Bailey Aquatic Centre
<ul> <li>1 with fitness trail</li> </ul>	Shaw Centre
38 Tennis Courts	1 Equestrian Bridle Path:
	<ul> <li>Diefenbaker Park</li> </ul>
Summer Playground Units:	4 Outdoor Swimming Pools:
30 padding pools	George Ward
<ul> <li>16 spray pools</li> </ul>	Lathey
<ul> <li>2 travelling playgrounds</li> </ul>	Mayfair
<ul> <li>5 destination accessible play structures</li> </ul>	Riversdale
8 Skateboard Sites:	3 Golf Courses:
Lions Skate Park – Victoria Park	Holiday Park Golf Course
<ul> <li>7 neighbourhood satellite sites</li> </ul>	<ul> <li>Silverwood Golf Course</li> </ul>
• 7 heighbourhood satellite sites	
50 Outdoor Community Obsting Dials	Wildwood Golf Course
50 Outdoor Community Skating Rinks	1 Urban Campground:
	Gordon Howe Campground
10 Youth Centres:	1 Speedskating Rink:
• 4 of these centres are Me Ta We Tan	Clarence Downey Speedskating Oval
Centres dedicated to Aboriginal culture	
and open year round	4.7
6 Indoor Rinks:	1 Zoo:
ACT Arena (2 surfaces)	Saskatoon Forestry Farm Park and Zoo
Archibald Arena	
Cosmo Arena	
Kinsmen Arena	
Lions Arena	
6 Indoor Leisure Centres / 1 Walking Track:	6 Off Leash Recreation Areas:
Cosmo Civic Centre	Sutherland Beach
<ul> <li>Lakewood Civic Centre</li> </ul>	Briarwood
Lawson Civic Centre	Avalon
Harry Bailey Aquatic Centre Shaw	Hampton Village
Centre	Silverwood
Terry Fox Track	South West
<ul> <li>Saskatoon Field House</li> </ul>	
1 Children's Amusement Park:	1 Children's Play Village and Paddling Pool
Kinsmen Park Rides, now under	Kinsmen Play Village and Paddling Pool
redevelopment	
130 Play Structures	

# ASSET AND FINANCIAL MANAGEMENT DEPARTMENT

The role of the Asset and Financial Management Department is to ensure the management and sustainability of the City's financial transactions (including all aspects of finance, purchasing and inventory), the Land Bank Program, the City's real estate needs, and the City's facilities and fleet services. These responsibilities and services are delivered through six divisions: Assessment and Taxation, Finance and Supply, Financial Planning, Corporate Revenue, Saskatoon Land, and Facilities and Fleet Management.

#### ASSESSMENT AND TAXATION

Assessment and Taxation is responsible for the establishment of property assessments for all real property within the City of Saskatoon. This area creates both the property assessment and taxation rolls, and provides for the defense of assessment values before the Board of Revision and the Assessment Appeals Committee of the Saskatchewan Municipal Board.

The Director for the Division is the City Assessor and through this role sits on a number of administrative and technical provincial and local committees and stakeholder groups. In addition, the City Assessor is the main liaison on assessment issues with City Council and its committees, local taxpayers, the media and other groups that have an interest in property assessment and taxation.

The valuation section of the Division is divided into two assessment groups. Each group is responsible for assigned property types. The valuation sections address all aspects for the assigned property types ranging from analysis, to property characteristic gathering and review, to defense of values at the various appeal levels. This section also addresses inquiries.

The Marketing Monitoring and Appeals Coordination Section of the Division is responsible for the acquisition, verification, tracking and storage of market-related information needed in the assessment function. They are also responsible for the coordination of revaluations and the support of values through the assessment appeal processes.

The Administrative and Accounting Section of the Division establishes and maintains the non-valuation components of both the assessment and property taxation rolls. This section establishes the taxation roll based on corporate and provincial factors as combined with assessment values. This section oversees taxation administration associated with any property tax programs and communicates same. This section also provides the accounting and payroll functions for the Division and is responsible for the creation, publication and distribution of both assessment and property tax notices and announcements. This section provides reporting to the City Assessor as required and when requested, for a number of outside interests (School Boards, Saskatchewan Assessment Management Agency and the departments of both Learning and Government Relations), as well as within the City itself.

#### FINANCE AND SUPPLY

Finance and Supply is responsible for providing corporate financial recording, reporting, and control of the financial activities of the Corporation through the consistent adherence to civic policies, procedures, and contractual obligations.

This Division administers, prepares, and delivers the City's annual Capital and Operating budgets and related systems. The corporate accounting system, processes, and reporting are controlled by this Division, including the preparation of the financial statements and other regulatory financial reports.

All supplier payments are processed through the accounts payable and matching sections of the Division. This area ensures civic policies are followed and all transactions have the proper authorizations.

The Employee Payroll and Benefits Section administers and processes all records and payments pertaining to employees and superannuates.

In addition, general financial management services are provided to all departments, boards, and commissions by this Division.

The Materials Management Section is responsible for providing procurement and inventory management, asset disposal, as well as mail and printing services to the corporation. This includes ensuring appropriate purchasing policies and processes are in place. This section also operates a central stores facility and provides inventory management services to the Corporation.

	2012	2013*	2014
<u>Fair Value Assessment (in '000s on taxable property)</u> Residential Condomiiums Multi-Unit Residential Commercial Total	10,363,646 2,124,380 709,668 2,980,862 16,178,556	19,397,088 4,135,896 1,452,037 <u>5,824,179</u> 30,809,200	19,998,420 4,471,813 1,480,889 5,957,103 31,908,225
<u>Property Tax (% of fair value)</u> Residential Condomiiums Multi-Unit Residential Commercial	1.55% 1.55% 1.55% 3.05%	0.85% 0.85% 0.85% 1.71%	0.88% 0.88% 0.88% 1.76%
<u>Property Tax (revenue in '000s)**</u> Residential Condomiiums Multi-Unit Residential Commercial Total	160,356 32,870 10,979 91,035 295,240	164,315 35,019 12,300 <u>99,666</u> 311,300	176,117 39,381 13,041 <u>104,869</u> <u>333,408</u>
Property Tax Distribution Municipality Library School Boards	49.81% 5.51% 44.68%	50.84% 5.43% 43.73%	52.49% 5.32% 42.19%
Budget Revenues (in 000's) Taxation Grants in Lieu of Taxes General Revenues Own Source Revenues/User Fees Land Development*** Transfers from other Govt Total	147,224 29,865 70,359 35,173 6,063 55,763 344,447	160,016 31,345 75,349 50,178 6,769 <u>63,175</u> 386,832	178,188 32,837 76,959 52,885 6,988 <u>63,877</u> 411,734
Budget Expenditures (in 000's)         Community Support         Environmental Health         Legislative and Corporate Administration         Land Development         Public Safety         Recreation & Culture         Transportation         Urban Planning & Development         Taxation         Corporate Asset Management         Total	13,322 17,227 59,136 6,063 116,342 46,361 66,780 10,306 1,006 7,904 344,447 635	14,080 17,926 63,648 6,769 122,035 48,934 91,876 12,182 1,072 8,310 386,832	14,614 19,006 64,597 6,988 127,230 51,271 103,128 13,621 1,116 10,163 411,734

\* Provincial revaluation year - all property values reassessed
 \*\* Includes City Library and School Board Taxes
 \*\*\* Previousy included in Own Source Revenue

#### FINANCIAL PLANNING

Financial Planning is responsible for leading the financial component of all large-scale projects using Public Private Partnership (P3) or other alternative procurement methods. This includes directing the development of business cases, securing senior government funding, hiring external advisors, co-leading the preparation of the Request for Qualifications and Request for Proposals, ensuring funding agreement conditions are achieved, evaluating project submissions, and leading complex negotiations.

This Division is also responsible for developing complex and strategic funding plans for Gas Tax and large-scale future capital projects, and for investigating alternative funding scenarios for unfunded large-scale projects.

In addition to senior government funding for large scale projects, this Division also researches funding opportunities, develops and submits funding applications and claims, and coordinates other contractual obligations such as the audit requirements for other government funding.

#### CORPORATE REVENUE

Corporate Revenue is responsible for the collection, control, and disbursement of all corporate funds, including the investment, debt, and banking requirements. Other responsibilities include oversight of accounting controls and cash handling procedures throughout the organization, as well as administration of the General Licensing and Taxi Bylaws regulating, among other things, the taxi service in Saskatoon.

The Investment Services Section is responsible for the investment management of civic financial assets, debt issuance, debt management, monitoring and forecasting of cash flows and the administration of the banking services and armoured car contracts.

The administration of the parking ticket function is based in this office and includes an inquiry function, data management, and the collection function.

Administration of the taxi bylaw includes enforcement of all bylaw requirements, as well as working with the taxi industry on issues that impact the community such as service delivery.

Another major responsibility is in the provision of customer service to internal and external customers in a variety of areas including: property taxes, utility services, animal services, parking tickets, parking permits, taxi licensing and other general licensing.

Corporate Revenue provides the customer service function to the civic utility services: electrical, water, sewer, infrastructure, recycling and storm water. An integrated work group approach is used to manage a range of processes:

- customer requests for provision and/or changes of services,
- meter reading,
- utility billing,
- account inquiry service to customers, and
- credit and collections services.

Our Contact Centre also provides functions such as bill payments and the sale and collection of animal, taxi and general licenses.

### FACILITIES AND FLEET MANAGEMENT

Facilities and Fleet Management is responsible for the City's buildings and structures, the City-owned vehicle and equipment fleet, and the City's radio communications system. The Division provides for building operation and maintenance of civic facilities including leisure facilities, fire halls, transit buildings, Police Services, Mendel Art Gallery, outdoor paddling pools, and spray parks, as well as services for the libraries, TCU Place and Credit Union Centre. Project management services for capital or maintenance projects are provided including design, contract tendering, and construction management. Energy management, space management, and accommodation planning are also provided for user departments.

The Division is responsible for the purchase, repair, and maintenance of the City's vehicle and equipment fleets including the mobile and hand-operated parks and turf equipment. Included as part of this are operator certification, training, and equipment safety courses.

The Division also manages the corporate trunked radio system, serving 15 user groups using 1,700 portable and mobile radios.

# SASKATOON LAND

The primary responsibility of Saskatoon Land is to administer the Land Bank Program. The Land Bank program ensures an adequate supply of residential, institutional, and industrial land at competitive market value; provides innovation and leadership in design for new growth; and yields financial returns on investment to the City for allocation to civic projects and programs within the community. Playing an active role as a land developer within the City influences orderly development and ensures ongoing competition within the land development sector. Major activities include:

- 1. Preparing neighbourhood and area concept plans;
- 2. Directing the subdivision and servicing of land;
- 3. Obtaining all of the required approvals to facilitate land development;

- 4. Undertaking the marketing/sale of serviced lots and parcels and managing related costs and revenues;
- 5. Directing the design and construction of neighbourhood enhancements such as streetscape landscaping and fencing;
- 6. Identifying and purchasing raw land for future development; and
- 7. Providing professional real estate services on behalf of the corporation.

The Land Bank Program is self-financed and operates on a level-playing field with other land development interests in the community.

# TRANSPORATION AND UTILITIES DEPARTMENT

#### **BUSINESS ADMINISTRATION**

Business Administration is responsible for providing support services to the department in the areas of financial, system support, and administrative services.

Financial services include the administration, development, and maintenance of the Job Costing System, Payroll System, Accounts Receivable and Payable, interface to the Corporate Inventory System and the Corporate Financial Systems, and all other accounting services including coordination of the Capital and Operating Budgets (including staffing) for the department. Business Administration also reviews and reports on the budgets on a monthly basis, and ensures proper financial procedures are used within the department in the allocation of funds and the handling of goods and services.

System support staff provide hardware and software support to our departmental network. Included in this support is programming support to the limit of our capacity.

Administrative services include dealing with the general operational support function of the department including maintenance requests, coordination of space, and general inquiries regarding the department. In addition, first response to all inquiries dealing with departmental, administrative, and Council policy are provided to maintain a positive corporate image and provide improved services to the public.

Business Administration maintains utility rate models and provides revenue and expense projections and other financial and performance reporting for the department. Bulk power and natural gas purchases are handled by the division, including managing diesel and gasoline purchase strategies.

#### CONSTRUCTION AND DESIGN

Construction and Design delivers municipal infrastructure projects, provides regulatory oversight, maintains infrastructure records, and provides expertise, advice and guidance on municipal infrastructure. These services allow the City of Saskatoon to provide and maintain a high quality of infrastructure in a safe and cost effective manner to its Citizens.

Major activities include:

- land development management
- servicing agreements
- review of subdivision and discretionary use applications
- detailed design and project management for new construction and rehabilitation of roadways, interchanges and water and sewer systems
- technical support services
- drafting, surveying and inspections
- approval of utility installations
- issuance of permits for demolitions and boulevard crossings

- approval of water and sewer infrastructure as part of the building permit process
- water and sewer utility connection management.

The division also inspects curb crossings, commissions new (public and private) potable water and sewer infrastructure, and acts as stewards of the City's infrastructure during private development.

Construction and Design develops, maintains and enforces the City's standard construction specifications and drawings for roadway, sidewalk, lane, and water and sewer infrastructure. The division also produces and maintains comprehensive records and mapping of all infrastructure components and their construction. A city-wide network of benchmarks to provide horizontal and vertical referencing for public and private construction purposes are also installed and maintained by the division.

#### MAJOR PROJECTS

Major Projects provides project delivery services for the Corporation for major projects that do not fit into the typical scope of the other divisions. Current projects include the new Police Station, the Remai Art Gallery of Saskatchewan and the North Commuter Parkway/Traffic Bridge Project.

The Asset Management section of Major Projects is responsible for stewarding the asset condition status, rehabilitation programs and funding levels for our Roadways, Bridges and Water & Sewer collection and distribution system. The core responsibilities of this section are as follows:

- 1. Develop short and long term preservation programs and budgets for the City's water distribution, sanitary sewer and storm sewer utilities based on defined service levels as approved by City Council.
- 2. Develop short and long term preservation programs and budgets for the City's roadway, back lane and sidewalk infrastructure based on defined service levels as approved by City Council.
- 3. Develop short and long term preservation programs and budgets for the City's bridge and structures infrastructure based on defined service levels as approved by City Council.
- 4. Provide support to other Transportation & Utilities Department's divisions by leading projects that require the focus of out-of-line staff.
- 5. In partnership with other divisions, steward the applicable City Standards to ensure they are congruent with the will of City Council, industry best practices and external regulations and legislation.

Major Projects consists of the following:

- Asset Management Section
- Policy Section

#### Water and Sewer Network Length (Kilometres) of Each Size of Pipe – Current

Main Size (mm)	Water System	Sanitary System	Storm System
	(km)	(km)	(km)
100 mm and under	6	1	0.2
150 mm	482	2	1
200 mm	270	724	4
250 mm	101	117	24
300 mm	153	62	152
350 mm to 675 mm	86	82	316
750 mm to 1050 mm	42	25	123
1200 mm and up	9	23	82
Unknown	0.1	0.5	1
Total Kilometres	1149.10	1036.50	703.20

#### Street Network Length (Kilometres) by Length

Classification	Total Kilometres
Expressway/Ramps	165
Arterial	245
Collector	240
Local	700
Boundary	15
Total Centre Line Kilometres	1365
Total Equivalent Lane Kilometres	4005
Rear Lanes - Paved	63
Rear Lanes - Gravel	390
Sidewalk/Combined and Separate	1932

#### Number of Bridge Structures by Classification

River Bridges	7 each
Overpasses	47 each
Pedestrian Overpasses	12 each
Pedestrian Underpasses	11 each

#### **PUBLIC WORKS**

Public Works is responsible for the operation, maintenance, and preservation of roads, lanes, sidewalks, water mains, sanitary sewer mains, storm sewer mains, and waste handling and disposal services.

The Water & Sewer Section is responsible for the operation, maintenance, and inspection of the existing water distribution, sanitary sewer, and storm sewer collection infrastructures. This infrastructure consists of piping, valves, hydrants, manholes, catch basins, storm retention ponds, and streambeds. The Water & Sewer Section also assists Major Projects in defining long term funding needs for asset preservation and setting annual programs for major rehabilitation.

Water & Sewer provides the first response for water, sanitary, and storm sewer service interruptions. This includes responding to calls about water main breaks and service connection leaks, sanitary sewer mains, and sewer connection backups. The section operates and inspects the City's network of fire hydrants and water main valves, conducts water main flushing to manage water quality, cleans catch basins barrels, and tests and treats storm retention ponds to manage water quality.

The Roadways Section provides services for the operation and maintenance of roadway assets, including roads, bridges, sidewalks, lanes, and pathways. The section manages over 100 seasonal programs each year. Winter programs are primarily comprised of snow maintenance on roads and pathways, as well as ice management. Spring and Summer include such programs as sidewalk maintenance, paved street maintenance, lanes and earth-street maintenance, drainage, and street sweeping. The Roadways Section also assists Major Projects in defining long term funding needs for asset preservation and setting annual programs for major rehabilitation, such as bridge inspection.

The Support Services Section provides assistance to all sections within Public Works as well as other departments as required. Support Services includes the 24 hour Customer Service Center that takes inquiries, books service requests and dispatches City crews. The Stores team within Support Services provides purchasing, stocking and bill processing for materials and supplies. The Carpenter Shop performs building repairs and maintenance, chain link fence repair, and works as an internal contract service. The Training team maintains all staff training records; develops training programs; provides classroom and practical equipment training, employee competency evaluations and orientation for new employees. The Landscape Construction team operates during the summer season to repair all landscape damages due to main breaks and other city construction work. This includes lawn, sprinkler, paving stone and walkway maintenance. The Technical Support area creates and maintains the Public Works internal intranet that contains employee and crew information that helps monitor everything from HMS, safety statistics, schedules, and overtime tracking.

The Waste Stream Management Section provides an integrated approach to environmental protection and solid waste management to protect human health, safety and the environment. Waste handling and disposal services include garbage collection, leaves & grass collection, recycling collection from depots, as well as the operation of two composting sites and the Saskatoon Regional Waste Management Centre (Landfill). The Waste Stream Management Section is also responsible for managing container assets, ensuring that residential waste is managed in accordance with the Waste Bylaw and ensuring that waste disposal sites are managed according to regulations. Residential waste handling services are funded by general revenues (55%), direct charges to commercial garbage collection customers (5%), and entrance, tipping and special handling fees charged to direct users of the Saskatoon Regional Waste Management Centre (Landfill) (40%).

Public Works has been operating the Landfill Gas Collection and Flaring Facility, part of the City's Green Energy Park, since its commissioning in November 2013. The Landfill Gas Collection process both collects and conditions the naturally produced gases for delivery to the Landfill Gas Power Generation Facility, operated by Saskatoon Light and Power. The Flaring Facility captures and expunges any unused portions of landfill gas via a flaring process. Destruction of landfill gas results in annual emissions reduction of 54,000 tonnes of carbon dioxide, contributing to the City's Energy and Greenhouse Gas Management Plan and improving air quality around the landfill. When combusted for electricity production through the generation facility, it can provide green power for approximately 1,300 homes, and generates \$1.1M revenue per year.

The Logistics and Procurement Section is a team of engineers and technical staff dedicated to provide scheduling assistance, purchasing, and contract and program management support to other Public Works sections.

# SASKATOON LIGHT & POWER

Saskatoon Light & Power provides electrical service to customers located roughly within the 1958 boundary of the City of Saskatoon. SaskPower provides electrical service to customers located outside of this area. Bulk electricity is purchased by the City from SaskPower at 138,000 volts. Through a system of transmission lines, substations, and distribution lines with associated distribution hardware, the City's Utility distributes electricity to customers.

Saskatoon Light & Power rates for electricity are regulated by City Council through bylaw and have generally been set the same as SaskPower rates for similar customer classes. Saskatoon Light & Power is currently debt free and operates primarily from revenues it receives from the sale of electricity. It pays the City a grant in lieu of taxes, funds all of its own capital expansion/replacement projects, and transfers all profits to the general funds of the City to help offset property taxes.

# Historical

The municipal electric utility was started in 1906, with a small generating plant of 225 kilowatts located on the riverbank at Avenue H and 11<sup>th</sup> Street. Initially, service was provided at night time only for lighting purposes, but by 1908, 24-hour service was available. By 1911, the extremely rapid growth in demand for electricity forced the City to construct a new coal-fired thermal generating plant on Avenue A south of 19<sup>th</sup> Street.

Further plant expansions brought the generating capacity to 10,000 kilowatts by 1919. At this time, two phase, 60 Hertz (cycles per second) power was generated and distributed at 2,300 volts. In 1928, the City sold its power plant to the Saskatchewan Power Commission, and the plant, which was the single source of supply to Saskatoon Light & Power, was upgraded to 14,400 volts. The Utility obtained additional electrical capacity at 72,000 volts from the SaskPower Queen Elizabeth Power Station in 1959, and at 138,000 volts in 1982. Gradual conversion of the two phase, 2,300 volt distribution system to a three phase, 4,160 volt system, continued from the 1930s until 1972 when it was completed.

In 2000, Saskatoon Light & Power completed its conversion of the 72,000 volt transmission line that roughly forms a ring around the City, and related substations to 138,000 volts. The conversion occurred over a ten-year period and involved the rebuilding of five substations, the building of three new substations, and the replacing of the existing wood pole transmission line, in sections, with a steel pole transmission line.

# Saskatoon Light & Power Today

Saskatoon Light & Power receives all of its electricity from SaskPower with four 138,000 volt interconnections at the Queen Elizabeth Power Station and one 138,000 volt interconnection in Forest Grove east of the Forestry Farm Park. Nine substations are strategically located along the transmission lines to transform the voltage to 25,000, 14,400 and 4,160 volts for distribution to Saskatoon Light & Power's grid and its customers. Fourteen additional substations are located throughout the City to provide for suitable transformation to 4,160 volts. An underground 600 volt network system exists in the central business district and is being expanded, as development occurs, to reduce the number of overhead lines in the downtown area and provide a high degree of reliability to the customers connected to it.

Saskatoon Light & Power serves approximately 59,500 customers within the Utility's 69 square kilometer service area, which is limited by the 1958 City boundary. Annual energy consumption is approximately 1,150 GWh (gigawatt hours) and the peak summer load is approximately 214.7 megawatts. Street lighting is provided by approximately 24,100 streetlights. These streetlights are mostly energy efficient high-pressure sodium fixtures and include sidewalk lighting in several business districts and park pathway lighting throughout the city. Saskatoon Light & Power provides street lighting in all new subdivisions, since streetlights are not limited by the 1958 city boundary.

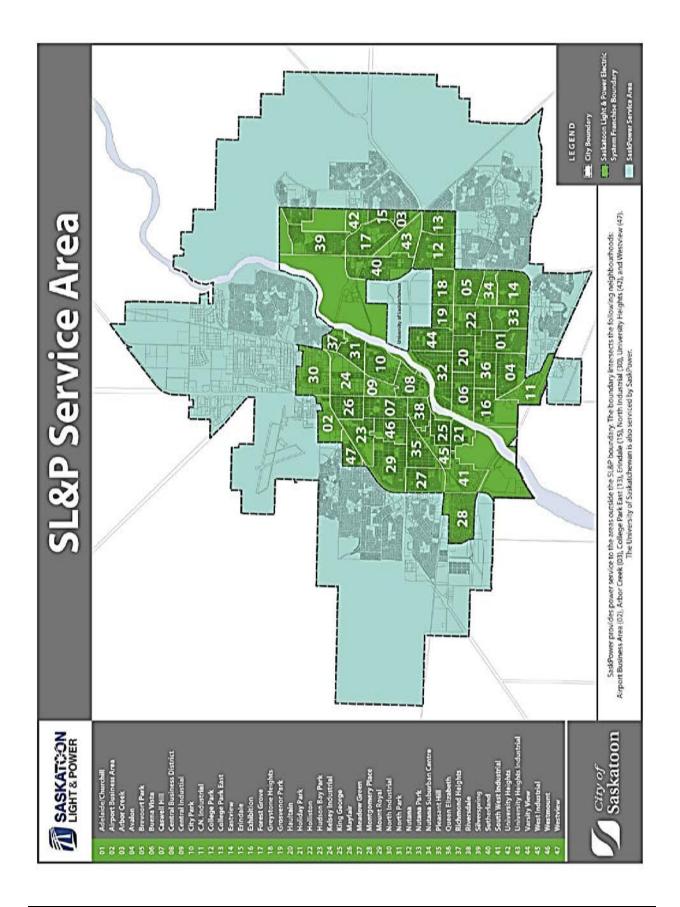
Saskatoon Light & Power initiated a large-scale pilot project in 2010 for the installation of LED (light-emitting diode) lighting in the Evergreen neighbourhood. Approximately 500 lights have now been installed in the neighbourhood. In 2013, Council approved a recommendation to use LED lighting for all new subdivisions. Saskatoon Light & Power will be installing LED lights in all new subdivisions, and will continue to look at options for replacing or retro-fitting lights in existing areas of the city.

Saskatoon Light & Power continues to invest in its electric system infrastructure, with a capital budget of approximately \$14.6 million annually for growth and renewal projects for transmission, substation, overhead, underground, and network distribution.

Saskatoon Light & Power offers a Customer Solar Program where its customers can generate a portion of their own electricity using solar panels, and offset some of their power costs every year. Through the program, Saskatoon Light & Power customers can operate in parallel with the Utility's distribution system, selling power to Saskatoon Light & Power when they are generating more than they need, and buying power from Saskatoon Light & Power at night-time or when they are using more electricity than they can generate on their own. In 2014, the number of customers taking advantage of this program increased from 18 to 33, with an average system size of 6.6 KiloWatts (KW). Combined, all of the solar panels that are interconnected with Saskatoon Light & Power's grid produce about 180 Megawatt-hours each year (about 1/50<sup>th</sup> of 1% of the annual electricity used in Saskatoon, the popularity of solar panels is increasing every year.

Saskatoon Light & Power provides special decorations and decorative lighting on twelve main thoroughfares and bridges within the City during the Christmas season. Banners are also installed on street light poles in various business districts in the City throughout the year.

Saskatoon Light & Power operates with a staff of approximately 157 employees engaged in administration, system planning, engineering design, construction, maintenance, and system operations. Corporate Revenue of the Asset & Financial Management Department provides utility meter reading, billing, and collection services common to the electrical, water, and sewer utilities.



#### SASKATOON TRANSIT

The City undertook steps towards the installation of a Street Railway during the year 1911. In that year, a joint franchise for the construction of a hydro-electric power plant on the South Saskatchewan River and an electric street railway was granted to an English syndicate. This syndicate failed to carry out the terms of the franchise and forfeited its rights thereunder. City Council then decided to proceed with the construction of a system as a municipal enterprise. The contract was awarded to Stone and Webster Engineering Corporation of Boston, Massachusetts. Actual construction work commenced June 1912, and the first car was run over the system in January 1913. The electric railway system was discontinued in November 1951, and replaced by trolley coaches. In 1974, the trolley coaches were retired and an all-diesel operation became effective on May 4.

The City, up to 1975, was served by a radial system and a change to a regional terminal system was completed in 1979. The regional terminal system design consists of terminals serving regional areas, in which routes in that area arrive at the terminal at the same time to facilitate transfers and provide a direct service to other areas. An exclusive downtown terminal was completed in 1984 on 23<sup>rd</sup> Street between 2<sup>nd</sup> and 3<sup>rd</sup> Avenues.

In July of 2006, Saskatoon Transit completed an extensive overhaul of its entire system and introduced a new service. This new service included a complete re-branding and the introduction of the DART service. The DART stands for Direct Access Rapid Transit and is the Saskatoon Bus Rapid Transit System. The DART serves all major quadrants of the City.

Transit currently operates six terminals spread throughout the City. They are Confederation Mall Terminal, Lawson Heights Mall Terminal, Centre Mall Terminal, U of S Terminal, Downtown Terminal, and Market Mall Terminal.

The conventional transit fleet consists of 158 buses including 39 high floor conventional 40-foot diesel buses; 93 low floor conventional 40-foot diesel buses; 8 low floor conventional 40-foot diesel electric/hybrid buses; 12 low floor articulating 62-foot diesel buses; and 6 mid-sized low floor 26-foot diesel buses. During a typical day, there are 98 buses on the road during peak hours, and 65 buses on the road during non-peak hours.

Saskatoon Transit has a staff compliment of 398 employees engaged in operations, administration, maintenance, and Access Transit.

In 2010, Saskatoon Transit implemented the Electronic Farebox Collection system and Smart Card technology.

The following is the statistical information for the years that the system has been in operation:

TRANSIT SYSTEM BUS SERVICE FROM 1913 - 2014						
	PASSENGERS	MILES	TRANSIT CITY		OPERATING	SURPLUS
YEAR	CARRIED	RUN	REVENUE	CONTRIBUTION	EXPENDITURES(1)	(Deficit)
1913	3,401,351	604,803	158,487	19,665	178,152	-
1923	4,373,402	905,113	276,845	-	272,323	4,522
1933	3,509,391	954,100	216,968	85,080	302,048	-
1943	7,996,969	1,201,561	490,579	-	429,810	60,769
1953	10,984,386	1,498,267	754,284	38,511	792,795	-
1963	7,804,818	1,861,892	1,031,787	178,737	1,210,423	-
1973	8,731,367	2,035,534	1,846,608	458,225	2,304,833	-
1974	9,917,571	2,126,447	2,449,554	146,905	2,596,459	-
1975	10,402,444	2,230,628	2,680,096	496,451	3,176,547	-
1976	10,736,362	2,324,543	2,833,818	904,766	3,738,584	-
1977	11,044,801	2,492,817	2,946,983	1,475,597	4,422,580	-
1978	11,584,222	2,667,937	3,087,852	1,881,620	4,969,472	-
1979	12,188,326	2,892,000	3,584,700	2,257,160	5,841,860	-
1980	12,934,665	3,029,326	3,985,430	2,842,040	6,827,470	-
1981	14,096,236	3,152,223	4,969,700	3,310,900	8,280,600	-
1982	14,549,954	3,283,215	5,785,100	3,692,150	9,477,250	-
1983	14,154,200	3,242,200	6,685,600	3,564,400	10,250,000	-
1984	14,050,000	3,332,039	6,950,700	4,035,900	10,986,600	-
1985	14,048,500	5,376,000*	7,582,000	4,185,600	11,767,600	-
1986	13,708,500	5,406,700*	7,519,700	4,303,400	11,823,100	-
1987	12,982,100	5,409,500*	7,453,000	4,714,600	12,167,600	_
1988	12,479,200	5,455,200*	7,597,000	4,999,500	12,596,500	_
1989	12,670,500	5,784,400*	7,799,200	5,468,000	13,267,200	_
1990	12,629,400	5,789,600*	7,426,600	6,537,200	13,963,800	_
1991	12,672,000	5,746,900*	8,071,400	6,478,600	14,550,000	_
1992	10,651,300	5,395,500*	7,493,300	6,752,300	14,245,600	_
1993	10,542,700	5,273,500*	7,621,266	6,751,200	14,372,500	_
1993	7,993,800(3)	4,059,800*	6,218,100	6,416,700	12,346,100	288,700
1995	9,566,000	5,273,100*	8,040,300	7,407,400	15,447,700	200,700
1996		5,323,300*	8,724,900	7,608,400	16,333,300	_
1997	9,540,500 8,962,200	4,992,400*	9,384,700	7,417,900	16,591,400	211,200
1997						211,200
	8,704,300	5,221,948*	7,853,800	9,155,100(2)	17,008,900 17,491,100	-
1999 2000	8,840,800	5,258,500*	7,877,900	9,613,200		- 90,944
2000	8,840,841	5,261,915*	8,007,530 8,621,067	9,945,500 10,511,300	17,862,086 18,791,841	340,526
2001	8,831,400	5,308,300* 5,395,480*	8,689,126	10,624,000	19,389,300	340,520
	8,615,253					-
2003	8,434,558	5,497,325*	8,884,999	11,411,000	20,221,425	74,574
2004 2005	8,882,405(4)	5,739,681*	9,296,830	11,679,696	20,759,696	216,830
	8,981,489	5,780,614*	9,726,077	12,464,500	21,627,634	562,943
2006	9,060,794(5)	6,189,743*	9,816,096	13,222,401	23,764,499	<726,002>
2007	10,598,353(6)	7,099,873*	11,120,006	14,806,074	27,070,980	<1,144,900>
2008	11,149,932	7,037,758*	10,751,462	16,792,800	29,116,762	<1,572,500>
2009	11,579,606	7,216,270*	11,654,894	18,488,400	30,639,041	<486,753>
2010	11,564,858	7,450,787*	12,244,939	17,754,000	30,600,915	<601,976>
2011	12,329,979	7,295,999*	12,593,785	20,459,800	33,804,303	<750,720>
2012	12,770,457	7,337,385*	14,210.017	20,746,472	34,537,837	418,652
2013	13,565,197	7,389,318 *	14,726,100	21,865,400	36,929,118	<337,618>
2014	11,596,832	6,562,032*	12,482,748	22,918,600	38,489,700	<1,980,214>

#### ANGIT EVETEM BUIS SEDVICE EDOM 1013 - 2014

Kilometers

Operating Expenditures include capital debt and transfers to Capital Reserve.

(1) (2) (3) (4) Seniors subsidy transferred from 'Transit Revenue' to 'City Contribution'. Service suspended during (10) ten-week strike.

Change in ridership calculation to 71 rides per pass

New Service July 2, 2006 (5)

(6) New UPass Program - one semester and full year of Discounted Bus Pass Program.

### ACCESS TRANSIT

Access Transit was established within the City in July 2004 for people who are unable to use the regular transit system with safety and dignity. Service is provided using lift-equipped buses and cabs within the city limits of Saskatoon on a shared-ride "accessible door to accessible door" basis. The service provides a safe and secure trip from origin to destination including assistance with getting to the vehicle, getting on the vehicle, securement of the mobility device within the vehicle, exiting from the vehicle, and assistance to the destination accessible door. Access Transit fleet consists of 26 buses.

#### 2014 Access Transit Statistics:

- 5,189 active registrants
- 67% (87,851) total revenue trips ambulatory (not confined to a wheelchair)
- 33% (42,380) total revenue trips non ambulatory (confined to a wheelchair)
- 130,917 total revenue trips delivered
- \$70,000 Taxi Cab budget
- 11,493 total trip denials

Purpose of trip summary:

Leisure 23 %	Medical (15%)
Work 15%	Not specified 1%
Shopping 13%	Therapy 12%
Church (7%)	Education 2%
Recreation 1%	Day programs (4%)
Special Events (1%)	Dialysis (7%)

#### SASKATOON WATER

Saskatoon Water is responsible for the operation and maintenance of the City's water and wastewater treatment, the handling and disposal of solids resulting from the treatment processes, the water and wastewater pumping facilities, ongoing process optimization and environmental studies, engineering and long term expansion planning for water distribution, sewer collection systems and treatment plants, related construction project management and capital work, the testing and maintenance of water meters, and the cross connection control program.

#### Water Treatment

The Water Utility consists of the water treatment operations managed by Saskatoon Water, and the water distribution system which is administered by Public Works.

The Water Treatment Plant treats raw river water to provide dependable, high quality potable water to the water distribution system. The Water Treatment Plant has a current treatment design capacity of 220,000  $\text{m}^3$ /day. An average of 43 million cubic meters of water is pumped to the distribution system each year.

Staff at the Water Treatment Plant operate and maintain three reservoirs, two at remote locations and one adjacent to the Plant. The reservoirs provide potable water storage which is used during higher water demand periods, for fire fighting and to respond to water quality emergencies. The City's water distribution system pressure is monitored and maintained by the Operations staff at the Water Treatment Plant.

#### Metering

The Meter Shop provides the purchase, installation, testing, repair, and initiation and termination of water services. The Meter Shop also directs the operations of the City's Cross Connection Control Program, a program designed to ensure that adequate protection exists between the City's distribution system and the consumer's water service to prevent backflow and any related potential contamination. As a water purveyor, the City is responsible to ensure that the quality of the water is maintained throughout the water distribution system.

#### Wastewater Treatment

The Wastewater Utility consists of the treatment operations, managed by Saskatoon Water, and the wastewater collection system which is administered by Public Works.

The Wastewater Treatment Plant treats approximately 33 million cubic meters per year, or 90 million litres per day from residential, commercial and industrial sources produced within the city limits.

Initial treatment of the raw wastewater involves grit removal, screening of large fibrous materials through bar screens, and gravity settling of remaining solids. With the expansion in 1996, the plant now provides full secondary treatment with additional nutrient reduction using a Biological Nutrient Removal process. The Ultraviolet Disinfection facility eliminates the need for a chlorine disinfection process, thereby, eliminating the use of chlorine except for emergency situations.

Solids recovered from the wastewater are digested anaerobically (without air) and piped to a site 12 kms north of the city where they are stored. The solids are then pumped through a pipeline and applied to neighbouring farmland in the spring and fall through a wet injection process.

Staff at the Wastewater Treatment Plant are also responsible for the maintenance, daily inspection, and operation of 28 sanitary sewer pumping stations within the City's wastewater collection system and two storm water pumping stations.

### Water & Wastewater Capital Expansion & Upgrade

Saskatoon Water has capital projects in the Water and Wastewater utilities totalling \$206 million and \$170 million respectively in the next ten years (2015-2024). These are projects driven by regulatory requirements and plant improvements related to treatment quality, public safety, system capacity, security and reliability.

Water capital expenditures in the next ten years include automatic meter reading, pumping capacity increases, filter plant upgrades, fill main construction, additional clarification capacity, plant renovations and reservoir construction in new growth areas. Existing projects, from 2014 and prior, which will be completed in 2015 include the Avenue H Reservoir Expansion and the 42<sup>nd</sup> Street Reservoir and Pumping Station Expansion.

Wastewater capital expenditures in the next ten years include odour abatement, lift station upgrades, biosolid holding cell improvements, fermenter upgrades and smaller scale replacement projects. Existing projects from 2014 and prior are comprised of the maintenance and operations facility expansion, primary sedimentation cell electrical upgrade, Avenue C lift station replacement and the heavy grit burial site remediation.

#### Engineering and Planning

The core responsibilities of the Engineering and Planning Section are as follows:

- Protect existing properties from surface and underground flooding based on defined service levels as approved by City Council.
- Provide long and short term planning for the expansion of the water distribution, and sanitary and storm sewer collection systems.
- Maintain the City of Saskatoon water and sewer design standards and review all proposed water and sewer construction drawings for private developments to ensure compliance.
- Provide planning and design engineering consulting services to Saskatoon Land.

#### Laboratories

#### Water Quality

- Monitor, sample, analyze, and report Drinking Water Quality in the city's distribution system and handle customer inquiries.
- Liaise with regulatory agencies to ensure compliance with operations.
- Ensure compliance with the Permit to Operate issued by the Water Security Agency for Water Works.
- Provide bacterial testing for City Departments including on-call testing and biochemical support to operational managers for Water Treatment Plant processes.
- Watershed monitoring of the river quality to support operation of Water Treatment Plant processes.
- Conduct tours and provide public education on drinking water treatment.

### Environmental Monitoring

- Monitor, sample, analyze, and report surface water, groundwater, wastewater, and industrial effluent.
- Liaise with regulatory agencies to ensure compliance with operations.
- Ensure compliance with the Permits to Operate issued by the Water Security Agency for Wastewater Works and Landfill.
- Participate in the assessment of waste loads and collection system discharges intended for the Wastewater Treatment Plant.
- Watershed monitoring of the river quality to support operation of Wastewater Treatment Plant processes.
- Provide sampling and testing support for river spills and sanitary complaints.
- Conduct tours and provide public education on wastewater treatment.

Laboratory programming is funded through water and wastewater utility charges and through fees collected from businesses where monitoring is required.

#### Water and Wastewater Utility Funding

The Water and Wastewater Utilities' operating and capital costs are fully funded by the revenue generated by their respective rate structures as defined by the following:

**Water Charges** – Rates comprised of a fixed service charge (based on the water meter size) plus an inclining block volumetric charge for residential customers, and a constant usage volumetric charge for commercial customers.

**Wastewater Charge** – Rates comprised of a fixed service charge (based on the water meter size) plus an inclining block volumetric charge for residential customers and a constant usage volumetric rate for commercial customers.

**High Strength Charges** – A surcharge for high strength industrial waste.

**Liquid Waste Hauler Charges** – A volumetric charge for liquid waste trucked directly to the Wastewater Treatment Plant.

**Fire Service Charges** – A cross-charge to the Fire Department (for maintaining fire protection services).

In December 2013, City Council approved water and wastewater rates that will increase the average bill by 9.5% each year for 2014, 2015 and 2016. Rate increases fund annual operating costs and capital projects to upgrade the Water and Wastewater Treatment Plants, water distribution and collection systems, roadway damage associated with the utility and water and wastewater upgrades to serve redevelopment in existing core areas. As shown in the following table, even with this increase, the average water bills for Saskatoon remain significantly less than other prairie cities.

	Meter Size - Residential 5/8"	Meter Size - Commercial 3/4"
City	Consumption: 900 cu.ft./month	Consumption: 3,000 cu.ft./month
Saskatoon (2014)	\$71.52	\$236.36
Regina (2014)	\$106.11	\$289.92
Calgary (2014)	\$101.40	\$272.32
Winnipeg (2014)	\$101.51	\$317.67
Edmonton (2014)	\$106.97	\$276.25

# TRANSPORTATION

The Transportation division is responsible for providing all citizens and visitors with:

- Planning and designing safe, reliable, and timely options for travel in the City.
- Installing and maintaining safe, reliable, and timely options for travel in the City.
- Providing leadership, education and engagement on City Transportation Systems.
- Providing leadership, monitoring, oversight and strategies to ensure the alignment of the City Transportation network and systems with the Corporate Strategic Plan.

The Transportation division goal is to provide the safe and efficient movement of people, goods, and services within and through the city in a cost-effective manner. In 2014, the division was restructured with the creation of three new sections: Engineering, Traffic Operations and Control, and Customer Service.

The <u>Engineering Section</u> is responsible for designing and operating the City's transportation facilities to foster Saskatoon's economy and growth, while minimizing environmental impact. The facilitation of this mandate requires data collection and monitoring of the transportation systems; network modeling to predict performance and support future need; community engagement; overseeing all traffic movements and flows on the transportation network; and design and operation of traffic controls (traffic signals, signs and pavement markings). Initiatives to make our city, your neighbourhood, or your street enjoyable and safe for all modes of transportation include traffic calming measures; cycling and pedestrian programs; and school safety programs. Managing the city's sale and lease of right-of-way lands is also the responsibility of this section.

The <u>Traffic Operations and Control Section</u> include the Electronics Shop and the Sign Shop which manage the field operations to support the city's transportation network.

- The Electronics Shop is responsible for the installation and maintenance of the city's traffic systems and the city's traffic signals.
- The Sign Shop is responsible for the installation and maintenance of signage and pavement markings, as well as the implementation of construction work zones and lane restrictions.

The coordination of all restrictions on the public right-of-way is also managed through this Section.

The <u>Customer Service Section</u> provides a high level of customer support to residents and the division. The section's responsibilities include responding to public inquiries and requests pertaining to the transportation network, and administering external permitting, including 'use of right-of-way' and 'over dimensional/overweight vehicles' for the division. The section supports the other sections of the division by identifying opportunities and assisting with implementing efficiencies and continuous improvement initiatives.

# SASKATOON FIRE DEPARTMENT

#### Headquarters - 125 Idylwyld Drive South Saskatoon, Saskatchewan S7M 1L4

#### Telephone: (306) 975-2520 (Private branch exchange connecting all divisions)

#### SFD administration office hours are 7:45 a.m. to 4:30 p.m. - Monday to Friday

# **GENERAL INFORMATION**

The SFD provides community-based, customer-focused service to create a safe and comfortable environment for the residents of Saskatoon.

The Saskatoon Fire Department (SFD), with a total staff complement of 334, provides 24-hour emergency response service in conjunction with the Saskatoon Emergency 9-1-1 Telephone System. This gives residents of Saskatoon an emergency services delivery system consisting of a wide range of components for the purpose of preventing emergencies and reducing the loss of life and property. The SFD responds to and mitigates emergencies involving the rescue of persons, incidents of fire, unplanned releases of dangerous goods and pre-hospital emergency medical incidents. The SFD protects the city's tax base and supports economic development through extensive inspection, prevention and enforcement programs.

The SFD continues to undertake long-range planning to assist in identifying current and future needs of the Department in conjunction with the Corporate Strategic and Business Plans. The SFD has also undertaken a Continuous Improvement initiative which strives to seek alternate operational effectiveness and efficiencies.

The Department Management Team, consisting of the Fire Chief, Deputy Chief (Operations), four Battalion Chiefs (Operations), Assistant Chief of Communications and Public Relations, Assistant Chief of Support Services, Assistant Chief of Staff Development and Safety, Director of Emergency Planning, and Finance continually reviews current programs, looking for opportunities to improve services provided.

The Saskatoon Fire Department maintains substantial compliance with the following National Fire Protection Association (NFPA) Standards:

- 1201 Standard for Developing Fire Protective Services for the Public.
- 1600 Standard on Disaster/Emergency Management and Business Continuity Programs.
- 1710 Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments.

#### Public Relations

The Department's Public Relations Division works throughout the community promoting fire and life safety. Age appropriate presentations are given at schools, local businesses or community groups and multi-family dwellings including seniors' condominiums.

