

## **ORDER OF BUSINESS**

### **REGULAR MEETING OF CITY COUNCIL**

**MONDAY, MARCH 21, 2011 AT 6:00 P.M.**

- 1. Approval of Minutes** of the regular meeting held on March 7, 2011.
  
- 2. Public Acknowledgements**
  
- 3. Unfinished Business**
  
- 4. Reports of Administration and Committees:**
  - a) Administrative Report No. 5-2011;
  - b) Report No. 4-2011 of the Planning and Operations Committee;
  - c) Report No. 4-2011 of the Administration and Finance Committee;
  - d) Report No. 1-2011 of the Municipal Enterprise Zone Committee; and
  - e) Report No. 4-2011 of the Executive Committee.
  
- 5. Communications to Council – (Requests to Speak to Council regarding reports of Administration and Committees)**
  
- 6. Communications to Council (Sections B, C, and D only)**
  
- 7. Question and Answer Period**

**8. Matters of Particular Interest**

**9. Enquiries**

**10. Motions**

**11. Giving Notice**

**12. Introduction and Consideration of Bylaws**

Bylaw No. 8931 - The Street Closing Bylaw, 2011 (No. 2)

Bylaw No. 8932 - The Waste Amendment Bylaw, 2011

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

His Worship the Mayor and City Council  
The City of Saskatoon

## **ADMINISTRATIVE REPORTS**

### **Section A – COMMUNITY SERVICES**

#### **A1) Funding Assistance – Restoration of Perehudoff and Filipino Murals (Files CK. 710-1, x CK. 1870-1, PL. 718-39 and PL. 718-41)**

- RECOMMENDATION:**
- 1) that the excess contribution of \$12,428 from the City of Saskatoon for the restoration of the Perehudoff murals be returned to the Heritage Reserve and that the file be closed; and
  - 2) that a contribution of up to \$12,500 be approved in principle from the Heritage Reserve to be applied towards the Filipino Murals retrieval and restoration project, subject to the General Manager of Community Services receiving a suitable business plan as described in this report.

### **BACKGROUND**

At its regular meetings on September 28, 2009 and October 25, 2010, City Council approved funding assistance of \$55,000 to retrieve and preserve the William Perehudoff Murals.

The report of the General Manager of Community Services presented at the October 25, 2010 City Council meeting provided a summary of the history of the project and a full description of the restoration work as provided by Professor Ian Hodkinson. It also recognized the following contributions:

1. University of Saskatchewan
  - a. initial investigation and testing of the modified “strappo” method to remove and conserve the Perehudoff Murals from the Maple Leaf Foods building;
  - b. defrayed the initial expenses relating to visits in 2009 by art historian and conservationist Ian Hodkinson;
  - c. funded a professional appraisal of the work; and
  - d. a further contribution of \$10,000.

2. Mr. Henry Van Seters, as volunteer artist and creator of the Perehudoff prints, donated all art and printing towards the community fundraiser for the restoration project;
3. Mendel Art Gallery Gift Shop who served as the sales distribution centre for the sales of the Perehudoff Mural prints; and
4. Mr. Dave Denny and Ms. Lynn Earl who served as strong advocates for the restoration project and who partnered with local communications and media to promote the sale of the Perehudoff prints.

In January 2011, a cheque in the amount of \$45,102.54 was delivered to the office of the General Manager of Community Services as the net proceeds from the sale of the Perehudoff prints.

**REPORT**

A history and final accounting of costs and contributions of this restoration project is provided in Table 1.

Table 1

	Original Contract	Revised Budget	Final Costs
Restoration project and supplies	\$80,000	\$122,000	\$121,670
Incidentals	6,000	9,000	12,005
Independent appraisal	700	700	700
<b>TOTALS</b>	<b>\$86,700</b>	<b>\$131,700</b>	<b>\$134,375</b>

	Funds Received to date	Outstanding	Funding Confirmed
City of Saskatoon	\$ 55,000		\$ 55,000
Maple Leaf Consumer Foods	25,000		25,000
Private donations	6,000		6,000
Sale of prints	45,103		45,103
University of Saskatchewan	5,700	\$ 10,000	15,700
<b>TOTALS</b>	<b>\$136,803</b>	<b>\$131,700</b>	<b>\$146,803</b>

The outstanding amount for the University of Saskatchewan was confirmed through a letter of intent between the University of Saskatchewan and the Mendel Art Gallery on February 3, 2011.

In the October 25, 2010 report of the General Manager, Community Services Department, the following directive was provided by City Council:

“It is understood that the General Manager of Community Services will continue to work with the stakeholders to secure all of the funding required to complete this project. The recommendation in this report provides the financial means to allow the project to continue uninterrupted at this point in time. If sufficient funding is raised through outside sources, then the additional contribution from the City will be reduced or may not be necessary at all.”

In light of the above, the contribution from the City of Saskatoon, \$12,428, will be returned to the Heritage Reserve and thus close the file on this project.

City Council, at its meeting held on February 7, 2011, considered a presentation from Mr. Dave Denny and Mr. Henry Van Seters with respect to the restoration of the Perehudoff and Filipino murals. City Council passed a motion that the issue of the surplus funds be referred to the Administration to work with the presenters on applying it to the restoration of the Filipino murals.

Your Administration is recommending that a similar process be followed regarding financial assistance for the restoration of the Filipino murals as was done for the Perehudoff murals.

In the later case, an initial commitment of financial assistance was provided to retrieve and preserve the Perehudoff murals, subject to the General Manager of Community Services receiving a suitable business plan. In the case of the Filipino murals, the business plan should include:

1. A description of the process that will be used to retrieve and transfer the Filipino murals to a permanent mounting;
2. Estimated costs of the retrieval and transfer processes; and
3. Projected sources to defray the costs of retrieval and transfer.

In light of the excess contribution realized with the Perehudoff murals and City Council's motion on February 7, 2011, your Administration is proposing a contribution of up to \$12,500 from the Heritage Reserve for the Filipino mural restoration project subject to receiving a suitable business plan as described above.

### **OPTIONS**

City Council has the option of declining to fund the Filipino restoration project and rely solely on public and private organization contributions.

### **POLICY IMPLICATIONS**

The recommendation is consistent with the City of Saskatoon Policy C10-020 (Civic Heritage Policy).

### **FINANCIAL IMPACT**

Given that the proposed contribution to the Filipino restoration project is equal in amount to the excess contribution to the Perehudoff murals restoration project, there is no net impact on the Heritage Reserve. Your Administration has previously reported that the provisions from the Heritage Reserve towards the Perehudoff murals would not impact the ability of the Heritage Reserve to continue funding the existing property tax abatements and other items funded from the reserve.

### **ENVIRONMENTAL IMPLICATIONS**

There is no environmental impact associated with proceeding with the recommendations in this report.

### **PUBLIC NOTICE**

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

## **Section B – CORPORATE SERVICES**

### **B1) City of Saskatoon Business Development Incentives Policy Statistics Report to December 31, 2010 (Files CK. 3500-13 and CS. 3500-1)**

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**RECOMMENDATION:** that the information be received.

### **REPORT**

Attached are a letter and a report received from Tim LeClair, CEO, Saskatoon Regional Economic Development Authority (SREDA). The report provides statistics on SREDA Administered Incentives for the years 2004 to 2010.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications.

### **PUBLIC NOTICE**

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

### **ATTACHMENT**

1. Letter dated February 24, 2011, and Statistics Report from Tim LeClair, Chief Executive Officer, SREDA.

### **B2) Municipal Economic Enhancement Program (MEEP) (Files CK. 1860-1 and CS. 1860-1)**

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**RECOMMENDATION:** that City Council approve the following Municipal Economic Enhancement Program (MEEP) funding transfers/swap:

- a) \$105,246.17 MEEP funding from Repair Cosmo Riverbank Failure to Lakewood Fire Hall;
- b) return \$105,246.17 Reserve for Capital Expenditures funding from Lakewood Fire Hall to source;
- c) \$317,520.97 MEEP funding from North East Trunk Sewer project to North Industrial Trunk Sewer project;

- d) \$317,520.97 Trunk Sewer Levy funding from North Industrial Trunk Sewer project to North East Trunk Sewer project;
- e) \$1,800,000.00 MEEP funding from Rerouting Confederation Drive Sewer System project to Water Main Renewal project; and,
- f) \$1,800,000.00 Water and Sanitary Sewer Reserve funding from Water Main Renewal project to Rerouting Confederation Drive Sewer System project.

## **BACKGROUND**

At its February 17, 2009, meeting, City Council, when dealing with Clause B3, Report No. 3-2009, adopted the following recommendation:

“that City Council approve the following prioritized list of capital projects for submission under the Municipal Economic Enhancement Program:

- P2427 Repair Cosmo Park Riverbank Failure
- P1911 Lakewood Fire Hall
- P1678 Major Rerouting of Confederation Drive Sewer System, and
- P0625 North East Trunk Sewer System.”

Further, at its September 27, 2010, meeting, City Council approved a transfer of \$800,000.00 MEEP funding from P0625 North East Trunk Sewer System to P0634 North Industrial Trunk Sewers.

## **REPORT**

On April 2, 2009, the City received a cheque from the Government of Saskatchewan MEEP in the amount of \$22,011,925.00. This funding was applied to the projects listed above.

One of the conditions of MEEP is that the funding must be expended on the approved projects in its entirety on or before March 31, 2011. The projects listed below were all complete by the deadline with the exception of the Confederation Drive Sewer System.

Project Name	MEEP Funding	Eligible Expenses	Difference
NE Trunk Sewer System	(\$4,920,000.00)	\$4,602,479.03	(\$317,520.97)
Industrial Trunk Sewer	(\$800,000.00)	\$1,117,520.97	\$317,520.97
Repair Cosmo Riverbank Failure	(\$2,600,000.00)	\$2,554,912.54	(\$105,246.17)
Sub-Total			(\$105,246.17)
Lakewood Fire Hall	(\$4,691,925.00)	\$5,304,079.39	\$612,154.39
Confederation Drive Sewer System*	(\$9,000,000.00)	\$7,255,201.18	(\$1,744,798.82)

There is a \$317,520.97 surplus of MEEP funding in the NE Trunk Sewer System project. The transfer of \$800,000.00 of MEEP funding to the North Industrial Trunk Sewer project on September 27, 2010, was intended to use up the surplus funding from the original NE Trunk Sewer System project. Now that the project is complete, and with the goal of simply 'swapping' MEEP funding for Prepaid Levy funding, and submitting the eligible costs to MEEP, a transfer of an equivalent amount of funding is needed.

There is a \$105,246.17 surplus of MEEP funding from the Repair Cosmo Riverbank Failure project. Your Administration is recommending that this surplus be transferred to the Lakewood Fire Hall project that has \$612,154.39 worth of expenses that can be funded by MEEP. The Lakewood Fire Hall project is fully funded by MEEP, Neighbourhood Land Development Fund (for land costs only), and by Reserve for Capital Expenditures (RCE) (\$675,000.00). The surplus MEEP funding can partially replace the RCE funding which can then be redirected back to the funding pool.

The Confederation Drive Sewer System project did not get completed due to the large amounts of rain that was received during the 2010 construction season. The average 30-year cumulative precipitation is 348.2 mm and in 2010 Saskatoon received 707.5 mm. That is just over double the 30-year average and caused many delays in the 2010 construction season. This large project encompasses five smaller projects including; a Force Main, a Lift Station, and three supertank projects located at Meighan Crescent, Hall Crescent and Hunt Road. All five of these projects will be close to complete by the March 31, 2011, deadline, but time is still needed to perform commissioning on the lift station and some cleanup work on the other four projects.

The Infrastructure Stimulus (ISF) project Water Main Renewal (Capital Project 1615) did reach completion and is a project partially funded by the Water and Sanitary Sewer Reserve, which funded the Confederation Drive Sewer System project above. Your Administration is recommending that the surplus MEEP funding (\$1,800,000.00) be 'swapped' for the Water and Sanitary Sewer Reserve funding from the ISF project. This swap enables Administration to submit

costs from both of these projects to MEEP, thus meeting all of the criteria set out and allows for the completion of the remaining work on the Confederation Drive Sewer System project.

MEEP funding is subject to an audit to ensure that all funds were expended exclusively to pay costs relating to approved projects. This audit will take place on March 10 and 11, 2011.

### **OPTIONS**

There are no options.

### **POLICY IMPLICATIONS**

There are no policy implications.

### **FINANCIAL IMPLICATIONS**

The surplus MEEP funding transferred to Lakewood Fire Hall project results in \$105,246.17 being redirected to the RCE funding pool for future use.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications.

### **PUBLIC NOTICE**

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

### **B3) Annual Status Report - Non-Policy Tax Incentive Agreements (Files CK. 1965-1, CS.1965-1 and CS.1600-1)**

**RECOMMENDATION:** that the information be received.

### **BACKGROUND**

City Council approves non-policy tax incentives as part of an overall agreement to facilitate specific development projects. Your Administration attempts to provide City Council with an indication of the value associated with each non-policy incentive agreement at the time of approval. However, these estimates are often based on preliminary information. This report provides the financial impact of the non-policy incentives for the past year.

## **REPORT**

Each non-policy incentive agreement is unique in its objective and is site-specific. The table below lists the properties that have received non-policy tax incentives for 2010 and the total taxes abated (includes city, library and education taxes). The first four incentives are related to development in the south downtown and River Landing. The Maple Leaf Foods incentive is related to the construction of a new distribution facility and the maintenance of approximately 100 full-time equivalent jobs in Saskatoon. The Saskatoon Airport Authority, along with the Regina Airport Authority, is currently in the process of applying to the Province to have the airports considered as grant-in-lieu properties. The Saskatoon Airport agreement allows taxes to be paid based on a per-passenger rate (rather than assessment based taxes) and in 2010 paid taxes of \$803,108.

<b>Recipient</b>	<b>Term</b>	<b>End Date</b>	<b>2010 Incentive</b>
FP Equities Inc.	5 years	Dec 31, 2011	\$108,435
Persephone Theatre	5 years	Dec 31, 2012	\$76,334
Saskatoon Ideas Inc.	5 years	Dec 31, 2012	\$24,239
Souleio Foods Inc.	5 years	Dec 31, 2014	\$1,956
Maple Leaf Foods (64 <sup>th</sup> Street)	5 years	Apr 30, 2013	\$491,664
Saskatoon Soccer Centre	5 years	Dec 31, 2010	\$295,858
Saskatoon Airport Authority	Renewed	Dec 31, 2013	\$414,930
<b>Total 2010 Non-Policy Incentives</b>			<b>\$1,413,416</b>

## **POLICY IMPLICATIONS**

There are no policy implications.

## **FINANCIAL IMPLICATIONS**

The financial impact is reported in the table.

## **ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications.

## **PUBLIC NOTICE**

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

**B4) Report on Write-Downs of Surplus Inventory – 2010**  
**(Files CK.1290-1 and CS.1290-1)**

**RECOMMENDATION:** that the information be received.

**REPORT**

On an annual basis, the Inventory and Disposal Services Section of the Finance Branch submits a report to City Council on the amount of the inactive stock that is written off. For the year 2010, the write-downs of surplus/obsolete inventory were as follows:

	<b>Write-Down</b>	<b>% of Inventory</b>
Corporate Services, Central Stores	\$ 0	
Utility Services, Saskatoon Light & Power	82,155	1.2%
Infrastructure Services, Electronic Stores	1,849	.5%
Infrastructure Services, Public Works Stores	0	

**FINANCIAL IMPLICATIONS**

The total write-downs of \$84,004 have been expensed to the appropriate operating programs in 2010.

**ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications.

**PUBLIC NOTICE**

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

**ATTACHMENTS**

1. Utility Services, Saskatoon Light & Power Stores Inventory Write-Downs.
2. Infrastructure Services, Electronic Stores Inventory Write-Downs.

## **Section E – INFRASTRUCTURE SERVICES**

### **E1) Enquiry – Arthur Wakabayashi (January 26, 2010) Parking Permits for Consular Corps Members in Saskatoon (File No. CK. 6120-4)**

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**RECOMMENDATION:** that the information be received.

### **BACKGROUND**

City Council, at its meeting held on February 8, 2010, considered a letter of request from Arthur Wakabayashi, Honorary Consul-General of Japan and Dean of Consular Corps of Saskatchewan for parking permits for Honorary Consular Corps Members in Saskatoon.

### **REPORT**

A recent review of the demand for civic parking in the downtown area has indicated that the existing process for both short term and long term parking requires change. Freeing up parking stalls on the streets will provide for regular turnover and will ensure that the general public has equal opportunity to access the limited parking downtown.

In Saskatchewan, Consular Corps Members are appointed honorary members. Saskatchewan does not possess any 'career' or professional Consular Corps Members.

The City of Saskatoon does not extend parking permits privileges beyond City Councillors and Members of Parliament. Therefore, the Administration does not support the request for parking permits for Consular Corps members in Saskatoon.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications.

### **PUBLIC NOTICE**

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

**E2) Proposed Expansion of the Caswell Hill Residential Parking Program Boundary  
1200 Block of Avenue B North between 33<sup>rd</sup> Street West and 34<sup>th</sup> Street West  
(Files CK. 6120-4 and IS. 6120-06)**

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- RECOMMENDATION:**
- 1) that the 1200 block of Avenue B North, spanning 33<sup>rd</sup> Street West and 34<sup>th</sup> Street West, be added to the Caswell Hill Residential Parking Program, with a “Two Hour, 08:00 to 17:00, Monday to Friday” parking restriction as shown in Plan 260-0038-001r002 (Attachment1); and
  - 2) that the City Solicitor be requested to amend Bylaw 7862, The Residential Parking Program Bylaw, to reflect the changes as outlined in this report.

**REPORT**

In an effort to address parking and traffic concerns, residents in the Mayfair neighbourhood embarked on the process of collecting signatures to petition for the extension of the Caswell Hill Residential Parking Program (RPP) zone into the 1200 block of Avenue B North, spanning 33<sup>rd</sup> Street West and 34<sup>th</sup> Street West. This residential area is adjacent to the existing Caswell Hill RPP zone, however is separated by the 33<sup>rd</sup> Street Commercial District. The petitioned area would only include that portion of the 1200 block of Avenue B North that is currently zoned residential. Due to the proximity of this street to the Kelsey campus, Saskatchewan Institute of Applied Science and Technology (SIASST), the residents are being affected by excessive levels of transient parking.

The petition, which was distributed in February 2011, resulted in an overall support level of 78 percent. The Administration has evaluated the names and addresses listed on the petition, and have no concerns in relation to resident support for the expansion of the Caswell Hill RPP to this area.

Residents within the area will be notified upon Council approval of the expansion of the RPP zone.

**OPTIONS**

No other options were considered.

**POLICY IMPLICATIONS**

The overall petition results exceed the resident support level of 70 percent required to establish a Residential Parking Permit Program zone, as set out in Policy C07-014 - Residential Parking Permits.

**FINANCIAL IMPACT**

There are sufficient funds within the Operating Budget to address the increase to the program's expenses for the installation of signs, printing and distribution of parking permits. The annual \$25 permit purchase price covers the costs to implement, administer and enforce the program. The renewal date is June 1, 2011 for permits in the Caswell Hill RPP, which is prorated to \$12.50 if purchased after December 1, 2011.

**PUBLIC NOTICE**

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

**ATTACHMENT**

1. Plan 260-0038-001r002.

**E3) Connection of 9<sup>th</sup> Street and Idylwyld Freeway On Ramp**  
**(Files CK. 6280-1 and IS. 6320-2)**

**RECOMMENDATION:** that the information be received.

**BACKGROUND**

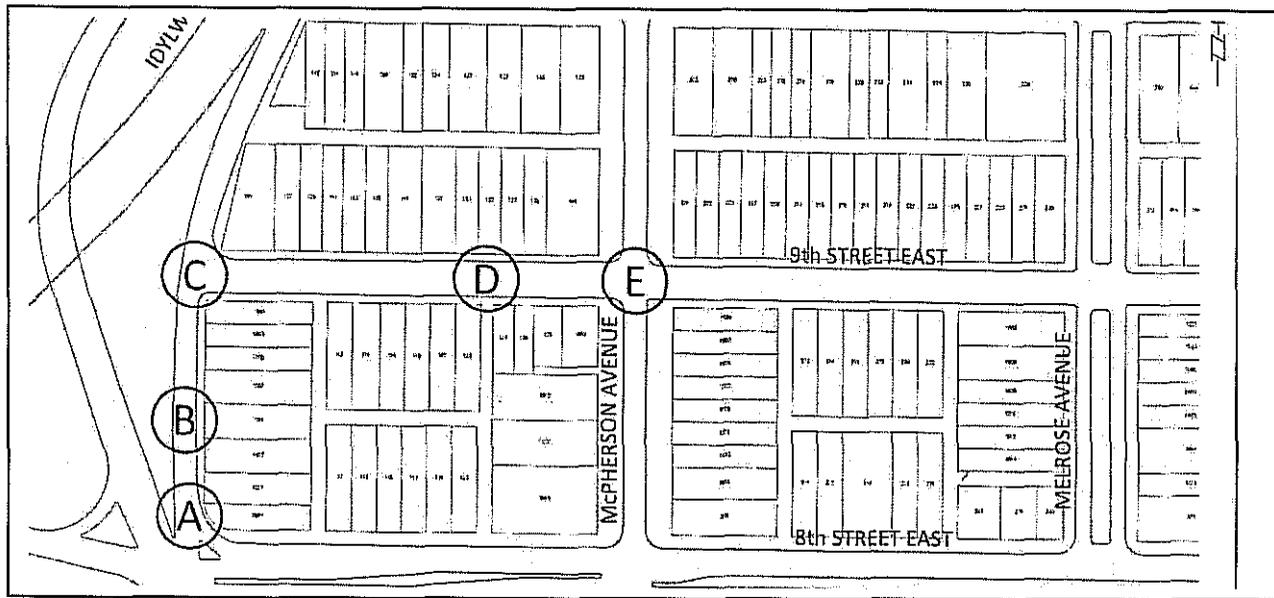
At its meeting held on January 14, 2008, City Council resolved:

- “1) that stop signs be installed for eastbound and westbound vehicles at the intersection of McPherson Avenue and 9<sup>th</sup> Street as shown on attached Plan no. 211-0045-001; and
- 2) that the Administration be requested to submit a report on collision data in the area related to the connection of 9<sup>th</sup> Street and Idylwyld Freeway on ramp.”

**REPORT**

The stop signs at McPherson Avenue and 9<sup>th</sup> Street were installed in 2008 and have been in place for two years.

The collision history at five locations was reviewed. The collision analysis includes collisions within the last five years 2006 – 2010. These locations are indicated on the chart below, followed by a summary of the collision history. The details of the collisions at each location are included in Attachment 1.



Location Point	Location	Number of Collisions
A	8 <sup>th</sup> Street off Ramp to Idylwyld Drive Freeway	67
B	Idylwyld Drive between 8 <sup>th</sup> Street and 9 <sup>th</sup> Street (midblock)	2
C	9 <sup>th</sup> Avenue and Idylwyld Drive	1
D	9 <sup>th</sup> Street (midblock)	3
E	9 <sup>th</sup> Street & McPherson	8
<b>Total</b>		<b>81</b>

Out of the 81 collisions there were no reported fatalities. There were 5 injuries reported at location A and one injury reported at location E. The majority of the collisions occurred during the months where the roadways were subject to snow and ice.

The purpose of the collision analysis was to determine if there was a need to close the access of 9<sup>th</sup> Street to the Idylwyld Drive Freeway. The collision history at the intersection off 9<sup>th</sup> Street and Idylwyld Drive Freeway indicates that one collision has occurred in the past 5 years. This connection indicates there are no safety concerns and motorists are accessing the freeway safely.

The location with the most collisions is Point A – 8<sup>th</sup> Street off Ramp to Idylwyld Drive Freeway having 67 for collision history. Thirty-eight of the 67 collisions were the result of driving too fast, following too close and lack of experience for road conditions; 4 the result of drinking; 13 inattentive and 12 not stated. None of the collisions were involved with vehicles coming off 9<sup>th</sup> Avenue.

The Administration is recommending no further action will be taken regarding the connection to the freeway; however discussions are ongoing with the community to address outstanding concerns related to vehicle speeds along 9<sup>th</sup> Street.

#### **PUBLIC NOTICE**

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

#### **ATTACHMENT**

1. Detail listing of the collisions at locations A – E.

**E4) Proposed Bylaw No. 8931  
Closure of Right-of-Way  
Walkway 1319 Avenue J North  
(File No. CK. 6295-09-17)**

**RECOMMENDATION:** that Council consider Bylaw No. 8931, The Street Closing Bylaw, 2011 (Attachment 1).

## **REPORT**

City Council, at its meeting held on November 30, 2009, during consideration of Matters Requiring Public Notice, considered a request for closure of the walkway adjacent to 1319 Avenue J North and resolved:

- “1) that the walkway adjacent to 1319 Avenue J North be closed;
- 2) that upon receipt of the legal land survey documents, the City Solicitor be requested to prepare the appropriate bylaw for consideration by City Council;
- 3) that upon approval of the bylaw, the City Solicitor be instructed to take all necessary steps to bring the intended closure forward and to complete the closure; and
- 4) that upon closure of the walkway, the land be sold to Ellis Berg of 1319 Avenue J North, for \$1,000.”

The Administration has received the Plan of Proposed Consolidation prepared by Webb Surveys, dated February 19, 2010. Infrastructure Services have advised that they have existing facilities with easements within the area and approve the proposed closure. The Administration is, therefore, recommending that Bylaw No. 8931 be approved.

## **PUBLIC NOTICE**

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

## **ATTACHMENTS**

1. Proposed Bylaw No. 8931, The Street Closing Bylaw, 2011.
2. Plan of Proposed Surface Subdivision “Schedule A”.

**E5) 2011 Capital Budget**  
**Capital Project 1678 – Westview Sanitary Sewer Storage Facility**  
**Award of Engineering Services**  
**(Files CK. 7820-3 and IS. 7820-79)**

- RECOMMENDATION:**
- 1) that the proposal submitted by Associated Engineering Ltd. for the detailed design, tendering and construction services of the Westview Sanitary Storage Facility, on a time and expense basis, at an estimated total cost of \$140,435.16 (including G.S.T. and applicable P.S.T.) be accepted; and
  - 2) that the City Solicitor be instructed to prepare the necessary Engineering Services Agreement for execution by His Worship the Mayor and the City Clerk under the Corporate Seal.

**REPORT**

One of the Federal Building Canada Fund projects in Saskatoon for the 2011 construction season is the construction of the Westview Sanitary Storage Facility. Tendering and construction of the facility must be completed within the timelines set out by the program, which is March 31, 2012. Capital Project 1678 – Westview Sanitary Storage Facility, has approved funding in 2011 in the amount of \$2,790,000.

This storage facility is intended to provide basement flood relief to the Westview neighbourhood by storing sanitary sewage during peak flows that occur during severe rain events.

A request for proposal for engineering services to design, tender and provide construction services for the storage facility closed on February 22, 2011. Three proposals were received as follows:

- AECOM Canada Ltd;
- Associated Engineering Ltd; and
- Catterall & Wright Consulting Engineers.

It was determined that Associated Engineering Ltd., on a time and expense basis, at an estimated total cost of \$140,435.16 (including G.S.T. and applicable P.S.T.) was the best proposal based on the evaluation matrix outlined in the Request for Proposal.

Timely completion of this project by Associated Engineering Ltd. will allow for the tendering and construction of the storage facility to be completed within the deadline date of March 31, 2012.

**FINANCIAL IMPACT**

The estimated net cost to the City for the proposal from Associated Engineering Ltd. is as follows:

Estimated Cost	\$131,864.00
P.S.T. (5% of 30%)	\$ 1,977.96
G.S.T.	<u>\$ 6,593.20</u>
Total Fees	\$140,435.16
G.S.T. Rebate	<u>\$ (6,593.20)</u>
<b>Total</b>	<b><u>\$133,841.96</u></b>

There is sufficient funding available within Capital Project 1678 – Westview Sanitary Storage Facility.

**PUBLIC NOTICE**

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

Respectfully submitted,

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Paul Gauthier, General Manager  
Community Services Department

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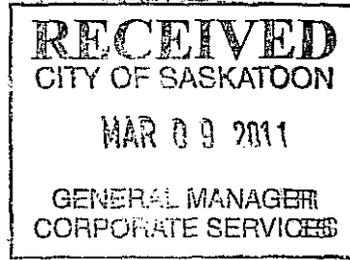
Marlys Bilanski, General Manager  
Corporate Services Department

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Mike Gutek, General Manager  
Infrastructure Services Department

31

February 24, 2011



Ms. Marlys Bilanski  
Manager of Corporate Services  
City of Saskatoon  
222 3<sup>rd</sup> Avenue North  
Saskatoon, SK S7K 0J5

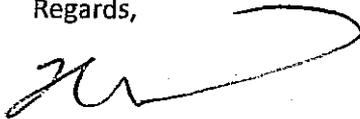
Dear Ms. Bilanski:

**RE: Statistics Report – SREDA Administered Incentives up to December 31, 2010**

In 2007, the Saskatoon Regional Economic Development Authority (SREDA) began providing an annual statistics report regarding our activities and monitoring of the City of Saskatoon's Business Development Incentives Policy.

