



## ADDITIONAL AGENDA ITEMS REGULAR BUSINESS MEETING OF CITY COUNCIL

Monday, March 23, 2015, 1:00 p.m.  
Council Chamber, City Hall

Pages

### 2. **CONFIRMATION OF AGENDA**

3 - 49

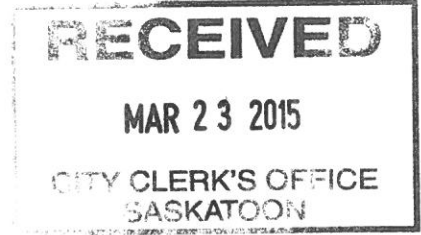
#### *Recommendation*

1. That the attached letters submitting comments from the following individuals be received and considered during Item 8.5.9:
  - Dale Ward dated March 20
  - Bill Jensen dated March 22
  - Gilbert Suignard dated March 22
  - Bob Larson dated March 22
  - Marie Jensen dated March 22;
2. That the attached letters requesting to speak from the following individuals be received and that they be heard during consideration of Item 8.5.9:
  - Mark Lees dated March 19
  - Graham Baxter dated March 20
  - Lou Gossner dated March 21
  - Patrick Casey dated March 22
  - Kent Rathwell dated March 23;
3. That the Project Transportation Plan marked 'Attachment 2' be considered with Item 9.4.1;
4. That the supplemental information entitled 'Follow-up Questions Concerning the Bikeway Demonstration' provided by the Administration be considered with Item 9.10.1;
5. That the attached letters submitting comments from the following individuals be received and considered during Item 9.10.1:
  - Sharon & Brian Elder dated March 18

- Everett J. Kearley, President, Waldegrave Properties Ltd. dated March 18
  - Cathy Watts, Co-Chair, Saskatoon Cycles dated March 19
  - Darren Toews dated March 19
  - Michelle Liota dated March 20
  - Sarah Marchildon, Executive Director, Broadway BID dated March 20
  - Kent Smith-Windsor, Executive Director, Greater Saskatoon Chamber of Commerce
  - Dorothy Bird dated March 20
  - Vivian Mahoney dated March 23; and
6. That the agenda be confirmed as amended.

4000-1

Dale Ward  
105 222 Saskatchewan Cres E  
Saskatoon, Sk. S7N0K6



March 20, 2015

RE: Nutana Slope Failure- Options Matrix (File No. CK. 4000-1)

Attention: His Worship the Mayor and Members of City Council  
C/O City Clerk's Office, City Hall  
Saskatoon, SK S7K0J5

I, Dale Ward residing at Park Terrace 105 222 Saskatchewan Cres E, Saskatoon, Sk. I do not accept or support Option A as outlined in the report of the Executive Committee dated March 16, 2015. I will hold the City of Saskatoon liable for any damages to structures and or property at 105 222 Saskatchewan Cres E, Saskatoon as a result of encroachment by Cherry Lane.

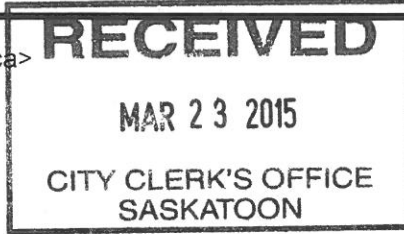
I will not be in the City the day of the meeting commencing at 1:00 p.m. on Monday, March 23, 2015, therefore do not wish to speak to Council.

Regards,

Dale Ward  
105 222 Saskatchewan Cres E  
Saskatoon, Sk. S7N0K6

4000-1

**From:** Bill Jensen <bjensen@jensenstromberg.ca>  
**Sent:** March 22, 2015 1:38 PM  
**To:** Web E-mail - City Clerks  
**Subject:** Nutana Slope Failure



His Worship the Mayor and Members of City Council

I am a resident of Saskatoon and live at 235 11<sup>th</sup> Street East. My residence is effected by the slope failure. I am herein requesting that the City review their position with respect to the failure. My request is that the City not abandon the property owned by the City, known as Cherry Lane. I am asking the City to repair the lane in order that I may be able to repair my private property. In order to restore my property to its original condition I require a stable alley. The alley being City property. I expect to restore my property at my own expense and I expect the City to do the same. For the City to say they do not need the alley and therefore will close it, leaves me with little confidence in our City. This is the City of Bridges, which I am proud of, with bridges come river banks. How does the City justify not maintaining it's private property and abandoning it's very own citizens.

We are not asking for any funding for our private properties, only that the City repair their property as we have to repair ours, at our own expense. A recent poll of Saskatoon by the news media resulted in the citizens of Saskatoon responding and saying the City should do something.

Thank you

Bill Jensen

235 11<sup>th</sup> Street East  
Saskatoon, Sask.

March 20, 2015

RECEIVED

MAR 23 2015

4-000-1

CITY CLERK'S OFFICE  
SASKATOON

**From:** Gilbert Suignard <gilbertsuignard@gmail.com>  
**Sent:** March 22, 2015 9:13 PM  
**To:** Clark, Charlie (City Councillor); Lorje, Pat (City Councillor); Wanchuk, Ann (City Councillor); Hill, Darren (City Councillor); Davies, Troy (City Councillor); Donauer, Randy (City Councillor); Loewen, Mairin (City Councillor); Olauson, Eric (City Councillor); Paulsen, Tiffany (City Councillor); Jeffries, Zach (City Councillor); Web E-mail - Mayor's Office; Web E-mail - City Clerks  
**Subject:** Nutana Slope failure

I would like to express my concerns with the city's potential treatment of the situation regarding the riverbank slope failure affecting 11th Street and Saskatchewan Crescent.

It is my understanding that in order to be able to affect repairs to their properties the property owners in that area require the city to address the issue with its own property (Cherry Lane). Without the city taking care of Cherry Lane, the affected property owners will not have safe access to the affected areas of their property and be unable to re-mediate their properties to their former usefulness and value.

As a homeowner in the City of Saskatoon, I am also concerned that this sets a precedent that if an issue is complex and costly enough, the City can choose to abandon taxpayers and allow my own or anyone else's home to become uninhabitable and worthless.

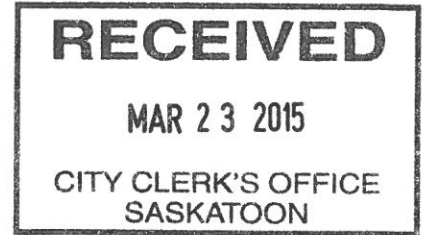
I urge council to take the proper steps to work with the affected homeowners and repair Cherry Lane so that all properties involved with this slope failure can be repaired.

Thank you,

Gilbert Suignard  
266 AE Adams Crescent  
(306) 270-2970

4000-1

**From:** Web NoReply  
**Sent:** Sunday, March 22, 2015 10:08 PM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council



Submitted on Sunday, March 22, 2015 - 22:08  
Submitted by anonymous user: 70.64.93.162  
Submitted values are:

Date: Sunday, March 22, 2015  
To: His Worship the Mayor and Members of City Council  
First Name: Bob  
Last Name: Larson  
Address: #206 - 222 Saskatchewan Crescent East  
City: Saskatoon  
Province: Saskatchewan  
Postal Code: S7N 0K6  
Email: [rolar@shaw.ca](mailto:rolar@shaw.ca)  
Comments:

His Worship the Mayor, Members of City Council and fellow citizens:

You are a part of this slope issue, you (City of Saskatoon) and the province of Saskatchewan own Cherry Lane, you are responsible for Cherry Lane...correct? You have been collecting taxes from the residents in this area for many years. All the homes in this affected location have been built and or purchased in good faith and trust, with your approval and encouragement. Even though you have direct responsibilities for Cherry Lane, you want others to solve it...the surrounding private property owners. Our property is on level ground and your property, Cherry Lane is endangering our property with this slope movement. You need to be a part of this solution. It is not right and it is not fair that you should absolve yourselves of responsibility in this matter. When you say no to helping the tax-paying citizens of your city in this circumstance, you are really saying that you don't care.

I am asking you to:

- 1.) Discuss a solution with your citizens and taxpayers.
- 2.) Be responsible, as you are asking us to be responsible.
- 3.) Show us and the city that you care.
- 4.) You are involved in this slope issue, it is your property that is coming down on our property.
- 5.) You cannot prove it is an act of God.
- 6.) Be involved now, before it is too late!

Respectfully,

Bob Larson  
#206 - 222 Sask Cres. E  
Saskatoon, Sk

Submitted on his behalf by:  
Bryan Roset

#204 - 222 Sask Cres. E.  
Saskatoon, Sk

The results of this submission may be viewed at:  
<https://www.saskatoon.ca/node/398/submission/11001>

RECEIVED

MAR 23 2015

4000-1

**From:** Marie Jensen <mariejensen@sasktel.net>  
**Sent:** March 22, 2015 10:36 PM  
**To:** Clark, Charlie (City Councillor); Lorje, Pat (City Councillor); Iwanchuk, Ann (City Councillor); Hill, Darren (City Councillor); Davies, Troy (City Councillor); Donauer, Randy (City Councillor); Loewen, Mairin (City Councillor); Olauson, Eric (City Councillor); Paulsen, Tiffany (City Councillor); Jeffries, Zach (City Councillor); Web E-mail - Mayor's Office; Web E-mail - City Clerks  
**Subject:** Letter - council meeting, March 23, 2015

March 23, 2015

Attention city of Saskatoon Mayor and City Councilors

Re - Cherry Lane

I am very frustrated, angry and hurt to think that this beautiful city we live in has turned its back on our neighborhood, Nutana.

We have never asked for taxpayers money to fix private property and its very hard to listen to it being twisted and reinforced...trying to get the taxpayers to believe this is true.

Administration and council have put up every possible roadblock that could be imagined. We can't do anything. One of our neighbors is trying to stabilize their home but the city is not cooperating in any way, in fact they are making things more difficult and more costly.

A solution was put forth for a cost effective and timely solution - Macabroda engineering is a respected firm across Canada, has been in a lead role in the solution to slumping and water for decades. Their solution was also stamped by Clifton. I can not understand why this wasn't one of the solutions put forth to council.

So, I'm going to ask you once again. Please revisit your decision, fix the lane so we can fix our properties, the neighborhood can go back to life as we once knew it. I just can't believe that anyone can morally think it is right to stand by when someone's home and maybe a life will be taken. This is preventable and I'm asking the councilors to do the right thing. Our neighborhood is like a big sandwich. 11th st & sask cres being the bread, Cherry Lane is the filling..doesn't matter how good the bread is, if the filling is bad, the sandwich is no good.

I guess I'm a bit nieve because I thought our elected council would be there to make sure our best interests are foremost.

I will not change how I live. I will go on trusting, believing the right thing will happen eventually. Unfortunately I don't see this going away any time soon.

Thank you for your time.

Sincerely  
Marie Jensen  
235-11th. St. E.  
306-653-2500

FYI - after reading the information on the PDAP - they did not consider the request because it was preexisting to 1999 or earlier. This was in a letter addressed to Mr. Totland oct.28/14. Seems none of the cities employees could answer questions about what they knew about it happening before. If the city had made full disclosure we could have been in a better position to make educated decisions.

*Marie Jensen*  
**"It's a wonderful world"**

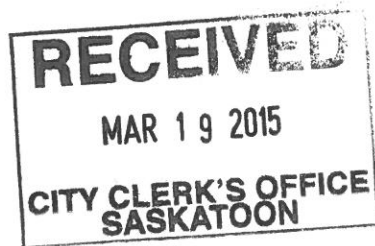


**From:** Lees, Mark <mal297@mail.usask.ca>  
**Sent:** March 19, 2015 3:42 PM  
**To:** Web E-mail - City Clerks  
**Cc:** Bryant, Shellie (Clerks)  
**Subject:** Nutting Slope Failure (File No. CK. 4000-1)

I am writing to formally request the opportunity to speak to Council at it's next regular business meeting on March 23, 2015, regarding the above item. Supplemental information will follow either later today or tomorrow.

Thank you

Mark Lees  
229 11th St E



March 20, 2015

**Re: Nutana Slope Failure – Options Matrix  
(File No. CK. 4000-1)**

Dear City Council:

I am writing to request the opportunity to speak to Council at its next regular business meeting on March 23, 2015, regarding the above item.

In the Spring of 2014, the consulting services of P. Machibroda Engineering Ltd, a firm recognized nationally for its geotechnical expertise, were retained by a group of homeowners affected by the riverbank slope failure involving Cherry Lane. This was done in order to provide both an independent assessment of the Golder Report and an opinion regarding any possible alternative solutions not presented in that report. Attached is a conceptual engineering design drawing that resulted from this consultation.

A memorandum including this design concept drawing was shared with City administration (specifically Andrew Hildebrandt and Lowell Reinhart) on June 23<sup>rd</sup>, 2014 and again on June 27<sup>th</sup>, 2014 (Murray Totland, Mike Gutek, Andrew Hildebrandt and others). It is unclear to me as to why this option was not included in the Options Matrix presented to the executive committee or even officially presented to members of Council.

By way of this letter, Mr. Graham Baxter (P.Eng) from P. Machibroda Engineering Ltd. is also requesting to speak to the technical details of this alternative solution. In summary, this solution provides an option to move forward with a solution to the existing slope instability that provides a lower total project cost to the City of Saskatoon, an equivalent factor of safety to the previously discussed 'shear zone modification' solution, and can be completed using the expertise of local contractors.

Furthermore, it provides the City with a fiscally and socially responsible opportunity to address the ongoing safety concerns of residents who are currently faced with the real risk of significant loss of property due to the encroachment of City property (i.e. Cherry Lane) on their properties. Also of importance, the City's participation would help to avoid additional damage to currently unaffected private properties (e.g. Crescent Towers) and civic infrastructure (e.g. 11<sup>th</sup> Street and Saskatchewan Crescent themselves) resulting from future slope failures in the area or a progression of the existing slumping. This is a real risk that has been communicated by Phil Bruch (P. Eng) of Golder & Associates in his meeting with homeowners on May 14, 2014 at Nutana Collegiate.

I am writing to request that Council delay voting on this item. Given the scope of effect this situation has, this is being requested so as to provide Council adequate time and opportunity to make a fully informed decision on how best to proceed. Given that City did not share a more exhaustive list of options, including the option previously commissioned and presented by residents, I feel strongly that they should be included for Council's consideration.

Additionally, I am requesting that City Council request that City administration follow through with their

offer (see attached letter dated June 11, 2014 paragraphs 4 & 5) to provide the services of a mediator to work with all affected property owners (including the City as stewards and owners of Cherry Lane) to assist with the decision making process moving forward.