The Division, through Program Firestop, provides education, and if needed referral, to parents and juveniles suspected of setting fires. The Division is also involved in the Community Threat Assessment Protocol, led by Saskatoon Public Schools and involving several community partners, to respond to student behaviours that may pose a potential risk for violence to students, staff and members of the community. The goal in supporting intervention measures by Saskatoon Public Schools and community partners is to strive to prevent and reduce school violence and to promote the safety of all members of our community. After each devastating event in a neighbourhood, the Saskatoon Fire Department delivers packages to the surrounding area within 72 hours. The packages contain a statement from the department summarizing details of the event and specific safety information to avoid a similar tragedy. Research shows that immediately following a devastating event, residents are open to supportive information that would allow them to avoid a similar tragedy. Two multi-lingual brochures – 'Cooking' and 'Planning and Practising Your Escape' have been developed in five languages that are designed to promote fire safety amongst new immigrants.

#### **Emergency Measures Organization (EMO)**

The SFD manages the Emergency Measures Organization (EMO), which undertakes to ensure a coordinated and timely response between all affected agencies in the event of emergencies that overwhelm existing resources. Major disasters can be caused by expanding emergencies such as floods, severe weather events, as well as manmade events such as prolonged power outages or civil unrest, that can have a drastic impact on public safety and community well-being. EMO continues to encourage all residents and businesses to prepare an Emergency Plan.

In 2014, Saskatoon EMO introduced a new preparedness program, called notify**now** that will effectively and efficiently enhance the safety of individual citizens, their loved ones and their organizations. The notify**now** program allows the City of Saskatoon to rapidly alert residents of occurring or potential emergency situations by sending a text message, leaving a voice mail on home phone systems, and email messages. Notify**now** positions the City of Saskatoon as a progressive and safe-minded community in Canada. This program will also be used through the corporate communications system as a tool to support the service alert program.

In the past year, Saskatoon EMO conducted three separate orientation sessions for each of the corporate organizations who would be involved in an Emergency Operations Centre Alert. The sessions reviewed the following concepts:

• Using the EMO Plan

- Participating in the EOC Alert System
- Command Bus Orientation.

In addition to these orientation sessions, Saskatoon EMO facilitated two Incident Command and two Basic Emergency Management classes in 2014.

Over the past year, Saskatoon EMO initiated several site assessments through its partnership with Public Safety Canada's Regional Resiliency Assessment Program. These organizationally focused risk/hazard assessments were completed on City Hall, the SaskTel Centre, Saskatoon Water, Saskatoon Police (new Headquarters), and the Saskatoon Public Schools Headquarters. Public Safety's specialized team was assembled, at no charge to Saskatoon, with risk experts from across Canada. The assessment products provided valuable assistance in describing the participants' current level of organizational preparedness against an international database of peer organizations.

In addition to these site specific hazard, risk and vulnerability assessments, the EMO team was also able to join a pilot program designed to conduct community level hazard risk and vulnerability assessments at the community, not organizational, level. This pilot program is supported by Public Safety Canada but will be facilitated by the Justice Institute of British Columbia and will be finished by the end of 2015. The products and tools produced at the end of the program will enable Departments within the corporation to effectively and consistently evaluate their hazards and risks. Once these products are in hand, EMO will assist in updating their current emergency plans.

The Saskatoon Fire Department houses and maintains the City of Saskatoon's mobile command post, named Command 9. Saskatoon EMO and the Saskatoon Police Service (SPS) have developed an effective working relationship centered on the Command 9 platform. Command 9 is delivered and operated by Saskatoon EMO and provides the SPS Special Teams with critical command and control capacity during standoff and bomb threat situations. SPS Special Teams now consider Command 9 services to be a standard addition to their Special Teams response profile. SPS Special Teams members regularly participate in Command 9 orientation sessions during their training days.

The Director of Emergency Planning, the Emergency Measures Coordinator and a full time EMO Administrative Assistant work out of the dedicated Emergency Operations Centre (EOC) located at Fire Station No. 9, 870 Attridge Drive.

### Fire Prevention and Investigation

# Community Risk Reduction

The Saskatoon Fire Department's fire prevention practices focus on selected activities and building uses that offer a high potential for preventing unwanted ignition and elimination of hazardous conditions. To accomplish this, City Council has mandated to the Fire Chief with specific bylaws, notably the Fire and Protective Services Bylaw, the Property Maintenance and Nuisance Abatement Bylaw, the Underground Encroachment and Sidewalk Safety Bylaw, the Transportation of Dangerous Goods Bylaw, and the Private Swimming Pools Bylaw.

To accomplish this, SFD has a number of inspection programs and initiatives that utilize three fundamentals of community risk reduction: engineering, education and enforcement.

### Safety and Property Maintenance

Property Maintenance and Nuisance Abatement Bylaw No. 8175 establishes minimum standards for buildings, structures, and yards throughout the City of Saskatoon. The objective of the Bylaw is to provide safe living conditions by eliminating potential hazards. The SFD is also responsible for enforcement of the removal of graffiti from private property. This program continues to be successful with graffiti locations identified by complaints from the public and/or neighbourhood inspections conducted by SFD staff.

# Fire Inspections

Fire Prevention and Operations staff conduct fire inspections that include the reliability of code-specific fire protection features, fire hazard recognition and gathering of building construction data and emergency contact information. Company officers and fire inspectors work closely to coordinate and conduct fire inspections in their assigned response districts.

Fire inspections are conducted on all commercial and multi-residential buildings. Where voluntary compliance cannot be achieved through regular fire inspection and education, the fire inspection process includes enforcement procedures such as licensing, tickets, orders to remedy and prosecutions.

# Fire Investigations

Fire investigations are an integral part of the SFD's commitment to public safety and fire reduction. Fire determination is of major importance to the SFD's fire prevention program. Analysis of the causes of fires in Saskatoon is used to establish fire prevention program priorities and provide fire safety information to the public.

Fire investigators work closely with the Saskatoon Police Service to pursue criminal charges where fires have been determined to be intentionally set. They also network with SGI to provide information on all vehicle fires and Health Canada where fires have occurred in equipment or appliances.

# Plan Reviews

Plan Reviews are conducted in cooperation with the Building Standards Division, providing the Saskatoon Fire Department with the opportunity to comment on preconstruction to address fire code requirements. Design professionals and contractors benefit from this procedure as problems that otherwise would cost time and money are identified and eliminated before construction begins.

The Saskatoon Fire Department is consulted by the Building Standards Division as the agency for occupancy permits. Fire and building officials participate in joint inspections for Partial Occupancy Permit and Full Occupancy Permit applications. These inspections ensure that all building, fire and other applicable codes have been met and the building is safe and habitable.

# Saskatchewan Rental Housing Supplement Program

The goal of this program, SFD Home First Program, is to improve the overall standard of rental properties in Saskatoon. The program continues to assist clients of Social Services by having rental accommodations inspected for general safety and health standards. This Program provides for public education and inspection of properties that would not have been required prior to implementation of this Program. The City maintains a current agreement with the Ministry of Social Services to facilitate requested inspections.

# Safe Housing Initiative

The Safe Housing Initiative helps improve the safety and quality of rental housing in Saskatoon. This initiative brings together representatives from the SFD, Community Services (City of Saskatoon), Saskatoon Health Region, Saskatoon Police Service, Ministry of Justice (SCAN – Safe Communities and Neighbourhoods) and the Ministry of Social Services. The group shares information from their respective areas, and each agency has different tools to help ensure the health and safety of people and the communities in which they live. The Safe Housing Initiative enforces building standards, fire safety, and health bylaws for rental housing. Inadequate and unsafe residences will be brought up to acceptable standards or closed. Properties that are suspected and/or reported to an agency as possibly being involved in or supporting criminal activity will be referred to Police. By working in partnership, and pooling their information and resources, these agencies are more effective in improving our neighbourhoods.

#### Project City-Wide Cleanup

Project City-Wide Cleanup was initiated by the Saskatoon Fire Department in August 2011. It is intended to clean up public areas where no current service programs exist. The program utilizes resources from the Saskatoon Provincial Correctional Centre's Urban Camp to complement Bylaw 8175 in ensuring that public property, such as boulevards, alleys and crosswalks, is maintained thus improving the overall amenity of Saskatoon neighbourhoods.

The scope of work conducted by the Urban Camp work crews includes grass and weed cutting on boulevards and in back alleys. Arterial roadways are cleaned of litter. During winter months, they clear ice and snow from pedestrian crossing ramps to make them more accessible to the handicapped.

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

#### Youth Works Program

The SFD provides a grant to the Saskatoon Indian and Metis Friendship Centre's Youth Works Program. In exchange, the participants of this program, youth involved in court ordered restitution, patrol back alleys in historic neighbourhoods collecting discarded furniture and debris, and transporting it to the landfill. The SFD also utilizes Youth Works for the removal of graffiti on private property. This partnership has allowed the SFD to count on Youth Works to assist in other projects such as community clean-ups or responding to emergent concerns when requested.

# **OPERATIONS**

The SFD operates out of nine fire stations listed below. These stations are situated strategically throughout Saskatoon in order to provide an effective response to all locations within the City limits. Plans remain in place for Fire Station No. 10 in the northwest sector (Elk Point) by 2016/2017. Station location studies continue to determine strategic locations for future fire stations.

Station One	125 Idylwyld Drive South
Station Two	3111 Diefenbaker Drive
Station Three	1906 York Avenue
Station Four	2106 Faithfull Avenue
Station Five	421 Central Avenue
Station Six	3309 Taylor Street East
Station Seven	3550 Wanuskewin Road
Station Eight	207 Slimmon Road
Station Nine	870 Attridge Drive
Station Ten	Claypool Drive & Latrace Road

# (Elk Point) - 2016/2017

The proposed 10-year target is to respond to fire calls within six minutes 20 seconds at least 90% of the time.

"Fire Response Time" measures total response time from when dispatch receives a call for a fire emergency until the first unit arrives at the fire scene. Total response time includes dispatch (communication), reaction (turnout), and travel time.

All front-line apparatus are equipped with automated external defibrillators (AEDs) and fully-trained Primary Care Paramedics (PCPs) as part of the City of Saskatoon's prehospital medical services system.

In addition to fire and rescue apparatus, all nine fire stations house administrative offices for Fire Inspectors contributing to effective and efficient delivery of emergency services in all areas of the City.

For the purpose of emergency operations, the Battalion Chiefs manage one of four operational battalions and serve as team leaders overseeing staff management and other related protective service functions. The Battalion Chiefs ensure all activities are conducted in accordance with SFD policies and procedures and are responsible for long-range planning to meet the strategic objectives of SFD within their assigned Battalion. The Battalion Chiefs respond on a rotating basis, 24 hours per day, and assume command of all major emergency incidents. The Battalion Chiefs continue the Department's tradition of strong working relationships with community leaders.

## Emergency Medical and Technical Rescue Operations

In addition to fire suppression services, City of Saskatoon Bylaw No. 7990 mandates the Saskatoon Fire Department to provide 24/7 emergency medical, rescue and hazardous materials response. These operations require highly specialized skill sets to safely and successfully mitigate all hazards and provide for the extrication and stabilization of trapped, injured and infirm victims.

## **Emergency Medical Services**

The Department currently staffs 153 Primary Care Paramedics and Emergency Medical Technicians. Our Medics respond to EMS incidents within the City as outlined in our Tiered Response Agreement with the Saskatoon Regional Health Authority.

The SFD has undertaken the process of upgrading its Primary Care Paramedics to the 2011 National Occupational Competency Profile in anticipation of the 2019 Saskatchewan College of Paramedics licensing requirements. This will expand the department's current emergency medical scope of practice providing greater levels of pre-hospital patient care to the citizens of Saskatoon.

Additionally, the Department is in the process of upgrading all its automated external defibrillators. This will provide department medical staff increased cardiac rhythm interpretation capabilities and greater intervention options while mitigating serious cardiac events.

# Water and Technical Rescue Operations

## Surface Water and Dive Rescue

This past year, the SFD's Surface Water and Dive Rescue Technicians were called out many times for emergencies on the South Saskatchewan River and local static bodies of water. The department maintains 52 Technicians across four battalions. Recently added to the program is an ultra-high resolution side scan sonar array along with eight imaging specialists. Through the application of this technology, SFD response teams possess the capability to perform underwater imaging when searching for victims. This scanning process will vastly increase operational effectiveness on the water ultimately providing the SFD with the capability of reaching those who need help in a shorter time frame.

## Technical Rescue Program

Technical Rescue Operations are divided into seven categories - Technical Rope Rescue, Confined Space Rescue, Trench Rescue, Structural Collapse Rescue, Rapid Intervention Rescue and Vehicle Extrication Rescue. Each category is a separate discipline requiring highly specialized training and equipment.

#### Hazardous Materials Response

The SFD currently has 59 Hazmat Technicians that respond to unplanned releases of chemicals, petroleum, biological agents and radiological dispersions. Currently as a condition of employment, the Saskatoon Fire Department hires personnel certified to the Operations level of NFPA 472 Hazardous Materials Responder. Once hired, interested staff develop additional skill sets and proficiency to attain Technician level and are integrated into the HazMat Response Team.

Each of these programs is managed and monitored by the Assistant Chief of Staff Development and Safety.

## **Contract Services to Rural Municipalities**

The Saskatoon Fire Department extends its emergency response service to surrounding communities by having response agreements with the Rural Municipalities of Corman Park, Blucher, Dundurn, and Vanscoy; the Village of Vanscoy and the Town of Delisle; the Whitecap Dakota First Nation; and English River (lessee of the Grasswood Indian Reserve).

# **BOARDS AND COMMISSIONS**

# SASKATOON POLICE SERVICE

**Police Facility Address:** 76 25<sup>th</sup> Street East, Saskatoon, SK

# Mailing Address:

P.O. Box 1728, Saskatoon, SK S7K 3R6

#### Telephone:

Emergency 9-1-1 (306) 975-8300 (private branch exchange connecting all departments)

The operations of the Saskatoon Police Service are established under the authority of the *Saskatchewan Police Act,* Part III, Section 25 and 26, and under the City of Saskatoon Bylaw 5728. The Saskatoon Board of Police Commissioners are appointed by City Council to oversee the police operations and consists of the Mayor, two City Council members, and two citizens-at-large.

The 2014 Board of Police Commissioners are:

His Worship Mayor Donald Atchison, Chair Councillor Charlie Clark Councillor Darren Hill Mr. Gordon Martell Dr. Vera Pezer

#### **Mission Statement**

In partnership with the community, we will strive to provide service based on excellence, to ensure a safe and secure environment.

#### Values

**Honesty** *We will be reputable, adhering to truthfulness and being free from deceit.* 

#### Integrity

We will lead by example, being incorruptible and doing the right thing regardless of the pressures or personal risk we face.

#### Compassion

We will be mindful of the distress of others and demonstrate a sympathetic understanding in our desire to assist them.

#### Fairness

We will demonstrate impartiality, being free from self-interest, prejudice or favoritism.

#### Commitment

We will show dedication to the goals of the Service and to our personal development and wellness as we persist in our endeavors to consult, work with and serve the community.

#### Respect

We will recognize the right of all people, regardless of their personal situation, to live without ridicule, and as such we will display courteous regard for people in every situation.

#### Professionalism

We will be above reproach and exhibit a proficient, conscientious, and business-like demeanor in dealing with those we serve.

The 441 sworn members (authorized), of the Saskatoon Police Service are supported by 58.5 Special Constables, 132.61 full time civilian employees and several formally recognized volunteers. They are committed to fulfilling the Services' Mission Statement, guided at all times by the integrity set out in the Core Values. As well, the R.C.M.P. Drug Unit and Criminal Intelligence Unit are integrated with the Saskatoon Police Service.

As well, the Saskatoon Police Service (SPS) is partnered with the RCMP to form the Combined Forces Special Enforcement Unit (CFSEU), Integrated Organized Crime North (IOCN), and the Saskatoon Integrated Drug Enforcement Street Team (SIDEST). The SPS is also partnered with other police agencies to form the Combined Traffic Services Saskatchewan for regional traffic enforcement in the Saskatoon area.

The Police Service is equipped and trained for the most current needs in the delivery of a police service with the completion of a new headquarters building in 2014; creating many efficiencies in terms of law enforcement, investigations and overall service delivery. They also offer emergency services, take complaints of crime, conduct follow-up investigations and preventative activities throughout the city on a 24-hour basis.

#### SASKTEL CENTRE 3515 Thatcher Avenue, Saskatoon, SK S7R 1C4 Office: (306) 975-3155 Tickets: (306) 938-7800 Facsimile: (306) 975-2907 www.sasktelcentre.com www.ticketmaster.ca

SaskTel Centre is Saskatchewan's premier sports and entertainment facility. Hosting major sport events, world touring concerts, cultural events and tradeshows.

2014 was a significant year for the facility, as SaskTel, signed on as the new naming rights partner for ten years. The name change to SaskTel Centre occurred on October 1, 2014. The new partnership will bring exciting opportunities to SaskTel Centre throughout the term, including, free public WiFi access.

Beyond the name change, 2014 was concert-filled with some of the world's most prominent touring acts making stops at SaskTel Centre; including, P!nk, Kings of Leon, Cher, Queen with Adam Lambert, Blake Shelton, Bruno Mars, Katy Perry and Dierks Bentley. SaskTel Centre totaled over 100 event days in 2014.

SaskTel Centre continued its mandate of extending event expertise within the community. Taste of Saskatchewan is wholly owned and operated by SaskTel Centre and had a successful 19<sup>th</sup> season in 2014. In August, the introduction of Rock the River, Saskatchewan's Classic Rock Festival was met with tremendous success and will return in 2015.

The Saskatoon Blades are the anchor tenant at SaskTel Centre. The Blades have had an exciting first half of the 2014/2015 season with the addition of a new hockey operations staff. The team has had impressive victories as they continue to improve through a rebuilding season.

SaskTel Centre sustained its history of operating without taxpayer subsidy towards operations. Based on the solid business plan and a provincial economy still focused on economic growth, we are confident in stable success in 2015.

#### 2014 Board of Directors

Ian Sutherland, Chair Trent Sereda, Vice Chair Candice Murray, Secretary His Worship, Mayor Donald Atchison Councillor Darren Hill Councillor Troy Davies Derek Bachman Ron New Gary Gullickson Adele Buettner

# TCU PLACE – Saskatoon's Arts and Convention Centre 35 - 22- Street East, Saskatoon, SK S7K 0C8 Telephone: (306) 975-7777 Fax: (306) 975-7804 www.tcuplace.com

The Saskatoon Centennial Auditorium began as a dream in 1961, started construction in 1966 and became a realization in 1968. It was built as a project to commemorate Canada's Centennial Anniversary. In January 2006, the facility partnered with, and sold its naming rights to, TCU Financial Group, renaming the facility TCU Place.

TCU Place is located in the heart of downtown Saskatoon adjacent to a major shopping complex and is within walking distance of first-class hotels, restaurants, boutiques and the beautiful Meewasin River Valley.

This state-of the art impressive facility is Saskatchewan's premier venue for entertainment and conference activities. The Sid Buckwold Theatre has, and will continue to host numerous world-class entertainers, artists, theatrical productions, and ballet companies.

TCU Place actively seeks to provide entertainment that caters to all sectors and ages of our population. The mandate to promote arts and culture in the community is a very important component to how we operate.

TCU Place now houses over 104,000 square feet of prime high-end convention space with over 21 different rooms to choose from. Expandable walls provide flexible room sizes that cater to conventions and banquets of up to 1,200 people. The convention centre features state-of-the-art audio visual and technical assets, natural light in many rooms, superior technical support, two freight elevators, and a permanent registration area. In-house catering offers a variety of creative menu selections. In addition to regional and provincial conferences, TCU Place has become a strong contender for larger national and international conventions.

TCU Place is owned by the City of Saskatoon and is operated by the Saskatoon Centennial Auditorium and Convention Centre Corporation. The Corporations consists of a Board of Directors with representation from City Council and the general public. The Board of Directors for 2014 for the Corporation are:

Mayor Don Atchison Peggie Koenig, Past President Paul Jaspar, President Kirk Cherry, Vice President Deborah Fortosky, Treasurer Christine Hrudka, Secretary Councillor Ann Iwanchuk Councillor Tiffany Paulsen Om Kochar Lorne Mysko Sultan Ali Sadat Murray Totland, City Manager

# SASKATOON REGIONAL ECONOMIC DEVELOPMENT AUTHORITY

Suite 103, 202 – 4<sup>th</sup> Avenue North, Saskatoon, SK S7K 0K1 Phone: 306-664-0720; Fax: 306-244-5033 E-Mail: info@sreda.com Website: www.sreda.com

The Saskatoon Regional Economic Development Authority (SREDA) is an independent organization, which originated as a department of the City of Saskatoon. The vision is that economic growth in the Saskatoon region is at its full potential through SREDA's dedication to translating potential into reality by facilitating the retention and expansion of existing business, while encouraging investment in the key growth sectors of the economy in the Region. The organization uses a focused approach to maximize its overall effectiveness in the Saskatoon Region with high-impact initiatives that contribute to longterm economic growth. The City of Saskatoon is a member of SREDA, which has now been joined by a number of towns and rural municipalities in the surrounding region, as well as investors from the local business community to promote the objectives of the organization.

The overall goal is to assist in growing the economy, working in the areas of business attraction, business retention and expansion, promotion of the Saskatoon Region, as well as regional and aboriginal economic development projects. The organization works with businesses to encourage new investment in the region and provides services including provision of economic and business information, connecting groups for site selection, facilitating business connections, negotiating tax incentives, and working with governments to provide a competitive environment for new business. In addition, SREDA provides services to assist existing business in the Saskatoon Region to remain viable, grow, and expand. It does this through actively developing and/or engaging in development initiatives, facilitating expansions by negotiating and administering tax incentives, assisting businesses to overcome business development challenges, and promoting the Saskatoon Region's existing business base.

The SREDA Board of Directors is comprised of:

Bruce Richet, Chairman of the Board, CIMA+ Don Atchison, Mayor, City of Saskatoon Curt Dittmer, CFO, Northern Strands Inc. Clay Dowling, President, Ghost Transport Judy Harwood, Reeve, Corman Park Jonathan Huntington, Communications & Community Investment Manager, Cameco Corporation Ann Iwanchuk, City Councillor, Ward 3, City of Saskatoon Eric Olauson, City Councillor, Ward 8, City of Saskatoon David Ostertag, Sr. Director, Transportation & Distribution, Potash Corporation of Saskatchewan Trevor Thiessen, Partner, Redekop Manufacturing Kelly Thompson, Finance Manager, Federated Co-op Merin Coutts, Owner, Merin Coutts Management Consulting & Business Solutions Wanda Hunchak, VP, Westcap Mgt. Ltd. Dion Protzak, Partner, Saskatoon Metal Manufacturing

Staff:

Alex L. Fallon	President and Chief Executive Officer
Jim George	Chief Operating Officer
Kelly Martin	Business Attraction Manager
Nicole Vassos	Regional Affairs Manager
Terra Fehr	Executive Assistant & Office Administrator

# SASKATOON PUBLIC LIBRARY

#### LIBRARY BOARD (2014)

Chris Shauf, Chair Yann Martel, Vice-Chair Councillor Mairin Loewen Lise Erickson Candice Grant Jarita Greyeyes Karen Harilstad Robyn Robertson Zenon Zuzak, Director of Libraries and Secretary to the Board Mayor Don Atchison, Ex Officio

#### LIBRARY DIRECTORY AND HOURS

BRANCH	ADDRESS	PHONE			
Frances Morrison Central Library	311 - 23 <sup>rd</sup> Street East S7K 0J6	(306) 975-7558			
10:00 a.m. – 9:00 p.m. Monday to Thur 10:00 a.m. – 6:00 p.m. Friday & Saturd 1:00 p.m. – 5:30 p.m. Sunday*	•				
Local History (Second Level)		(306) 975-7578			
10:00 a.m. – 9:00 p.m. Monday & Thursday 10:00 a.m. – 5:00 p.m. Tuesday & Wednesday 10:00 a.m. – 6:00 p.m. Friday 1:00 p.m. – 5:30 p.m. Sunday*					
Friends of the Library Shop (Lower Lev	el)	(306) 975-2403			
11:00 a.m. – 2:00 p.m. Wednesday, Friday & Saturday 1:30 – 4:30 p.m. Sunday*					
Alice Turner Branch	110 Nelson Road S7S 1K7	(306) 975-8127			
10:00 a.m. – 9:00 p.m. Monday to Wednesday 10:00 a.m. – 6:00 p.m. Thursday to Saturday 1:00 – 5:30 p.m. Sunday*					

<b>Carlyle King Branch</b> (Cosmo Civic Centre)	3130 Laurier Drive S7L 5J7	(306) 975-7592
1:00 – 9:00 p.m. Monday 10:00 a.m. – 9:00 p.m. Tuesday to Frida 10:00 a.m. – 6:00 p.m. Saturday 1:00 – 5:30 p.m. Sunday*	ау	
Cliff Wright Branch (Lakewood Civic Centre)	1635 McKercher Drive S7H 5J9	(306) 975-7550
10:00 a.m. – 9:00 p.m. Monday to Frida 10:00 a.m. – 6:00 p.m. Saturday 1:00 – 5:30 p.m. Sunday*	У	
J.S. Wood Branch	1801 Lansdowne Ave S7H 2C4	(306) 975-7590
1:00 – 9:00 p.m. Monday to Friday 10:00 a.m. – 6:00 p.m. Saturday 1:00 – 5:30 p.m. Sunday*		
The Library on 20th Street Branch	100-219 Avenue K South S7M 2C7	(306) 975-7508
10:00 a.m. – 6:00 p.m. Tuesday, Thurso 1:00 – 8:00 p.m. Wednesday 1:00 – 6:00 p.m. Friday 1:00 – 5:30 p.m. Sunday*	day & Saturday	
Mayfair Branch	602 33 <sup>rd</sup> Street West S7L 0W1	(306) 975-7591
1:00 – 9:00 p.m. Tuesday & Thursday 1:00 – 5:00 p.m. Wednesday & Saturda 1:00 – 6:00 p.m. Friday	у	

1:00 – 5:30 p.m. Sunday\*

Rusty Macdonald Branch (Lawson Civic Centre) 225 Primrose Drive S7K 5E4

10:00 a.m. – 9:00 p.m. Monday to Friday 10:00 a.m. – 6:00 p.m. Saturday 1:00 – 5:30 p.m. Sunday\*

\*All locations are closed on Sundays during the summer starting Victoria Day weekend until after Labour Day weekend.

All Saskatoon Public Library locations are wheelchair accessible, with the exception of the lower level of J.S. Wood Branch, where the program rooms and washrooms are only accessible by stairway.

Saskatoon Public Library (SPL) offers a variety of free services, programs and collections, from traditional materials to eLibrary services, plus a music downloading service, video games and a digital magazine service. Meet all your educational, informational, recreational and cultural needs with a consolidated catalogue of more than 300 provincial libraries and access to extensive Interlibrary Loan services. SPL has eight locations, including Frances Morrison Central Library, which house The Gallery, Local History and other specialized areas, and seven branch libraries. Visit saskatoonlibrary.ca for more information.

# THE MENDEL ART GALLERY AND CIVIC CONSERVATORY

950 Spadina Crescent East, Saskatoon, SK S7K 3L6 Telephone: (306) 975-7610

#### Mandate

The mandate of the Mendel Art Gallery is "to operate and maintain, in the City of Saskatoon, a public museum for the collection, exhibition, preservation and interpretation of works of art and for the development of public understanding and appreciation of art." The Mendel Art Gallery carries out its mandate by:

- developing and holding in trust for the citizens of Saskatoon, the Province of Saskatchewan, and Canada, a representative and outstanding permanent collection of contemporary and historical works of art by Saskatchewan, Canadian, and international artists.
- providing a balanced program of curated visual art exhibitions in various media and in consideration of issues of race, gender, politics, and contemporary cultural ideas and concerns.
- circulating exhibitions regionally, nationally, and internationally to expand and serve audiences beyond the City of Saskatoon, to provide greater exposure for significant art of the region, and to participate in active exhibition exchange with other art museums from other centres.
- publishing exhibition catalogues of original curatorial research related to exhibitions and the permanent collection for use by researchers, art gallery and museum professionals, critics, writers, artists, students, and the general public.
- providing a wide range of public programs that encourage diverse audiences to engage with works of art and to enjoy and learn more about the visual arts.
- providing professional programs that encourage the study and appreciation of art by vocational and professional artists, curators, art writers, and academics.
- serving as a vital resource for local and regional art galleries, artist-run centres, museums, arts organizations, schools, universities, and the diverse cultural communities of Saskatchewan.

## History

Frederick (Fred) Salomon Mendel was a successful businessman and art collector who founded Intercontinental Packers Limited in Saskatoon in 1940 after encroaching Nazi threats forced him and his family to flee Europe and start a new life in Canada. In the early 1960s, he decided to initiate the building of a public art museum for Saskatoon as a way to celebrate the success of his meat packing business, and to thank the citizens of Saskatoon for their support. Mr. Mendel made a generous financial donation to the City of Saskatoon, which was matched by the Province of Saskatchewan, and a beautiful location along the South Saskatchewan River was selected as the site for the future art museum. A national design competition attracted 48 entries from architects across the country, and was won by the Winnipeg firm of Blankstein, Coop, Gillmor and Hanna.

Opened on October 16, 1964, the Mendel Art Gallery - one of the finest examples of Modernist architecture in Saskatchewan - stands as testament to Fred Mendel's philanthropic spirit, civic responsibility, passion for visual art, and progressive vision. In 1965, Fred Mendel donated a second gift: thirteen paintings by the Group of Seven and their contemporaries from his private collection. These works established the foundation of the gallery's permanent collection, which today numbers over 7,700 works of art, the largest public art collection in Saskatchewan.

In 1975, a modest building addition, with funding from the federal government, allowed the institution to assume additional operational capabilities. The Mendel Art Gallery began hosting, producing, and touring art exhibitions, both regionally and nationally, in recognition of its newly designated status as an Associate Museum of the National Museums of Canada.

The Mendel Art Gallery is an important community and heritage landmark, an invaluable educational resource, one of the most popular and culturally significant tourist destinations in Saskatoon and Saskatchewan.

The Mendel Art Gallery celebrated its 50<sup>th</sup> anniversary in 2014 and will close in June 2015. The building will be re-imagined as a Children's Discovery Museum.

## Remai Modern Art Gallery of Saskatchewan

Designed by the renowned Canadian architectural firm, KPMB, it will be a striking building from the outside and will offer equally captivating views from within the building. Inspired by the local landscape and the rich history of architectural modernism, the design won a 2011 Award of Excellence from Canadian Architect magazine, well before construction started.

The Prairie-style form responds to the low, flat topography of Saskatchewan's natural landscape and evokes agrarian traditions of building indigenous low-rise, linear structures. The exterior will be clad in a metal mesh screen, whose copper colour was inspired by the Bessborough Hotel (CNR, 1932), one of Saskatoon's historic architectural landmarks located further north along the river.

The modernist spirit, initiated with the opening of the Mendel Art Gallery in 1964 and Fred Mendel's original gift of artwork, is evolving into a more interpretive, challenging, international and unexpected approach to art as Remai Modern echoes the modern Prairie perspective.

The new building is supported by all levels of government and, most importantly, by generous donors, including families and corporations. The gallery and surrounding amenities and facilities will also be served by an underground parkade owned and operated by the City.

#### **Project History**

The Art Gallery of Saskatchewan gained momentum in 2009, when Saskatoon's City Council announced with the Federal and Provincial governments the intention to build a purpose-built gallery that would also serve as a destination centre in the city's south downtown at River Landing.

The Remai Modern Art Gallery of Saskatchewan building was designed by Bruce Kuwabara of KPMB architects in Toronto, and was approved May 30, 2011.

On June 3, 2011, Saskatoon philanthropist Ellen Remai announced a donation of \$30 million to the project, on behalf of the Frank and Ellen Remai Foundation. The gift provides for \$15 million toward the construction costs of gallery, and \$500,000 annually for 30 years, to enhance the new gallery's exhibition program.

In gratitude for this gift, which is unprecedented in Saskatchewan history, City Council unanimously voted June 13 to name the new gallery the Remai Art Gallery of Saskatchewan.

The project will more than triple the space available for temporary and collection-related exhibitions, and will include a community gallery, studio classrooms, a film and lecture theatre, meeting rooms, and spaces for receptions and other public events. As well, there will be ample storage space for the growing permanent collection, now numbering over 7,700 works. The building will meet rigorous modern gallery standards, making it possible to host national and international touring exhibitions previously unavailable to the city. This will be an energy-efficient, sustainable building; the architects will be seeking LEED (Leadership in Energy and Environmental Design) Silver certification.

In 2012, Ellen Remai, on behalf of the Frank and Ellen Remai Foundation, donated the world's most comprehensive collection of Picasso linocuts – numbering over 400 and valued at \$20 million.

Construction commenced in early 2013, with a sod-turning ceremony held on June 7, involving key stakeholders and representatives from all three levels of government.

The name of the gallery and vision for the gallery were unveiled in June 2014.

Remai Modern is a thought leader and direction-setting modern art gallery that boldly collects, develops, presents and interprets the art of our time. Its mandate is to enable transformative experiences by connecting art with local and global communities.

Due to open to the public in 2016, Remai Modern is one of the most visionary new art museum developments in North America.

# Structure

A 14-member Board of Trustees oversees the governance function of the Mendel Art Gallery, approves policies and budgets, and appoints the Executive Director and CEO. The staff is responsible for the institution's programs and day-to-day operations. The Mendel has an active membership and group of volunteers who assist with fundraising events, receptions, exhibition openings, public relations, and more.

The Mendel Art Gallery Board of Trustees as of December 31, 2014 are:

- Alain Gaucher, Q.C., Chair & President of the Board, Chair, Executive Committee
- Darrell Bell, Chair, Fundraising Oversight Committee
- Cheryl Carver
- Councillor Charlie Clark
- Danielle Favreau
- Lynda Haverstock
- Jack Hillson
- Ineke Knight
- Keitha McClocklin, Treasurer, Chair, Audit & Finance Committee
- Councillor Tiffany Paulsen, Q.C.
- Ken Smith, Vice-Chair, Chair, Governance Committee
- Alexander Sokalski, Chair, Collections Committee
- Peter Stoicheff
- Michelle Wildeman, Secretary

Honourary Chair

• Eva Mendel Miller

In 1967, the City of Saskatoon, in the Province of Saskatchewan, incorporated the gallery as The Saskatoon Gallery and Conservatory Corporation. The Mendel Art Gallery is an autonomous free-standing organization, registered as a Canadian charity and certified under the Non-Profit Corporations Act of Saskatchewan.

The Civic Conservatory is part of the main building, and is tended by employees of the City's Infrastructure Services Department, Parks Branch.

The Mendel Art Gallery & Civic Conservatory is open to the public, free of charge, from 9 a.m. to 9 p.m., 364 days per year, closed Christmas Day.

# **EDUCATION**

# THE PUBLIC BOARD OF EDUCATION SASKATOON SCHOOL DIVISION NO. 13

310-21<sup>st</sup> Street East, Saskatoon, SK S7K 1M7 Telephone: (306) 683-8200 **Mrs. Avon Whittles, Director of Education** 

#### **BOARD OF TRUSTEES**

Donna Banks	(306) 683-8463
Kathleen Brannen	(306) 683-8466
Bronwyn Eyre	(306) 683-8467
Dan Danielson	(306) 683-8464
Holly Kelleher	(306) 683-8461
Vernon Linklater	(306) 683-8462
Colleen MacPherson	(306) 683-8465
Ray Morrison	(306) 683-8460
Darrell Utley	(306) 683-8468
Kevin Waugh	(306) 683-8469

#### **ELEMENTARY SCHOOLS**

		POSTAL	(306)	
SCHOOL	ADDRESS	CODE	PHONE	PRINCIPAL
Alvin Buckwold	715 East Drive	S7J 2X8	683-7100	A. Banda
Brevoort Park	2809 Early Drive	S7H 3K4	683-7110	D. Boyd
Brownell	274 Russell Road	S7K 7E1	683-7120	N. Douglas
Brunskill/KCC	101 Wiggins Avenue	S7N 1K3	683-7130	K. Ford
Buena Vista	1306 Lorne Avenue	S7H 1X8	683-7140	D. Sinnett
Caroline Robins	1410 Byers Crescent	S7L 4H3	683-7150	D. Stevens
Caswell	204 - 30 <sup>th</sup> Street West	S7L 0N9	683-7160	S. Pattison
College Park	3440 Harrington Street	S7H 3Y4	683-7170	A. Schmalz
Confederation Park	3555 John A. Macdonald	S7L 4R9	683-7180	S. Herron
Dr. John G. Egnatoff	225 Kenderdine Road	S7N 3V2	683-7190	H. Robertson
Dundonald	162 Wedge Road	S7L 6Y4	683-7200	B. Braybrook
Fairhaven	495 Forrester Road	S7M 4P7	683-7210	S. Hilsen
Forest Grove	501 - 115 Street East	S7N 2X9	683-7220	S. McEachern
Greystone Heights	2721 Main Street	S7H 0M2	683-7230	D. Barss
Henry Kelsey	16 Valens Drive	S7L 3S1	683-7240	Y. Denomy
Holliston	1511 Louise Avenue	S7H 2R2	683-7250	J. Hingley
Howard Coad	431 Avenue T North	S7L 3B5	683-7260	P. Mooney
Hugh Cairns V.C.	2621 Cairns Avenue	S7J 1V8	683-7270	B. Shmon
James. L. Alexander	427 McCormack Road	S7M 5L8	683-7280	S. Pocha
John Dolan	3144 Arlington Avenue	S7J 3L5	683-7290	D. Driedger
John Lake	2606 Broadway Avenue	S7J 0Z6	683-7300	K. Pierce
King George	721 Avenue K South	S7M 2E7	683-7310	K. Sego
Lakeridge	305 Waterbury Road	S7J 4Z7	683-7320	K. Epp

		POSTAL	(306)	
SCHOOL	ADDRESS	CODE	PHONE	PRINCIPAL
Lakeview	527 Kingsmere Boulevard	S7J 3V4	683-7330	C. Shepherd
Lawson Heights	430 Redberry Road	S7K 5H6	683-7340	J. Piro
Lester B. Pearson	3620 Centennial Drive	S7L 5L2	683-7350	J. Simpson
Mayfair	510 - 34 <sup>th</sup> Street West	S7L 0Y2	683-7360	T. Berg
Montgomery	3220 Ortona Street	S7M 3R6	683-7370	M. Low
North Park Wilson	1505 – Ninth Avenue North	S7K 2Z8	683-7380	S. Champ
Pleasant Hill	215 Avenue S South	S7M 2Z9	683-7390	M. Jutras
Prince Philip	1715 Drinkle Street	S7J 0P8	683-7400	S. McConnell
Princess Alexandra	210 Avenue H South	S7M 1W2	683-7410	H. Hamilton
Queen Elizabeth	1905 Eastlake Avenue	S7J 0W9	683-7420	J. Carlson
River Heights	60 Ravine Drive	S7K 1E2	683-7430	C. Scrimshaw
Roland Michener	4215 DeGeer Street	S7H 4N6	683-7440	J. Shepherd
Saskatoon Christian School	Site 510, Box 3, R. R. 5	S7K 3J8	343-1494	D. Wiebe
Saskatoon Misbah School	222 Copland Crescent	S7H 2Z5	384-9499	M. Majinoor
Silverspring	610 Konihowski Road	S7S 1M5	683-7900	E. McEwen
Silverwood Heights	403 Silverwood Road	S7K 6G1	683-7450	G. Wood
Sutherland	1008 Egbert Avenue	S7N 1X6	683-7460	D. Harkness
Victoria	639 Broadway Avenue	S7N 1B2	683-7470	D. Arsenault
Vincent Massey	1001 Northumberland Avenue	S7L 3W8	683-7480	I. Wilson
Westmount	411 Avenue J North	S7L 2K4	683-7490	N. Bishop-Yong
Whitecap Dakota Elementary School	Site 507, RR 5, Box 28	S7K 3J8	477-2063	D. Swan
Wildwood	203 Rosedale Road	S7H 5H1	683-7500	T. Capes
Willowgrove	Based at Dr. John G. Egnatoff School until opening		683-7970	S. Armstrong
W.P. Bate	2515 18 <sup>th</sup> Street West	S7M 4A9	683-7510	J. Glines

# SECONDARY SCHOOLS

	POSTAL	(306)	
ADDRESS	CODE	PHONE	PRINCIPAL
1904 Clarence Avenue	S7J 1L3	683-7600	C. Hanke
722 Bedford Road	S7L 0G2	683-7650	B. Hills
160 Nelson Road	S7S 1P5	683-7950	T. Sargeant
820 - 9 <sup>th</sup> Avenue North	S7K 2Z2	683-7550	B. Thorstad
605 Acadia Drive	S7H 3V8	683-7700	P. Humbert
602 Lenore Drive	S7K 6A6	683-7750	D. Njaa
2220 Rusholme Road	S7L 4A4	683-7800	S. Farmer
411 - 11 <sup>th</sup> Street East	S7N 0E9	683-7580	W. Benson
441 Witney Avenue North	S7L 3M6	683-7540	T. Girolami
Site 510, Box 3, R.R. 5	S7K 3J8	343-1494	D. Wiebe
130 Bowlt Crescent	S7M 0L1	683-7910	R. Iverson
1905 Preston Avenue	S7J 2E7	683-7850	B. Flaherty
	1904 Clarence Avenue 722 Bedford Road 160 Nelson Road 820 - 9 <sup>th</sup> Avenue North 605 Acadia Drive 602 Lenore Drive 2220 Rusholme Road 411 - 11 <sup>th</sup> Street East 441 Witney Avenue North Site 510, Box 3, R.R. 5 130 Bowlt Crescent	ADDRESSCODE1904 Clarence AvenueS7J 1L3722 Bedford RoadS7L 0G2160 Nelson RoadS7S 1P5820 - 9 <sup>th</sup> Avenue NorthS7K 2Z2605 Acadia DriveS7H 3V8602 Lenore DriveS7K 6A62220 Rusholme RoadS7L 4A4411 - 11 <sup>th</sup> Street EastS7N 0E9441 Witney Avenue NorthS7L 3M6Site 510, Box 3, R.R. 5S7K 3J8130 Bowlt CrescentS7M 0L1	ADDRESSCODEPHONE1904 Clarence AvenueS7J 1L3683-7600722 Bedford RoadS7L 0G2683-7650160 Nelson RoadS7S 1P5683-7950820 - 9th Avenue NorthS7K 2Z2683-7550605 Acadia DriveS7H 3V8683-7700602 Lenore DriveS7K 6A6683-77502220 Rusholme RoadS7L 4A4683-7800411 - 11th Street EastS7N 0E9683-7580441 Witney Avenue NorthS7L 3M6683-7540Site 510, Box 3, R.R. 5S7K 3J8343-1494130 Bowlt CrescentS7M 0L1683-7910

# SCHOOL STATISTICS (PUBLIC) Elementary

YEAR	TEACHERS	ENROLLED	YEAR	TEACHERS	ENROLLED
1902	2	112	1942	153	5,387
1903	3	136	1943	151	5,149
1904	4	158	1944	156	5,056
1905	5	213	1945	157	4,948
1906	6	296	1946	160	4,870
1907	10	364	1947	162	4,869
1908	16	651	1948	161	5,273
1909	29	831	1949	169	5,481
1910	33	1,038	1950	179	5,701
1911	43	1,478	1951	194	6,144
1912	58	1,478	1952	208	6,805
1913	74	2,922	1953	230	7,608
1914	92	3,412	1954	255	8,184
1915	93	3,516	1955	262	8,325
1916	91	3,171	1956	287	8,768
1917	110	3,565	1957	306	9,261
1918	116	3,759	1958	336	9,969
1919	122	4,068	1959	375	10,867
1920	134	4,327	1960	416	11,658
1921	124	4,685	1961	448	12,341
1922	127	4,989	1962	473	12,601
1923	132	4,180	1963	482	12,932
1924	136	5,352	1964	487	13,449
1925	138	5,573	1965	536	14,229
1926	147	5,977	1966	579	14,961
1927	151	5,323	1967	609	15,529
1928	168	6,699	1968	654	15,759
1929	170	7,106	1969	655.80	15,518
1930	179	7,108	1970	638.40	15,250
1931	187	7,056	1971	627.30	15,129
1932	188	6,792	1972	638.60	14,795
1933	176	6,738	1973	669.55	15,789
1934	170	6,227	1974	672.90	15,245
1935	167	6,263	1975	689.30	14,981
1936	167	6,120	1976	669.90	14,649
1937	164	6,119	1977	678.80	14,150
1938	162	5,645	1978	682.30	14,025
1939	159	5,522	1979	691.70	13,912
1940	159	5,567	1980	702.50	14,102
1941	159	5,451	1981	716.43	14,174
			1982	722.51	14,120

YEAR	TEACHERS	ENROLLED	YEAR	TEACHERS	ENROLLED
1983	727.88	14,360			
1984	707.27	14,580			
1985	727.53	14,376			
1986	750.74	14,586			
1987	750.76	14,531			
1988	744.22	14,188			
1989	735.62	14,034			
1990	727.72	14,311			
1991	720.20	14,235			
1992	718.44	14,394			
1993	729.10	14,590			
1994	722.10	14,628			
1995	737.85	14,927			
1996	745.35	15,002			
1997	770.10	15,141			
1998	794.60	14,936			
1999	806.14	14,960			
2000	787.62	14,470			
2001	768.27	14,223			
2002	764.75	13,853			
2003	757.74	13,330			
2004	755.80	12,797			
2005	754.22	12,707			
2006	733.05	12,479			
2007	744.84	12,230			
2008	762.60	12,210			
2009	794.30	12,546			
2010	831.40	12,696			
2011	853.10	13,197			
2012	882.35	14,027			
2013	946.80	14,641			
2014	968.20	15,287			