Please find attached a copy of the statistics report submitted by SREDA regarding the administered incentives for the period ending December 31, 2010. This report is submitted to City Council as information only.

Regards,



Tim LeClair  
Chief Executive Officer

Enclosure



**Statistics Report - SREDA Administered Incentives**

**Business Development Incentive Policy C09-014**

Policy Objective	Measure	2004	2005	2006	2007	2008	2009	2010
Encourage businesses to locate or expand their operations in Saskatoon in order to create long term, skilled or semi-skilled jobs	<b>Number of applications:</b>							
	• Number received						4	0
	• Number approved	7	9	6	8	0	0 <sup>1</sup>	0
	• Number declined	0	0	2	0	0	0	0
	<b>Number of approved applications related to:</b>							
	• Location (i.e., new to Saskatoon)	2	2	1	2	N/A	2	N/A
	• Expansion	5	7	5	6	N/A	2	N/A
	<b>Number of jobs created</b>							
	• Proposed at time of application	537	612	175	437	N/A	95	N/A
	• Actually created	592 est.	590 est.	TBD	TBD	N/A	TBD	N/A
Provide tax relief that will flow to companies creating new jobs	Total value of abatements applied to current year	\$1.17M	\$941,140	\$997,521	\$692,676	N/A	\$699,194	N/A
Place Saskatoon in a competitive position in attracting businesses that it would not otherwise occupy	<b>GDP growth in Saskatoon (Conference Board of Canada)</b>							
	• Annual	3.9%	4.4%	3.8%	4.9%	5.4%	-0.8%	3.1%
	• Ranking in Canada	4 <sup>th</sup> of 20	3 <sup>rd</sup> of 20	3 <sup>rd</sup> of 20	1 <sup>st</sup> of 20	1 <sup>st</sup> of	6 <sup>th</sup> of 20	13 of 20

<sup>1</sup> Alstom Power, BHP Billiton, InfraReady Products, and Standard Machine were recommended for approval by SREDA's Incentive Sub-Review Committee in February, 2010

<b>Increase the long term viability of a project</b>	<b>Total value of new investment</b>							
	• Proposed at time of application	\$26.9M estimate	\$18.11 estimate	\$10.3M estimate	\$53.5M estimate	N/A	\$255M	N/A
	• Actually invested	\$26.45 estimate	\$18.11 estimate	TBD	TBD	N/A	N/A	N/A
	<b>Number of businesses</b>							
	• Complied with ongoing conditions	12	15	18	20	21	22	19
	• Did not comply with ongoing conditions	1	1	1	1	1	2	1
<b>Demonstrate the City's commitment to a business or industry</b>	<b>Number of approved applications related to</b>							
	• Manufacturing	4	5	5	7	N/A	N/A	N/A
	• Processing	1	0	0	1	N/A	N/A	N/A
	• Technology	0	0	0	0	N/A	N/A	N/A
	• Telecommunications	0	0	0	0	N/A	N/A	N/A
	• Data processing	0	1	0	0	N/A	N/A	N/A
	• Call centres	2	3	1	0	N/A	N/A	N/A

34

**Inventory & Disposal Services****US, Saskatoon Light & Power, Inventory write-downs during 2010**

Corporate number	Description	Quantity	Average Cost	Total
2-70-09	CABLE TRIPLEX SB 2/0 *6	25	4.71	117.73
4-10-83	ARM STEEL ST LT 10' DBL DAVIT - GALVANIZED	1	735.23	735.23
4-50-25	FIXTURE COBRAHEAD DROP LENS HPS 250W 120/240V W/O REC	2	132.61	265.23
4-55-25	FIXTURE MONGOOSE HPS 250W 120/240V LOW ANGLE	1	677.42	677.42
4-56-25	FIXTURE VECTOR HPS 250W - 400W 120/240V	1	815.33	815.33
4-72-10	FIXTURE WALLPACK HPS 100W 120/240W W/O REC	1	162.75	162.75
4-90-40	BALLAST FOR VECTOR FIXTURE 400W HPS 347V	1	471.44	471.44
5-02-51	COVER AMPACT SMALL	18	0.85	15.30
6-11-05	TRF PMT DF DUAL VOLTAGE 4160/2400 14400/8320-120/240 50KVA	2	4,360.46	8,720.93
6-11-13	TRF PMT DF 14400/8320-120/240 75KVA	2	2,685.53	5,371.06
6-40-15	TRF PMT DF 25-120/208 4/SW 225KVA	1	8,624.18	8,624.18
6-42-15	TRF PMT DF 25-347/600 225KVA	1	8,206.52	8,206.52
6-69-03	PROBE ELBOW 200A 25KV	3	18.78	56.35
6-72-30	EXTENDER BUSHING 15/25 KV 600A	6	95.82	574.94
6-91-03	TRF OH 1PH 2BU 14.4-120/240 37KVA*	3	1,096.55	3,289.65
6-91-07	TRF OH 1PH 2BU 14.4-120/240 75KVA*	3	1,550.39	4,651.17
6-91-10	TRF OH 1PH 2BU 14.4-120/240 100KVA*	2	2,042.70	4,085.41
6-94-15	TRF OH 3PH 4160-347/600 150KVA*	2	3,651.98	7,303.96
6-98-12	TRF OH 3PH 14.4-240 225KVA	2	6,044.57	12,089.15
6-98-21	TRF OH 3PH 25-240 112KVA	1	3,923.76	3,923.76
6-98-35	TRF OH 3PH 25-120/208 150KVA	1	5,491.22	5,491.22
6-99-08	TIMBER 5"X6"X10'	12	7.86	94.32
7-05-20	BUSHING TRF PRI 25KV	3	90.31	270.93
7-49-12	FUSE INDOOR CL NX 15.5KV 12A	3	65.62	196.86
7-49-18	FUSE INDOOR CL NX 15.5KV 18A	3	51.80	155.40
7-49-25	FUSE INDOOR CL NX 15.5KV 25A	3	82.47	247.41
7-49-40	FUSE INDOOR CL NX 15.5KV 40A	3	63.61	190.83
7-49-43	FUSE OUTDOOR CL 8.3KV 25A	3	82.95	248.85
7-90-20	RINGS RETAINING 600A SPLICE 250MCM	3	19.51	58.53
7-90-21	RINGS RETAINING 600A SPLICE 350MCM	3	20.63	61.89

Attachment #1

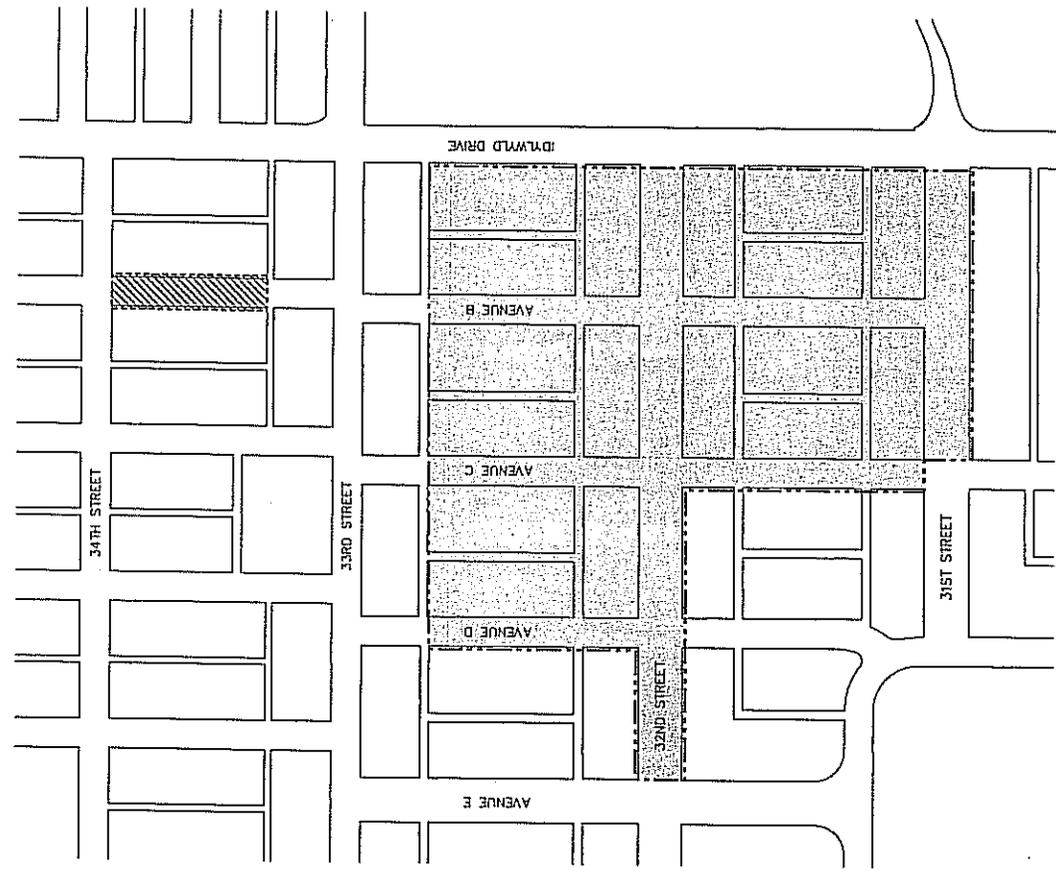
Corporate number	Description	Quantity	Average Cost	Total
8-91-10	CT 600V MV6 3 WIRE 100/100:5	1	49.56	49.56
8-93-02	CT 5KV MV50 2 WIRE 25:5	1	86.24	86.24
8-93-20	CT 5KV MV50 2 WIRE 200:5	3	116.48	349.44
8-93-30	CT 5KV MV50 2 WIRE 300:5	3	304.00	912.00
8-93-53	CT 5KV MV50 DUAL RATIO 100/50:5	1	112.00	112.00
8-95-24	PT 5 KV 2400:120	2	186.98	373.96
8-97-03	TEST BLOCK 3PH 3WIRE	8	65.64	525.12
9-10-06	PIPE HDPE 2"	1504	0.89	1,345.79
9-10-16	PIPE HDPE 127MM (5")	84	13.01	1,092.78
9-10-26	PIPE DUCT PVC DB2 5"	80	1.67	133.91
				<b>\$ 82,154.54</b>

write offs 2010 attach. land2.doc

**Inventory & Disposal Services****IS, Electronic Stores, Inventory write-downs during 2010**

Corporate number	Description	Quantity	Average Cost	Total
03500616	BATTERY 2V 2.5 AMP HR RECHARGEABLE	14.00	\$11.45	\$160.30
03100100	BATTERY 2/3 A 3V	1.00	\$9.00	\$9.00
04905725	CONNECTORS P-202-CCT	3.00	\$3.41	\$10.23
04905733	CONNECTORS S-202-CCT	6.00	\$5.17	\$31.02
04905768	CONNECTORS P-302-CCT	10.00	\$3.57	\$35.70
04905776	CONNECTORS S-302-CCT	8.00	\$4.34	\$34.72
04906586	CONNECTOR S 304 CCT	5.00	\$2.75	\$13.75
04906578	CONNECTOR P 304 CCT	4.00	\$2.92	\$11.68
08001952	SWITCH HEAT 18DTS60	4.00	\$1.00	\$4.00
08001979	SWITCH HEAT 3F01-110	5.00	\$1.00	\$5.00
04907183	BACKSHELL D-SUBMIN 15-POS	1.00	\$3.19	\$3.19
04925599	SWITCH 8A3021	1.00	\$9.70	\$9.70
04924835	SWITCH C/H 7505K4	1.00	\$4.16	\$4.16
04924878	SWITCH TOGGLE DPDT CENTRE OFF LUG	2.00	\$9.12	\$18.24
04926145	SWITCH TOGGLE DPDT CENTER OFF	1.00	\$11.19	\$11.19
05007119	SWITCH DPDT SLIDE	1.00	\$0.52	\$0.52
05006783	SWITCH TACT TS10	27.00	\$1.50	\$40.50
04924665	SWITCH P.B. 2201	2.00	\$20.63	\$41.26
04926684	TERM STRIP 3 PR	2.00	\$2.15	\$4.30
04607086	JACK 4 WIRE SURFACE MNT	6.00	\$1.60	\$9.60
05000564	OPTOISOLATOR VTL3A27	22.00	\$11.89	\$261.58
05000548	OPTOISOLATORS 31558P12	3.00	\$8.66	\$25.98
05000467	OPTOISOLATORS 31558P1	9.00	\$19.49	\$175.41
05006414	PED. ISOLATOR UNITS	8.00	\$69.22	\$553.76
09301097	CLAMP GROUND 1 1/4" TO 2"	3.00	\$10.94	\$32.82
09303014	COUPLING GROUND ROD 5/8" BRONZE	2.00	\$4.26	\$8.52
08001613	COVER DUPLEX	1.00	\$1.45	\$1.45
09201016	MAST HANGER OVERHEAD	5.00	\$66.25	\$331.25
				<b>\$1,848.83</b>

Attachment 1  
E2



PERMIT ZONE  
PROPOSED PERMIT ZONE

RESIDENTIAL PARKING PERMIT ZONE CASWELL HILL / MAYFAIR PARKING RESTRICTION		PUBLIC WORKS	
City of <b>Saskatoon</b> Infrastructure Services Department		TRANSPORTATION <i>C. Gagnon</i>	
CONSTRUCTION & DESIGN PROJECT: _____ SITE: _____ DRAWN BY: <i>BJ</i> DATE: _____ CHECKED BY: <i>BJ</i> DATE: _____ APPROVED BY: <i>BJ</i> DATE: _____		APPROVED BY: <i>BJ</i> DATE: _____	
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E3

**Location A**  
**8<sup>th</sup> Street off Ramp to Idylwyld Drive Freeway**

<b>Year</b>	<b>Accident Date</b>	<b>Configuration</b>	<b>Road Surface</b>	<b>Major Contributing Factor</b>
2005	21-Dec-05	lost control - right ditch	packed snow	road Condition
2005	14-Mar-05	rear end	dry	not stated
2005	24-Mar-05	rear end	wet	Inattentive
2005	25-Aug-05	lost control - right ditch	wet	other human action
2005	04-Nov-05	rear end	dry	not stated
2005	13-Dec-05	fixed movable object	packed snow	taking evasive action
2006	03-Jan-06	rear end	packed snow	weather
2006	21-Feb-06	fixed movable object	Not stated	not stated
2006	03-Jan-06	lost control - right ditch	packed snow	driving too fast for road conditions
2006	02-Jun-06	fixed movable object	packed snow	not stated
2006	08-Feb-06	fixed movable object	packed snow	drinking
2006	28-Sep-06	side swipe-same direction	not stated	passing or lane usage improper
2006	19-Nov-06	side swipe-same direction	dry	Inattentive
2006	13-Dec-06	lost control - right ditch	packed snow	driving too fast for road conditions
2006	24-Aug-06	lost control - right ditch	dry	not stated
2006	13-Apr-06	rear end	dry	not stated
2006	05-Sep-06	rear end	dry	not stated
2006	19-Dec-06	rear end	packed snow	sun glare
2006	04-Jan-06	other	packed snow	road Condition
2006	09-Mar-06	fixed movable object	packed snow	road Condition
2006	22-Apr-06	rear end	dry	following too closely
2006	24-Jun-06	rear end	not stated	inattentive
2006	02-Jul-06	rear end	dry	not stated
2006	03-Dec-06	fixed movable object	packed snow	not stated
2006	09-Dec-06	rear end	packed snow	following too closely

<b>Year</b>	<b>Accident Date</b>	<b>Configuration</b>	<b>Road Surface</b>	<b>Major Contributing Factor</b>
2007	02-Apr-07	lost control - right ditch to left	loose gravel	exceeding speed limit
2007	10-Mar-07	fixed movable object	packed snow	Road Condition
2007	27-Jun-07	lost control - right ditch	dry	lost consciousness illness
2007	08-Sep-07	rear end	dry	Inattentive
2007	14-Dec-07	rear end	packed snow	following too closely
2007	03-Oct-07	lost control - right ditch	dry	driver inexperience
2007	08-Dec-07	other	packed snow	driving too fast for road conditions
2007	08-Dec-07	rear end	packed snow	following too closely
2007	14-Dec-07	lost control-left ditch	packed snow	other environmental
2007	07-Dec-07	lost control-right ditch to left ditch	packed snow	road Condition
2007	23-Dec-07	left-turn/straight-opposite direction	packed snow	fail to yield to right of-way
2007	28-Nov-07	lost control - right ditch	packed snow	driving too fast for road conditions
2007	14-Dec-07	side swipe-same direction	packed snow	taking evasive action
2007	22-Nov-07	Rear end	dry	inattentive
2007	16-Jun-07	Left-turn/straight-opposite direction	dry	not stated
2008	12-Feb-08	rear end	packed snow	inattentive
2008	01-Jan-08	rear end	packed snow	not stated
2008	13-Apr-08	lost control-right ditch	dry	inattentive
2008	08-Apr-08	rear end	not stated	inattentive
2008	12-Nov-08	rear end	dry	inattentive
2008	29-Jan-08	rear end	packed snow	not stated
2008	30-Mar-08	side swipe-same direction	dry	inattentive
2008	29-Apr-08	rear end	not stated	inattentive
2008	29-Apr-08	rear end	dry	inattentive
2008	04-Apr-08	rear end	dry	inattentive
2008	26-Jun-08	fixed movable object	wet	road Condition
2008	22-Aug-08	rear end		inattentive
2009	01-Sep-09	rear end	dry	careless driving

<b>Year</b>	<b>Accident Date</b>	<b>Configuration</b>	<b>Road Surface</b>	<b>Major Contributing Factor</b>
2009	15-Feb-09	side swipe-same direction	dry	impaired/careless driving/stunting
2009	03-Jan-09	lost control - right ditch	loose snow	inattentive
2009	15-Jan-09	rear end	packed snow	driving too fast for road conditions
2009	18-Jan-09	lost control - right ditch	slush	driving too fast for road conditions
2009	21-Jun-09	lost control - right ditch	wet	driving too fast for road conditions
2009	10-Dec-09	lost control-left ditch	loose snow	driving too fast for road conditions
2009	23-Dec-09	16	not stated	not stated
2009	08-Oct-09	fixed movable object	packed snow	weather
2009	01-Jul-09	other	not stated	not stated
2009	22-Dec-09	rear end	packed snow	passing or lane usage improper
2009	23-Sep-09	lost control - right ditch	not stated	not stated
2009	11-Jan-09	rear end	packed snow	road Condition
2009	15-Jan-09	side swipe-same direction	packed snow	inattentive
2009	10-Apr-09	lost control - right ditch	not stated	inattentive

**Location B****Idylwyld Drive between 8<sup>th</sup> Street and 9<sup>th</sup> Street (midblock)**

<b>Year</b>	<b>Accident Date</b>	<b>Configuration</b>	<b>Road Surface</b>	<b>Major Contributing Factor</b>
2007	15-Sep-07	fixed-moveable object	dry	not stated
2007	01-Nov-07	rear End	dry	inattentive

**Location C****9<sup>th</sup> Avenue and Idylwyld Drive**

<b>Year</b>	<b>Accident Date</b>	<b>Configuration</b>	<b>Road Surface</b>	<b>Major Contributing Factor</b>
2007	25-Oct-07	rear end	loose snow	not stated

**Location D****9<sup>th</sup> Street (midblock)**

<b>Year</b>	<b>Accident Date</b>	<b>Configuration</b>	<b>Road Surface</b>	<b>Major Contributing Factor</b>
2006	26-Nov-06	other	packed snow/ice	not stated
2008	30-Jul-08	side swipe- same direction	dry	inattentive

**Location E****9<sup>th</sup> Street & McPherson Ave**

<b>Year</b>	<b>Accident Date</b>	<b>Configuration</b>	<b>Road Surface</b>	<b>Major Contributing Factor</b>
2006	08-Jan-06	right angle	loose snow	not stated
2006	23-Feb-06	right angle	loose snow	not stated
2006	11-Mar-06	right angle	loose snow	fail to yield the ROW
2006	03-Dec-06	other	loose snow	road condition
2007	16-Aug-07	right angle	dry	fail to yield the ROW
2007	27-Jul-07	other	dry	not stated
2008	13-Apr-08	right angle	dry	not stated
2008	05-Aug-08	side swipe same direction	dry	inattentive

E4

**BYLAW NO. 8931**

**The Street Closing Bylaw, 2011 (No. 2)**

The Council of The City of Saskatoon enacts:

**Title**

- 1. This Bylaw may be cited as The Street Closing Bylaw, 2011 (No. 2).

**Purpose**

- 2. The purpose of this Bylaw is to close the walkway adjacent to 1319 Avenue J North, Saskatoon, Saskatchewan.

**Closure of Walkway**

- 3. All the walkway adjacent to 1319 Avenue J North, Saskatoon, Saskatchewan, more particularly described as:

Parcel Number: 145252470  
 Legal Land Description: Lot F, Blk/Par 288, Plan G919 Ext 0  
 as described on Certificate of Title 63S09461C

as shown on a Plan of Proposed Surface Subdivision by T.R. Webb S.L.S. dated February 19, 2010, and attached as Schedule "A" to this Bylaw, is closed.

**Coming into Force**

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

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

\_\_\_\_\_  
Mayor

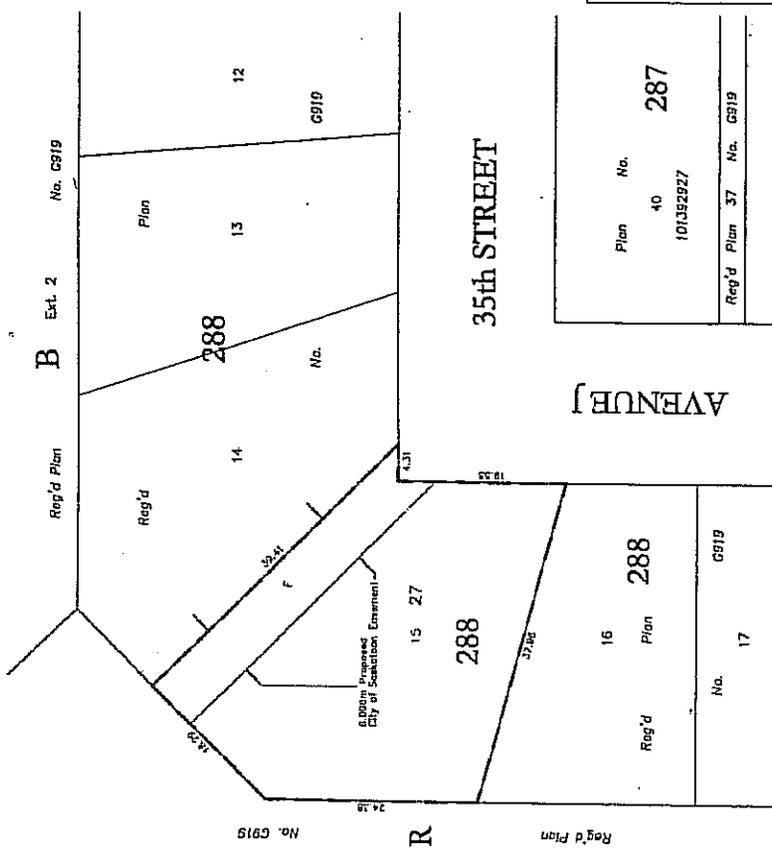
\_\_\_\_\_  
City Clerk

# Schedule "A"

**PLAN OF PROPOSED  
SURFACE SUBDIVISION OF  
LOTS F & 15, BLOCK 288  
REG'D PLAN NO. G919  
S.W. 1/4 SEC. 5  
TWP. 37, RGE. 5, W. 3RD M.  
1319 AVENUE J  
SASKATOON, SASKATCHEWAN  
BY T.R. WEBB, S.L.S.  
SCALE 1:500**

Dimensions shown are in metres and decimals thereof.  
Portion of this plan to be approved is outlined in  
red with a bold, dashed line and contains 0.12± ha  
(0.30± ac.).

Distances shown are approximate and may vary  
from the final plan of survey by ± 1.0 m



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

\_\_\_\_\_  
Date  
Community Services Department

*T.R. Webb*  
T.R. Webb  
February 19, 2010  
Saskatchewan Land Surveyor  
Seal

Prepared by  
**T.R. Webb Surveys**  
© 2009  
09-2059ac CVO

Plan No.	40	287
101352927		
Reg'd Plan No. G919	37	No. G919

His Worship the Mayor and City Council  
The City of Saskatoon

**REPORT**

of the

**PLANNING AND OPERATIONS COMMITTEE**

Composition of Committee

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

**1. Pedestrian Safety Program – Signage – Children with Disabilities**  
**(Files CK. 6280-1 and IS. 6320-1)**

**RECOMMENDATION:** that the information be received.

Attached is the report of the General Manager, Infrastructure Services Department dated February 18, 2011, responding to a referral on the possibility of installing pedestrian traffic signs to advise motorists that children with visual or hearing impairments could be crossing the street in the area.

Your Committee has reviewed the matter with the Administration, including information from existing programs in other municipalities and their effectiveness, along with the Administration's rationale for recommending against installing these types of pedestrian traffic signs. Your Committee is forwarding the report to City Council as information.

**2. Proposed Riversdale Business Development and Revitalization Plan**  
**(Files CK. 4125-6 and PL 1680-5)**

**RECOMMENDATION:** that up to \$60,000 of the funds allocated within Capital Project 2162 be redirected as needed to fund the preparation of a Riversdale Business Development and Revitalization Plan.

Attached is the report of the General Manager, Community Services Department dated February 28, 2011, with respect to the above proposed plan, including funding for the plan.

Your Committee has reviewed the report with the Administration and has received a presentation from the Executive Director, Riversdale Business Improvement District, in support of the proposal. Following consideration of this matter, your Committee is supporting the above recommendation.

**3. Saskatoon Housing Initiatives Partnership -**  
**Community Support for Affordable Housing Business Planning**  
**(Files CK. 750-4 and PL 950-14)**

- RECOMMENDATION:**
- 1) that the General Manager, Community Services Department, be authorized to enter into a Service Agreement with the Saskatoon Housing Initiatives Partnership to provide community-based affordable housing business planning services for Saskatoon;
  - 2) that the maximum amount of annual funding for this service be set at \$115,000 and funded from the Affordable Housing Reserve; and
  - 3) that the Saskatoon Housing Initiatives Partnership be requested to prepare and present to City Council, a five-year business plan to illustrate a strategy for sustaining the support for community-based affordable housing development services.

Attached is the report of the General Manager, Community Services Department dated February 25, 2011, with respect to the above matter.

Report No. 4-2011  
Monday, March 21, 2011  
Planning and Operations Committee  
Page 3

Your Committee has reviewed the report with the Administration and has also received a presentation from the Executive Director, Saskatoon Housing Initiatives Partnership, providing highlights of the business planning activities of the Saskatoon Housing Initiatives Partnership.

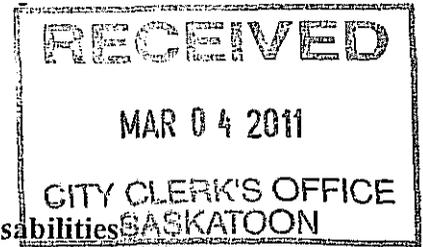
Following consideration of this matter, your Committee is supporting the recommendations of the Administration, as outlined above.

Respectfully submitted,

---

Councillor P. Lorje, Chair

6280-1 /



**TO:** Planning & Operations Committee  
**FROM:** General Manager, Infrastructure Services Department  
**DATE:** February 18, 2011  
**SUBJECT:** Pedestrian Safety Program – Signage – Children with Disabilities  
**FILE** CK 6280-1; IS 6320-1

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

**BACKGROUND**

City Council, at its meeting held on May 10, 2010, considered a report from Infrastructure Services, in response to an enquiry from Councillor B. Pringle requesting that the Administration report on installing appropriate signage to advise motorists of children with hearing impairments at Robert H. Freeland Park, similar to the City of Regina’s program which utilizes signs advising reduced speed limits. Due to the potential for increased traffic congestion, the Administration recommended against the installation of such signage. The Administration has installed standard crosswalks and “Playground Ahead” signs at the location. Council resolved the matter be referred to the Saskatoon Accessibility Advisory Committee.

The Saskatoon Accessibility Advisory Committee, at its meeting held on May 28, 2010, resolved the matter be referred to the Executive Committee for a report to Council, recommending that the City provide hearing or visually impaired signage on a request basis, similar to Regina’s guidelines.

The Executive Committee, at its meeting held on June 7, 2010, resolved the matter be referred back to the Administration for further review and report to the Planning and Operations Committee.