Sincerely;

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

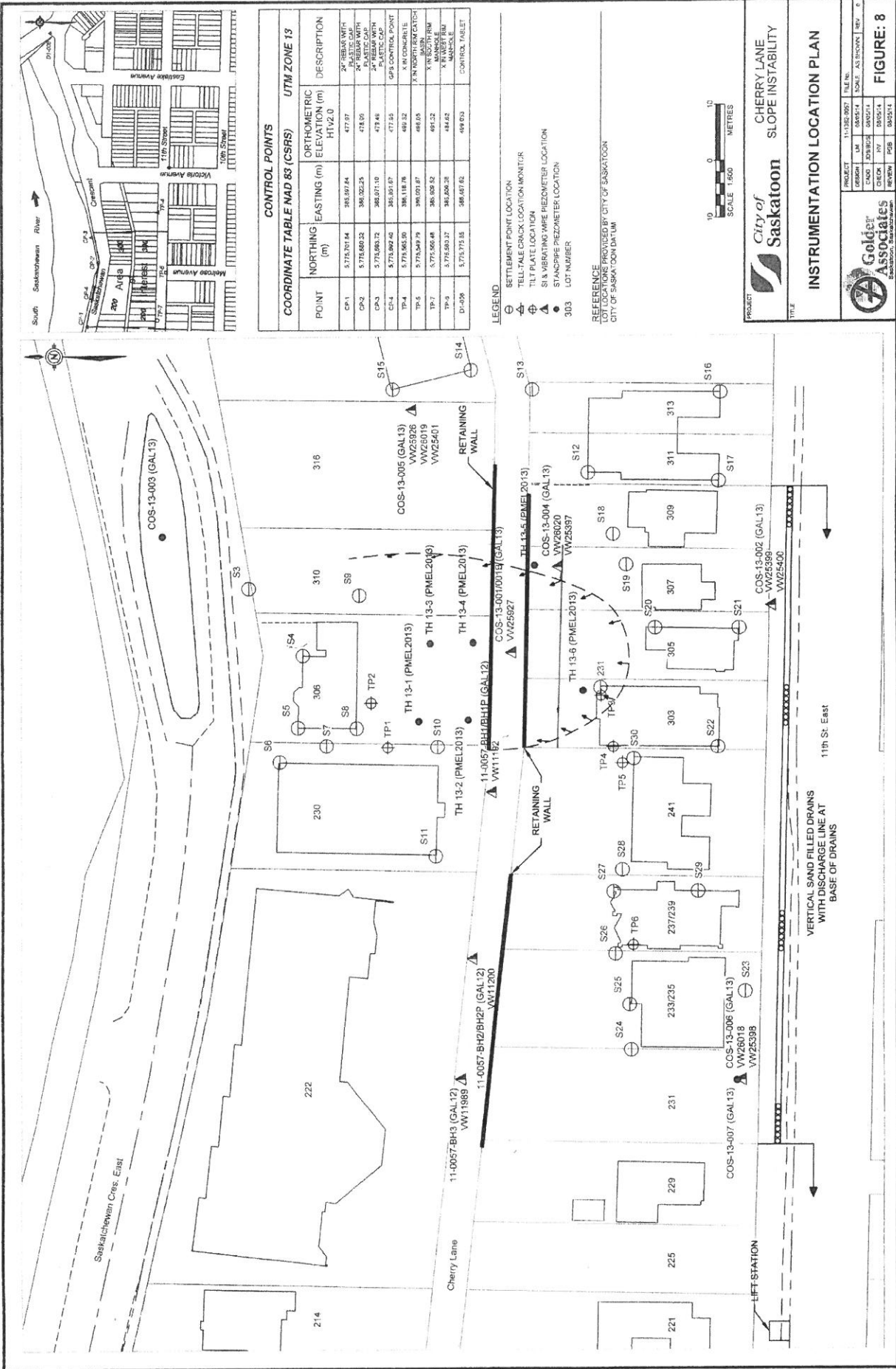
Mark Lees, MD, BAsC (Eng)  
229 11<sup>th</sup> St East  
306-321-2399

*Enclosures:*

*COS Letter June 25, 2014*

*COS Letter June 11, 2014*

*Conceptual Design Drawing & Sketches (3)*



**CONTROL POINTS**  
**COORDINATE TABLE NAD 83 (CSRS) UTM ZONE 13**

POINT	NORTHING (m)	EASTING (m)	ORTHOMETRIC ELEVATION (m)	DESCRIPTION
CP-1	5775.70154	355.97784	477.97	20" PLASTIC CAP
CP-2	5775.66025	356.0225	478.00	24" PLASTIC CAP
CP-3	5775.66025	356.0225	478.00	24" PLASTIC CAP
CP-4	5775.66025	356.0225	478.00	24" PLASTIC CAP
TP-4	5775.66025	356.0225	478.00	24" PLASTIC CAP
TP-5	5775.54979	356.11878	488.32	X/R CONCRETE
TP-6	5775.54979	356.11878	488.32	X/R CONCRETE
TP-7	5775.54979	356.11878	488.32	X/R CONCRETE
TP-8	5775.54979	356.11878	488.32	X/R CONCRETE
TP-9	5775.54979	356.11878	488.32	X/R CONCRETE
TP-10	5775.54979	356.11878	488.32	X/R CONCRETE
D-2098	5775.71935	356.05752	499.60	CONTROL TABLE

- LEGEND**
- SETTLEMENT POINT LOCATION
  - ⊕ TELL-TALE CRACK LOCATION MONITOR
  - ⊕ TILT PLATE LOCATION
  - ⊕ VIBRATING WIRE PNEUMETER LOCATION
  - ⊕ STANDPIPE PNEUMETER LOCATION
  - LOT NUMBER

REFERENCE  
 LOT LOCATIONS PROVIDED BY CITY OF SASKATOON  
 CITY OF SASKATOON DATA



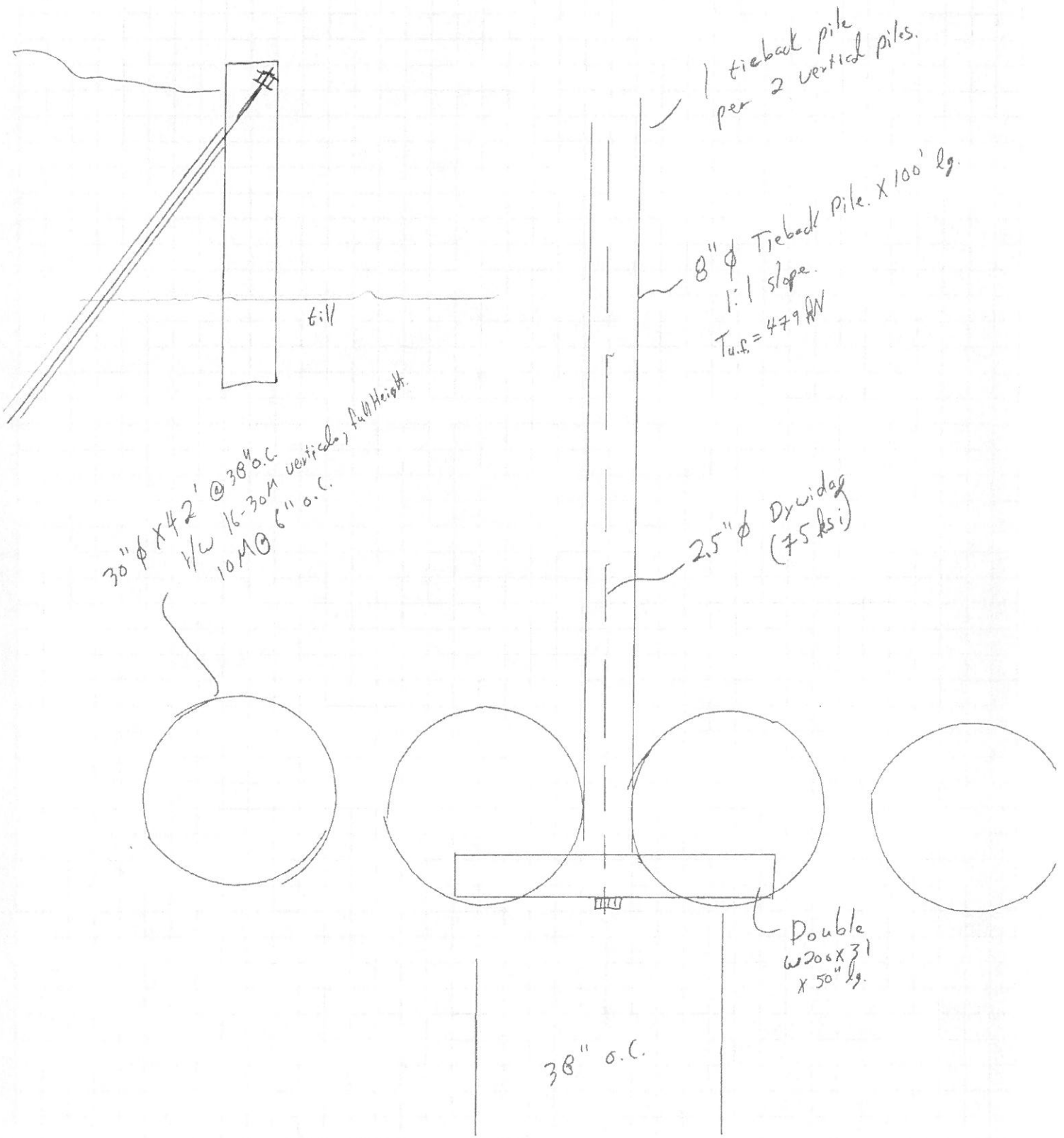
**City of Saskatoon**  
**CHERRY LANE SLOPE INSTABILITY**

**INSTRUMENTATION LOCATION PLAN**

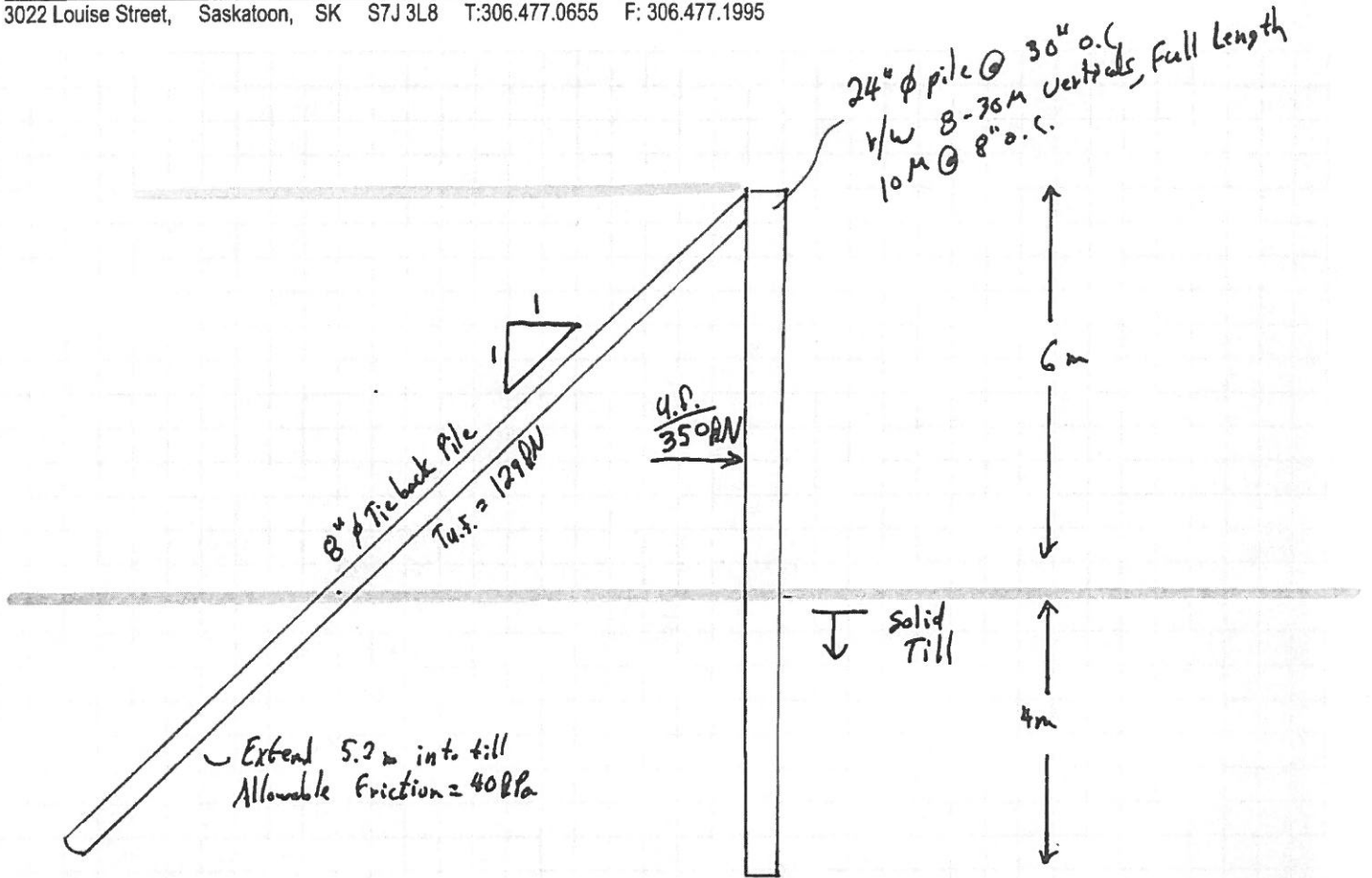
PROJECT: 11-1302-0057 FILE NO.: 11-1302-0057  
 DESIGN: UM 33005-14 SCALE: AS SHOWN REV: C  
 CHECK: JWB/BJC 33005-14  
 CHECK: JWB 33005-14  
 REVISION: JWB 33005-14

**Golden Associates**  
 Saskatoon, Saskatchewan

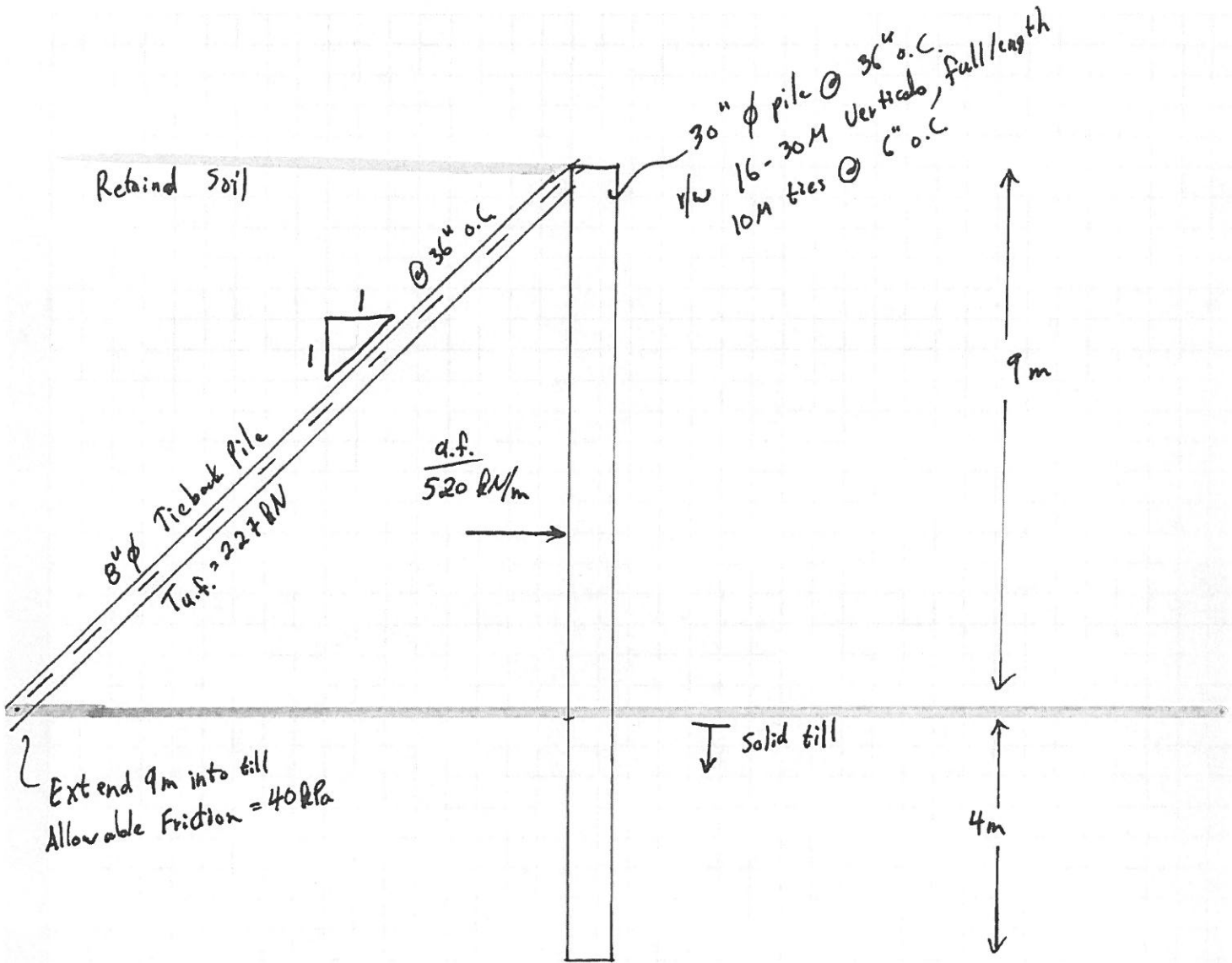
**FIGURE: 8**



Project: 9m Retaining Wall	Date:	File:
		Page:



Project: 6 m retaining wall	Date:	File:
		Page:



Project: 9m Retaining Wall	Date:	File: 13-497
		Page:

June 11, 2014

4000-7-1715

Dear Resident,

At the meeting the City arranged with homeowners on May 14, 2014, at Nutana Collegiate, we presented the findings of a geotechnical evaluation, and remediation solutions, related to the slope stability situation between 11<sup>th</sup> Street East and Saskatchewan Crescent. We also presented that the order of magnitude of the problem, and possible solutions, had been verified by a second independent consultant.