# SCHOOL STATISTICS (PUBLIC) High School

YEAR	TEACHERS	ENROLLED	YEAR	TEACHERS	ENROLLED
1908	3	81	1948	127	2,378
1909	5	138	1949	128	2,274
1910	6	187	1950	112	2,290
1911	8	257	1951	117	2,243
1912	9	327	1952	119	2,191
1913	12	414	1953	120	2,192
1914	14	534	1954	124	2,346
1915	16	624	1955	127	2,434
1916	17	698	1956	128	2,588
1917	19	700	1957	146	2,900
1918	25	1,072	1958	162	3,115
1919	26	1,275	1959	175	3,369
1920	30	922	1960	213	3,718
1921	34	1,066	1961	234	4,277
1922	37	1,235	1962	257	4,675
1923	40	1,636	1963	267	5,183
1924	42	1,647	1964	281	5,503
1925	46	1,667	1965	314	5,883
1926	46	1,671	1966	333	6,113
1927	48	1,647	1967	363	6,380
1928	55	1,803	1968	397	6,711
1929	55	1,623	1969	405	7,133
1930	64	1,898	1970	375.50	7,297
1931	88	2,810	1971	350.14	7,299
1932	88	2,946	1972	349.20	7,210
1933	86	2,854	1973	350.34	7,103
1934	88	3,084	1974	351.20	6,992
1935	88	3,230	1975	357.20	7,092
1936	92	3,243	1976	371.30	7,200
1937	96	3,225	1977	378.30	7,385
1938	97	3,196	1978	389.90	7,447
1939	98	3,184	1979	388.30	7,442
1940	97	3,018	1980	386.50	7,321
1941	98	2,661	1981	384.95	7,055
1942	108	2,855	1982	386.70	6,830
1943	111	2,591	1983	391.83	7,077
1944	113	2,416	1984	392.90	7,254
1945	109	2,587	1985	404.90	7,292
1946	120	2,539	1986	415.10	7,265
1947	124	2,506	1987	413.50	7,303

YEAR	TEACHERS	ENROLLED	YEAR	TEACHERS	ENROLLED
1988	417.70	7,181			
1989	411.80	7,447			
1990	407.20	7,429			
1991	402.30	7,073			
1992	402.80	7,148			
1993	427.00	7,135			
1994	398.40	7,163			
1995	398.95	7,200			
1996	401.40	7,724			
1997	407.75	7,694			
1998	420.80	7,819			
1999	439.00	8,102			
2000	430.00	7,854			
2001	432.46	7,522			
2002	430.25	7,992			
2003	433.42	8,169			
2004	445.62	8,366			
2005	450.55	8,177			
2006	465.14	8,152			
2007	461.35	8,029			
2008	460.27	7,895			
2009	472.34	8,082			
2010	482.75	8,121			
2011	478.55	8,100			
2012	477.57	8,048			
2013	494.58	8,201			
2014	498.18	8,253			

# ST. PAUL'S ROMAN CATHOLIC SEPARATE SCHOOL DIVISION NO. 20 OF SASKATCHEWAN

420 - 22<sup>nd</sup> Street East, Saskatoon, SK S7K 1X3 Telephone: (306) 659-7000 Fax: (306) 659-2007 **Director – Greg Chatlain** <u>www.gscs.sk.ca</u>

#### **BOARD OF TRUSTEES**

Mr. Ron Boechler	(306) 249-5658
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Mr. Tom Fortosky	(306) 665-6047
Ms. Lisa Lambert	(306) 931-9266
Mrs. Alice Risling	(306) 665-2532
Mr. Tim Jelinski	(306) 649-0423
Ms. Debbie Berscheid	(306) 682-4906
Mr. Wayne Stus	(306) 477-0086
Mr. Todd Hawkins	(306) 948-6996

# **ELEMENTARY SCHOOLS**

		<u>POSTAL</u>	<u>(306)</u>	
<u>SCHOOL</u>	ADDRESS	<u>CODE</u>	<u>PHONE</u>	PRINCIPAL
Bishop Filevich	125 105 <sup>th</sup> Street	S7N 1N3	659-7230	M. Thorson
Bishop Klein	1121 Northumberland Avenue	S7L 3X2	659-7150	K. Gauthier
Bishop Pocock	227 Avondale Road	S7H 5A5	659-7160	D. Rongve
Bishop Roborecki	24 Pearson Place	S7L 4S7	659-7180	S. Lorenz
Cardinal Leger	141 Campion Crescent	S7H 3T8	659-7190	W. Spooner
Father Robinson	530 Rogers Road	S7N 3Z3	659-7200	A. Romanoff
Father Vachon	3722 Centennial Drive	S7L 5K4	659-7210	K. Hanson
Georges Vanier	820 Wilson Crescent	S7J 2M4	659-7220	D. Reminzowski
Holy Family School	815 Stensrud Road	S7W 0M9	659-7850	C. Tenaski
Mother Teresa	738 Konihowski Road	S7S 1M4	659-7240	R. Garman
Pope John Paul II	3035 Arlington Avenue	S7J 3K5	659-7460	L. McGettigan
St. Angela	302 Russell Road	S7K 6P2	659-7250	T. Bairos
St. Anne	102 Ravine Court	S7K 4H6	659-7260	D. Johnson
St. Augustine	602 Boychuk Drive	S7H 4S1	659-7270	D. Hyshka
St. Augustine	Box 1810, Humboldt	S0K 2A0	682-1050	C. Theisen
St. Bernard	203 Whiteshore Crescent	S7J 3W4	659-7280	L. Giocoli
St. Dominic	3301 Dieppe Street	S7M 3S6	659-7290	J. Vangool
St. Dominic	Box 2019, Humboldt	S0K 2A0	682-1080	D. Spence
St. Edward	1002 Avenue P North	S7L 2W7	659-7300	R. Cratty
St. Frances	2141 McPherson Avenue	S7J 0S8	659-7310	D. Fradette

St. Gabriel St. George St. Gerard St. Maria Goretti St. John St. Luke St. Marguerite	Box 1177 Biggar, SK 748 Redberry Road 205 Montreal Avenue North 301 Avenue Q North 1205 Avenue N South 275 Emmeline Road 1235 McCormack Road	S7L 2X7 S7M 2R1 S7J 5B7	948-5550 659-7320 659-7330 659-7340 659-7340 659-7360 659-7370	R. Garchinski L. Domoslai G.Jean-Bundgaard M. Monteiro E. Brockman C. Sarich S. Brannen
St. Marguerite	1235 McCormack Road	S7M 5L6	659-7370	S. Brannen
St. Mark	414 Pendygrasse Road	S7M 4M3	659-7380	O. Fortosky
St. Mary	327 Avenue N South	S7M 2R9	659-7390	K. Sawchuk
St. Matthew	1508 Arlington Avenue	S7H 2Y2	659-7400	F. Rivard
St. Michael	22 – 33 <sup>rd</sup> Štreet East	S7K 0R7	659-7410	S. Lord
St. Paul	1527 Alexandra Avenue	S7K 3C1	659-7420	R. Brisebois
St. Peter St. Philip St. Volodymr Sister O'Brien	202 Sumner Crescent 1901 Haultain Avenue 302 Kellough Road 451 Silverwood Road 1441 Wellington Street	S7L 7A4 S7J 1P4 S7N 3K6 S7K 6G1 S7M 1L3	659-7440 659-7450 659-7470 659-7480 659-7490	K. McIntosh S. McLean B. Harper M. Colleaux J. Castilloux

# SECONDARY SCHOOLS

<u>SCHOOL</u>	ADDRESS	POSTAL <u>CODE</u>	(306) <u>PHONE</u>	<b>PRINCIPAL</b>
Bethlehem Catholic High School	110 Bowlt Crescent	S7M 0L1	659-7900	D. Knight
Bishop J. Mahoney	231 Primrose Drive	S7K 6Y3	659-7500	L. Hodson
Bishop Murray	615 Wiggins Avenue	S7H 2J2	659-7710	R. Sondershausen
E.D. Feehan Catholic	411 Avenue M North	S7L 2S7	659-7550	B. Stroh
Holy Cross	2115 McEown Avenue	S7J 3K8	659-7600	B. Garchinski
Oskāyak	919 Broadway Avenue	S7N 1B8	659-7730	B. Laliberte
St. Joseph	115 Nelson Road	S7S 1H1	659-7650	C. Thorson
Humboldt Collegiate Institute	Box 1780, Humboldt	S0K 2A0	682-2824	C. Popoff

# SEPARATE SCHOOL STATISTICS

Elementary							
TEACHERS	ENROLLED	YEAR	TEACHERS	ENROLLED			
6	232	1924	9	509			
6	312	1925	9	507			
6	317	1926	11	560			
9	388	1927	12	607			
9	418	1928	17	793			
10	460	1929	18	873			
9	494	1930	19	866			
	6 6 9 9 10	TEACHERSENROLLED6232631263179388941810460	TEACHERSENROLLEDYEAR6232192463121925631719269388192794181928104601929	TEACHERSENROLLEDYEARTEACHERS62321924963121925963171926119388192712941819281710460192918			

YEAR	TEACHERS	ENROLLED	YEAR	TEACHERS	ENROLLED
1931	20	891	1975	254.71	5,555
1932	20	901	1976	263.21	5,714
1933	20	925	1977	277.94	5,845
1934	20	870	1978	265.11	5,775
1935	20	873	1979	271.77	5,917
1936	20	860	1980	283.27	6,088
1937	21	840	1981	303.21	6,496
1938	21	798	1982	353.27	7,207
1939	21	826	1983	371.89	7,569
1940	21	813	1984	386.51	7,943
1941	20	761	1985	408.15	8,216
1942	21	773	1986	439.89	8,692
1943	21	811	1987	463.94	9,057
1944	21	797	1988	477.65	9,424
1945	22	830	1989	495.96	9,629
1946	22	824	1990	499.25	9,785
1947	22	755	1991	513.35	9,963
1948	23	843	1992	522.04	10,108
1949	23	853	1993	516.29	10,349
1950	24	935	1994	517.80	10,612
1951	26	1,056	1995	545.24	10,463
1952	33	1,193	1996	553.00	10,887
1953	35	1,350	1997	567.08	10,894
1954	44	1,590	1998	602.52	10,925
1955	52	1,834	1999	600.21	10,789
1956	59	1,925	2000	599.84	10,772
1957	63	2,098	2001	614.30	10,674
1958	72	2,355	2002	605.14	10,512
1959	87	2,709	2003	604.00	10,390
1960	97	2,999	2004	599.14	10,201
1961	107	3,324	2005	592.42	9,892
1962	127	3,549	2006	643.13	10,222
1963	140	3,924	2007	649.06	10,207
1964	165	4,229	2008	647.30	10,193
1965	181	4,647	2009	642.77	10,094
1966	212	5,081	2010	658.97	10,189
1967	230	5,620	2011	661.68	10,664
1968	244	5,777	2012	673.42	11,174
1969	262	6,252	2013	671.34	11,426
1970	259	6,239	2014	716.20	11,644
1971	246	6,262			
1972	246	5,635			
1973	280	5,810			
1974	267	5,531			

		High S	chool			
YEAR	TEACHERS	ENROLLED	YEAR	TEACHERS	ENROLLED	
1963	32	712	1996	195.00	3,587	
1964	38	750	1997	207.22	3,751	
1965	47	791	1998	221.25	3,922	
1966	55	917	1999	223.23	4,109	
1967	55	1,103	2000	234.60	4,310	
1968	75	1,597	2001	247.28	4,476	
1969	86	1,772	2002	255.03	4,768	
1970	89	1,881	2003	261.19	4,731	
1971	101	2,230	2004	264.96	4,901	
1972	114	2,468	2005	276.25	4,881	
1973	220	2,492	2006	283.48	4,971	
1974	130	2,636	2007	298.17	4,941	
1975	125.60	2,599	2008	299.94	4,808	
1976	118.90	2,415	2009	295.90	4,653	
1977	112.80	2,271	2010	297.88	4,697	
1978	117.80	2,349	2011	302.48	4,741	
1979	199.60	2,340	2012	283.85	4,857	
1980	120.55	2,344	2013	290.28	4,902	
1981	124.05	2,364	2014	300.30	4,924	
1982	126.73	2,357				
1983	134.63	2,387				
1984	150.19	2,424				
1985	155.125	2,655				
1986	168.30	2,794				
1987	177.80	2,947				
1988	189.80	3,088				
1989	196.26	3,051				
1990	195.38	3,084				
1991	200.58	3,245				
1992	198.25	3,426				
1993	192.05	3,477				
1994	181.90	3,552				
1995	189.70	3,659				
1995 189.70 3,659						

#### SEPARATE SCHOOL STATISTICS High School

## **Home-Based Students**

YEAR	ENROLLED	YEAR	ENROLLED	
1999	53	2007	45	
2000	49	2008	50	
2001	56	2009	54	
2002	56	2010	41	
2003	77	2011	53	
2004	75	2012	50	
2005	54	2013	52	
2006	56	2014	67	

# SASKATCHEWAN POLYTECHNIC

Administrative Offices 400 - 119 4th Avenue South, Saskatoon, SK S7K 5X2 (306) 659-4300

#### **ADMINISTRATION**

IA
d.

## DEANS

Dean, School of Academic and Career Education Dean, School of Business, and School of Information and Communications Technology Dean, School of Hospitality and Tourism, and School of Human Services and Community Safety Dean, School of Construction, and School of Transportation Dean, School of Nursing Dean, School of Health Sciences, and School of Animal and BioSciences Dean, School of Mining, Energy and Manufacturing, and School of Natural **Resources and Built Environment** 

Della Anaquod, B. Admin., BA, LLB, MBA, Mediator - Basic Education Dan MacKay, B.Comm., MBA

Nancy Dill, M.Ed.

Dennis Johnson, Inter-Prov. Jny. (Carp.), B.Ed. M. Ed. Netha Dyck, RN, BN, MScA, EdD-Nursing Lynda Kushnir Pekrul, RN, BScN. MSc. (Admin) Jamie Hilts, B.Ed., MSc.

#### PROGRAMS

#### SASKATCHEWAN POLYTECHNIC:

- Deliver more than 170 certificate and diploma programs within the following schools: Academic and Career Education; Animal and BioSciences; Business; Construction; Health Sciences; Hospitality and Tourism; Human Services and Community Safety; Information and Communications Technology; Mining, Energy and Manufacturing; Natural Resources and Built Environment; Nursing; and Transportation.
- Apprenticeship training in more than two dozen trades.
- Offer a broad range of part-time credit and non-credit courses, on-campus and through distance education, developed to meet the needs of the community and individuals wanting to update their education, develop new job skills, enhance their career and/or begin a new career.
- Offer basic skills development programs in Academic Upgrading, literacy, English language training, General Educational Development (GED) testing and preparation, and Employment Readiness.
- Offer education and training that is delivered "virtually", including home study, online, and programming via the Saskatchewan Communications Network (SCN).

## SERVICES

#### SASKATCHEWAN POLYTECHNIC:

- Offer career and education counselling, prior learning assessment and recognition (PLAR), and student employment services.
- Provide additional support services through the Saskatchewan Polytechnic education equity program to these designated equity groups: people of Aboriginal ancestry, people with disabilities, members of visible minority groups and women interested in trades or technology.

#### **Business Development**

 Saskatchewan Polytechnic's International Projects group offers a range of training and consultancy services to many international clients and foreign educational institutions, addressing such areas as strategic planning, management and instructor training, policy development and distance education. Projects are funded by national and international agencies, and through contracts with private sector partners.

## Students

• Through program and course registrations, Saskatchewan Polytechnic serves 26,000 distinct students with programs that touch every sector of the economy.

#### **Graduate Statistics**

- 94% of Saskatchewan Polytechnic grads surveyed after six month were employed
- Employers love Saskatchewan Polytechnic grads almost 98% said they'd hire another Saskatchewan Polytechnic grad
- Saskatchewan Polytechnic gives away more than \$2 million in student awards annually
- 95% of Saskatchewan Polytechnic grads rate overall program quality as satisfied to very satisfied
- More than 3,000 Saskatchewan Polytechnic students declare themselves as having Aboriginal ancestry that's more than any other post-secondary institution in the province

#### Enrolment

- 13,470 student enrolment (full load equivalent)
- 5,485 Saskatoon
- 2,872 Moose Jaw
- 3,041 Regina
- 2,073 Prince Albert

# SASKATCHEWAN POLYTECHNIC, SASKATOON CAMPUS

1130 Idylwyld Drive North P.O. Box 1520, Saskatoon, SK S7K 3R5 1-866-467-4278

Saskatchewan Polytechnic, Saskatoon Campus is an education community offering fulltime and part-time training in over 40 professions, technologies, and trades. Since the campus opened in the fall of 1963, it has undergone considerable expansion.

We deliver training at our facility in Saskatoon in cooperation with other Saskatchewan Polytechnic campuses, through the regional college network, and via satellite. As well, we custom design courses for business, industry and community service through continuing education. Saskatchewan Polytechnic, Saskatoon Campus provides an enriching range of social, cultural and recreational activities, comprehensive student support services, an active students' association, and improved student access through the Saskatchewan Polytechnic Education Equity program.

Programs offered at Saskatchewan Polytechnic, Saskatoon Campus involve a variety of learning experiences. Students receive classroom instruction and spend a considerable amount of time in laboratories or shop instructional sessions and at work experience job placements.

#### SERVICES

#### Health Services

One full-time health nurse and one part-time nurse is available for health counselling and information, treatment of injuries and minor illnesses, immunizations, health promotion activities and referrals to outside agencies.

#### **Recreation Services**

Recreation services provide students with opportunities to grow and enrich their lives by participating in enjoyable leisure activities. Services include:

- <u>Amaruk Athletics</u>
   Students who like volleyball can try out for an Amaruk team or cheer them on when they play. The teams (men and women) compete provincially in the Prairie Athletic Conference.
- b) <u>Fitness and Lifestyle</u>

Because we think a healthy educational environment is important, we offer a wide variety of fitness and lifestyle enhancement programs. These include:

- boot camp
- pilates
- yoga

• spin class

Our fitness facilities include weight training and aerobic training centres equipped with the latest aerobic and resistance training machines.

c) <u>Intramurals</u>

Every activity is voluntary and takes place after school. Including:

- co-ed slow pitch
- ice hockey
- ultimate Frisbee
- inner tube water polo
- co-ed volleyball
- badminton
- curling
- basketball
- indoor soccer
- dodgeball
- floor hockey

# d) <u>Special Interest Clubs</u>

Our clubs programs provide opportunities for instruction, competition and social interaction. Clubs include:

- kayak-river/sea
- photography
- ski and snowboard
- scuba diving

# On-Campus Programs offered at Saskatchewan Polytechnic, Saskatoon Campus

## **Certificate and Diploma Programs**

#### School of Animal and BioSciences

BioScience Technology

Veterinary Technology

#### School of Business

Accounting

Business

Business Accountancy

#### **School of Construction**

Refrigeration and Air Conditioning

#### School of Health Sciences

Advanced Care Paramedic

Combined Laboratory and X-Ray Technology

**Continuing Care Assistant** 

Cytotechnology

Medical Laboratory Technology

Medical Radiologic Technology

Therapeutic Recreation

Pharmacy Technician

**Primary Care Paramedic** 

#### School of Hospitality and Tourism

Culinary Arts

Food and Nutrition Management

Hotel and Restaurant Management

**Recreation and Community Development** 

Meat Processing

# School of Human Services and Community Safety

**Disability Support Worker** Early Childhood Education (Certificate) Early Childhood Education (Diploma) **Educational Assistant** Youth Care Worker (Certificate) Youth Care Worker (Diploma) School of Information and Communications Technology Computer Systems Technology Library and Information Technology School of Mining, Energy and Manufacturing CAD/CAM Engineering Technology Chemical Technology Electronic Systems Engineering Technology Electronics Technician Fabricator - Welder Industrial Mechanics (Certificate) Machinist Mechanical Engineering Technology Mining Engineering Technology Power Engineering Technology School of Nursing **Collaborative Nurse Practitioner Program** Nursing (Saskatchewan Collaborative Bachelor of Science in Nursing) Practical Nursing Saskatchewan Collaborative Bachelor of Science in Nursing

# **School of Transportation**

Agricultural Machinery Technician Auto Body Technician Automotive Service Technician Commercial Pilot Heavy Equipment and Truck and Transport Technician (Certificate) Parts Management Technician

# Saskatchewan Polytechnic Applied Certificate Programs

## School of Construction

Electrician

# School of Hospitality and Tourism

**Retail Meat Specialist** 

# School of Human Services and Community Safety

Aboriginal Policing Preparation

Occupational Health and Safety Practitioner (Applied Certificate)

## **School of Health Sciences**

Medical Laboratory Assistant

# School of Mining, Energy and Manufacturing

Welding

#### School of Academic and Career Education

Adult 12 Adult 10 Literacy – Level 1 Literacy – Level 2 GED Preparation GED Testing Literacy Centre Way to Work Language Instruction for Newcomers to Canada Canadian Language Benchmarks Assessment (CLBA) Canadian English Language Proficiency Index Program (CELPIP) English for Post-Secondary Success (EPSS) International English Language Testing System (IELTS)

#### **Continuing Education**

Credit/Non-Credit Customized Training Distance Learing Full-Time/Part-Time Outreach Programing Sponsored Programs Training for Industry Work-based Training Personal Interest courses

#### Learning Methods

Saskatchewan Polytechnic, Saskatoon Campus provides the following learning methods:

- online
- print and video home study
- SCN Saskatchewan Communication Network
- on-campus learning
- work-based training
- work experience

# **Evening and Part-time Programming**

Evening and part-time programming, credit and non-credit courses are offered through evening classes, Saskatchewan Regional Colleges, other Saskatchewan Polytechnic Campuses and in partnership with other educational institutions or business industry. Programming can be delivered in Saskatoon or by distance learning. Call 1-866-467-4278 and ask for a continuing education calendar or check out www.saskpolytech.ca/CE.

# UNIVERSITY OF SASKATCHEWAN

## COLLEGES AND SCHOOLS

The University of Saskatchewan is home to cutting-edge research facilities and outstanding faculty and staff members who carry out world-changing research and teach the next generation of leaders. The U of S is proud of its reputation as an innovator in both teaching and research.

Our signature areas cover diverse fields of study: Aboriginal peoples; agriculture; energy and mineral resources; one health; synchrotron sciences; and water security. We are intrigued by questions and motivated by solutions. Students from across Canada and around the world come to the U of S in search of answers, and they find them in the 58 degrees, diplomas and certificates we offer in over 100 areas and disciplines. Colleges and schools include:

College of Agriculture and Bioresources	College of Kinesiology
College of Arts and Science	College of Law
College of Dentistry	College of Medicine (includes the School of Physical Therapy)
College of Education	College of Nursing
Edwards School of Business	College of Pharmacy and Nutrition
College of Engineering	School of Environment and Sustainability
College of Graduate Studies and Research	School of Public Health
Johnson-Shoyama Graduate School of	Western College of Veterinary
Public Policy	Medicine

Distance education courses are provided through the Centre for Continuing and Distance Education.

Affiliated colleges include:

- Briercrest Bible College and Seminary (Caronport, SK)
- Horizon College and Seminary (Saskatoon, SK) (previously Central Pentecostal College)
- Gabriel Dumont Institute of Native Studies & Applied Research (Saskatoon, SK)
- St. Peter's College (Muenster, SK)
- Saskatoon Theological Union (STU) on the U of S campus made up of:
  - College of Emmanuel and St. Chad (Anglican)
  - Lutheran Theological Seminary
  - St. Andrew's College (United)

Federated colleges include:

• St. Thomas More College (Catholic) on the U of S campus

Students across the province can take some U of S classes and degrees in their home communities, through partnerships with regional colleges and satellite campuses. Our students live and study in various locations across the province, including North Battleford, Yorkton, Prince Albert, La Ronge and Regina, to name a few. Students also have the option of choosing independent studies, multi-mode classes, online classes, off-campus lecture classes and televised classes (weekly televised interactive, instructor-led lectures and discussions with telephone and email access to instructors).

# LEADERSHIP AND GOVERNANCE

The university is governed by three bodies: an 11-member Board of Governors that oversees all financial and major governance matters; a Senate with about 100 members that provides a link with the public and professionals across Saskatchewan; and Council, the faculty body that governs academic affairs. The General Academic Assembly, made up of all faculty members and a number of elected students, serves as an advisory body.

Senior administration of the university is currently comprised of Interim President Gordon Barnhart and four vice-presidents: Interim Provost and Vice-President Academic Ernie Barber, Vice-President Finance and Resources Greg Fowler, Vice-President Research Karen Chad and Vice-President University Advancement and Community Engagement Heather Magotiaux. Blaine Favel is chancellor of the university.

Guiding the university's direction is its third integrated plan, *Promise and Potential*. The plan is centered on four areas of focus: knowledge creation, Aboriginal engagement, innovation in academic programs and services, and culture and community.

# FACULTY AND STAFF

The University of Saskatchewan prides itself on its outstanding and diverse faculty and staff that number about 7,800 (including those employed by the university and the research funds administered by the university). The U of S is regularly rated one of Saskatchewan's top employers.

Published since 1983, the award-winning staff and faculty newspaper, *On Campus News*, is the university's official paper. The bi-weekly newspaper is produced 18 times per year (August – May) and distributed to nearly 4,000 readers both on and off campus. *YouSask* is a bi-weekly news and information digest sent electronically to the U of S community that complements the print newspaper.

# CELEBRATED HISTORY

The University of Saskatchewan was established in 1907 on Treaty 6 land, just two years after the creation of the province, to serve the post-secondary needs of Saskatchewan and beyond. The university celebrated its centennial in 2007.

The first classes in arts and science began in 1909 with 70 students registered. These classes were held in the Drinkle Building in downtown Saskatoon. Many colleges have now celebrated their own centennials, including arts and science, agriculture and bioresources, engineering, pharmacy and nutrition, law and the Edwards School of Business.

On October 12, 1912 the first building on campus, the College Building (now the Peter MacKinnon Building), was opened for student admissions. It was declared a provincial and federal heritage building in 1982 and 2000 respectively.

The U of S has produced two Nobel Laureates (Gerhard Herzberg and Henry Taube, both in chemistry), a prime minister of Canada, an Academy Award Winner and 73 Rhodes Scholars.

# STUDENTS

Student success is a top priority at the U of S. Colleges, departments, faculty and staff across the university's campuses are committed to this priority, and it is reflected in the outstanding students, as well as the success of U of S graduates.

In 2014-15, there were 20,960 total students enrolled at the U of S. Of this, 2,466 were international students and 2,121 self-declared as Aboriginal students.

Tuition and fees vary depending on the course of registration. In 2014-15, a typical fulltime arts and science student will pay \$5,790 in tuition and \$843.04 in student fees. Scholarships and bursaries are also available.

# ALUMNI

The University of Saskatchewan now has more than 143,000 living alumni all over the world. Established in 1917, the University of Saskatchewan Alumni Association is the official body representing alumni. More than 107,000 graduates reside in Canada, with the majority living in Saskatchewan, Alberta and British Columbia.

Our graduates, backed by a rich and rigorous education, help solve real-world problems in Saskatchewan, Canada and around the world. Keeping U of S alumni connected to their alma mater is the *Green and White* alumni magazine. It is produced twice annually.

# **RESEARCH, SCHOLARLY AND ARTISTIC WORK**

The U of S attracted more than \$195.6 million in research revenue in 2013/14, accounting for 19 per cent of the university's total revenue.

Our research explores diverse areas—cancer treatment, crop development, animal and human vaccines, business, education, Aboriginal issues, natural resource development and sustainability, energy, space science, nuclear physics and more—across the globe. We are internationally recognized as a hub of research, innovation and discovery.

The U of S hosts two unique national research facilities—the Canadian Light Source, one of the world's leading synchrotron facilities, and VIDO-InterVac, a world leader in developing vaccines and technologies to fight infectious diseases in humans and animals. The unique innovation cluster on campus also includes: the Sylvia Fedoruk Canadian Centre for Nuclear Innovation that works to place Saskatchewan among global leaders in nuclear research, development and training; the International Vaccine Centre, one of the largest containment level-3 vaccine research and development facilities in North America; the Global Institute for Food Security, a partnership between the U of S, Province of Saskatchewan and PotashCorp; Canada's largest toxicology centre; Innovation Place, one of the most successful research parks in North America; and a complete range of health science colleges.

The university's allocation of Canada Research Chairs (CRC) stands at 29. Currently, 26 CRC positions are filled at the U of S. In addition, the university is home to a Canada Excellence Research Chair (CERC) in Water Security and is currently recruiting another CERC in Food Systems and Security.

The university's research has resulted in more than 400 commercial crop varieties, the first genetically engineered vaccine for animals, the first Canadian experiment undertaken aboard a space shuttle, the first comprehensive history of native residential schooling in Canada and the first cobalt-60 cancer therapy technology, to name a few.

# OTHER SERVICES

The University Library consists of seven branch libraries spread across campus. It holds millions of print, microform and digital materials and is the gateway to an extensive range of e-resources available for use on or off campus. The library is a place for collaborative group work—with active learning spaces and bookable team rooms— as well as individual, contemplative study. Information and research assistance is available in person, online and through webguides.

Central to the student experience is the expansion of the Place Riel Student Centre that has provided renovated office and retail space that houses the new University Student Health Centre and Student Counselling, and the Campus Computer Store. An updated food court is also part of the renovations to the Place Riel Student Centre, in addition to the numerous cafeterias and food and coffee outlets operated by non-university companies on campus, which offer a wide variety of meal options for students, faculty, staff and visitors. There is also a student restaurant and pub on campus known as Louis'.

With one of the highest populations of Aboriginal students among Canadian postsecondary institutions, the university puts particular emphasis on fostering Aboriginal student success. The Gordon Oakes–Red Bear Student Centre is nearing completion. It will be a vibrant, inclusive gathering place that welcomes everyone—Aboriginal and non-Aboriginal people alike—to come together and learn from each other in respectful ways. The building is expected to open in 2015.

On-campus housing is available and currently accommodates over 2,000 students, including Graduate House, the newest residence and first dedicated solely to housing graduate students.

Students also have access to many services to ensure academic, professional and personal success, including: the International Student and Study Abroad Centre, health and counselling services, Protective Services, financial services, employment and career centre, Aboriginal Students' Centre, the University Learning Centre, the Gwenna Moss Centre for Teaching Effectiveness, disability services, religious services, English as a second language bursaries, and courses in professional skills and global citizenship. Campus day care facilities are available for children 30 months old to six years old whose parent is a student, faculty member or staff member at the university.

# AFTER CLASS

With collegiate architecture, greystone masonry, tree-lined paths and a river view, the U of S campus is a picture-perfect place to study, and the campus also offers a wide range of facilities and spaces for relaxation and recreation. At the centre of it all, literally, is the open space known as the Bowl—the ideal place to relax on a summer morning, or meet friends on a winter afternoon.

Inter-university teams at the U of S are called the Huskies. The 15 sports include men and women's basketball, cross-country, ice hockey, soccer, track and field, wrestling and volleyball, and men's football. About 390 student athletes, managers and trainers make up Huskie Athletics.

Campus Recreation offers programs for all students on campus. Men's, women's and co-ed activities range from hockey to wall climbing. Campus Recreation also offers a wide range of sport clubs and special activity passes. The Physical Activity Complex (PAC) features a 13,000 sq. ft. fitness centre, a triple gymnasium and a 42-foot rock-climbing wall. Other recreational facilities on campus include tennis courts, a curling rink, a hockey rink, two swimming pools and 11 sports fields.

Students interested in artistic pursuits can participate in Greystone Theatre, the university's premiere drama troupe, or in one of the instrumental and choral groups associated with the Department of Music. The University of Saskatchewan Students' Union (USSU) is the official voice of the undergraduate student body, while the Graduate Students' Association (GSA) represents about 2,900 graduate students. *The Sheaf*, the university's student newspaper, began in 1912 and recently celebrated its centennial year. It is operated as a collective and is run completely by the students.

# LOCATION AND COMMUNITY

The U of S currently occupies 1,841 acres (745 hectares) of central city lands, with about 40 per cent used for the core campus and 60 per cent for agricultural teaching and research. The total replacement cost of the university's physical assets, including buildings and infrastructure, is estimated at \$5.1 billion.

The College Quarter is a concept plan for the development of a 145 acre site bordered by College Drive, Preston Avenue, Cumberland Avenue and 14th Street—to enrich the student experience at the U of S, and build links between the campus and surrounding communities. The U of S has already built new undergraduate and graduate residences there in the past few years. Due to its size and proximity to the core campus, College Quarter has great academic and non-academic potential, combining student residences, academic buildings, recreation facilities and a wide range of retail and commercial spaces.

Ensuring our campus community is a safe environment are special constables, sworn in under the Saskatchewan Police Act, who are always on duty on the U of S. They work jointly with municipal police to keep students and staff safe. Protective Services operate a 24-hour emergency dispatch centre, which includes a central alarm monitor station and over 450 closed circuit television (CCTV) cameras. Special constables work 24 hours per day, 365 days per year patrolling campus, normally working in shifts of five constables at a time. Specialized officers in the areas of violence threat risk assessment, crime prevention through environmental design and electronic protection (surveillance and alarm systems) also supplement the department. Protective Services has a shared radio frequency with the Saskatoon Police Service as well as Saskatoon Fire and Protective Services.

## **FINANCIAL HIGHLIGHTS**

The university's consolidated financial statements for 2013/14 show revenue of \$1.019 billion. Revenue from the Province of Saskatchewan accounts for \$500.9 million (49 per cent of total revenue), and revenue from the Government of Canada accounts for \$69.3 million. Salaries and benefits comprise \$534.8 million, or 62 per cent of total expenses. The final results of the 2013/14 operating budget, that provides funding for most of the instructional activity and day-to-day operations of the university, was revenue of \$484.1 million. Of this amount, the provincial operating grant was \$322.6 million (67 per cent) and tuition and fee revenue was \$115.5 million (24 per cent).

# UNIQUE POINTS OF INTEREST

The campus is home to a wide range of public attractions, including:

Agricultural displays Athletic Wall of Fame Beamish Conservatory College Building galleries Diefenbaker Canada Centre Gordon Snelgrove Gallery Kenderdine Art Gallerv Little Stone School House **Museum of Antiquities** Museum of Natural Sciences MacAulay pharmaceutical collection Observatory Rugby Chapel Sculpture garden St. Thomas More Gallery University farm **University Memorial Gates** 

For more information visit usask.ca.

The enrolment at the University of Saskatchewan, in degree\* programs has been:

YEAR	ENROLLED		ENROLLED	YEAR	ENROLLED
1909-10	70	1947-48	4,310	1985-86	14,510
1910-11	108	1948-49	3,772	1986-87	15,211
1911-12	150	1949-50	3,073	1987-88	15,503
1912-13	248	1950-51	2,452	1988-89	15,145
1913-14	382	1951-52	2,118	1989-90	17,491
1914-15	445	1952-53	2,056	1990-91	17,949
1915-16	406	1953-54	2,224	1991-92	18,001
1916-17	291	1954-55	2,401	1992-93	18,654
1917-18	407	1955-56	2,685	1993-94	18,045
1918-19	340	1956-57	3,070	1994-95	17,819
1919-20	340	1957-58	3,544	1995-96	17,666
1920-21	659	1958-59	4,087	1996-97	17,468
1921-22	659	1959-60	4,482	1997-98	17,370
1922-23	669	1960-61	5,103	1998-99	17,424
1923-24	636	1961-62	5,605	1999-00	17,515
1924-25	656	1962-63	6,231	2000-01	16,181
1925-26	826	1963-64	6,902	2001-02	14,959
1926-27	918	1964-65	8,070	2002-03	19,488
1927-28	976	1965-66	8,707	2003-04	19,736
1928-29	1,295	1966-67	9,340	2004-05	19,784
1929-30	1,461	1967-68	9,824	2005-06	19,553
1930-31	1,610	1968-69	9,997	2006-07	19,422
1931-32	1,562	1969-70	10,656	2007-08	19,680
1932-33	1,677	1970-71	10,731	2008-09	19,201
1933-34	1,586	1971-72	10,547	2009-10	19,655
1934-35	1,662	1972-73	10,298	2010-11	20,515
1935-36	1,617	1973-74	10,362	2011-12	20,920
1936-37	1,818	1974-75	10,368	2012-13	21,171
1937-38	1,776	1975-76	11,251	2013-14	21,044
1938-39	1,810	1976-77	11,694	2014-15	20,960
1939-40	2,197	1977-78	11,571		
1940-41	1,902	1978-79	11,289		
1941-42	1,584	1979-80	11,193		
1942-43	1,654	1980-81	11,381		
1943-44	1,446	1981-82	12,107		
1944-45	1,607	1982-83	13,087		
1945-46	3,471	1983-84	14,029		
1946-47	4,195	1984-85	14,409		

\* All degree course enrolments including full- and part-time students.

# SASKATOON HEALTH REGION

The Saskatoon Health Region came into being on August 1, 2002, with the proclamation of *The Regional Health Services Act*. A 9-person government-appointed body directs health services in the Health Region that is responsible for an annual operating budget of more than one billion dollars. Current members of the Saskatoon Regional Health Authority are:

(Effective as of December 31, 2014)

- Jim Rhode, Chairperson (Saskatoon)
- Megan Rumbold, Interim Vice Chairperson (Wadena)
- Gary Beaudin (Saskatoon)
- Randy Donauer (Saskatoon)
- Malcolm Eaton (Humboldt)
- Ross Huckle (Saskatoon)
- Frank Lukowich (Saskatoon)
- Ann Mueller (Cudworth)
- Mike Stensrud (Saskatoon)

Saskatoon Health Region is the largest health region and employer in Saskatchewan with 1,013 physicians and 13,755 registered nurses and other health care service and support workers and managers, serving approximately 336,000 residents in more than 100 cities, towns, villages, RMs and First Nation communities, in addition to serving as a provincial referral centre.

Saskatoon Health Region provides services and programs in more than 75 facilities, including 10 hospitals (including three tertiary hospitals in Saskatoon), 30 long term care facilities, and numerous primary health care sites, public health centres, mental health and addictions centres and community-based settings.

The Region is an integrated health delivery agency providing a comprehensive range of services and programs including but not limited to hospital and long term care, public health and home care, mental health and addiction services, prenatal and palliative care.

Saskatoon Health Region's vision is *healthiest people, healthiest communities, exceptional service.* 

For more information on Saskatoon Health Region, or for a directory of services and phone numbers, please visit <u>www.saskatoonhealthregion.ca</u> or visit the white pages in the Saskatoon telephone book.

# OTHER ORGANIZATIONS

# MEEWASIN VALLEY AUTHORITY

402 Third Avenue South, Saskatoon, SK S7K 3G5 Telephone: 306-665-6887 Fax: 306-665-6117 E-Mail: <u>meewasin@meewasin.com</u> Website: <u>meewasin.com</u>

The Meewasin Valley Authority (Meewasin) was created in 1979 by an Act of the Government of Saskatchewan and is dedicated to the conservation of the natural and cultural resources of the South Saskatchewan River Valley. It has programs in environmental education, resource management, and riverfront development.

Meewasin is funded by three participating parties: City of Saskatoon, Province of Saskatchewan, and University of Saskatchewan. Their representatives sit on the board of directors:

Mayor Donald Atchison	Councillor Charlie Clark, Acting Chair
Dr. Darwin Anderson	Councillor Zach Jeffries
Mr. Colin Tennent	Councillor Mairin Loewen
Dr. Toddi Steelman	Mr. Roger Parent, MLA
Ms. Carmen Campbell	Mr. Brent Martian
Ms. Leanne Nyirfa	Dr. Gordon Barnhart

Mr. Lloyd Isaak is the Chief Executive Officer.

# 35 Years of Stewardship

Meewasin has enjoyed 35 years of stewardship in the Meewasin Valley conserving and developing more than 25 square miles from Pike Lake to Clarke's Crossing, balancing development with conservation.

# The Meewasin Trail & Parks

Meewasin has provided public access to the river by developing nearly 80 kilometres of trails, as well as the Beaver Creek Conservation Area, Cranberry Flats, Wanuskewin Heritage Park, Gabriel Dumont Park, Paradise Beach, Meewasin Park, Victoria Park, the Saskatoon Natural Grasslands, River Landing Riverfront, and the Fred Heal and Poplar Bluff canoe launches.

#### Interpretive Centres

Meewasin has developed the Meewasin Valley Centre, Beaver Creek Conservation Area, and Wanuskewin Heritage Park (now owned and operated by its own Board) to interpret the human and natural resources of the valley. Each year thousands of students and the general public visit these educational centres, as well as the prairie grasslands in Saskatoon. Meewasin's interpretive canoe tours in the 10 passenger voyageur clipper canoes provide a unique opportunity to learn about the river from the river.

#### New Developments

New Meewasin developments in 2014 included expansion of the Meewasin Trail north to Wanuskewin Heritage Park and past the Circle Drive South Bridge in the south east, as well as planning for conservation and education programs in the Northeast Swale.

#### Conservation

Meewasin's objectives reflect no net loss of habitat in the river valley and policies on sustainable development. In addition to programs on invasive species and protecting natural areas, Meewasin has signed five conservation easements to protect lands in perpetuity.

For more information please contact Doug Porteous at Meewasin, 306-665-6887, or visit the Meewasin website at <u>meewasin.com</u>.

# **PRAIRIELAND PARK**

Saskatoon Prairieland Park Corporation P.O. Box 6010, Saskatoon, SK S7K 4E4 Telephone: (306) 931-7149 Fax: (306) 931-7886 Toll Free: 1-888-931-9333 Website: <u>www.saskatoonex.com</u> E-mail: <u>contactus@saskatoonex.com</u>

> Board Chair – Trevor Forrest CEO – Mark Regier

Saskatoon Prairieland Park is a membership based, nonprofit corporation, first established as an agricultural society in 1886, the same year the first annual fair was held in Saskatoon.

Saskatoon Prairieland Park Trade & Convention Centre is a world class destination for major programs, events and entertainment. Annual events include the exhibition, chuckwagon racing, agriculture trade and livestock shows, gardening show, Thoroughbred horse racing, and a sports bar. As well, Saskatoon Prairieland Park facilitates national and regional trade shows, conventions, conferences, meetings and banquets.

Saskatoon Prairieland Park is situated on 136 acres in the Saskatchewan River valley – an excellent location just three minutes from downtown. The Park features lots of green space and shade trees. The Trade Centre, with 240,000 square feet under one roof, includes break-out rooms and a state-of-the-art kitchen facility. Prairieland Park provides the largest trade show and convention facility in Saskatoon. All halls feature the amenities required for any event – an in-house PA system, ample electrical with a fulltime on-site electrician, a full supply of in-house services, theme décor, tables and soft seat chairs, and the ability for setup of all types of media services. Wireless internet is accessible throughout the complex. Complete food service is available and Prairieland Park offers a staff of experienced professionals to assist in planning trade shows and/or conventions. Prairieland Park is also home of the Prairieland Ag Centre, with an indoor stabling area, 100' x 200' heated arena, and seating for 500-700 people.

Take a virtual tour of our facilities at <u>www.saskatoonex.com</u>.

With the support of hundreds of volunteers the Saskatoon Prairieland Park Corporation continues to play an important role in serving the community needs in key areas.

#### Shows & Events Presented by Saskatoon Prairieland Park Corporation

Western Canadian Crop Production Show January 13 - 16, 2014

Saskatchewan Equine Expo February 14 – 16, 2014

Prairieland Youth Leadership Conference February 22 - 23, 2014

Western Canadian Championship Snow Drag Races March 1 & 2, 2014

Gardenscape March 28 - 30, 2014

Marquis Downs Thoroughbred Racing (Fridays & Saturdays) May 30 – September 13, 2014 World Professional Chuckwagon Racing June 5 - 8, 2014

Prairieland Junior Ag Showcase July 3 – 6, 2014

Saskatoon Exhibition August 5 – 10, 2014

AgEXperience for Students October 7 – 9, 2014

# **GREATER SASKATOON CHAMBER OF COMMERCE**

104 – 202 4<sup>th</sup> Avenue North, Saskatoon, SK S7K 0K1 Voice: (306) 244-2151 Fax: (306) 244-8366 E-mail: <u>chamber@saskatoonchamber.com</u> Website: <u>www.saskatoonchamber.com</u>

The Greater Saskatoon Chamber of Commerce (incorporated, Saskatoon Board of Trade), was organized in 1903 and incorporated in 1907.

The Chamber of Commerce is a member driven organization of professional, business, community and individual leaders working to promote ethical business practices, improve and enhance the environment for business growth and job creation and facilitate strong relationships between community, educational, business, governmental and non-governmental organizations.

The Chamber's primary purpose is to work with our community through advocacy and leadership to ensure for our region the Best Business Climate in Canada, thereby creating a City of Opportunity.

The Greater Saskatoon Chamber of Commerce acts on behalf of its members and the community in general on the many issues, which affect Saskatoon and surrounding area in the short and long term.

The Chamber is committed to the goal of attaining and maintaining for our region the Best Business Climate in Canada as a means by which this community can ensure future health and prosperity for our children well into the 21<sup>st</sup> century.