**REPORT**

Because the practice of installing signage to advise motorists of hearing or visually-impaired pedestrians is not a standard recognized by either the Transportation Association of Canada (TAC) or the Canadian Institute of Transportation Engineers (CITE), the Administration surveyed the Traffic Operations and Management Standing Committee of Canada (TOMSC) in order to determine what practices, if any, are being used in order to address pedestrians with visual or hearing impairments in other municipalities.

TOMSC, a committee of TAC’s Chief Engineers’ Council, is concerned with organizing, stimulating and coordinating research for the improvement of traffic control devices and practices in Canada, and the carrying out of such other activities relating to recommended traffic control practices. The Committee is comprised of transportation and traffic engineering representatives from across Canada, including the City of Saskatoon. The Committee approves standards which are published in the Manual for Uniform Traffic Control Devices for Canada (MUTCD-C).

Out of the 13 Municipalities taking part in the survey, only four (4) indicated that they currently have a program in place (Town of Milton, ON; Nova Scotia Department of Transportation and Infrastructure Renewal; City of Fredericton, New Brunswick; and the Halifax Regional Municipality). Similar to the City of Regina, each participating municipality's program is based on resident request. The programs in the province of Nova Scotia require a medical doctor's certificate certifying the age of the child and the disability. Regina is the only municipality to utilize reduced speeds in conjunction with their "pedestrian with visual or hearing impairment" signage. Regina indicated that since the reduced speed limits used are classified as "advisory," rather than "regulatory," they are not enforced by Regina police, as it is not mandatory for drivers to reduce their travel speeds.

The remaining nine (9) Canadian municipalities who responded to the survey indicated that they currently do not have such a program in place (Department of Transportation and Works, NL; SK Ministry of Highways and Infrastructure; City of Montréal, QC; City of Red Deer, AB; City of Toronto, ON; City of Chilliwack, BC; City of Vancouver, BC; City of Winnipeg, MB; and Bowen Island, BC).

None of the municipalities utilizing "Child with Hearing Impairment" signs have any evidence (written or verbal feedback, or traffic studies) to indicate that installation of the signs have had any effect in improving pedestrian safety or driver awareness. Studies conducted in other cities where signs were widely posted in residential areas show no evidence of having reduced pedestrian crashes or vehicle speed. Such signs may encourage parents with children to believe they have an added degree of protection, creating a false sense of security that motorists will stop for them when, in fact, they may create more danger than previously existed.

Warning signs are intended to inform motorists of regular unforeseen hazards in the roadway where extra caution is necessary. "Child with Hearing Impairment" signs are typically ignored by drivers due to the child not being present on a regular basis. Thus, the sign itself commands no attention from motorists who regularly pass them; the sign becomes part of the landscape, loses meaning and diminishes the effectiveness of essential warranted warning signs. Furthermore, some Canadian municipalities have been hesitant to install such signs as they potentially serve as a target or indicator for child predators that someone with a handicap (more vulnerable) lives in that area.

Based on the results of the potential for increased safety hazards, the Administration's position remains in recommending against the creation of a request-based program for installing pedestrian traffic signs to advise motorists that children with visual or hearing impairments could be crossing the street in the area.

### **ENVIRONMENTAL IMPLICATIONS**

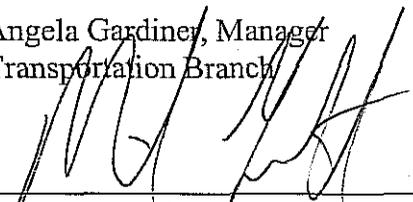
There are no environmental implications.

### **PUBLIC NOTICE**

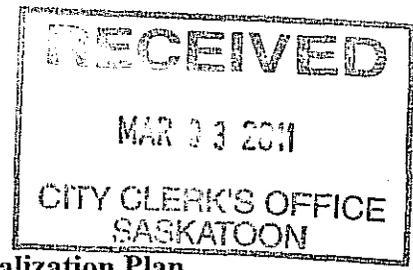
Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Written by: Rosemarie Sexon, EIT  
Traffic Engineer  
Transportation Branch

Reviewed by: Angela Gardiner, Manager  
Transportation Branch

Approved by:   
Mike Gutek, General Manager  
Infrastructure Services  
Dated: May, 2011

Copy to: Murray Totland  
City Manager



TO: Secretary, Planning and Operations Committee  
FROM: General Manager, Community Services Department  
DATE: February 28, 2011  
SUBJECT: Proposed Riversdale Business Development and Revitalization Plan  
FILE NO: PL 1680-5

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

- 1) that up to \$60,000 of the funds allocated within Capital Project 2162 be redirected as needed to fund the preparation of a Riversdale Business Development and Revitalization Plan.

BACKGROUND

In June 2001, a management team comprised of the Riversdale Business Improvement District (BID), the City of Saskatoon (City), Saskatchewan Economic and Co-operative Development, Saskatoon Regional Economic Development Authority Inc. and QUINT Development Corporation lead the development of a targeted business development strategy for Riversdale and West Central Business Development area of Saskatoon.

A 2004 progress report (Attachment 1) was provided to City Council and indicated that many of the recommendations contained in the strategy were underway or completed. The strategy included recommendations on:

- road access improvements,
- linkages between South Downtown and Spadina Crescent,
- development of housing programs,
- improved City services,
- process to address contaminated sites, and
- special events and festivals.

The strategy assisted in the formation of the Municipal Enterprise Zone incentive program, which operated from 2002 to 2010. The Enterprise Zone program was successful, but has since been replaced by a new, self-financing Vacant Lot and Adaptive Reuse Program.

There appears to be growing concern within the Riversdale BID, despite the public investments made by the City over the past 17 years, that business attraction and securing new private investment have not reached expected levels. This situation should not be left on its own and should be examined further as to the causes and possible solutions to turn the corner.

REPORT

There is a strong sense that both positive and negative influences are occurring in the Riversdale BID area. Despite on-going public investments in urban design, local area planning, and incentive programs, a negative attitude persists in the community towards Riversdale and Pleasant Hill neighbourhoods. This has led to scepticism, by some, that revitalization has

stalled. New approaches and strategies are required to boost the positive momentum occurring in the neighbourhood.

#### 2001 Riversdale – West Central Business Development Strategy

This plan encompassed a very large area: Circle Drive to the west, Idylwyld Drive to the east, 22<sup>nd</sup> Street to the north, and the South Saskatchewan River to the south. Overall, this area has received a significant amount of public investment and improvements since 2001. The list below highlights some significant city-supported initiatives aimed at improving the Southwest area of Saskatoon.

- 2001 Riversdale – West Central Business Development Strategy – Fast & Associates,
- 2002 to 2010 Enterprise Zone Incentive Program,
- 2002 Pleasant Hill Local Area Plan,
- 2002 Streetscape Improvements: street trees and pavers from Avenues D to E and Little Chief Police Station,
- 2003 17<sup>th</sup> Street Greenspace Linkage,
- 2003 Streetscape improvements: lighting from Avenues E to H,
- 2004 West Industrial Local Area Plan,
- 2004 Streetscape Improvements: cross-street banner poles,
- 2006 Station 20 West Site Redevelopment,
- 2006 Streetscape Improvements: Riversdale Village Banners,
- 2007 Avenues A to D Streetscape Enhancement,
- 2007 Farmer’s Market and Business Incubator,
- 2007 “Musk Ox” Public Artwork purchased for permanent installation on 20<sup>th</sup> Street,
- 2007 to 2011 River Landing Phase II,
- 2008 Riversdale Local Area Plan,
- 2008 Surface Deficiencies Project,
- 2009 19<sup>th</sup> Street Pedestrian and Parking Connection: River Landing,
- 2009 Street Furniture Improvements: poster box installation,
- 2009 Street Furniture improvements: bollard replacement Idylwyld to Avenue E,
- 2010 Facade Appearance Grants, and
- 2010 South River Crossing.

Prior to 2001, the following improvements were completed on 20<sup>th</sup> Street:

- 1993 - Streetscape Master Plan,
- 1994 - Streetscape from Avenues A to D,
- 1998 - Streetscape from Avenues D to E,
- 1999 - Street furniture improvements: garbage cans to Avenue Q, and
- 2000 - Streetscape extension - hose bib installation from Avenues D to E

Physical improvements and public investment has obviously occurred since 2001 and earlier. However, the Riversdale BID area appears to be lagging in private investment.

### A More Focussed Approach

Unmet expectations are causing frustration levels to rise amongst some retail business owners and the slow pace of change is causing public opinion to remain doubtful about revitalization. The Riversdale BID has been feeling much of the pressure to accelerate the pace of change.

The Riversdale BID Board and staff of the Community Services Department agree that a more focussed, direct approach to revitalization and "image renewal" is now necessary. A Plan focussed on the Riversdale BID area (Attachment 2), the BID mandate, and proven strategies to enhance image, and attract new retail, and retail services to the area is needed.

The first tendency amongst the BID members is to suggest short-term solutions that are small and ad hoc, designed to "fix" or solve the image problem facing Riversdale. Solutions for sidewalk improvements, basic maintenance, linkages to River Landing, de-concentration of support services, vacant lots, job growth, etc., have all been suggested. There are many opinions about what it will take to "turn the corner", but they tend to be fragmented solutions rooted in fixing the public "appearance" of the area.

Short-term solutions related to appearance and the public realm are important, but are not likely to lead to the kind of change people are expecting. What appears to be lacking is a common vision about what a revitalized Riversdale actually looks like. A business development and revitalization plan is needed to establish a vision, determine the economic baseline, set targets, and move incrementally towards the vision. A plan is needed to focus resources on strategic priorities. Priorities which will help attract new business and prompt action from existing business owners. Expectations need to be managed and realistic. Today's problems took years to develop, and it may take years to resolve them. Renewal takes time.

Although a Terms of Reference has not been finalized, it is expected that strategies will be sought on the following areas of concern:

- vision and identity,
- establishment of an economic baseline,
- job growth,
- size of the Riversdale BID and adequate support,
- concentration of support services,
- encouraging existing owners to act,
- encouraging new private investments.
- an emphasis on "The Basics": clean, safe, maintained,
- absorbing unused space (land and buildings),
- penalties to discourage owners from neglecting property,
- inclusiveness: engaging the existing population in the revitalization plan,
- shifting attitudes: looking at Riversdale differently, and
- attracting a major retail anchor.

The proposal contained in this report is to create a steering committee, develop a Terms of Reference for the new plan, and obtain consulting services from an expert with demonstrated success in the area of local revitalization and renewal.

Funding for the new plan would come from the redirection of existing funding, where \$60,000 was identified in the 2008 Capital Plan, Project 2162 Streetscape Reserve (BIDs) for an entrance feature at the 20th Street and Idylwyld Drive intersection. This project involves the identification and design of placemakers to improve the streetscape and promote the unique identity of the Riversdale area. This report proposes that the entrance feature be postponed pending the outcome of a new revitalization plan.

The BID Plan will lay the groundwork for a comprehensive set of strategies for the revitalization of 20<sup>th</sup> Street and adjacent areas, including marketing, business attraction, incentives, civic policies, and physical streetscape upgrades. Implementation of the marketing and policy pieces would be detailed in terms of short-term, medium-term, and long-term objectives.

The BID revitalization plan will be complementary to the City Centre Plan and the Culture Plan. It could also be used to guide the development of an extended 20<sup>th</sup> Street Streetscape Master Plan. Slated to commence following the completion of the 3<sup>rd</sup> Avenue Streetscape, the proposed 20<sup>th</sup> Street Streetscape Master Plan would be funded from Capital Project 2162, Streetscape Reserve (BIDs). At this time, opportunities to promote Riversdale identity in a physical structure can be explored in the Streetscape Master Plan, including the Idylwyld and 20<sup>th</sup> Street entrance piece.

A consulting firm with an extensive and proven track record around neighbourhood, retail and BID revitalization will be sought. It is envisaged that the Plan may take up to one year to fully complete. Upon completion, implementation will begin as soon as possible.

## **OPTIONS**

1. Adopt the recommendations of this report. Selection of this option will set in motion a process to create a Terms of Reference for the new Riversdale Business Development and Revitalization Plan and commence with the Plan (recommended).
2. Decline to support the recommendations. Selection of this option will mean that the funding for the 20<sup>th</sup> Street entrance feature will remain in place.

## **POLICY IMPLICATIONS**

There are no policy implications as a result of this report.

## **FINANCIAL IMPLICATIONS**

\$60,000 was allocated in 2008 to project 2162, Streetscape Reserve (BIDs) for the design and development of a streetscape entrance feature at 20<sup>th</sup> Street and Idylwyld Drive. It is proposed that this money be reallocated towards a new Business Development and Revitalization Plan for

the Riversdale BID. The Terms of Reference for this new plan have yet to be developed, but it is estimated to cost no less than \$35,000 to adequately meet the terms of reference. The gateway project will be deferred indefinitely pending the outcome and recommendations of the Plan.

The City will request an in-kind contribution from the Riversdale BID, with the expectation that the BID will assume a leadership role on the steering committee for the new plan.

### STAKEHOLDER INVOLVEMENT

To be determined by the Terms of Reference for the new plan.

### ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

### PUBLIC NOTICE

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

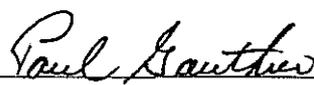
### ATTACHMENT

1. 2004 Riversdale-West Central Business Development Study
2. Riversdale BID Area

Written by: Alan Wallace, Manager  
Neighbourhood Planning

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

Reviewed by:   
Rick Howse, Manager  
Land Branch

Approved by:   
Paul Gauthier, General Manager  
Community Services Department  
Dated: March 3, 2011

Approved by: for Paul Bantner  
Murray Totland, City Manager  
Dated: March 3, 2011

S:\Reports\CP\2011\Committee 2011\ - PO Riversdale Business Development and Revitalization Plan\jk

**TO:** Secretary, Planning and Operations Committee  
**FROM:** General Manager, Community Services Department  
**DATE:** July 24, 2004  
**SUBJECT:** Riversdale-West Central Business Development Study  
**FILE NO:** PL. 4125-and 4110-14

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**RECOMMENDATION:** that the following report be received and forwarded to City Council for information.

**EXECUTIVE SUMMARY:**

The Riversdale West Central area is an important sub-region within Saskatoon's overall economic development strategy. The primary area is bounded by 22<sup>nd</sup> Street to the north, Holiday Park and the SEDCO Industrial Park to the south, Circle Drive to the west, and Idylwyld Drive to the east. (Refer to Figure 1.)

The Riversdale West Central Business Development Study was initiated to improve the economic situation in the area through business development and retention. In this way, a more stable economic environment is created, which in turn, leads to a stronger overall community from an economic, social, and cultural perspective. The study partners included the Riversdale Business Improvement District, the City of Saskatoon, Saskatchewan Economic and Cooperative Development, Saskatoon Regional Economic Development Authority, and QUINT Development Corporation. (Refer to Appendix 1 for an Executive Summary of the full study.)

The study contained a number of recommendations for the City of Saskatoon to address, focussing on the following issues:

- Construction of a south bridge;
- Improved road access to the area;
- Housing development in the area;
- Improved City services in the area;
- New efforts to address contaminated sites; and
- Attraction of new businesses and jobs, including the establishment of a grocery store in the area. (Refer to Appendix 2 for the complete set of study recommendations.)

Since the study recommendations were tabled with City Council in September of 2001, many significant initiatives have begun. Some of these include:

- The functional planning is now underway for a new south river crossing;
- The 2004 Capital Budget includes significant improvements for the intersection of Circle Drive and 11<sup>th</sup> Street, valued at approximately \$3,500,000;
- Planning is underway for a major new access roadway to the area along 17<sup>th</sup> Street West, and south to 11<sup>th</sup> Street along the CN rail right-of-way;
- The Enterprise Zone program is now in place offering important incentives to new business and housing projects in the area;
- Local Area Plans in King George, Pleasant Hill, West Industrial and Riversdale are either completed or underway, providing community-based strategies for land use, economic development, housing, transportation, safety, parks and heritage;

- The Lions skate park has opened in Victoria Park, along with a new Program Plan for Victoria Park;
- The Giant Tiger variety store at 22<sup>nd</sup> Street and Avenue F will soon be open with a significant food and grocery component;
- The Utility Services Department has established the new Environmental Protection Branch which will, in part, monitor contaminated sites and manage remediation efforts on selected City properties;
- Planning for the South Downtown Project is well underway, which includes significant development opportunities for the A. L. Cole site and nearby lands, including commercial and residential development sites, new recreational opportunities, a possible business incubator and farmer's market in the former City Electric Building; and many other business, cultural and recreational opportunities; and
- Recently approved policies to limit the concentration of pawnshops in the area will improve the potential for new business and residential development in Riversdale.

In summary, the study high-lighted the strengths and weaknesses of the area and provided direction for future economic development. In the Administration's view, the implementation of the recommendations directed to the City of Saskatoon have been substantially achieved and will continue to be enhanced in the future. This report provides an update on activities in the area.

## **BACKGROUND**

The Riversdale West Central area is an important sub-region within Saskatoon's overall economic development strategy. The primary area is bounded by 22<sup>nd</sup> Street to the north, Holiday Park and the SEDCO Industrial Park to the south, Circle Drive to the west, and Idylwyld Drive to the east. (Refer to Figure 1.)

This area is rich in ethnic diversity and home to over 400 businesses and organizations; however, the area also has significant challenges. These challenges tend to misconstrue public perception about the area.

The Riversdale West Central Business Development Study was initiated in response to the aforementioned challenges and perceptions. In particular, the study was intended to improve the economic situation in the area through business development and retention. In this way, a more stable economic environment is created, which in turn, leads to a stronger overall community from an economic, social, and cultural perspective. (Refer to Appendix 1 for an Executive Summary of the full study.)

The study partners included the Riversdale Business Improvement District, the City of Saskatoon, Saskatchewan Economic and Cooperative Development, Saskatoon Regional Economic Development Authority, and QUINT Development Corporation.

The study contained a number of recommendations for the City of Saskatoon, focussing on the following issues:

- Construction of a south bridge;
- Improved road access to the area;
- Housing development in the area;
- Improved City services in the area;
- New efforts to address contaminated sites; and
- Attraction of new businesses and jobs, including the establishment of a grocery store in the area.

The complete list of study recommendations is contained in Appendix 2.

City Council received the Riversdale West Central Business Development Study during its meeting held on September 24, 2001. At that time, it was resolved:

“that the information be received and that the recommendations as contained on Page 5 of the Riversdale West Central Business Development Study Report be referred to the Administration.”

The following recommendations were specifically referred to the Community Services Department to provide a coordinated response:

**Recommendation IV – Improve road access to all neighbourhoods within the primary study area to assist business development:**

- a) Address issues of maintenance, interference from railway tracks, intersection design and heavy traffic on 11<sup>th</sup> Street West;
- b) Spadina Crescent Linkage from South Downtown to the A. L. Cole site and beyond to provide better access to Victoria Park and to encourage commercial and residential real estate and planning.

**Recommendation V – Continued development of housing programs and initiatives that that provide safe and affordable housing to area residents.**

- a) Administration to report to the Planning and Operations Committee on housing programs and initiatives which are underway or in the planning stages for residential areas within the Riversdale West Central Business Development Area.

**Recommendation VIII – Improved City Services in the Riversdale West Central area to foster a sense of community within the study area.**

- b) Develop an informal campaign to provide information to area businesses about the tax assessment system.

- c) Provision of increased leisure services within the study area to address specific needs.

**Recommendation IX – Development of a new process to identify contaminated sites and to target them for cleanup.**

**Recommendation X – Specific industries have been identified as industries with potential growth in the area.**

- d) Development of special events that promote and raise the profile of the area, and take advantage of Victoria Park and the riverbank area, the history of area residents, and sports-themed events.
- e) Further to the point above, the creation of a special events committee to pursue special events and festivals that may be held in the area and to offer advice and support to those hosting events.

## **REPORT**

**Recommendation IV – Improve road access to all neighbourhoods within the primary study area to assist business development:**

### **Recommendation IV a):**

**Address issues of maintenance, interference from railway tracks, intersection design and heavy traffic on 11<sup>th</sup> Street West;**

### **Infrastructure Services Department Response:**

Infrastructure Services Department has commissioned Stantec Engineering to undertake the initial functional planning and public consultation steps for the proposed south river crossing project. This conceptual planning study, including a large component of public/stakeholder input, will establish the bridge location and alignment of the connecting roadways. The study is expected to be completed by the end of 2004.

The river crossing study will include conceptual designs for intersections/interchanges along the corridor, including the intersection of Circle Drive/11<sup>th</sup> Street. The long term plan would be for an interchange to be constructed at this location. The intersection is currently experiencing congestion problems and so to begin to address the situation, the Administration is examining an intermediate term solution that could integrate with the proposed south river crossing as an initial stage of that project. Infrastructure Services Department will be reporting to the Administration and Finance Committee on this issue.

In a related initiative, the City of Saskatoon is pursuing the re-alignment of traffic patterns

in the area by enhancing 17<sup>th</sup> Street, and de-emphasizing 11<sup>th</sup> Street. This work, which will include additional rights-of-way along the CN railway, will improve access into the West Industrial area and facilitate a new area concept plan.

The King George Local Area Plan also contains two recommendations relating to traffic and circulation issues in the study area. These include:

- Request to quantify the amount and type of speeding along various streets in the area, including 11<sup>th</sup> Street West; and
- Request to increase enforcement activity related to heavy vehicle traffic and noise along several area streets, including 11<sup>th</sup> Street.

These issues will be addressed as part of the implementation plan for the King George Local Area Plan (LAP).

**Recommendation IV b):**

**Spadina Crescent Linkage from South Downtown to the A. L. Cole site and beyond to provide better access to Victoria Park and to encourage commercial and residential real estate and planning.**

**Community Services Department Response:**

In order to facilitate the detailed planning for the South Downtown lands and the associated riverbank area, it was necessary for City Council to confirm whether or not there should be a right-of-way for the Spadina Crescent extension from the Downtown to the A. L. Cole property and beyond. If the Spadina Crescent extension was to be built to accepted transportation standards, the required right-of-way on the east side of the bridge would eliminate almost half of the riverbank area as a park or gathering place. A similar impact would take place on the west side of the bridge. Previous cost estimates to construct this linkage ranged from \$2.3 to \$8.3 million.

The existing east/west road access is the 19<sup>th</sup> Street underpass. The Infrastructure Services Department, in an attempt to increase the visibility for both automobile and pedestrian traffic, is currently reviewing the underpass. One option is to remove the former CNR bridge and raise the grade of 19<sup>th</sup> Street approximately one metre. This would improve sightlines, reduce grades and improve the aesthetics of 19<sup>th</sup> Street between First Avenue and Avenue A.

After receiving a recommendation from the Planning and Operations Committee, City Council, at its meeting held on January 20, 2003, resolved as follows:

“that a right-of-way for the Spadina extension not be allowed for in the design of the Gathercole site riverbank park and that 19<sup>th</sup> Street be improved as the linkage route from east to west Spadina.”

**Recommendation V – Continued development of housing programs and initiatives that provide safe and affordable housing to area residents.**

**Recommendation V a):**

**Administration to report to the Planning and Operations Committee on housing programs and initiatives which are underway or in the planning stages for residential areas within the Riversdale West Central Business Development Area.**

**Community Services Department Response:**

The City of Saskatoon is committed to addressing housing needs in all neighbourhoods in Saskatoon, and has a number of tools and programs to assist with project development. The City does not own or operate housing, but instead supports community-based organizations to develop and proceed with project ideas that meet identified community needs.

Projects are reviewed on a case by case basis, and generally must meet the following criteria:

- targeted to household incomes at or below 60% of the average family household income for the City;
- meeting identified needs in the community; and
- assist with stabilization of neighbourhoods by providing a sense of resident ownership of housing.

Some of the tools available to assist this work include:

Affordable Housing Reserve – a dedicate funding reserve that can provide capital grants for up to 10% of project costs for affordable housing projects.

Enterprise Zone – In 2002, the City created an Enterprise Zone comprised of seven core neighbourhoods and two core industrial areas. The program is designed to encourage targeted businesses and residential uses to locate or expand operations or renovate existing uses in order to create more economic activity and improve the overall neighbourhood environment. One of the specific targeted businesses for this area is a retail or wholesale grocery store, which was identified as a key objective in the Riversdale West-Central Business Development Strategy. Numerous financial incentives are available through this program to encourage new residential development, including a land exchange to encourage incompatible industrial uses to relocate to planned industrial locations and away from residential areas.

Saskatoon Housing Initiatives Partnership (SHIP) – SHIP is an arm's length community-based agency that acts as an umbrella organization to help co-ordinate and support project identification and development. SHIP provides technical assistance, access to funding and other supports for groups attempting to meet housing needs in Saskatoon's neighbourhoods. In January 2003, City Council agreed to core fund SHIP for a half-time position.

Local Area Plans – Neighbourhood-based consultation that identifies key issues in development, including housing needs, and provides direction to the planning and land development process to address those needs. The objective of Local Area Plans is to identify neighbourhood issues and develop a strategy for improving the core neighbourhoods over the long term. Each Local Area Plan has a unique emphasis based on a vision statement that is developed during the planning process.

The City is also generally involved in on-going review of development regulations, processes and policies that affect the way all neighbourhoods are developed or redeveloped, including the aim of increasing access to affordable housing.

**Recommendation VIII – Improved City Services in the Riversdale West Central area to foster a sense of community within the study area.**

**Recommendation VIII b):**

**Develop an informal campaign to provide information to area businesses about the tax assessment system.**

**Corporate Services Department Response:**

Over the past three years, the Office of the City Assessor has met with numerous business groups from around the City of Saskatoon in an attempt to help explain the current assessment system and the future of assessment in Saskatchewan. In addition, these meetings were meant to gather input from Saskatoon taxpayers on the current issues surrounding the assessment process and how these issues could be rectified. These groups included the Riversdale Business Improvement District, the Combined Business Group, the Saskatoon and District Chamber of Commerce, North Saskatoon Business Association, Building Owners and Managers Association, the Saskatoon Real Estate Board (both residential and commercial sectors), and the Saskatchewan Rental Housing Industry Association. The City Assessor also recently attended a meeting of the West Industrial Local Area Planning Committee to discuss current assessment issues and to seek input into required changes to the current assessment system as we move forward.

The assessor for the City of Saskatoon is required, by law, to follow the direction of the Saskatchewan Assessment Management Agency (SAMA) and the regulated Saskatchewan Assessment Manual. It is SAMA that is ultimately responsible for setting property assessment policy in Saskatchewan, with City Council setting the tax policy for this City. The City of Saskatoon has been a key member and driving force behind working towards assessment reform in Saskatchewan with the ultimate goal being a market value system that will provide accurate estimates of value using all recognized approaches to value in a mass appraisal system. City Council has supported this initiative and along with the Administration, believes that moving towards such a system will provide fair, equitable, accurate, and understandable values once reform is complete. To this end, we remain committed to working diligently with SAMA and the other Cities to ensure assessment reform becomes a reality.

Assessment reform has begun to take place with many changes being made to the system for the upcoming reassessment in 2005. Many more changes in the way commercial properties are assessed are scheduled to take place for the 2009 reassessment.

Your Administration also understands that 2009 does seem to be a lengthy wait, however once again, we must follow the Saskatchewan Assessment Manual. This manual along with operational restrictions makes the complete move towards assessment reform a somewhat lengthy process.

Providing more accurate and understandable values for commercial properties however does not need to wait until 2009. To assist the Office of the City Assessor in this regard while at the same time providing all our citizens with a better understanding of the assessment system now in place, the Office of the City Assessor is planning a number of initiatives between now and the release of the 2005 reassessment.

1. Mid- 2003 – Mid-2004: Creation and meetings of Advisory Groups made up of representatives from various areas and with varying expertise. There will be a number of Advisory Groups developed including single family, multi-family, industrial/warehousing, and general commercial. Additional groups will be created if needed. The intent of these meetings will be to explain the current assessment system, to receive input into the development of assessed values for 2005, and finally, to receive input into additional changes required for the 2009 reassessment.
2. Spring 2004 – Fall 2004: “Preview” of proposed 2005 reassessment values with individual property owners to ensure values to be used for 2005 reflect fair and equitable values using the methods as set out in the assessment manual. This preview of values will enable the Office of the City Assessor to “fix” or “explain” property values prior to striking the 2005 reassessment roll and will also provide property owners with a more complete understanding of how their value was created, should they wish to take advantage of this program. This “Preview of Values” has been used successfully in many other jurisdictions across Canada.
3. Brochures are being developed cooperatively with SAMA and the major Cities in Saskatchewan that will provide information on the current and future assessment systems in Saskatchewan. These should be available in the near future. Additional brochures are presently being developed by the City of Saskatoon and will be made available to businesses in this area as well as the balance of the City.
4. The Office of the City Assessor has recently updated its web page to provide additional information. The web page will be continuously updated to provide as much detail as possible.
5. The Office of the City Assessor will continue to meet with business groups from around the City of Saskatoon to provide information and gather input into required changes. This input has been and will continue to be forwarded to SAMA.