During discussion at this meeting, some residents indicated that they needed clarity regarding the City's position on this matter. The City's position on this matter has been, and continues to be, that private property owners are responsible for their property. Therefore, the costs of remediation undertaken will be the responsibility of the affected property owners. The results of this report did not change the City's position on this matter.

The City will continue to be involved in monitoring and providing information to affected residents, and we will elevate evacuation levels as required based on available facts and expert advice. That said, as we have said repeatedly, we cannot predict a sudden slope failure or property failure, thus the evacuation notices currently in place.

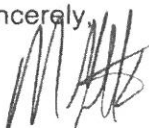
We have arranged the next meeting for June 25, at 7:00pm at Nutana Collegiate. At that meeting, we want to know if you, the residents, want the City to attend future meetings of affected landowners. That decision can be made at this meeting, or you can advise us at any point in the future. We are happy to participate in the meetings in our role as custodians of the lane, and to provide updates on technical slope information.

Although we are not prepared to be the chairperson for future meetings of landowners regarding remediation, we will offer the services of a mediator. The mediator could work with all of us to schedule meetings and keep the process moving at the direction of the group.

As the steward of the lane, we believe that decisions now need to be made. The most obvious decisions are whether or not to perform remediation; what remediation to construct; and how the various landowners will cost-share the work. We would be happy to work with all affected landowners in determining the decision-making process, and reaching decisions, for these and any other decisions that need to be made.

The City is also asking the Province of Saskatchewan to exercise its power under Section 13(i) of *The Emergency Planning Act* to "develop a plan and program in conjunction with local authorities to remedy or alleviate the hazard and to meet any emergency that may arise from the hazard". The City hopes this will speed up the process of coming to a co-ordinated plan to deal with this matter.

Sincerely,



FOR Jeff Jorgenson, P.Eng.  
General Manager





City of  
Saskatoon

Utility Services  
Department

June 25, 2014

Mr. Lou Gossner  
303 – 11<sup>th</sup> Street East  
Saskatoon SK S7N 0E5

Dear Mr. Gossner:

This letter is in response to the questions raised at your meeting on June 23, 2014 at 306 Saskatchewan Crescent. Andrew Hildebrandt and Lowell Reinhart of the City of Saskatoon and Phil Bruch and Hung Vu of Golder Associates were in attendance, along with yourself and a group of homeowners affected by the east portion of the slumping area.

Thank you for providing us at the meeting with a copy of the memorandum from P.Machibroda Engineering dated June 23, 2014. The memorandum outlines a design concept, but no details nor construction staging.

We support private property owners taking steps to protect their properties. As we have outlined in previous correspondence, the City will not pay for the remediation you are planning to undertake, that is the responsibility of you as property owners.

A building or development permit is not required for the work you have indicated you will be undertaking in your yard. The City does not approve nor review retaining wall design or construction that is not part of a building, and as such you must rely on your own engineers. For any work proposed to be conducted on public right-of-way, including 11<sup>th</sup> Street or the back lane between your properties, we will require more details on the work proposed prior to construction. That said, we are very interested in seeing your work progress, and we will expedite approvals for any work proposed on City property.

The City will provide reasonable access to the lane, and from the lane, as required by your engineer and contractor.

You need to ensure both before and during the entire project that the construction work will be done in such a way as to maintain public and worker safety during construction.

Please continue to work with Mike Gutek and Andrew Hildebrandt, who will continue to be your primary points of contact with the City.

Yours truly,

Jeff Jorgenson, P.Eng.  
General Manager  
Transportation & Utilities Department

City Hall

222-3<sup>rd</sup> Avenue North, Saskatoon, SK S7K 0J5

Phone (306) 975-1467

[www.saskatoon.ca](http://www.saskatoon.ca)

**Sent:** Friday, March 20, 2015 4:07 PM  
**To:** City Council  
**Subject:** Request to Speak - Monday, March 23, 2015



**From:** Graham Baxter [<mailto:g.baxter@machibroda.com>]  
**Sent:** March 20, 2015 3:40 PM  
**To:** Bryant, Shellie (Clerks)  
**Cc:** Kent Rathwell ([kent@suncountryhighway.ca](mailto:kent@suncountryhighway.ca))  
**Subject:** Request to Speak - Monday, March 23, 2015

Hello Shellie,

Please take this email as my request to speak at the Monday, March 23, 2015 Council Meeting regarding the Nutana Slope Failure item. Please see below for my contact info.

If you require any further information, please do not hesitate to email or phone me.

Thank you,

**GRAHAM BAXTER, P.Eng.**  
Geotechnical Engineer

**P. Machibroda Engineering Ltd.**  
806 - 48th Street East  
Saskatoon, SK S7K 3Y4  
Phone: 1-306-665-8444 Ext. 242  
Fax: 1-306-652-2092  
E-mail: [g.baxter@machibroda.com](mailto:g.baxter@machibroda.com)

CONFIDENTIALITY STATEMENT MESSAGE: This e-mail and any attachments may contain confidential and privileged information. It is intended for the sole use of the individual(s) to whom it is specifically addressed and should not be read by, or delivered to, any other person. The act of having communicated by email in no way waives any privilege or confidentiality that may be claimed over these communications. If you are not the intended recipient, please notify the sender immediately by return e-mail, delete this e-mail and destroy all copies. Any dissemination or use of this information by a person other than the intended recipient is not authorized and may be illegal. We thank you in advance for your cooperation. P. Machibroda Engineering Ltd. is committed to protecting personal information in a manner that is accurate, confidential, secure, and responsible. We have taken precautions against viruses, but take no responsibility for loss or damage that may be caused by its contents. Unless otherwise stated, opinions expressed in this email are those of the author and are not necessarily endorsed by the author's employer.

**RECEIVED**

4000-1

**From:** Lou Gossner <lou@sasktel.net>  
**Sent:** March 21, 2015 3:45 PM  
**To:** Web E-mail - City Clerks  
**Subject:** Request to Speak

MAR 23 2015  
CITY CLERK'S OFFICE  
SASKATOON

Hello,

I would like to register to speak at the upcoming City Council meeting on March 23<sup>rd</sup>.

Thank you.

Lou Gossner  
303—11<sup>th</sup> Street East

*Re: Nutara Slope Failure*

4000-1

**From:** CityCouncilWebForm  
**Sent:** Sunday, March 22, 2015 1:41 PM  
**To:** City Council  
**Subject:** Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Patrick Casey  
305-11th street east  
Saskatoon, Saskatchewan  
S7N 0E5

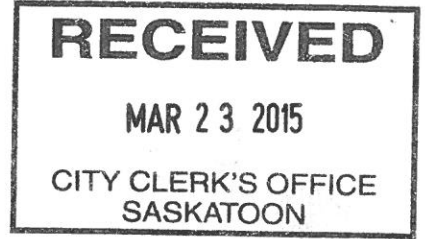
EMAIL ADDRESS:

pcasey9@shaw.ca

COMMENTS:

Your Worship the Mayor and Members of City Council. I would like to speak to you at your Regular Business meeting of March 23,2015 on the subject of the Nutana Slope Failure  
Thank You

**From:** Web NoReply  
**Sent:** Monday, March 23, 2015 7:39 AM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council

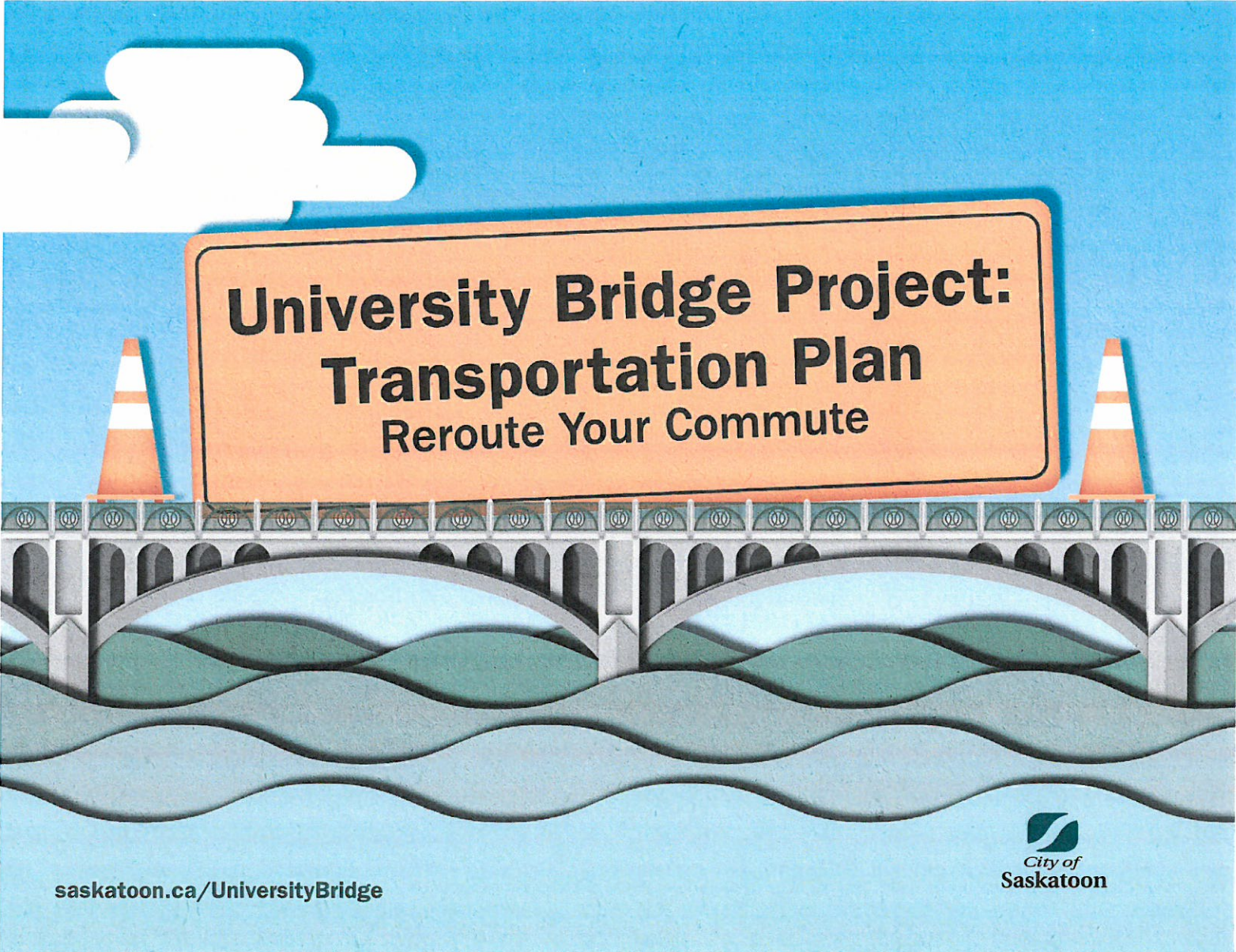


Submitted on Monday, March 23, 2015 - 07:38  
Submitted by anonymous user: 207.47.240.21  
Submitted values are:

Date: Sunday, March 22, 2015  
To: His Worship the Mayor and Members of City Council  
First Name: Kent  
Last Name: Rathwell  
Address: 306 Saskatchewan Crescent East  
City: Saskatoon  
Province: Saskatchewan  
Postal Code: S7N 0K6  
Email: [kent@suncountryfarms.com](mailto:kent@suncountryfarms.com)

Comments:  
I ask to speak to city council regarding the Cherry Lane slope failure and an update on our residence at 306 Saskatchewan Crescent East

The results of this submission may be viewed at:  
<https://www.saskatoon.ca/node/398/submission/11022>

The graphic features a blue background with a white cloud on the left. In the center, an orange rectangular sign with a black border contains the text 'University Bridge Project: Transportation Plan Reroute Your Commute'. Two orange and white traffic cones are positioned on either side of the sign. Below the sign is a stylized bridge with multiple arches over wavy green and blue water. The City of Saskatoon logo is in the bottom right corner.

**University Bridge Project:**  
**Transportation Plan**  
Reroute Your Commute

[saskatoon.ca/UniversityBridge](http://saskatoon.ca/UniversityBridge)



## Project Overview

### University Bridge History

- Four lane concrete arch and girder (support beam) bridge built in 1916.
- Concrete deck (surface) was built in 1972.
- In 1985 a waterproof membrane (selective barrier) and asphalt roadway were added.
- Rehabilitation work in 1998/99 replaced the sidewalks on both sides and the spandrel walls (walls between the deck and main arches).

### Maintaining City Infrastructure

Maintaining City infrastructure and bridges is important to keep people moving around. The approved funding for rehabilitating the University Bridge, a nearly 100 year old iconic Saskatoon landmark, is great news for our growing city.

An independent engineering assessment of the bridge in 2013 identified the deck is structurally insufficient and the concrete is susceptible to rapid failure and loss of strength due to freeze-thaw action (weathering process caused by the freezing of water under the bridge). While there is no risk of danger, the assessment concluded that immediate repairs are required.

Deferring the project would result in further deterioration, affect bridge use, and significantly increase future construction costs.

### Scope of Repairs

- Remove and dispose of asphalt, waterproofing membrane, and top 10 mm of deck concrete
- Remove and replace pier deck joints
- Repair partial depth deck and abutment (substructure at the ends of a bridge whereon the superstructure rests or contacts)
- Strengthen column and deck
- Remove, repaint, and reinstall the pedestrian handrail
- Supply and install concrete overlay to strengthen deck and provide smooth driving surface
- Seal concrete arches and abutments to protect the concrete from corrosion and damage from freeze-thaw

### Project Timeline

The bridge has been scheduled for closure between **May 1 and August 30, 2015**.

A single lane of traffic will remain open for authorized vehicles. Non-authorized vehicles that attempt to use the bridge during the closure may be subject to a \$90 fine.

**A single walkway will remain open at all times during construction.**

The contractor conducting the work is permitted to perform 24-hour work. In accordance with the City's Noise Bylaw, any work conducted between the hours of 10:00 p.m. and 7:00 a.m. on a weekday, and 10:00 p.m. and 9:00 a.m. on a Sunday or a statutory holiday cannot exceed levels equivalent to typical traffic background noise.