2014 Executive:	President – Tony Van Burgsteden 1 <sup>st</sup> Vice-President – Tanya Knight 2 <sup>nd</sup> Vice-President – Jason Yochim Past-President – Tracy Arno Governance Committee Chair – Kelly Bode
2014 Board of Directors:	Pastor Barry Berglund Bill Cooper Richard Gabruch Peggie Koenig Silvia Martini Julian Ovens Karl Miller Kristy Rempel Sanj Singh Brian Skanderbeg Chris Woodland

# Staff Team:

Executive Director – Kent Smith-Windsor Membership & Sales Director – Derek Crang Administration – Terry Lawrence Executive Secretary – Roz Macala Bookkeeper – Linda Saunders Communications Director – Ryan Wig Marketing Director - Kevin Meldrum Committee Operations Intern – Czarina Catambing Committee Operations Intern – Meghan Johnson

# TOURISM SASKATOON (SASKATOON VISITOR AND CONVENTION BUREAU) SASKATOON SPORTS TOURISM

101 – 202 4<sup>th</sup> Avenue North Saskatoon, SK S7K 0K1 Telephone: (306) 242-1206 Fax: (306) 242-1955 Website: <u>www.tourismsaskatoon.com</u> E-mail: <u>info@tourismsaskatoon.com</u> Tourism Radio 91.7FM

Tourism Saskatoon is a membership-based non-profit organization whose mission is to operate as Saskatoon's destination management organization, maximizing the economic benefit for Saskatoon through tourism. Tourism Saskatoon provides visitor services, marketing and membership services for the city. Business services include convention planning, bid preparation and group tours as well as, brochures, accommodation information, road maps, and other information on Saskatoon and Saskatchewan attractions. City souvenirs may be purchased at the Visitor Centre. *Tourism Saskatoon is accredited by Destination Marketing Association International.* 

Tourism Saskatoon manages Saskatoon Sports Tourism, a non-profit partnership organization formed to guide the attraction, retention and creation of sports tourism activities in the city and region. Their mission is to coordinate and facilitate the economic and social growth of Saskatoon through sports tourism.

#### Tourism Saskatoon Board of Directors 2014

Drew Britz, Saskatoon Airport Authority Louis Christ, MacPherson Leslie & Tyerman Troy Davies, City Councillor Dale Grant, Sheraton Cavalier Jennifer Heimbecker, Office of the Treaty Commissioner Sally Ifill, Comfort Suites Saskatoon Ann Iwanchuk, City Councillor Lyn McGaughey, Great West Life (Chair) Ian McGilp, Retired Dale MacKay, Ayden Kitchen and Bar Doreen Parno, Potash Corp Charlene Priel, Global Saskatoon Russell Seifried, Scotiabank Bill Stampe, CinePost

#### Saskatoon Sports Tourism Board 2014

Mayor Donald Atchison (Ex-Officio) Randy Fernets, Tourism Saskatoon, Managing Director Roberta Bates, University of Saskatchewan Jodi Blackwell, Saskatoon Soccer Centre Gary Daniels, Dakota Dunes Casino Lisa Down, Saskatoon Health Region Bob Fawcett, Retired Lynn Flury, Saskatoon Hotels Association Scott Ford, Credit Union Centre Basil Hughton, University of Saskatchewan Cara Humphrey, Canadian Diabetes Association Cary Humphrey, City of Saskatoon Bob Korol, TCU Place Mike Scissons, Saskatoon Blades Morris Smysniuk, TCU Financial Bill Stampe, CinePost Kevin Wagh, CTV News Cory Wolfe, Cameco

# INDEX

Altitude of City112
Area of City
Assessment, statistics related to117
Asset & Financial Management
Department115
Assessment and Taxation115
Finance and Supply116
Financial Planning118
Corporate Revenue118
Facilities and Fleet Management 119
Saskatoon Land
Board of Education Saskatoon School Division No. 13
Saskatoon School Division No. 13
Separate School Division No. 20
Boards
Boards and Commissions145
Boards, Commissions and Committees59
Boundaries, City of Saskatoon Ward45
Managers/General Managers
Bridges, Crossing Saskatchewan River4
Building Permits100
Catholic School Board
Chamber of Commerce
City Clerk's Office
City Manager's Office
Government Relations
City Council, General Information about43
City Councillors
Phone Numbers of43
Pictures of44
Listing of (1903 to present)53
City of Saskatoon Organizational Structure 46
City of Saskatoon Ward Boundaries 45
City Solicitor's Office
Civic Elections
Civic Officials
Coat of Arms
Community Services Department 100
Building Standards
Business Administration
Community Development
Community Standards
Parks
Planning and Development109
Recreation and Sport
Corporate Logo
Corporate Performance Department
Aboriginal Relations
Communications
Media Relations
Environmental & Corporate Initiatives 95
Human Resources
Information Technology (IT)98

Strategic and Business Planning	
Sasktel Centre	. 147
Elections, Civic	
Exhibition, at Prairieland Park	. 190
Saskatoon Fire Department	. 137
Geography/History of Saskatoon	4
General Managers	80
Greater Saskatoon	
Chamber of Commerce	. 192
Health Region, Saskatoon	. 187
History/Geography of Saskatoon	4
Historical Summary	6
Saskatchewan Polytechnic	. 169
Library, Saskatoon Public	. 152
Library Branches	. 152
Branch Hours	. 152
Logo, Corporate	42
Mayors of Saskatoon (1903 to present)	52
Meewasin Valley Authority	. 188
Mendel Art Gallery	. 155
Miscellaneous Statistics	. 112
Strategic Plan	
Municipal Recreation Facilities	. 114
Organization Structure, City of Saskatoor	า 46
Officials, Civic	57
Parks, Public	
Police Service, Saskatoon	. 145
Board of Police Commissioners	
Population, comparative years	. 111
Prairieland Park, Saskatoon	
Property Taxes, statistics related to	
Public Library, Saskatoon	
Public Parks	
Public School Board	
Saskatoon Health Region	
Saskatoon - Origin of Name	
Saskatoon Police Service	
Saskatoon Public Library	. 152
Saskatoon Regional Economic	
Development Authority	. 150
Saskatoon Sports Tourism – Tourism	
Saskatoon	. 194
Saskatoon Visitor and Convention	
Bureau (Tourism Saskatoon),	
Saskatoon Sports Tourism	. 194
Schools	
Board of Education of	
Saskatoon School Division No. 13.	159
St. Paul's Roman Catholic	
School Division No. 20	
Saskatchewan Polytechnic	. 169
Statistics, Miscellaneous	. 112

Structure, City of Saskatoon Organizational 46

TCU Place – Saskatoon's Arts and Convention Centre
Sports Tourism
Transit System Bus Service from
1913 Included
University of Saskatchewan179
Transportation & Utilities Department . 121
Business Administration121
Construction and Design121
Major Projects122
Public Works123
Saskatoon Light & Power
Saskatoon Transit129
Access Transit131
Saskatoon Water131
Transportation136
Ward Boundaries, City of Saskatoon 45





saskatoon.ca

# Proposed Amendments to Bylaw No. 9170, The Procedures and Committees Bylaw, 2014

#### Recommendation

That City Council consider Bylaw No. 9294, *The Procedures and Committees Amendment Bylaw, 2015 (No.2).* 

#### **Topic and Purpose**

The purpose of this report is to provide City Council with Bylaw No. 9294, *The Procedures and Committees Amendment Bylaw, 2015 (No.2).* If passed this Bylaw would implement City Council's decision to amend *The Procedures and Committees Bylaw, 2014* to extend the meeting time of Executive Committee and to allow for consideration of the appropriate forum for in camera items.

#### Report

City Council, at its meeting held on March 23, 2015, considered a motion that a process be in place as a means to review items to be considered in camera.

In addition, City Council, at its meeting held on May 25, 2015, considered a motion that the meeting time of Executive Committee be extended to 11:00 p.m.

For both of these matters, City Council resolved that the City Solicitor prepare the necessary amendments to Bylaw No. 9170, *The Procedures and Committees Bylaw, 2014,* to extend the meeting time of Executive Committee to 11:00 p.m. and to include a review process of items to be considered in camera along with corresponding changes to the meeting agendas.

In accordance with City Council's instructions, we are pleased to submit Bylaw No. 9294, *The Procedures and Committees Amendment Bylaw, 2015 (No.2)*, for Council's consideration.

#### Attachment

1. Proposed Bylaw No. 9294, *The Procedures and Committees Amendment Bylaw*, 2015 (No.2).

#### **Report Approval**

Written by:	Jodi Manastyrski, Solicitor
Approved by:	Patricia Warwick, City Solicitor

Admin - ProceduresCommitteesAmendment.docx 110.0353-jlm-2.docx

# **BYLAW NO. 9294**

# The Procedures and Committees Amendment Bylaw, 2015 (No.2)

The Council of The City of Saskatoon enacts:

#### Short Title

1. This Bylaw may be cited as *The Procedures and Committees Amendment Bylaw*, 2015 (No.2).

#### Purpose

2. The purpose of this Bylaw is to amend Bylaw No. 9170, *The Procedures and Committees Bylaw, 2014*, to extend the meeting time of Executive Committee and to allow for consideration of the appropriate forum for in camera items.

#### Bylaw No. 9170 Amended

3. Bylaw No. 9170 is amended in the manner set forth in this Bylaw.

#### New Section 20.1

4. The following is added after section 20:

#### "In Camera Items

- 20.1 (1) The in camera items portion of a Council meeting is moved and voted upon.
  - (2) If a Council member does not support a particular item being considered in camera, Council, during the public portion of the meeting, shall remove the item and consider the reasons for including the item in camera.
  - (3) If Council, after consideration, has determined that an in camera item should not be considered in camera, the item shall be removed from the in camera items and be addressed immediately following approval of the remaining in camera items.
  - (4) If an item is removed from the in camera items pursuant to subsection (3), a person may address Council on the item."

#### Section 86 Amended

5. Subsection 86 is repealed and replaced with the following:

# **"Time of Meetings**

- 86. (1) No more than two Standing Policy Committees shall meet on any given day.
  - (2) Standing Policy Committees shall meet from 9:00 a.m. to 1:00 p.m. or from 2:00 p.m. to 6:00 p.m., but no two Standing Policy Committees shall meet at the same time on the same day.
  - (3) Every Standing Policy Committee meeting shall recess for 15 minutes at the approximate midpoint of the Standing Policy Committee meeting.
  - (4) The Executive Committee shall not meet at the same time as a Standing Policy Committee.
  - (5) Regularly scheduled meetings of the Executive Committee shall commence at 1:00 p.m. and shall not continue later than 11:00 p.m.
  - (6) Every Executive Committee meeting shall recess for 15 minutes at the approximate midpoint of both the afternoon and evening of the Executive Committee meeting.
  - (7) Every Executive Committee meeting shall recess for 30 minutes at approximately 5:30 p.m.
  - (8) Notwithstanding subsection (5), the Executive Committee may extend a regularly scheduled meeting beyond 11:00 p.m. with the consent of the majority of the members present.
  - (9) Additional recesses may be called at the direction of the Chair."

# New Section 93.1

6. The following is added after section 93:

# "In Camera Items

- 93.1 (1) The in camera items portion of a Public Council Committee meeting is moved and voted upon.
  - (2) If a Council Committee member does not support a particular item being considered in camera, the Council Committee, during the public portion of the meeting, shall remove the item and consider the reasons for including the item in camera.
  - (3) If a Council Committee, after consideration, has determined that an in camera item should not be considered in camera, the item shall Page 778

be removed from the in camera items and be addressed immediately following approval of the remaining in camera items.

(4) If an item is removed from the in camera items pursuant to subsection (3), a person may address Council Committee on the item."

#### Schedule "A" Amended

7. Schedule "A" is repealed and the schedule marked as Schedule "A" to this Bylaw is substituted.

#### Schedule "C" Amended

8. Schedule "C" is repealed and the schedule marked as Schedule "B" to this Bylaw is substituted.

#### **Coming into Force**

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

Read a first time this	day of	, 2015.
Read a second time this	day of	, 2015.
Read a third time and passed this	day of	, 2015.

Mayor

City Clerk

# Schedule "A" to Bylaw No. 9294

# Schedule "A"

# **Regular Business Meeting Agenda**

- **1. National Anthem and Call to Order**
- 2. Confirmation of Agenda
- 3. Adoption of Minutes of Regular Business Meeting
- 4. Public Acknowledgments
- 5. Question Period
- 6. Unfinished Business
- 7. Consent Agenda
- 8. Reports from Administration and Committees
- 8.1 Administrative Reports
- 8.2 Legislative Reports
- 8.3 Standing Policy Committee Reports
- 8.3.1 Environment, Utilities and Corporate Services
- 8.3.2 Finance
- 8.3.3 Planning, Development and Community Services
- 8.3.4 Transportation
- **8.4 Executive Committee**
- 8.5 Other Reports
- 9. Inquiries
- 10. Motions (notice previously given)
- **11. Giving Notice**
- 12. Urgent Business

- 13. Confirmation of In Camera Items
- 14. In Camera Session (optional)
- 15. Adjournment

# Schedule "B" to Bylaw No. 9294

# Schedule "C"

# Public Council Committee Meeting Agenda

- 1. Call to Order
- 2. **Confirmation of Agenda**
- 3. Adoption of Minutes of Committee Meeting
- 4. Unfinished Business
- 5. **Communications** (requiring the direction of the Committee)
- 6. **Requests to Speak** (new matters)
- 7. **Reports from Administration**
- 8. Legislative Reports
- 9. **Motions** (notice previously given)
- 10. Giving Notice
- 11. Urgent Business
- 12. Confirmation of In Camera Items
- 13. **In Camera Session** (if required)
- 14. Adjournment

# Process of Handling Barking Dog Complaints; Designation of Hampton Village and Pierre Radisson as Off-Leash Recreation Areas – The Animal Control Bylaw, 1999

#### Recommendation

That City Council consider Bylaw No. 9295, *The Animal Control Amendment Bylaw, 2015*.

#### **Topic and Purpose**

The purpose of this report is to provide City Council with Bylaw No. 9295 which implements City Council's decision to amend Bylaw No. 7860, *The Animal Control Bylaw, 1999*, to add criteria to define a nuisance threshold and to establish deemed violations for nuisance barking/howling, and also to create new off-leash recreation areas in the Hampton Village neighbourhood and Pierre Radisson Park.

#### Report

City Council, at its meeting held on April 27, 2015, considered a report of the City Solicitor, requesting approval to address concerns with the City's current approach to handling barking dog complaints through procedural refinements and through amendments to *The Animal Control Bylaw, 1999* (the "Bylaw") by establishing criteria to define a nuisance and by creating deemed violations for extreme cases of nuisance barking and howling.

In addition, City Council, at its meeting held on February 23, 2015, considered a report of the General Manager, Community Services Department requesting approval to amend the Bylaw to establish a 3.2 acre section of land located in the Hampton Village neighbourhood along Richardson Road east of McClocklin Road as a new off-leash recreation area ("OLRA").

In addition, City Council, at its meeting held on May 4, 2015, considered a report of the General Manager, Community Services Department requesting approval to amend the Bylaw to establish a 2.99 acre section of land in Pierre Radisson Park, between 32<sup>nd</sup> Street and 33<sup>rd</sup> Street, as a new OLRA.

**DELEGATION: P. Warwick** 

cc: City Manager, General Manager of Community Services Director of Recreation and Sport In accordance with City Council's instructions, we are pleased to submit Bylaw No. 9295, *The Animal Control Amendment Bylaw, 2015*, for Council's consideration.

#### Attachment

1. Proposed Bylaw No. 9295, The Animal Control Amendment Bylaw, 2015.

#### **Report Approval**

Written by:	Derek Kowalski, Solicitor
Approved by:	Patricia Warwick, City Solicitor

Admin Report – barking and designation of off-leash recreation areas.docx 102-0456-djk-1.docx

# **BYLAW NO. 9295**

# The Animal Control Amendment Bylaw, 2015

The Council of The City of Saskatoon enacts:

#### Short Title

1. This Bylaw may be cited as *The Animal Control Amendment Bylaw, 2015.* 

#### Purpose

- 2. The purpose of this Bylaw is to amend *The Animal Control Bylaw, 1999*:
  - (a) to include criteria specifying what constitutes a nuisance;
  - (b) to create deemed violations for extreme cases of nuisance barking and howling;
  - (c) to establish a new off-leash recreation area in Pierre Radisson Park; and
  - (d) to establish a new off-leash recreation area within the Hampton Village neighbourhood along Richardson Road east on McClocklin Road.

#### Bylaw No. 7860 Amended

3. The Animal Control Bylaw, 1999 is amended in the manner set forth in this Bylaw.

#### Section 15 Amended

4. Section 15 is amended by adding "(1)" after the number 15.

#### New Subsection 15(2)

- 5. The following subsection is added after subsection 15(1):
  - "(2) For the purposes of this subsection, the factors for determining whether

the barking or howling of a cat or dog has become a nuisance are as follows:

- (a) the proximity of the barking or howling to sleeping facilities;
- (b) the land use, nature and zoning of the area from which the barking or howling emanates and the area where it is received or perceived;
- (c) the time of day or night the barking or howling occurs;
- (d) the duration of the barking or howling;
- (e) whether the barking or howling is the result of provocation;
- (f) the volume of the barking or howling; and
- (g) whether the barking or howling is recurrent, intermittent or constant."

#### New Subsection 15(3)

- 6. The following subsection is added after subsection 15(2):
  - "(3) The following acts are deemed nuisance barking or howling violations of this Bylaw *per se*:
    - in residential districts, barking or howling between the hours of 11 p.m. and 6 a.m. on a weekday, and 11 p.m. and 8 a.m. on a Sunday or statutory holiday which persists for a period of 15 consecutive minutes or longer; and
    - (b) in residential districts, barking or howling between the hours of 11 p.m. and 6 a.m. on a weekday, and 11 p.m. and 8 a.m. on a Sunday or statutory holiday which persists, intermittently, for a period of one hour or longer."

#### Schedule No. 2 Amended

7. Schedule No. 2 is repealed and the Schedule attached as Schedule "A" to this Bylaw is substituted.

# Coming into Force

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

Read a first time this	day of	, 2015.
Read a second time this	day of	, 2015.
Read a third time and passed this	day of	, 2015.

Mayor

City Clerk

## Schedule "A"

# Schedule No. 2

#### Areas Where Dogs May Be Off-Leash

(a) Parcel Number: 120066229 Title Number: 109769552 Reference Land Description: Blk/Par AA-P

109769552 Blk/Par AA-Plan 74S06447 Ext 0 As described on Certificate of Title 75S02586

Area in vicinity of intersection at Glasgow Street and Yorath Avenue, south of Glasgow Street. This off-leash area is fenced;

(b) Parcel Number: 118974730
 Title Number: 111663637
 Reference Land Description: Blk/Par A-Plan G375 Ext 0
 As described on Certificate of Title 86S52822

Area along Junor Avenue, one mile north of 37th Street;

(c) Parcel Number: 131 Title Number: 109 Reference Land Description: SW

131794027 109328104 SW Sec 29 Twp 36 Rge 04 W3 Ext 2 As described on Certificate of Title 90S11417, description 2

Area 0.4 km north of 8th Street on McOrmond Drive on the east side;

(d)	East portion of: Parcel Number: Title Number: Reference Land Description:	119062076 108820278 Lot A, Blk/Par 5, Plan 85S42163 Ext 0 As described on Certificate of Title 90S11414
	Parcel Number: Title Number:	131598164 108897812

Title Number:108897812Reference Land Description:Blk/Par MR1, Plan 85S42163 Ext 0As described on Certificate of Title 91S13754

North portion of: Parcel Number: Title Number: Reference Land Description:

119063606 108820335 Blk/Par C, Plan 85S42163 Ext 0 As described on Certificate of Title 85S46321

Riverbank area and uplands adjacent to the east end of Silverwood Golf Course north to the City limits and with a southerly border perpendicular to the middle of the east end of Silverwood Golf Course. For reference, the area is identified on the map on the following page as "Marquis Off Leash Area";

(e)	Parcel Number: Title Number: Reference Land Description:	136267566 111226799 Lot 1, Plan G128, Ext 0 As described on Certificate of Title 62S08916
	Parcel Number: Title Number: Reference Land Description:	136267544 111226777 Lot 2, Plan G128, Ext 2 As described on Certificate of Title 62S08916, description 2
	Parcel Number: Title Numbers: Reference Land Description:	136267588 111226812 and 111226889 Lot 2, Plan G128, Ext 3 As described on Certificate of Title 82S36528, description 3
	Parcel Number: Title Numbers: Reference Land Description:	136267601 111226834 and 111226902 Lot 3, Plan G128, Ext 0 As described on Certificate of Title 82S36528
	Parcel Number: Title Numbers: Reference Land Description:	136267612 111226845 and 111226913 Lot 4, Plan G128, Ext 0 As described on Certificate of Title 82S36528

A portion of the riverbank area and uplands, in the area commonly known as "Sutherland Beach", located on the east side of the South Saskatchewan River, north of the Circle Drive Bridge and west of the University of Saskatchewan Research Farm. This off-leash area is fenced; and

(f) Parcel Number: Title Number: Reference Land Description: 147244068 116294159 Parcel C, Plan 101398877, Ext 1 As described on Certificate of Title 63S17688

The area north of the east/west road between Valley Road and Cedar Villa Estates approximately 1.3 km west of the turnoff from Valley Road to Cedar Villa Estates. This off-leash area is fenced. For reference, the area is identified on the map on the following page as "SW Off-Leash Area".

(g)Parcel Number:12Title Number:11Reference Land Description:Lo

120284995 110774819 Lot 23, Blk/Par 26, Plan G4296, Ext 0 As described on Certificate of Title 71S02153

Caswell Hill area located at 1025 Avenue F North, next to Mayfair Pool. For reference, the area is identified on the subsequent map titled "Caswell Hill Off Leash Recreation Area", located between Avenue F and Avenue G, and 31<sup>st</sup> and 32<sup>nd</sup> Street.

(h) Portion of Parcel Number: 202767868
 Title Number: 143377791
 Reference Land Description: Blk/Par H, Plan 102108653, Ext 1

The area located west of Boychuk Drive and south of Slimmon Road. For reference, the area is identified on the map on the following page as "Hyde Park Off-Leash Recreational Area".

(i) Parcel Number: 166259616
Title Number: 143064356
Reference Land Description: Blk/Par MR6, Plan 102108046, Ext 0

Hampton Village neighbourhood along Richardson Road east of McClocklin Road. For reference, the area is identified on the map on the subsequent map titled "Hampton District Park East – OLRA"; and

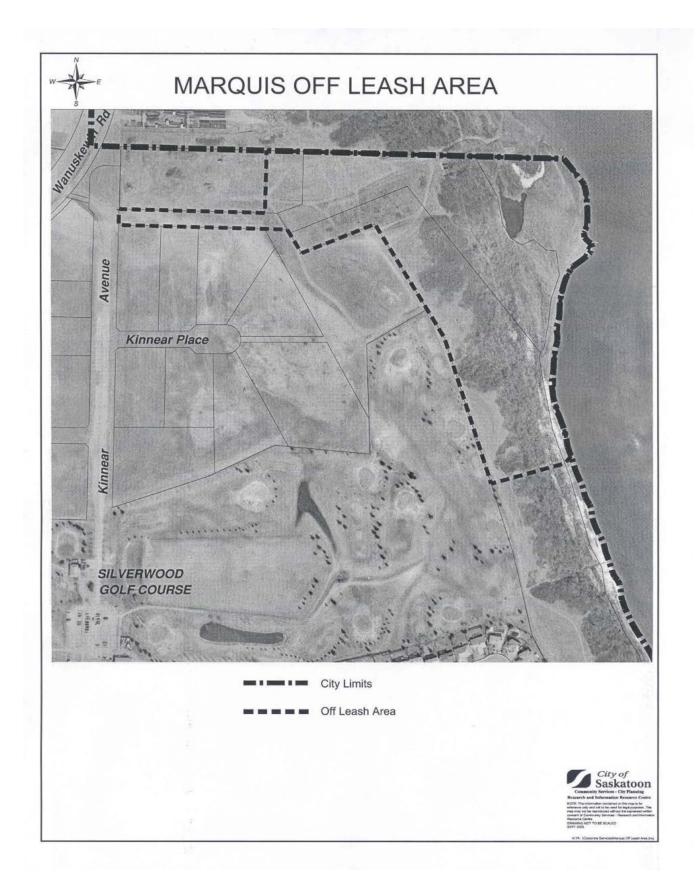
(j) North Portion of:
 Parcel Number: 1200110
 Title Number: 1104800
 Reference Land Description: Blk/Par

120011061 110480048 Blk/Par N, Plan 60S16143, Ext 0

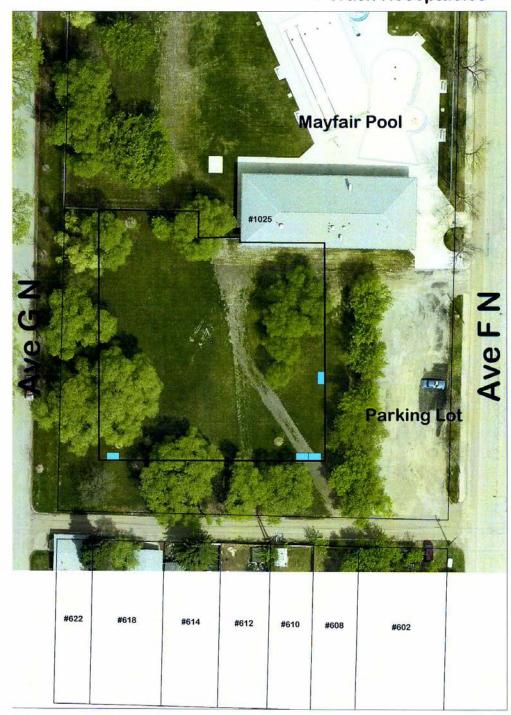
South Portion of:			
Parcel Number:	120025280		
Title Number:	110978219		
Reference Land Description:	Blk/Par` L, Plan 60S16143, Ext 0		

A section of land in Pierre Radisson Park, between 32<sup>nd</sup> Street and 33<sup>rd</sup> Street. For reference, the area is identified on the map on the subsequent map titled "Pierre Radisson Park – OLRA".

# Page 8







## **Caswell Hill Off Leash Recreation Area**

Trash Receptacles







# Renaming Request – Naming Advisory Committee - Ells Link to Kensington Manor

#### Recommendation

- 1) That City Council consider proposed Bylaw No. 9288, A bylaw of The City of Saskatoon to change the name of a certain street in the City of Saskatoon as shown on Plan No. 101709783; and
- 2) That the City Solicitor be requested to prepare the documents required to change the Plan and that His Worship the Mayor and the City Clerk be authorized to execute these documents under corporate seal.

#### **Topic and Purpose**

The purpose of proposed Bylaw No. 9288 is to change registered Plan No. 101709783 (the "Plan"); to rename Ells Link to Kensington Manor.

#### Report

City Council at its Regular Business Meeting held on April 27, 2015, adopted the recommendation of the Naming Advisory Committee which recommended that Ells Link be renamed to Kensington Manor for addressing and wayfinding purposes.

In order to achieve this result, the Plan requires an application to Information Services Corporation. Part of the application includes a bylaw to amend the street name.

Accordingly, the passing of proposed Bylaw No. 9288 is required in order to complete the steps necessary to make the required change.

#### Attachment

1. Proposed Bylaw No. 9288, A bylaw of The City of Saskatoon to change the name of a certain street in the City of Saskatoon as shown on Plan No. 101709783.

#### Report Approval

Written by:Jodi Manastyrski, SolicitorApproved by:Patricia Warwick, City Solicitor

Admin – EllsLink.docx 191-1597-jlm-1.docx

cc: City Manager, Director, Planning & Development Division

### **BYLAW NO. 9288**

A bylaw of The City of Saskatoon to change the name of a certain street in the City of Saskatoon as shown on Plan No. 101709783.

The Council of The City of Saskatoon enacts:

- 1. The public street in the City of Saskatoon which is shown on Plan Number 101709783 in the Land Surveys Directory of Information Services Corporation of Saskatchewan, attached hereto as Schedule "A", and identified thereon as Ells Link shall have its name changed to Kensington Manor.
- 2. On the passing of this Bylaw, all proper officers of The City of Saskatoon shall take the appropriate action to carry the said change into effect and have the registered plan affected properly amended.
- 3. This Bylaw comes into force on the day of its final passing.

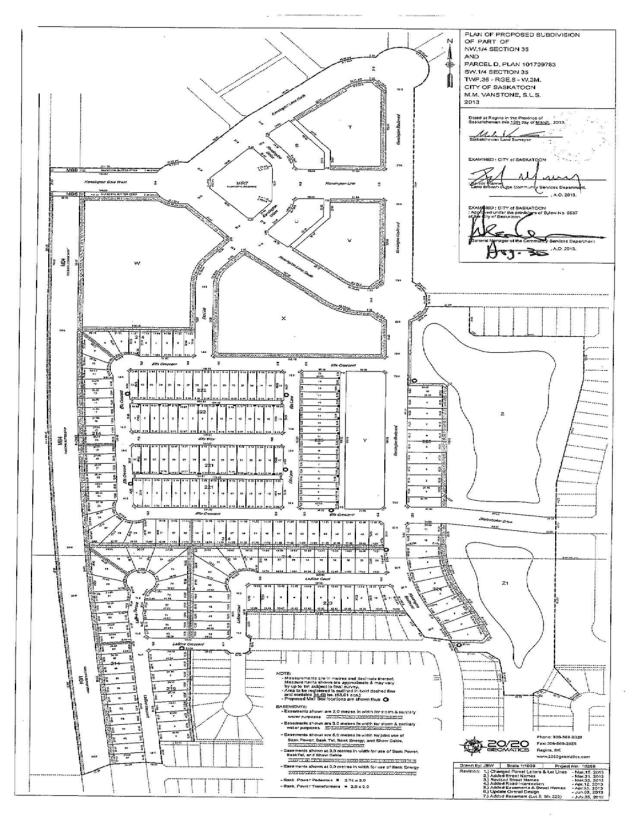
Read a first time this	day of	, 2015.
Read a second time this	day of	, 2015.
Read a third time and passed this	day of	, 2015.

Mayor

City Clerk

## Schedule "A"

Plan Number 101709783





## STANDING POLICY COMMITTEE ON TRANSPORTATION

## Seasonal Taxis

#### **Recommendation of the Committee**

- 1. That a total of twenty-four (24) seasonal licences be approved for distribution to drivers for the September to June months of 2015/16, 2016/17, and 2017/18 by lottery using criteria as outlined in Part VI of Bylaw 9070, The Taxi Bylaw, 2014;
- 2. That the seasonal licence fee be equal to the annual licence fee of \$375; and
- 3. That the City Solicitor be requested to prepare the appropriate Bylaw amendments.

#### History

At the June 2, 2015 Standing Policy Committee on Transportation meeting, a report of the CFO/General Manager, Asset & Financial Management Department dated June 2, 2015 was considered.

Your Committee also received a presentation from a representative of United Group in support of the recommendations.

#### Attachment

June 2, 2015 Report of the CFO/General Manager, Asset & Financial Management

## Seasonal Taxis

#### Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:

- 1. That a total of twenty-four (24) seasonal licences be approved for distribution to drivers for the September to June months of 2015/16, 2016/17, and 2017/18 by lottery using criteria as outlined in Part VI of Bylaw 9070, The Taxi Bylaw, 2014;
- 2. That the seasonal licence fee be equal to the annual licence fee of \$375; and
- 3. That the City Solicitor be requested to prepare the appropriate Bylaw amendments.

#### Topic and Purpose

The purpose of this report is to obtain City Council's approval of temporary seasonal taxi licences.

#### **Report Highlights**

- 1. Taxis are an important part of the City of Saskatoon's (City) public transportation service and are heavily relied upon by both residents and visitors to Saskatoon.
- 2. Seasonal licences, in addition to permanent licences, help improve service to taxi users.
- 3. The number of seasonal licences will increase by six (6) for a total of twenty-four (24). The licences will be awarded by lottery to current drivers.

#### **Strategic Goal**

Taxi regulation supports the long-term strategy of optimizing the flow of people and goods in and around the city under the Strategic Goal of Moving Around.

#### Background

At its meeting of October 21, 2013, City Council approved eighteen (18) temporary seasonal taxi licences. They were distributed to drivers through a lottery process and were valid for November 2013 to June 2014 and September 2014 to June 30, 2015.

City Council has approved 160 regular permanent taxi licences, 5 accessible permanent taxi licences and 16 temporary accessible taxi licences. Seasonal taxi licences have also been approved for the past several years. The increased number of vehicles has helped to improve service to Saskatoon's taxi-using public and visitors to Saskatoon.

#### Report

#### Taxi Service in Saskatoon

Taxis are an important part of the City's public transportation service and are heavily relied upon by both residents and visitors to Saskatoon. One of the stated purposes of Bylaw 9070, The Taxi Bylaw, 2014 is to ensure that taxi service will be available, safe and economical to use for both citizens and visitors to Saskatoon.

#### Service Levels

In 2013, the Administration and the taxi companies established a customer service target of wait times for trips requested through dispatch (not including pre-booked or flagged down) to be less than 10 minutes 90% of the time. This target has not been met in any single month, however, seasonal licences are contributing to improving service levels during the months in which they are valid (Attachment 1).

While the feedback from the industry was varied, many support an increase to the number of seasonal licences available, and agree that a three-year term would enable drivers more time to recover the capital cost of the vehicle.

The increase will allow for improved wait times for users of the taxi service and the opportunity for a larger number of drivers to benefit from one of the licences.

#### Allocation of Seasonal Licences

The twenty-four (24) seasonal licences (increased from 18 in 2014/15) will be allocated through the lottery process as defined in Part VI of Bylaw 9070, The Taxi Bylaw, 2014 (Attachment 2). In summary, the lottery is open to licenced taxi drivers who have at least three years' experience driving taxi in Saskatoon and have driven a minimum of four shifts per week in the past 52 weeks. It is important to note that the lottery is not open to drivers where either they or their families (parents, spouses, children) have owned a taxi licence within the two years preceding the lottery.

#### **Options to the Recommendation**

City Council may choose to not approve seasonal licences. The Administration does not recommend this option, as it would likely result in a reduction in service through increased wait times.

Further options include approval of a different number of seasonal licences and/or a differing licence term.

#### Public and/or Stakeholder Involvement

The Administration receives feedback on an ongoing basis from people involved in the industry as well as users of the service. Also, meetings have been held with the taxi company managers, the executive of the union representing a portion of taxi drivers, and drivers and plate owners through three separate open meetings to which all were invited.

#### **Communication Plan**

Should City Council approved the recommendations, Corporate Revenue and Communications will work together to develop a plan to ensure industry participants, the media, and the public are aware of City Council's decision. This plan will include:

• A Public Service Announcement reflecting City Council's decision. The allocation of additional temporary seasonal taxi licences could improve customer service which is important to taxi users.

- A notice will be posted at each taxi company providing updated information including details regarding the lottery process.
- The internal customer service team will be made aware of City Council's decision to prepare them for questions related to temporary seasonal taxi licences.

#### **Financial Implications**

Applicants to the lottery will be required to pay a \$50 administrative fee. The licence revenue of \$9,000 (\$375 x 24) will be used to support enforcement of the Bylaw.

#### **Other Considerations/Implications**

There are no policy, financial, environmental, privacy, or CPTED implications or considerations.

#### Due Date for Follow-up and/or Project Completion

Should City Council approve these recommendations, the lottery will proceed immediately following approval of the Bylaw amendments, allowing successful drivers in the lottery to have time to secure a vehicle and have it ready for use on September 1, 2015.

#### Public Notice

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

#### Attachments

- 1. Regular Taxi Service, Comparison of Wait Times, 2013 to 2014
- 2. Part VI Seasonal Taxi Licence of Bylaw 9070, The Taxi Bylaw, 2014

#### **Report Approval**

Written by:	Joy Buness, Revenue Collections Manager
Reviewed by:	Shelley Sutherland, Director of Corporate Revenue
Approved by:	Kerry Tarasoff, CFO/General Manager, Asset & Financial
	Management Department

Seasonal Taxis\_May 2015.docx

## Regular Taxi Service Comparison of Wait Times, 2014 vs 2013

	2013	2014	Change
Percentage of Trips that are:	40.40/	F0.0%	0.70/
prebooked or flagged requested by phone or app	49.1% 50.9%	52.8% 47.2%	3.7% -3.7%
requested by prione of app	50.970	47.270	-3.7 /0
Wait Time in Minutes:			
Trips Requested by Phone or App:			
less than 5	32.6%	39.1%	6.6%
less than 10	75.7%	77.8%	2.1%
less than 15	90.2%	91.5%	1.2%
less than 20	94.6%	95.8%	1.1%
less than 30	97.1%	98.2%	1.1%
more than 30	2.9%	1.8%	-1.1%

#### All Trips (including pre-booked or flagged):

less than 5	65.7%	71.3%	5.6%
less than 10	87.6%	89.5%	1.9%
less than 15	95.0%	96.0%	1.0%
less than 20	97.3%	98.0%	0.7%
less than 30	98.5%	99.2%	0.6%
more than 30	1.5%	0.8%	-0.6%

#### Bylaw No. 9070 - The Taxi Bylaw, 2014

#### PART VI Seasonal Taxi Licence

#### **Requirement to Obtain Licence**

36. No person shall drive a taxi on a seasonal basis without first obtaining a seasonal taxi licence from the City.

#### Method of Issuing Licence

- 37. (1) The City may, in its discretion, issue seasonal taxi licences, at such times and in such numbers as may be necessary to meet the demand for such services.
  - (2) Seasonal taxi licences shall be distributed using the lottery system described in this Part.

#### Eligibility to Participate in the Seasonal Licence Distribution Lottery

- 38. (1) In this section,
  - (a) "closely connection person" means the agent, business partner or family member of a licence applicant;
  - (b) "controlling interest" means an interest that a person has in a corporation if the person beneficially owns, directly or indirectly, or exercises control or direction over shares of the corporation carrying more than 25% of the voting rights attached to all issued shares of the corporation;
  - (c) "family" means the spouse, parent or child of a licence applicant;
  - (d) "senior officer" means the chair or vice-chair of the board of directors, the president, any vice-president, the secretary, the treasurer or the general manager of a corporation or any other person who performs functions for the corporation similar to those normally performed by a person occupying any of those offices;
  - (e) "**spouse**" means:
    - (i) the legally married spouse of a person, with whom the person is cohabiting; or
    - (ii) a person who has cohabited with another person as spouses continuously for a period of not less than two years.

- (2) The intent of the lottery is to distribute seasonal taxi licences to licensed taxi drivers only.
- (3) Notwithstanding the generality of subsection (2), a taxi driver is ineligible to participate in the seasonal taxi licence distribution lottery if:
  - (a) he or she currently owns or has owned a taxi licence at any time within the two years immediately preceding the lottery draw;
  - (b) someone in the taxi driver's family currently owns or has owned a taxi licence at any time within the two years immediately preceding the lottery draw;
  - (c) the taxi driver or someone in his or her family has a controlling interest in, or is a director or senior officer of, a corporation that owns or has owned a taxi licence at any time within the two years immediately preceding the lottery draw; or
  - (d) the taxi driver or a closely connected person has a controlling interest in, or is a director or senior officer of, a corporation that owns or has owned a taxi licence at any time within the two years immediately preceding the lottery draw.
- (4) In order to participate in the lottery, the applicant must:
  - (a) hold, at a minimum, a valid class 4 Saskatchewan Driver's Licence;
  - (b) hold a valid taxi driver's licence, including photo identification issued by the City;
  - (c) own, lease or otherwise have access to a vehicle that meets the vehicle requirements for taxis set out in Part VIII;
  - (d) be affiliated with a licensed taxi broker carrying on business and licensed by the City;
  - (e) have, at a minimum, three years' experience driving a taxi in the City as at the date of the application; and
  - (f) have driven a taxi in the City at least four shifts per week, each week in the past 52 weeks, excluding vacation time and medical leave.
- (5) A taxi driver may submit only one application per lottery draw. If a driver submits more than one application, the driver shall be ineligible to participate in that lottery draw.

## **BYLAW NO. 9293**

## The Taxi Amendment Bylaw, 2015

The Council of The City of Saskatoon enacts:

#### Short Title

1. This Bylaw may be cited as *The Taxi Amendment Bylaw, 2015.* 

#### Purpose

- 2. The purpose of this Bylaw is to amend *The Taxi Bylaw, 2014* to:
  - (a) increase the number of seasonal taxi licences available for distribution; and
  - (b) increase the annual seasonal taxi licence fee.

#### Bylaw No. 9070 Amended

3. *The Taxi Bylaw, 2014* is amended in the manner set forth in this Bylaw.

#### Subsection 8(2) Amended

4. Subsection 8(2) is amended by striking out "18" and substituting "24".

#### Section 42 Amended

- 5. (1) Subsection 42(1) is amended by striking out "two" before "consecutive" and substituting "three".
  - (2) Subsection 42(3) is amended by:
    - (a) adding "and third" before "school season"; and
    - (b) striking out "season" before "under the licence" and substituting "seasons".

#### Subclause 47(b)(iv) Amended

6. Subclause 47(b)(iv) is amended by striking out "second" before "school" and substituting "third".

#### Schedule "B" Amended

- 7. Schedule "B" is amended by:
  - (a) striking out "(\$225.00 per school season)......\$450.00" under the title "Licence Fees" and substituting ".....\$375.00 per school season".

#### **Coming into Force**

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

Read a first time this	day of	, 2015.
Read a second time this	day of	, 2015.
Read a third time and passed this	day of	, 2015.

Mayor

City Clerk

307-4

From: Sent: To: Subject: Troy Larmer <troyl@unitedgroup.ca> on behalf of Troy Larmer <troyl@unitedgroup.ca> June 16, 2015 9:23 AM City Council Form submission from: Write a Letter to Council

Submitted on Tuesday, June 16, 2015 - 09:23 Submitted by anonymous user: 64.141.10.170 Submitted values are:

Date: Tuesday, June 16, 2015

To: His Worship the Mayor and Members of City Council First Name: Troy Last Name: Larmer Address: 225 Ave B N City: Saskatoon Province: Saskatchewan Postal Code: S7L 1E1 Email: <u>troyl@unitedgroup.ca</u> Comments: Good Morning. There are 2 separate reports from the Trar

RECEIVED JUN 1 6 2015 CITY CLERK'S OFFICE SASKATOON

Good Morning. There are 2 separate reports from the Transportation Committee going to City Council on Monday June 22, 2015. One report is on Accessible Taxi's and the second report is on Seasonal Taxi's. I would like to speak to BOTH of these topics INDIVIDUALLY. Please put me on the speakers list for BOTH reports. Thank you in advance.

Regards,

Troy Larmer

General Manager: The United Group

The results of this submission may be viewed at: https://www.saskatoon.ca/node/398/submission/26603



## STANDING POLICY COMMITTEE ON TRANSPORTATION

## Accessible Taxi Service - 2014 Annual Report

#### **Recommendation of the Committee**

That an increase to the cap on temporary accessible taxi licences by five (5) to twentyone (21) be approved.

#### History

At the June 2, 2015 Standing Policy Committee on Transportation meeting, a report of the CFO/General Manager, Asset & Financial Management Department dated June 2, 2015 was considered.

Your Committee heard from various representatives from the taxi industry.

#### Attachment

June 2, 2015 Report of the CFO/General Manager, Asset & Financial Management

## Accessible Taxi Service - 2014 Annual Report

#### Recommendation:

That the Standing Policy Committee on Transportation recommend to City Council that an increase to the cap on temporary accessible taxi licences by five (5) to twenty-one (21) be approved.

#### Topic and Purpose

The purpose of this report is to provide City Council with information about 2014 accessible taxi service and to obtain approval for additional temporary accessible taxi licences.

#### **Report Highlights**

- 1. Accessible taxi service is an important component of the transportation industry.
- 2. Customer service improvements in 2014 included a reduction in wait times for accessible taxi service and increased driver training.
- 3. The majority of customer concerns are resolved between the companies and the customers, with only two complaints investigated by the Administration in 2014.
- 4. Increasing the number of taxi licences will improve the accessible service to the community.

#### Strategic Goals

Accessible taxi service supports the long-term strategy of optimizing the flow of people around the City under the Strategic Goal of Moving Around.

#### Background

The taxi companies in Saskatoon are responsible and accountable for providing accessible taxi service. City Council has approved temporary accessible taxi licences for this purpose, and at its meeting of October 21, 2013, approved a recommendation to increase the cap on temporary accessible licences by five (5) to sixteen (16). The licences were effective November 1, 2013, and were allocated to the companies based on fleet size.

#### Report

#### Level of Taxi Service

Across North America, accessible taxi service is recognized as an important component of the transportation industry. Some jurisdictions mandate that each taxi company be equipped to provide accessible service, and some have established fleet percentage targets.

The taxi industry in Saskatoon strives to provide a high level of accessible taxi service, and in the majority of cases, achieves that goal.

#### Service Improvements

Bylaw No. 9070, The Taxi Bylaw, 2014, requires taxi brokers to report trip data to the City of Saskatoon on a monthly basis. The data indicates the growth or decline of demand, the length of wait time, length of trip, etc.

The 2014 data indicates an improvement in wait times compared to 2013 (Attachment 1). An increased supply of vehicles is one factor among others such as weather, trip length, traffic, and road work.

In 2014, the Human Rights Commission (HRC) worked with a Saskatoon company to develop a draft Taxicab Policy for the provision of accessible taxi service (Attachment 2). Plans for 2015 include:

- incorporation of the draft policy into the training currently required by all accessible taxi drivers; and
- establishment of a consistent training program for all accessible taxi drivers across the industry.

#### Feedback and Complaints

One of the most important roles of taxi companies is to ensure customer service and resolve customer concerns. Concerns unresolved at that level may be brought forward to the Administration. In the past year, the Administration has:

- investigated two complaints regarding service;
- conducted two data audits; and
- completed the investigation of one allegation of non-compliance with the Bylaw.

Furthermore, one complaint of non-compliance is currently being investigated. Random checks to ensure compliance with the priority service requirements of the Bylaw are upcoming.

#### Number of Accessible Licences

Demand for service is not declining. According to Statistics Canada's Canadian Survey on Disability, 15% of Saskatchewan's adult population reported a disability In 2012. Assuming Saskatoon's population is not significantly different, this means that 15% of Saskatoon's adult population report some form of disability. Currently, 10.6% of Saskatoon taxis are accessible.