An assessment system used for taxation must be fair, open, understandable, and defensible. The above five points move us along towards this goal. The understanding of the assessment system by our citizens is a necessity and as such, we will continue to be a leading force for such a system in Saskatoon and Saskatchewan.

**Recommendation VIII c):****Provision of increased leisure services within the study area to address specific needs.**Community Services Department Response:Background

The Community Services Department conducts a city-wide needs assessment once every 5 years, where approximately 1,500 residents are interviewed to determine their leisure needs and preferences. Based on this needs assessment, the Community Services Department sets its priorities for program development and delivery of leisure services to the citizens of Saskatoon. The last needs assessment was conducted in 1999, at which time the respondents indicated that the services provided in Saskatoon were already meeting their leisure needs, and/or that they were so busy with their families and work that they did not have any additional time to take part in leisure activities. On a city-wide basis, there were no significant gaps identified in the provision of leisure services.

Because the needs assessment is conducted on a city-wide basis, the results are not reliable when they are reduced to the neighbourhood or suburban level. Therefore, it is not possible to reliably identify the leisure preferences and needs identified by the residents living in the study area. However, the Community Services Department does consult with the residents and stakeholders in the development of programs and facilities that directly impact them. For example, the needs of the 6,000 residents requiring integrated services were the primary consideration when determining the program and operation of the White Buffalo Youth Lodge. Skateboard users, parents, and nearby residents were consulted prior to selecting Victoria Park as the location for the outdoor skatepark. The needs of the residents and outdoor sports field users determined the need for a park along 11<sup>th</sup> Street and Appleby Drive.

The following is a list of programs and services that are currently being offered in the study area, as well as a list of programs and facilities that are in the development stage. The Community Services Department will continue to consult the residents and the affected stakeholders when developing new programs and services to meet their leisure needs, as well as continue to evaluate the effectiveness of the programs.

Existing Programs and Services in the Study Area

There are a number of leisure opportunities currently available within the study area. The following is a list of the opportunities based on city-wide use, multi-district use, and neighbourhood use:

a) City-wide and Multi-district Use

- White Buffalo Youth Lodge
- Riverside Badminton and Tennis Club
- Riversdale Swimming Pool
- Holiday Park Golf Course
- Geoff Hughes Baseball Complex
- MVA Trail
- Riversdale Lawn Bowling Club
- Rowing and Canoeing Boathouse
- Kinsmen Arena
- Harold Latrace Arenas I and II
- Hub City Boxing Club (housed at Harold Latrace Arena)
- Hub City Curling Club
- Gordon Howe Park:
  - Cairns Baseball Field
  - Leakos Baseball Field
  - Gordon Howe #1 Softball Diamond
  - Bob Van Impe Softball Diamond
  - Glenn Reeve Fields (6 softball diamonds)
  - Clarence Downey Speedskating Oval (includes public skating)
  - Gordon Howe Campsite

b) Neighbourhood Use

- Peter Pond Park
- Cahill Park
- Optimist Park and paddling pool
- Steve Patola Park
- Grace Adam Metawewinihk Park
- Holiday Park
- Boughton Park and paddling pool
- Meadowgreen Park
- Fred Mendel Park
- Pleasant Hill Park and spray pool
- D.L. Hamilton Park
- St. Andrews Park and paddling pool
- MeTaWeTan Youth Centres
- Girls on the Move Youth Programs
- Rainbow Community Centre (located at Thomas Westley Church)

In addition to these facilities and amenities, the Community Services Department has an Outreach Youth Worker who is responsible to connect with youth that are not in school and encourage them to take part in sport and culture activities in an attempt to re-connect them to more positive lifestyle choices and ultimately back to school. The youth worker

also provides additional support to the wraparound services available through the Absentee Assessment Team. The Outreach Youth Worker will be focused on the schools within the Pleasant Hill neighbourhood.

The Community Services Department also provides funding to the community associations for their recreation programs offered at the neighbourhood level.

#### New Programs and Services

There are a number of initiatives currently underway that will provide more leisure opportunities within the study area. The new outdoor skatepark is located in Victoria Park, and opened in September 2003.

The City of Saskatoon recently purchased the 17<sup>th</sup> Street Right-of-Way to provide a park and pedestrian linkage as identified in the King George Local Area Plan. The Community Services Department will undertake a consultation process to determine the level of development that the residents in the community would like to see. This could include an asphalt walkway, irrigation, tree and shrub planting, benches, and walkway lighting.

The City recently received title to the former Sanatorium Site, including the Bowerman House. These properties offer significant recreational opportunities that will be developed in concert with the MVA.

Lastly, at its meeting held on February 24, 2003, City Council approved the purchase of the property south of Appleby Drive and north of 11<sup>th</sup> Street for public recreation use. It has been determined the best use of the land is to serve as park space for the Meadowgreen community and details of a concept plan for the area will be developed with input from the community and the outdoor sports field users.

#### Implementation of Local Area Plans

The Community Services Department is in the process of implementing several Local Area Plans (LAP), including those for Caswell Hill, King George, and Pleasant Hill, which are located within the study area. The LAP's include recommendations such as identifying potential park space and alternative funding options to address park deficiencies, and working with the neighbourhood to determine their leisure needs and preferences. The Community Services Department will continue to work with neighbourhood residents and the community associations to implement the recommendations listed in the LAP's.

### **Recommendation IX:**

**Development of a new process to identify contaminated sites and to target them for cleanup.**

#### **Community Services Department Response:**

##### **Introduction**

The issue of environmental contamination is of significant concern to both the business community and the general public, especially in older commercial/industrial areas of the City where past practices were not consistent with current environmental management expectations. In this regard, there has been a demand for an inventory of potentially contaminated sites. Such an inventory does not currently exist in a comprehensive form. The limited inventories that do exist (by either SERM or the City Fire Marshall) can be accessed by individual property owners, on a case by case basis.

The responsibility for dealing with contaminated sites now lies primarily with individual land owners/developers to undertake their own environmental investigations and remediation projects, as necessary. For example, financing and real estate transactions necessitate that environmental issues be resolved.

In the case of City-owned land, properties are typically tested and remediated before sale or development. Two recent examples of tax title properties that have been remediated for development in the study area include the Little Chief Community Police Station and the Giant Tiger variety/grocery store development.

##### **Enterprise Zone**

The implementation of the Enterprise Zone is one of the major outcomes of the Riversdale – West Central Business Development Strategy, and has the potential to assist with contamination issues on both public and private development sites. The Enterprise Zone contains several specific incentives that apply to the resolution of contaminated sites, as well as other incentives that support new development projects in the area. These include:

- Up to 100% rebate of environmental screening charges;
- Remediation costs may be negotiated on a case by case basis;
- Relocation assistance for selected nuisance properties;
- Property tax abatements or grants in lieu thereof;
- Land assembly and land exchange opportunities;
- Rebates of development application fees; and
- Possible rebates of off-site development charges.

### Local Area Plans

The West Industrial Local Area Plan (LAP) was recently approved by City Council, and includes a substantial portion of the Riversdale – West Central Business Development Strategy study area. The Riversdale Neighbourhood LAP is also scheduled to begin in late 2004. Local area plans address the issue of contaminated sites in the specific areas, and bring forward recommendations for further actions to help identify and remediate selected properties.

### Newly Formed Environmental Protection Branch - Utility Services Department

The newly formed Environmental Protection Branch, within the Utility Services Department, is responsible for administering programs and capital work relating to resource management and safeguarding the environment. The branch will establish environmental policy, provide public education, enforce environmental bylaws and act as a resource on environmental issues relating to air and soil quality, environmental planning, and resource management. Among many specific roles, the branch will be responsible to undertake contaminated site remediation projects for the City of Saskatoon as required.

### Recommendation X:

**Specific industries have been identified as industries with potential growth in the area.**

#### Recommendation X d):

**Development of special events that promote and raise the profile of the area, and take advantage of Victoria Park and the riverbank area, the history of area residents, and sports-themed events.**

#### Community Services Department Response:

A number of special event and festival programs occur in Saskatoon each year, including festivals, fairs, exhibitions and tournaments. The Cameco Victoria Park Festival is one such event that brings people to Victoria Park for a weekend of Aboriginal cultural events, food, entertainment, and dragon boat races. This event addresses the component listed in Recommendation X d) above. The Community Services Department will continue to work with the organizers of the Cameco Victoria Park Festival, and other event organizers that wish to promote and utilize the facilities and amenities to residents within the study area.

#### Recommendation X e):

**Further to the point above, the creation of a special events committee to pursue special events and festivals that may be held in the area and to offer advice and support to those hosting events.**

Community Services Department Response:

In terms of a special events committee to pursue special events and to offer advice and support to those hosting the events, there are a number of agencies and organizations that are already doing this. For example, Saskatoon Sports Tourism was formed to guide the attraction, retention, and creation of sports tourism activities in the city of Saskatoon. Some services that are provided by this organization include bid assistance, marketing and publicity assistance, and "how to" workshops and guides. The Riversdale Business Improvement District (BID) is also active in promoting the Riversdale area, and is involved in the Cameco Victoria Park Festival.

In addition to these organizations, the Community Services Department will continue to provide support to event organizers. The City of Saskatoon has grants and funding opportunities available for organizations that require funding to host a special event or festival, whether these are for one-time events or an annual event that may last several days. The Saskatchewan Lotteries Community Grant, administered by the Community Development Branch, is available to event organizers and covers expenses such as facility rental and supplies. In addition to this grant, event organizers can apply for the City of Saskatoon "Provision of Civic Services" to cover expenses such as signs, barricades, snow fencing, etc.

There appears to be an issue with communicating, to event and festival organizers, information about the City's funding opportunities as well as the City services that are available for the events. Therefore, at its meeting held on March 4, 2003, the Planning and Operations Committee approved the following recommendation:

"that the Community Services Department be authorized to access up to \$2,000 from the Community Support Grant Reserve in order to provide web site and print information for special event organizers in Saskatoon."

Leisure Services Branch staff will plan to provide space on the City web site that includes information on event planning details, park booking process, noise bylaw requirements, parking requirements, funding availability and grants, etc. In addition, a brochure of print material to act as a festival planning guide will be produced.

Therefore, with the availability of existing City of Saskatoon grant programs, and other agencies to provide support and advice, the Department is of the view that it is not necessary to create a separate special events committee.

## CONCLUSION

In conclusion, the study recommended that the City of Saskatoon address a number of key issues in order to both attract and retain businesses in the Riversdale-West Central Area. These included:

- Construction of a south bridge;
- Improved road access to the area;
- Housing development in the area;
- Improved City services in the area;
- New efforts to address contaminated sites; and
- Attraction of new businesses and jobs, including the establishment of a grocery store in the area.

Since the study recommendations were tabled with City Council in September of 2001, many significant initiatives have begun. Some of these include:

- The functional planning is now underway for a new south river crossing;
- The 2004 Capital Budget includes significant improvements for the intersection of Circle Drive and 11<sup>th</sup> Street, valued at approximately \$3,500,000;
- Planning is underway for a major new access roadway to the area along 17<sup>th</sup> Street West, and south to 11<sup>th</sup> Street along the CN rail right-of-way;
- The Enterprise Zone program is now in place offering important incentives to new business and housing projects in the area;
- Local Area Plans in King George, Pleasant Hill, West Industrial and Riversdale are either completed or underway, providing community-based strategies for land use, economic development, housing, transportation, safety, parks and heritage;
- The Lions skate park has opened in Victoria Park, along with a new Program Plan for Victoria Park;
- The Giant Tiger variety store at 22<sup>nd</sup> Street and Avenue F will soon be open with a significant food and grocery component;
- The Utility Services Department has established the new Environmental Protection Branch which will, in part, monitor contaminated sites and manage remediation efforts on selected City properties;
- Planning for the South Downtown Project is well underway, which includes significant development opportunities for the A. L. Cole site and nearby lands, including commercial and residential development sites, new recreational opportunities, a possible business incubator and farmer's market in the former City Electric Building; and many other business, cultural and recreational opportunities; and
- Recently approved policies to limit the concentration of pawnshops in the area will improve the potential for new business and residential development in Riversdale.

It is anticipated that these City initiatives, along with many other community and private sector projects underway in the area, will contribute significantly to the development of a growing and sustainable business community in the area.

Written by: \_\_\_\_\_  
Randy Grauer, Manager  
Development Services Branch

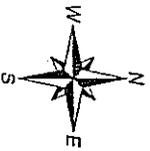
Approved by: \_\_\_\_\_  
Paul Gauthier, General Manager  
Community Services Department  
Dated: \_\_\_\_\_

Approved by: \_\_\_\_\_  
Phil Richards, City Manager  
Dated: \_\_\_\_\_



# RIVERSDALE B.I.D.

B.I.D. BOUNDARY

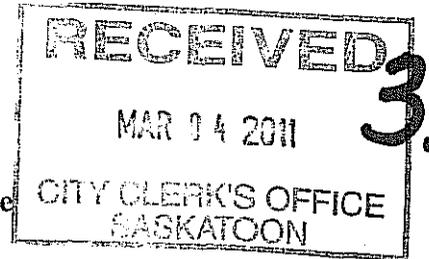


**City of**  
**Saskatoon**

Planning & Development Branch

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**TO:** Committee Secretary, Planning and Operations Committee  
**FROM:** General Manager, Community Services Department  
**DATE:** February 25, 2011  
**SUBJECT:** Saskatoon Housing Initiatives Partnership – Community Support for Affordable Housing Business Planning  
**FILE NO.:** PL 950-14

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

- 1) that the General Manager, Community Services Department, be authorized to enter into a Service Agreement with the Saskatoon Housing Initiatives Partnership to provide community-based affordable housing business planning services for Saskatoon;
- 2) that the maximum amount of annual funding for this service be set at \$115,000 and funded from the Affordable Housing Reserve; and
- 3) that the Saskatoon Housing Initiatives Partnership be requested to prepare and present to City Council, a five-year business plan to illustrate a strategy for sustaining the support for community-based affordable housing development services.

**BACKGROUND**

During its December 3, 2007 meeting, City Council adopted a new Housing Business Plan. The Business Plan included 12 new initiatives designed to meet a target of 500 affordable housing units per year in Saskatoon. As part of this plan, City Council authorized a one-time transfer of \$400,000 from the Community Services Department Plan Review and Inspection Service Stabilization Reserve to the Affordable Housing Reserve to support new housing initiatives.

There are two initiatives currently being supported by this one-time transfer of funding. First, is \$100,000 to fund a permit fee rebate program for Secondary Suites. Second, is \$300,000 that is allocated towards a new community-based service to help affordable housing providers who need assistance to develop affordable housing business plans.

In March 2008, the City of Saskatoon (City) issued a Request for Proposal (RFP) to determine if there are any organizations in Saskatoon that could provide a multi-discipline business planning service for affordable housing. In May 2008, the Saskatoon Housing Initiatives Partnership (SHIP) responded with a proposal to undertake the business planning service for a three-year period. SHIP is a community-based, non-profit group that is dedicated to the development of affordable housing and creative solutions designed to encourage more affordable housing in Saskatoon.

In October 2008, the City entered into a Service Agreement with SHIP to offer development services to organizations and builders who are interested in developing affordable housing in Saskatoon.

## REPORT

Recent consultations with homebuilders, non-profit housing providers, and SHIP indicate that incentives and policy changes are not the only answer to increase the range and choice of affordable housing in Saskatoon. Traditional non-profit housing providers, faith-based organizations, and other housing providers require assistance to develop business plans for affordable housing. It is crucial to have skilled human resources available to assist housing providers with developing plans, procuring sites, applying for government programs, and incentives.

SHIP has completed two full years of service towards fulfilling the requirements of the Service Agreement with the City. Attached is their 2010 Annual Report to City Council, which highlights the business planning activities of SHIP. The report is intended to update City Council on how funding was allocated and the housing projects it supported in 2009 and 2010. SHIP is also seeking to secure funding for the final year under the Agreement.

The annual report from SHIP shows a high demand for the service provided by SHIP during 2009 and 2010.

Under the terms of the agreement with the City, SHIP is expected to undertake the following:

1. Develop a Guidebook (2009)  
This describes the steps involved in bringing an affordable housing project from concept to reality. The guidebook provides the necessary information and background needed to prepare affordable housing business plans.
2. Undertake a Pilot Project (2010)  
In the guidebook, the pilot would put into practice and evaluate the success of the process and advice being proposed to community groups.
3. Develop a Business Plan  
The plan will contain a sustainable, long-term strategy to provide services and supports to community-based organizations.

### Assessment of Service

1. Guidebook  
The 2009 guidebook, developed by SHIP, is unique and comprehensive. Several organizations contributed to its content ensuring that it provides valuable information for housing proponents. SHIP provides the guidebook to all proponents who need a template

for designing affordable housing business plans suitable to make applications for government funding. The guidebook will be updated in 2011 and SHIP has allocated \$10,000 towards development and distribution.

The guidebook was developed, in concert with the proposal by K.C. Charities Inc., for Columbian Place seniors' complex at Pleasant Hill Village. K.C. Charities started construction of a 75-unit complex, which involved funding applications from three levels of government, site selection and procurement, demolition and remediation, community consultation, rezoning, lane closure, and consolidation, all within an established neighbourhood. The development was an excellent case study towards developing the guidebook.

## 2. Client Services

The number of dwelling units represented by the various organizations assisted by SHIP totals over 550 units. It should be noted that not all proposals will lead to actual construction. SHIP has undertaken the following activities and assisted the following clients in 2010:

- a) Buffalo Ridge Developments (Proposal Development: 27 units),
- b) Innovative Residential (Research Contract: 52 units),
- c) Jubilee Residences (Research Contract, Business Plan Development: 80 to 100 units),
- d) K.C. Charities (Research Contract, Business Plan Development: 75 units),
- e) Numbered Company (Research Contract, Proposal Development: 45 units),
- f) Onyx Realty Group (Research Contract: 100 units),
- g) Paradigm Island Estates (Support Services: 96 units),
- h) Promise Homes (Research Contract, Business Plan Development),
- i) Provincial Housing Event: "Building Capacity, Building Communities: Homegrown Housing Solutions for Saskatchewan," November 17 to 19, 2010 (Organizer and Host),
- j) Saskatoon Mennonite Care Services Inc. (Support Services: 154 units),
- k) Service Canada (Research Contract: Homelessness Partnering Strategy),
- l) Saskatchewan Association for Community Living (Support Services),
- m) Soft Landing Support Services (Support Services: 1 unit),
- n) Canada Mortgage and Housing Corporation National Housing Day (host),
- o) Wanda's International Guest House (Research Contract, Business Plan Development: 2 units), and
- p) Westgate Alliance Church (Support Services).

## 3. Business Plan – Long-Term Sustainability

SHIP is entering the last year of the Service Agreement with the City. It remains a priority within SHIP to develop a longer term business plan to sustain the community-based services in Saskatoon beyond 2011. The City representation on the SHIP board

will urge SHIP to develop a five-year business plan with the objective of broadening its revenue base and decrease its reliance on one organization for most of their funding.

On December 20, 2010, City Council approved stable, on-going funding for affordable housing at \$1.5 million per year, beginning in 2011. Part of this funding was intended to be directed towards community-based support for affordable housing. It is being recommended in this report that the City enter into a long-term Service Agreement with SHIP in 2011 to continue providing a stable level of service to affordable housing providers. SHIP has demonstrated that there is a high demand for the services offered and their high level of competence to bring affordable housing projects from the idea stage to actual construction of units.

4. SHIP Priorities – 2011 and beyond.

In its annual report, SHIP has indicated that the following initiatives will be undertaken:

- Guidebook to Affordable Housing update,
- Generating projects where interest has been limited: SHIP plans to focus efforts on encouraging more affordable and entry-level housing in Saskatoon neighbourhoods where supply is currently limited. This initiative fits well with the City's desire to deconcentrate affordable housing.
- Generate community support for affordable housing: SHIP plans to undertake steps to increase awareness of the importance of affordable housing in Saskatoon and work towards reducing 'NIMBYism' (Not In My Back Yard) through education, fact-based information and research, and
- Move individuals and families along the housing continuum: In 2011, and in association with Innovative Residential Inc., SHIP will begin to explore a new referral service which will help individuals and families move from rental to homeownership.

### POLICY IMPLICATIONS

There are no policy implications.

### FINANCIAL IMPLICATIONS

The development services proposed by SHIP are funded from the Affordable Housing Reserve under a Service Agreement for 2009 to the end of 2011. A total of \$300,000 has been allocated from a one-time source of funding from the Plan Review and Inspection Service Stabilization Reserve to cover three years of this service. There is \$80,000 remaining in the contract budget for SHIP in 2011 after subtracting the \$20,000 advance made in 2010 to cover increased operating costs. For 2011 and beyond, SHIP forecasts that it will require \$115,000 to meet existing demands and provide the services outlined in the Service Agreement with the City (page 10, Attachment 1).

In the 2011 Operating Budget, City Council will begin providing \$1.5 million per year in stable, long-term funding for affordable housing. This funding included a plan to provide some level of support for community-based services. The budget provided by SHIP appears reasonable and will provide a stable level of service. The demand on resources at SHIP is fairly high. The Community Services Department recommends entering into a long-term Service Agreement with SHIP and provide \$115,000 of annual funding.

The City will request SHIP to provide a five-year business plan as part of the Service Agreement, and annual reports to City Council.

### OPTIONS

1. Adopt the recommendations.
2. Receive the report for information, and decline to enter into a long-term service agreement with SHIP. This option will follow through on the last year of the current agreement and provide the remaining \$80,000 of funding.

### ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications.

### PUBLIC NOTICE

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

### ATTACHMENTS

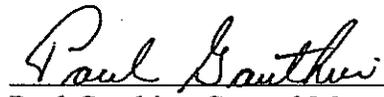
1. SHIP Annual Report 2010
2. SHIP Client List 2010

Written by: Alan Wallace, Manager, Neighbourhood Planning

Reviewed by:

  
\_\_\_\_\_  
Randy Grauer, MCIP, Manager  
Planning and Development Branch

Approved by:

  
\_\_\_\_\_  
Paul Gauthier, General Manager  
Community Services Department  
Date: March 3, 2011

Approved by: *for Paul Gauthier*  
Murray Totland, City Manager  
Dated: *March 3, 2011*

S:\Reports\CP\2011\Committee 2011\P&O Saskatoon Housing Initiatives Partnership -  
Community Support for Affordable Housing Business Planning Feb 25,2011\jk



# Saskatoon Housing Initiatives Partnership

## Business Planning Services for Affordable Housing

### Annual Report 2010

A REPORT FROM THE DIRECTOR OF DEVELOPMENT SERVICES  
SUBMITTED TO THE CITY OF SASKATOON

## EXECUTIVE SUMMARY

In October of 2008, the City of Saskatoon and the Saskatoon Housing Initiatives Partnership (SHIP) entered into an Affordable Housing Services Agreement whereby SHIP's proposal to provide business planning services for affordable housing was accepted by the City of Saskatoon. The following Annual Report being submitted to the City of Saskatoon provides a summary of SHIP's activities throughout the second year of providing business planning services for affordable housing, in partial fulfillment of the three-year agreement.

This Annual Report highlights some of SHIP's successes during 2010, including: the release of the Guidebook to Affordable Housing; the delivery of support, assistance and services to more than 30 groups in the Saskatoon region; and the ongoing delivery of services and support for affordable housing initiatives in Saskatoon. In 2011, SHIP will continue to establish itself as a knowledgeable resource for housing stakeholders and will endeavour to accomplish five goals that will serve to strengthen the delivery of business planning and development services for affordable housing in Saskatoon. These five goals include: releasing an updated version of the Guidebook to Affordable Housing; supporting projects where interest has been limited; encouraging community support for affordable housing initiatives; providing new services that encourage movement along the housing continuum; and encouraging partnerships for success in affordable housing.

Forecasts for 2011 and beyond indicate that the housing market will continue to experience rising average costs and pressures within the resale, new home and rental markets. As these pressures escalate, so to will the need and demand for affordable housing among many segments of the population. Efforts to meet housing need and demand within our community must be proactive and anticipate these changes in order to sustain growth and ensure an appropriate supply of housing is available at various price points. For this reason, the development services offered by SHIP must maintain a level of capacity consistent with the growing demand for support and assistance from housing stakeholders.

The City of Saskatoon previously approved funding in the amount of \$80,000 for the third year of offering business planning services for affordable housing. This report outlines identified trends and efficiencies that support the need for additional funding during the 2011 operating year. Based on current and anticipated demand in 2011, the Saskatoon Housing Initiatives Partnership respectfully requests that the City of Saskatoon approve additional funding in the amount of \$35,000 (for a total of \$115,000) to support the delivery of business planning services for affordable housing during the 2011 operating year.

# THE GUIDEBOOK TO AFFORDABLE HOUSING

Developed in 2009 and released in 2010, the Guidebook to Affordable Housing provides a useful resource that can assist housing stakeholders throughout the process of developing affordable housing. The Saskatoon Housing Initiatives Partnership's Guidebook to Affordable Housing offers instructions and outlines for developing viable concept plans, funding proposals and business plans for affordable housing. Using the Guidebook, groups can ensure their proposals meet the high standards of various levels of government (i.e., for funding and required approvals).

Groups have successfully used the Guidebook and SHIP's services to learn how funding programs can be stacked so that they can access resources to help move their projects forward

SHIP's services and the Guidebook to Affordable Housing have helped numerous groups to receive funding that they may have otherwise been unaware of or unsure of how to stack funds appropriately.

beyond the pre-conceptual stages. Organizations, builders and developers have indicated that the Guidebook to Affordable Housing is easy to use and have stated that without the Guidebook they would not be aware of all the funding available or known what type of information they should include in their affordable housing funding proposals, concept plans and business plans.

Moreover, professional service providers (research, financial and business consultants, builders and developers) have stated that the Guidebook has helped them understand how best to help organizations pursuing the development of affordable housing.

Also available online, hard copies of the Guidebook to Affordable Housing have been distributed to SHIP's membership, builders, developers, community-based housing providers, community associations, service providers and other groups and individuals that have expressed an interest in receiving a copy of the Guidebook.

## A SUCCESS ORIENTED APPROACH TO AFFORDABLE HOUSING

The Saskatoon Housing Initiatives Partnership believes that assisting organizations and housing providers to develop viable and sustainable business plans and funding proposals will result in the development of affordable housing in our community. Throughout 2010, organizations continued to access SHIP's services at a high rate. SHIP helped many of these groups to: establish project steering committees; refine project goals, objectives and concepts; prepare funding applications. In addition, SHIP provided direct services that included: drafting, editing, and reviewing preliminary concept plans, funding proposals and business plans for affordable housing projects and helped groups complete preliminary housing market research, need and demand assessments, concept plans, funding proposals and affordable housing business plans.

SHIP provides an important link between potential housing providers and these trusted firms in Saskatoon. In 2010, SHIP was able to assist many organizations to access professional services, such as: housing market research and analysis; strategic planning; concept planning; architectural services; financial planning, assessment and analysis; costing and estimating services; property comparisons; renovation projections; and housing construction management and development. SHIP continues to foster relationships with reputable professional service providers that can offer assistance to organizations throughout the various stages of their housing projects.

**Saskatoon’s “One-Stop-Shop” for Affordable Housing:**

**A Knowledgeable Resource within our Community**

SHIP offers a much needed one-stop-shop for affordable housing in our community. Having engaged the municipal, provincial and federal levels of government as well as Saskatoon’s business community, SHIP offers an affordable housing knowledge resource that can mitigate frustrations and expedite project delivery. The services provided by SHIP continue to be well received among current and potential affordable housing providers, as well as the business community in Saskatoon.

SHIP is actively working with 30 groups in the Saskatoon region, and has been engaged with many others that have a vested interest in the supply of affordable housing. The level of experience and available resources among these groups varies widely. For example, SHIP has been working with:

- Un-incorporated groups in the pre-planning and preliminary stages of considering housing development;
- Incorporated organizations in the pre-planning and preliminary stages of considering housing development;
- Organizations that want to develop housing for a specific demographic group but have limited previous experience in housing;
- Organizations with experience in housing that want to expand their services and/or add to their housing stock;
- New builders or developers with limited experience;
- Experienced builders or developers.

While experience varies, so too does the type of housing each group wants to construct, including emergency shelters, transitional housing, rental housing and ownership housing. Moreover, proposed developments target various population groups including but not limited to the following:

- Low to moderate income seniors
- Students
- Immigrant singles and families
- Moderate income singles and families
- At-risk youth
- First Nations and Métis singles and families
- Persons with intellectual disabilities
- Persons with physical disabilities
- Homeless singles and families

As indicated, the financial and human resource capacity of each organization also varies. While some groups have access to financial support, land and expertise, others have limited access to some or all of these requirements and are still working to build the organizational capacity needed to move projects forward. Moreover, groups with the least amount of experience typically do not understand the extent of resources required to move affordable housing ideas towards actionable project concepts; it is these groups that lack a tangible project concept when they first approach SHIP for assistance.