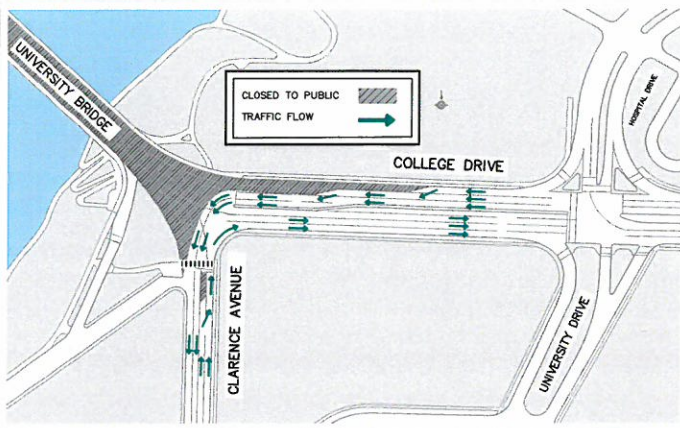


For more information and important updates: [saskatoon.ca/UniversityBridge](http://saskatoon.ca/UniversityBridge)

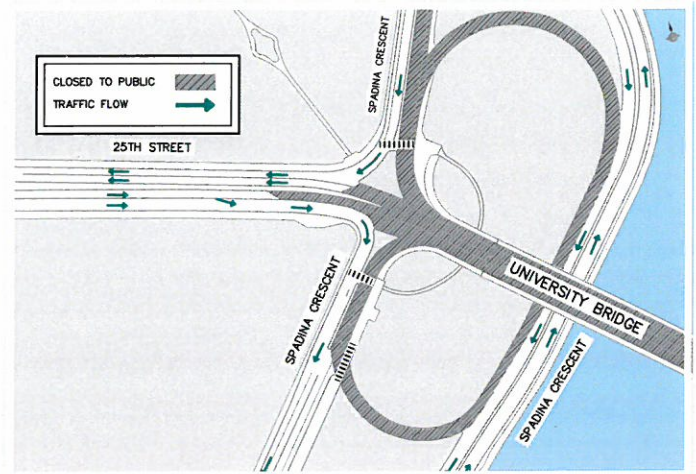
## Lane Closures

The following maps illustrate lane and street closures that will take place for the duration of the University Bridge repair.

Map showing traffic flow for College Drive



Map showing traffic flow for 25th Street E & Spadina Crescent E



For more information and important updates: [saskatoon.ca/UniversityBridge](http://saskatoon.ca/UniversityBridge)





## Strategic Traffic Signal Timing

In order to keep commute times to a minimum, adjustments will be made to traffic signals to allow for a more efficient commute along the now busier routes. Signal timings at key intersections will be retimed to promote traffic in the direction of the green arrows in the map below.

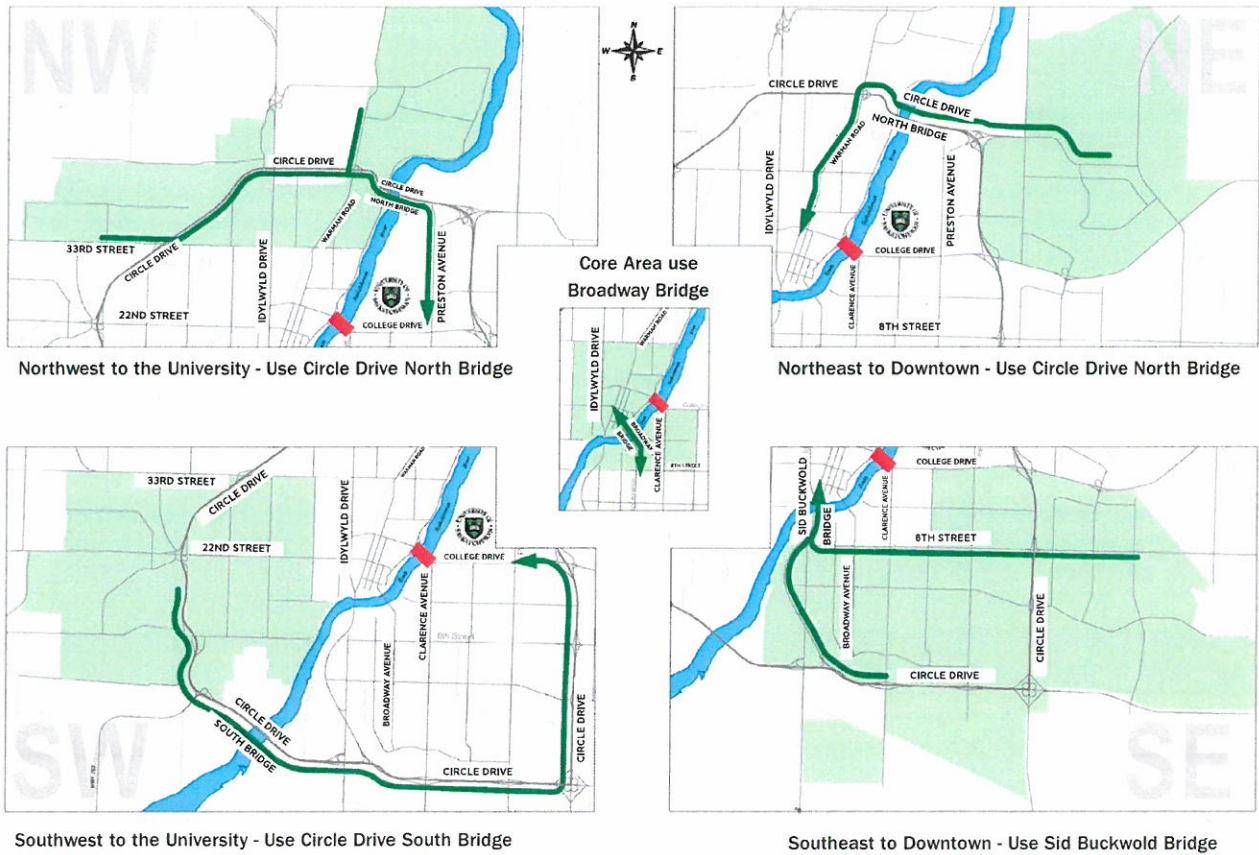


For more information and important updates: [saskatoon.ca/UniversityBridge](http://saskatoon.ca/UniversityBridge)



## Reroute Your Commute

The following maps show the most efficient route to cross the river during University Bridge Construction. Changes will be made to traffic signals along these routes to allow for the increased traffic volume.



For more information and important updates: [saskatoon.ca/UniversityBridge](http://saskatoon.ca/UniversityBridge)



## Transit Routes

A single lane of traffic will remain open for authorized vehicles, which includes Saskatoon Transit buses and Access Transit vehicles. Normal service will continue Monday to Friday and a shuttle will be provided on weekends.

### Monday to Friday

- All Transit Routes and Access Transit Vehicles will operate as normal.

### Plan Ahead

Planning ahead makes taking Saskatoon Transit easier. Check out the trip planning tools at [saskatoontransit.ca](http://saskatoontransit.ca)

- Online Trip Planner
- Phone & Go
- Google Transit
- E-GO Trip Planner

### Weekends and Holidays

#### Shuttle Route Added

- Shuttle route between the University of Saskatchewan Place Riel Hub and Downtown Terminal.

#### Shuttle Frequency

- 15 minute frequency

#### Shuttle Start/End Locations

- The downtown shuttle will leave from the City Hall Stop.
- Routes west of the river will terminate at the Downtown Terminal.
- Routes east of the river will terminate at the Place Riel Hub.

More detailed Transit information will be available online at [saskatoontransit.ca](http://saskatoontransit.ca).

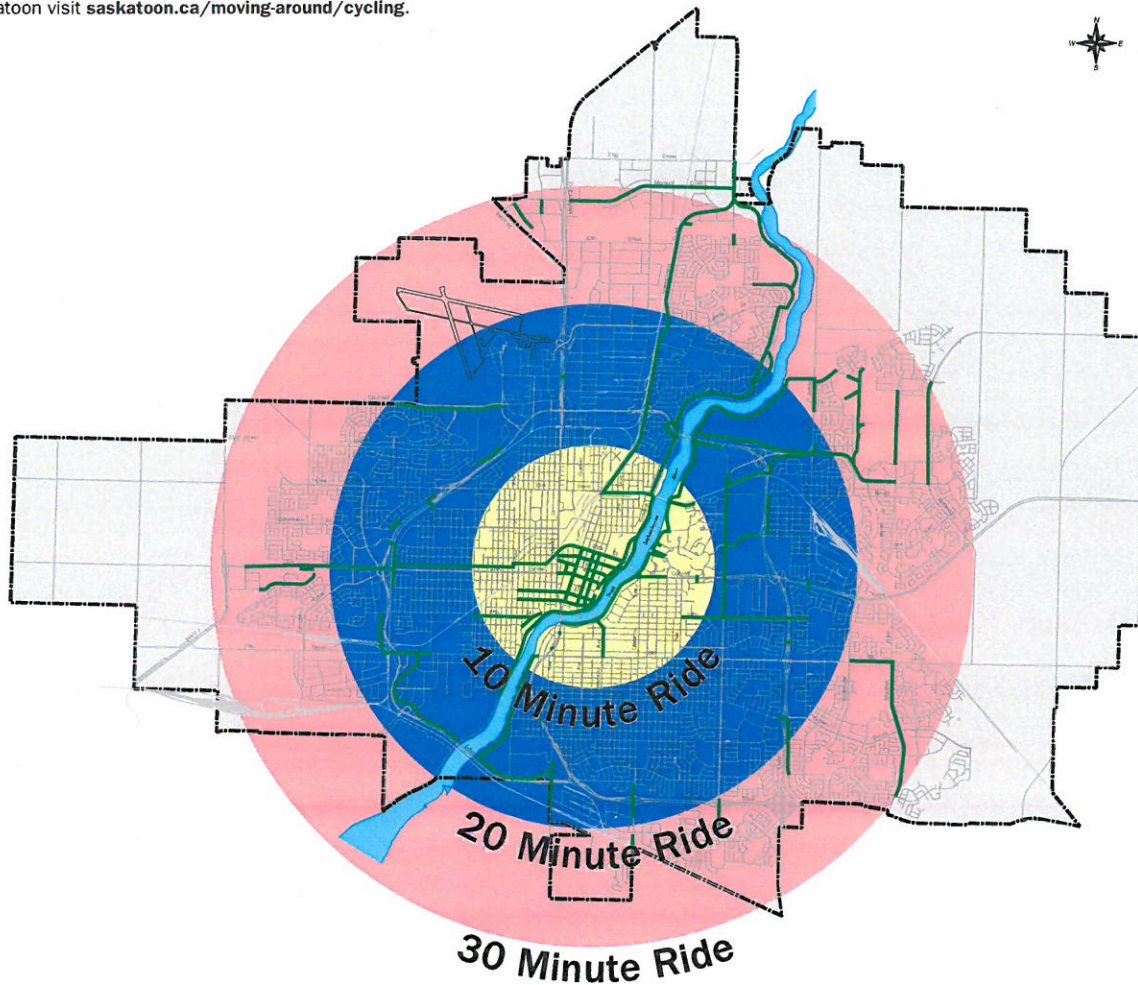


For more information and important updates: [saskatoon.ca/UniversityBridge](http://saskatoon.ca/UniversityBridge)



## Cycling Travel Time Estimates

Cycling downtown can take as little as 10 minutes. The map shows the time it would take to cycle from various areas of the city to downtown. For more information about cycling in Saskatoon visit [saskatoon.ca/moving-around/cycling](http://saskatoon.ca/moving-around/cycling).



For more information and important updates: [saskatoon.ca/UniversityBridge](http://saskatoon.ca/UniversityBridge)

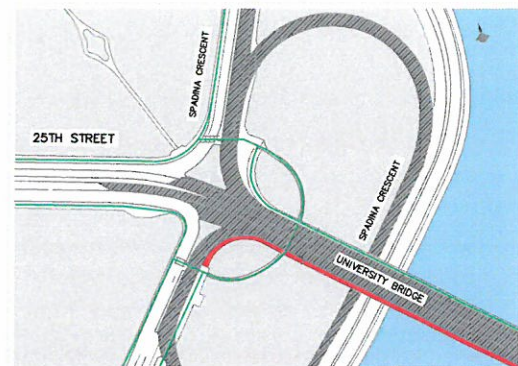
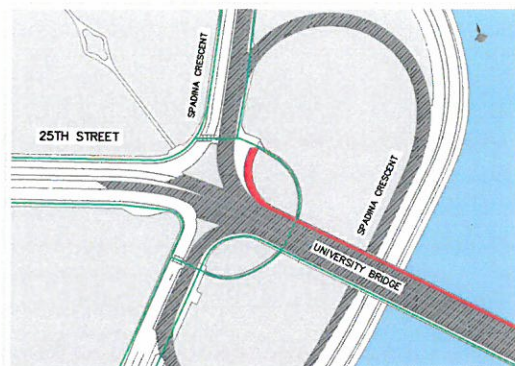
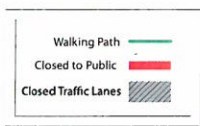


## Pedestrian Bridge Access

During the repair process one sidewalk will remain open to pedestrians and cyclists walking their bikes across the bridge at all times. The following maps illustrate available paths depending on which sidewalk will be open.

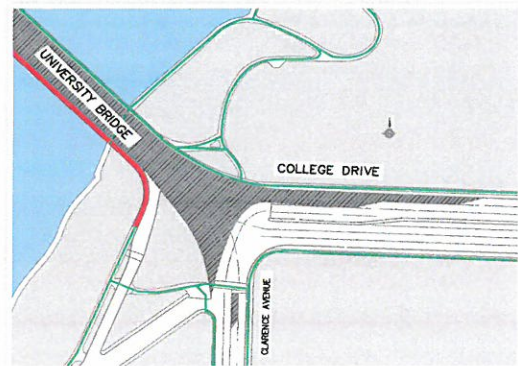
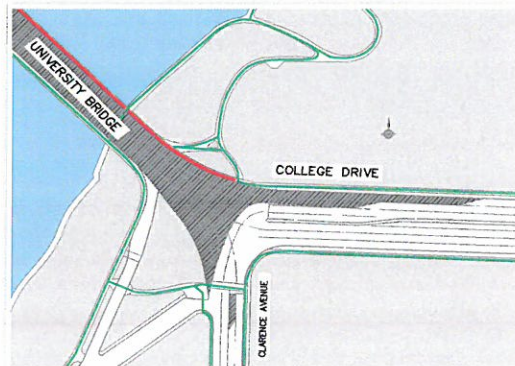
Pedestrian environment with south sidewalk open

Pedestrian environment with north sidewalk open



Pedestrian environment with south sidewalk open

Pedestrian environment with north sidewalk open



For more information and important updates: [saskatoon.ca/UniversityBridge](http://saskatoon.ca/UniversityBridge)



## More Choices

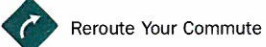
### What can I do to minimize the impacts?