Taxi company managers support an increase in the cap of accessible licences as do users of the service and a number of drivers. The majority of those who do not support additional accessible licences believe it to be competition for regular taxi service. Some, including the executive of the union representing a portion of taxi drivers, support more licences with the qualifier that the licences be allocated directly to drivers.

The Administration recommends an increase to the cap on temporary accessible licences by five (5) to be allocated to the companies responsible for the customer

service on the basis of fleet size. The allocation would be two (2) to United Cabs and three (3) to Comfort Cabs (Attachment 3). All other requirements as outlined in Bylaw 9070, The Taxi Bylaw, 2014 (Attachment 4) would apply.

Comfort Cabs and Radio Cabs have merged operations. The responsibility for managerial functions including addressing customer service concerns is with management of Comfort Cabs.

#### **Options to the Recommendation**

City Council may choose to maintain the status quo. This may limit the improvements in wait times that could be achieved with more vehicles.

Another option is to increase the cap by more or less than the recommended number and/or allocate the licences directly to drivers.

The recommendation is to allocate temporary accessible licences to companies recognizing the value they add to customer service through providing training to drivers and coordinating service to their customer base, including responding to service complaints. The companies are required to ensure adherence to bylaw requirements and are held accountable for providing accessible service.

#### Public and/or Stakeholder Involvement

The Administration receives feedback on an ongoing basis from people involved in the industry and users of the service. Also, meetings have been held with the taxi company managers, the executive of the union representing a portion of taxi drivers, a representative of the HRC, and drivers and plate owners through three separate open meetings to which all were invited.

#### **Communication Plan**

Should City Council approve the recommendation, Corporate Revenue and Communications will work together to develop a plan to ensure industry participants, the media, and the public are aware of City Council's decision. This plan will include:

- A Public Service Announcement reflecting City Council decision. The allocation of additional accessible taxi licences will improve customer service which is important to users of the service.
- The internal customer service team will be made aware of City Council's decision so they are prepared for questions related to accessible taxi service.

#### **Financial Implications**

The licence revenue of \$1,875 (\$375 x 5) will be used to support enforcement of the Bylaw.

#### **Other Considerations/Implications**

There are no policy, environmental, privacy, or CPTED implications or considerations.

#### Due Date for Follow-up and/or Project Completion

Should City Council approve these recommendations, the Bylaw amendments would be drafted with the requirement that these vehicles be providing service within 60 days following Council approval of the Bylaw.

#### Public Notice

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

#### Attachments

- 1. Comparison of Wait Times, 2014 vs 2013
- 2. Taxi Cab Policy Draft (discussion document)
- 3. Allocation of Licenses by Company
- 4. Bylaw 9070, The Taxi Bylaw, 2014 Division IV

#### **Report Approval**

Written by:	Joy Buness, Revenue Collections Manager
Reviewed by:	Shelley Sutherland, Director of Corporate Revenue
Approved by:	Kerry Tarasoff, CFO/General Manager, Asset & Financial
	Management Department

Accessible Taxi Service\_2014 Annual Report.docx

#### Accessible Taxi Service Comparison of Wait Times, 2014 vs 2013

	2013	2014	Change
Percentage of Trips that are:			
prebooked or flagged	37.2%	44.8%	7.6%
requested by phone or app	62.8%	55.2%	-7.6%
Wait Time in Minutes:			
Trips Tequested by Phone or App:			
less than 5	8.0%	9.6%	1.5%
less than 10	25.6%	28.3%	2.7%
less than 15	42.7%	47.4%	4.7%
less than 20	55.9%	62.1%	6.1%
less than 30	70.9%	79.1%	8.2%
more than 30	29.1%	20.9%	-8.2%
All Trips (including pro booked or flogged)			
All Trips (including pre-booked or flagged):	40 40/	FO 40/	0.00/
less than 5	42.1%	50.1%	8.0%
less than 10	59.6%	60.4%	0.8%
less than 15	67.9%	71.0%	3.1%
less than 20	77.3%	79.1%	1.8%
less than 30	81.8%	88.5%	6.6%
more than 30	18.2%	11.5%	-6.6%

## Taxi Cab Policy Draft

(discussion document)

#### 1. Purpose / Background Information

The goal of the taxi cab industry is to make your travel a safe, pleasant and convenient experience. The drivers and customer service personnel are available to meet the needs of customers with disabilities. We can help whether you are traveling alone or with a personal care attendant, using various mobility devices, or being accompanied by a service animal.

This policy is drafted to address the following:

- the provision of goods and services to persons with disabilities;
- the use of assistive devices by persons with disabilities;
- the use of service animals by persons with disabilities;
- the use of support persons by persons with disabilities;
- notice of temporary disruptions in services and facilities;
- training;
- customer feedback regarding the provision of goods and services to persons with disabilities; and
- notice of availability and format of documents.

#### 2. Application

This policy applies to all persons who deal with the public and those specifically designated, employed, or contracted to act, from time to time on behalf of the taxi cab industry.

#### 3. Definitions

#### Assistive Device

A device used to assist persons with disabilities in carrying out activities or in accessing the services of persons or organizations.

#### **Disability**

a. any degree of physical disability, infirmity, malformation or disfigurement that is caused by bodily injury, birth defect or illness and, without limiting the generality of the foregoing, includes diabetes mellitus, epilepsy, a brain injury, any degree of paralysis, amputation, lack of physical co-ordination, blindness or visual impediment, deafness or hearing impediment, muteness or speech impediment, or physical reliance on a service animal or on a wheelchair or other remedial appliance or device,

b. a condition of mental impairment or a developmental disability,

c. a learning disability, or a dysfunction in one or more of the processes involved in understanding or using symbols or spoken language,

d. a mental disorder

<u>Service Animal</u> Any animal used by a person with a disability for reasons relating to the disability where it is readily apparent that the animal is used by the person for reasons relating to his or her disability; or where the person provides a letter from a physician or nurse confirming that he or she requires the animal for reasons relating to his or her disability; or a valid identification card or certificate of training from a recognized guide dog or service animal training school.

#### Support Person

A person who accompanies a person with a disability in order to assist him or her with communication, mobility, personal care, or medical needs or with access to goods or services.

#### 4. General Principles

#### a. The Provision of Goods and Services to Persons with Disabilities

Taxi cab companies will use reasonable efforts to ensure that their policies, practices and procedures are consistent with the following principles:

- the taxi cab companies' services are provided in a manner that respects the dignity and independence of persons with disabilities;
- the provision of the taxi cab companies' services to persons with disabilities are to be integrated with those provided to persons who do not have disabilities unless an alternative measure is necessary to enable a person with a disability to obtain, use or benefit from the taxi cab companies' services and,
- persons with disabilities are given opportunities equivalent to that of persons without disabilities to obtain, use or benefit from the taxi cab companies' services.

#### b. Communication with Persons with Disabilities

When communicating with a person with a disability, the taxi cab companies will do so in a manner that respectfully takes into account the person's disability.

#### 5. Traveling with an Assistive Device

A person with a disability is to provide their own assistive device for the purpose of obtaining, using and benefiting from the taxi cab companies services. If the assistive device is deemed by management to place staff in danger or at a safety risk, the company will notify the passenger and suggest alternatives to fulfill their travel needs.

This may include having the person leave the assistive device and sit in a passenger seat in the vehicle.

Persons with a disability are responsible to ensure their assistive device is operated in a safe and controlled manner at all times whilst accessing services. This includes setting the brakes as appropriate on manual assistive devices (wheelchairs) or in the case of power assistive devices (chair or scooter) switching the power off.

Taxi cab operators are responsible for ensuring that wheeled mobility devices are properly secured, complete with the appropriate tie-downs and restraining devices and securely fastened before moving the cab, in accordance with the Saskatchewan Traffic Act.

Should the passenger refuse to have his or her mobility device secured, the driver will advise that it is mandatory for safety reasons. If the problem persists, the driver will contact dispatch and request assistance from a manager.

In the event that the passenger is traveling with an attendant who wishes to secure the mobility device the driver must check to ensure the devices have been properly secured.

#### 6. Traveling With a Service Animal

Customers with disabilities accompanied by a service animal are welcome. The service animal is the responsibility of its owner and must be under the control of its owner at all times. The service animal must ride within the customer's proximity. If requested the customer must provide service animal documentation. If an employee is medically unable to transport a service animal they must provide current medical documentation from an allergy specialist to support their condition. If a customer declares the need to be accommodated when booking a trip the driver who is dispatched to the trip will be medically cleared to provide that trip.

#### 7. Training

Taxi cab companies will upon hiring provide training to taxi cab operators and dispatchers on how to serve people with disabilities more effectively. Taxi cab companies will ensure that all persons to whom this policy applies receive appropriate training as required. The amount and format of training given will be tailored to suit each person's interactions with the public and his or her involvement pertaining to the provision of goods and services.

Training will cover the following areas:

- Understanding of disability
- Cultural sensitivity
- Securement
- Communication and interaction
- A review of the purposes of The Saskatchewan Human Rights Code.
- Instruction on the taxi cab companies policies, procedures and practices pertaining to the provision of goods and services to persons with disabilities;
- how to interact and communicate with persons with various types of disabilities;
- what to do if a person with a particular type of disability is having difficulty accessing the taxi cab companies services;

- how to interact with persons with disabilities who use assistive devices or who require the assistance of a support person or service animal; and
- information about the equipment or devices available on the taxi cab companies premises that may help with the provision of the services to persons with disabilities.

#### Timeline for Training

 The various training requirements are addressed through a variety of programs/initiatives using a variety of training approaches. Such training has and/or is provided as soon as reasonably practicable based upon an individual being assigned the applicable duties as well as on an ongoing basis as changes occur to the applicable taxi cab companies policies, procedures and practices governing the provision of services to persons with disabilities.

#### Records of Training

• The taxi cab companies will keep records of the training, including the date on which training is provided and the number of individuals to whom it is provided. The names of individuals trained will be recorded for training administration purposes,

#### 8. Customer Responsibilities

- Provide the phone operator information about your specific travel needs and schedule.
- Inform our employees of your needs during your trip.

#### 9. Feedback

Feedback on this policy and its application and enforcement is important to taxi cab companies. Should you have any questions regarding the content, implementation or training materials please contact the management team at the appropriate taxi cab company.

### Allocation of Licenses by Company

		Comfort/	
	United Cabs	Radio Cabs	<u>Total</u>
Permanent Regular	66	94	160
Permanent Accessible	5	0	5
	71	94	165
Temporary Accessible Licenses:			
Current Allocation	7	9	
Allocation of 5 New Licenses	2	3	
	9	12	21

#### Bylaw No. 9070 - The Taxi Bylaw, 2014

#### DIVISION IV Temporary Wheelchair Accessible Taxi Licence

#### Method of Issuing Licence

- 19. (1) The City may, in its discretion, issue temporary wheelchair accessible taxi licences at such times as it considers appropriate.
  - (2) Temporary wheelchair accessible licences may be issued with or without a public tender process.

#### Ownership of Licence

- 20. (1) Temporary wheelchair accessible taxi licences shall remain the property of the City.
  - (2) Subject to the limit mentioned in subsection 9(2), the City shall determine the number, if any, of temporary wheelchair accessible taxi licences to be issued.
  - (3) A temporary wheelchair accessible taxi licence shall be valid for a term of five calendar years commending on January 1, 2014 and ending on December 31, 2018.
  - (4) If a licensed broker to which temporary wheelchair accessible taxi licences have been allocated ceases operations for any reason and the term of the licences has not expired, those licences shall revert to the City and shall be reallocated for the remainder of the term of the licences to the remaining brokers based upon the fleet size of each broker.
  - (5) No person shall assign or transfer a temporary wheelchair accessible taxi licence.
  - (6) Lease fees shall not be charged for the use of a temporary wheelchair taxi licence. Only normal operating costs may be recovered.

307-4

From: Sent: To: Subject: Troy Larmer <troyl@unitedgroup.ca> on behalf of Troy Larmer <troyl@unitedgroup.ca> June 16, 2015 9:23 AM City Council Form submission from: Write a Letter to Council

Submitted on Tuesday, June 16, 2015 - 09:23 Submitted by anonymous user: 64.141.10.170 Submitted values are:

Date: Tuesday, June 16, 2015

To: His Worship the Mayor and Members of City Council First Name: Troy Last Name: Larmer Address: 225 Ave B N City: Saskatoon Province: Saskatchewan Postal Code: S7L 1E1 Email: <u>troyl@unitedgroup.ca</u> Comments: Good Morning. There are 2 separate reports from the Tran

RECEIVED JUN 1 6 2015 CITY CLERK'S OFFICE SASKATOON

Good Morning. There are 2 separate reports from the Transportation Committee going to City Council on Monday June 22, 2015. One report is on Accessible Taxi's and the second report is on Seasonal Taxi's. I would like to speak to BOTH of these topics INDIVIDUALLY. Please put me on the speakers list for BOTH reports. Thank you in advance.

Regards,

Troy Larmer

General Manager: The United Group

The results of this submission may be viewed at: https://www.saskatoon.ca/node/398/submission/26603

307-4

#### Dear City Councilors,

We strongly disagree the recommendation "Increase on temporary accessible licenses by five (5) to be allocated to the companies responsible for the customer on the basis of fleet size." (page 18, 19 of City report).

Our member's drivers are the one who provide customer service on the road, any new wheelchair licenses should be given to drivers not companies due to the following main factors.

- Driver is the one who provide customer services directly to customer.
- When wheelchair licenses will give to drivers the lease will be automatically reduce because there will be no middle man involved.
- The wheelchair taxi will be on the road 24/7.
- Most of the city in Canada any new taxi licenses or wheelchair taxi licenses are given to driver instead of companies.

The driver is one who put his/her life on risk; we have had drivers lose their life on the job (one driver went into a slough on a trip to Humboldt and froze to death. <u>http://www.cbc.ca/news/canada/saskatoon/radio-cab-drivers-mourn-loss-of-co-worker-1.2416319</u>)

- Drivers have no problem to buying the wheelchair van; because he/she knows that his running cost will be way less as compared to pay lease to the company.
- The driver will pay the insurance.
- Driver will be still affiliated to a dispatch company and he will pay the dispatch fee so its win/win situation to everyone, company will get dispatch fee, and driver will get relief.
- Drivers are willing to take any training which is being provided by dispatch companies in order to operate the wheelchair taxi.
- Drivers will follow the company's policies and city regulation in order to operate any wheelchair or regular taxis.
- Driver will pay the city license fee \$ 375 annually.

Our Union also focused on the review of existing temporary licenses keeping in mind the following but not limited to below factors:

- Does all temporary wheelchair license which are given to companies are own by company or company gave it to someone else and they bought the vehicle and now making money sitting at home while the drivers are paying high amount of lease.
- Does all the wheelchair licenses taxis are on the road 24/7, if not what is the reason, one reason which we know as a
  matter of fact, the drivers do not want to pay high amount of lease and on the weekend even if the driver is driving he/she
  prefer not to book in and take flag because he/she know that he will not get any break in lease amount. So the focus should
  be on the review of performances of existing temporary licenses in order to reduce the wait time. When the companies are
  charging high amount of lease they cannot morally force the driver to pick up the wheelchair trip during peak bar hours,
  while if the licenses was given to a driver he is morally and legally can be bound to prefer the wheelchair customer.
- How come companies are charging high amount of lease while city by-law No. 9070- The Taxi Bylaw, 2014, 20 (6) say that "lease fees shall not be charged for the use of temporary wheelchair taxi license. Only normal operating costs may be recovered.
- Once the Radio Cab is merged all the temporary licenses which was given to radio cab, should be re allocated to drivers. While city Bylaw says "If a licensed broker to which temporary wheelchair accessible taxi licenses have been allocated ceases operation for any reason and the term of the licenses for the remainder of the term of the licenses to the reaming brokers based upon the fleet size of each broker."

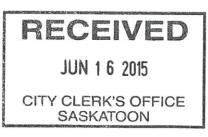
One more concerned raised is that there should be the same number on the vehicle decals as the same number issued by the city of Saskatoon. It is very important for the safety of our drivers and customers as well as there should be also some sort of punishment for those who misrepresent in lottery application process. They should be banned for at least one draw.

Keeping in mind of all the above mentioned factors it is highly requested that our recommendation should be considered and any new wheelchair licenses should be given to drivers instead of companies that will improve the customer service and reduce the waiting time for the customer. All the wheelchair license should be drawn as other seasonal licenses are drawn.

We also have a signed petition(if needed) from drivers saying any new wheelchair licenses should be given to drivers not companies. Due to limited time we were only able to reach over 175 fellow drivers (union and non-union).

Malik Umar Draz USW Local 2014 President

#110A - 2103 Airport Dr. Saskutoon sk 5726W2



#### PUBLIC RESOLUTION REGULAR BUSINESS MEETING OF CITY COUNCIL

Main Category:	12.	GIVING NOTICE
ltem:	12.1	Membership - Board of Police Commissioners [Councillor C. Clark]

Date: May 25, 2015

Any material considered at the meeting regarding this item is appended to this resolution package.

Councillor Clark gave the following Notice of Motion:

TAKE NOTICE that at the next Regular Business Meeting of City Council, I will move the following motion:

'That the Administration provide a report to Executive Committee on the process for appointing two additional civilian members to the Board of Police Commissioners, and could the report please include some analysis of the governance implications and considerations for determining the ratio of civilian to elected members of Police Boards and how this has been determined in other Canadian Cities.' Subject:

FW: Notice of Motion

Hi Joanne - Please be advised that I am hereby giving notice of the following motion to be considered at the Monday, June 22, 2015 City Council meeting:

#### Notice of Motion:

WHEREAS the United Nation's Declaration on the Rights of Indigenous Peoples adoption supports the Aboriginal rights to culture, employment, health, education, and other issues and promotes a full participation in all matters that concern them;

THEREFORE BE IT RESOLVED that the City of Saskatoon adopts and implements the relevant calls to action highlighted in the Truth and Reconciliation Committee report of June 2, 2015; and

THEREFORE BE IT FURTHER RESOLVED that the City of Saskatoon declare July 1, 2015 – June 30, 2016 the year of reconciliation and that the Administration work with the Office of the Treaty Commission, and other community groups, leaders and institutions in Saskatchewan, to promote reconciliation in our province.

Ann Iwanchuk City Councillor, Ward 3 Cell: 306.380.6870

## **Operations Contract Extension – Force Main Line Flushing and Camera Inspection**

#### Recommendation

- 1. That an extension of \$88,000 (including GST and PST) to the contract awarded to McGill's Industrial Services for the supply of force main line flushing and camera inspection be accepted; and
- 2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

#### **Topic and Purpose**

The services of a contractor are required to provide flushing and camera inspection for the Wastewater Treatment Plant (WWTP) force mains that transfer sludge between the North 40 Biosolids Facility and the WWTP. City Council approval is required to extend the existing contract with McGill's Industrial Services (McGill's) to continue to clean and flush these lines, in order to regain the necessary capacity to operate the WWTP.

#### **Report Highlights**

- 1. The operation of the WWTP is hindered by reduced capacity of the critical sludge transfer pipelines between the WWTP and the North 40 Biosolids Facility.
- 2. A tender was issued and awarded to McGill's to clean and flush these force mains to regain line capacity.
- 3. More severe struvite formations than expected were discovered upon commencement of this work. An extension of the existing contract for further cleaning and flushing is required.

#### **Strategic Goals**

The recommendations in this report support the Strategic Goal of Environmental Leadership through maintaining critical operations of the WWTP that protect the environment. They also support Asset and Financial Sustainability by investing in what matters.

#### Background

Struvite formation in the sludge transfer force mains has been an occurring issue for the past number of years. Similar flushing and cleaning have been done every other year to help combat these issues. In 2012, the WWTP installed the Nutrient Recovery Facility to prevent struvite formation. While this facility is very successful, legacy issues still exist; therefore, line flushing and cleaning are still required.

#### Report

#### Reduced Capacity in the Transfer Pipelines

The WWTP pumps solids to the North 40 Biosolids Facility through a 12 km force main. Supernatant water from the North 40 storage cells is then returned to the WWTP through a return force main. These force mains are hindered by reduced capacity as a result of struvite formation. The pipelines require flushing and cleaning with high pressure nozzles and mechanical flails, in order to restore the pipeline capacity required to maintain plant operation. The need for pipeline maintenance was anticipated and included in the 2015 Operating Budget.

#### Tender Award

A tender contract was awarded to McGill's on May 15, 2015, for a total cost of \$84,997.50 (including taxes) to perform the required services for an estimated length of time. McGill's was the only company to submit a bid. The estimate was based on previous contracts for what was expected to be comparable maintenance work. Upon commencement of the work, larger formations of struvite were discovered than what was anticipated, which will take more time to remove.

A contract extension of \$88,000 is requested in order to successfully complete the required maintenance to the pipelines that will restore capacity and reliability to the system.

#### **Options to the Recommendation**

There are no options as the recommended contractor, McGill's, was the only bidder on the original tender.

#### **Communication Plan**

The proposed work is a continuation of current work that does not cause any noise or odour disturbances to the public. A communication plan is not required.

#### **Financial Implications**

The original agreement with McGill's was for \$84,997.50. The total increase to complete the work is estimated at \$88,000.

Estimated Cost	\$80,000.00
PST	4,000.00
GST	4,000.00
Sub Total	\$88,000.00
GST Rebate	(4,000.00)
Net Cost to City	<u>\$84,000.00</u>

The project is funded by the 2015 Operating Budget.

#### **Other Considerations/Implications**

There are no public and/or stakeholder involvement, policy, environmental, privacy, or CPTED implications or considerations.

## Due Date for Follow-up and/or Project Completion

This work is planned to be completed by the end of July 2015.

## Public Notice

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

#### **Report Approval**

Written by:	Mike Sadowski, Operations Superintendent, Wastewater Treatment
	Plant
Reviewed by:	Tim Bushman, Plant Manager, Wastewater Treatment Plant
	Larry Schultz, Manager, Engineering Services
	Reid Corbett, Director of Saskatoon Water
Approved by:	Jeff Jorgenson, General Manager, Transportation & Utilities
	Department

Council MS – Contract Extension – Force Main Line Flushing and Camera Inspection.docx

# Funding Strategy Update for the Interchanges at Highway 16/Boychuk and McOrmond/College

## Recommendation

- 1. That the funding strategy for the interchange at Boychuk Drive and Highway 16 be approved;
- 2. That the reallocation of the special levy collected from the development in the Rosewood neighbourhood for the Rosewood flyover project to the interchange project at Boychuk Drive and Highway 16 be approved,
- 3. That the funding strategy for the interchange at McOrmond Drive and College Drive be approved in principle and details brought forward once negotiations with Dream Developments have been completed; and,
- 4. that the Administration proceed with making application under the New Building Canada Fund for the Boychuk Drive and Highway 16 Interchange project.

## Topic and Purpose

To obtain City Council's approval of the funding strategy for the interchange at Boychuk Drive and Highway 16 and make application for its funding under the New Building Canada Fund.

## **Report Highlights**

- 1. The City of Saskatoon (City) is being allocated approximately \$70 million (\$35 million each from the Government of Canada and the Government of Saskatchewan) for the Provincial/Territorial Infrastructure Component of the New Building Canada Fund.
- 2. An allocation of \$29.43 million of the \$70 million funding is being proposed to fund the interchange at Boychuk Drive and Highway 16.
- 3. The interchange at McOrmond Drive and College Drive will be funded by using developer contributions, interchange levy, and a reallocation of developer funds earmarked for the CP Rail overpass in the Brighton neighbourhood as outlined in this report.
- 4. The Administration will tender the two interchanges as a single package, which will occur once senior level government funding has been approved for the Boychuk/Highway 16 interchange and negotiations with Dream have been completed.

## Strategic Goals

This report supports the 4-year priority of developing funding strategies for expenses related to new capital expenditures including core services, such as fire halls, roadways and underground services under the Strategic Goal of Asset and Financial

Sustainability. This report also supports the 10-year strategy of optimizing the flow of people and goods in and around the city under the Strategic Goal of Moving Around.

#### Background

The Government of Canada announced that it would be implementing a new long-term infrastructure program called the New Building Canada Plan (NCBP) which was to be implemented by April 1, 2014, to replace the previous 7-year Building Canada Plan (2007 - 2014) which expired on March 31, 2014. The new Plan would be in place for 10 years with \$47 billion in total funding available.

Contained within the NBCP are the following funds:

- Gas Tax Fund permanent fund of \$2 billion per year with a 2% escalator
- GST Rebate permanent fund of \$900 million
- P3 Canada Fund 5-year fund of \$1.25 billion
- New Building Canada Fund 10-year fund of \$14 billion

The New Building Canada Fund (NBCF) has three major funding components:

- National Infrastructure Component \$4 billion
- Provincial/Territorial Infrastructure Component \$9 billion
- Small Communities Component \$1 billion

Saskatchewan will receive \$437 million from the NBCF, allocated as follows:

- Provincial/Territorial Infrastructure Component (PTIC) \$393 million
- Small Communities Component \$43.7 million

Only the PTIC and the Small Communities Component are allocated to Saskatchewan. The City is only eligible to apply under the PTIC, and not the Small Communities Component. The City can also apply under the National Infrastructure Component; however, there is no allocation. For eligible municipal projects under the PTIC, it is expected that the province would provide matching funding.

Eligible projects under the PTIC-NRP must be nationally and regionally significant, and are predominantly medium and large scale in nature. To qualify, they must be for the construction, renewal, rehabilitation, or material enhancement of infrastructure for public use or benefit and must fall under one of the following categories: highways and major roads, public transit, connectivity and broadband, drinking water, wastewater, solid waste management, green energy, innovation, brownfield redevelopment, disaster mitigation, local and regional airports, short-line rail, and short-sea shipping.

#### Report

#### Allocation to the City of Saskatoon

On March 28, 2014, the Government of Canada released application criteria for the NBCF aimed at supporting capital infrastructure projects of national, provincial and local significance. The federal and provincial governments will each provide up to one-third funding of eligible costs for qualified projects.

In January 2015, the City submitted a preliminary list of projects to the province for National-Regional Projects under the PTIC. These funds are administered by the Government of Saskatchewan, but projects are ultimately approved by the Government of Canada. The projects submitted included the interchanges at Boychuk Drive and Highway 16, as well as McOrmond Drive and College Drive.

In May 2015, the province indicated that the City would be allocated approximately \$70 million (\$35 million each from the Government of Canada and the Government of Saskatchewan) from the NCBF - PTIC. However, the province has indicated that the funds will be distributed over the program period in separate and varying allotments which adds some uncertainty as to the amount of actual funding available for multiple projects at one time.

The application process for projects under the NBCF - PTIC was delayed longer than the City anticipated, as the federal and provincial governments were negotiating and clarifying the details of the program. The applications for eligible PTIC projects are now being accepted and will require some time before final approval is granted because both orders of government will need to review and approve the submitted projects.

## Allocation of New Building Canada Funding to City Projects

The interchange at Boychuk and Highway 16 is estimated to cost \$44.55 million. This location is within the jurisdiction of the Ministry of Highways and is a national highway. This location is, therefore, a very good fit under the PTIC criteria and draws the support of both the province and the federal government. Considering this, and the fact that this interchange is an immediate priority and does not have sufficient funding in place, the City's first allocation of NBCF is best suited for this project.

Based on the cost and the expected allocations from the NBCF, the Administration is proposing the allocation of \$14.72 million of federal funding and \$14.72 million of provincial funding from the NCBF for this interchange. The remaining amount of approximately \$40.5 million of NBCF will be available in future years for other priority projects for the City. Additional funding for the project comes from the interchange levy and a reallocation of the special levy collected for the Rosewood flyover project that has been cancelled.

A summary of the funding is shown in the table below.

#### Project Boychuk /Highway 16:

- Interchange Levy
- Provincial BCF
- Federal BCF
- Special Levy from Rosewood Flyover

Estimated Cost/Contribution \$44.55 million \$ 4.01 million

\$ 4.01 million \$14.52 million \$14.52 million \$11.50 million

The \$4.01 million funding required from the Interchange Levy Reserve for the Boychuk and Highway 16 interchange is well below the amount of \$10.1 million identified in the 2015 Capital Budget for this project.

## Funding for Interchange at McOrmond Drive and College Drive

The interchange at McOrmond Drive and College Drive is fully within the City limits. The funding strategy for this location will be based on the funding strategy outlined in the neighbourhood concept plan for Brighton. Funding sources will be developer contributions and the interchange levy. Negotiations between the City and Dream are underway, and are focusing on final cost sharing considering the additional access points along College Drive. The Administration will also apply to the province for funding under the Urban Highway Connector Program.

## **Design-Build Procurement**

The Administration intends to bundle both interchanges as a single design-build package as soon as the funding from the provincial and federal governments has been approved, and negotiations with Dream have concluded. The Administration will bring back the final funding strategy for the McOrmond/College interchange before issuing the Request for Proposals. It is expected that the procurement process can occur early this fall, with construction commencing in spring of 2016.

## Options to the Recommendation

An option for consideration is to use the NBCF contributions for both interchange projects. However, given the fact that the McOrmond/College interchange is within the City limits and has a funding plan in place, the recommended option is to apply the NBCF funds to the Boychuk/Highway 16 interchange as it is most aligned with the program criteria and has limited funding options.

## **Financial Implications**

All financial implications are included within this report.

## **Other Considerations/Implications**

There are no environmental, privacy or CPTED implications or considerations. Neither public and/or stakeholder involvement or a communication plan is required.

## Due Date for Follow-up and/or Project Completion

A further report will be required for the awarding of the contract for the Boychuk Drive and Highway 16 interchange at which time, the actual NBCF requirements would be recalculated and the application to the province amended.

The allocation of the remaining \$41 million in NBCF will be brought forward in the near future for City Council's consideration and approval for priority projects.

The delay in the NBCF allocation and project application process at the provincial and federal levels has impacted the start date of the interchange at Boychuk Drive and Highway 16. Assuming the approval of the City's application for project funding by the province in the early fall of 2015, the construction is expected to commence in 2016 with an estimated completion date in 2017.

#### **Public Notice**

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

## **Report Approval**

Written by: Kerry Tarasoff, CFO/General Manager, Asset & Financial Management Department

Approved by: Murray Totland, City Manager

NBCF\_Funding of Interchanges.docx



# REVISED AGENDA PUBLIC HEARING MEETING OF CITY COUNCIL

Monday, June 22, 2015, 6:00 p.m. Council Chamber, City Hall

## 1. CALL TO ORDER

## 2. CONFIRMATION OF AGENDA

## Recommendation

- 1. Letter submitting comments dated June 22, 2015 by John Odishaw and Connie Lupichuk be added to item 5.1.2;
- 2. Letter submitting comments dated June 18, 2015 by Alain Simard, Director, Risk and Real Estate, Saputo Inc be added to item 5.2.2; and
- 3. That the agenda be confirmed as amended

## 3. DECLARATION OF PECUNIARY INTEREST

## 4. ADOPTION OF MINUTES

## Recommendation

That the minutes of Public Hearing meeting held on May 25, 2015 be approved.

## 5. PUBLIC HEARINGS

5.1 Land Use, etc.

#### 5.1.1 Zoning Text Amendment - Shipping Container Regulations -Proposed Bylaw No. 9284 [Files CK. 4350-014-001 and PL. 4350-26]

Copies of the following are provided:

Page 1

Pages

8 - 9

10 - 21

- Proposed Bylaw No. 9284;
- Letter from the Committee Assistant, Municipal Planning Commission dated April 30, 2015;
- Report of the General Manager, Community Services Department dated April 28, 2015; and
- Ad that appeared in the local press on June 6 and 7, 2015.

## Recommendation

That permission be granted to introduce Bylaw No. 9284, and to give same its FIRST reading.

## Recommendation

That the submitted report and correspondence be received.

## Recommendation

That the hearing be closed.

## Recommendation

That Bylaw No. 9284 now be read a SECOND time.

## Recommendation

That permission be granted to have Bylaw No. 9284 read a third time at this meeting.

## Recommendation

That Bylaw No. 9284 now be read a THIRD time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

 5.1.2 Proposed Official Community Plan Amendment - Redesignate 318 and 320 Avenue F South from "Low-Density Residential" to "Mixed-Use" - Proposed Bylaw No. 9289 [Files CK. 4351-015-009 and PL. 4350-Z21/14]

22 - 36

Copies of the following are provided:

- Proposed Bylaw No. 9289;
- Letter from the Committee Assistant, Municipal Planning Commission dated June 1, 2015;
- Report of the General Manager, Community Services Department dated May 26, 2015; and
- Notice that appeared in the local press on June 6 and 7, 2015.

## Recommendation

That permission be granted to introduce Bylaw No. 9289, and to give same its FIRST reading.

## Recommendation

That the submitted report and correspondence be received.

## Recommendation

That the hearing be closed.

## Recommendation

That Bylaw No. 9289 now be read a SECOND time.

## Recommendation

That permission be granted to have Bylaw No. 9289 read a third time at this meeting.

## Recommendation

That Bylaw No. 9289 now be read a THIRD time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

#### 5.1.3 Proposed Rezoning - 318 and 320 Avenue F South from "R2 - 37 - 40 One and Two-Unit Residential District" to "MX1 - Mixed-Use District 1" - Proposed Bylaw No. 9290 [File No. 4351-015-009]

Copies of the following are provided:

- Proposed Bylaw No. 9290;
- Letter from the Committee Assistant, Municipal Planning Commission dated June 1, 2015 (See Attachment to 5.1.2);
- Report of the General Manager, Community Services Department dated May 26, 2015 (See Attachment to 5.1.2); and
- Notice that appeared in the local press on June 6 and 7, 2015.

## Recommendation

That permission be granted to introduce Bylaw No. 9290, and to give same its FIRST reading.

## Recommendation

That the submitted report and correspondence be received.

## Recommendation

That the hearing be closed.

## Recommendation

That Bylaw No. 9290 now be read a SECOND time.

## Recommendation

That permission be granted to have Bylaw No. 9290 read a third time at this meeting.

## Recommendation

That Bylaw No. 9290 now be read a THIRD time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

#### 5.1.4 Proposed Rezoning - Brighton Neighbourhood - Phases 1, 2 and 3 - Proposed Bylaw No. 9291 [Files CK. 4351-015-008, PL. 4350-Z10/15, PL. 4350-Z11/15 and PL. 4350-Z12/15]

41 - 63

Copies of the following are provided:

- Proposed Bylaw No. 9291;
- Letter from the Committee Assistant, Municipal Planning Commission dated June 1, 2015;
- Report of the General Manager, Community Services Department dated May 26, 2015; and
- Notice that appeared in the local press on June 6 and 7, 2015.

## Recommendation

That permission be granted to introduce Bylaw No. 9291, and to give same its FIRST reading.

## Recommendation

That the submitted report and correspondence be received.

## Recommendation

That the hearing be closed.

## Recommendation

That Bylaw No. 9291 now be read a SECOND time.

## Recommendation

That permission be granted to have Bylaw No. 9291 read a third time at this meeting.

## Recommendation

That Bylaw No. 9291 now be read a THIRD time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

#### 5.1.5 Proposed Rosewood Neighbourhood Concept Plan 64 - 73 Amendment - Village Square [Files CK. 4351-015-010 x4110-40 and PL. 4350-Z29/13]

Copies of the following are provided:

- Letter from the Committee Assistant, Municipal Planning Commission dated June 1, 2015;
- Report of the General Manager, Community Services Department dated May 26, 2015; and
- Notice that appeared in the local press on June 6 and 7, 2015.

## Recommendation

That the proposed Rosewood Neighbourhood Concept Plan amendment be approved.

5.1.6 Proposed Rezoning - From FUD - Future Urban Development 74 - 78 District (FUD District) to B1B - Neighbourhood Commercial -Mixed-Use District - Village Square - Proposed Bylaw 9292 [File No. 4351-015-010]

Copies of the following are provided:

- Proposed Bylaw No. 9292;
- Letter from the Committee Assistant, Municipal Planning Commission dated June 1, 2015 (See Attachment to 5.1.5);
- Report of the General Manager, Community Services Department dated May 26, 2015 (See Attachment to 5.1.5); and
- Notice that appeared in the local press on June 6 and 7, 2015.

#### Recommendation

That permission be granted to introduce Bylaw No. 9292, and to give same its FIRST reading.

#### Recommendation

That the submitted report and correspondence be received.

#### Recommendation

That the hearing be closed.

## Recommendation

That Bylaw No. 9292 now be read a SECOND time.

## Recommendation

That permission be granted to have Bylaw No. 9292 read a third time at this meeting.

## Recommendation

That Bylaw No. 9292 now be read a THIRD time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

## 5.2 Public Notice Matters

## 5.2.1 Intent to Borrow [File No. 1750-1]

## Recommendation

That City Council authorizes the planned borrowing to finance the following projects approved, in principle, through Capital Budgets and Capital Plans, as follows:

- 1. up to \$2,500,000 for the Regional Waste Management Facility (Capital Project 876);
- 2. up to \$4,500,000 for the Water Utility Automatic Meter Reading conversion (Capital Project 1055);
- up to \$1,500,000 for the Water Treatment Plant's Transfer Pumping and Electrical Upgrades (Capital Project 2565); and
- 4. an allowable 10% variance on the borrowing requirements for each project identified. Any variance greater than 10% of the borrowing amount identified must be reported to City Council.

## 5.2.2 Median Opening Revisions for 3810, 3915, and 3927 Wanuskewin Road [File No. 6320-5]

83 - 93

79 - 82

## Recommendation

- 1. That the median opening at 3810 Wanuskewin Road be closed;
- 2. That the median opening at 3915 Wanuskewin Road be closed; and
- 3. That a portion of the municipal buffer strip adjacent to

Marquis Drive be converted to right-of-way to permit a formal access from Marquis Drive to 3915 Wanuskewin Road.

## 6. PROCLAMATIONS AND FLAG RAISINGS

## Recommendation

- 1. That City council approve all proclamation and flag raising requests as set out in Section 6; and
- 2. That the City Clerk be authorized to sign the proclamations, in the standard form, on behalf of City Council
- 6.1 Addictions Professionals Association September 2015 as 'Recovery Month in Saskatoon' [File No. 205-5]

94

Proclamation Request

6.2 The Canadian Association of Veterans in United Nations Peacekeeping - 95 August 9, 2015 - Flag Raising from 1:00 p.m. - 3:00 p.m.

Flag Raising Request

- 7. URGENT BUSINESS
- 8. ADJOURNMENT

June 21, 2015

City Council City of Saskatoon 222 3<sup>rd</sup> Ave. North Saskatoon, SK. S7K 0J5



RE: Written Submission regarding Proposed Zoning Bylaw Amendment from R2 to Mix District: 318 & 320 Ave. F. South.

We are the property owners of 310 AVE F. South and have owned this property for several years. When the property was purchased it was with the idea that Riversdale would revitalize and we could develop our property for mixed use development opportunities in the future. This is still our intention and we are ready to move forward immediately if the property of 318 Ave. F is either renovated or torn down.

Over the years we have tried to attract perspective tenants however because of the dilapidated state of 318 Ave. F and the high risk behaviors and lifestyle that has been observed, our building continues to remain vacant. Our property has repeatedly been used as a garbage dump. At our expense we have had to pick up all sizes of garbage and pay to have it removed to the garbage dump. We have found numerous needles and are in the process of hiring professionals to ensure the yard is safely cleaned up and needles are disposed properly before we erect a chain link fence.

We are 100% behind the City's plan to revitalize and restore Riversdale and are hoping we may soon be able to move forward with our plans to do the same to our property.

We oppose Dr. Ryan's Meili application to piggyback over 318 Ave. F. South while leaving said residence there. The rational does not consider the interest of other business and or property owners on the block. It encourages the property to remain an eye sore attracting high risk and criminal activity. We have a good relationship with a number of the owners and have been told that they too disagree with the plan to piggyback over 318 while leaving said house there and feel their livelihood has been affected because of the existence of this current property.

We are excited at the prospect of Dr. Meili plan to develop 320 Ave. F South as office space. This type of development further our efforts to attract a tenant who will support Riversdale revitalization plan. We have high hopes to attract a private counselling clinic to rent a large portion of our property, however, they are unwilling to commit until they are assured 318 Ave. F will not pose a threat to clients who would attend for counselling. Appearances and pride of ownership goes a long way in making clients feels safe and willing to utilize a counselling service on this block.

We trust that the City Council will take our concerns seriously and ensure rights of all owners on this city are equal.

Without Prejudice, DOUG John Odishaw & Connie Lupichuk

6250-5

RECEIVED

JUN 1 8 2015

CITY CLERK'S OFFICE SASKATOON



#### **BY COURIER**

June 17, 2015

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

Dear Sirs,

For the City's consideration at the upcoming public meeting of June 22, 2015, we would like to express our concerns on the City of Saskatoon proposed median closure on Wanuskewin Road in the Marquis Industrial Neighbourhood.

This median closure would severely impact operations from our distribution center located at 3931B Wanuskewin Road.

Our main concern with this project is the closure of the gap in the median which we use to access our facility coming north on Wanuskewin Road will result in doing a U turn from the other median gap located north of our facility in order to have access and resulting in an increased accident exposure for vehicles coming south onto Wanuskewin Road. In addition, the path of such north entrance is not paved and has a manhole cover located on it. Needless to say that our entrance to the south has been paved to allow a more efficient traffic flow. This will be an issue for us and will negatively affect our distribution operations by limiting the accessibility of our trucks and trailers to our facility.

Given the adverse impact that this median closure will have on our operations, we look forward to work with the City of Saskatoon and to bring other solutions that would allow us to operate our business in the best of our abilities.

Yours very truly, Alain Simard Director, Risk and real Estate Saputo Inc.

Saputo inc.

6869 boul. Métropolitain Est St. Léonard (Québec) Canada H1P 1X8 Tél.: 514-328-6662 www.saputo.com

# **BYLAW NO. 9284**

# The Zoning Amendment Bylaw, 2015 (No. 17)

The Council of The City of Saskatoon enacts:

## Short Title

1. This Bylaw may be cited as *The Zoning Amendment Bylaw, 2015 (No. 17).* 

## Purpose

2. The purpose of this Bylaw is to amend the regulations in the Zoning Bylaw governing the temporary use of shipping containers and to provide for the permanent use of shipping containers in the AG and FUD Districts.

## Zoning Bylaw Amended

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

## Section 5.40 Repealed

4. Section 5.40 is repealed and the following substituted:

## **"5.40 Shipping Containers**

- (1) Except as provided in subsection (2), shipping containers shall be permitted only in the I, AG, and FUD Districts subject to:
  - (a) being located in a side or rear yard; and
  - (b) being suitably screened from any public street.
- (2) Shipping containers may be temporarily placed on a site in any district:
  - (a) for a period of not more than 10 days for loading or unloading of the container;

- (b) for a period of not more than 1 year for the storage of supplies and equipment during construction for which a development permit has been issued or for such further time as approved by the Development Officer.
- (3) When placed on a site the shipping container shall:
  - (a) be located not less than 1.2 metres from the interior edge of the property line; and
  - (b) be located so as not to create a safety hazard."

## **Coming into Force**

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

Read a first time this	day of	, 2015.
Read a second time this	day of	, 2015.
Read a third time and passed this	day of	, 2015.

Mayor

City Clerk



Office of the City Clerk 222 3rd Avenue North Saskatoon SK S7K 0J5 www.saskatoon.ca tel (306) 975.3240 fax (306) 975.2784

April 30, 2015

City Clerk

Dear City Clerk:

## Re: Municipal Planning Commission Report for Public Hearing Zoning Text Amendment – Shipping Container Regulations [Files CK. 4350-014-001 and PL. 4350-26]

The Municipal Planning Commission at its meeting held on April 28, 2015, considered a report of the General Manager, Community Services Department, dated April 28, 2015, on the above application and supports the following recommendation of the Community Services Department:

that the proposed Zoning Bylaw No. 8770 amendments be approved.

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

Yours truly,

HWalter

Penny Walter, Committee Assistant Municipal Planning Commission

PW:sj

# **Zoning Text Amendment – Shipping Container Regulations**

## **Recommendations:**

That a copy of this report be submitted to City Council recommending that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed Zoning Bylaw No. 8770 amendments be approved.

## **Topic and Purpose**

The purpose of this report is to consider amendments to Zoning Bylaw No. 8770 (Zoning Bylaw) to limit the time a shipping container may be temporarily stored on a site and add the permanent use of shipping containers to AG – Agricultural District and FUD – Future Urban Development District.

## **Report Highlights**

- 1. The Zoning Bylaw currently permits the permanent placement of a shipping container on a site in the Industrial Districts. Shipping containers may be temporarily placed on a site during construction in all other Zoning Districts.
- 2. The proposed amendments to the Zoning Bylaw would clarify that shipping containers may be temporarily placed on a site for use during construction in all Zoning Districts for a maximum of one year. The amendment would also permit the permanent placement of shipping containers in the FUD and AG Districts.

## **Strategic Goal**

This report supports the Strategic Goal of Quality of Life by ensuring appropriate maintenance of properties.

## Background

The Zoning Bylaw permits the temporary use of shipping containers for storage during construction on a site. The City of Saskatoon (City) has received complaints regarding the length of time shipping containers have remained on some sites due to construction projects taking extended periods of time to complete.

At its March 3, 2014 meeting, City Council considered a report from the General Manager, Community Services Department dated January 23, 2014, requesting approval to advertise amendments to the Zoning Bylaw regarding shipping containers (refer to Attachment 1). At that meeting, City Council resolved:

"that the matter be referred back to the Administration for further review and report to Municipal Planning Commission."