Given the diversity of experience and the variety of proposed housing projects, SHIP works with each organization to assess their specific needs and then determines the most appropriate funding avenues for their housing projects. Many of these organizations have demonstrated a limited understanding of the application process and funding requirements. Having assisted many groups throughout this process, SHIP is equipped to not only to help organizations secure funding but also ensures activities and funding deliverables are carried out.

Working alongside these organizations, SHIP has helped groups to refine project concepts, secure funding and approvals, develop feasibility studies, prepare need and demand assessments, and draft housing proposals and business plans that meet the high standards of both funders and lending institutions. Feedback confirms that SHIP's assistance has increased the quality of clients' proposal submissions, concept plans and business plans. Specifically, SHIP's assistance has helped to eliminate some of the time and work required when incomplete and/or poor quality applications or proposals are rejected upon first submission – an unfortunate but common occurrence among applicants. By providing business planning services for affordable housing in Saskatoon, SHIP has improved the likelihood of organizations' success in receiving funds in a timely manner, and has thus contributed to the ability of many groups to move housing projects forward. A welcome challenge, SHIP continues to work with organizations in each of the above categories to guide them through the process of developing affordable housing.

## A Review & Assessment of SHIP's Development Services for Affordable Housing

Since SHIP began offering business planning services for affordable housing in 2009, the applicability of these services within our community has only become more evident. Groups

Discussing the affordable housing supports and services offered by SHIP with representatives from other communities typically generates the same response: why don't these services exist here? Business planning services for affordable housing can be applicable within any Canadian jurisdiction experiencing housing market pressures; nevertheless, this service is currently unique to Saskatoon.

continue to come forward for development assistance. Some groups have even indicated that without SHIP's assistance they would have abandoned their goals of constructing affordable housing early in the planning and development process. SHIP is working to mitigate frustrations throughout this process and continues to help groups

overcome what are often perceived to be insurmountable barriers in moving affordable housing projects forward.

In 2010, newly incorporated organizations as well as established organizations came forward to engage SHIP's development services for the first time.<sup>1</sup> With questions and concerns similar to that of other groups, these organizations were also unaware of the extent of funding programs and incentives available for affordable housing and experienced difficulty completing funding applications to an acceptable standard. SHIP continues to address these deficiencies with groups and works to ensure each group has a high level of expertise represented on project steering committees prior to applying for government funding.<sup>2</sup>

**Pilot Project Efforts Result in the Construction of Affordable Housing for Seniors:  
KC Charities Breaks Ground in Pleasant Hill**

Identified as a pilot project for SHIP's business planning services for affordable housing, KC Charities approached SHIP for assistance in March of 2009. With SHIP's support and assistance, KC Charities efforts were ultimately successful and ground was broken November 8, 2010 in Saskatoon's Pleasant Hill neighbourhood. With funding from the federal and provincial

In addition to providing business planning services for KC Charities' Columbian Place project, SHIP applied the step-by-step format outlined in the 2010 Guidebook to Affordable Housing to draft the preliminary housing business plan for the project.

The November 2010 sod-turning ceremony for Columbian Place marks an important success for SHIP in the delivery of business planning and development services for affordable housing. This pilot project demonstrates the applicability of the development services currently offered by SHIP as well as the relevance of SHIP's 2010 Guidebook to Affordable Housing.

governments (\$8 million) and contributions from the City of Saskatoon, KC Charities' Columbian Place will consist of 75 new affordable rental units for seniors. An integral part of the Pleasant Hill Village Revitalization Project, Columbian Place will help fill the void for quality affordable seniors housing options in the area – a concern identified in both the 2002 and 2010 Pleasant Hill Local Area Plan.

Throughout 2009 and 2010, SHIP helped KC Charities secure funding and development approvals for the Columbian Manor project. Specifically, SHIP assisted KC Charities to secure Seed Funding from the Canada Mortgage & Housing Corporation (CMHC) and

an Encouraging Community Housing Options funding (ECHO feasibility and development loans) from the Saskatchewan Housing Corporation (SHC). These resources were used to prepare a viable housing business plan, which included completing a need and demand assessment, financial projections, concept plan, architectural schematics, construction estimates, etc. SHIP also prepared all written portions of KC Charities affordable housing business plan. In doing so,

<sup>1</sup> These organizations represent groups that had yet to interact with SHIP throughout 2008 and 2009.

<sup>2</sup> It is of utmost importance that groups develop strong project steering committees with representatives that bring expertise in financing, property management, housing development, and construction as well as experience with the intended target group to be housed. While time consuming, it is recommended that each group establish a steering committee with professional representation in each of these areas prior to applying to receive any level of funding.

SHIP helped KC Charities secure Rental Development Funding from the provincial and federal government, as well as necessary development approvals from the City of Saskatoon.

**Other Successful Initiatives in 2010:**

**Funding Secured, Services Provided, Affordable Housing Constructed**

SHIP is currently working with a number of organizations that are at various stages of developing affordable housing in Saskatoon (ranging from preliminary concept planning stages to pre-development stages). While each group is moving forward with SHIP's assistance, project timelines differ greatly and depend on capacity, the planning process, and oftentimes the availability of government funding (from the federal, provincial or municipal levels of government). Many organizations are pursuing housing projects under the assumption that government funding will be available; however, this is not always the case. Therefore, organizations relying on access to government funding may never actually move forward unless efforts are made to raise necessary capital funds.<sup>3</sup> For this reason, SHIP encourages each organization to pursue various funding avenues, including innovative financing models, partnerships, private investment and fundraising.

In 2010, SHIP's services contributed to affordable housing initiatives being pursued by: KC Charities, Jubilee Residences, Saskatoon Mennonite Care Services Inc., Buffalo Ridge Developments, Wanda's International Guest House and Innovative Residential, to name a few.

While some groups that accessed SHIP's services successfully broke ground this year, many others were guided through the development stages to secure necessary funding and approvals. For example, SHIP has helped nine projects obtain Seed Funding from CMHC and three projects secure Feasibility Grant Funding from SHC (representing an approximate total of \$145,000 at the preliminary planning stages). With SHIP's assistance, groups also received capital funding from the three levels of government as well as necessary approvals and support from the City of Saskatoon.

**Highlighting Successes in Affordable Housing:**

**2010 Provincial Housing Conference Generates Awareness of Saskatoon Initiatives**

Outside the provision of business planning services, SHIP hosted a provincial housing event in 2010 that generated awareness of Saskatoon's successes in the area of affordable and entry-level housing. *Building Capacity, Building Communities: Homegrown Housing Solutions for Saskatchewan* was attended by municipalities from across the province, including elected officials (mayors and city councillors), administrative personnel from planning and development departments, enterprise regions, financial institutions, community housing stakeholders, as well as builders and developers. While the event provided participants with the opportunity to visit numerous housing developments in Saskatoon through Mobile Bus Tours, it also offered a platform for highlighting the City of Saskatoon's initiative in responding to the rapidly changing housing market and related challenges within the community.

<sup>3</sup> This is certainly the case in Saskatchewan where the majority of funding for affordable housing projects was already allocated by the mid-point of 2010.

Given the success of this event, it is anticipated that SHIP will host another affordable housing event in the future, potentially on a bi-annual basis. While specifics are yet to be determined, a 2012 event may target current and potential housing providers in Saskatoon and region. The goal of this event would be to highlight collaborative efforts from outside Saskatchewan while offering workshops and knowledge sharing sessions that would provide groups and organizations with the opportunity to increase their skill-set and ability to move affordable housing projects forward.

## **STRENGTHENING DEVELOPMENT SERVICES FOR AFFORDABLE HOUSING IN 2011 & BEYOND**

As a result of Saskatoon's thriving economy and demographic trends, pressures within the housing market continue to escalate and change. It is anticipated that the need for business planning services for affordable housing will not subside in the near future and will be required by current and potential housing providers in Saskatoon beyond SHIP's final year of providing development services. Forecasts from the Conference Board of Canada, RBC and other institutions indicate that Saskatchewan will lead the country in growth in 2011 – resulting in further job creation and population increases in the province and in Saskatoon. Given these projections, recent and current housing market pressures, projected growth in the region is likely to exacerbate the need for affordable and entry-level housing in the years to come. The high demand for SHIP's development services also supports the prevalence with which housing pressures have begun to affect the community at all levels of the market. For this reason, the Saskatoon Housing Initiatives Partnership respectfully requests that sustaining funding for business planning services for affordable housing beyond 2011 be considered by the City of Saskatoon.

Through ongoing efforts to support affordable housing initiatives in our community, SHIP will continue to establish itself as a knowledgeable resource for housing stakeholders in Saskatoon throughout 2011 and beyond. In 2011, SHIP will endeavour to accomplish the following goals to strengthen the delivery of business planning and development services for affordable housing in Saskatoon:

- 1) Release an updated edition of the Guidebook to Affordable Housing;
- 2) Generate and support projects where interest has been limited;
- 3) Encourage community support for affordable housing initiatives;
- 4) Provide new services that encourage movement along the housing continuum; and
- 5) Encourage partnerships for success in affordable housing.

### **The Guidebook to Affordable Housing 2011 Edition**

Since its release in January of 2010, funding programs and incentives have changed and new information has been identified for inclusion in an updated edition of the Guidebook. With preliminary efforts already underway, and contingent upon receiving further support from the

With a first print-run of 1,000 Guidebooks, SHIP currently has less than 100 copies of the Guidebook to Affordable Housing left for distribution.

City of Saskatoon, an updated Guidebook to Affordable Housing can be published for release in the summer of 2011. This new edition of the Guidebook will include:

- Updated information about Saskatoon's housing market;
- Instructions for preparing Housing Need & Demand Assessments;
- Guidelines for building strong Project Steering Committees;
- Tips for hiring professional consultants and contract service providers;
- Example "case studies" from actual Saskatoon-based housing organizations as they worked to move their housing projects forward; and
- Updated lists of available funding and incentive programs for affordable housing.

### Generating Projects Where Interest Has Been Limited

SHIP advocates for appropriate housing options that will meet the specific need and demand for housing among various demographic groups in our community. In addition to supporting efforts to increase the supply of housing for these groups, it is also important to ensure an appropriate blend of housing options are available throughout all Saskatoon's neighbourhoods. In 2011, efforts will be made to encourage the development of quality affordable and entry-level housing options in neighbourhoods where supply is limited. Moreover, SHIP will encourage innovative housing models that are attainable to both individuals and families by supporting initiatives that serve to move people along the housing continuum. This may be accomplished by encouraging projects that include mixed-use developments, secondary suites, smaller ownership and/or live-work units, ownership units for singles, ownership units for large families, and co-operative housing models.

### Generating Community Support for Affordable Housing Initiatives

Increasing public awareness, understanding and acceptance of affordable housing projects is a challenge in every community. The negative perceptions and stigma associated with 'affordable housing' (ie., the prevalence of 'nimbyism') exist in most communities where affordable housing projects are being pursued. Nevertheless, the benefits of quality affordable housing options abound and typically defeat common public perceptions and fears after units are constructed. In 2011, SHIP will increase efforts to highlight the successes of affordable housing in our community and

Preliminary efforts are underway to establish a new service for affordable housing proponents in Saskatoon. With the goal of encouraging movement along the housing continuum, the benefits of this service will be twofold. First, it will help renters become home owners where they are in a position to do so; second, it will ease rental market pressures as units by opening up units to others in need of appropriate accommodations.

will actively support initiatives that increase the public understanding of housing challenges within our community. This will be accomplished through:

- Media releases celebrating new initiatives and developments;
- Reports highlighting SHIP's affordable and entry-level housing research findings;
- Efforts that contribute to an understanding housing challenges in Saskatoon; and
- Support for public awareness campaigns that combat NIMBY;

#### **Providing New Services – Moving Individuals & Families Along the Housing Continuum**

SHIP has already undertaken preliminary efforts to establish a new service for affordable housing stakeholders in Saskatoon. A concept first brought to SHIP's attention by Innovative Residential, the new service model will encourage a greater number of individuals and families to move along the housing continuum from rental to homeownership. Targeted efforts will focus on encouraging renters to become home owners in new affordable and entry-level housing developments in Saskatoon. The new service would have the added benefit of making available rental units, particularly in affordable rental developments where high waiting lists prevail. Of particular interest to affordable and entry-level home builders, rental housing providers with high waiting lists, and potential new home owners, it is anticipated that the new service will become available in the spring of 2011.

#### **Encouraging Partnerships for Success in Affordable Housing**

In order to ensure the success of the various affordable housing projects in Saskatoon, SHIP will encourage groups to form partnerships – especially where goals are similar and resources are limited. SHIP itself will also make increased efforts to partner for success in 2011. Partnering will be particularly important in implementing the above proposed new service model as it will require the support of various housing stakeholders, including affordable rental housing providers and affordable new home builders and developers.

## **SUSTAINING DEVELOPMENT SERVICES FOR AFFORDABLE HOUSING IN SASKATOON**

As previously indicated, SHIP has helped many groups to successfully receive funding and support from the provincial and federal levels of government during the planning and pre-development stages of affordable housing. After two years of providing business planning services to affordable housing proponents, SHIP has also identified trends and potential efficiencies that that will enable SHIP to provide the highest level of support to these groups while making the best use of the funds provided from the City of Saskatoon to Saskatoon Housing Initiatives Partnership. The following includes an overview of the use of funds provided from the City of Saskatoon during 2010 as well as a summary of resources required and services to be delivered in 2011.

#### **SHIP's Contribution to Sustaining Delivery of Service for Affordable Housing**

Intended to provide additional support for the delivery of business planning services for affordable housing, SHIP implemented a fee structure for direct services provided in 2009 and 2010 (i.e., drafting affordable housing proposals, business plans, need and demand studies, etc.,). SHIP was able to generate some revenue from these services in 2010; however, it is

unlikely that the demand for services will reach a level that will sustain SHIP's provision of development services permanently.

SHIP intends to continue supporting the active delivery of assistance to affordable housing proponents through these services, however, revenue generated from these services are limited and support additional operating costs beyond those funded by the City of Saskatoon. For example, revenue currently generated from these services is used to offset costs associated with leasing office space, workstations and additional administrative support required for the day-to-day operations of offering business planning services for affordable housing.

#### High Demand for Affordable Housing, High Demand for Assistance:

##### The Contract Services Budget

Originally established to help groups pay for professional services (ie., quotes and preliminary services from architects, accountant firms, builders, renovators, etc.), a 'Contract Services Budget' was included in the business planning services for affordable housing budget. As SHIP helped groups secure funding in 2009 and 2010, the need for them to access monies from the

With limited resources and a high demand for business planning services in 2010, SHIP faced capacity challenges that would have resulted in certain projects being prioritized to the detriment of others. In order to ensure that SHIP had the capacity to assist each group, a part-time Research Assistant was hired to provide additional support for the delivery services for affordable housing. The addition of a Research Assistant helped ensure all groups were able to access SHIP's services, thereby eliminating the likelihood of excluding some groups from receiving support in moving their projects from concept towards completion.

Contact Services Budget greatly diminished. Given the limited applicability of the Contract Services Budget and the need for additional resources to support SHIP's provision of business planning services, the Contract Services Budget was reallocated in 2009 to offset SHIP's costs of assisting groups – the demand for which had exceeded expectations. For this reason, the Contract Service Budget was also reduced from \$30,000 in 2009 to \$20,000 in 2010.

Nevertheless, these trends continued in 2010. In fact, the demand for SHIP's services from groups at pre-development stages became so high in 2010 that it began to inhibit SHIP's ability to assist groups at the preliminary planning stages. Moreover, as SHIP continued to help an increasing number of groups to secure provincial and federal funding, their need to access monies from the Contract Services Budget was once again eliminated. For this reason, the \$20,000 Contract Services Budget was again reallocated to offset the costs of providing of business planning services in 2010. Specifically, these resources were used to contract a part-time Research Assistant so that SHIP could assist affordable housing projects at all stages in the planning and development process.

In order to ensure the successful delivery of services, the total cost for providing business planning services for affordable housing in Saskatoon was nearly \$134,590.00 in 2010. The

following includes the approved and actual operating costs for SHIP during the first and second years of offering business planning services for affordable housing:

<b>Development Services 2009 &amp; 2010 Budget &amp; Expenses<sup>4</sup></b>	<b>Approved 2009</b>	<b>Actual 2009</b>	<b>Approved 2010</b>	<b>Actual 2010</b>
Staffing & Benefits	\$ 57,000.00	\$ 57,000.00	\$ 60,000.00	\$ 75,620.00
Training & Development	\$ -	\$ 3,000.00	\$ 5,000.00	\$ 2,500.00
Contract Services	\$ 15,000.00	\$ 30,000.00	\$ 20,000.00	\$ 0
Guidebook Development/Distribution	\$ 15,000.00	\$ 25,000.00	\$ 9,000.00	\$ 4,000.00
Marketing	\$ -	\$ 10,000.00	\$ 10,000.00	\$ 7,650.00
Office Support & Operations	\$ 13,000.00	\$ 13,000.00	\$ 16,000.00	\$ 25,820.00
Rent	\$ -	\$ 18,000.00	\$ -	\$ 19,000.00
<b>Total</b>	<b>\$ 100,000.00</b>	<b>\$ 156,000.00</b>	<b>\$ 120,000.00</b>	<b>\$ 134,590.00</b>

**Supporting Capacity, Supporting Affordable Housing in Saskatoon:**

**The 2011 Business Planning Services for Affordable Housing Budget**

Unfortunately, with financial support of only \$80,000 SHIP’s capacity to assist groups will be extremely limited; it would be highly unlikely that SHIP would be able to provide a level of support consistent with the quality of services provided during the first two years of receiving funding for business planning services. Moreover, it will not be possible to release an updated Guidebook to Affordable Housing or ensure housing stakeholder and community awareness of affordable housing initiatives and services available in Saskatoon.

In 2011, SHIP anticipates continued and increased demand for business planning services for affordable housing as more groups move towards development stages that require a higher level of support.<sup>5</sup> Given anticipated demand and trends during 2009 and 2010, it is proposed that the 2011 Business Planning Services for Affordable Housing Budget no longer contain a Contract Services line item. Rather, it is proposed that this amount be reallocated to support the overall delivery of SHIP’s development services.

The proposed 2011 budget outlines where additional resources are needed beyond the \$80,000 from the City of Saskatoon (approved in 2010). Specifically, it is proposed that:

- 1) The ‘Staffing & Benefits’ portion of the budget be increased to ensure the equitable delivery of services to all groups pursuing affordable housing initiatives.<sup>6</sup> The proposed 2011 budget would support 1 FTE Director of Development Services and enable SHIP to retain 1 PTE Research Assistant. This would help ensure the delivery business planning services for affordable housing to all groups on an ongoing basis.

<sup>4</sup> Bolded items were not included in the budget for the first two operating years and are expenses that, to date, have been incurred and absorbed by the Saskatoon Housing Initiatives Partnership to ensure the success of the development services initiative.

<sup>5</sup> In order to ensure identified efficiencies are capitalized upon during the third year of offering business planning services for affordable housing, SHIP has developed a 2011 budget that will allow for optimal delivery of services and increased awareness around affordable housing initiatives implemented and supported by the City of Saskatoon.

<sup>6</sup> These resources will be offset by the proportion previously made available to the Contract Services Budget – which was not required by groups in 2009 and 2010, and was reallocated to support the demand for SHIP’s assistance among potential and current affordable housing providers in the community.

- 2) Funding be allocated once again for 'Guidebook Development & Distribution' to offset the costs associated with produced an updated version for release in 2011.
- 3) That the 'Marketing' portion of the budget be supported in 2011 so that SHIP may continue to engage potential and current housing stakeholders as well as increase awareness of SHIP's services and an understanding of affordable housing among the general population.

Based on current and anticipated demand in 2011, the Saskatoon Housing Initiatives Partnership submits the proposed budget for consideration and respectfully requests that the City of Saskatoon approve additional funding in the amount of \$35,000 (a total of \$115,000) for the 2011 operating year. An approved total budget of \$115,000 will enable SHIP to continue offering business planning services to groups among various planning and development stages, implement new services and efficiencies for affordable housing proponents, and support the development of an updated Guidebook to Affordable Housing.<sup>7</sup> Each of these initiatives will contribute to the City of Saskatoon's goal of encouraging the supply of affordable housing in our community, as outlined in the City of Saskatoon's Housing Business Plans 2008, 2009 and 2010.

The following includes the budget that was approved by City Council in 2010 for SHIP's third operating year, and the proposed budget for the 2011 operating year. Being submitted for the consideration of the City of Saskatoon, the proposed 2011 budget for SHIP's third year delivering business planning services for affordable housing is as follows:<sup>8</sup>

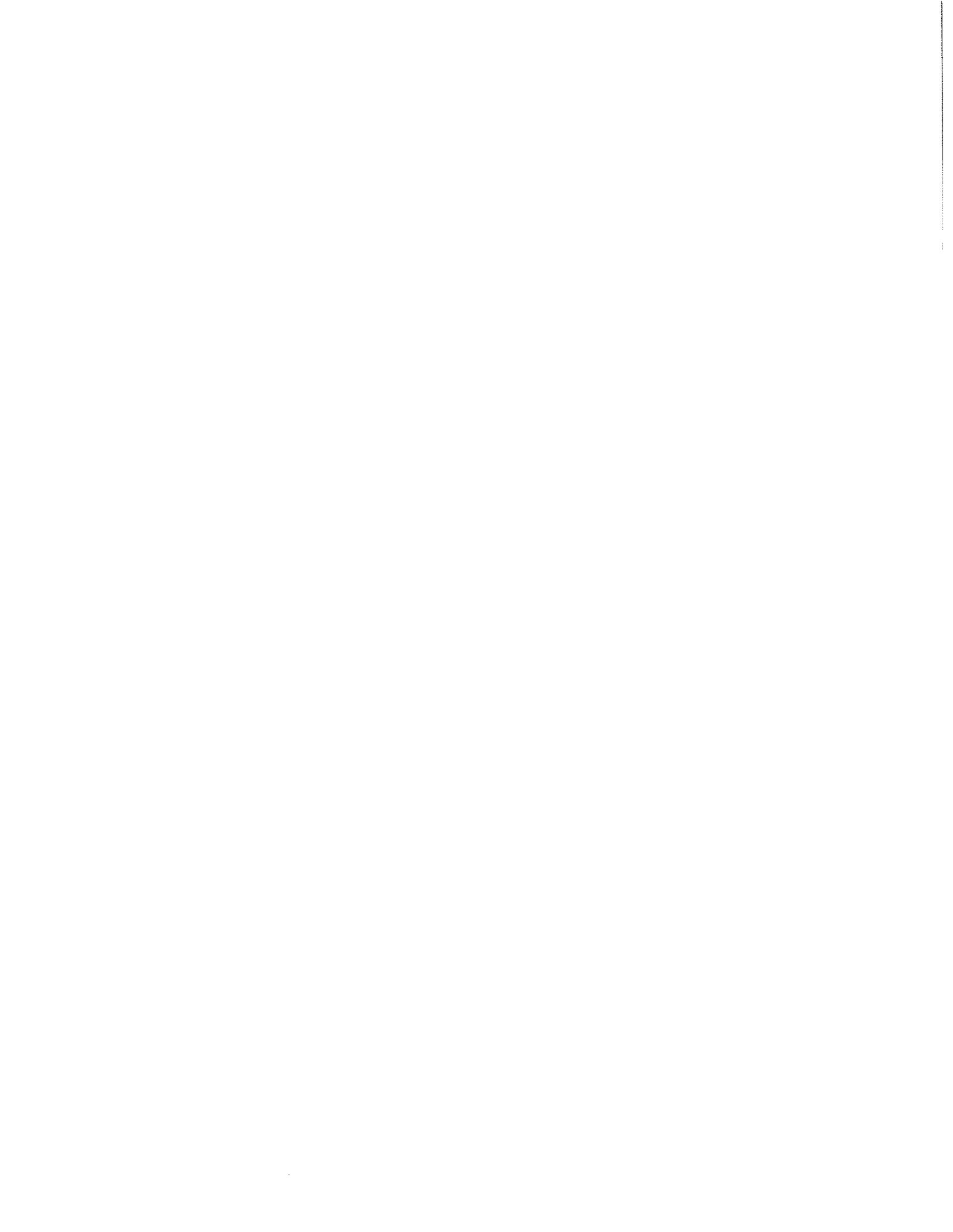
<b>Development Services 2011 Approved &amp; Requested Budget<sup>9</sup></b>	<b>Approved 2011</b>	<b>Requested 2011</b>	<b>Projected Revenue 2011<sup>10</sup></b>
Staffing & Benefits	\$ 60,000.00	\$ 75,000.00	
Training & Development	-	\$ 3,000.00	
Contract Services	-	\$ -	
Guidebook Development & Distribution	-	\$ 10,000.00	
Marketing	-	\$ 8,000.00	
Office Support & Operations	\$ 16,000.00	\$ 19,000.00	\$ 20,000.00
<b>Total</b>	<b>\$ 80,000.00</b>	<b>\$ 115,000.00</b>	<b>\$ 20,000.00</b>

<sup>7</sup> It is anticipated that this increased support throughout 2011 will position SHIP to provide ongoing services in the future with less funding from the City of Saskatoon (ie., \$100,000).

<sup>8</sup> Costs may fluctuate based on market conditions and the labour pool available to staff positions on a full and part-time basis.

<sup>9</sup> Proposed additional resources are based on SHIP's operating costs throughout 2009 and 2010. As in 2009 and 2010, SHIP will continue to incur cost associated with leasing office space, workstations and additional administrative support required for the day-to-day operations of offering business planning services for affordable housing.

<sup>10</sup> SHIP's projected revenue for 2011 refers to development services offered for current and potential affordable housing providers. These services may include research services, assessments, proposals and business plans for proposed affordable housing projects. As previously indicated, revenue generated supports the ongoing delivery of development services in any given operating year.





# Saskatoon Housing Initiatives Partnership

## **Business Planning Services for Affordable Housing**

### **2010 Client Services Summary & Synopsis**

A REPORT FROM THE DIRECTOR OF DEVELOPMENT SERVICES  
SUBMITTED TO THE CITY OF SASKATOON

The following includes a brief summary of some the services provided to current and potential housing providers in the Saskatoon area during 2010. Respecting organizations' request for confidentiality, the following list is intended to provide a synopsis of just some of the organizations SHIP provided guidance and support to during the second year of providing business planning services for affordable housing.

**1. Buffalo Ridge Developments**

In the spring of 2010, Buffalo Ridge Developments approached the Saskatoon Housing Initiatives Partnership to prepare a proposal in response to the City of Saskatoon's Request for Proposals in relation to 55 Borden Crescent. The proposal was ultimately successful and Buffalo Ridge Developments broke ground for their affordable home ownership development, located at 55 Borden Crescent, in the summer of 2010.

**2. Innovative Residential Incorporated**

In 2010, the Saskatoon Housing Initiatives Partnership provided research and analysis services to Innovative Residential and prepared a Housing Need & Demand Assessment in partial fulfillment of CMHC's funding requirements. Including both primary and secondary source research, this Assessment provided new information regarding Saskatoon's housing market, with a particular focus on neighbourhoods located on Saskatoon's west side. This primary research also helped to identify patterns among those residents that had purchased affordable housing units from Innovative Residential's Camponi Place development.

**3. Jubilee Residences Incorporated**

Jubilee Residences owns 11 acres of land on the Westside of Saskatoon that is zoned as M3. During 2010, Jubilee Residences worked to identify the appropriate scope for an affordable housing development for seniors in Saskatoon that would consist of 80 – 100 units of rental housing. A strong steering committee was established and SHIP assisted with the development of a Need & Demand Assessment and drafted written portion of the preliminary housing business plan for the proposed project. These activities helped Jubilee Residences to identify challenges associated with the pursuing the project concept they had developed. They are currently revisiting development initiatives with plans to move forward in the future.

**4. KC Charities Incorporated**

In 2010, KC Charities Incorporated successfully broke ground for Columbian Place, a 74-unit affordable rental housing development for senior citizens. Located in Pleasant Hill, Columbian Place will contribute to the overall revitalization of one of Saskatoon's core neighbourhoods while meeting an identified need for appropriate seniors housing options in the area. Throughout 2010, SHIP continued working with KC Charities to secure funding and development approvals for the Columbian Manor project. SHIP assisted with the preparation of necessary feasibility studies and a viable housing business plan and helped

KC Charities to ensure they were meeting municipal, provincial and federal government funding deliverables and development requirements.

**5. Onyx Realty Group**

In the spring of 2010, Onyx Realty Group completed a Housing Need & Demand Assessment for two proposed affordable housing development initiatives. One of the proposed developments consists of the acquisition and renovation of an existing building and the other consists of constructing a high rise rental building for low-income to moderate-income individuals and families in need of housing.