Bus



Carpool



Reroute Your Commute



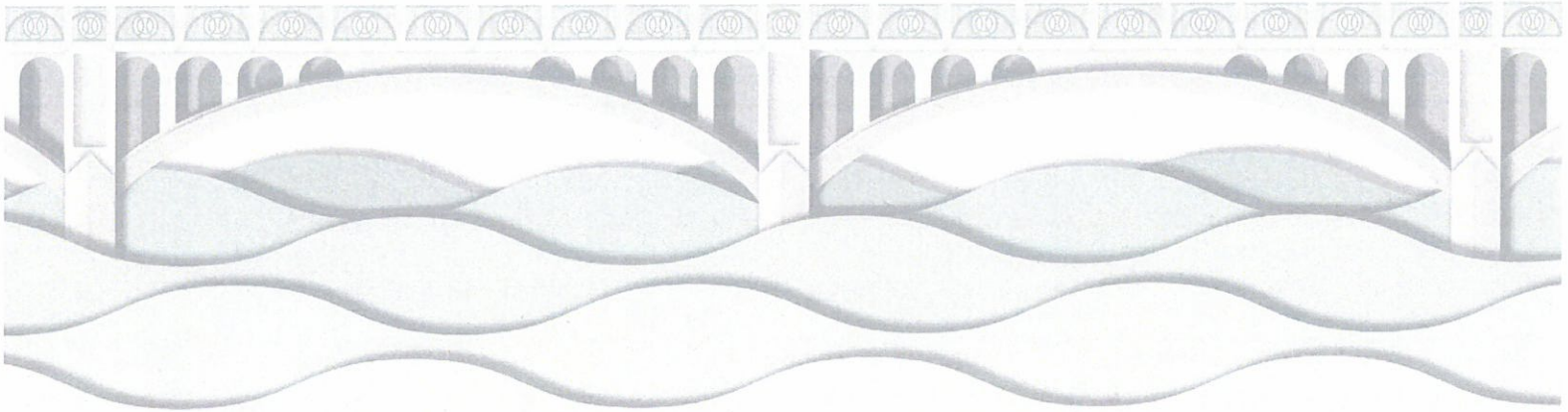
Bike



Walk

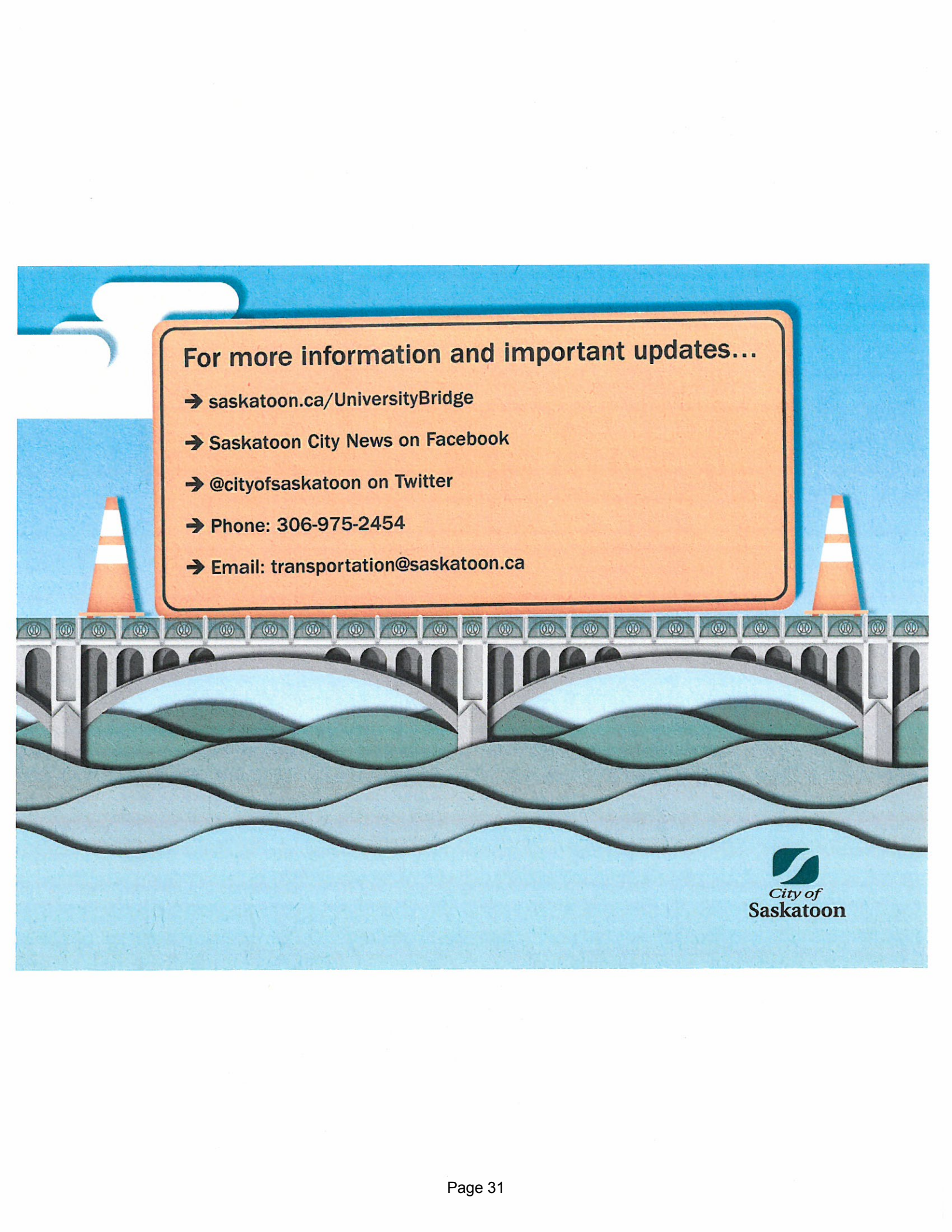
### As an employer, what could I consider?

- Alter workday hours
- Enable employees to work from home
- Offer incentives and accommodations for walking and cycling (bike racks, lockers)
- At organizations with multiple sites, enable employees to shift to a worksite closer to their home
- Commuter financial incentives such as transit pass allowances
- Rideshare matching (employer facilitated carpool programs)
- Parking management (discounted carpool parking closest to the building)
- Guaranteed ride home (employer guarantees a ride home to an employee that's using a shared mode of transportation in the event of an emergency)



For more information and important updates: [saskatoon.ca/UniversityBridge](https://saskatoon.ca/UniversityBridge)





**For more information and important updates...**

- [saskatoon.ca/UniversityBridge](http://saskatoon.ca/UniversityBridge)
- Saskatoon City News on Facebook
- @cityofsaskatoon on Twitter
- Phone: 306-975-2454
- Email: [transportation@saskatoon.ca](mailto:transportation@saskatoon.ca)

## Follow-up Questions Concerning the Bikeway Demonstration

March 19, 2015

The following information is provided as a follow-up to the questions which were raised at the Transportation Committee on March 9<sup>th</sup>. A brief presentation of the recommended Bikeway Demonstration Project will be provided to City Council on March 23<sup>rd</sup>.

### 1. *What is the cost of implementing the demonstration project?*

- a. The total cost for implementation of the entire demonstration project is \$225,000. This cost includes:
  - i. Pavement markings \$44,000
  - ii. Signing \$35,000
  - iii. Flexible posts \$80,000
  - iv. Public awareness, education and evaluation \$45,000
  - v. Maintenance (snow removal and street sweeping) \$21,000
- b. The total cost for entirely removing the project (signs, posts and pavement markings) is estimated to be \$32,000. This funding will be identified in the 2016 Capital Budget Plan to be funded from the Active Transportation Reserve.

### 2. *Where are these costs being funded from?*

- a. This project was funded from Capital Project #1137: Bicycle Facilities from funding committed to the project in 2014.

### 3. *Where can Councillors see the configuration of the Bikeway?*

- a. Scale drawings of 23<sup>rd</sup> Street and 4<sup>th</sup> Avenue will be available prior to the City Council meeting in Council Chambers.
- b. A graphic representation of the proposed bikeway will be shown at City Council on Monday.

### 4. *Have any "before studies" been taken to measure current cycling levels on these streets?*

- a. Bicycle traffic counts were undertaken in 2014 on 4<sup>th</sup> Avenue, 23<sup>rd</sup> Street and 24<sup>th</sup> Street. Automatic counting devices captured bicycle traffic 24



hour per day for a seven day duration. The following is the current average daily bicycle traffic volumes during the count period.

Location	Average Daily Bicycle Volume	Count Week
4 <sup>th</sup> Avenue: 20 <sup>th</sup> to 21 <sup>st</sup> Street	83	Second week of August
4 <sup>th</sup> Avenue: 23 <sup>rd</sup> to 24 <sup>th</sup> Street	45	Third week of August
23 <sup>rd</sup> Street: 1 <sup>st</sup> to Ontario Avenue	72	First week of September
23 <sup>rd</sup> Street: 4 <sup>th</sup> to 5 <sup>th</sup> Avenue	37	Last week of August
24 <sup>th</sup> Street: 2 <sup>nd</sup> to 3 <sup>rd</sup> Avenue	109	Last week of September
24 <sup>th</sup> Street: 5 <sup>th</sup> to 6 <sup>th</sup> Avenue	52	First week of October

5. *How will stakeholders be involved in the success factors?*

- a. A stakeholder meeting will be organized to discuss the important factors to determine the success of this project. The stakeholder group is made up of organizations that have an interest in the vitality of the downtown and/or an interest in promoting cycling as an active and healthy transportation mode. Their input will be valuable and balanced in determining the kinds of data that are collected in order to evaluate the success of the demonstration project.

6. *What other cold-weather, winter cities have protected bike lanes?*

This is not likely an exhaustive list, but your administration is aware that permanent protected bike lanes have been built in Canada’s largest cities, including: Toronto, Montreal, Vancouver and Ottawa. Demonstration projects are currently underway in Edmonton and Calgary. In the U.S., Minneapolis and Denver have also constructed permanent protected bike lanes.

7. *How are the bike lanes connected to other areas of the city?*

- a. One of the criteria used in the selection of the streets for the project was how well they connected to existing well-used cycling facilities. 4<sup>th</sup> Avenue connects directly to the Broadway Bridge at its south end. 23<sup>rd</sup> Street connects to the Blairmore Bikeway to the west which is a continuous cycling route to the Blairmore Suburban Centre. 23<sup>rd</sup> Street connects to bike lanes on Spadina Crescent and the Spadina promenade

which connects people riding bikes to the Meewasin Valley Trail and University Bridge.

- b. The Active Transportation Plan which is currently under development will identify needs and opportunities to provide a connected cycling network throughout the city.

8. *What other studies are out there concerning the impact of Bikelanes?*

- a. Protected bike lanes have become a standard element of roadway design and as such appear in all major design guides for roads in North America. Institutions such as the Transportation Association of Canada, Institute of Transportation Engineers, American Association of State Highway and Transportation Officials and the National Association of City Transportation Officials have all incorporated protected bike lanes in their design guides.
- b. An extensive body of academic research has been conducted in regard to usage and safety of protected bike lanes. A search of Google Scholar (scholarly research databases) produced 20,400 references.
- c. The Urban Land Institute has reported (Jan./Feb. 2015) that the Downtown Denver Partnership views cycling as an important economic development tool which appeals to millennial workers who are a key component of the workforce. Bikeways attract millennials.

9. *Is Vancouver's bikeways study relevant to Saskatoon's demonstration?*

- a. The Vancouver study was included in the summary of economic impact studies because it illuminated the importance of street parking to storefront businesses. This was congruent with the message that we were receiving from the business community in Saskatoon and influenced the selection of streets used in the proposed demonstration project.
- b. Vancouver's bikeway study was reviewed by the Vancouver Sun after the study came out. Below are some points from this review. (<http://www.canada.com/story.html?id=94a6f360-e268-48db-b9df-0dfe0c268728>)
  - Only 4 of 225 (1.7%) businesses provided actual sales data, the study noted that the "perceptions" of the magnitude of economic impact to businesses wasn't supported by the factual data.

- On Hornby street, the vacancy rate was 12% before the bike lanes were installed. This dropped to 2% after.
- While there was a decrease in on street parking, overall there was an increase in available parking. Parking utilization of private off-street facilities decreased.

(**Note:** your Administration recommends using caution when drawing conclusions from a single study from one city. Each city and street is different, which is why your administration is recommending a demonstration project).

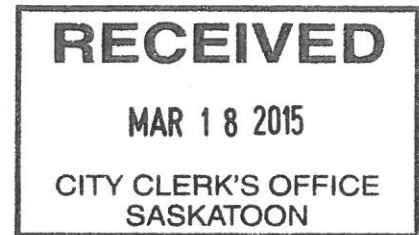
*10. How are we accommodating delivery trucks, and what are we doing to enforce the current regulations about double-parking?*

- a. Every block of 4<sup>th</sup> Avenue has at least one loading zone dedicated to providing short-term delivery parking. Delivery vehicles are also allowed to use street parking spaces. The Traffic Bylaw prohibits double parking in all circumstances. More awareness will be undertaken to gain greater compliance with the courier and delivery operators.

*11. What specific measures can we undertake to mitigate the transit terminal?*

- a. A site meeting was held with city staff and members of the Cycling Advisory Group and Saskatoon Cycles to review options to requiring cyclists from dismounting and walking their bikes through the terminal. Three options were reviewed on site including: allowing cycling on the roadway through the terminal; providing bike lanes on the sidewalk/platforms of the terminal; and, providing a marked route through the back lane to the south of the terminal. Each option contained elements that were either unsafe or did not allow for a comfortable experience for novice cyclists. The safest and most appropriate message is that people riding bikes must dismount and walk through the transit terminal.

**From:** Web NoReply  
**Sent:** Wednesday, March 18, 2015 8:22 AM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council



Submitted on Wednesday, March 18, 2015 - 08:21  
Submitted by anonymous user: 71.17.146.150  
Submitted values are:

Date: Wednesday, March 18, 2015  
To: His Worship the Mayor and Members of City Council  
First Name: Sharon & Brian  
Last Name: Elder  
Address: 1704 Shannon Cres  
City: Saskatoon  
Province: Saskatchewan  
Postal Code: S7H 5N9  
Email: [bselder@usa.net](mailto:bselder@usa.net)  
Comments:

As you may recall, my husband and I operated the Bike Valet for the past three years. YES the Better Bike lanes are needed to protect cyclists & drivers. Over those 3 years, bike valet parking went for 250 bikes to over 7000 – the valet was a gathering place for cyclists with great ideas on how to make our city safer & alternate transportation friendly – both ites that are sadly lacking, at this time.

Please, we want you to vote YES to the separated bike lane project in our downtown. It is long overdue and vitally needed.

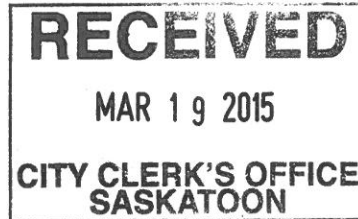
On another note, I cycled down to Preston Crossing yesterday, for the first time in a few months. It was a rude shock to realize, again, that the shared path on the east side of Preston stops abruptly at the turn east. It is necessary to cross the train tracks & watch traffic & not have a clear view of south bound traffic because there is a large sign right in the line of vision. A sign, located at the lights, noting the end of the shared path, would be greatly appreciated. Not everyone wants to go to the east side of the box store area.

Thank you

Sharon & Brian Elder  
1704 Shannon Cres  
Saskatoon  
306 978 1636

# Waldegrave Properties Limited

A Member of the Millennium III Group of Companies



March 18, 2015

His Worship The Mayor and Councillors  
The City of Saskatoon  
City Hall  
222 Third Avenue North  
Saskatoon, SK S7K 0J5

Dear Sirs and Mesdames:

**Re: Agenda Item 9.10.1  
Bicycle Program Update – Feasibility of Protected Bike Lanes**

The above referenced matter will be on the agenda of the Council of the City of Saskatoon for approval at its meeting on 23 March 2015. In particular, this project includes an allowance for a bike lane on 23<sup>rd</sup> Street East, immediately adjacent to our property, the Midtown Medical Centre, located at 39, 23<sup>rd</sup> Street East, with a legal description of Lots 7-12, Block 2, Plan F4570.