Specific clarification was requested on:

a) what is considered suitable screening of shipping containers from view from public streets in FUD and AG Districts;

- b) difference between a shipping container and a storage container when both are used to store construction material;
- c) consideration for a developer that has multiple adjacent lots and one container on "Site A," and being used for "Sites A, B, C and D"; and
- d) potential revenue by charging a monthly fee.

## Report

## Current Regulations

The Zoning Bylaw defines a shipping container as a "cargo container that is a prefabricated metal container or box specifically constructed for the transportation of goods by ship, train, or highway tractor." The Zoning Bylaw prohibits the permanent use of shipping containers in all zoning districts with the exception of Industrial Districts.

Shipping containers are permitted to be temporarily placed on a site in any zoning district when utilized solely for the storage of supplies and equipment related to a construction project, provided that a building permit has been issued for construction on the site. The shipping container must be removed from the site upon completion of the construction. Shipping containers can also be temporarily placed on a site in any zoning district for up to ten days for the purpose of loading and unloading of items associated with the principal use.

Placement of a shipping container or other item on City right-of-way is regulated by the Transportation and Utilities Department, Transportation Division. Applications may be made to the Transportation Division for the placement of a container on a City right-of-way for up to 14 days. Extensions may be granted upon review.

## Summary of Proposed Zoning Bylaw Amendments – Section 5.40

The proposed amendment to the Zoning Bylaw, Section 5.40, would clarify that the temporary use of shipping containers during construction in all zoning districts is limited to not more than one year. One year would provide suitable time for most construction projects to be completed and have the shipping container removed from the site. The proposed amendment would also provide the Development Officer the ability to extend the time the shipping container may temporarily remain on the site, if it is deemed necessary.

This amendment will provide a balance between the needs for short-term storage during construction on a site and the impact shipping containers have on the aesthetics and character of an area.

The Zoning Bylaw currently provides for the permanent use of shipping containers in the Industrial Districts. The proposed amendment would also provide for the permanent use of shipping containers in the AG and FUD Zoning Districts. Upon review of the zoning districts, it has been determined that the permanent use of shipping containers in the AG and FUD Districts would meet the intent and purpose of these districts. The Zoning Bylaw states the purpose of the AG District is to provide for certain large-scale specialized land uses, as well as certain rural-oriented uses, on the periphery of the

City. The purpose of the FUD District is to provide for interim land uses where the future of land or the timing of development is uncertain due to issues of servicing, transitional use, or market demand.

Additional Information Requested by City Council

- A. Suitable Screening of Shipping Containers: The proposed amendment to the Zoning Bylaw will clarify that where a shipping container is permitted to be placed permanently on a site it shall be suitably screened from any public street. Standard practice for screening of outdoor storage is the use of a solid fence at least two metres in height or a combination of fence, building walls, berms, or landscaping to create a visual barrier.
- B. Difference between a Shipping Container and a Storage Container: A shipping container, commonly referred to as a sea can or cargo container, is a prefabricated metal container specifically constructed for intermodal transportation. These containers, when decommissioned, have been used for storage on a site and are regulated by the Zoning Bylaw for such.

A storage container may be built from a variety of materials and is not constructed for the purpose of intermodal transportation.

While the Zoning Bylaw regulations address shipping containers specifically, the use of a storage container for general outdoor storage is prohibited in a front yard in any R or M District.

- C. Shipping Container Used for Multiple Adjacent Lots: The proposed amendment to the Zoning Bylaw will allow for a developer to use a shipping container for storage on one site, while working on multiple adjacent sites. This will be permitted provided there is common ownership of the sites, there is a valid building permit issued for construction, and all other Zoning Bylaw requirements are being met.
- D. Permit Fees Specific to Shipping Containers:

Any fees collected for the issuance of a license or permit for locating a shipping container on a site may only be used to cover the costs associated with the review and issuance of the license or permit. As the use of shipping containers on a site in residential and commercial districts is infrequent and is expected to be for short-term use, no license or permit is considered necessary by the Administration. Appropriate fees will apply when placing a container in restricted parking areas.

## Options to the Recommendation

- 1. City Council may choose not to adopt the Zoning Bylaw amendments for shipping containers and maintain the status quo.
- 2. City Council may request revisions to the proposed amendments.

#### Public and/or Stakeholder Involvement

Public and/or stakeholder consultations were not required.

## **Other Considerations/Implications**

There are no financial, policy, environmental, privacy, or CPTED implications or considerations. No communication plan is required.

#### Due Date for Follow-up and/or Project Completion

There is no due date for follow-up required.

#### **Public Notice**

Public notice is required for consideration of this matter, pursuant to Section 11(a) of Public Notice Policy No. C01-021. Once given approval by the Standing Policy Committee on Planning, Development and Community Services, a notice will be placed in <u>The StarPhoenix</u> two weeks prior to the public hearing date at City Council.

#### Attachment

1. January 23, 2014, Proposed Zoning Bylaw No. 8770 Amendment – Shipping Container Regulations Report

#### Report Approval

Written by:	Daniel McLaren, Planner, Planning and Development Division
Reviewed by:	Darryl Dawwon, Acting Director of Planning and Development
Approved by:	Randy Grauer, General Manager, Community Services Department

S:\Reports\DS\2015\MPC - Proposed Zoning Bylaw No. 8770 Amendment - Shipping Container Regulations\kt BF 31-14

 TO: Secretary, Municipal Planning Commission
 FROM: General Manager, Community Services Department
 DATE: January 23, 2014
 SUBJECT: Proposed Zoning Bylaw No. 8770 Amendment – Shipping Container Regulations
 FILE NO.: CK. 4350-1 and PL. 4350-26

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

- that City Council be asked to approve the advertising respecting the proposal to amend Zoning Bylaw No. 8770, Section 5.40, Shipping Containers, as outlined in this report;
- 2) that the General Manager, Community Services Department, be requested to prepare the required notice for advertising the proposed amendments;
- 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 proposed Zoning Bylaw No. 8770 amendments be approved.

## TOPIC AND PURPOSE

The purpose of this report is to consider amendments to Zoning Bylaw No. 8770, to limit the time a shipping container may be temporarily located on a site, and add the permanent use of shipping containers to the AG – Agricultural (AG) District and FUD – Future Urban Development (FUD) District.

## REPORT HIGHLIGHTS

- 1. Proposed amendments would limit the temporary use of shipping containers during construction in all zoning districts to not more than one year. The proposed amendment would also provide for the Development Officer to extend the time a shipping container may remain on the site, if it is deemed necessary.
- 2. Shipping containers are permitted to be used permanently in the Industrial Districts. The proposed amendments would also permit the permanent use of shipping containers in the AG and FUD Districts.

## STRATEGIC GOAL

This report supports the City of Saskatoon's (City's) Strategic Goal of Quality of Life by ensuring appropriate maintenance of properties.

#### BACKGROUND

Zoning Bylaw No. 8770 permits the temporary use of shipping containers for storage during construction on a site. The City has received complaints regarding the length of time shipping containers have remained on some sites resulting from construction projects taking extended periods of time to complete. In response to these issues, during its April 16, 2012 meeting, City Council resolved:

"Would the Administration please report to City Council on possible changes to the Zoning Bylaw No. 8770, to establish reasonable limits for the amount of time a shipping container being used for construction can remain on a property. The current wording ties the shipping container permit to the building permit and there is no limit on a building permit, so shipping containers can remain in neighbourhoods indefinitely."

#### <u>REPORT</u>

#### Current Regulations

Zoning Bylaw No. 8770 prohibits the use of shipping containers in all zoning districts with the exception of Industrial Districts. Shipping containers are permitted to be temporarily placed on a site in any zoning district when utilized solely for the storage of supplies and equipment related to a construction project, provided that a valid building permit has been issued for construction on the site. The shipping container must be removed from the site upon completion of the construction.

Shipping containers are also permitted to be temporarily placed on a site in any zoning district for up to ten days for the purpose of loading and unloading of items associated with the principal use.

#### Establishing Reasonable Time Limits for Temporary Storage

Current regulations provide for a shipping container to remain on a site as long as the building permit for construction on the site is open. This may result in the shipping container remaining on a site well after substantial construction has been completed. This contravenes the intent of Zoning Bylaw No. 8770, which is to allow for shipping containers to be used for storage during active construction. Extended use of shipping containers in residential and commercial districts negatively affects the aesthetics of the surrounding area, causing neighbourhood concerns.

The proposed amendment to Zoning Bylaw No. 8770, Section 5.40, would limit the temporary use of shipping containers during construction in all zoning districts to not more than one year. One year would provide suitable time for most construction projects to be completed and have the shipping container removed from the site. The proposed amendment would also provide the Development Officer the ability to extend the time the shipping container may temporarily remain on the site, if it is deemed necessary.

This amendment will provide a balance between the needs for short-term storage during construction on a site and the impact shipping containers have on the aesthetics of an area.

## Appropriate Districts to Permit Shipping Containers

Zoning Bylaw No. 8770 currently provides for shipping containers to be permanently placed in all Industrial Zoning Districts. Upon review of zoning districts, it has been determined that the permanent use of shipping containers in the AG and FUD Districts would meet the intent and purpose of these districts. Zoning Bylaw No. 8770 states the purpose of the AG District is to provide for certain large-scale specialized land uses, as well as certain rural-oriented uses, on the periphery of the City. The purpose of the FUD District is to provide for interim land uses where the future of land or the timing of development is uncertain due to issues of servicing, transitional use, or market demand.

The proposed amendment to Zoning Bylaw No. 8770, Section 5.40, would permit the use of shipping containers in the AG and FUD Districts, along with the Industrial Districts, provided that the shipping containers are suitably screened from view from public streets.

## **OPTIONS TO THE RECOMMENDATION**

- 1. City Council may choose not to adopt the Zoning Bylaw No. 8770 amendments for shipping containers and maintain the status quo.
- 2. City Council may request revisions to the proposed amendments.

## POLICY IMPLICATIONS

There are no policy implications.

## FINANCIAL IMPLICATIONS

There are no financial implications.

## PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

Public and/or stakeholder consultations were not required.

#### **COMMUNICATION PLAN**

No communication plan is required.

#### **ENVIRONMENTAL IMPLICATIONS**

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

#### PRIVACY IMPACT

There are no privacy implications.

#### SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

There are no safety or CPTED impacts related to this proposal.

#### PUBLIC NOTICE

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

Written by:	Daniel McLaren, Planner
Reviewed by:	<u>"Alan Wallace"</u> Alan Wallace, Director of Planning and Development
Approved by:	<u>"Randy Grauer"</u> Randy Grauer, General Manager, Community Services Department Dated: <u>"January 29, 2014"</u>
Approved by:	<u>"Murray Totland"</u> Murray Totland, City Manager Dated: <u>"February 3, 2014</u> "

S:\Reports\DS\2014\Proposed Zoning Bylaw No. 8770 Amendment – Shipping Container Regulations\kt

#### THE STARPHOENIX, SATURDAY, JUNE 6, 2015 and **SUNDAY PHOENIX, JUNE 7, 2015**

**ZONING NOTICE** PROPOSED ZONING BYLAW TEXT AMENDMENT - BYLAW NO. 9284

#### PROPOSED CHANGES TO SHIPPING **CONTAINER REGULATIONS**

Saskatoon City Council is considering an amendment to the City's Zoning Bylaw No. 8770. The purpose of this Bylaw is to amend the regulations in the Zoning Bylaw governing the temporary use of shipping containers and to provide for the permanent use of shipping containers in the AG and FUD Districts. By way of Bylaw No. 9284, the Zoning Amendment Bylaw, 2015, will implement the following changes to shipping container regulations:

#### Existing and Proposed Shipping Container Regulations -May 5, 2015

Use of Shipping Containers	Existing Regulation	Proposed Regulation		
Short Term use for Storage During Construction	Require an active Building Permit	Require an active Building Permit, and may be used on a site for a maximum of 1 year		
Short Term use for loading or unloading of items	No more than . 10 days in all districts	No more than 10 days in all districts		
Permitted Districts for the permanent use of shipping containers	Industrial	Industrial, Agricultural, and Future Urban Development		
Siting	Located so as not to create a safety hazard, 1.2 metres from the property line	Located so as not to create a safety hazard, 1.2 metres from the property line, and screened from view of public streets.		

REASON FOR THE AMENDMENT - The Zoning Bylaw permits the temporary use of shipping containers for storage during construction on a site. The City of Saskatoon has received complaints regarding the length of time shipping containers have remained on some sites due to construction projects taking extended periods of time to complete. The proposed amendment would limit the time a shipping container may be temporarily stored on a site during construction to no longer than 1 year. The proposed amendment would also add the Agricultural and Future Urban Development Districts to the list of permitted districts for the permanent use of shipping containers, as that use is appropriate for those zoning districts.

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

Community Services Department, Planning and Development

Phone: 306-975-7889 (Daniel McLaren)

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 Monday, June 22, 2015, at 6:00 p.m. in City Council Chamber, City Hall, Saskatoon, Saskatchewan.

All written submissions for City Council's consideration must be forwarded to:

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

All submissions received by the City Clerk by 10:00 a.m. on Monday, June 22, 2015, will be forwarded to City Council. City Council will also hear all persons who are present and Page 21

## **BYLAW NO. 9289**

# The Official Community Plan Amendment Bylaw, 2015 (No. 6)

The Council of The City of Saskatoon enacts:

## Short Title

1. This Bylaw may be cited as *The Official Community Plan Amendment Bylaw*, 2015 (No. 6).

## Purpose

2. The purpose of this Bylaw is to amend the Official Community Plan to change the land use designation on the Land Use Policy Map for the Riversdale Neighbourhood for the lands described in the Bylaw from "Low-Density Residential" to "Mixed Use".

## **Official Community Plan Amended**

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

## Land Use Map Amended

4. The Land Use Map for the Riversdale Neighbourhood, which forms part of the Official Community Plan, is amended by changing the land use designation of the lands described in this Section and shown as \_\_\_\_\_\_ on Schedule "A" to this Bylaw from Low Density Residential to Mixed Use:

(a)	Civic Address:	318 Avenue F South					
	Surface Parcel No.:	1198	362748				
	Legal Land Description:	Lot 28, Blk/Par 21, Plan E5618 Ext 0					
		As	described	on	Certificate	of	Title
		02S	A04458A;				

(b)	Civic Address: Surface Parcel No.: Legal Land Description:	318 Avenue F South 119862737 Lot 29, Blk/Par 21, Plan E5618 Ext 0 As described on Certificate of Title 02SA04458A;
(c)	Civic Address: Surface Parcel No.: Legal Land Description:	320 Avenue F South 119862726 Lot 30, Blk/Par 21, Plan E5618 Ext 0 As described on Certificate of Title 00SA06236; and
(d)	Civic Address: Surface Parcel No.: Legal Land Description:	320 Avenue F South 119862715 Lot 31, Blk/Par 21, Plan E5618 Ext 0 As described on Certificate of Title 00SA06236.

## **Coming into Force**

5. This Bylaw shall come into force upon receiving the approval of the Minister of Government Relations.

Read a first time this	day of	, 2015.
Read a second time this	day of	, 2015.
Read a third time and passed this	day of	, 2015.

Mayor

City Clerk

Schedule "A"





Office of the City Clerk 222 3rd Avenue North Saskatoon SK S7K 0J5

www.saskatoon.ca tel (306) 975.3240 fax (306) 975.2784

June 1, 2015

City Clerk

Dear City Clerk:

## Re: Municipal Planning Commission Report for Public Hearing Proposed Official Community Plan Amendment and Rezoning from R2 to MX1 - 318 and 320 Avenue F South [Files CK. 4351-015-009 and PL. 4350-Z21/14]

The Municipal Planning Commission at its meeting held on May 26, 2015, considered a report of the General Manager, Community Services Department, dated May 26, 2015, on the above application and supports the following recommendation of the Community Services Department:

- That the proposed amendment to Official Community Plan Bylaw No. 8769 - Riversdale Land Use Policy Map to re-designate 318 and 320 Avenue F South from "Low-Density Residential" to "Mixed-Use", as outlined in the report of the General Manager, Community Services Department dated May 26, 2015, be approved; and
- That the proposed amendment to Zoning Bylaw No. 8770 to rezone 318 and 320 Avenue F South from "R2 - One and Two-Unit Residential District" to "MX1 - Mixed-Use District 1", as outlined in the report of the General Manager, Community Services Department dated May 26, 2015, be approved.

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

Yours truly,

Bullen

Penny Walter, Committee Assistant Municipal Planning Commission

PW:sj

# Proposed Official Community Plan Amendment and Rezoning from R2 to MX1 – 318 and 320 Avenue F South

## Recommendation

That a copy of this report be forwarded to City Council recommending:

- That at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Official Community Plan Bylaw No. 8769 – Riversdale Land Use Policy Map to redesignate 318 and 320 Avenue F South from "Low-Density Residential" to "Mixed-Use," as outlined in this report, be approved; and
- 2. That at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770 to rezone 318 and 320 Avenue F South from "R2 One and Two-Unit Residential District" to "MX1 Mixed-Use District 1," as outlined in this report, be approved.

## **Topic and Purpose**

An application has been submitted by Dr. Ryan Meili, on behalf of the owners of 318 and 320 Avenue F South in Riversdale, requesting that sites be redesignated on the Official Community Plan (OCP) – Riversdale Land Use Policy Map from "Low-Density Residential" to "Mixed Use" and be rezoned from R2 – One- and Two-Unit Residential District (R2 District) to MX1 – Mixed-Use District 1 (MX1 District) (see Attachment 1). The proposed amendments will provide for the use of 320 Avenue F South as an office for medical research purposes and the continued use of 318 Avenue F South as a residence.

## **Report Highlights**

- 1. The proposed rezoning of 318 and 320 Avenue F South from R2 District to MX1 District will facilitate the use of 320 for an office, and the continued use of 318 as a residence.
- 2. The proposed land uses are compatible with adjacent land uses.

## **Strategic Goal**

This report supports the Strategic Goal of Sustainable Growth by supporting revitalization in an established neighbourhood.

## Background

Both 318 and 320 Avenue F South are currently developed as residences, with the latter having operated as a boarding house in the past.

In 2010, a series of land use and zoning amendments for the Riversdale neighbourhood were approved by City Council, originating from the Riversdale Local Area Plan (LAP). The MX1 District was applied to properties throughout Riversdale to achieve the LAP's

# Proposed Official Community Plan Amendment and Rezoning from R2 to MX1 - 318 and 320 Avenue F South

goal of eliminating heavy industrial land uses and minimizing light industrial uses, and to encourage and promote the diversity and uniqueness of commercial development in the neighbourhood. Rezoning included several properties on Avenue F South, adjacent to and opposite of 318 and 320 Avenue F South. One property, 319 Avenue F South, remains IL1-General Light Industrial District, requiring future consideration and consultation prior to any zoning change.

## Report

## Proposed Use of 318 and 320 Avenue F South

Dr. Ryan Meili is proposing to use 320 Avenue F South as an office for a non-profit organization and medical research related to chronic disease. A small clinical component will be included strictly in relation to the research and will not be for urgent or walk-in care. Patients visiting the property will be by appointment only and strictly in relation to the medical research project. No overnight accommodation will be provided. See Attachment 2 for the proposed site plan of this property.

At this time, no change to the use of 318 Avenue F South as a residence is proposed. The proposed rezoning will provide a greater variety of uses and increased potential for redevelopment of this property in the future.

## Concentration of Support Services

The Administration has been studying the issue of the distribution of social support services in Saskatoon and options to regulate these uses. The proposed use of 320 Avenue F South as an office would not be considered a social support service as services will not be offered to the general public.

## Official Community Plan Amendment

The subject properties are proposed to be redesignated on the OCP – Riversdale Land Use Policy Map from "Low-Density Residential" to "Mixed-Use" in conjunction with the proposed rezoning. The Mixed-Use Policy District is intended to:

- facilitate unique development opportunities, flexibility and reinvestment in neighbourhoods by encouraging new mixed-use developments and the rehabilitation of existing mixed-use development arrangements; and
- to ensure that a broad range of compatible commercial, industrial, institutional, cultural, and residential uses, including live/work units, are accommodated in a carefully planned, high quality environment over the long-term.

## Zoning Bylaw Amendment

The subject properties are proposed to be rezoned from R2 District to MX1 District. The MX1 District will accommodate the proposed use of 320 Avenue F South for an office.

Under the MX1 zoning, residential uses are discretionary. If this rezoning is approved, any expansion or redevelopment of the residential component of 318 Avenue F South will require discretionary use approval (of which approving authority is delegated to the Administration).

## Compatibility with Adjacent Land Uses

Properties to the west across Avenue F South and directly to the north are zoned MX1 District. One property across the street is zoned IL1 District. The current use of these properties, which includes offices, a live/work unit, and motorcycle repair, demonstrates the mixed-use character of this block.

Rezoning the subject properties to MX1 will provide for uses that are consistent with adjacent land uses. This proposal will mirror the zoning to the north and west, ensuring an appropriate land use and zoning pattern and transition from the B5C – Riversdale Commercial District along 20<sup>th</sup> Street West to the north, to the residential portion of this block to the south.

## Riversdale LAP

This application was reviewed within the context of the Riversdale LAP, which identifies numerous goals intended to guide residential, commercial, and industrial land use development in the neighbourhood. In general, this proposal does not contravene these goals.

One of the goals identified is to minimize further commercial expansion into residential areas. In this instance, this application is warranted given the existing zoning pattern on this block. The rezoning of these properties will mirror the MX1-zoned properties across the street to the west and immediately to the north. Further, the MX1 District does not preclude residential uses from continuing or being established at this location.

## Comments from Other Divisions

No concerns were received through the administrative referral process that precludes this application from proceeding to the public hearing. Please refer to Attachment 3 for complete comments.

## Options to the Recommendation

City Council could choose to deny this application. This decision would maintain the current land use and zoning designations of the properties.

## Public and/or Stakeholder Involvement

A public information meeting was held on March 18, 2015, at Princess Alexandra School, with notice provided to property owners within 75 metres of the site, as well as the Riversdale Community Association and Riversdale Business Improvement District (RBID). Eleven members of the general public attended, as well as the Ward 2 Councillor and Executive Director of the RBID.

Discussion centered on specific details regarding the proposed use of the properties, the implications of MX1 zoning over R2, and general concerns over parking, property maintenance, and nuisance issues in the area. General support for the proposal was expressed, including from the Executive Director of the RBID, who emphasized the RBID Board's preference that the long-term use of 320 Avenue F South remain

# Proposed Official Community Plan Amendment and Rezoning from R2 to MX1 - 318 and 320 Avenue F South

consistent with that which is proposed, and that any social support services established in Riversdale be on side streets rather than directly on 20<sup>th</sup> Street West. See Attachment 4 for more details.

#### **Other Considerations/Implications**

There are no policy, financial, environmental, privacy, or CPTED implications or considerations. A communication plan is not required at this time.

#### Due Date for Follow-up and/or Project Completion

No follow-up is required.

#### Public Notice

Public notice is required for consideration of this matter, pursuant to Section 11(a) of Public Notice Policy No. C01-021. Once this application has been considered by the Municipal Planning Commission, it will be advertised in accordance with Public Notice Policy No. C01-021, and a date for a public hearing will be set. The Planning and Development Division will notify all property owners within 75 metres of the subject site of the public hearing date, by letter. A notice will be placed in <u>The StarPhoenix</u> two weeks prior. Notice boards will be placed on the site.

#### Attachments

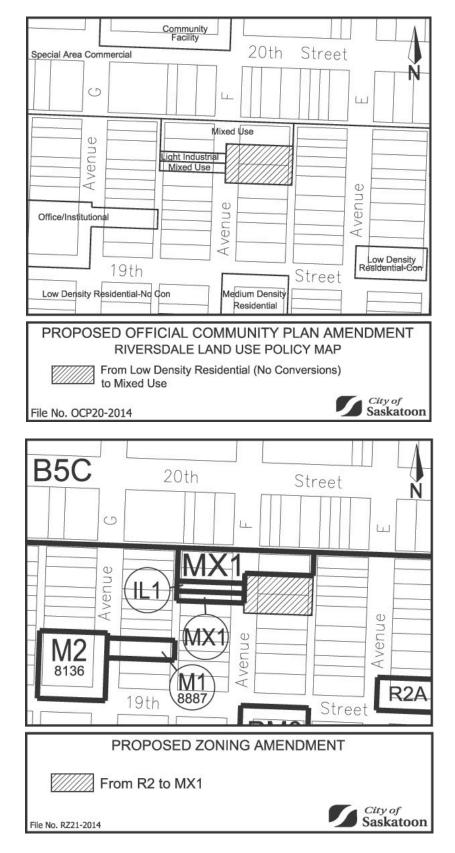
- 1. Location Maps
- 2. Proposed Site Plan of 320 Avenue F South
- 3. Comments from Other Divisions
- 4. Community Engagement Summary

#### **Report Approval**

Written by:Brent McAdam, Planner, Planning and DevelopmentReviewed by:Alan Wallace, Director of Planning and DevelopmentApproved by:Randy Grauer, General Manager, Community Services Department

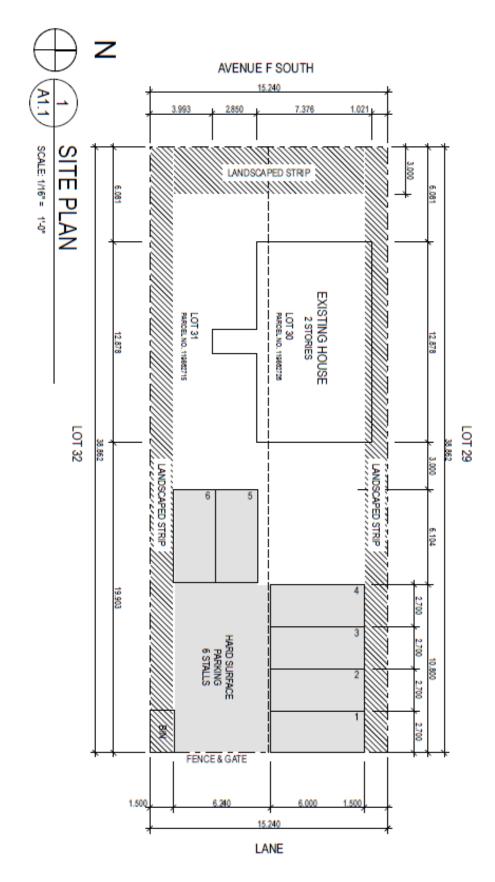
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## **ATTACHMENT 1**



## **Location Maps**

# Proposed Site Plan of 320 Avenue F South



## **Comments From Other Divisions**

#### Transportation and Utilities Department

The proposed Zoning Bylaw No. 8770 amendment, as noted in the report, is acceptable to the Transportation and Utilities Department with the following comments:

1. A professional engineering study is required to determine the actual required flow for the development and to measure fire flow at hydrants.

*Planning and Development Comment:* The Applicant acknowledges and accepts this requirement and will address it in the detailed design stage prior to the issuance of a Building/Development Permit regarding the change of use of 320 Avenue F South.

Future development at 318 Avenue F South may require the same prior to the issuance of a Building/Development Permit.

2. On-site storage for storm water flow is required as there is no capacity for storm flow from this development.

*Planning and Development Comment:* The Applicant acknowledges and accepts this requirement and will address it in the detailed design stage prior to the issuance of a Building/Development Permit regarding the change of use of 320 Avenue F South.

Future development at 318 Avenue F South may require the same prior to the issuance of a Building/Development Permit.

#### COMMUNITY ENGAGEMENT SUMMARY

#### PUBLIC INFORMATION MEETING FOR PROPOSED OFFICIAL COMMUNITY PLAN AND ZONING BYLAW AMENDMENT 318 AND 320 AVENUE F SOUTH

# Applicant: Dr. Ryan Meili File: PL 4115 – OCP 20/14; PL 4350 – Z21/14

#### **Project Description**

A public information meeting was held regarding a proposed Official Community Plan and Zoning Bylaw No. 8770 amendment for 318 and 320 Avenue F South (Riversdale).

The meeting was held at Princess Alexandra School (Library) on March 18, 2015, at 7:00 p.m.

#### **Community Engagement Strategy**

Purpose:

To inform and consult. Attendees were provided with an overview of the applicant's proposal and provided the opportunity to ask questions and provide comments. Written comments (email/comment sheets) were accepted following the meeting.

#### Form of Community Engagement Used:

Public Information Meeting – Attendees are provided an opportunity to listen to a presentation by the applicant, participate in a question and answer session, and speak directly with the applicant and/or civic staff following the formal portion of the meeting. Civic staff were in attendance to provide an overview of the rezoning process and the next steps following the meeting.

<u>Level of Input or Decision Making Required From the Public</u>: Comments, concerns, and opinions were sought from the public.

#### Who was involved:

- Internal stakeholders: The standard referral process was followed, and relevant internal divisions of the City of Saskaton (City) were contacted for comments. Councillor Lorje was also contacted.
- External stakeholders: A flyer with details of the meeting was sent to property owners within a 75 metre radius of the subject site in advance of the meeting (a total of 69 notices). The Riversdale Community Association and Riversdale Business Improvement District (RBID) were also provided notice. Eight members of the general public attended the meeting, in addition to Councillor Lorje, Randy Pshebylo of the RBID, the Community Consultant for Riversdale, and three representatives of the proponent.

#### Summary of Community Engagement Feedback

Following introductory remarks on the rezoning process by civic staff, the applicant provided an overview of the proposal:

- Wishing to use 320 Avenue F South for office space related to a research group and non-profit organization.
- Will include a single clinic room for use in association with research work.
- Typical hours would be 8:00 a.m. to 5:00 p.m. during the work week, with use of the clinic room approximately three to four days per week.

- Maximum of 12 employees working at property, with a maximum of approximately 6 at any time.
- Outbuildings in the rear yard will be demolished to create six or seven parking spaces.
- 318 Avenue F South is currently a residence and will continue as such for the time being if rezoning is approved.

Following this presentation, a question and answer period and general discussion followed. Concerns raised questions and general points of discussion related to:

- Does 318 Avenue F South consent to this rezoning proposal? Why is it being included?
  - Yes, the owner of this property has provided written consent.
  - It is being included to provide a consistent zoning pattern and not leave a property "stranded" as R2 between MX1 properties.
- Why wasn't the single IL1-zoned property across the street not rezoned to MX1 along with the others back in 2010?
  - There was opposition from a number of owners of industrial property in Riversdale in 2010. Some properties were left out of the rezoning at that time, and the City will revisit the zoning of these properties in the future with further discussion with property owners and community consultation.
- Is it the City's intent to extend MX1 zoning down the entire block?
  - No, the Riversdale LAP calls for single-family residential areas to remain stable. In this case, the precedent of other MX1-zoned properties on this block was considered.
- What is MX1 zoning? What about the B5C zoning to the north?
  - Discussion followed regarding permitted, discretionary, and prohibited uses of the MX1 District and B5C District and their general purpose and intent.
- The parking meters have been extended further westward along 20<sup>th</sup> Street. Impact on on-street parking on immediate side streets such as Avenue F South has been observed.
  - Opportunity to implement a Residential Parking Permit Program was discussed.
- Ongoing property maintenance issues and nuisances in the area from "problem properties."
  - Discussion of Fire Department's strategy to address these issues.
- Discussion regarding the the discretionary-use process.
- If the residence as 318 Avenue F South was demolished, what could be built there?
  - Discussion of permitted, discretionary, and permitted uses in MX1.
- What sort of clinical component is proposed for 320 Avenue F South?
  - A low number of clients with a specific medical condition will visit the property by appointment only related to the research project.
  - The clinical component will not be for walk-in or urgent medical care.
- How long do you plan to operate at 320 Ave F S, and why there?
  - For the foreseeable future (one of the doctors lives down the street).
  - Rent is more affordable here.
  - o Researchers do work specific to the neighbourhood.
- Clarification that there will be no overnight accommodation of patients.
- Discussion of impact of rental properties in the area.
- Clarification that a home-based business (nurse practitioner) is currently licensed to operate in 320 Avenue F South.
- Will there be much signage on the building?
  - No, the owners' intent is to remain low profile.

- RBID Executive Director: RBID Board deliberated on this proposal previously and are in support of 20<sup>th</sup> Street West as a retail and commercial corridor with uses such as what is being proposed accommodated moreso on side streets. The RBID Board does not oppose the proposed use, provided it does not morph into something else (e.g. safe injection site)
  - Proponent confirmed there are absolutely no plans for this to be a safe injection site.
- Discussion regarding changes in legislation that could affect what we see close to residential areas (e.g: marijuana growth operations, safe injection sites)
- Pressure on parking in area, which will worsen with completion of the Banks condominium project.
- Idea of reinstating parking on 19<sup>th</sup> Street West raised to relieve parking pressures.
- Discussion that if 318 Avenue F South changes use in the future, that it is preferred that it be used for a medical/dental clinic or professional offices.
- Discussion regarding condition and reuse of vacant hall immediately to the north.

One comment sheet was received following the meeting with the following comment:

 "I don't live in the neighbourhood but I am very supportive of the research and clinical work that will be done at 320 Avenue F South. It is very important for the neighbourhood and the city as a whole."

No other comments or concerns have been received by our office to date.

**Next Steps** 

ACTION	ANTICIPATED TIMING
A report is prepared and presented to Municipal Planning Commission (MPC). MPC recommends approval or denial to City Council.	May 26, 2015
Public Notice - Community Consultant, Ward Councillor, as well as all participants that attended the public information meeting will be provided with direct notice of the Public Hearing, as well as all residents who were notified previously. A notification poster sign will be placed on site. Advertisements prepared and placed in <u>The StarPhoenix</u> , City Page (as per the City's Public Notice Policy).	June 6 to 12, 2015
Public Hearing – Public Hearing conducted by City Council, with opportunity provided to interested persons or groups to present. Proposal considered together with the reports of the Planning and Development Division, MPC, and any written or verbal submissions received by City Council.	June 22, 2015
Council Decision - may approve or deny proposal.	June 22, 2015

# **Prepared by:** Brent McAdam, Planner, Planning and Development March 23, 2015

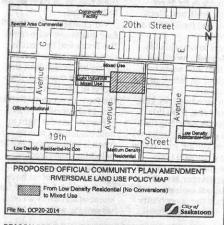
#### THE STARPHOENIX, SATURDAY, JUNE 6, 2015 and SUNDAY PHOENIX, JUNE 7, 2015

#### OFFICIAL COMMUNITY PLAN NOTICE RIVERSDALE

#### PROPOSED AMENDMENT TO THE OFFICIAL COMMUNITY PLAN – LAND USE MAP – BYLAW NO. 9289

Saskatoon City Council will consider an amendment to the Official Community Plan, Bylaw No. 8769. By way of Bylaw No. 9289, The Official Community Plan Amendment Bylaw, 2015 (No. 18), 318 and 320 Avenue F South will be re-designated from Low Density Residential to Mixed Use on the Official Community Plan – Riversdale Land Use Map.

LEGAL DESCRIPTION – Lots 28 to 31, Block 21, Plan No. E5618



REASON FOR THE AMENDMENT – The proposed amendment, in conjunction with a related amendment to the Zoning Bylaw, will accommodate use of 320 Avenue F South as office space and a medical clinic. 318 Avenue F South is proposed to remain as a residence. The Mixed Use designation will provide for further mixed-use development opportunities on these properties in the future.

INFORMATION – Questions regarding the proposed amendment or requests to view the proposed amending Bylaw, the City of Saskatoon Zoning Bylaw and Zoning Map may be directed to the following without charge: Community Services Department, Planning and Development Phone: 306-986-0902 (Brent McAdam)

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 Monday, June 22, 2015 at 6:00 p.m. in City Council Chamber, City Hall, Saskatoon, Saskatchewan.

All written submissions for City Council's consideration must be forwarded to:

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

All submissions received by the City Clerk by 10:00 a.m. on Monday, June 22, 2015 will be forwarded to City Council. City Council will also hear all persons who are present and wish to speak to the proposed Bylaw.

# **BYLAW NO. 9290**

# The Zoning Amendment Bylaw, 2015 (No.18)

The Council of The City of Saskatoon enacts:

#### Short Title

1. This Bylaw may be cited as *The Zoning Amendment Bylaw, 2015 (No. 18).* 

#### Purpose

2. The purpose of this Bylaw is to amend the Zoning Bylaw to rezone the lands described in the Bylaw from an R2 District to an MX1 District.

#### Zoning Bylaw Amended

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

#### Zoning Map Amended

4. The Zoning Map, which forms part of the Zoning Bylaw, is amended by rezoning the lands described in this Section and shown as this Bylaw from an R2 District to an MX1 District:

(a)	Civic Address: Surface parcel no.: Legal land description:	318 Avenue F South 119862748 Lot 28, Blk/Par 21, Plan E5618 Ext 0 As described on Certificate of T 02SA04458A;	Fitle
(b)	Civic Address: Surface parcel no.: Legal land description:	318 Avenue F South 119862737 Lot 29, Blk/Par 21, Plan E5618 Ext 0 As described on Certificate of T 02SA04458A;	「itle

(c)	Civic Address: Surface parcel no.: Legal land description:	320 Avenue F South 119862726 Lot 30, Blk/Par 21, Plan E5618 Ext 0 As described on Certificate of Tit 00SA06236; and	tle
(d)	Civic Address: Surface parcel no.: Legal land description:	320 Avenue F South 119862715 Lot 31, Blk/Par 21, Plan E5618 Ext 0 As described on Certificate of Tit 00SA06236.	tle

#### Coming into Force

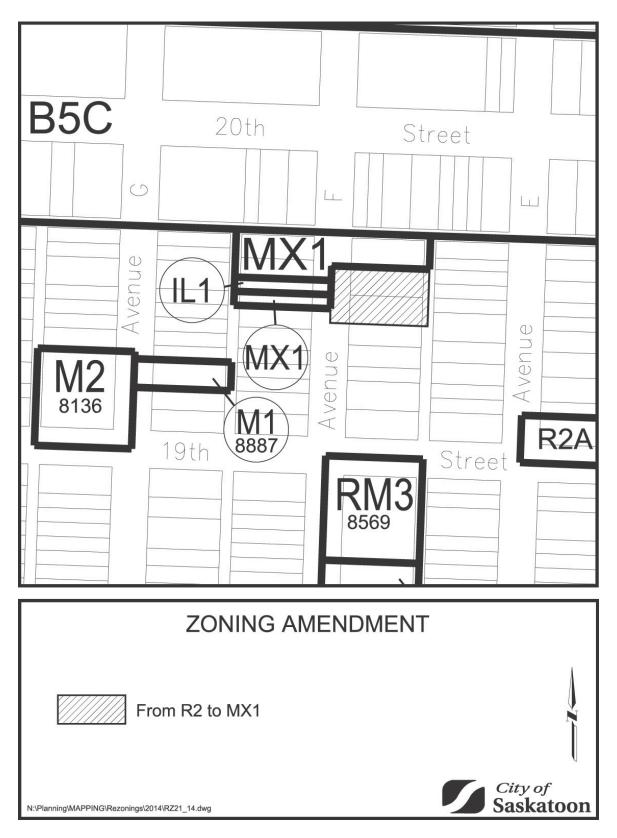
5. This Bylaw shall come into force upon the approval of Bylaw No. 9289, The Official Community Plan Amendment Bylaw, 2015 by the Minister of Government Relations.

Read a first time this	day of	, 2015.
Read a second time this	day of	, 2015.
Read a third time and passed this	day of	, 2015.

Mayor

City Clerk

Schedule "A"

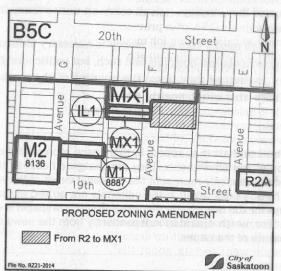


#### THE STARPHOENIX, SATURDAY, JUNE 6, 2015 and SUNDAY PHOENIX, JUNE 7, 2015

## ZONING NOTICE RIVERSDALE

PROPOSED ZONING BYLAW AMENDMENT -BYLAW NO. 9290

Saskatoon City Council will consider an amendment to the City's Zoning Bylaw (No. 8770). By way of Bylaw No. 9292, The Zoning Amendment Bylaw, 2015 (No. 19), 318 and 320 Avenue F South, located in Riversdale, will be rezoned from R2 – One and Two-Unit Residential District to MX1 – Mixed Use District 1.



LEGAL DESCRIPTION – Lots 28 to 31, Block 21, Plan No. E5618

**REASON FOR THE AMENDMENT** – The proposed rezoning will accommodate use of 320 Avenue F South as office space and a medical clinic. 318 Avenue F South is proposed to remain as a residence. The MX1 District will provide for further mixed-use development opportunities on these properties in the future.

INFORMATION – Questions regarding the proposed amendment or requests to view the proposed amending Bylaw, the City of Saskatoon Zoning Bylaw and Zoning Map may be directed to the following without charge: Community Services Department, Planning and Development Phone: 306-986-0902 (Brent McAdam)

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 Monday, June 22, 2015 at 6:00 p.m. in City Council

Chamber, City Hall, Saskatoon, Saskatchewan.

All written submissions for City Council's consideration must be forwarded to:

His Worship the Mayor and Members of City Council c/o City Clerk's Office, City Hall

222 Third Avenue North, Saskatoon SK S7K 0J5

All submissions received by the City Clerk by **10:00 a.m. on Monday, June 22, 2015** will be forwarded to City Council. City Council will also heap age 40ns who are present and wish to speak to the proposed Bylaw.

# **BYLAW NO. 9291**

# The Zoning Amendment Bylaw, 2015 (No. 19)

The Council of The City of Saskatoon enacts:

#### Short Title

1. This Bylaw may be cited as *The Zoning Amendment Bylaw, 2015 (No. 19).* 

#### Purpose

2. The purpose of this Bylaw is to amend the Zoning Bylaw to rezone the lands described in the Bylaw for each Phase as follows:

Phase 1: From an FUD District to an R1A District, an FUD District to an R1B District, an FUD District to an R2 District, and FUD District to an RMTN District, an FUD District to an RMTN1 District, and an FUD District to an RM3 District respectively;

Phase 2: From an FUD District to an R1A District, an FUD District to an R1B District, an FUD District to an R2 District, an FUD District to an RMTN District, an FUD District to an RMTN1 District, and an FUD District to a B1B(H) District respectively; and

Phase 3: From an RMTN(H) District to an R2 District, an RMTN(H) District to an RMTN District, an FUD District to an R1B District, an FUD District to an RMTN District, an FUD District to an R2 District, and an FUD District to an R1A District respectively.

#### Zoning Bylaw Amended

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

#### Phase 1: FUD District to R1A District

4. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown as this Bylaw from an FUD District to an R1A District:

- Lots 1 to 20 inclusive of Block 103, as shown on Plan of Proposed Subdivision of parts of Parcel A, Reg'd Plan No. 94S05078; Parcel B, Reg'd Plan No. 00SA23204; L.S. 12, 13 & 14 Sec. 29 S.W. ¼ Sec. 32 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated February 15, 2014.
- (b) Lots 15 to 29 inclusive of Block 105, as shown on Plan of Proposed Subdivision of parts of Parcel A, Reg'd Plan No. 94S05078; Parcel B, Reg'd Plan No. 00SA23204; L.S. 12, 13 & 14 Sec. 29 S.W. ¼ Sec. 32 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated February 15, 2014.
- (c) Lots 1 to 5 inclusive of Block 106, as shown on Plan of Proposed Subdivision of parts of Parcel A, Reg'd Plan No. 94S05078; Parcel B, Reg'd Plan No. 00SA23204; L.S. 12, 13 & 14 Sec. 29 S.W. ¼ Sec. 32 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated February 15, 2014.

## FUD District to R1B District

- 5. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown as this Bylaw from an FUD District to an R1B District:
  - Lots 1 to 10 inclusive of Block 101, as shown on Plan of Proposed Subdivision of parts of Parcel A, Reg'd Plan No. 94S05078; Parcel B, Reg'd Plan No. 00SA23204; L.S. 12, 13 & 14 Sec. 29 S.W. ¼ Sec. 32 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated February 15, 2014.
  - (b) Lots 1 to 20 inclusive of Block 102, as shown on Plan of Proposed Subdivision of parts of Parcel A, Reg'd Plan No. 94S05078; Parcel B, Reg'd Plan No. 00SA23204; L.S. 12, 13 & 14 Sec. 29 S.W. ¼ Sec. 32 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated February 15, 2014.
  - (c) Lots 1 to 14 inclusive of Block 105, as shown on Plan of Proposed Subdivision of parts of Parcel A, Reg'd Plan No. 94S05078; Parcel B, Reg'd Plan No. 00SA23204; L.S. 12, 13 & 14 Sec. 29 S.W. ¼ Sec. 32 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated February 15, 2014.

#### FUD District to R2 District

- 6. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown as this Bylaw from an FUD District to an R2 District:
  - Lots 1 to 22 inclusive of Block 104, as shown on Plan of Proposed Subdivision of parts of Parcel A, Reg'd Plan No. 94S05078; Parcel B, Reg'd Plan No. 00SA23204; L.S. 12, 13 & 14 Sec. 29 S.W. ¼ Sec. 32 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated February 15, 2014.
  - (b) Lots 1 to 22 inclusive of Block 107, as shown on Plan of Proposed Subdivision of parts of Parcel A, Reg'd Plan No. 94S05078; Parcel B, Reg'd Plan No. 00SA23204; L.S. 12, 13 & 14 Sec. 29 S.W. ¼ Sec. 32 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated February 15, 2014.

## FUD District to RMTN District

- 7. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown as this Bylaw from an FUD District to an RMTN District:
  - (a) Blocks 109, 110, 111 and 113, as shown on Plan of Proposed Subdivision of parts of Parcel A, Reg'd Plan No. 94S05078; Parcel B, Reg'd Plan No. 00SA23204; L.S. 12, 13 & 14 Sec. 29 S.W. ¼ Sec. 32 in Twp. 36 Rge. 4 W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated February 15, 2014.