**6. Paradigm Island Estates**

Concerned with the lack of affordable housing options for immigrant newcomers and students arriving in Saskatoon, Paradigm Island Estates approached SHIP in 2010 for assistance in pursuing their development goals. Guidance has been provided and Paradigm Island Estates has established a steering committee and is in the process of applying for initial funding to explore development options. SHIP continues to provide assistance to Paradigm Island Estates.

**7. Promise Homes**

With affordable housing development aspirations across the province, the Saskatoon Housing Initiatives Partnership was approached by Promise Homes in 2010 for guidance and assistance in preparing a Need & Demand Assessment and a preliminary housing business plan for their first project, to be constructed in Humboldt, Saskatchewan.

**8. Saskatchewan Association for Community Living (SACL)**

SACL has been considering the development of affordable housing for persons with intellectual disabilities for many years. While numerous housing models have been explored, a consultant was hired to complete a feasibility analysis and research with the goal of determining a direction for pursuing their housing goals in Saskatoon and throughout the province. This work led to the recent appointment of a Residential Options Researcher to pursue partnership initiatives and housing options for persons with intellectual disabilities for SACL and its clients.

**9. Saskatoon Mennonite Care Services Incorporated**

Throughout 2010, SHIP continued to support the Saskatoon Mennonite Care Services Inc's., efforts to expand their facility with the addition of a future mixed-use development that would include upwards of 150 units of affordable rental housing for seniors.

**10. Soft Landing Support Services**

Formerly Family Thymes Support Services, Soft Landing Support Services was pursuing the development of affordable transitional housing for at-risk pregnant youth and teens in a rural setting within the Saskatoon CMA during 2009. This organization has since re-aligned its efforts and is considering partnerships within the city of Saskatoon to move their

project forward and continues to pursue an affordable transitional housing model for at-risk pregnant youth.

**11. Wanda's International Guest House**

In 2010, SHIP worked with Wanda's International Guest House (Wanda's House) to bring focus to the housing development initiatives being pursued. Funding was secured from both CMHC and the SHC to complete feasibility studies, Need & Demand Assessments, property comparisons, project cost projections and financial estimates, and the development of a preliminary business plan. To date, progress is being made that will ensure that the final housing project being pursued is tangible and within the scope that the organization can operate and manage. Housing initiatives being pursued by Wanda's House will serve to meet the growing need in the community for transitional housing among immigrant and refugee individuals and families arriving in Saskatoon.

**12. Westgate Alliance Church**

Westgate Alliance Church has completed a draft of a preliminary business plan for an attainable family housing that they began pursuing in 2008. Preliminary concept plans consist of a variety of housing options, including: townhouse development, garden suites, walk-up units and assisted living units. Units would be available to singles, families, mature adults and persons requiring assisted living. The draft has been reviewed by SHIP, with recommendations offered and next steps provided to Westgate for consideration.

**Other Groups, Organizations & Individuals**

Current and Potential Housing Providers – The Saskatoon Housing Initiatives Partnership also provided guidance and services to proponents that wish to remain confidential. Assistance has ranged from providing contact information to basic housing market information to the preparation on a Housing Need & Demand Assessment and preliminary Housing Business Plans for affordable housing projects being pursued. Among these groups, there seems to be a particular interest in mixed-use developments that include live/work models, housing that is available to various price points, projects that offer a mixture of tenure options.

Immigrant Service Providers – There has been a noticeable increase in the number of immigrant service providers as well as immigrant individuals and families contacting SHIP for housing information, assistance and guidance. Efforts are being made to ensure that organizations pursuing the development of affordable home ownership projects, rental housing or transitional housing models are engaging immigrant service providers. As this demographic group continues to grow, so too will the need for quality affordable housing options that meet their specific needs.

Faith-Based Organizations – Faith-based groups or organizations continue to approach SHIP to discuss the potential for developing affordable housing on surplus land. Other faith-based groups are in the process of considering relocation and have discussed opportunities for partnering or selling their current property to an organization with community-minded

aspirations, including affordable housing. There are numerous North American examples of projects that consisted of converting a place of worship into affordable housing. While many of these groups may not have the capacity to pursue affordable housing developments on their own, partnership opportunities exist that can help move such initiatives forward in Saskatoon.

His Worship the Mayor and City Council  
The City of Saskatoon

**REPORT**

of the

**ADMINISTRATION AND FINANCE COMMITTEE**

Composition of Committee

Councillor G. Penner, Chair  
Councillor M. Neault  
Councillor D. Hill  
Councillor M. Heidt  
Councillor T. Paulsen

**1. Report on Investments – December 2010**  
**(File No. CK. 1790-3)**

**RECOMMENDATION:** that the information be received.

Attached is a report of the General Manager, Corporate Services Department dated February 15, 2011, submitting the Investment Coordinator's Report on Investments to December 31, 2010.

Your Committee has reviewed the report with Administration and it is being forwarded to City Council as information.

**2. 2010 Annual Report – Water and Wastewater**  
**(File No. CK. 430-1)**

**RECOMMENDATION:** that the information be received.

Your Committee has considered the attached report of the General Manager, Utility Services Department dated February 28, 2011 forwarding the 2010 Water and Wastewater Treatment Branch Annual Report. The report is being forwarded to City Council as information.

Copies of the 2010 Water and Wastewater Report have already been circulated. A copy is available for viewing in the City Clerk's Office and on the City's website at [www.saskatoon.ca](http://www.saskatoon.ca) as part of the Council agenda.

**3. 2010 Annual Report – Saskatoon Environmental Advisory Committee**  
**(File No. CK. 430-19)**

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**RECOMMENDATION:** that the information be received.

Your Committee has considered and is forwarding the attached 2010 Report of the Saskatoon Environmental Advisory Committee to City Council as information. The attachment can also be found on the city's website at [www.saskatoon.ca](http://www.saskatoon.ca) (look under "S" in the A-Z listing for Saskatoon Environmental Advisory Committee, Reports and Publications).

**4. Commercial Garbage Collection Rates – 2011**  
**(File No. CK. 1905-1)**

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**RECOMMENDATION:**1) that Commercial Garbage collection fees be increased as outlined in the report of the General Manager, Utility Services Department dated March 1, 2011.

2) that City Council consider Bylaw No. 8932.

Attached is a report of the General Manager, Utility Services Department, dated March 1, 2011, regarding proposed increases to commercial garbage collection rates. As noted in the report, since the last rate increase in 2010, labour and equipment costs, as well as landfill costs have increased.

Your Committee has reviewed this matter with the Administration and supports the proposed fee increases. Proposed Bylaw No. 8932 is attached for City Council's consideration.

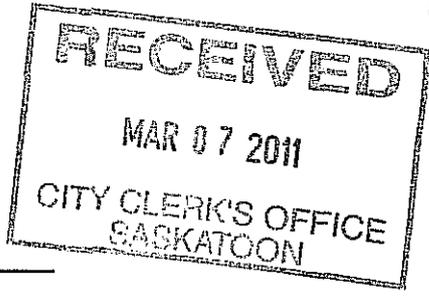
Respectfully submitted,

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Councillor M. Heidt, A/Chair

1790-3  
1.

**TO:** Secretary, Administration and Finance Committee  
**FROM:** General Manager, Corporate Services Department  
**DATE:** February 15, 2011  
**SUBJECT:** Report on Investments – December 2010  
**FILE NO:** CS. 1790-3



**RECOMMENDATION:** that the Administration and Finance Committee recommend to City Council that this report be received as information.

**REPORT**

- Canadian short-term interest rates moved higher during 2010. Three-month treasury bills traded at 0.98% at the end of 2010, an increase of almost one percentage point from a year ago. The rise in short-term interest rates was largely attributed to the series of rate hikes implemented by the Bank of Canada. The overnight financing rate increased from 0.25% to 1.00%. Conversely, domestic bonds traded downwards in yield during the year. Ten-year Government of Canada bond yields declined by 44 basis points to close out the year at 3.16%. The drop in bond yields was driven by low inflation numbers and uncertainty over the pace of the global economic recovery. As well, investor concerns over the Greece deficit and the bailout of some Irish banks sparked a “flight to safety” into Canadian and U.S. government bonds.
- Money market investment activity lessened somewhat during the year. An increased emphasis on purchasing higher-yielding short-term bonds coupled with the attractive deposit rates applied to civic bank account balances significantly reduced the number of money market transactions. As per the banking services agreement, the City is entitled to earn interest at Prime less 1.75% which equates to a current deposit rate of 1.25%. With three-month bankers’ acceptances presently yielding 1.15%, the investment decision was relegated to maintaining high deposit balances and/or investing funds into six-month and one-year money market securities. Some funds were directed to longer-dated bankers’ acceptances and provincial promissory notes was undertaken when it became evident that the Bank of Canada would temporarily cease to raise administered rates. Portfolio term extension allows the City to earn incremental returns over current deposit rates as well as providing a level diversification among issuers.
- Net new bond investment (purchases less maturities) in 2010 amounted to roughly \$32 million with floating rate notes being the primary beneficiary. Floating rate notes (FRNs) are variable interest rate securities with maturity terms ranging from one year to five years. The interest rate is reset generally every month or three months and is calculated on a yield spread over a specific benchmark yield (i.e. three month bankers’ acceptance). Floating rate notes protect investors against a rise in interest rates. The variable rate coupon adjusts to the higher level of market rates. Details of some floating rate note purchases are highlighted below:
  - i) \$10 million Canada Housing Trust FRN maturing September 15, 2015, with quarterly income distributions calculated at three-month bankers’ acceptance yield

plus 13 basis points;

- ii) \$2 million, AA-rated Manulife Bank of Canada FRN maturing January 5, 2012, with a monthly reset of one-month bankers' acceptance yield plus 45 basis points;
- iii) \$4 million, A-rated National Bank of Canada FRN maturing October 21, 2011 with quarterly income distributions calculated at three-month bankers' acceptance yield plus 8 basis points.

The General Account also acquired some fixed rate securities through the purchase of \$3 million City of Montreal 5.45% debentures maturing December 1, 2019, (yielding 4.05%) and \$2.5 million, A-rated Tim Horton's Inc. 4.20% maturing June 1, 2017, (yielding 3.47%).

- The Cemetery Perpetual Care Fund increased its holdings of municipal debentures with the purchase of \$155,000, AA-rated County of Wellington 5.30% 03Jun29 (purchase yield: 5.40%), \$160,000 County of Wellington 5.35% 03Jun30 (purchase yield: 5.43%) and \$300,000, AA-rated City of Winnipeg 5.15% 03Jun41 (purchase yield: 5.18%).
- Some economists have forecasted an increase in both short-term and long-term interest rates through 2011. The overnight financing rate is expected to attain the 2.0% level by the fourth quarter as the Bank of Canada resumes the process of monetary tightening, most likely by mid-summer. Ten-year Canadian bonds will likely trade upwards through the 4.00% level at yearend. At time of writing, ten-year Canada bonds were trading around 3.50%, up sharply from the 2.75% level observed in late 2010. The key risk to the domestic bond market rests with the future yield movements of U.S. Treasury bonds. The massive U.S. budget deficit will require on-going financing through bond issues; the huge supply of bonds outstanding coupled with higher risk premiums suggest that U.S. Treasury yields are likely to rise in order to attract buyers. Canadian bond yields will likely increase in sympathy. With domestic interest rates anticipated to move higher, the civic portfolios will be positioned to benefit somewhat from the rise in rates. The majority of money market investment will be limited to maturity terms of ninety days or less. The bond portfolios will focus on acquiring additional holdings of high quality, floating rate notes and, to a much lesser extent, the purchase of fixed coupon securities in the two- to five-year term.

## **ENVIRONMENTAL IMPLICATIONS**

There are no environmental and/or greenhouse gas implications.

## **PUBLIC NOTICE**

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

**ATTACHMENTS**

1. Statistical Supplement – December 31, 2010.
2. Short-Term Investments as at December 31, 2010.
3. General Account Long-Term Investment Portfolio as at December 31, 2010.

Written by: Murray Gronsdal  
Investment Coordinator

Reviewed by: Investment Committee

Approved by:   
Marlys Bilanski, General Manager  
Corporate Services Department  
Dated: Mar 7/11

copy: City Manager  
InvestmentReportDecember2010.doc

**STATISTICAL SUPPLEMENT  
DECEMBER 2010**

	31-Dec	30-Sep	Jun 30	Mar 31	Year Ago
<b>BONDS</b>					
<b>Canada</b>					
91-day bills	0.98	0.87	0.50	0.28	0.19
2 year bond	1.69	1.39	1.39	1.73	1.43
5 year bond	2.45	2.01	2.32	2.90	2.77
10 year bond	3.16	2.74	3.08	3.56	3.62
30 year bond	3.54	3.33	3.65	4.07	4.08
<b>United States</b>					
30 year treasury	4.36	3.69	3.91	4.72	4.64
<b>Basis Point Spread</b>					
30 year vs 91-day	256	246	315	379	389
30 yr Cda vs. 30 yr U.S.	-82	-36	-26	-65	-56
<b>STOCKS</b>					
TSX\IS&P	13443.22	12368.65	11294.42	12037.73	11746.11
Dow Jones Industrials	11577.51	10788.05	9774.02	10856.63	10488.05
<b>CURRENCY (Expressed in \$U.S.)</b>					
Can Dollar	1.0054	0.9718	0.9393	0.9844	0.9515
<b>COMMODITIES (Expressed in \$US)</b>					
Gold	1405.5	1307.0	1244.0	1115.5	1081.5
Oil	89.0	75.3	75.4	81.2	80.7

**SHORT-TERM INVESTMENTS  
AS AT DECEMBER 31, 2010**

(Held by all Portfolios) \*

	Face Value (\$)	% of Portfolio
<b>GOVERNMENT OF CANADA</b>		
Government of Canada Treasury Bills	5,000,000	8.9
<b>Total R-1 Low</b>	<b>5,000,000</b>	<b>8.9</b>
<b>R-1 HIGH</b>		
Province of British Columbia	2,000,000	3.6
Bank of Montreal	5,000,000	8.9
Bank of Nova Scotia	15,748,000	28.0
Caisse Centrale Desjardins	1,000,000	1.8
Canadian Imperial Bank of Commerce	5,792,000	10.3
Royal Bank of Canada	6,591,900	11.7
Toronto Dominion Bank	5,000,000	8.9
<b>Total R-1 High</b>	<b>41,131,900</b>	<b>73.1</b>
<b>R-1 MIDDLE</b>		
Province of Ontario	8,767,000	15.6
<b>Total R-1 Middle</b>	<b>8,767,000</b>	<b>15.6</b>
<b>R-1 LOW</b>		
Vancouver City Savings Credit Union	1,400,000	2.5
<b>Total R-1 Low</b>	<b>1,400,000</b>	<b>2.5</b>
<b>Grand Total</b>	<b>56,298,900</b>	<b>100.0</b>

\* Excludes investment by Boards and Commissions.

**GENERAL ACCOUNT  
LONG-TERM INVESTMENT PORTFOLIO  
AS AT DECEMBER 31, 2010**

SECURITY	INTEREST RATE	MATURITY TERM	PAR VALUE	%	UNIT COST	BOOK VALUE	%
<b>2011</b>							
ROYAL BANK OF CANADA DEPOSIT NOTE	4.170	11-Jan-11	1,650,000		100.000	1,650,000.00	
WELLINGTON COUNTY DEBENTURE	2.150	5-Feb-11	380,000		99.961	379,851.80	
CANADA HOUSING TRUST MORTGAGE BOND	4.050	15-Mar-11	500,000		99.891	499,456.25	
YORK REGION DEBENTURE	4.125	25-May-11	1,000,000		99.790	997,900.00	
CITY OF HAMILTON DEBENTURE	4.800	19-Jun-11	1,878,000		105.638	1,983,881.64	
NIAGARA REGION DEBENTURE	1.900	5-Aug-11	3,800,000		99.961	3,798,518.00	
CITY OF VANCOUVER DEBENTURE	3.700	6-Oct-11	1,000,000		99.734	997,340.00	
NATIONAL BANK OF CANADA FRN	3 mo. BA+ 8bp	21-Oct-11	4,000,000		100.000	4,000,000.00	
CANADIAN IMPERIAL BANK OF COMMERCE DN	4.350	1-Nov-11	3,000,000		100.454	3,013,620.00	
MANULIFE BANK OF CANADA FRN	1 mo. BA+35bp	10-Nov-11	3,000,000		100.000	3,000,000.00	
WATERLOO REGION DEBENTURE	3.550	1-Dec-11	3,000,000		99.901	2,997,030.00	
			<b>23,208,000</b>	<b>10.3</b>		<b>23,317,597.69</b>	<b>10.6</b>
<b>2012</b>							
MANULIFE BANK OF CANADA FRN	1 mo. BA+45bp	5-Jan-12	2,000,000		100.000	2,000,000.00	
WELLINGTON COUNTY DEBENTURE	2.650	5-Feb-12	390,000		99.971	389,886.90	
BANK OF NOVA SCOTIA FR DEPOSIT NOTE	3 mo. BA+45bp	20-Apr-12	1,000,000		100.000	1,000,000.00	
CANADA HOUSING TRUST MORTGAGE BOND	4.000	15-Jun-12	3,000,000		99.808	2,994,240.00	
CITY OF HAMILTON DEBENTURE	4.850	19-Jun-12	1,972,000		99.956	1,971,132.32	
NIAGARA REGION DEBENTURE	5.875	27-Jun-12	1,000,000		107.960	1,079,600.00	
CITY OF OTTAWA DEBENTURE	2.600	10-Jul-12	5,000,000		99.914	4,995,700.00	
NIAGARA REGION DEBENTURE	4.900	11-Jul-12	2,000,000		99.846	1,996,920.00	
TOYOTA CREDIT CANADA MID TERM NOTE	5.050	27-Jul-12	4,800,000		100.041	4,819,428.00	
NIAGARA REGION DEBENTURE	2.600	5-Aug-12	2,000,000		99.971	1,999,420.00	
CITY OF THUNDER BAY DEBENTURE	4.400	14-Sep-12	2,530,000		99.765	2,524,054.50	
YORK REGION DEBENTURE	3.800	27-Sep-12	1,000,000		99.878	998,780.00	

WATERLOO REGION DEBENTURE	4.600	19-Nov-12	704,000	99.960	703,718.40	16.8
CITY OF GUELPH DEBENTURE	2.450	25-Nov-12	2,300,000	99.885	2,297,355.00	16.8
ALBERTA TREASURY BRANCHES BOND	4.400	3-Dec-12	2,000,000	99.427	1,988,540.00	16.8
CANADA HOUSING TRUST MORTGAGE BOND	4.550	15-Dec-12	5,000,000	102.561	5,128,070.00	16.8
			<b>36,696,000</b>		<b>36,886,845.12</b>	<b>16.3</b>

2013

BANK OF MONTREAL DEPOSIT NOTE	4.650	14-Mar-13	2,000,000	100.564	2,011,280.00	14.5
CITY OF SAULT STE. MARIE DEBENTURE	5.650	24-Mar-13	1,075,000	108.060	1,161,645.00	14.5
PROVINCE OF ONTARIO FLOATING RATE NOTE	3 mo. BA+99bp	2-Apr-13	5,000,000	100.000	5,000,000.00	14.5
ALBERTA CAPITAL FINANCE FRN	3 mo. BA+ 7bp	25-Apr-13	3,000,000	100.000	3,000,000.00	14.5
CITY OF WINNIPEG DEBENTURE	2.900	6-Oct-13	4,848,000	99.813	4,838,934.24	14.5
NIAGARA REGION DEBENTURE	4.950	10-Jul-13	4,509,000	99.718	4,496,284.62	14.5
CITY OF LONDON DEBENTURE	4.800	26-Oct-13	2,000,000	99.840	1,996,800.00	14.5
BANK OF NOVA SCOTIA DEPOSIT NOTE	4.560	30-Oct-13	3,000,000	101.118	3,033,540.00	14.5
WATERLOO REGION DEBENTURE	4.300	30-Oct-13	2,300,000	99.612	2,291,076.00	14.5
WATERLOO REGION DEBENTURE	4.650	19-Nov-13	2,000,000	99.900	1,998,000.00	14.5
DURHAM REGION DEBENTURE	4.200	21-Nov-13	1,009,000	99.955	1,008,545.95	14.5
COUNTY OF NORFOLK DEBENTURE	2.450	29-Nov-13	1,140,000	99.943	1,139,350.20	14.5
			<b>31,881,000</b>		<b>31,975,456.01</b>	<b>14.2</b>

2014

ROYAL BANK OF CANADA DEPOSIT NOTE	5.000.	20-Jan-14	2,000,000	102.498	2,049,960.00	11.8
PROVINCE OF SASKATCHEWAN RESIDUAL	4.684	10-Apr-14	5,000,000	69.361	3,468,050.00	11.8
CITY OF REGINA DEBENTURE	5.200	10-May-14	500,000	105.778	528,890.00	11.8
PRINCE EDWARD ISLAND BOND	3.200	2-Jun-14	2,500,000	100.050	2,501,250.00	11.8
CITY OF VANCOUVER DEBENTURE	3.300	5-Jun-14	2,000,000	99.731	1,994,620.00	11.8
BANK OF NOVA SCOTIA DEPOSIT NOTE	3.430	16-Jul-14	1,000,000	99.991	999,910.00	11.8
MANITOBA BOND	3.050	1-Sep-14	5,000,000	100.372	5,018,600.00	11.8
CANADA HOUSING TRUST FLOATING RATE NOTE	3 mo. BA+37bp	15-Sep-14	2,000,000	100.000	2,000,000.00	11.8
CITY OF WINNIPEG DEBENTURE	3.300	6-Oct-14	1,000,000	99.909	999,090.00	11.8
COUNTY OF NORFOLK DEBENTURE	2.800	29-Nov-14	1,170,000	99.962	1,169,555.40	11.8
CANADIAN WHEAT BOARD BOND	4.750	1-Dec-14	5,000,000	102.929	5,146,450.00	11.8
			<b>27,170,000</b>		<b>25,876,375.40</b>	<b>12.1</b>

2015

NATIONAL BANK DEPOSIT NOTE	3.147	11-Feb-15	5,000,000	100.228	5,011,400.00	11.8
BANK OF MONTREAL DEPOSIT NOTE	5.180	10-Jun-15	1,000,000	106.540	1,065,400.00	11.8

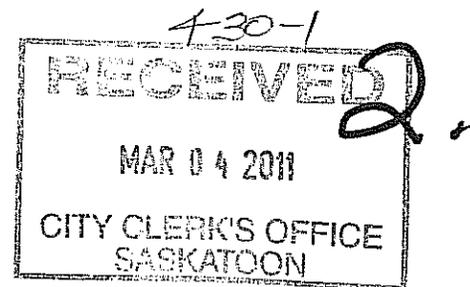
CANADA HOUSING TRUST FLOATING RATE NOTE	3 mo. BA+13bp	15-Sep-15	10,000,000	99.920	9,992,000.00		
COUNTY OF NORFOLK DEBENTURE	3.050	29-Nov-15	1,210,000	99.816	1,207,773.60		
GOVERNMENT OF CANADA BOND	3.000	1-Dec-15	3,000,000	103.160	3,094,800.00		
FARM CREDIT CORPORATION MID TERM NOTE	4.150	1-Dec-15	10,000,000	99.632	9,963,200.00		
PSP CAPITAL INC.	2.940	3-Dec-15	600,000	99.958	599,748.00		
			<b>30,810,000</b>	<b>13.7</b>	<b>30,934,321.60</b>	<b>14.1</b>	
<b>2016</b>							
YORK REGION DEBENTURE	4.750	1-Jun-16	2,000,000	99.760	1,995,200.00		
EXPORT DEVELOPMENT CANADA	4.300	1-Jun-16	4,000,000	99.652	3,986,096.00		
CITY OF TORONTO DEBENTURE	4.850	28-Jul-16	3,000,000	99.577	2,987,310.00		
PROVINCE OF SASKATCHEWAN BOND	4.500	23-Aug-16	2,000,000	99.316	1,986,320.00		
			<b>11,000,000</b>	<b>4.9</b>	<b>10,954,926.00</b>	<b>5.0</b>	
<b>2017</b>							
ROYAL BANK OF CANADA DEPOSIT NOTE	3.660	25-Jan-17	2,000,000	100.147	2,002,938.00		
TIM HORTONS INC. SENIOR NOTE	4.200	1-Jun-17	3,500,000	103.715	3,630,030.00		
PROVINCE OF BRITISH COLUMBIA COUPON	4.542	18-Jun-17	8,000,000	61.656	4,932,480.00		
CITY OF TORONTO DEBENTURE	5.050	18-Jul-17	1,000,000	99.728	997,280.00		
CREDIT UNION CENTRE LOAN	5.250	1-Aug-17	2,439,274	100.000	2,439,274.33		
NB MUNICIPAL FINANCE CORPORATION	3.150	19-Nov-17	1,233,000	99.751	1,229,929.83		
PROVINCE OF SASKATCHEWAN COUPON	4.589	30-Nov-17	4,156,250	60.388	2,509,876.25		
			<b>22,328,524</b>	<b>9.9</b>	<b>17,741,808.41</b>	<b>8.1</b>	
<b>2018</b>							
MUNICIPAL FINANCE AUTHORITY OF B.C.	5.100	20-Nov-18	2,000,000	99.628	1,992,560.00		
CITY OF MONTREAL	5.000	1-Dec-18	500,000	99.148	495,740.00		
			<b>2,500,000</b>	<b>1.1</b>	<b>2,488,300.00</b>	<b>1.1</b>	
<b>2019</b>							
YORK REGION DEBENTURE	5.000	29-Apr-19	4,500,000	104.084	4,683,765.00		
INTERNAL LOAN - CAPITAL PROJECT 2160	4.500	1-Jul-19	3,322,839	100.000	3,322,839.27		
NEWFOUNDLAND & LABRADOR COUPON	3.960	17-Oct-19	2,100,000	69.960	1,469,160.00		
CITY OF MONTREAL	5.450	1-Dec-19	6,000,000	104.875	6,292,500.00		
			<b>15,922,839</b>	<b>7.1</b>	<b>15,768,264.27</b>	<b>7.2</b>	

**2020**

GOVERNMENT OF CANADA BOND	3.500	1-Jun-20	5,000,000		106.280	5,314,000.00	
SOUTH COAST BC TRANSPORTATION AUTH BOND	3.800	2-Nov-20	800,000		99.926	799,408.00	
			<b>5,800,000</b>	<b>2.6</b>		<b>6,113,408.00</b>	<b>2.8</b>

**2024**

INTERNAL LOAN - CAPITAL PROJECT 2160	5.250	1-Jul-24	9,432,270		100.000	9,432,270.21	
INTERNAL LOAN - CAPITAL PROJECT 1787	5.250	1-Jul-24	8,359,821		100.000	8,359,821.11	
			<b>17,792,091</b>	<b>7.9</b>		<b>17,792,091.32</b>	<b>8.1</b>
<b>PORTFOLIO TOTAL</b>			<b>225,108,455</b>	<b>100.0</b>		<b>219,849,393.82</b>	<b>100.0</b>



To: Secretary, Administration and Finance Committee  
From: General Manager, Utility Services Department  
Date: February 28, 2011  
Subject: 2010 Annual Report - Water and Wastewater  
File No.: WT 430-2

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**RECOMMENDATION:** that the information be received.

### **REPORT**

The attached 2010 Water and Wastewater Treatment Branch Annual Report highlights details of services provided; customers served; safety; operation and capital revenues and costs; and year end financial status for 2010.

Due to wet weather conditions in 2010, many challenges were experienced by staff within the Water and Wastewater Treatment Branch. These challenges included reduced revenue and larger than normal wastewater flows at the Wastewater Treatment Plant. Through the on-going dedication of the employees of this Branch, the City of Saskatoon was able to continue to supply exceptionally high quality water and wastewater services in a cost effective and reliable manner, and continue to be positioned to meet future growth and demand. The treatment processes continue to meet all Health Canada and Saskatchewan Ministry of Environment guidelines and is in compliance with the Permits to Operate.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental and/or greenhouse gas implications.