## **1. Medical Access to our Building**

In the case of our property, the majority of the tenants therein are medical specialists or providers of associated services that draw patients from throughout the City and much of the surrounding area in the northern half of the province. Many of these patients are seniors and/or have mobility challenges. The six parking spots on the streets around our building are vitally important for these people to ambulate with supporting devices (canes, wheelchairs and walkers) or be transported safely into our building. The bike lane project as presently proposed will take away one-third, or two of this limited number of curbside parking spaces that these physically challenged people now use for egress from and access to our medical building via motor vehicles.

As well, many people arrive from northern or rural areas of the province at the Bus Depot across the street from our property in order to attend on their medical specialists and, again, many have mobility issues or are otherwise physically challenged. Installation of a further barrier i.e., a bike lane, through the pedestrian crossing that they use to cross 23<sup>rd</sup> Street to access our building will certainly not enhance or make convenient that transit. There is, in fact, the potential for bike/pedestrian collisions at the proposed bike lane when pedestrians are negotiating crossing two opposed, busy lanes of traffic. This is

2612 Koyl Avenue Saskatoon SK S7L 5X9  
sales@millennium3.ca

www.millennium3.ca

Telephone (306) 955-4174 Fax (306) 955-4175

Toll Free (888) 622-8885

especially so where bikers feel they have “free passage” along the bike lane even where it intersects with crossing points for these mobility challenged people.

In either of the above cases, special equipment will be required to clear snow from the relatively narrow bike lanes, and anticipated delays in this will cause further difficulties for our building’s clientele.

## **2. Alternatives**

### **a. Onsite Parking**

Under then existing City bylaws, the original developers of the Midtown Medical Centre received a permit to develop the property with the amount of parking that still exists today. This parking frequently becomes occupied early in the day, leaving little room for visiting patients. There also are only a limited number of "handicapped" stalls. Hence, closing 2 parking stalls along the curb line parallel to this building will remove a large portion of our convenient access for automobile, physically challenged patients.

### **b. Midtown Plaza Parking Lot**

A casual observer would conclude that there is lots of parking in the area of the Midtown Medical Centre provided by this parking facility. The following, however, must be taken into consideration:

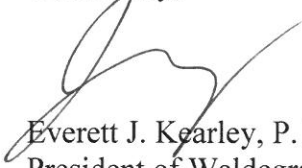
- i. We do not own that parking lot, it is owned by The Midtown Mall. It can be, and frequently is, fully utilized by others, especially by patrons of that Mall as well as other significant entertainment venues in the area. We cannot guarantee our medical tenants that we can provide parking there for their patients.
- ii. We have attempted to obtain a dedicated, month to month, block of parking spaces in the area of our building from Midtown Mall management without success. We, of course, offered to pay going rates for this.
- iii. As well as being across busy Pacific Avenue from our building, this parking facility also is surrounded by a 300mm high concrete curb which is inimical to the easy transit of wheelchairs or walkers. Breaks in this curb are either remote from the area closest to our building or can be rendered inaccessible by vehicles parked in dedicated parking stalls. In actual practice, very few of the regular patients at Midtown Medical Centre make use of the Midtown Mall parking lot because of the uncertainty as to its availability or the barriers to mobility which its use entails.

## **3. Conclusion and Recommendations**

- a. While protected bike lanes appear to be a desirable addition to Saskatoon’s amenities, consideration must be given in making provision for these to special needs of adjacent facilities, particularly medical access.

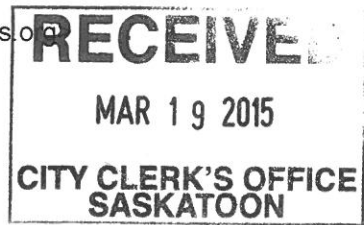
- b. In the case of Midtown Medical Centre, if the City decides to proceed with a bike lane along 23<sup>rd</sup> Street, provision should be made in the design thereof not to require, or interfere with, the limited parking facilities that exist along the curb line on the street sides of our building, which are vital to the transit of the many patients with impaired mobility and other physical disabilities as well as seniors that access our building daily.

Yours truly,



Everett J. Kearley, P. Eng.  
President of Waldegrave Properties Limited  
Chairman of the Millennium III Group of Companies

**From:** Saskatoon Cycles <info@saskatooncycles.org>  
**Sent:** March 19, 2015 9:44 AM  
**To:** Web E-mail - City Clerks  
**Subject:** Speak to Council - March 23rd



Hello,

Saskatoon Cycles co-Chair Cathy Watts would like to address City Council on March 23rd regarding the following agenda item:

Bicycle Program Update – Feasibility of Protected Bike Lanes (File No. CK. 6000-5)

Thanks in advance,

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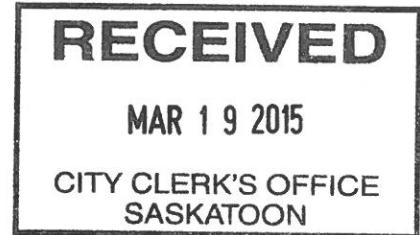
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**Saskatoon Cycles**  
**PO Box 9482**  
**Saskatoon, SK S7K 7E9**  
**[www.saskatooncycles.org](http://www.saskatooncycles.org)**

Saskatoon Cycles advocates for a city in which cycling is a viable, year-round, mode of transportation that is safe and convenient for all ages.



**From:** Web NoReply  
**Sent:** Thursday, March 19, 2015 11:15 AM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council



Submitted on Thursday, March 19, 2015 - 11:15  
 Submitted by anonymous user: 207.47.180.114  
 Submitted values are:

Date: Thursday, March 19, 2015  
 To: His Worship the Mayor and Members of City Council  
 First Name: Darren  
 Last Name: Toews  
 Address: 531 Bayview Terrace  
 City: Saskatoon  
 Province: Saskatchewan  
 Postal Code: S7V 1B6  
 Email: [darrent@saskatoonclub.com](mailto:darrent@saskatoonclub.com)

Comments:

March 19th, 2015

To: His Worship Mayor Atchison and members of city council

Upon taking time to review the city of Saskatoon's Administration's most recent summary of dedicated bike lane intentions, I wish to bring to your attention a number of concerns relating to the proposed pilot project.

First of all, the proposed loss of 19 parking spots along 4th avenue will be a significant detriment to patrons of businesses located along the street. Keep in mind that we are not speaking solely of retail enterprises but a number of professional and other service entities which depend on convenient street parking to be able to adequately serve their clients. The relocation of 23 spaces to 24th street between Idyllwyld and Ontario is at best a poor solution and exposes as a red herring, the plan's contention that only a net loss of 6 spaces will occur. Do the proponents really feel that this is a reasonable trade-off? Although that area is technically within the area being considered as core downtown, it is a substantial distance from 4th avenue, particularly the area from 22nd to 20th street which has some of the highest parking usage in the downtown according to the city's information. Secondly the city's information on parking usage in the 4th avenue area suffers from what is at best shoddy methodology and at worst a deliberate attempt to underestimate the parking usage on the street. Weekday parking usage, according to the study, peaks at a bare 50% during mid-day. Keep in mind however that the information was gathered during the course of just one day, in the middle of July, a time when annual summer vacation by Saskatoon residents is at its annual peak and as a result seriously understates the parking demand during the majority of the year. Consider also that 76 spaces in the former police headquarters lot, which will presumably be available to the public only temporarily, were accessible during the summer.

Third, there remains the proponents contention that traffic along 4th avenue, when limited during the project, will not be seriously hindered by the dedicated bike lanes. If the city used a similar study period as they did with the parking data they would in all likelihood reach that conclusion. I am however, skeptical that there will not be serious disruptions to travel time along 4th Ave. as a result of the elimination of two lanes, especially during rush hours and more importantly during the 6-7 months of the year when we have significant snow and icing conditions on a regular basis. Furthermore the proposal does not adequately consider the added difficulty of access onto 4th Ave. from the various

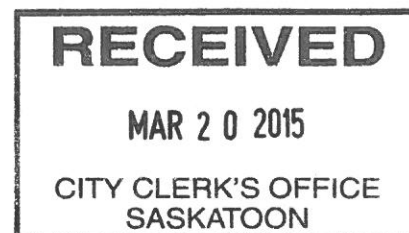
lanes and private parking areas that line the street. This point, along with the other concerns mentioned above, was made by a number of participants at last fall's open house sessions but seems to have been discounted in lieu of the bike lane proponents preferred route. Finally, we may see a marginal increase in bike travel as a result of the project but the city must consider the impact on other users of the area as part of the equation, there remain serious doubts that the increase will occur especially given the duration and severity of our winters. Bike lanes may make people feel safer, but they won't make them feel warmer. Something to consider as we wait in 4th Ave. traffic while bike lanes cater to the infrequent winter cyclists.

I regret that I am unable to speak to council during the upcoming meeting due to work obligations, however I trust that my concerns will receive consideration during your deliberations.

Regards,  
Darren Toews  
Saskatoon

The results of this submission may be viewed at:  
<https://www.saskatoon.ca/node/398/submission/10431>

**From:** Web NoReply  
**Sent:** Friday, March 20, 2015 11:35 AM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council



Submitted on Friday, March 20, 2015 - 11:35  
Submitted by anonymous user: 207.195.114.48  
Submitted values are:

Date: Friday, March 20, 2015  
To: His Worship the Mayor and Members of City Council  
First Name: Michelle  
Last Name: Liota  
Address: 113 Hilliard St West  
City: Saskatoon  
Province: Saskatchewan  
Postal Code: S7J 3Y1  
Email: [hdpm10@gmail.com](mailto:hdpm10@gmail.com)

Comments:

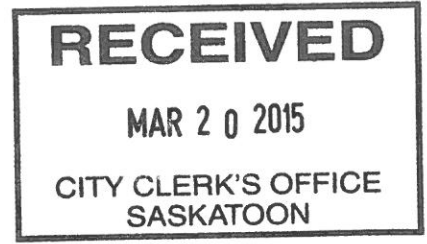
Good afternoon,

Id like your support for better bike lanes and infrastructure for commuting by bike. I moved here from another province, like many people have lately and really miss all of the infrastructure for bikes that I took for granted in BC.

I bike to work all year here, and find it very difficult with Saskatoons existing conditions. This is very important to me, so I persist, but it is often very dangerous when it doeskin need to be.

Please support bike infrastructure  
thank you

The results of this submission may be viewed at:  
<https://www.saskatoon.ca/node/398/submission/10722>



March 20, 2015

City Council | City of Saskatoon

**Re: Support for Protected Bike Lane Demonstration Project**

His Worship Mayor Atchison & Members of Saskatoon City Council,

I write on behalf of the Broadway Business Improvement District's (Broadway BID) Board of Directors, which lends its enthusiastic support to the Protected Bike Lane Demonstration Project as proposed for 4th Avenue and 23rd Street. We feel this project is an important and overdue step toward the availability of safe and comprehensive cycling infrastructure in this city. Protected bike lanes have been successfully modeled in Canadian cities with comparable climates, and in many have become a permanent part of their multimodal transportation network.

In other urban centres, protected bike lanes have shown to be highly beneficial for commercial districts:

- They contribute to lower commercial vacancies (NYC, Momentum Magazine);
- Customers who arrive at retail stores by bike return more frequently for purchases than customers traveling by car (studies in Toronto, New Zealand, Portland, Wales-- Clifton K et al., 2012); and
- Human-friendly streets, characterized by pedestrian and bike paths, encourage higher rental rates, evidenced by a 71% leap in 2010 in New York's Times Square (NYC Department of Transportation, 2011).

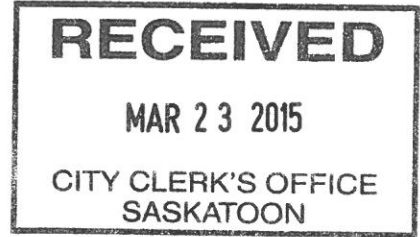
Broadway BID is eager to see the successful results of this project, and even awaits its expansion and connection to include our district, which would appropriately animate our community. We are also eager to be apprised of City Admin's measurables, which we hope include metrics helpful for businesses to determine the project's success.

Sincerely,

Sarah Marchildon | Executive Director  
Broadway Business Improvement District

**Get the Goods... on Broadway.**

**From:** Web NoReply  
**Sent:** Friday, March 20, 2015 5:06 PM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council



Submitted on Friday, March 20, 2015 - 17:06  
Submitted by anonymous user: 207.47.161.163  
Submitted values are:

Date: Friday, March 20, 2015  
To: His Worship the Mayor and Members of City Council  
First Name: Kent  
Last Name: Smith-Windsor  
Address: 104 - 202 4th Avenue N  
City: Saskatoon  
Province: Saskatchewan  
Postal Code: S7K0K1  
Email: [communications@saskatoonchamber.com](mailto:communications@saskatoonchamber.com)  
Comments:  
March 20, 2015

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

Dear Worship Atchison and Members of City Council:

Re: Protected Bike Lane Demonstration Project

Our Chamber acknowledges that a protected bike lane project, if implemented correctly, would serve to benefit the community of Saskatoon. We support Council's decision to re-evaluate the original plans to ensure that a solution is reached which is beneficial for all stakeholders, including the downtown business community.

We reiterate the merits of delaying implementation of the 4th Avenue protected corridor until the Victoria Bridge is replaced and re-enters the transportation network. Delaying this portion of the project until after the re-opening of the Victoria Bridge will help to relieve traffic congestion that will ultimately be created by this reduction in roadway lanes for automobile traffic. This concern is the most frequently stated objection to the protected bike lane project that we receive.

The plan as currently conceived lacks a straightforward connection for bicycles from north to south, as 25th Street breaks the alignment of 4th Avenue from 26th Street to 24th Street. The north-south connection, and ultimately the east-west connection, could likely be better accomplished in the longer term with a new cycling/wheeled traffic provision along the river bank parkways. This option offers incremental traffic capacity for bike/wheeled traffic rather than replacing one type of traffic capacity with another. Restricting vehicular traffic downtown inherently risks making the downtown less accessible rather than more accessible.

Reducing any type of accessibility diminishes the attractiveness of the downtown for workers, shoppers and visitors. Please remember that a reduction in accessibility is not helpful to our city as we continue to grow as a region.

We look forward to your response.

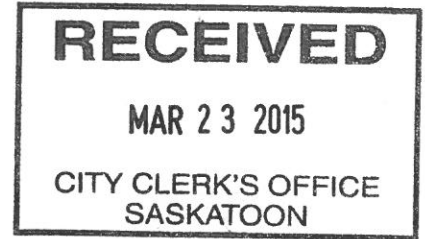
Sincerely,

Kent Smith-Windsor  
Executive Director  
Greater Saskatoon Chamber of Commerce

The results of this submission may be viewed at:  
<https://www.saskatoon.ca/node/398/submission/10794>

6000-5

**From:** Web NoReply  
**Sent:** Friday, March 20, 2015 6:43 PM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council



Submitted on Friday, March 20, 2015 - 18:43  
Submitted by anonymous user: 41.142.30.207  
Submitted values are:

Date: Friday, March 20, 2015  
To: His Worship the Mayor and Members of City Council  
First Name: Dorothy  
Last Name: Bird  
Address: 5 Valens Dr.  
City: Saskatoon  
Province: Saskatchewan  
Postal Code: S7L3R8  
Email: [dorbir@sasktel.net](mailto:dorbir@sasktel.net)

Comments:

Dear Mr. Mayor

Please support bike lanes for Saskatoon districts. My girl, Naomi Bird bikes everywhere including to school daily. She has done so for four years now. We live at 5 Valens Dr. She has ridden to Buena Vista, Marion Graham and Aden Bow, her present school. Summer and all winter! She rides to work at Grip It, to visit, to down town and just for fun.

For me it is not so fun. Even after the many hundreds of kilometers, I still fear for her well-being.

Why is it so difficult for our city fathers to see the long term gain in so many facets of life?