#### FUD District to RMTN1 District

- 8. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown as \_\_\_\_\_\_ on Schedule "A" to this Bylaw from an FUD District to an RMTN1 District:
  - (a) Block 108, as shown on Plan of Proposed Subdivision of parts of Parcel A, Reg'd Plan No. 94S05078; Parcel B, Reg'd Plan No. 00SA23204; L.S. 12, 13 & 14 Sec. 29 S.W. ¼ Sec. 32 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated February 15, 2014.

#### FUD District to RM3 District

- 9. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown as this Bylaw from an FUD District to an RM3 District:
  - (a) Block 112, as shown on Plan of Proposed Subdivision of parts of Parcel A, Reg'd Plan No. 94S05078; Parcel B, Reg'd Plan No. 00SA23204; L.S. 12, 13 & 14 Sec. 29 S.W. ¼ Sec. 32 in Twp. 36 - Rge. 4 - W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated February 15, 2014.

## Phase 2: FUD District to R1A District

- 10. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown as this Bylaw from an FUD District to an R1A District:
  - (a) Lots 1 to 8 inclusive of Block 123, as shown on Plan of Proposed Subdivision of parts of L.S. 11, 12, 13 & 14 Sec. 29 and the E. ½ & N.W.
     ¼ Sec. 29 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated January 28, 2014.

## FUD District to R1B District

- 11. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown as this Bylaw from an FUD District to an R1B District:
  - Lots 1 to 61 inclusive of Block 119, as shown on Plan of Proposed Subdivision of parts of L.S. 11, 12, 13 & 14 Sec. 29 and the E. ½ & N.W.
     ¼ Sec. 29 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated January 28, 2014.
  - (b) Lots 1 to 14 inclusive of Block 122, as shown on Plan of Proposed Subdivision of parts of L.S. 11, 12, 13 & 14 Sec. 29 and the E. ½ & N.W. ¼ Sec. 29 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated January 28, 2014.
  - (c) Lots 1 to 20 inclusive of Block 125, as shown on Plan of Proposed Subdivision of parts of L.S. 11, 12, 13 & 14 Sec. 29 and the E. ½ & N.W. ¼ Sec. 29 in Twp. 36 Rge. 4 W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated January 28, 2014.

- (d) Lots 1 to 14 inclusive of Block 126, as shown on Plan of Proposed Subdivision of parts of L.S. 11, 12, 13 & 14 Sec. 29 and the E. ½ & N.W. ¼ Sec. 29 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated January 28, 2014.
- (e) MR4, as shown on Plan of Proposed Subdivision of parts of L.S. 11, 12, 13 & 14 Sec. 29 and the E. ½ & N.W. ¼ Sec. 29 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated January 28, 2014.

## FUD District to R2 District

- 12. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown as this Bylaw from an FUD District to an R2 District:
  - Lots 1 to 22 inclusive of Block 116, as shown on Plan of Proposed Subdivision of parts of L.S. 11, 12, 13 & 14 Sec. 29 and the E. ½ & N.W.
     ¼ Sec. 29 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated January 28, 2014.
  - (b) Lots 1 to 23 inclusive of Block 118, as shown on Plan of Proposed Subdivision of parts of L.S. 11, 12, 13 & 14 Sec. 29 and the E. ½ & N.W.
     ¼ Sec. 29 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated January 28, 2014.
  - MU2, as shown on Plan of Proposed Subdivision of parts of L.S. 11, 12, 13 & 14 Sec. 29 and the E. ½ & N.W. ¼ Sec. 29 in Twp. 36 Rge. 4 W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated January 28, 2014.

#### FUD District to RMTN District

- 13. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown as \_\_\_\_\_\_on Schedule "B" to this Bylaw from an FUD District to an RMTN District.
  - (a) Blocks 115, 117, 120, 121, 127, 128 and 129, as shown on Plan of Proposed Subdivision of parts of L.S. 11, 12, 13 & 14 Sec. 29 and the E. ½ & N.W. ¼ Sec. 29 in Twp. 36 Rge. 4 W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated January 28, 2014.

#### FUD District to RMTN1

- 14. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown as \_\_\_\_\_\_on Schedule "B" to this Bylaw from an FUD District to an RMTN1 District:
  - Block 124, as shown on Plan of Proposed Subdivision of parts of L.S. 11, 12, 13 & 14 Sec. 29 and the E. ½ & N.W. ¼ Sec. 29 in Twp. 36 Rge. 4 W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated January 28, 2014.

## FUD District to B1B(H)

- 15. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown as final on Schedule "B" to this Bylaw from an FUD District to an B1B(H) District.
  - Block 114, as shown on Plan of Proposed Subdivision of parts of L.S. 11, 12, 13 & 14 Sec. 29 and the E. ½ & N.W. ¼ Sec. 29 in Twp. 36 Rge. 4 W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated January 28, 2014.
  - (b) MU1, as shown on Plan of Proposed Subdivision of parts of L.S. 11, 12, 13 & 14 Sec. 29 and the E. ½ & N.W. ¼ Sec. 29 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated January 28, 2014.

#### Phase 3: RMTN(H) District to R2 District

- 16. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown as \_\_\_\_\_\_ on Schedule "C" to this Bylaw from an RMTN(H) District to an R2 District:
  - (a) Lots 7 and 8 of Block 131, as shown on a Plan of Proposed Subdivision of parts of L.S. 12 & 13 Sec. 29, N.E. ¼ Sec. 30, Parcels B & C Plan No. 101897062 S.W. ¼ Sec. 32, Parcel A Reg'd Plan No. 94S05078, Parcel B Reg'd Plan No. 00SA23204, and part of N-S road allowance adjoining Sections 29, 30, 31 & 32 in Twp. 36 Rge. 4 W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated April 7, 2014.
  - (b) Portion of Lots 3 to 6 inclusive and 9 to 12 inclusive of Block 131, as shown on a Plan of Proposed Subdivision of parts of L.S. 12 & 13 Sec. 29, N.E. ¼ Sec. 30, Parcels B & C Plan No. 101897062 S.W. ¼ Sec. 32,

Parcel A – Reg'd Plan No. 94S05078, Parcel B – Reg'd Plan No. 00SA23204, and part of N-S road allowance adjoining Sections 29, 30, 31 & 32 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated April 7, 2014.

#### **RMTN(H)** District to **RMTN** District

- 17. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown as this Bylaw from an RMTN(H) District to an RMTN District:
  - Portion of Blocks 130 and 131, as shown on a Plan of Proposed Subdivision of parts of L.S. 12 & 13 Sec. 29, N.E. ¼ Sec. 30, Parcels B & C Plan No. 101897062 S.W. ¼ Sec. 32, Parcel A Reg'd Plan No. 94S05078, Parcel B Reg'd Plan No. 00SA23204, and part of N-S road allowance adjoining Sections 29, 30, 31 & 32 in Twp. 36 Rge. 4 W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated April 7, 2014.

## FUD District to R1B District

- 18. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown as to this Bylaw from an FUD District to an R1B District:
  - (a) Lots 17 to 30 inclusive of Block 133, as shown on a Plan of Proposed Subdivision of parts of L.S. 12 & 13 Sec. 29, N.E. ¼ Sec. 30, Parcels B & C Plan No. 101897062 S.W. ¼ Sec. 32, Parcel A Reg'd Plan No. 94S05078, Parcel B Reg'd Plan No. 00SA23204, and part of N-S road allowance adjoining Sections 29, 30, 31 & 32 in Twp. 36 Rge. 4 W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated April 7, 2014.
  - (b) Lots 13 to 23 inclusive of Block 134, as shown on a Plan of Proposed Subdivision of parts of L.S. 12 & 13 Sec. 29, N.E. ¼ Sec. 30, Parcels B & C – Plan No. 101897062 S.W. ¼ Sec. 32, Parcel A – Reg'd Plan No. 94S05078, Parcel B – Reg'd Plan No. 00SA23204, and part of N-S road allowance adjoining Sections 29, 30, 31 & 32 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated April 7, 2014.
  - (c) Lots 1 to 33 inclusive of Block 140, as shown on a Plan of Proposed Subdivision of parts of L.S. 12 & 13 Sec. 29, N.E. ¼ Sec. 30, Parcels B &

C – Plan No. 101897062 S.W. ¼ Sec. 32, Parcel A – Reg'd Plan No. 94S05078, Parcel B – Reg'd Plan No. 00SA23204, and part of N-S road allowance adjoining Sections 29, 30, 31 & 32 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated April 7, 2014.

- (d) Lots 1 to 16 inclusive of Block 141, as shown on a Plan of Proposed Subdivision of parts of L.S. 12 & 13 Sec. 29, N.E. ¼ Sec. 30, Parcels B & C Plan No. 101897062 S.W. ¼ Sec. 32, Parcel A Reg'd Plan No. 94S05078, Parcel B Reg'd Plan No. 00SA23204, and part of N-S road allowance adjoining Sections 29, 30, 31 & 32 in Twp. 36 Rge. 4 W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated April 7, 2014.
- (e) Lots 1 to 10 inclusive of Block 142, as shown on a Plan of Proposed Subdivision of parts of L.S. 12 & 13 Sec. 29, N.E. ¼ Sec. 30, Parcels B & C – Plan No. 101897062 S.W. ¼ Sec. 32, Parcel A – Reg'd Plan No. 94S05078, Parcel B – Reg'd Plan No. 00SA23204, and part of N-S road allowance adjoining Sections 29, 30, 31 & 32 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated April 7, 2014.

## FUD District to RMTN District

- 19. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown as on Schedule "C" to this Bylaw from an FUD District to an RMTN District:
  - (a) Blocks 132, 137 and 139, as shown on a Plan of Proposed Subdivision of parts of L.S. 12 & 13 Sec. 29, N.E. ¼ Sec. 30, Parcels B & C Plan No. 101897062 S.W. ¼ Sec. 32, Parcel A Reg'd Plan No. 94S05078, Parcel B Reg'd Plan No. 00SA23204, and part of N-S road allowance adjoining Sections 29, 30, 31 & 32 in Twp. 36 Rge. 4 W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated April 7, 2014.
  - (b) Portion of Blocks 130 and 131, as shown on a Plan of Proposed Subdivision of parts of L.S. 12 & 13 Sec. 29, N.E. ¼ Sec. 30, Parcels B & C – Plan No. 101897062 S.W. ¼ Sec. 32, Parcel A – Reg'd Plan No. 94S05078, Parcel B – Reg'd Plan No. 00SA23204, and part of N-S road allowance adjoining Sections 29, 30, 31 & 32 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated April 7, 2014.

#### FUD District to R2 District

- 20. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown as this Bylaw from an FUD District to an R2 District:
  - (a) Lots 2 to 18 inclusive of Block 130, as shown on a Plan of Proposed Subdivision of parts of L.S. 12 & 13 Sec. 29, N.E. ¼ Sec. 30, Parcels B & C – Plan No. 101897062 S.W. ¼ Sec. 32, Parcel A – Reg'd Plan No. 94S05078, Parcel B – Reg'd Plan No. 00SA23204, and part of N-S road allowance adjoining Sections 29, 30, 31 & 32 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated April 7, 2014.
  - (b) Lot 2 and Lots 13 to 18 inclusive of Block 131, as shown on a Plan of Proposed Subdivision of parts of L.S. 12 & 13 Sec. 29, N.E. ¼ Sec. 30, Parcels B & C – Plan No. 101897062 S.W. ¼ Sec. 32, Parcel A – Reg'd Plan No. 94S05078, Parcel B – Reg'd Plan No. 00SA23204, and part of N-S road allowance adjoining Sections 29, 30, 31 & 32 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated April 7, 2014.
  - (c) Portion of Lots 3 to 6 and 9 to 12 inclusive of Block 131, as shown on a Plan of Proposed Subdivision of parts of L.S. 12 & 13 Sec. 29, N.E. ¼ Sec. 30, Parcels B & C – Plan No. 101897062 S.W. ¼ Sec. 32, Parcel A – Reg'd Plan No. 94S05078, Parcel B – Reg'd Plan No. 00SA23204, and part of N-S road allowance adjoining Sections 29, 30, 31 & 32 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated April 7, 2014.
  - (d) Lots 1 to 16 inclusive of Block 133, as shown on a Plan of Proposed Subdivision of parts of L.S. 12 & 13 Sec. 29, N.E. ¼ Sec. 30, Parcels B & C Plan No. 101897062 S.W. ¼ Sec. 32, Parcel A Reg'd Plan No. 94S05078, Parcel B Reg'd Plan No. 00SA23204, and part of N-S road allowance adjoining Sections 29, 30, 31 & 32 in Twp. 36 Rge. 4 W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated April 7, 2014.
  - (e) Lots 1 to 12 inclusive of Block 134, as shown on a Plan of Proposed Subdivision of parts of L.S. 12 & 13 Sec. 29, N.E. ¼ Sec. 30, Parcels B & C – Plan No. 101897062 S.W. ¼ Sec. 32, Parcel A – Reg'd Plan No. 94S05078, Parcel B – Reg'd Plan No. 00SA23204, and part of N-S road allowance adjoining Sections 29, 30, 31 & 32 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated April 7, 2014.

- (f) Lots 17 to 35 inclusive of Block 141, as shown on a Plan of Proposed Subdivision of parts of L.S. 12 & 13 Sec. 29, N.E. ¼ Sec. 30, Parcels B & C – Plan No. 101897062 S.W. ¼ Sec. 32, Parcel A – Reg'd Plan No. 94S05078, Parcel B – Reg'd Plan No. 00SA23204, and part of N-S road allowance adjoining Sections 29, 30, 31 & 32 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated April 7, 2014.
- (g) Lots 11 to 21 inclusive of Block 142, as shown on a Plan of Proposed Subdivision of parts of L.S. 12 & 13 Sec. 29, N.E. ¼ Sec. 30, Parcels B & C – Plan No. 101897062 S.W. ¼ Sec. 32, Parcel A – Reg'd Plan No. 94S05078, Parcel B – Reg'd Plan No. 00SA23204, and part of N-S road allowance adjoining Sections 29, 30, 31 & 32 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated April 7, 2014.

## FUD District to R1A District

- 21. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown as this Bylaw from an FUD District to an R1A District:
  - (a) Lots 1 to 10 inclusive of Block 135, as shown on a Plan of Proposed Subdivision of parts of L.S. 12 & 13 Sec. 29, N.E. ¼ Sec. 30, Parcels B & C Plan No. 101897062 S.W. ¼ Sec. 32, Parcel A Reg'd Plan No. 94S05078, Parcel B Reg'd Plan No. 00SA23204, and part of N-S road allowance adjoining Sections 29, 30, 31 & 32 in Twp. 36 Rge. 4 W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated April 7, 2014.
  - (b) Lots 1 to 12 inclusive of Block 136, as shown on a Plan of Proposed Subdivision of parts of L.S. 12 & 13 Sec. 29, N.E. ¼ Sec. 30, Parcels B & C – Plan No. 101897062 S.W. ¼ Sec. 32, Parcel A – Reg'd Plan No. 94S05078, Parcel B – Reg'd Plan No. 00SA23204, and part of N-S road allowance adjoining Sections 29, 30, 31 & 32 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated April 7, 2014.
  - (c) Lots 1 to 20 inclusive of Block 138, as shown on a Plan of Proposed Subdivision of parts of L.S. 12 & 13 Sec. 29, N.E. ¼ Sec. 30, Parcels B & C – Plan No. 101897062 S.W. ¼ Sec. 32, Parcel A – Reg'd Plan No. 94S05078, Parcel B – Reg'd Plan No. 00SA23204, and part of N-S road allowance adjoining Sections 29, 30, 31 & 32 in Twp. 36 – Rge. 4 – W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated April 7, 2014.

- (d) Lots 1 to 17 inclusive of Block 139, as shown on a Plan of Proposed Subdivision of parts of L.S. 12 & 13 Sec. 29, N.E. ¼ Sec. 30, Parcels B & C Plan No. 101897062 S.W. ¼ Sec. 32, Parcel A Reg'd Plan No. 94S05078, Parcel B Reg'd Plan No. 00SA23204, and part of N-S road allowance adjoining Sections 29, 30, 31 & 32 in Twp. 36 Rge. 4 W.3 Mer. Saskatoon, Saskatchewan by Murray G. Radoux, S.L.S. dated April 7, 2014.
- (e) MR6, MR7, MR8 and MR9, as shown on a Plan of Proposed Subdivision of parts of L.S. 12 & 13 Sec. 29, N.E. ¼ Sec. 30, Parcels B & C Plan No. 101897062 S.W. ¼ Sec. 32, Parcel A Reg'd Plan No. 94S05078, Parcel B Reg'd Plan No. 00SA23204, and part of N-S road allowance adjoining Sections 29, 30, 31 & 32 in Twp. 36 Rge. 4 W.3 Mer. Saskaton, Saskatchewan by Murray G. Radoux, S.L.S. dated April 7, 2014.

#### **Coming into Force**

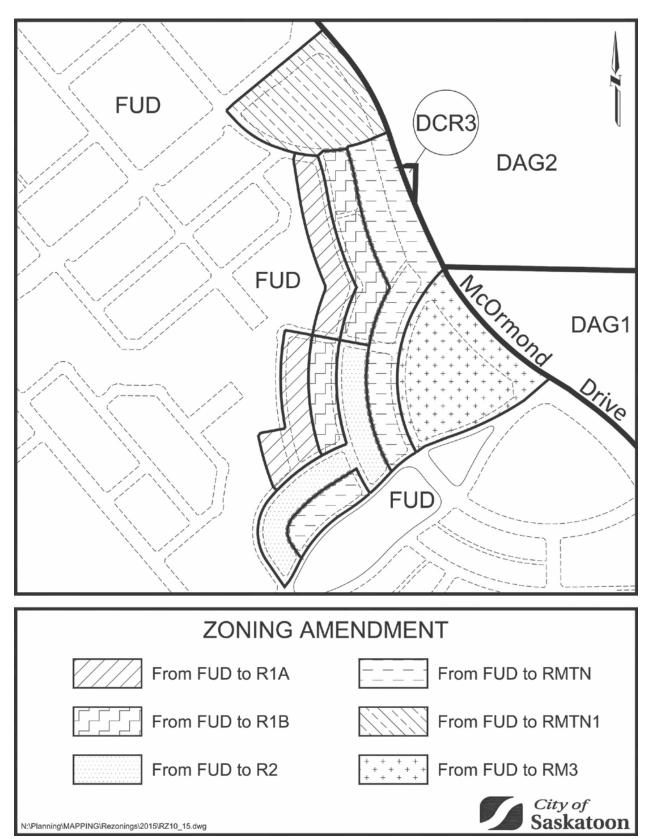
22. This Bylaw comes into force on the day of its final passing.

Read a first time this	day of	, 2015.
Read a second time this	day of	, 2015.
Read a third time and passed this	day of	, 2015.

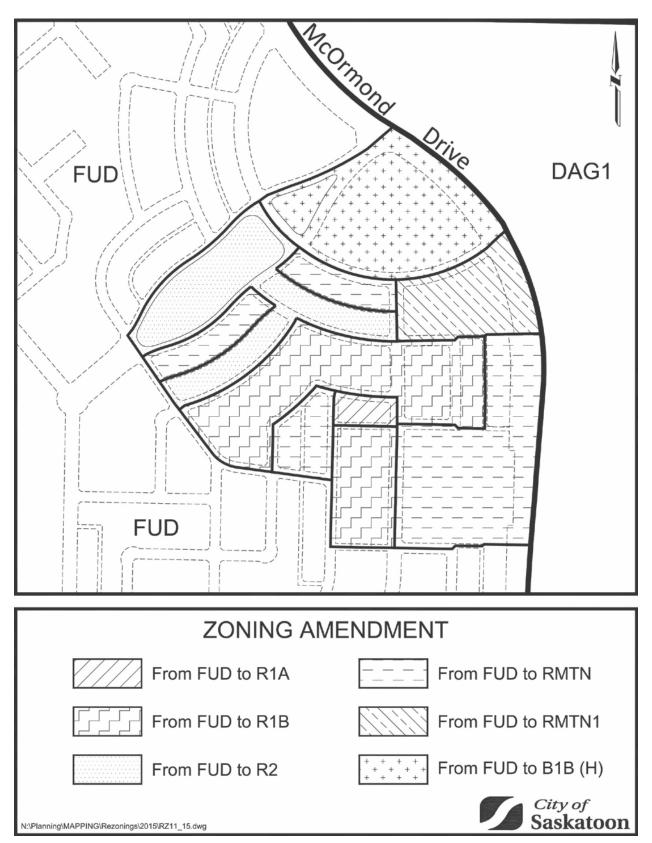
Mayor

City Clerk

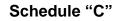
Schedule "A"

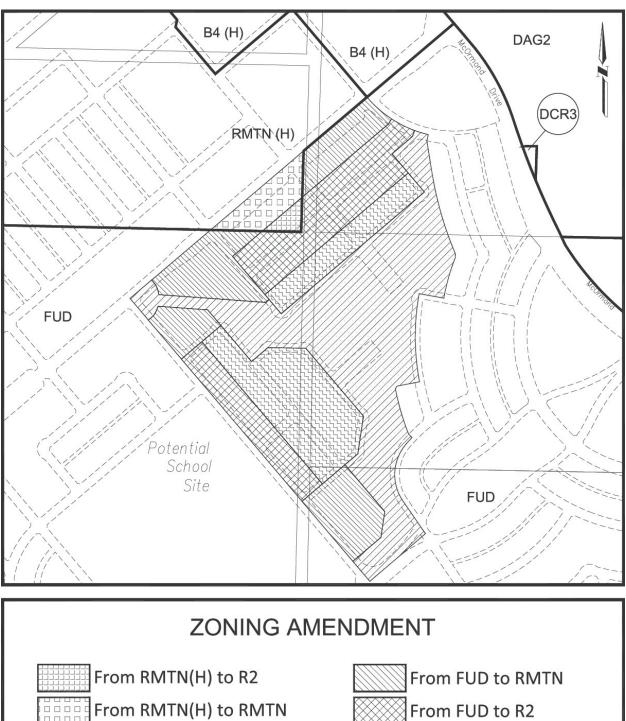


Schedule "B"



#### Page 14





From FUD to R1B



From FUD to R1A



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Office of the City Clerk 222 3rd Avenue North Saskatoon SK S7K 0J5 www.saskatoon.ca tel (306) 975.3240 fax (306) 975.2784

June 1, 2015

City Clerk

Dear City Clerk:

#### Re: Municipal Planning Commission Report for Public Hearing Proposed Rezoning - Brighton Neighbourhood - Phases 1, 2 and 3 [Files CK. 4351-015-008, PL. 4350-Z10/15, PL. 4350-Z11/15 and PL. 4350-Z12/15]

The Municipal Planning Commission at its meeting held on May 26, 2015, considered a report of the General Manager, Community Services Department, dated May 26, 2015, on the above application and supports the following recommendation of the Community Services Department:

That the proposed amendment to Zoning Bylaw No. 8770 to rezone land, as outlined in the report of the General Manager, Community Services Department dated May 26, 2015, be approved.

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

Yours truly,

Bult

Penny Walter, Committee Assistant Municipal Planning Commission

PW:sj

# Proposed Rezoning – Brighton Neighbourhood – Phases 1, 2, and 3

#### Recommendation

That a copy of this report be submitted to City Council recommending that at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770 to rezone land, as outlined in this report, be approved.

#### Topic and Purpose

An application has been submitted by Dream Development requesting to rezone land in the Brighton neighbourhood from FUD – Future Urban Development District to:

- a) R1A One-Unit Residential District;
- b) R1B Small Lot One-Unit Residential District;
- c) R2 One and Two-Unit Residential District;
- d) RMTN Townhouse Residential District;
- e) RMTN1 Townhouse Residential District 1;
- f) RM3 Medium Density Multiple-Unit Dwelling District; and
- g) B1B(H) Neighbourhood Commercial Mixed Use District, with the Holding Symbol "H".

The proposed rezoning is necessary to implement the Brighton Neighbourhood Concept Plan (Concept Plan) for the areas outlined in this report.

#### **Report Highlights**

- 1. The rezoning will accommodate development of single family, group, and street townhouse, and medium-density multiple-unit residential, as well as retail.
- 2. The proposed rezoning is consistent with the Concept Plan.

## **Strategic Goal**

This rezoning supports the Strategic Goal of Sustainable Growth. Brighton, a neighbourhood in the early stages of development, was designed to align with the objectives of the Growing Forward! Shaping Saskatoon: Growth Plan to Half a Million, which is expected to be provided to City Council for consideration in 2016.

#### Background

The Concept Plan was approved by City Council on May 20, 2014 (see Attachment 1). At that time, lands within Brighton were rezoned from their previous zoning designations under the Saskatoon Planning District Zoning Bylaw to FUD – Future Urban Development District under Zoning Bylaw No. 8770 (Zoning Bylaw). Dream Development has applied to rezone a portion of these lands, as discussed in this report, in preparation for urban development.

#### Report

Concept Plan

The Concept Plan identifies lands within the area to be rezoned for development as:

- a) Single-unit/semi-detached dwellings;
- b) Low-density street townhouse multi-unit dwellings;
- c) Low-density group townhouse multi-unit dwellings;
- d) Medium-density multi-unit dwellings; and
- e) Retail.

#### Zoning Bylaw Amendment

This rezoning application represents three development phases for the Brighton neighbourhood. In each phase, land is proposed to be rezoned from the current zoning designation of FUD – Future Urban Development District to the following:

- a) Phase 1: R1A, R1B, R2, RMTN, RMTN1, RM3 (see Attachment 2);
- b) Phase 2: R1A, R1B, R2, RMTN, RMTN1, B1B(H) (see Attachment 3); and
- c) Phase 3: R1A, R1B, R2, RMTN (see Attachment 4).

These proposed zoning designations are consistent with the uses identified for these lands on the Concept Plan, as well as on the Official Community Plan – Land Use Map.

#### Use of Holding Symbol "H"

As per Official Community Plan Bylaw No. 8769, City Council may use the Holding Symbol "H", in conjunction with any other use designation in the Zoning Bylaw, to specify the use to which lands shall be put at some time in the future, but which are now considered premature or inappropriate for immediate development.

The Holding Symbol "H" is to be applied to the site in Phase 2 proposed to be rezoned to B1B - Neighbourhood Commercial – Mixed-Use District given the significant opportunity for the site to be developed as a mixed-use focal point for the neighbourhood. Future zoning amendments to remove the Holding Symbol and to facilitate an appropriate development of the site through a Rezoning Agreement will be brought forward in due course.

#### Comments from Other Divisions

No comments or concerns were identified through the administrative referral process.

#### **Options to the Recommendation**

City Council could choose to deny this application. This option is not recommended as this application facilitates the initial stages of the implementation of the Concept Plan.

#### Public and/or Stakeholder Involvement

Extensive public consultation was undertaken during the development of the Concept Plan. As this application is consistent with the Concept Plan, no further consultation was conducted.

#### **Other Considerations/Implications**

There are no policy, financial, environmental, privacy, or CPTED implications or considerations. A communication plan is not required at this time.

#### Due Date for Follow-up and/or Project Completion

A future report will address the removal of the Holding Symbol "H" at the appropriate time.

#### Public Notice

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

Once this application has been considered by the Municipal Planning Commission, it will be advertised in accordance with Public Notice Policy No. C01-021, and a date for a public hearing will be set. The Planning and Development Division will notify all property owners within a 75 metre (246 feet) buffer of the proposed site of the public hearing date, by letter. A notice will be placed in <u>The StarPhoenix</u> two weeks prior to the public hearing.

#### Attachments

- 1. Brighton Neighbourhood Concept Plan
- 2. Location Map Phase 1
- 3. Location Map Phase 2
- 4. Location Map Phase 3

#### **Report Approval**

Written by:Brent McAdam, Planner, Planning and DevelopmentReviewed by:Alan Wallace, Director of Planning and DevelopmentApproved by:Randy Grauer, General Manager, Community Services Department

S\Reports\DS\2015\MPC - Proposed Rezoning - Brighton Neighbourhood - Phases 1, 2, and 3/ks

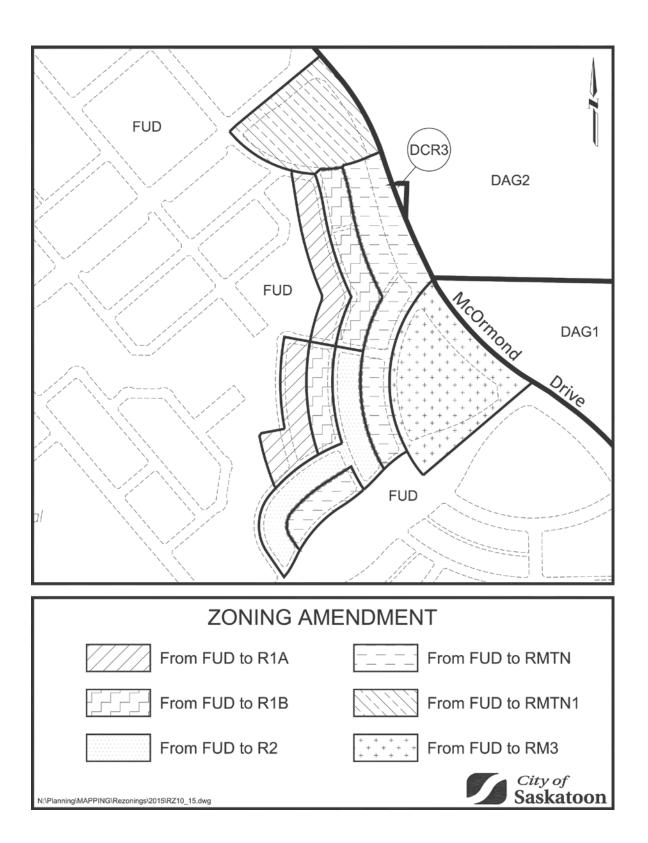


#### **Brighton Neighbourhood Concept Plan**

**ATTACHMENT 1** 

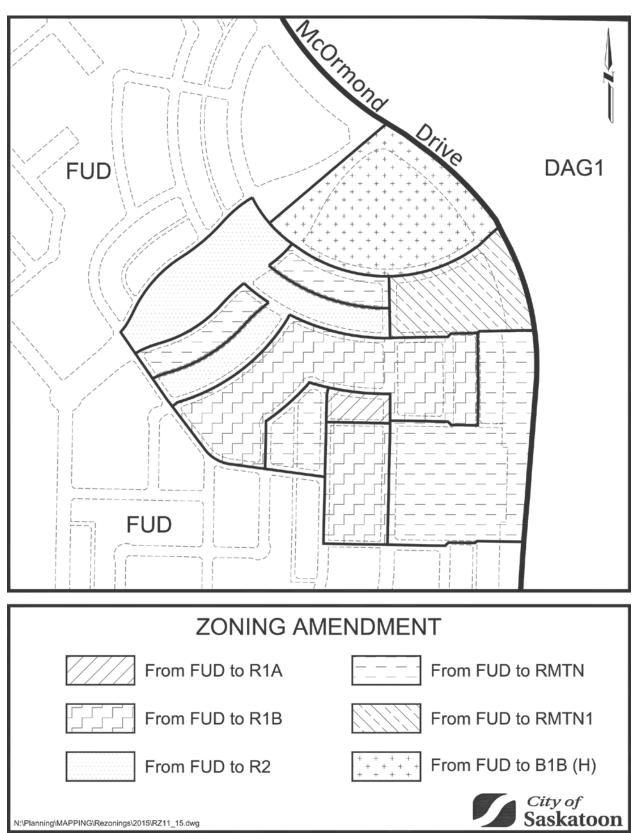
Page 59

Location Map – Phase 1

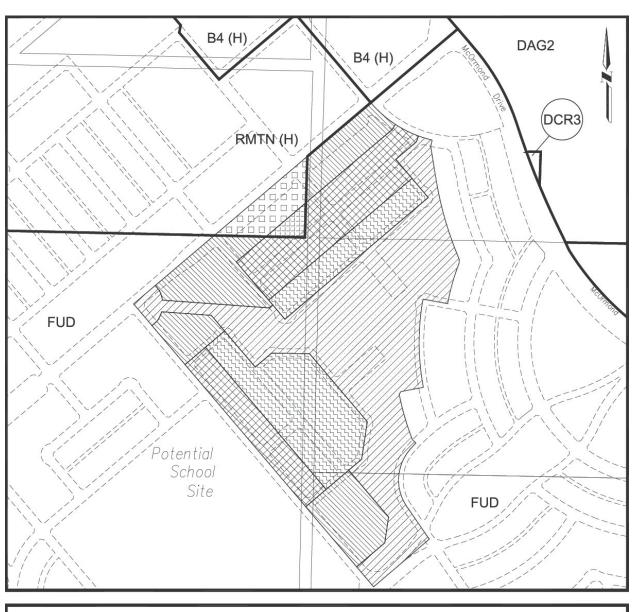


#### **ATTACHMENT 3**





#### **ATTACHMENT 4**



Location Map – Phase 3

# ZONING AMENDMENT



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From FUD to RMTN From FUD to R2

From FUD to R1A



#### THE STARPHOENIX, SATURDAY, JUNE 6, 2015 and SUNDAY PHOENIX, JUNE 7, 2015

#### ZONING NOTICE BRIGHTON

#### PROPOSED ZONING BYLAW AMENDMENT - BYLAW NO. 9291

Saskatoon City Council will consider an amendment to the City's Zoning Bylaw (No. 8770). By way of Bylaw No. 9291, The Zoning Amendment Bylaw, 2015 (No. 20), land in the Brighton Neighbourhood, referred to as Phases I, II, and III, will be rezoned from FUD – Future Urban Development District and RMTN(H) – Townhouse Residential District, with the Holding Symbol "H", to:

- R1A One-Unit Residential District;
- R1B Small Lot One-Unit Residential District;
- R2 One and Two-Unit Residential District;
- RMTN Townhouse Residential District;
- RMTN1 Townhouse Residential District 1;
- RM3 Medium Density Multiple-Unit Dwelling District; and
- B1B(H) Neighbourhood Commercial Mixed Use District, with the Holding Symbol "H".

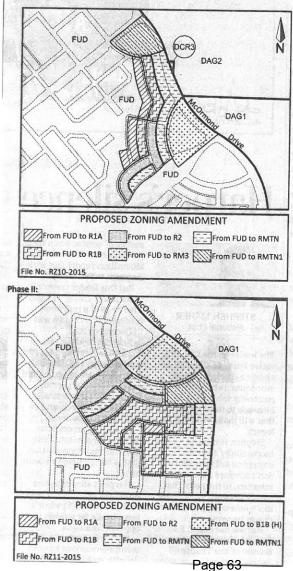
#### LEGAL DESCRIPTION

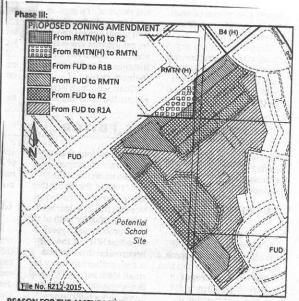
Phase I: Parts of Parcel A, Plan No. 94S05078; Parcel B, Plan No. 00SA23204; LS 12-14, Sec 29; and SW ½ Sec 32, in Twp 36-Rge 4-W3M

Phase II: Parts of LS 11-14, Sec 29; and E ½ and NW ½ Sec 29, in Twp 36-Rge 4-W3M

Phase III: Parts of of LS 12 and 13, Sec 29; NE ¼ Sec 30; Parcels B and C, Plan No. 101897062, SW ¼ Sec 32; Parcel A, Plan No. 94S05078; Parcel B, Plan No. 00SA23204; and part of N-S Road Allowance adjoining Sections 29-32, Twp-36-Rge 4-W3M

#### Phase I:





REASON FOR THE AMENDMENT – The proposed rezoning will accommodate development of single family, group and street townhouse, and medium density residential development, as well as retail, in accordance with the Brighton 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

Phone: 306-986-0902 (Brent McAdam)

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 Monday, June 22, 2015 at 6:00 p.m. in City Council Chamber, City Hall, Saskatoon, Saskatchewan.

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

All submissions received by the City Clerk by 10:00 a.m. on Monday, June 22, 2015 will be forwarded to City Council. City Council will also hear all persons who are present and wish to speak to the proposed Bylaw.



Office of the City Clerk 222 3rd Avenue North Saskatoon SK S7K 0J5 www.saskatoon.ca tel (306) 975.3240 fax (306) 975.2784

June 1, 2015

City Clerk

Dear City Clerk:

#### Re: Municipal Planning Commission Report for Public Hearing Proposed Rosewood Neighbourhood Concept Plan and Proposed Rezoning - Village Square [Files CK. 4351-015-010 x 4110-40 and PL. 4350-Z29/13]

The Municipal Planning Commission at its meeting held on May 26, 2015, considered a report of the General Manager, Community Services Department, dated May 26, 2015, on the above application and supports the following recommendation of the Community Services Department:

- 1. That the proposed Rosewood Neighbourhood Concept Plan amendment be approved; and
- 2. That the proposed amendment to Zoning Bylaw No. 8770 to rezone land, as outlined in the report of the General Manager, Community Services Department dated May 26, 2015, be approved.

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

Yours truly,

Walter

Penny Walter, Committee Assistant Municipal Planning Commission

PW:sj

# Proposed Rosewood Neighbourhood Concept Plan and Proposed Rezoning – Village Square

## Recommendation

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

- 1. That at the time of the public hearing, City Council consider the Administration's recommendation that the proposed Rosewood Neighbourhood Concept Plan amendment be approved; and
- 2. That at the time of the public hearing, City Council consider the Administration's recommendation that the proposed amendment to Zoning Bylaw No. 8770 to rezone land, as outlined in this report, be approved.

#### **Topic and Purpose**

An application has been submitted by Saskatoon Land requesting to amend the Rosewood Neighbourhood Concept Plan (Concept Plan) to accommodate a redesign of the Village Square and associated development parcels. A related application to rezone land, consistent with the amended Concept Plan, is also proposed.

#### **Report Highlights**

- 1. A concept plan amendment is proposed to redesign the Village Square in Rosewood with respect to lanes and roadways, Municipal Reserve (MR), and associated development parcels in the area.
- 2. The proposed amendments will improve pedestrian connectivity in the area, provide more flexible development sites, and increase opportunity for on-street parking.
- 3. A related proposal to rezone development parcels in the area, consistent with the Concept Plan, is also proposed.

## **Strategic Goal**

Under the Strategic Goal of Sustainable Growth, this report supports Rosewood's development as a "complete community" neighbourhood through the creation of a Village Square that will be an attractive focal point and gathering place.

#### Background

The Concept Plan was originally approved by City Council in May 2008. A subsequent major amendment to the Concept Plan was approved on June 9, 2014. See Attachment 1 for the approved Concept Plan.

#### Report

#### Redesign of Village Square

The Village Square in Rosewood is proposed to be redesigned with respect to the configuration of lanes and roadways, the MR parcel, and associated development parcels. See Attachment 2 for a comparison of the original and proposed new designs and Attachment 3 for a summary of the design changes.

#### Proposed Concept Plan Amendment

An amendment to the Concept Plan is required with respect to the redesign of the Village Square. The four associated development parcels, which were identified for commercial and mixed-use development, are not proposed to change with respect to their current use designation on the approved Concept Plan.

Planning and Development supports the proposed amendment as the changes are expected to improve pedestrian connectivity in the area, provide more flexible development sites, and increase opportunities for on-street parking.

#### Proposed Zoning Bylaw No. 8770 Amendment

In association with the concept plan amendment, a rezoning of parcels in the area is also proposed. The two parcels identified for commercial development will be rezoned from FUD – Future Urban Development District (FUD District) to B1B – Neighbourhood Commercial – Mixed-Use District. The mixed use parcels will be rezoned from FUD District and R1A – One-Unit Residential District (R1A District) to M2 – Community Institutional Service District.

A site immediately to the west of the Village Square and located outside of the Concept Plan amendment area, identified for medium density multi-family residential on the Concept Plan, is proposed to be rezoned from FUD District and R1A District to RM3 – Medium-Density, Multiple-Unit Residential District. This is consistent with its designation on the Concept Plan. See Attachment 4 for a map depicting the proposed zoning pattern in the area.

#### Comments from Other Stakeholders

No comments or concerns from internal and external stakeholders were identified that would preclude this application from proceeding to a public hearing. Comments of note are outlined in Attachment 5.

#### Options to the Recommendation

City Council could choose to deny the concept plan amendment and/or the rezoning. This is not recommended as the concept plan amendment provides for a better design of the Village Square, and the rezoning is consistent with the land uses originally intended for this area.

#### Public and/or Stakeholder Involvement

On May 6, 2014, an open house specific to the Village Square changes was held, in conjunction with a public information meeting regarding a major concept plan amendment for the east side of the Rosewood neighbourhood. A total of 654 public notices were distributed to all property owners within the Rosewood neighbourhood. The Rosewood Community Association was also notified. The Ward Councillor and 24 people were in attendance. No comments or concerns specific to the redesigned Village Square were received.

The Manager of Development Review attended a regular meeting of the Rosewood Community Association on May 4, 2015, to discuss the changes to the Village Square once again. No major concerns were identified at this meeting.

#### **Other Considerations/Implications**

There are no policy, financial, environmental, privacy, or CPTED implications or considerations. A communication plan is not required at this time.

#### Due Date for Follow-up and/or Project Completion

No follow-up is required.

#### **Public Notice**

Public notice is required for consideration of this matter, pursuant to Section 11(a) of Public Notice Policy No. C01-021. Once this application has been considered by the Municipal Planning Commission, it will be advertised in accordance with Public Notice Policy No. C01-021, and a date for a public hearing will be set. The Planning and Development Division will notify all property owners within 75 metres of the subject site of the public hearing date by letter. A notice will be placed in <u>The StarPhoenix</u> two weeks prior.

#### Attachments

- 1. Rosewood Concept Plan
- 2. Current and Proposed New Village Square Design
- 3. Summary of Changes to Rosewood Village Square
- 4. Rezoning Location Map
- 5. Comments from Other Stakeholders

#### **Report Approval**

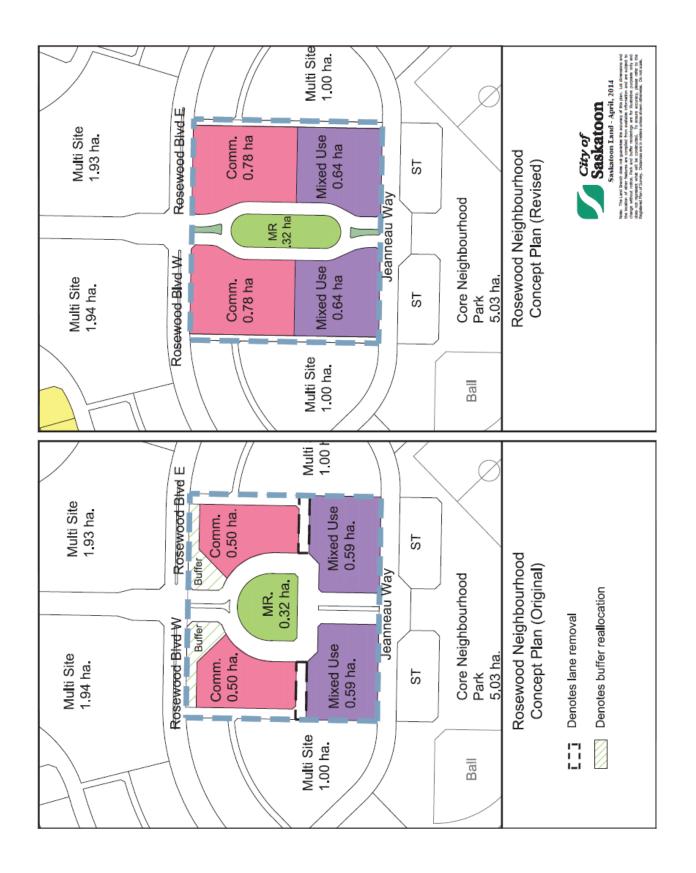
Written by:	Brent McAdam, Planner, Planning and Development
Reviewed by:	Alan Wallace, Director of Planning and Development
Approved by:	Randy Grauer, General Manager, Community Services Department

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# **Rosewood Concept Plan**

# **ATTACHMENT 1**



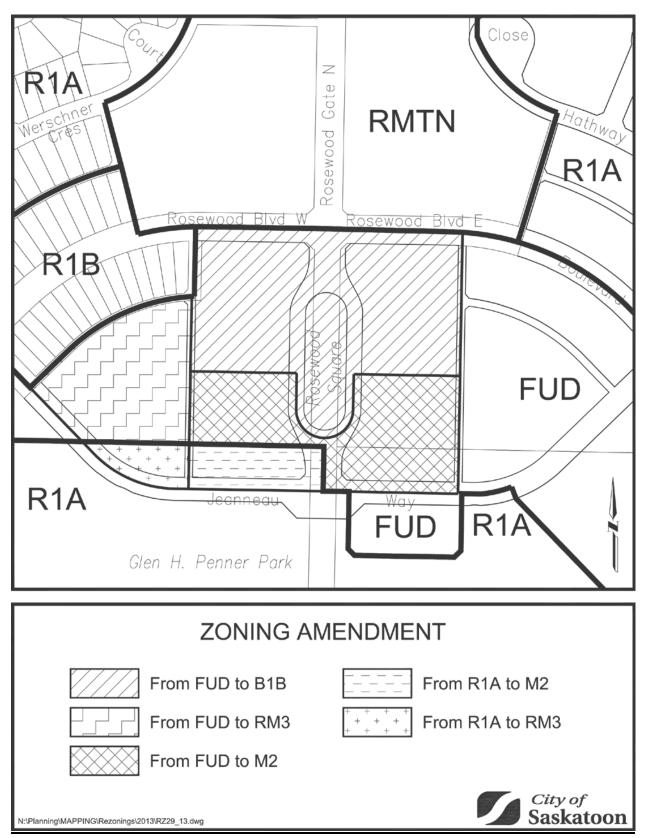
# Current and Proposed New Village Square Design

# Summary of Changes to Rosewood Village Square

Design Element	Proposed Change	Justification
Buffer strips	The municipal buffer strips adjacent to Rosewood Boulevard will be removed, and the land consolidated with the adjacent commercial parcels.	The commercial sites will benefit from increased flexibility in site design given that they now directly flank Rosewood Boulevard. Requirements under the zoning that will be applied to these parcels will require a higher standard of landscaping along Rosewood Boulevard than the typical grass-seeded standard for buffer strips.
Roadway and Village Square	Two parallel one-way streets running north and south around a more elongated Municipal Reserve parcel will replace the original configuration.	The right-of-way width will be reduced from 20 to 12 metres to enhance the pedestrian-friendly nature of the area. The more linear roadway design is expected to increase the number of on-street parking spaces. The Municipal Reserve parcel remains the same in area, but now spans the majority of the Village Square in a north/south orientation.
Lanes	The east/west lanes that flanked the commercial sites will be closed and the north/south lanes extended south to Jeanneau Way.	This will improve interface between the development parcels and the Village Square, providing for uninterrupted building frontage and screening of delivery and loading areas from view as they will be focused to the rear of the properties. No lanes will open on to the Village Square.
Development Parcels	The Commercial and Mixed-Use sites will be altered in size and shape.	Removal of the buffer strips, east/west lanes, and reconfiguration of the roadway and Municipal Reserve, results in an additional 0.66 hectares of developable land and allows for the parcels to be changed in shape. The new parcels replace their oddly-shaped predecessors, allowing for flexibility in site design, a greater degree of building frontage and better integration with the Village Square.