### **PUBLIC NOTICE**

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

### **ATTACHMENT**

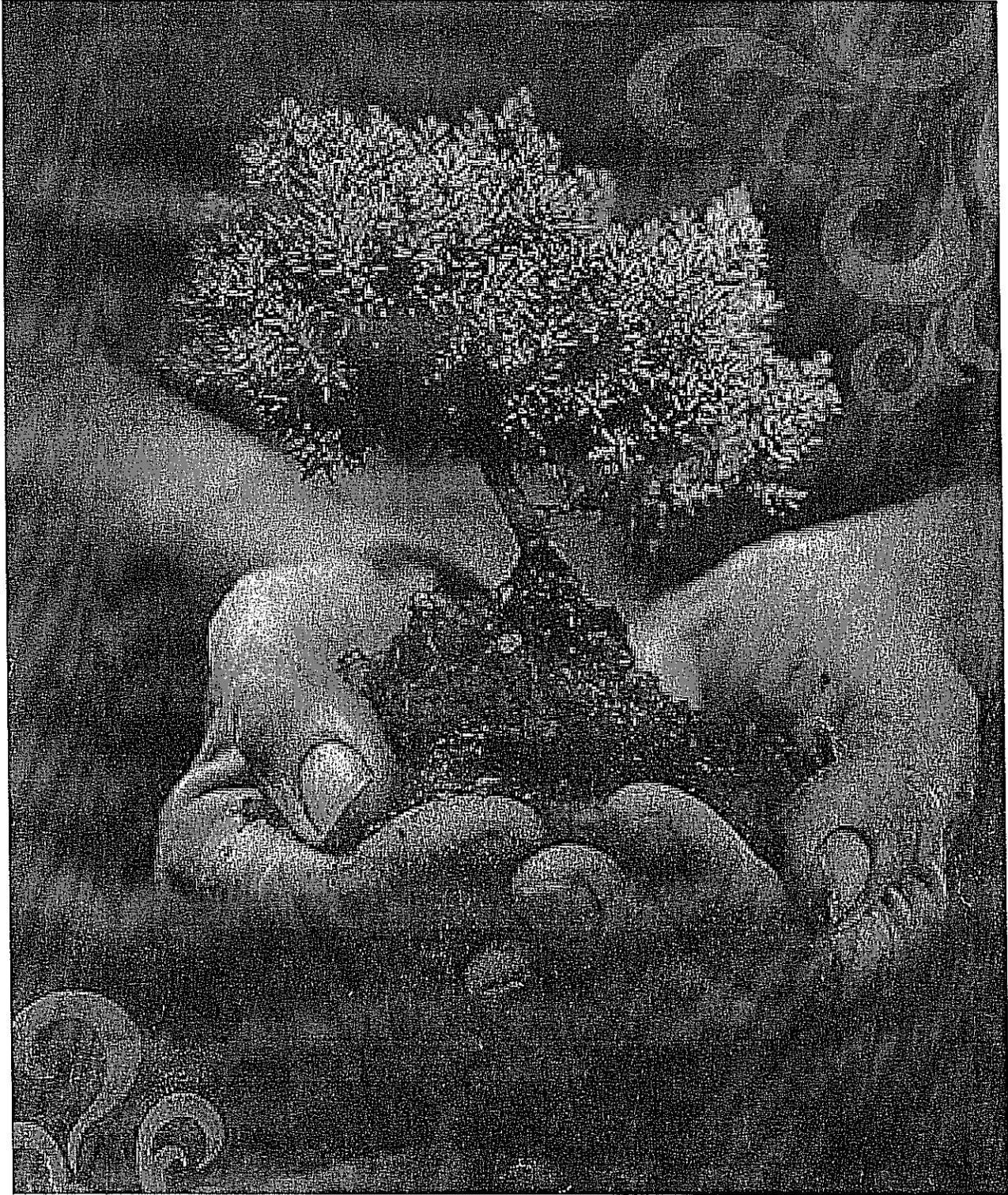
1. 2010 Annual Report - Water and Wastewater

Written by: Reid Corbett, Manager, Water and Wastewater Treatment Branch

Approved by: *Mitch Riabko*  
Mitch Riabko, A/General Manager  
Utility Services Department  
Date: March 4 / 11

Approved by: *Paul Gauthier*  
Paul Gauthier, A/City Manager  
Date: March 4, 2011

**CITY OF SASKATOON**  
**SASKATOON ENVIRONMENTAL ADVISORY COMMITTEE**  
**2010 ANNUAL REPORT**



## **INTRODUCTION**

The Saskatoon Environmental Advisory Committee (SEAC) is an advisory body of Saskatoon residents, consisting of nine members of the general public, one City Councillor and one member of the Saskatoon Health Region. These individuals meet regularly to discuss environmental issues relevant to the City of Saskatoon and to provide information and recommendations to Saskatoon City Council. SEAC was formed in 1973 by City Council, and has been actively pursuing its mandate since that time, with the expertise of a dedicated, diverse, and knowledgeable roster of members.

## **PURPOSE**

Through the Administration and Finance Committee the Saskatoon Environmental Advisory Committee provides City Council with advice on environmental implications of City undertakings. SEAC also identifies environmental issues of potential relevance to the City of Saskatoon.

## **AIMS and DUTIES**

City Council has established that SEAC will:

Provide to Council advice on environmental implications of City undertakings and identify environmental issues of potential relevance to the City.

SEAC has established that they will:

1. Be aware of the resources available to the City of Saskatoon for dealing with environmental issues.
2. Prepare and publish an annual report on the activities of the Committee over the past year.
3. Encourage liaisons between the City of Saskatoon and environmental agencies serving higher levels of government.



Printed on recycled paper

## COMMITTEE STRUCTURE

Saskatoon Environmental Advisory Committee is made up of 11 members, all of whom are appointed and/or nominated by City Council. One member is a City Councillor representing the City. Another member is appointed as a representative of the Saskatoon Health Region, Public Health Services. The remaining nine members represent the general public.

Members are appointed for two-year terms, which are renewable up to six years. In the event that a member fails to complete his/her term, a replacement may be named to complete that term. New appointments are made by City Council upon resignation of a member and on expiration of the term of public appointments.

## MEMBERSHIP QUALIFICATIONS

Members of SEAC should possess:

- ◆ A sound general knowledge of the Saskatoon area and its existing and potential environmental issues; and
- ◆ Expertise in disciplines such as ecology, biology, chemistry, physics, geography, economics, demography, sociology, medicine, aesthetics, toxicology, engineering and conservation.

## MEETING SCHEDULE

**Meetings are held monthly.**

Day            Second Thursday

Time           11:30 a.m. (except July, August and December)

All meetings are open to the public. Members of the public wishing to attend a meeting are able to review the agenda prior to the meeting, at any branch of the public library beginning on the Friday prior to the meeting date or on the City's web site at [www.saskatoon.ca](http://www.saskatoon.ca), select 'City Clerk's Office' under Departments on the top menu, then select 'Boards and Committees', followed by 'Agendas'.

## THE YEAR IN REVIEW - 2010

Appointments and Reappointments made by City Council for 2010:

- Councillor T. Paulsen was reappointed for 2010;
- Dr. Michael Hill was appointed to the end of 2011 (replacing Ms. Barbara Hanbidge)
- Mr Brent Latimer representing the Saskatoon Health Region, was appointed to the end of 2011, replacing Leslie Rea;
- Ms. Namarta Kochar was appointed to the end of 2011 (replacing Mr. Darcy Meyers)
- Ms. Patricia Hanbidge was reappointed to the end of 2011
- Ms. Anna Ringstrom was reappointed to the end of 2011 and
- Dr. Sean Shaw was reappointed to the end of 2011.

Administrative support came from Ms. Sheri Praski (until June 2010) and Ms. Brenda Wallace, Manager, Environmental Services Branch, Mr. Ken Johnson, Environmental Programs Manager, Ms. Colleen Yates, Environmental Programs Manager, and from Councillor Tiffany Paulsen.

### Focus of SEAC for 2010:

Because of the growing complexity of environmental issues that are being dealt with by the City, SEAC held a task group meeting to establish specific Goals and Objectives for 2010. These were submitted to City Council as information, in a report dated February 11, 2010, (Attachment No. 1).

### Focus priorities

The 2010 Goals and Objectives included the following areas of focus:

- 
- Water Conservation
  - Studying the feasibility of a Sustainability Office
  - Recycling and Composting
  - Support Implementation of Dark-Sky Compliant Lighting Policy
  - Support implementation of LEED® Standards
  - Support the implementation of Wetlands Policy

The Committee wishes to remind City Council that it looks forward to dealing with referrals involving environmental topics, since SEAC consists of a membership well-equipped to do so.

Other areas of participation; - Annual Report, inquiries and referrals from Councillors, referrals from Council or Committees, updates from Administration, participation by SEAC members in related events (e.g. Road Map 2020), and additional Task Groups.

### **1. Dark-Sky Lighting Policy**

Committee met with Administration to review a proposal for the Dark-Sky Lighting Policy and provided its comments, requesting that there be no ability to "opt-out" etc. (Attachment 2)

### **2. LEED® Standards for all new Civic Building Projects**

Committee has continued to follow the progress of its report. It is currently been tabled by the Administration and Finance Committee (A&F) until a full cost/benefit analysis of the new fire hall building is submitted by Administration to A&F.

### **3. Support for Greenhouse Gas Management Plan and Saskatoon Waste & Recycling Implementation Plan**

In June, the Committee presented a report and statement in support of a city-wide curbside recycling program to the A&F Committee after a referral by the A&F Committee of a report dealing with the proposed implementation of the consultation process. In September, the Committee provided a letter of support to the Budget Committee for Road Map Saskatoon's proposed ICI Sector program that would help with implementation of the Greenhouse Gas Management Plan.

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### **4. Wetland Policy**

Administration provided a report dated September 24, 2010 regarding a request for funding to implement the preparation of the Wetland Policy, following which SEAC submitted a report dated November 1, 2010 along with the Administrative report to the Administration and Finance Committee for submission of a recommendation to City Council for approval at the Budget Committee during consideration of the 2011 Capital Budget (Attachment 3).

## 5. SEAC Participation in Educational Event

Committee supported an education initiative in conjunction with the Destination Conservation Program. The initiative consisted of a short essay/photo contest on Recycling through elementary schools (Grades 6-8), city-wide. Over 20 entries were received and prizes awarded included recycling blue bins and City of Saskatoon pencils made from recycled cedar.

## 6. Pesticide Education Task Group

Committee sent a letter of support to the Budget Committee for the Saskatchewan Environmental Society's Pesticide Education Program. The program received funding through the budget of the Environmental Services Branch in the amount of \$40,000 for 2011.

## Summary of Actions from SEAC Meetings for 2010:

### January 2010

- Dr. Sean Shaw was appointed Chair and Mr. Michael Molaro was appointed Vice-chair for 2010.
- Dr. Michael Hill was appointed to replace Darcy Meyers on the Wetland Policy Committee of the Planning and Development Branch.
- Committee received an update from the Environmental Services Branch including: i) energy retrofitting for corporate buildings; ii) compost depots; iii) landfill optimization plan, and iv) report on energy reduction awareness.
- A Task Group was appointed to explore supporting a Master of Sustainable Environmental Management Student Project.
- ~~Dr. Sean Shaw was asked to continue in the role of acting as SEAC's representative on RoadMap Saskatoon's Board of Directors~~
- Committee approved motion to cover registration fees for all members for the 2010 RoadMap Saskatoon Forum held in March 2010.
- Ms. Anna Ringstrom and Ms. Marie-Ann Bowden were appointed to a Task Group to examine possible education program participation for 2010.

**February 2010**

- Committee approved an expenditure of \$50.00 to pay the 2010 Membership fee for Road Map Saskatoon.
- Committee received an update from the Environmental Services Branch on the Waste and Recycling Plan, including a review of current programs, and future efforts for implementation.
- Ms. Dani Degenhardt and Ms. Marie-Ann Bowden were appointed to assist with adjudication of the Environmental Component of the Assistance to Community Groups – Cash Grant Program.
- Committee resolved that the 2010 Goals & Objectives be submitted to City Council through the Administration and Finance Committee.
- Committee resolved that a Task Group be formed to hire a summer student from the University of Saskatchewan's Green Legal Program to report on i) Water Conservation and ii) Office of Sustainability, at a maximum expenditure of \$3,600.
- Committee resolved that the Administration be requested to provide an update on their sustainability plan in March.
- Committee resolved that further research on a Sustainability Office be conducted and that a research project on the subject be undertaken by the Green Legal Summer Student.

**March 2010**

- An in-camera meeting was held to discuss a draft presentation of the Wetland Policy.
- Committee approved the 2009 Annual Report and resolved that it be submitted to City Council through the Administration and Finance Committee.

**April 2010**

- Committee received an update on the status of RoadMap Saskatoon from Dr. Sean Shaw indicating that the organization was forced to let their Executive Director's term lapse due to financial difficulties.

- Mr. Rob Chan and Ms. Jenna South were in attendance to present and discuss the draft Dark Sky Lighting Policy. A long discussion focused on the Committee's concern with wording in the policy that would continue to allow exemptions to use non-compliant lighting. The Committee voiced overall support for the draft policy but wanted to see additional work done to address concerns with specific sections.
- Mr. Richard Huziak, Saskatchewan Light Pollution Abatement Committee, addressed SEAC regarding his concerns with the draft policy. He highlighted the need for measurement metrics and the need for park, wall, advertising, and decorative lighting to be included.
- Committee resolved that a Task Group develop a report with the Committee's comments on the draft policy to be submitted to Saskatoon Light and Power.
- Committee received an update on the status of their "LEED Standards for all new Civic Buildings" report currently tabled by the Administration and Finance Committee.
- Committee received reports on Green Streets and the proposed Green Energy Park.
- Committee received an update from the Environmental Services Branch on: i) recycling public consultation plan; ii) conversion of garbage containers; iii) energy conservation project; iv) leaves and grass collection program; v) compost and rain barrel program, and vi) the pesticide education program.

#### **May 2010**

- Committee received an update on the Pesticide Reduction Program for 2010 from Ms. Allyson Brady, Saskatchewan Environmental Society,
- Committee received a verbal report from Kelly Goyer, Environmental Services, on the status of the recycling consultation plan that will be conducted by Administration.
- Committee discussed a report outlining their concerns with the draft Dark Sky Lighting Policy which was reviewed at the April meeting. The emphasis of the report to Saskatoon Light & Power was to continue developing an integrated and comprehensive policy and that more consideration be given to the current exceptions before being submitted to City Council.

- Mr. Richard Huziak, Saskatchewan Light Pollution Abatement Committee, spoke to the committee regarding his concerns with the draft policy. He recommended a multi-department working committee be struck to review and produce a policy in-line with the recommendations originally made by the Committee and approved by City Council.
- Committee received an update from the Environmental Services Branch on: i) summary of the completed 2010 compost bin and rain barrel program; ii) water conservation initiatives to be conducted by Administration; iii) greenhouse gas reduction project; iv) an update of the leaves and grass collection program; and v) an update on city composting efforts.
- Committee received an update on the results of the Education Contest. 25 submissions were received and a draw was made to decide the four major winners, who each received 10 recycling bins and 10 pencils. All remaining entrants received 3 bins and 10 pencils.
- Committee received an update on the Green Legal Summer Student hire from the Task Group. It was resolved that the Task Group would work to guide Markel Chernenkoff, Green Legal summer student, throughout the summer as he produced his reports on Water Conservation and Office of Sustainability

#### **June 2010**

- Committee received a presentation from Road Map Saskatoon by Dr. Tom Wolf and Mr. Dave Palibroda, Board of Directors. They presented on a budget proposal request that would see Road Map Saskatoon help implement the Greenhouse Gas Management Plan through engagement of the Industrial, Commercial, and Institutional sector of Saskatoon.
- Committee resolved to send a letter of support to the Budget Committee for Road Map Saskatoon's request.
- Committee appointed Michael Molaro as their representative on the Road Map Saskatoon Board of Directors effective immediately, replacing Dr. Sean Shaw.
- Committee received a verbal report from Dr. Michael Hill who attended the proposed hydro dam/white-water park development stakeholder meeting on the Committee's behalf. Dr. Hill reported back on the information presented at the meeting and the general questions and discussions raised by participants. The report was received as information.

- Committee received notice that Ms. Sheri Praski, Manager, Environmental Services, would be leaving her position at the end of the month. The Committee expressed their gratitude for her foresight and diligent work on environmental issues which have placed Saskatoon in good standing in many areas.
- Committee received a report, referred by the Administration and Finance Committee on April 27<sup>th</sup>, 2010, detailing the proposed strategy and direction of the recycling consultation process. The Committee resolved to prepare a report for submission to City Council, through the Administration and Finance Committee, encouraging Council to move forward with the Recycling Program as outlined in the report.

### **September 2010**

- Committee approved an expenditure for two members to attend the Saskatchewan Environmental Society's 5<sup>th</sup> Annual Sustainable Gourmet Fundraiser Dinner held on October 2, 2010.
- Committee resolved that Saskatoon Light and Power representatives be invited to the November 2010 meeting to discuss the Dark Sky Lighting Policy.
- Committee received an update from the Environmental Services Branch on:
  - i) recycling public consultation process; ii) continued garbage bin conversion program, and iii) update on on-going energy efficiency improvement projects for city facilities.
- Committee received an update on the results of the recycling consultation phone and internet surveys.

### **October 2010**

- Committee received an update from Mr. Greg Rooke, Saskatchewan Environmental Society, on the 2010 Pesticide Reduction Program.
- Mr. Randy Grauer, Planning and Development Branch Manager, was in attendance to review a report on the draft Wetlands Policy. He indicated that implementation of the Policy was proving to more difficult than expected and that the cross-departmental nature required a dedicated staff position. It was indicated that the department was seeking funding for two full-time positions in the 2011 budget.
- Committee resolved that Dr. Michael Hill draft a report containing their suggestions/comments on the Wetland Policy for submission to City Council along with the report under consideration.

- Committee resolved that Mr. Markel Chernenkoff, Green Legal summer student, be paid for the research conducted on the Office of Sustainability and Water Conservation reports.
- Committee resolved, via email vote on September 30, 2010, to approve an expenditure to send two members to the 2010 Building Saskatchewan Green Conference.
- Committee resolved that a Task Group, consisting of Ms. Anna Ringstrom and Ms. Patricia Hanbidge, work with the Saskatchewan Environmental Society on an educational program for students in 2011 and report back on the outcome.
- Committee received an oral presentation from Mr. Chris Richards, Environmental Projects Engineer, Environmental Services Branch, on the Saskatoon's energy efficient projects for civic buildings. The presentation highlighted the installation of solar water heaters on two city pools and a SaskPower sponsored program regarding centralized control of indoor arena temperature regulation.

#### **November 2010**

- Committee expressed their thanks to Ms. Marie-Ann Bowden for her 6 years of service as well as Ms. Anna Ringstrom and Ms. Dani Degenhardt for their dedicated years of service on the committee.
- Committee resolved to appoint Mr. Chris Gallaway and Ms. Patricia Hanbidge to the Education Program Task Group, replacing Ms. Anna Ringstrom and Ms. Marie-Ann Bowden.
- Committee resolved to invite the City Manager to the January or February 2011 meeting.
- Committee resolved to set aside \$1,000 for the Education Program that is being spearheaded by the Saskatchewan Environmental Society and to carry out a program similar to the one that they participated in earlier in 2010.
- Committee received a verbal report from Mr. Trevor Bell, Manager, Saskatoon Light and Power, and Mr. Glen McDonald, Senior Planning Engineer, Saskatoon Light and Power, on the draft Street Lighting Policy (formerly Dark-Sky Lighting Policy). Mr. McDonald outlined his concerns with the Committee's suggestion that all exemptions to the policy be removed, indicating this could cause potential conflicts with private developers. Committee members insisted that any exemptions would only serve to weaken the policy and renewed their request that the clause be removed from the

policy. Mr. McDonald indicated that policy will be reviewed and discussed with the Manager, Environmental Services Branch, prior to submission of the final report to City Council.

- Committee received a report "Municipal Water Conservation Programs and Bylaws" from Mr. Markel Chernenkoff, Green Legal summer student. The Committee resolved that Ms. Patricia Hanbidge, Mr. Michael Molaro, and Dr. Michael Hill form a Task Group and report back with recommendations to the January 2011 meeting.
- Committee received an update from the Environmental Services Branch on: i) the on-going recycling consultation process and that no funding will be in place for a 2011 implementation of a new system; ii) organic waste diversion focus for 2011, and iii) landfill lifespan extension initiative.

Referrals from Council - None to report.

#### Reports / Recommendations submitted to City Council

- 2010 Goals and Objectives
- 2009 Annual Report

#### Summary of Projects, which received support from SEAC in 2010:

- Pesticide Reduction Education Program, Saskatchewan Environmental Society.
- Road Map Saskatoon, ICI Sector program.

## **ACKNOWLEDGEMENTS**

**In 2010 the following individuals provided reports, information, and other forms of assistance:**

Councillor Tiffany Paulsen

Representative of Saskatoon City Council who was an integral part of the Committee.

Mr. Jeff Jorgenson  
General Manager  
Utility Services Department

Representative of the City Administration who attended some Committee Meetings and provided information requested by the Committee.

Ms. Sheri Praski, Manager  
Environmental Services Branch  
Utility Services Department

Representative of the City Administration who attended Committee Meetings and provided updates regarding the Department's activities until June.

Ms. Brenda Wallace, Manager  
Environmental Services Branch  
Utility Services Department

Representative of the City Administration who attended Committee Meetings and provided updates regarding the Department's activities from September to November.

Ms. Colleen Yates  
Environmental Programs Manager  
Environmental Services Branch

Representative of the City Administration who attended Committee meetings and provided updates regarding the Department's activities.

Mr. Richard Huziak  
Saskatchewan Light Pollution Abatement  
Committee

Representing The Royal Astronomical Society of Canada - presented information on the standards for dark-sky lighting fixtures.

Mr. Kelly Goyer  
Recycling  
Environmental Services Branch

Representative of the City Administration who attended some Committee Meetings and provided information requested by the Committee.

Mr. Chris Richards  
Environmental Project Engineer  
Environmental Services Branch

Representative of the City Administration who attended some Committee Meetings and provided information requested by the Committee.

Mr. Trevor Bell, Manager  
Saskatoon Light and Power  
Utility Services Department

Representative of the City Administration who attended some Committee Meetings and provided information requested by the Committee.

Mr. Glen MacDonald  
Senior Planning Engineer  
Saskatoon Light and Power

Representative of the City Administration who attended some Committee Meetings and provided information requested by the Committee.

Mr. Markel Chernenkoff  
Green Legal Summer Student

Representing the University of Saskatchewan, Department of Law, Green Legal, who was hired by the Committee to conduct research on requested topics

Mr. Randy Grauer, Manager  
Planning and Development Branch

Representative of the City Administration who attended some Committee Meetings and provided information requested by the Committee.

**MEMBERSHIP of SEAC for 2010**

Dr. Sean Shaw, Chair

Dr. Sean Shaw is the Senior Environmental Geochemist with MDH Engineered Solutions, a Saskatoon based Consulting firm. His focus includes the geochemical impacts of mining wastes on the surrounding environment.

Mr. Michael Molaro

Mr. Molaro is the Associate Director of Infrastructure and Sustainability with the Facilities Management Division at the University of Saskatchewan and one of the founders of the Saskatchewan Chapter of the Canada Green Building Council.

Ms. Marie-Ann Bowden

Ms. Bowden is a Professor of Environmental Law at the College of Law, University of Saskatchewan.

Mr. Chris Gallaway

Mr. Gallaway is currently self-employed doing research and policy development work throughout the province. He has formerly served as an assistant to the Minister of Environment and an employee with the provincial EnerGuide program.

Ms. Namarta Kochar

Ms. Kochar is the Director, Major Projects for Refresh, a Business Strategy and and internship as a Sr. Research Analyst in Toronto and has previously worked as a Sr. Policy Analyst for the Ontario Ministry of Health and Long-Term Care.

Mr. Brent Latimer

Mr. Latimer is the Environmental Program Supervisor for the Safe Communities Department, Saskatoon Health Region.

Ms. Patricia Anne Hanbidge

Ms. Hanbidge is a well-known horticulturist, author and columnist. She is the principal and owner of the fully accredited local horticultural school - the Saskatoon School of Horticulture. She has a special interest in environmental issues and imports biological controls for use by homeowners and commercial players in the horticultural industry.

Ms. Dani Degenhardt

Ms. Degenhardt was a Ph.D candidate in the Department of Soil Science at the University of Saskatchewan. She had a broad research interests in the interdisciplinary fields of environmental chemistry as well pesticide science. She did not renew her position on the Committee for 2011.

Ms. Anna Ringstrom

Anna Ringstrom, was a landscape architect with Crosby Hanna + Associates. Her particular interest was in issues related to innovative stormwater management, green roofs and urban agriculture. She did not renew her position on the Committee for 2011.

Councillor T. Paulsen

Councillor Paulsen represents Ward 9 and is City Council's representative on the Committee.

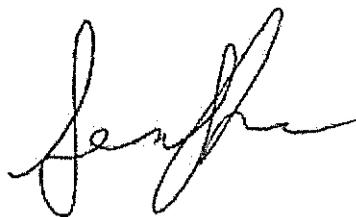
Dr. Michael Hill

Is the Head of the Wetland Restoration for Saskatchewan with Ducks Unlimited Canada. His is also an adjunct professor at the University of Saskatchewan within The Department of Geography and Planning. He has a special interest in wetlands and waterfowl, water quality and conservation and environmental assessment.

**ATTACHMENTS:**

1. Report dated February 11, 2010 – 2010 Goals and Objectives – was forwarded to City Council as information through the Administration and Finance Committee.
2. Report submitted by the Committee to Saskatoon Light & Power, outlining the Committee's concerns regarding the draft Street Lighting Policy.
3. Report dated November 1, 2010 forwarding recommendations to the Budget Committee through the Administration and Finance Committee, for approval of funding in the 2011 Capital Budget.

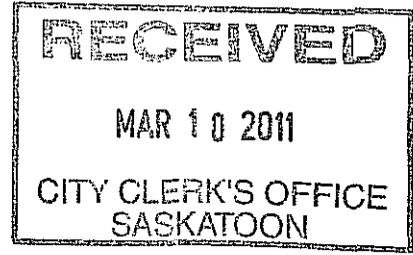
Written by: Dr. Sean Shaw, 2010 Chair  
Saskatoon Environmental Advisory Committee



Approved:

\_\_\_\_\_  
February 10, 2011

1905-1 4.



**TO:** Secretary, Administration and Finance Committee  
**FROM:** General Manager, Utility Services Department  
**DATE:** March 1, 2011  
**SUBJECT:** Commercial Garbage Collection Rates-2011  
**FILE NO:** WT-1905-3

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

- 1) that commercial garbage collection fees be increased as outlined in Table 1 of this report; and,
- 2) that the City Solicitor be requested to prepare the necessary bylaw amendments for consideration by City Council.

**BACKGROUND**

The City of Saskatoon Environmental Services Branch provides garbage collection services to approximately 500 commercial and institutional customers throughout the city. Collection rates for this service are based on the size of the container and are designed to achieve full cost recovery for the delivery of this service.

In recent years, commercial collection fees have been increased to reflect the increased cost of labour and equipment associated with providing this service. As well, adjustments have been made to improve equity and balance to rates charged in relation to the size of waste bins.

The City of Saskatoon is one of many commercial waste service providers in the city. It is the practice of the Branch to ensure rates neither lead nor undermine the marketplace.

**REPORT**

Since the last rate increase in 2010, labour and equipment costs have increased by approximately 10 percent; in addition, landfill costs have also increased.

A proposed increase in commercial garbage collection fees, as shown in Table 1, would take effect on April 1, 2011 to accommodate quarterly billing.

- The proposed rates include cost increases of approximately twenty percent (20%) attributable to:
- 1. increased costs incurred for tipping at the landfill (~12%)
  - 2. increased labour costs (~2%)
  - 3. increased fuel costs (~3%)
  - 4. increases attributable to city-growth (requiring additional staff and equipment time to deliver the program (~2%))

Some rates have also been adjusted to provide a more equitable balance in relation to the size of waste bins.

**Table 1 Proposed Commercial Collection Fees**

Container Serviced	Current Fees	Current Fees	Total Proposed Fees	Total Proposed Fees
	Scheduled	Unscheduled	(effective April 1, 2011) Scheduled Collection	(effective April 1, 2011) Unscheduled Collection
100 Gallon US Poly	\$11	\$21	\$13	\$23
300 Gallon US Poly	\$17	\$27	\$21	\$31
2 cubic yards Metal	\$18	\$28	\$22	\$32
3 cubic yards Metal	\$22	\$32	\$28	\$38
4 cubic yards Metal	\$27	\$37	\$34	\$44
5 cubic yards Metal	\$31	\$41	\$40	\$50
6 cubic yards Metal	\$36	\$46	\$46	\$56
8 cubic yards Metal	\$45	\$55	\$58	\$68
100 Gallon (rental)	\$5		\$5	\$5
300 Gallon (rental)	\$10		\$10	\$10

**OPTIONS**

Option 1: Increase commercial garbage collection fees as outlined in Table 1 of this report. (RECOMMENDED)

Option 2: Postpone increasing commercial garbage collection fees to 2012.

**POLICY IMPLICATIONS**

There are no policy implications.

**ENVIRONMENTAL IMPLICATIONS**

As a policy options report, there are no identified environmental implications.

**FINANCIAL IMPLICATIONS**

The proposed rate increases for commercial garbage collection is expected to generate an additional \$104,000 in 2011. These funds will be used to offset increased costs for delivery of the service.