I have been to the Netherlands. Folks there have two or three bikes, not three cars! Bikes carry kids, groceries, sports gear. Toddlers ride, grannies ride. Physical Health is improved and maintained.....less government cost. Highways are not pounded out by bikes. Wider sidewalks with designated areas meet the needs of pedestrian and cyclist.

Exercise, better health

Less non renewable resource used

Less pollution, gas fumes,nose .. Better Health

Most times one can get to a destination as fast by bike as by car in the city.

Painting lines on the street is not expensive.

Pillions or barriers interfere with cycles flow and vehicles and are costly and dangerous. A painted line can't hurt one. People automatically steer wide to avoid a barrier (whatever kind) this reduces usable space even more.

Research will show that Copenhagen and Amsterdam have great traffic and cyclist flow. Check Saskaroon Cycles face book for pictures I posted while on a holiday to Marrakesh, Morocco....1.3 million people immense traffic flow with a designated bike lane painted on the road. It is also honoured by drives even were it is not visible! Fast through streets and connectors all respect the biker. Thousands of bikes, thousands! Motor bikes for the most part respectfully switch from bike lane to vehicular. Cars drivers respect the bikers.

Staggered stop lines for cars back from intersection at a light' allows biker to corner, cross etc. and be out of car's way. It works elsewhere!

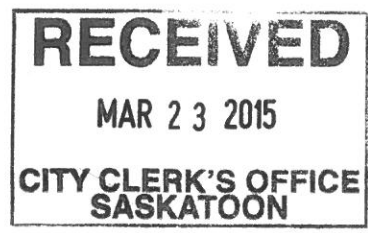
I have more I could say' but am still holidaying and asking questions too of drivers and guides here of their observations.

DGBIrd

The results of this submission may be viewed at:  
<https://www.saskatoon.ca/node/398/submission/10803>



**From:** Web NoReply  
**Sent:** March 23, 2015 9:05 AM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council



Submitted on Monday, March 23, 2015 - 09:05  
Submitted by anonymous user: 128.233.4.247  
Submitted values are:

Date: Monday, March 23, 2015  
To: His Worship the Mayor and Members of City Council  
First Name: vivian  
Last Name: mahoney  
Address: 2310 william ave  
City: saskatoon  
Province: Saskatchewan  
Postal Code: s7j1a8  
Email: [vivian.mahoney@usask.ca](mailto:vivian.mahoney@usask.ca)

Comments:  
Where on the priority list are bike paths? Is this the most important place to put a quarter of million dollars. Where is the downtown bike paths on the priority list of city biking issues? Shouldn't \$ be spent by priority not popularity contest?  
Vivian Mahoney

The results of this submission may be viewed at:  
<https://www.saskatoon.ca/node/398/submission/11032>



## ADDITIONAL AGENDA ITEMS PUBLIC HEARING MEETING OF CITY COUNCIL

Monday, March 23, 2015, 6:00 p.m.  
Council Chamber, City Hall

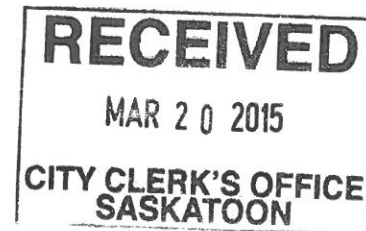
Pages

### 2. **CONFIRMATION OF AGENDA**

2 - 27

#### *Recommendation*

1. That the attached Notice of Objection from Don Greer dated March 20, 2015, be considered with Hearing 5.1.2;
2. That the attached letters from the following individuals submitting comments be received and considered with Hearings 5.1.3 and 5.1.4:
  - Carol Lemieux dated March 17
  - Jonathon Naylor dated March 20
  - Patrick Wolfe dated March 23
3. That the attached letters from the following individuals requesting to speak be considered and that they be heard during Hearings 5.1.3 and 5.1.4:
  - Elaine Crocker dated March 19
  - Kerry Neufeld dated March 22
  - Curtis Olson dated March 22
  - Mark Bobyn dated March 23
  - Mike McKague, Nutana Community Association dated March 23
  - Paul Blaser dated March 23 (\* PowerPoint)
  - Robert Peterson-Wakeman dated March 23
  - Mark Prebble dated March 23
4. That the attached proclamation request from Guardians of Children to proclaim August 2015 as 'Child Abuse Awareness Month' be considered as Item 6.2.11; and
5. That the agenda be confirmed as amended.



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

1. 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.

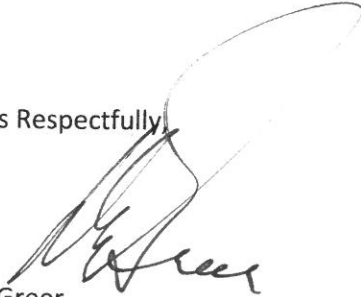
## NOTICE OF OBJECTION (CONTINUED)

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 prior 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.

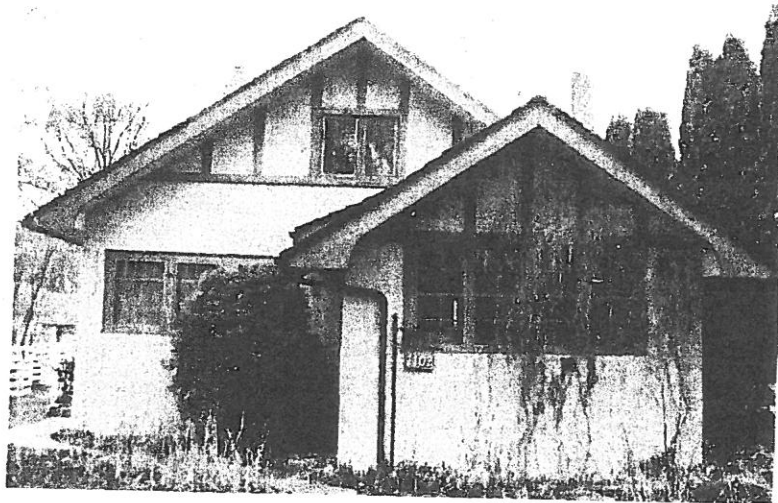
Yours Respectfully,



Don Greer  
1124 King Crescent – Saskatoon SK S7K 0N8  
306 – 242- 7945

### Attachments

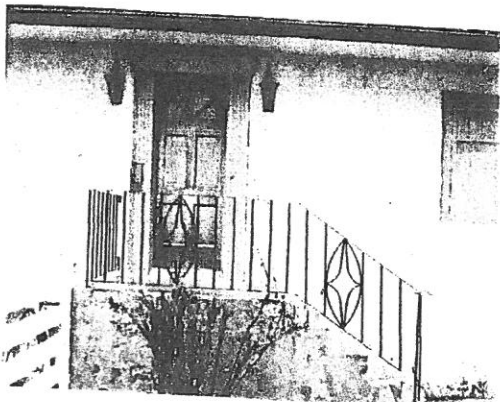
- Photographs of 1102 Spadina Crescent East (2014)
- Photographs of 1102 Spadina Crescent East (Nov. 2014)
- Photographs of 1102 Spadina Crescent East (March2015)
- Summary of Exterior of 1102 Spadina Crescent East



Front Exterior (2014)



Back Exterior (2014)



Side Entrance Stairs (2014)



Roof / Shingles (2014)



Front ( East) Exterior – Nov. 2014



Side (south east) Exterior – Nov 2014



Side (south west) Exterior - Nov. 2014



Back (west) Exterior - Nov. 2014



Front ( east) Exterior – March 2015



Front ( south east) Exterior – March 2015



Side ( South East) Exterior – March 2015



Side Entrance – March 2015



Rear (west))Exterior – March 2015

**SUMMARY OF EXTERIOR OF 1102 SPADINA CRESCENT EAST**

<b>Original Finish or Structure</b>	<b>New Condition</b>	<b>Heritage Preservation, Restoration or Renovation</b>
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

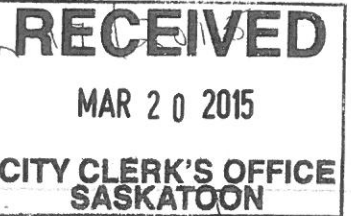


	sidelight and frame.	
Parged and Painted Foundation	Parging removed and replaced with rigid insulation built-out and colored acrylic stucco finish.	Not a historically accurate detail and materials.
Small Rear Addition (8)	Removed and replace with a contemporary, multifaceted addition approximately three times the size of the original addition.	None – No historical correlation to the existing building, scale and details
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.
2. 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.
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 been removed, covered up or replaced with prefinished metal.
4. Only a few home owners could have afforded stone finishes. If stone was used it would likely have been shaped granite field-stone.
5. The original Sun Room was likely a very early addition to the original building. This is evident by the odd roof line on the sun room, the lack of foundation under the sun room and the presence of a side door as well as the door on the sun room. Side doors or three doors on a home were not typical of homes of this size.
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.
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 expanded to the south.
8. 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.

March  
4350-63



Re - Infill Housing

My name is Carol Thémieux,  
live at 1408 Avenue C North.

Beside Me is an infill housing  
project. Front steps twice as high  
as on our building, building twice  
as long length ways - total shade  
for us on the south side.

The side door of this building  
exits directly onto our patio.

Show clearing has been an  
issue already.

This is called a duplex but  
advertised as basement can be  
suited - to us that then  
becomes a fourplex. Parking is  
already an issue with Kelsey  
students parking here and one  
family on a corner with 5-7  
vehicles on the street at any given  
time.

1402-1404 Avenue C North  
is being called the warehouse -  
pretty much looks like one. The  
Contractors exact words to me -  
the City approved it - well,  
that makes it right.

When the top soil is brought in,  
the grade there will be higher  
than ours - Our shed already is  
covered at the bottom one of  
twelve inch siding board up.

Who makes these rules and  
what could they be thinking or not?

RECEIVED

MAR 2 9 2012

CITY OF SASKATOON  
KOOTAXEAT

When we have questions or  
complain - we are the problem -  
I think not.

Thought our area was R2 -  
when did that change?

I invite any one of you to  
come & have a look - it's not  
only Mayfair area - take a drive  
through some of the neighbourhoods  
with jip till housing - some of  
it is obsece - spelt wrong but  
you know what I mean.

Carol Lemieux  
1408 Avenue CN  
Saskatoon SK  
S7L 1L1

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



City Council: Re Infill guidelines Public Hearings

Limiting the depth of infill is long overdue. Presently, developers buy a 50 foot lot, tear down the house, and replace it with two detached houses. Limited space on a 25 foot lot means new infill extends back as far as possible. A second story is added and we have a monster house dwarfing surrounding homes. The result? Profit for the developer at the expense of loss of value, light and privacy by neighbors. The neighborhood's character is destroyed; the front yard, often an attractive garden in established houses, is replaced with a parking pad. To complete the infill, a rear garage is added. Few want this type of house, staircases are unattractive to retirees and postage stamp yards are unattractive to children

I urge council to vote against the plan to make it easier to subdivide lots as this is neither consistent with the area plan or the long term viability of the neighborhood. The planning guidelines for established neighborhoods indicate the need for flexible housing and for designs that fit in with surrounding houses. Houses built on subdivided lots are not in keeping with their neighbors, instead they are 2 storey monsters that overshadow their neighbors. Housing built on subdivided lots is not flexible housing, it is mainly suited to fit people without children. Present infill housing on subdivided lots seems unwanted. These houses can go unsold for up to a year, some is advertised as expensive rental housing.

A far better approach would be to maintain the wider lots and encourage construction of bungalows, these provide flexible accommodation for families and retirees (cradle to grave housing). Bungalows encourage long term residency who are interested in their neighborhood making them interesting, safer and promoting long term viability. Bungalows with basement suites would provide a source of rental stock for students and others living in the area and a similar or greater density of population as a subdivided lot. Suites with the landlord living upstairs tend to be better maintained and cause less of a nuisance than other types of rental accommodation.

I urge you to adopt the sidewall restrictions, or a more restrictive formula for the special case of very long lots and to reject proposals that make it easier to subdivide lots.

Jonathan Naylor  
1414 14<sup>th</sup> St E  
Saskatoon, S7H 0A8

20 March 2015



## **CONCERNED STAKEHOLDERS**

*FOR A*

## **BALANCED APPROACH TO INFILL DEVELOPMENT**

March 23<sup>rd</sup> 2015

His Worship the Mayor and Members of City Council,

We wanted to start off by thanking all who have been involved in discussions concerning infill development in Saskatoon's core neighbourhoods. Countless hours have been dedicated by many stakeholders including homeowners, neighbours, developers, home builders, architects, draftspeople and many more to find creative & thoughtful approaches to shape future infill development.

We want to extend a special thanks to City of Saskatoon Administration Alan Wallace, Darryl Dawson, Paula Kotasek-Toth and all others who showed great patience and leadership during this process.

We want to state that we support this infill package overall and want it to go forward but we have 3 important points that will make these proposed infill guidelines go from good to excellent.

Everyone is fatigued with what has been a long process but it is important that we do not settle for less than excellent.

We must find the collective will to make this better now rather than later.

## ***UNINTENDED NEGATIVE CONSEQUENCES:***

- A. Existing homes being needlessly demolished when basement replacement was a viable option.
- B. Unfairly penalizing smaller 25 foot wide lot property owners with greater reductions in buildable square footage than neighboring properties with equal lengths but greater lot widths.
- Neighbors who live side by side on equal lot lengths would suddenly, for the first time, be treated differently than their neighbors!
  - WHY? Because they happen to own a smaller 25' lot !
  - The City of Saskatoon would force smaller 25 foot wide lot homeowners to bear an unfair, unequal reduction in buildable square footage of 35% versus approx. 25% for all other neighbours!
- C. Encourage more Duplexes to be built on 50' wide lots rather than the preferred 2 smaller Single homes built on 25' wide lots.
- D. Larger than needed homes will be built because of lack of clear policies & leadership by the City on attic development within the existing building envelope.

## 1. Avoid Needless Demolition by Grandfathering Existing Homes when Aging Basements Must Be Replaced

- Is it not logical when the City Administration is proposing that sidewall height be reduced by 30% from current regulations that existing homes will not be affected!
- The report to PDCS City Council March 2, 2015 Resolution No.3 page 135 stating that “approximately 2 basements have been replaced annually since 2008 in the established neighborhoods” is **Factually Incorrect**.

A recent conversation with Kerry Neufeld of Canadian Basement Replacements Inc. indicated that their company alone “**saves**” 6 to 12 homes each and every year since 2008 thru basement replacement. Without grandfathering height of existing homes effectively 90% of basement replacement business will be wiped out causing needless demolition and landfill debris.

- City Council & Administration must understand that basement replacement as a way to extend the viable life of existing homes is not being promoted by the home building or architectural planning industry, who respectively, make their living developing plans and building new homes. This desire to preserve existing homes thru basement generally comes from homeowners themselves.

Here is how a conversation could go:

Homeowner to builder, architect or draftsman:  
“Can I replace my basement instead of rebuilding?”

Response from builder, architect or draftsman:

“Your existing home exceeds new building sidewall heights so we recommend that you demolish your existing home and build a new home”.

Even in the case where the homeowner would be told that they could go thru an appeal, most people are intimidated by that process and builders, architects and draftspeople will inform them historically and statistically, most appeals have failed and are likely not worth the time and effort...thus demolition instead of basement replacement. The point here is there is a need for clear and simple pathways to replacing aging and inadequate basements, thereby preserving existing homes and reducing wasteful landfill debris.

Which existing homes should be grandfathered?

- ALL ! Because there is absolutely no conspiracy or risk that homeowners would replace basements at a cost of \$50,000 to \$100,000 if not needed!

**A MISTAKE IS BEING MADE HERE!!!**

We have no other motivation here other than to preserve the most eco-and heritage friendly option available to conserving existing homes...which is basement replacement.