# **ATTACHMENT 4**





# **Comments From Other Stakeholders**

#### Transportation and Utilities Department

The proposed amendments, as noted in the report, are acceptable to the Transportation and Utilities Department, with the following comments specific to the Village Square:

- 1. One mid-block crossing will be permitted, which is to be located at the mid-point of the block. Appropriate traffic calming is required (bulb-outs and possibly additional control and signage) at the developer's expense.
- 2. Trees should not be planted in the medians on the north and south sides of the elongated Municipal Reserve (MR) parcel because of existing and proposed underground infrastructure. Planters or shrubs are acceptable with the understanding that they could be removed in the case of future rehabilitation work.

*Planning and Development Comment:* Saskatoon Land acknowledges these requirements and will address them in the detailed roadway and park design.

#### SaskPower

The original lanes were 10.0 metres in width. The new lanes are 6.0 metres in width. SaskPower has already installed underground distribution in the back lane adjacent to Lot 15, Block 19, south of Rosewood Boulevard West. Our maps indicate our distribution was installed at a 1.5 metre offset from the east property line in the back lane. SaskPower will require a 4.0 metre easement in Parcel K or the underground facilities will need to be relocated into the new lane.

*Planning and Development Comment:* It is noted that Shaw Communications, SaskTel and SaskEnergy have expressed the same need for an easement to be granted due to the narrowing of the lane. Saskatoon Land has agreed to provide the necessary easements as identified through the subdivision process.

#### Crime Prevention Through Environmental Design Review Committee

The Crime Prevention Through Environmental Design (CPTED) Review Committee has reviewed the concept plan amendment with respect to the principles of CPTED, and offers the following recommendations:

- 1. that the Village Square be signed so that it is clear that this is public space; and
- 2. that the lanes on the east and west side, at the rear of the commercial and mixed use sites be chamfered where they intersect with Jeanneau Way and Rosewood Boulevard East and West.

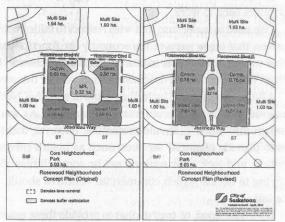
*Planning and Development Comment:* Saskatoon Land acknowledges that signage will be incorporated through the detailed design. Chamfered corners for the lanes will be provided through the subdivision process.

#### THE STARPHOENIX, SATURDAY, JUNE 6, 2015 and SUNDAY PHOENIX, JUNE 7, 2015

#### PUBLIC NOTICE PROPOSED ROSEWOOD NEIGHBOURHOOD CONCEPT PLAN AMENDMENT

Saskatoon City Council will consider an amendment to the Rosewood Neighbourhood Concept Plan, submitted by Saskatoon Land. The proposed amendment will accommodate a re-designed Village Square.

**REASON FOR THE AMENDMENT** – The proposed re-design of the Village Square will improve pedestrian connectivity in the area, provide more flexible development sites, and increase opportunity for on-street parking.



**INFORMATION** – Questions regarding the proposed amendment may be directed to the following: Community Services Department, Planning and Development Phone: 306-986-0902 (Brent McAdam)

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 Monday, June 22, 2015 at 6:00 p.m. in City Council Chamber, City Hall, Saskatoon, Saskatchewan.

All written submissions for City Council's consideration must be forwarded to:

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

All submissions received by the City Clerk by **10:00 a.m. on Monday, June 22, 2015** will be forwarded to City Council. City Council will also hear all persons who are present and wish to speak to the proposed Bylaw.

# **BYLAW NO. 9292**

# The Zoning Amendment Bylaw, 2015 (No. 20)

The Council of The City of Saskatoon enacts:

### Short Title

1. This Bylaw may be cited as *The Zoning Amendment Bylaw, 2015 (No. 20)* 

#### Purpose

2. The purpose of this Bylaw is to amend the Zoning Bylaw to rezone the lands described in the Bylaw from an FUD District to a B1B District, an FUD District to an RM3 District, an FUD District to an M2 District, an R1A District to an M2 District, and an R1A District to an RM3 District respectively.

#### Bylaw No. 8770 Amended

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

#### FUD District to B1B District

- 4. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown as this Bylaw from an FUD District to a B1B District:
  - Parcels J and K as shown on Plan Showing Surface Subdivision of parts of N.W. ¼ Sec. 17, Twp. 36, Rge. 4, W.3 Mer. & N.E. ¼ Sec.18, Twp. 36, Rge. 4, W.3 Mer. and part of Parcel EE, Plan No. 102028586 in S.W. ¼ Sec. 17, Twp. 36, Rge. 4, W.3 Mer. and part of Parcel BB, Plan No. 101875395 in S.E. ¼ Sec. 18, Twp. 36, Rge. 4, W.3 Mer. and all of Parcel S2, Plan No.102137295 and portion of Original Road Allowance between E. ½ Sec. 18 & W. ½ Sec. 17 and portion of Lane L2, Plan No. 102098842 in N.E. ¼ Sec. 18, Twp. 36, Rge. 4, W.3 Mer. all in Saskatoon, Saskatchewan, by Murray G. Radoux, S.L.S. dated October 10, 2014.

# FUD District to RM3 District

- 5. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown as this Bylaw from an FUD District to an RM3 District:
  - Part of Parcel S as shown on Plan Showing Surface Subdivision of parts of N.W. ¼ Sec. 17, Twp. 36, Rge. 4, W.3 Mer. & N.E. ¼ Sec.18, Twp. 36, Rge. 4, W.3 Mer. and part of Parcel EE, Plan No. 102028586 in S.W. ¼ Sec. 17, Twp. 36, Rge. 4, W.3 Mer. and part of Parcel BB, Plan No. 101875395 in S.E. ¼ Sec. 18, Twp. 36, Rge. 4, W.3 Mer. and all of Parcel S2, Plan No.102137295 and portion of Original Road Allowance between E. ½ Sec. 18 & W. ½ Sec. 17 and portion of Lane L2, Plan No. 102098842 in N.E. ¼ Sec. 18, Twp. 36, Rge. 4, W.3 Mer. all in Saskatoon, Saskatchewan, by Murray G. Radoux, S.L.S. dated October 10, 2014.

# FUD District to M2 District

- 6. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown as this Bylaw from an FUD District to an M2 District:
  - Part of Parcel L and all of Parcel P as shown on Plan Showing Surface Subdivision of parts of N.W. ¼ Sec. 17, Twp. 36, Rge. 4, W.3 Mer. & N.E. ¼ Sec.18, Twp. 36, Rge. 4, W.3 Mer. and part of Parcel EE, Plan No. 102028586 in S.W. ¼ Sec. 17, Twp. 36, Rge. 4, W.3 Mer. and part of Parcel BB, Plan No. 101875395 in S.E. ¼ Sec. 18, Twp. 36, Rge. 4, W.3 Mer. and all of Parcel S2, Plan No.102137295 and portion of Original Road Allowance between E. ½ Sec. 18 & W. ½ Sec. 17 and portion of Lane L2, Plan No. 102098842 in N.E. ¼ Sec. 18, Twp. 36, Rge. 4, W.3 Mer. all in Saskatoon, Saskatchewan, by Murray G. Radoux, S.L.S. dated October 10, 2014.

# **R1A District to M2 District**

7. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown as to this Bylaw from an R1A District to an M2 District:

Part of Parcel L as shown on Plan Showing Surface Subdivision of parts of N.W. ¼ Sec. 17, Twp. 36, Rge. 4, W.3 Mer. & N.E. ¼ Sec.18, Twp. 36, Rge. 4, W.3 Mer. and part of Parcel EE, Plan No. 102028586 in S.W. ¼ Sec. 17, Twp. 36, Rge. 4, W.3 Mer. and part of Parcel BB, Plan No. 101875395 in S.E. ¼ Sec. 18, Twp. 36, Rge. 4, W.3 Mer. and all of Parcel S2, Plan No.102137295 and portion of Original Road Allowance between E. ½ Sec. 18 & W. ½ Sec. 17 and portion of Lane L2, Plan No. 102098842 in N.E. ¼ Sec. 18, Twp. 36, Rge. 4, W.3 Mer. all in Saskaton, Saskatchewan, by Murray G. Radoux, S.L.S. dated October 10, 2014.

# **R1A District to RM3 District**

- 8. The Zoning Map, which forms part of Bylaw No. 8770, is amended by rezoning the lands described in this Section and shown as this Bylaw from an R1A District to an RM3 District:
  - Part of Parcel S as shown on Plan Showing Surface Subdivision of parts of N.W. ¼ Sec. 17, Twp. 36, Rge. 4, W.3 Mer. & N.E. ¼ Sec.18, Twp. 36, Rge. 4, W.3 Mer. and part of Parcel EE, Plan No. 102028586 in S.W. ¼ Sec. 17, Twp. 36, Rge. 4, W.3 Mer. and part of Parcel BB, Plan No. 101875395 in S.E. ¼ Sec. 18, Twp. 36, Rge. 4, W.3 Mer. and all of Parcel S2, Plan No.102137295 and portion of Original Road Allowance between E. ½ Sec. 18 & W. ½ Sec. 17 and portion of Lane L2, Plan No. 102098842 in N.E. ¼ Sec. 18, Twp. 36, Rge. 4, W.3 Mer. all in Saskatoon, Saskatchewan, by Murray G. Radoux, S.L.S. dated October 10, 2014.

# Coming Into Force

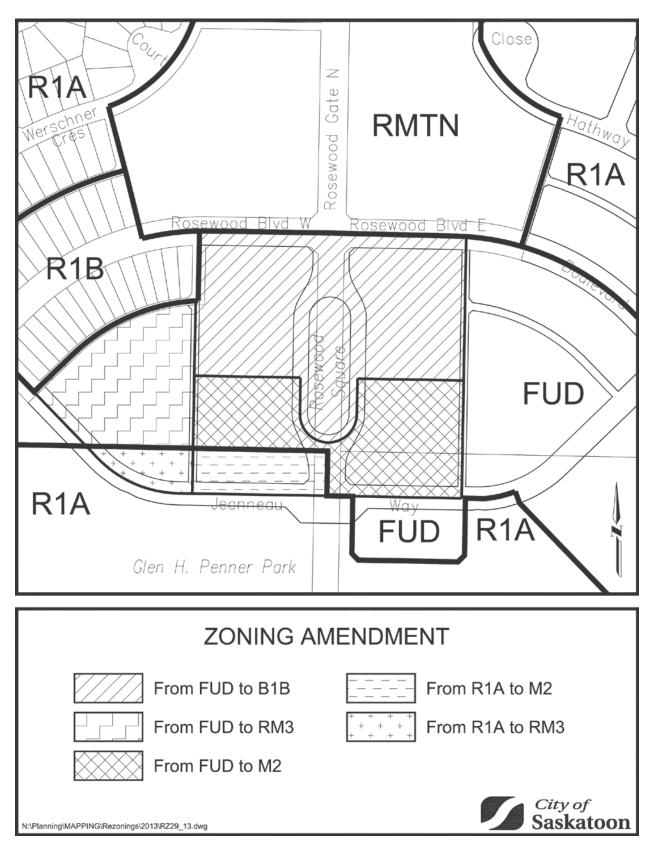
9. This Bylaw shall come into force on the day of its final passing.

Read a first time this	day of	, 2015.
Read a second time this	day of	, 2015.
Read a third time and passed this	day of	, 2015.

Mayor

City Clerk

Schedule "A"



#### <u>THE STARPHOENIX, SATURDAY, JUNE 6, 2015 and</u> <u>SUNDAY PHOENIX, JUNE 7, 2015</u>

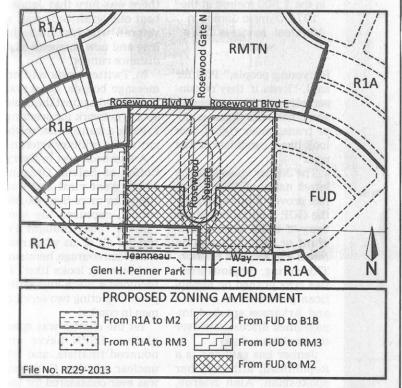
#### ZONING NOTICE ROSEWOOD

#### PROPOSED ZONING BYLAW AMENDMENT - BYLAW NO. 9292

Saskatoon City Council will consider an amendment to the City's Zoning Bylaw (No. 8770). By way of Bylaw No. 9292, The Zoning Amendment Bylaw, 2015 (No. 21), parcels of land adjacent to the Village Square in the Rosewood Neighbourhood will be rezoned from FUD – Future Urban Development District and R1A – One-Unit Residential District to:

- RM3 Medium Density Multiple-Unit Dwelling District;
- M2 Community Institution Service District; and
- B1B Neighbourhood Commercial Mixed Use District.

LEGAL DESCRIPTION – Parts of NW ¼ Sec 17; NE ¼ Sec 18; Parcel EE, Plan No. 102028586 in SW ¼ Sec 17; Parcel BB, Plan No. 101875395 in SE ¼ Sec 18; and all of Parcel S2, Plan No. 102137295, all in Twp 36-Rge 4-W3M



**REASON FOR THE AMENDMENT** – The proposed rezoning will accommodate neighbourhood commercial, mixed use, and medium-density multiple-unit residential development, in accordance with the Rosewood 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 Phone: 306-986-0902 (Brent McAdam)

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 Monday, June 22, 2015 at 6:00 p.m. in City Council Chamber, City Hall, Saskatoon, Saskatchewan.

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

All submissions received by the City Clerk by **10:00 a.m. on Monday, June 22, 2015** will be forwarded to City Council. City Council will also hear all persons who are present and wish to speak to the proposed Bylaw.

# Intent to Borrow

# Recommendation

That City Council authorizes the planned borrowing to finance the following projects approved, in principle, through Capital Budgets and Capital Plans:

- a. up to \$2,500,000 for the Regional Waste Management Facility (Capital Project 876);
- b. up to \$4,500,000 for the Water Utility Automatic Meter Reading conversion (Capital Project 1055);
- c. up to \$1,500,000 for the Water Treatment Plant's Transfer Pumping and Electrical Upgrades (Capital Project 2565); and
- d. an allowable 10% variance on the borrowing requirements for each project identified. Any variance greater than 10% of the borrowing amount identified must be reported to City Council.

# Topic and Purpose

This report is requesting authorization to borrow in the future for projects included in the 2015 Capital Budget by providing the public information on future debt and repayment plans through a Public Notice Hearing.

# **Report Highlights**

1. The 2015 Capital Budget that was approved includes projects with borrowing identified as a source of funding. As required by legislation and City Council, these projects can proceed only after this Public Notice Hearing for borrowing is held.

# **Strategic Goal**

Sound financial practices, policies, and stewardship are necessary in order to maintain the strategic goal of Asset and Financial Sustainability. The required Public Notice for Borrowing is one of the key elements of accountability and transparency which enhances the longer-term objective of financial sustainability.

# Background

*The Cities Act* and City Council Bylaw 8171 require that City Council give Public Notice before borrowing money, lending money, or guaranteeing the repayment of a loan. City Council authorized these projects to proceed during its Budget Review, subject to a Public Notice Hearing for Borrowing.

#### Report

The 2015 Operating and Capital Budgets were approved by City Council on December 9, 2014. Projects included in the 2015 Capital Budget that identified borrowing as a source of funding were approved but require this Public Notice Hearing prior to borrowing any amounts identified. While some expenditures may have already been incurred, no borrowing has been undertaken pending this Hearing.

It should also be noted that while authorization is being requested for the full borrowing requirements for all of these projects, actual borrowing will occur based on cash flow requirements and/or prevailing market conditions.

Some of the projects listed may have already had approved borrowings from previous Public Notice Hearings. The recommendation restates the full borrowing amount for the project that is anticipated.

Terms of the borrowings will not be known until the Administration is closer to initiating the loans. While the Administration has preferred ten-year terms for debt in the past, the terms for the actual borrowings will be reviewed based on a number of factors, including repayment plans, term interest rates, the debt instrument being considered and life of the asset.

### **Options to the Recommendation**

The alternative option is not to proceed with the construction of the various capital projects noted in this report, or to finance these projects without borrowing.

#### **Policy Implications**

City Council should be aware that the Administration will follow its existing practice with respect to borrowing. Once an administrative decision has been made to borrow, City Council will be requested to authorize the CFO/General Manager, Asset and Financial Management Department, to effect that borrowing within specified ranges (interest rates, for example). Once a borrowing has occurred, the Administration will draft and present a borrowing bylaw, with all of the relevant data related to the transaction, for City Council's approval.

City Council is also asked to allow a 10% variance on the borrowing requirements for each project identified. Any variance greater than 10% of the borrowing amount identified must be reported to City Council.

#### **Financial Implications**

The requested borrowing identified through the recommendation is being proposed within the capital budget plan with debt repayment covered through mill rate funding that is in place or through water and wastewater utility rates

# **Other Considerations/Implications**

There are no environmental, privacy, or CPTED considerations or implications, and public and/or stakeholder involvement is not required. A communication plan is also not required.

#### Due Date for Follow-up and/or Completion

There is no due date for follow-up and/or completion.

#### Public Notice

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

- Advertised in <u>The StarPhoenix</u> on Saturday, June 13, 2015;
- Posted on the City Hall Notice Board on June 13, 2015; and
- Posted on the City's website on June 13, 2015.

#### Attachment

1. Photocopy of Public Notice

#### **Report Approval**

Written by:	Clae Hack, Director of Finance
Approved by:	Kerry Tarasoff, CFO/General Manager, Asset & Financial
	Management Department

Public Notice 2015 Capital Budget.docx

# PUBLIC NOTICE INTENT TO BORROW

City Council will be considering a report from the Administration at a Council meeting to be held on Monday, June 22, 2015 at 6:00 p.m., Council Chambers, City Hall recommending:

That City Council authorizes the planned borrowing to finance the following projects approved, in principle, through Capital Budgets and Capital Plans:

a) up to \$2,500,000 for the Regional Waste Management Facility (Capital project 876);

b) up to \$4,500,000 for the Water Utility Automatic Meter Reading conversion (Capital Project 1055);

c) up to \$1,500,000 for the Water Treatment Plant's Transfer Pumping and Electrical Upgrades (Capital Project 2565); and

d) an allowable 10% variance on the borrowing requirements for each project identified. Any variance greater than 10% of the borrowing amount identified must be reported to City Council.

The Cities Act and The Public Notice Policy Bylaw No.8171 require that City Council give public notice before borrowing money, lending money or guaranteeing the repayment of a loan. Some of the projects listed above may have already had approved borrowings from previous Public Notice Hearings. The recommendation above restates the full borrowing amount for each project.

For more information, contact the City Clerk's Office: 306-975-3240

# Median Opening Revisions for 3810, 3915, and 3927 Wanuskewin Road

#### Recommendation

- 1. That the median opening at 3810 Wanuskewin Road be closed;
- 2. That the median opening at 3915 Wanuskewin Road be closed; and
- 3. That a portion of the municipal buffer strip adjacent to Marquis Drive be converted to right-of-way to permit a formal access from Marquis Drive to 3915 Wanuskewin Road.

# **Topic and Purpose**

The purpose of this report is to obtain formal approval for required median opening closures and revisions in the vicinity of the Marquis Drive and Wanuskewin Road intersection as part of the preparation for the North Commuter Parkway Project (NCPP).

### **Report Highlights**

- 1. The NCPP will require construction of the fourth leg of the intersection at Wanuskewin Road and Marquis Drive, and the existing median openings at 3810 and 3915 Wanuskewin Road will require closure.
- 2. The shared median opening at 3927 Wanuskewin Road will be modified to include a northbound left-turn bay.
- 3. A formal right-in/right-out only access for 3915 Wanuskewin Road from Marquis Drive will be constructed to provide alternate site access to/from Marquis Drive as a result of the closure of the existing median opening at 3915 Wanuskewin Road.

# **Strategic Goal**

This report supports the Strategic Goal of Moving Around by providing safer roads for all road users (pedestrians, cyclists, and drivers), and optimizing the flow of people and goods in and around the city.

#### Background

The NCPP will require construction of the fourth leg of the intersection at Wanuskewin Road and Marquis Drive, and the existing median openings at 3810 and 3915 Wanuskewin Road will require closure. The existing median opening at 3810 Wanuskewin Road conflicts with the northbound right-turn bay at the intersection. The existing median opening at 3915 Wanuskewin Road conflicts with the southbound leftturn bay at the intersection.

Although not specifically discussed in the NCPP functional plan, but identified through discussions with property owners, a revision to the existing median opening at 3927 Wanuskewin Road is recommended in order to accommodate northbound vehicles.

### Report

#### 3810 Wanuskewin Road

Closure of the median opening at 3810 Wanuskewin Road (Harris Rebar) is required for the construction and safe and efficient operation of the northbound left-turn bay and the northbound right-turn bay at the intersection of Marquis Drive and Wanuskewin Road.

With the construction of the NCPP, elements of Council Policy C07-012 – Median Opening are not met with the existing median opening at 3810 Wanuskewin Road. The existing median opening conflicts with the future northbound right-turn bay at the intersection of Marquis Drive and Wanuskewin Road.

The closure of the existing median opening at 3810 Wanuskewin Road is illustrated in Attachment 1.

#### 3915 Wanuskewin Road

The median opening at 3915 Wanuskewin Road is required to be closed in order to allow for the construction and safe and efficient operation of the southbound left-turn bay at the intersection of Marquis Drive and Wanuskewin Road.

Elements of the policy criteria are also not met at this location. Of critical importance is the development of a southbound left-turn bay at the intersection of Marquis Drive and Wanuskewin Road to provide access to the proposed North Commuter Parkway Bridge. A significant issue is that were the median opening to remain open, northbound Wanuskewin Road traffic attempting to make a left-turn into 3915 Wanuskewin Road will not have a left-turn bay causing queueing of northbound traffic on the Wanuskewin Road through lanes and increasing the risk of collision. Northbound queued traffic would quickly back up into the intersection of Marquis Drive and Wanuskewin Road.

#### 3927 Wanuskewin Road

In order to facilitate the northbound left-turn into 3927 Wanuskewin Road, the median opening that currently provides access to 3927 and 3935 Wanuskewin Road will be widened to the south and include a northbound left-turn bay. This revision will also allow traffic to access the 3915 Wanuskewin site by facilitating the additional traffic turning left that is re-directed from the 3915 median opening closure to the south. Access to 3935 Wanuskewin Road is unaffected.

Northbound to southbound U-turns will be permitted at this revised median opening location to facilitate access to 3915 Wanuskewin Road. Appropriate signage will be installed to remind drivers that northbound to southbound U-turns are allowed at this location.

In April 2015, the traffic impact of closing one median opening (3915 Wanuskewin Road) and modifying another (3927 Wanuskewin Road) was assessed during the weekday peak hour traffic conditions. The results of the assessment indicate that the median openings north of Marquis Drive have very low turning traffic volumes during

weekday peak hours, and the proposed modifications would not have a significant impact on traffic flows along Wanuskewin Road.

The closure of the existing median opening at 3915 Wanuskewin Road and the median opening revision for 3927 Wanuskewin Road is illustrated in Attachment 2. The intersection turning traffic movement counts for each median opening is illustrated in Attachment 3.

#### Access to 3915 Wanuskewin Road from Marquis Drive

The closure of the median opening at 3915 Wanuskewin Road will alter customer access to 3915 Wanuskewin Road. There is currently a physical driveway approximately 200 metres west of Wanuskewin Road into the site from Marquis Drive. The Administration has reviewed this location and confirms that it crosses a municipal buffer strip. A municipal buffer strip is a City-owned parcel of land that is used to restrict access from the properties adjacent to Arterial streets, Expressways, etc. The Administration is recommending that a portion of this municipal buffer strip be converted to right-of-way to provide the site with legal access. This access would permit right-turns into the site from Marquis Drive, and right-turns out from the site but not permit left-turns into, or left-turns out from the site. Restricting the left-turns would be completed by retaining the existing median on Marquis Drive.

A comparison of the current route a customer will take to 3915 Wanuskewin Road is illustrated in Attachment 4, and the future route is illustrated in Attachment 5.

The Administration is recommending closure of median openings for 3810 Wanuskewin Road and 3915 Wanuskewin Road; therefore, a Public Notice is required for the two closures (Attachment 6).

#### Public and/or Stakeholder Involvement

An open house for the NCPP functional plan was held on March 6, 2013, in association with other planning activities in the area. More than 200 people attended the open house. At that time, no concerns with the proposed median closures along Wanuskewin Road were identified. Meetings have been held with the impacted landowners.

#### **Policy Implications**

The recommendations in this report are consistent with Council Policy C07-012 – Median Opening.

#### **Communication Plan**

The final traffic plan for Wanuskewin Road and Marquis Drive will be shared with the impacted businesses using two primary methods: City website and direct mail-out.

#### **Financial Implications**

The cost to modify the median openings, as outlined in this report, has been included in the NCPP.

#### Other Considerations/Implications

There are no options, environmental, privacy, or CPTED considerations or implications.

#### Due Date for Follow-up and/or Project Completion

The closure and modification of these median openings will be done in conjunction with the construction of the NCPP.

#### Public Notice

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

- Advertised in <u>The StarPhoenix</u> on Saturday, June 13, 2015;
- Posted on the City Hall Notice Board on Thursday, June 11, 2015;
- Posted on the City of Saskatoon website on Thursday, June 11, 2015; and
- Public Notice sent out to businesses affected by each median opening change.

#### Attachments

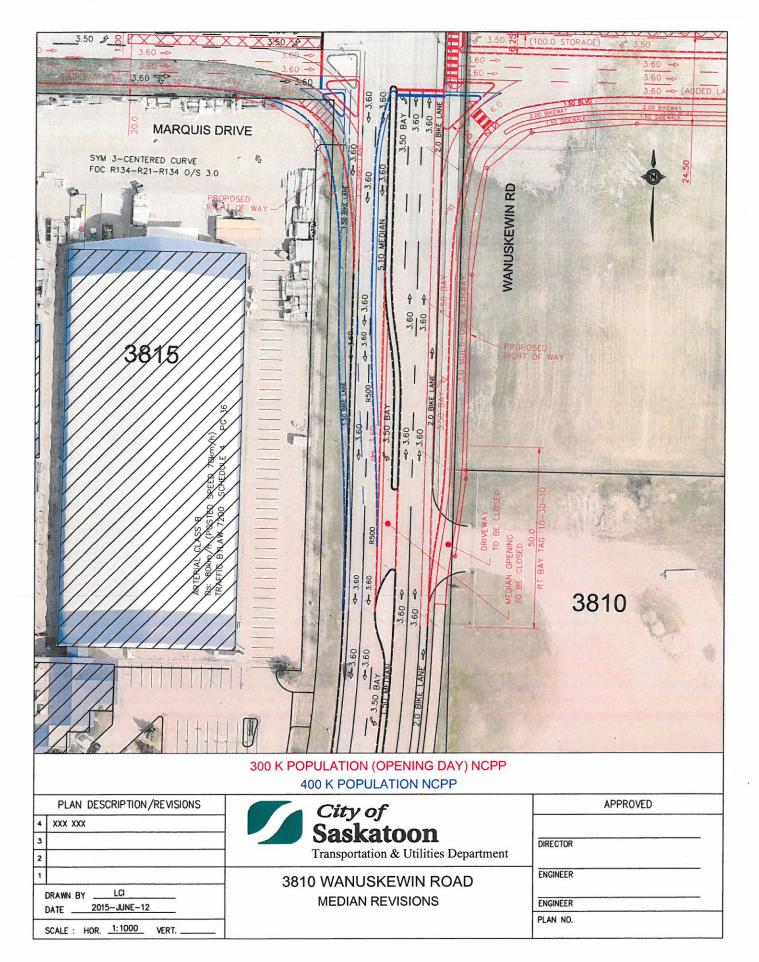
- 1. 3810 Wanuskewin Road Median Revisions
- 2. 3915 and 3927 Wanuskewin Road Median Revisions
- 3. 3915, 3927, 3935 Wanuskewin Road, Peak Hour Traffic Volumes
- 4. Present Route to Entrance of 3915 Wanuskewin Road
- 5. Future Route to Entrance of 3915 Wanuskewin Road
- 6. Copy of Public Notices 3915 Wanuskewin Road & 3810 Wanuskewin Road

#### **Report Approval**

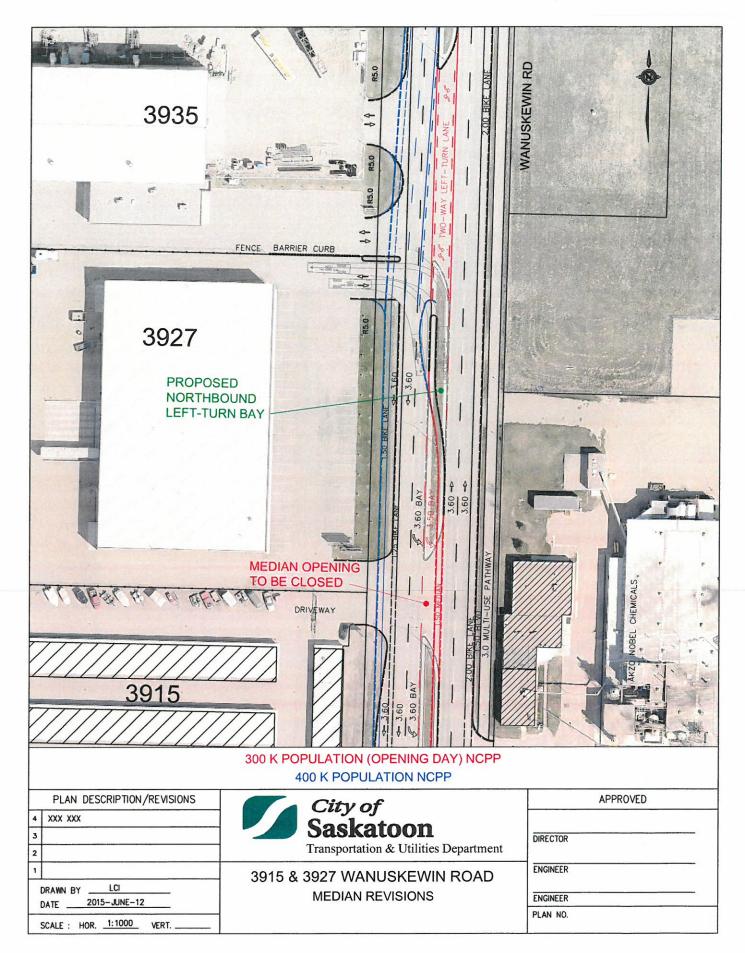
Written by:	David LeBoutillier, Senior Transportation Engineer, Transportation
Reviewed by:	Jay Magus, Engineering Manager, Transportation
Reviewed by:	Angela Gardiner, Director of Transportation
Approved by:	Jeff Jorgenson, General Manager, Transportation & Utilities Department

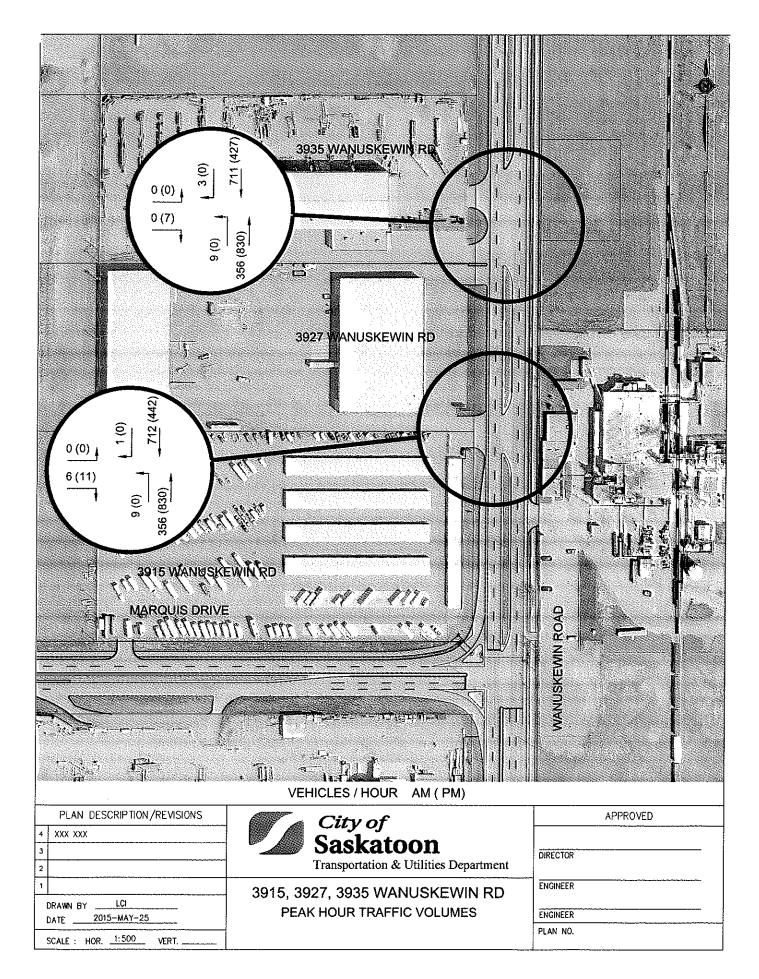
Council DL - Median Openings Wanuskewin Road

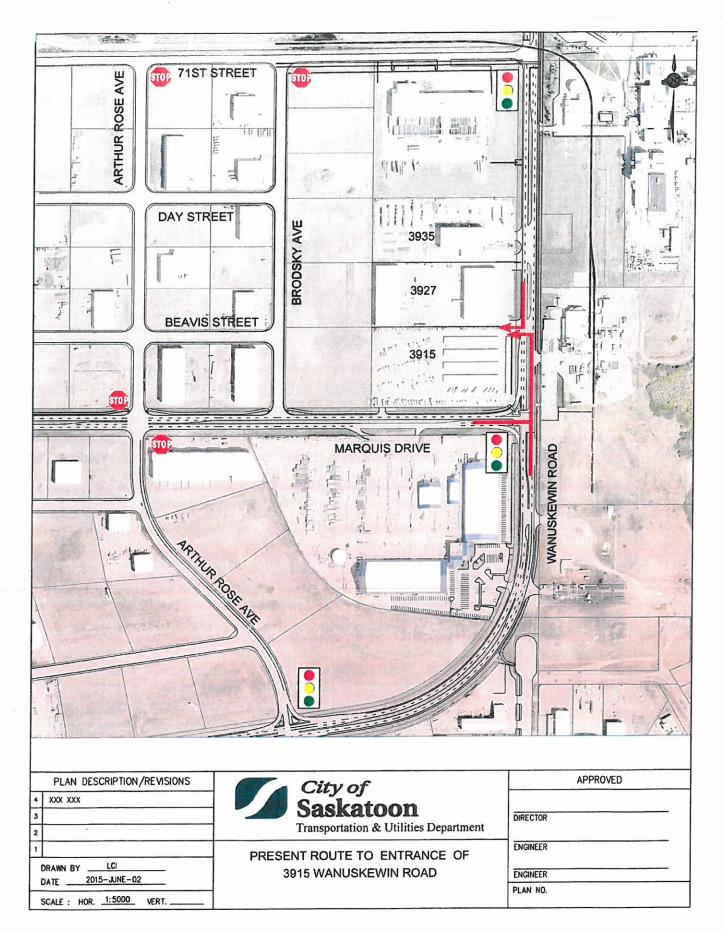
#### **ATTACHMENT 1**

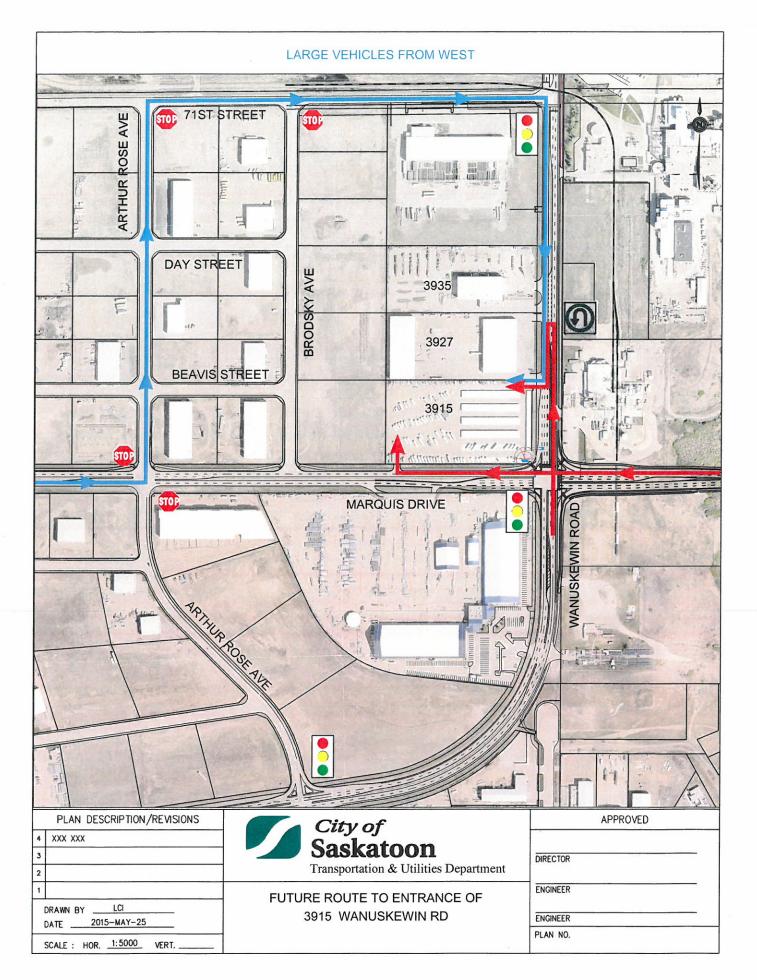


#### **ATTACHMENT 2**





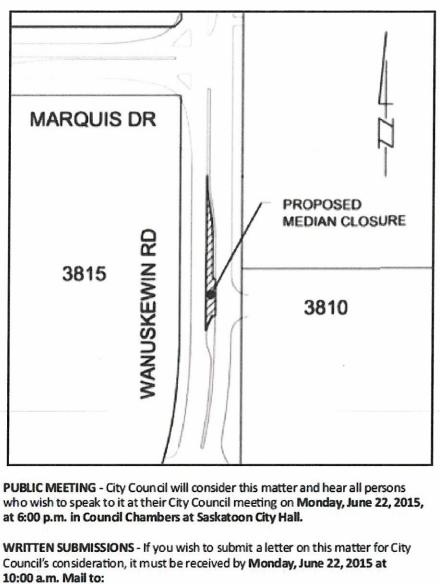




# PUBLIC NOTICE PROPOSED MEDIAN CLOSURE

The City of Saskatoon is proposing the following median dosure on Wanuskewin Road in the Marquis Industrial Neighbourhood.

Location - next to 3810 Wanuskewin Road



His Worship the Mayor and Members of City Council c/o City Clerk's Office, City Hall

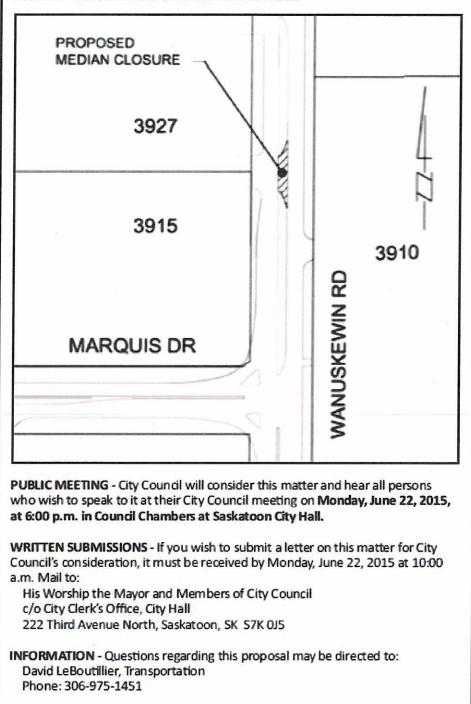
222 Third Avenue North, Saskatoon, SK S7K 0J5

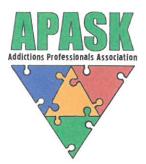
INFORMATION - Questions regarding this proposal may be directed to: David LeBoutillier, Transportation Phone: 306-975-1451

# PUBLIC NOTICE PROPOSED MEDIAN CLOSURE

The City of Saskatoon is proposing the following median dosure on Wanuskewin Road in the Marquis Industrial Neighbourhood.

Location - next to 3915 & 3927 Wanuskewin Road



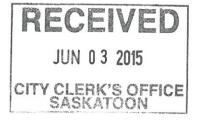




Box 8718 • SASKATOON, Saskatchewan • S7K 6S7 apask@sasktel.net • www.apask.org

June 1, 2015

City Council City of Saskatoon - City Hall 222 - 3rd Ave. North Saskatoon, Saskatchewan S7K 0J5



# Request for Proclamation of September 2015 as Recovery Month in Saskatoon

Dear Council Members:

Though it is not actually summer yet, we have begun planning for events of the fall.

You will remember last year, APASK requested having September proclaimed as Celebrate Recovery Month in Saskatoon. We are requesting that proclamation this year but simplifying the title to Recovery Month 2015. As you may recall APASK is an association of addictions professionals, incorporated under the Non-Profit Corporation Act of Saskatchewan.

Statistics tell us that the negative effects of addiction are not isolated to the individual afflicted with the disease; that this disease costs our Canadian economy in excess of \$40 million every year and kills more people annually than cancer. It impacts family systems, the medical and criminal justice system, and other public systems. On the other hand, it is important to draw attention and understanding to the positive impact recovery has on the individual, family and society as a whole.

During Recovery Month across Canada, Canadians in recovery from addiction will join with friends and family to build awareness, challenge societal stigma, and celebrate the role that recovery plays in improving the lives of individuals, families, and communities. Recovery saves lives and saves money. We envision a world in which recovery from addiction is a common, celebrated reality - a world where individuals will not experience shame when seeking help. We are passionate about sharing stories of recovery in the hope of inspiring others to join the rewarding yet diverse path to wholeness. This year's keynote speaker on Recovery Day will be NHL Goalie Clint Malarchuk. We continue to strive to demonstrate the power and proof of recovery from addiction. Please accept this letter as our request for a 2015 Proclamation of September as Recovery Month in Saskatoon and recognition of Sept 23 as Recovery Day.

Regards

Brenda Hearn APASK – Recovery Month Committee Chair, 306 241-8222

What unites us necessitates we work together to find better ways. Page 94

05-1

From: Sent: To: Subject: Janet Bennett <jmbenn@shaw.ca> June 15, 2015 1:41 PM City Council Form submission from: Write a Letter to Council

Submitted on Monday, June 15, 2015 - 13:41 Submitted by anonymous user: 174.2.109.124 Submitted values are:

Date: Monday, June 15, 2015

To: His Worship the Mayor and Members of City Council First Name: Janet Last Name: Bennett Address: 114 Bowman Cres City: Saskatoon Province: Saskatchewan Postal Code: S7L6T6 Email: jmbenn@shaw.ca Commonts: His Worship Mayor Atabiaan and Members of JUN 1 5 2015 CITY CLERK'S OFFICE SASKATOON

Comments: His Worship Mayor Atchison and Members of City Council. The Canadian Association of Veterans in United Nations Peacekeeping would like to request a Flag Raising to be held on Sunday the 09 Aug 2015. The event is from 1:00 p.m. to 3:00 p.m. This Flag Raising is to commemorate the lives lost in the name of Peace since conception in 1953. On behalf of the CAVUNP I would like to thank you for your time. Janet Bennett

The results of this submission may be viewed at: <u>https://www.saskatoon.ca/node/398/submission/26527</u>