**If City Council reduces sidewall height by 30% and does not grandfather existing homes it is with absolute near certainty that existing homes will be needlessly demolished that otherwise would not have.**

We plead and beg with City Council & Administration to respect this common sense logic from those with firsthand experience and put in the necessary safeguards to preserve historic housing stock by grandfathering those existing homes whose homeowners may opt in the future after this new bylaw is passed for basement replacement instead demolition.

**We propose that all existing homes current height be grandfathered for basement replacement to the proposed 1.0 m maximum to the bottom of the front door.**



## 2. Equal Treatment for Homeowners and Neighbours

Currently and for many decades Saskatoon has had a 40% ground site coverage rule for primary dwellings, **which has guaranteed EQUALITY to all homeowners relative to their lot configuration.** In an attempt to reduce sidewall massing an “Allowable Sidewall Area” calculation was introduced. While this calculation provides flexibility and will reduce sidewall massing it creates the **unintended consequence** of creating **INEQUALITY** amongst neighbours living side by side on the same block with equal lot lengths, in particular amongst homeowners of 25 ft. wide lots.

The recent modeling by City administration to City Council PDCS March 2, 2015 Attachment 3 **did not compare lots of the same length** therefore not providing City Councilors and the general public with an “apple to apple” direct comparable that would have illustrated the inequity for the first time amongst neighbours living side by side.

Overall, the reductions in buildable square footage reductions are 25% but when the formula is applied to homeowners with 25 ft. wide lots the square footage reductions jump to 35%. This creates an unprecedented, unequal and unfair treatment of neighbours living side by side.

The other unintended consequence is when 25 ft. wide lots have greater % square footage reductions than other property owners with wider lots is that it pushes the economics back toward building duplexes on 50 ft. wide lots instead of the preferred 2 single family homes on 25 ft. lots.

We believe in the principle of equal and there is a simple & fair solution:

**The net result will be relative equal treatment to ALL Homeowners of approx. 25% reduction in buildable square footage.**

We propose a slight adjustment in the proposed formula to:

**55% maximum lot depth on 25 foot wide lots only & leaving the City of Saskatoon Administration’s proposal of 50% maximum lot depth on all other lot widths.**

See Appendix A

### **3. Encouraging attic development to recoup lost square footage**

As explained in (2), homeowners will see dramatic reductions in square footage with these proposed new infill guidelines.

Encouraging developed attics that fit within the building envelope will give homeowners a way to reclaim some of their lost square footage without affecting the goals of the proposed bylaw – it's basically free square footage.

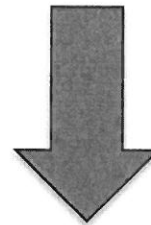
We propose encouraging attic development in core neighbourhoods as a way of providing homeowners with a method of recouping some of their lost square footage. If the City of Saskatoon provided sketch books and workshops illustrating attic options to recoup square footage within the existing building envelope this would go far to creating clarity and encouragement to add square footage thru attic development.

Patrick Wolfe  
Concerned Stakeholders for a Balanced Approach to Infill Development  
401B Witney Ave, N  
Saskatoon, SK S7L 3M6

CURRENT CITY PROPOSAL  
50% ON ALL LOT WIDTHS  
CREATES **UNEQUAL**  
TREATMENT of  
HOMEOWNERS

HYBRID OPTION  
55% on 25 WIDE LOTS &  
50% on ALL OTHER LOTS  
CREATES  
**EQUAL** TREATMENT of  
HOMEOWNERS

VARYING LOT WIDTHS WITH <u>EQUAL</u> LENGTH	UNEQUAL LOSS OF SQUARE FOOTAGE	CREATES MORE BALANCED EQUALITY OF LOSS OF SQUARE FOOTAGE TO <b>ALL</b> HOMEOWNERS
25' x 132' wide long	35% 926 sq. ft.	26 % 682 sq. ft.
37.5' x 132' wide long	27% 1088 sq. ft.	27% 1088 sq. ft.
50' x 132' wide long	24% 1250 sq. ft.	24% 1250 sq. ft.



**25%**

Approx.

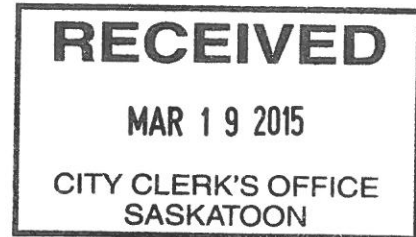
**EQUALLY**

to

**ALL**

**HOMEOWNERS**

**From:** Web NoReply  
**Sent:** Thursday, March 19, 2015 12:10 PM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council



Submitted on Thursday, March 19, 2015 - 12:10  
Submitted by anonymous user: 70.64.81.10  
Submitted values are:

Date: Thursday, March 19, 2015  
To: His Worship the Mayor and Members of City Council  
First Name: Elaine  
Last Name: Crocker  
Address: 1034 5th Street E  
City: Saskatoon  
Province: Saskatchewan  
Postal Code: S7H1H2  
Email: [crockere@shaw.ca](mailto:crockere@shaw.ca)  
Comments: I request permission to speak at the City Council meeting on March 23, 2015 re the Proposed Infill development Guidelines.

The results of this submission may be viewed at:  
<https://www.saskatoon.ca/node/398/submission/10461>

**RECEIVED**

**MAR 23 2015**

4350-63

**From:** Kerry Neufeld <kerry@neufeldbuildingmovers.com>  
**Sent:** March 22, 2015 10:10 PM  
**To:** Kanak, Diane (Clerks)  
**Subject:** March 23 Counsel Meeting request to speak

**CITY CLERK'S OFFICE  
SASKATOON**

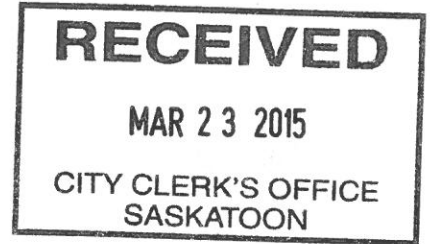
Hi Diane,

I would like to request to speak at the council meeting Monday March 23, 2015 in regards to the new proposed regulations regarding infill homes and lots.

Kind Regards,  
Kerry Neufeld

4350-63

**From:** Web NoReply  
**Sent:** Sunday, March 22, 2015 10:24 PM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council



Submitted on Sunday, March 22, 2015 - 22:23  
Submitted by anonymous user: 71.17.193.25  
Submitted values are:

Date: Sunday, March 22, 2015  
To: His Worship the Mayor and Members of City Council  
First Name: Curtis  
Last Name: Olson  
Address: 401 27th Street West  
City: Saskatoon  
Province: Saskatchewan  
Postal Code: S7L0J8  
Email: [curtis@shiftdevelopment.com](mailto:curtis@shiftdevelopment.com)

Comments: I would like to address the Mayor and City Councillors regarding the proposed infill development guidelines at the Council meeting Monday March 23rd.

The results of this submission may be viewed at:  
<https://www.saskatoon.ca/node/398/submission/11003>

**RECEIVED**

4350-63

MAR 23 2015

CITY CLERK'S OFFICE  
SASKATOON

**From:** Mark Bobyn <markbobyn@shaw.ca>  
**Sent:** March 23, 2015 4:49 AM  
**To:** Web E-mail - City Clerks  
**Cc:** BRETT Johnson  
**Subject:** Re: Request to speak to city council on the Neighbourhood Level Infill Development Strategy

March 23rd, 2015

To His Worship and Members of City Council

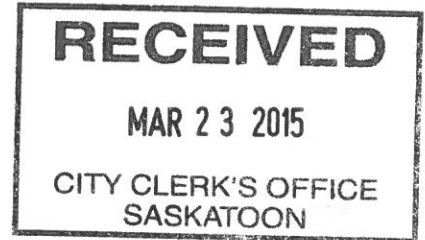
Mark Bobyn  
Design Build inc.  
130 Copland Court  
Saskatoon Sk.  
S7H 5R3  
p. (306) 341-1193  
[markbobyn@shaw.ca](mailto:markbobyn@shaw.ca)

I would like to request permission to speak to City Council regarding the Neighbourhood Level Infill Development Strategy on March the 23rd, 2015.

Thank you.

4350-63

**From:** Web NoReply  
**Sent:** Monday, March 23, 2015 6:44 AM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council



Submitted on Monday, March 23, 2015 - 06:44  
Submitted by anonymous user: 216.197.139.222  
Submitted values are:

Date: Monday, March 23, 2015  
To: His Worship the Mayor and Members of City Council  
First Name: Mike  
Last Name: McKague  
Address: 712 11th St East  
City: Saskatoon  
Province: Saskatchewan  
Postal Code: S7N0G5  
Email: [mikemckague@sasktel.net](mailto:mikemckague@sasktel.net)

**Comments:**

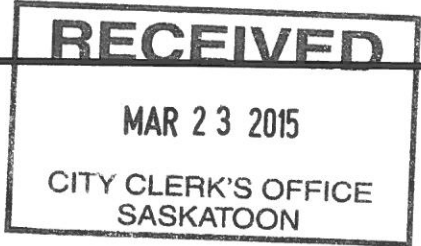
On behalf of the Nutana Community Association, I would like to address Council regarding the Neighbourhood Level Infill guidelines at the Council meeting on Mar 23.

Thank you,  
Mike McKague  
3062201625

The results of this submission may be viewed at:  
<https://www.saskatoon.ca/node/398/submission/11018>



4350-63



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**From:** Paul Blaser <paul@rbm-architecture.ca>  
**Sent:** March 23, 2015 8:36 AM  
**To:** Web E-mail - City Clerks  
**Subject:** Request to Speak at Council on March 23

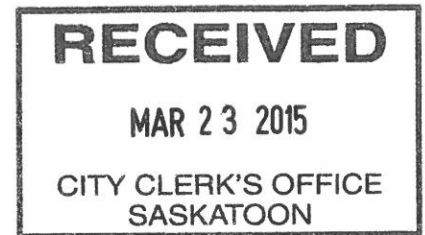
I request to speak at Council tonight, March 23, regarding the proposed amendment to the Zoning Bylaw regarding Infiltrate Developments.

I will have a PowerPoint presentation.

Paul Blaser  
1024 Avenue D North  
Saskatoon, SK S7L 1N7  
Home phone 306-933-0942  
Cell Phone 306-229-6442

Paul Blaser  
Principal Architect, RBM Architecture  
SAA, AAA, MAA, AIBC, NWTAA, LEED BD +C

**From:** Web NoReply  
**Sent:** March 23, 2015 8:38 AM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council



Submitted on Monday, March 23, 2015 - 08:38  
Submitted by anonymous user: 184.68.90.10  
Submitted values are:

Date: Monday, March 23, 2015  
To: His Worship the Mayor and Members of City Council  
First Name: Robert  
Last Name: Peterson-Wakeman  
Address: 1301 Elliott Street  
City: Saskatoon  
Province: Saskatchewan  
Postal Code: S7N 0V7  
Email: [rob@wakeman.ca](mailto:rob@wakeman.ca)

Comments:

I would like to request being placed on the speaker's list for the hearing scheduled for Monday, March 23rd (today) at 6PM regarding the proposed infill guidelines. I am a resident of Varsity View, and additionally a member of the WVCA community association executive committee (civics coordinator). Myself and Markus Prebble (secretary) wish to be on hand to discuss community concerns in the absence of our community association president, James Perkins. Markus and I intend to coordinate our comments to avoid duplication.

Thanks in advance for considering this request.

Best regards,

Rob Peterson-Wakeman

The results of this submission may be viewed at:  
<https://www.saskatoon.ca/node/398/submission/11025>

4350-63

**From:** Web NoReply  
**Sent:** March 23, 2015 10:00 AM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council



Submitted on Monday, March 23, 2015 - 09:59  
Submitted by anonymous user: 206.163.239.166  
Submitted values are:

*Request to Speak  
as well.*

Date: Monday, March 23, 2015  
To: His Worship the Mayor and Members of City Council  
First Name: Mark  
Last Name: Prebble  
Address: 201 5th St E  
City: Saskatoon  
Province: Saskatchewan  
Postal Code: S7H 1E6  
Email: [markprebble@hotmail.com](mailto:markprebble@hotmail.com)  
Comments:

I would like to firstly thank for your commitment to facilitating what has been an earnest and substantial dialogue on the issue of the proposed Infill Guidelines. This is an important and timely discussion at a time of what I believe to be a bit of a 'crossroads' within the sphere of residential development. I think that such policy discussions reflect a planning climate and public appetite that acknowledges the significance of decisions made at this juncture in our growth as a city and the imperative role of collective discourse within the process of shaping these policies and strategies. I commend both our Administration and members of the public that have participated in what has now been a rigorous public process, one that has evidently seen a great deal of give and take on both sides in determining what I view as a very balanced set of regulations to guide development in our established communities going forward.

The result has been a package that provides flexibility for property owners and developers, wherein I find there is an opportunity for developers to gain tremendously in their access to new lots through the new provisions for easier subdivision, the softening of restrictions on front yard setbacks and in the addition of options for the construction of garden and garage suites. The proposed regulations as they were in the end gives our builders the ability to build what is still very much a substantial dwelling on a minimum sized lot.

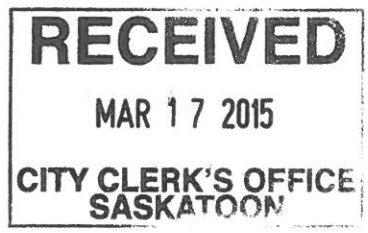
I understand that these regulations will stand to be amended as required going forward, but believe it to be critical that there be a general structure in place for the 2015 building season following what significant strides have been made in constructing this policy.

Thanks very much.

Sincerely,

Mark Prebble  
Real Estate Agent

**From:** Web NoReply  
**Sent:** Monday, March 16, 2015 9:57 PM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council



Submitted on Monday, March 16, 2015 - 21:57  
Submitted by anonymous user: 70.64.72.183  
Submitted values are:

Date: Monday, March 16, 2015  
To: His Worship the Mayor and Members of City Council  
First Name: Chad (Tap)  
Last Name: Kereluk  
Address: 409 Ave c. south  
City: Saskatoon  
Province: Saskatchewan  
Postal Code: S7M-1NR  
Email: [tap2131@hotmail.com](mailto:tap2131@hotmail.com)

Comments:  
For the past couple years I had requested that the month of august be proclaimed as child abuse awareness month and was passed with the month being a huge success. I thank you along with all the children that have suffered abuse. Yes again I am asking that the month of august 2015 be proclaimed as child abuse awareness month. During the month of August we will continue handing out blue ribbons in support of child abuse awareness month along with retail stores handing the ribbons out to there customers. We will also be educating the public and aiding the children and there family's that seek our support. Also we will be working with any agency's that are involved with abused children to help them put on a public educational event for their agency. 3rd weekend in August we will be holding either a motorcycle run or a motorcycle and car show and shine.

In addition we are also requesting road closure on may 16th on 1st ave from 23rd street to 24th street as we will be hosting a spring BBQ with the great folks from Redline Harley Davidson, during the day we will be making 20 to 30 free draws for new children's bicycles, free face painting for children, and with other activities for the children. The request for the street closure is for a couple reason 1st safety we will be hosting hundreds of children and their family's, and second we will be hosting a show n shine that includes custom motorcycles, classic cars, and hot rod cars and giving children and family's a chance to see these beautiful motorcycles and cars close up for free. May 16th is our 1st of 2 child abuse awareness events with the main objective is to educate as many people about child abuse and to offer our support to any and every family that seeks our help.

Thank you  
Chad (Tap) Kereluk  
Guardians Of The Children

The results of this submission may be viewed at:  
<https://www.saskatoon.ca/node/398/submission/9400>