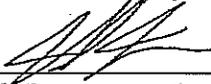
Postponing a rate increase to 2012 means the existing program will run a deficit for 2011 and will therefore require a service review.

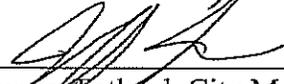
**COMMUNICATIONS PLAN**

New rates will be published in The StarPhoenix, a news release, and individual letters to current commercial accounts will also serve as means for communicating the rate changes to the public.

Written by: Burc Greack, Environmental Operations Manager

Reviewed by: Brenda Wallace, Manager, Environmental Services Branch

Approved by:   
Jeff Jorgenson, General Manager  
Utility Services Department  
Dated: March 9/11

Approved by:   
for Murray Totland, City Manager  
Dated: March 9/11

# BYLAW NO. 8932

## The Waste Amendment Bylaw, 2011

The Council of The City of Saskatoon enacts:

### Short Title

1. This Bylaw may be cited as The Waste Amendment Bylaw, 2011.

### Purpose

2. The purpose of this Bylaw is to amend The Waste Bylaw, 2004 to set new rates for the collection of garbage from commercial, industrial and institutional premises.

### Bylaw No. 8310 Amended

3. The Waste Bylaw, 2004 is amended in the manner set forth in this Bylaw.

### Schedule "A" Amended

4. Schedule "A" is repealed and the schedule marked as Schedule "A" to this Bylaw is substituted.

### Coming into Force

5. This Bylaw shall come into force on April 1, 2011.

Read a first time this \_\_\_\_\_ day of \_\_\_\_\_, 2011.

Read a second time this \_\_\_\_\_ day of \_\_\_\_\_, 2011.

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

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Mayor

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City Clerk

## Schedule "A" to Bylaw No. 8932

## Schedule "A"

Rates for the Collection of Garbage from Commercial Premises  
and Other Services as Specified in this Bylaw

The minimum service charge shall be the charge per pickup.

All customers are required to provide their own waste containers. If requested, upon the approval of the Utility Services Manager, commercial customers only may rent additional roll-out and stationary containers from the City at the following rates:

- (a) 100 gallon .....\$5.00 per month; and  
 (b) 300 gallon .....\$10.00 per month.

	Regular Scheduled Collection	Special Unscheduled Collection (24-Hour Minimum Notice)
<b>Manual Collection</b>		
Max. 1 cubic yard ..... (0.765 cubic metres)	At Cost	At Cost
<b>Commercial Waste Containers</b>		
2 cubic yards ..... (1.529 cubic metres)	\$22.00 per pickup	\$32.00 per pickup
3 cubic yards ..... (2.294 cubic metres)	\$28.00 per pickup	\$38.00 per pickup
4 cubic yards ..... (3.058 cubic metres)	\$34.00 per pickup	\$44.00 per pickup
5 cubic yards ..... (3.823 cubic metres)	\$40.00 per pickup	\$50.00 per pickup
6 cubic yards ..... (4.587 cubic metres)	\$46.00 per pickup	\$56.00 per pickup
8 cubic yards ..... (6.116 cubic metres)	\$58.00 per pickup	\$68.00 per pickup
100 US Gallon ..... Polyethelyne Containers	\$13.00 per pickup	\$23.00 per pickup
300 US Gallon ..... Polyethelyne Containers	\$21.00 per pickup	\$31.00 per pickup

His Worship the Mayor and City Council  
The City of Saskatoon

## **REPORT**

of the

### **MUNICIPAL ENTERPRISE ZONE COMMITTEE**

#### Composition of Committee

Councillor D. Hill, Chair  
Councillor P. Lorje  
Mr. A. Wallace  
Mr. P. Whitenect  
Mr. R. Pshebylo

- 1. Saskatoon Friendship Inn**  
**619 20<sup>th</sup> Street West**  
**File No.: CK-3500-15 and PL. 4110-34-170**

#### **RECOMMENDATION:**

- 1) that City Council approve a five-year abatement of the incremental taxes to the property at 619 20<sup>th</sup> Street West for the renovation project by the Saskatoon Friendship Inn;
- 2) that the five-year tax abatement be effective in the next taxation year following completion of the project; and
- 3) that the City Solicitor be requested to prepare the appropriate agreement, and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

#### **BACKGROUND**

On February 3, 2011, the Enterprise Zone Adjudication Committee (Adjudication Committee) considered an application (received prior to July 2, 2010 – Municipal Enterprise Zone Program conclusion) for incentives from the Saskatoon Friendship Inn (Friendship Inn). The Friendship Inn is a Saskatoon soup kitchen that offers nutritious meals, as well as services and programs to

those in need. The Saskatoon Friendship Inn opened its doors on March 6, 1969, and has been funded entirely through the generosity of many individual contributors. The first day the Friendship Inn opened, they served six meals. Today they serve up to 500 meals a day and continue to follow their Mission of serving two meals a day, 365 days a year to those in need. To ensure this Mission is fulfilled, the Friendship Inn is expanding their building to accommodate its clients.

## **REPORT**

The Friendship Inn plans to extensively renovate their current building and include an addition at the rear of the building to house a freezer and cooler area, as well as an enclosed shipping and receiving area. Renovations to the existing building will include areas for expanded seating and classroom/office space and improved kitchen facilities for food preparation and storage. The Friendship Inn estimates a \$2,100,000 investment in renovations for the project.

The Friendship Inn is applying for a five-year abatement of the incremental property taxes. According to the Office of the City Assessor, the incremental increase in annual property taxes for the property is estimated to be \$13,550 based on the 2010 tax year. The value of this abatement over the five-year period is estimated to be \$67,750. In addition, the Adjudication Committee has approved a \$2,500 Façade Improvement Grant for the project.

The Adjudication Committee considered the merits and value of the development to the Municipal Enterprise Zone. The Adjudication Committee agrees with the report from the Riversdale Business Improvement District (BID) and its recommendation to approve this application. The application submitted by the Friendship Inn is consistent with the purpose of Municipal Enterprise Zone Policy No. A09-031. The Adjudication Committee is recommending that City Council grant the five-year property tax abatement commencing in the next taxation year after completion of the project.

The Riversdale BID will conduct a follow-up inspection to ensure that the project is completed according to the proposal prior to disbursement of any rebates or commencement of the abatement.

## **OPTIONS**

1. Approve the application from the Saskatoon Friendship Inn (recommended).
2. Decline to support the Saskatoon Friendship Inn application. This would represent a departure from precedent, which has seen projects in the Municipal Enterprise Zone, with

a similar level of expansion and investment, receive approval for a five-year incremental property tax abatement.

### **POLICY IMPLICATIONS**

There are no policy implications.

### **FINANCIAL IMPLICATIONS**

The five-year incremental property tax abatement for the project at 619 20<sup>th</sup> Street West will not affect the Municipal Enterprise Zone account balance. However, the City of Saskatoon will forgo any increase in tax revenue for the project over the five-year period.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental and/or greenhouse gas implications.

### **PUBLIC NOTICE**

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

### **ATTACHMENT**

1. Location Map – 619 20<sup>th</sup> Street West

Respectfully submitted,

---

Councillor D. Hill, Chair

1.

Location Map – 619 20<sup>th</sup> Street West

ATTACHMENT 1



His Worship the Mayor and City Council  
The City of Saskatoon

**REPORT**  
**of the**  
**EXECUTIVE COMMITTEE**

Composition of Committee

His Worship Mayor D. Atchison, Chair  
Councillor C. Clark  
Councillor Donauer  
Councillor B. Dubois  
Councillor M. Heidt  
Councillor D. Hill  
Councillor M. Loewen  
Councillor P. Lorje  
Councillor M. Neault  
Councillor T. Paulsen  
Councillor G. Penner

**1. Underground Encroachments and Sidewalk Safety**  
**(File No. CK. 4090-2)**

---

- RECOMMENDATION:**
- 1) that the Administration be instructed to implement an underground encroachment program as set out in the report of the City Solicitor dated March 7, 2011; and
  - 2) that the City Solicitor be instructed to bring forward the appropriate bylaw or bylaw amendments necessary to implement the program.

Your Committee has considered and supports the following report of the City Solicitor dated March 7, 2011:

## **“BACKGROUND**

Underground encroachments were originally constructed in the early twentieth century by agreement between property developers and Council. They consist of open areas under the sidewalk that are attached to the basement of the adjacent building. The ceiling of the encroachment is, in most cases, the sidewalk above. They were typically made to allow for freight elevators or coal chutes, and to provide for larger basements or storage areas than would have been possible if the building were restricted to the lot size. Many included prismatic glass blocks in the sidewalk to allow natural light to enter the encroachment.

The original agreements were made on the understanding that the encroachment holder would be responsible for all costs and liabilities associated with the encroachment and associated sidewalk, in return for the right to use the space and payment of an annual fee. These agreements have not been updated to subsequent owners of the properties. The basic terms of these agreements, however, were codified into *The Cities Act* and The Building Bylaw, summarised as follows:

### *The Cities Act:*

- a) allows Council to grant rights to construct, and to set terms and conditions for the use of, encroachments below sidewalks, and allows Council to charge annual or other fees for the use of these encroachments;
- b) allows Council to add these amounts to the taxes as a special assessment on the adjacent property, or to any other lands owned by the holders of encroachments; and
- c) makes the owner of the property adjacent to the encroachment and the holders of the encroachment liable to any one, including the City, who sustains damages arising out of the construction, erecting or placing, or covering or lack of covering of encroachments, and requires the owner of an encroachment to indemnify the City for the above.

### The City of Saskatoon Building Bylaw No. 7306:

- a) requires the owner of the property connected to the encroachment to keep the encroachment in good repair, including the sidewalk and the underground structure; and

- b) provides that Council may require the owner of the encroachment, at the owner's expense, to remove and fill in the structure and to replace the sidewalk or street.

### **REPORT**

The Administration's overarching concern is that the sidewalk above the encroachment be maintained in a safe condition so that the public is not endangered by the existence of the encroachment. These encroachments continue to benefit the owners, who make use of the space in many ways, such as having machinery or storage in the areas, or renting the space out to tenants. Some owners also value the heritage appearance of the glass blocks in the sidewalk.

Many of these encroachments are now very old. Concrete and glass degrade over time, and there are ongoing safety issues as the sidewalk surface degrades and presents a trip hazard, or where the subsurface structure no longer properly supports the sidewalk. Since the old agreements have not been maintained, there is also confusion over who is responsible to maintain, repair or replace the sidewalk.

The old arrangements were not, in most cases, known to the current owners. As well, in practice they unnecessarily complicate the maintenance of the sidewalk. Administration believes it is reasonable for the City to accept liability for the sidewalk, while the owner of the benefiting property maintains liability for the underground structure and any costs arising out of the existence of the encroachment.

Keeping in mind that the main concern is for the safety of passers by, and that these encroachments were originally constructed for the benefit of the abutting property owner, and that the abutting property owner is the only party to benefit from these encroachments, the Administration proposes the following:

- a) the City will accept responsibility to monitor, maintain, repair or replace the sidewalks above these encroachments, in the same manner as the City maintains any other sidewalk. However, the owner of the encroachment will pay any costs to maintain, repair or replace the sidewalk that are over and above the cost to the City for a normal sidewalk, since these extra costs are caused by the encroachment. This provides the City with the clarity and control necessary to ensure that the sidewalk is maintained in a safe condition. It also means that the property owner would no longer be liable for injuries caused by defects in the sidewalk, unless they arise out a failure of the owner to maintain the underground structure.

- b) the owner of the property abutting the encroachment will be responsible to maintain, repair or replace the underground portion of the encroachment so that it properly and safely supports the sidewalk above, and to pay for any damage to the sidewalk caused by a failure to keep the underground portion in good repair. The owner would also still be liable for injury arising out of a failure to maintain the underground portion of the encroachment.
- c) to ensure that the City is able to monitor the safety of the underground structure that supports the sidewalk, the owner will provide regular reports on the condition of the underground portion of the encroachment, as required by Administration based on engineering principles. The Administration proposes to contribute to the cost of the initial inspection of the structure on a 50/50 basis, with the property owner paying a maximum of \$2,000. Thereafter, the owner will provide updates, typically every two to five years or more, depending upon the condition of the encroachment. We have indications that these reports would cost in the range of \$500 - \$2,000 in the typical case, and could go as high as \$5,000 where there are substantial concerns regarding the condition of the sidewalk and underground structure.
- d) that the owner of an encroachment has the option of deciding to cancel the encroachment. However, since the encroachment is open to the basement of the abutting property, the owner would be responsible for the cost of building a foundation wall to close off the basement and prevent the fill, sidewalk and street from spilling into the basement. In addition, the owner would be expected to contribute to the cost of filling in the encroachment, but not to the cost of replacing the sidewalk.
- e) If the owner wishes to maintain special appearance features in the sidewalk, such as glass blocks, to preserve a heritage appearance, and where these features meet the City's safety standards and design criteria, the owner would pay any and all additional costs associated with the installation by the City of these features. Administration understands that the owner may apply to access heritage funds to maintain or replace existing glass block sidewalks.

Your Administration has contacted the owners of these encroachments and received input into these recommendations. In general, the owners thought the following proposals were a reasonable solution, with the proviso that they would like some assistance with the costs involved. We have attempted to reach a reasonable compromise in that regard.

The General Manager of Infrastructure Services indicates that there are no funds for this program at this time. The cost share on the inspections will be paid from the Risk Management budget. Currently, there are annual fees charged for the encroachment space, but they are set at a nominal amount, and have not been amended for some time. We are not recommending that the fees be increased at this time because of the proposed initial inspection costs to the owner. However, the fees would be reviewed after two years to assess the relationship between the revenue and costs of the program, and gradually brought to the point where any deficit is recovered through the annual charges.

**PUBLIC NOTICE**

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

Respectfully submitted,

---

His Worship Mayor D. Atchison, Chair

## **COMMUNICATIONS TO COUNCIL**

### **MEETING OF CITY COUNCIL – MONDAY, MARCH 21, 2011**

#### **A. REQUESTS TO SPEAK TO COUNCIL**

##### **1) Nikita Rathwell, dated February 24**

Requesting permission to address City Council with respect to the creation of a Youth Advisory Council for Saskatoon. (File No. CK. 175-1)

**RECOMMENDATION:** that Nikita Rathwell be heard.

##### **2) Jason Bender, dated March 3**

Requesting permission to address City Council with respect to a professional baseball team playing at Cairns Field. (File No. CK. 150-1)

**RECOMMENDATION:** that Jason Bender be heard.

##### **3) Adam Pollock, dated March 15**

Requesting permission to address City Council with respect to heritage and the Traffic Bridge. (File No. CK. 6050-8)

**RECOMMENDATION:** that Adam Pollock be heard.

##### **4) Alan Thomarat, Saskatoon & Region Home Builders' Association Inc. dated March 14**

Requesting permission to address City Council with respect to rent controls and seniors' housing. (File No. CK. 750-1)

**RECOMMENDATION:** that Alan Thomarat be heard.

##### **5) Tyler Mathies, Innovative Residential, dated March 15**

Requesting permission to address City Council to present a housing research report. (File No. CK. 750-1)

**RECOMMENDATION:** that Tyler Mathies and Alex Miller be heard.

**B. ITEMS WHICH REQUIRE THE DIRECTION OF CITY COUNCIL**

**1) Pam Kilgour, A/Director of Finance, TCU Place, dated March 2**

Submitting notice of Annual General Meeting of the Saskatoon Centennial Auditorium & Convention Centre Corporation and Annual General Meeting of the Saskatoon Centennial Auditorium Foundation to be held on April 19, 2011. (File No. CK. 175-28)

**RECOMMENDATION:** that the City of Saskatoon, being a member of the Saskatoon Centennial Auditorium Foundation Board of Directors, appoint Donald Atchison, or in his absence, Tiffany Paulsen or Glen Penner, of the City of Saskatoon, in the Province of Saskatchewan, as its proxy to vote for it on its behalf at the Annual General Meeting of the members of the Saskatoon Centennial Auditorium Foundation, to be held on the 19<sup>th</sup> day of April, 2011, or at any adjournment or adjournments thereof.

**2) W.A. Restall, President & Ceo, Saskatoon Airport Authority, dated March 1**

Submitting Saskatoon Airport Authority Economic Impact Study, 2010. (File No. CK. 175-45)

**RECOMMENDATION:** that the information be received.

**3) Allen Earle, President, SUMA, dated March 2**

Submitting 2011 Membership invoice. (CK. 155-3)

**RECOMMENDATION:** that the Invoice in the amount of \$92,475.13 for 2011 SUMA Membership be paid.

**4) Tiffany Koback, President, Pets in the Park, dated March 3**

Requesting permission to allow animals in Kiwanis Memorial Park and an extension to the time where amplified sound can be heard under the Noise Bylaw from 9:a.m. to 4 p.m. in conjunction with the fifth annual Pets in the Park to be held on Sunday, July 10, 2011. (File Nos. CK. 205-1 & 185-9.)

**RECOMMENDATION:** that the request to allow animals in Kiwanis Memorial Park and an extension to the time where amplified sound can be heard under the Noise Bylaw from 9:a.m. to 4 p.m. in conjunction with the fifth annual Pets in the Park to be held on Sunday, July 10, 2011, be granted subject to any administrative conditions.

**Items Which Require the Direction of City Council**  
**Monday, March 21, 2011**  
**Page 2**

**5) North Central Transportation Planning Committee, dated March 1**

Submitting invoice for Membership Fee in the amount of \$600.00. (File No. CK. 155-10)

**RECOMMENDATION:** that the invoice in the amount of \$600 for 2011/2012 year be paid.

**6) Brock Carlton, CEO, FCM, dated February 17**

Advising of 2<sup>nd</sup> payment of \$37,836.40 towards District Energy System Feasibility Project. (File No. CK. 1860-1)

**RECOMMENDATION:** that the information be received.

**7) Cathleen Adolph, dated February 27**

Submitting copy of letter to Access Transit Manager commenting on Access Transit service. (File No. CK. 7305-1)

**RECOMMENDATION:** that the letter be referred to the Saskatoon Access Advisory Committee for information.

**8) Joanne Sproule, Deputy City Clerk, dated March 14**

Advising of Notice of Hearing of the Development Appeals Board for the property at 610 Taylor Street East. (File No. CK. 4352-1)

**RECOMMENDATION:** that the information be received.

**C. ITEMS WHICH HAVE BEEN REFERRED FOR APPROPRIATE ACTION**

**1) Roy Cushway, dated February 26**

Commenting on Saskatoon becoming more pedestrian-and cyclist-friendly. (File No. CK. 150-1)  
**(Referred to Administration to respond to the writer.)**

**2) Marcus Davies, dated March 1**

Commenting on family rates at leisure facilities. (File No. CK. 1720-3) **(Referred to Administration to respond to the writer.)**

**3) Lori Prostebby, dated March 2**

Commenting on transit services. (File No. CK. 7000-1) **(Referred to Administration to respond to the writer.)**

**4) Len Boser, dated March 6**

Commenting on streets unsafe for wheelchairs. (File No. CK. 6220-1) **(Referred to Administration to respond to the writer.)**

**5) Caitilin Terfloth, dated March 2**

Commenting on transit passes for children. (File No. CK. 1905-4) **(Referred to Administration to respond to the writer.)**

**6) Pat Tymchatyn, Meadowgreen Community Association, dated March 3**

Commenting on community garden space. (File No. CK. 4205-1) **(Referred to Administration to respond to the writer.)**

**7) Louise Unger, dated March 2**

Commenting on traffic congestion near Canarama Shopping Centre. (File No. CK. 6320-1)  
**(Referred to Administration to respond to the writer.)**

**Items Which Have Been Referred for Appropriate Action**

**Monday, March 21, 2011**

**Page 2**

**8) Theresa Penner, dated March 7**

Commenting on fluoride in tap water. (File No. CK. 7900-1) **(Referred to Administration to respond to the writer.)**

**9) Craig McNaughton, dated March 8**

Commenting on proposed cuts to transit service. (File No. CK. 7310-1) **(Referred to Administration to respond to the writer.)**

**10) Yang Pang, dated March 8**

Commenting on garden suites. (File No. CK. 4350-63) **(Referred to Administration to respond to the writer.)**

**11) Darlene O'Donnell, dated March 8**

Commenting on taxi service in winter. (File No. CK. 307-1) **(Referred to Administration to respond to the writer.)**

**12) Ryan Niemela, dated March 10**

Commenting on snow build-up on roads. (File No. CK. 6290-1) **(Referred to Administration to respond to the writer.)**

**13) Ryan Tuttroen, dated March 10**

Commenting on digital billboards. (File No. CK. 4350-13) **(Referred to Administration to respond to the writer.)**

**Items Which Have Been Referred for Appropriate Action**  
**Monday, March 21, 2011**  
**Page 3**

**14) Jill Gunn, dated March 15**

Submitting resignation from Saskatoon Environmental Advisory Committee. (File No. CK. 175-9)  
**(Referred to Executive Committee.)**

**15) Sheldon Sommerfeldt, dated March 14**

Commenting on train whistle cessation in Parkridge. (File No. CK. 375-2) **(Referred to Administration to respond to the writer.)**

**RECOMMENDATION:** that the information be received.

**D. PROCLAMATIONS**

**1) Nicole Eramian, ICAN of Saskatoon, dated February 14**

Requesting City Council proclaim April 2011 as Cesarean Awareness Month.  
(File No. CK. 205-5)

**2) Debbie Marcoux, The Institute of Internal Auditors Canada, dated March 7**

Requesting City Council proclaim May 2011 as Internal Audit Awareness Month. (File No. CK. 205-5)

**3) Kelly Harrington, Saskatoon & District Labour Council, dated March 9**

Requesting City Council proclaim April 28<sup>th</sup> as Annual Day of Mourning in recognition of workers killed, injured or disabled on the job. (File No. CK. 205-5)

**4) Richard Thompson, Executive Director, CI Society, dated February 22**

Requesting City Council proclaim April 29, 2011 as World Primary Immunodeficiency Day. (File No. CK. 205-5)

**5) Cathy Sieben, President, Saskatoon Literacy Coalition, dated March 1**

Requesting City Council proclaim May 1 to 7, 2011 as Saskatoon Literacy Week. (File No. CK. 205-5)

- RECOMMENDATION:**
- 1) that City Council approve all proclamations as set out in Section D; and
  - 2) that the City Clerk be authorized to sign the proclamations, in the standard form, on behalf of City Council.

Couture, Suzanne (Clerks)

175-1

AI)

From: CityCouncilWebForm  
Sent: February 24, 2011 2:40 PM  
To: City Council  
Subject: Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Nikita Rathwell  
5-1009 9th St. E

Saskatoon  
Saskatchewan  
S7H 0N3

EMAIL ADDRESS:

[nikitarathwell@wamsaskatoon.com](mailto:nikitarathwell@wamsaskatoon.com)

COMMENTS:

We Are Many Saskatoon, a youth run arts and environmental organization, would like to address Council regarding the creation of a Youth Advisory Council for Saskatoon.

March 3/2011

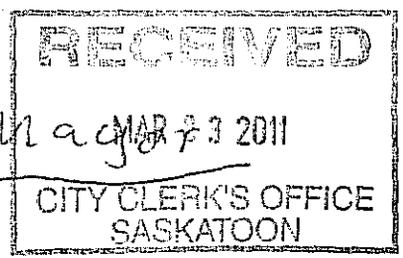
PO box 72  
Bruno Sask.  
Sok 050

306-369-2726

369-7586

150-1

Ad)



members of city Council

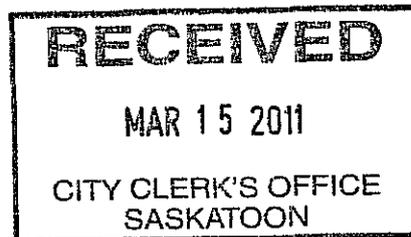
I would like to speak to council on  
march 7th 2011 / regarding possible funding  
and the lease of Cairns field for the  
Pro Baseball team for the 2011 season. There  
are many different possibilities of the  
way the team can be ran from  
the Saskatoon location. This would  
be the first Pro Baseball team playing  
in Saskatchewan with more teams to  
possibly come in the future. The dead  
line for this season is ~~2011~~ march 15th  
so we need to give council a fair  
look at what they can expect to

See Thank you -

Jason Bender

6050 A8 3)

**From:** CityCouncilWebForm  
**Sent:** March 15, 2011 10:24 AM  
**To:** City Council  
**Subject:** Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Adam Pollock  
723 Broadway Ave.

Saskatoon  
Saskatchewan  
S7N 1B3

EMAIL ADDRESS:

[cabynspace@hotmail.com](mailto:cabynspace@hotmail.com)

COMMENTS:

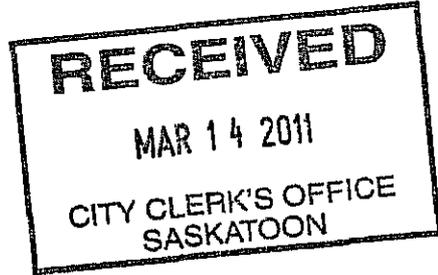
The Traffic Bridge meets the requirements outlined by the cities heritage 'policy' and is both worthy of preservation, and it is cost effective.

I wish to speak directly to city halls 'claim' to be heritage sensitive, and ask how over the course of two weeks council went from promising a 'sensitive bridge' to voting in favor of the LEAST sensitive 'interpretation' possible.

750-1

AH)

**From:** CityCouncilWebForm  
**Sent:** March 14, 2011 10:36 AM  
**To:** City Council  
**Subject:** Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Alan Thomarat  
Saskatoon & Region Home Builders' Association  
11-3012 Louise Street  
Saskatoon  
Saskatchewan  
S7J 3L8

EMAIL ADDRESS:

[exec@chbasaskatchewan.com](mailto:exec@chbasaskatchewan.com)

COMMENTS:

Request to speak at the Council Meeting on March 21 regarding rent control and seniors housing.

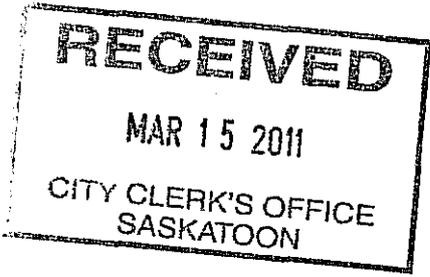
AS)

**From:** CityCouncilWebForm  
**Sent:** March 15, 2011 4:25 PM  
**To:** City Council  
**Subject:** Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Tyler Mathies  
Innovative Residential  
101B English Crescent  
Saskatoon  
Saskatchewan  
S7K 8G4



EMAIL ADDRESS:

tmathies@innovativeassets.ca

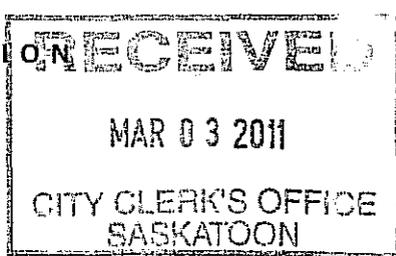
COMMENTS:

Tyler Mathies and Alex Miller, owners of Innovative Residential, would like to address and congratulate City Council on the success of the City's Housing Business plan, as well as present an informative housing research report that was prepared in partnership with CMHC and the Saskatoon Housing Initiatives Partnership.

175-24  
B1)



SASKATOON'S  
ARTS & CONVENTION  
CENTRE



March 2, 2011

To: City Council

Re: Notice of Meeting

---

The Annual General Meeting of the Saskatoon Centennial Auditorium & Convention Centre **Corporation** Membership will be held on Tuesday, April 19th, 2011 at 12:00 noon at TCU Place.

The Annual General Meeting of the Saskatoon Centennial Auditorium **Foundation** Membership will be held on Tuesday, April 19th, 2011 at 12:15 pm at TCU Place.

Sincerely,

*Pam Kilgour*

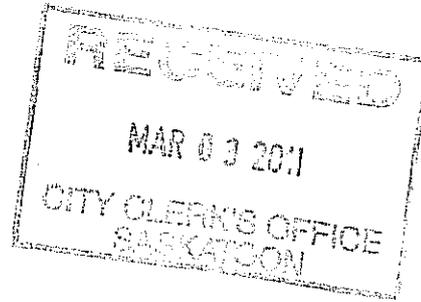
Acting Director of Finance  
TCU Place – Saskatoon's Arts & Convention Centre  
[pkilgour@tcuplace.com](mailto:pkilgour@tcuplace.com)  
306.975.7778



175-43  
B2)

March 1, 2011

His Worship Mayor Donald Atchison  
Saskatoon City Council,  
City of Saskatoon  
City Hall, 222 Third Avenue North  
Saskatoon SK S7K 0J5



Dear His Worship Mayor ~~Atchison~~ *Don*:

The Saskatoon Airport Authority (SAA) is pleased to forward for your review our Economic Impact Study released earlier this year. The Edwards School of Business MBA Program was contracted to conduct the study based on 2009 statistics. The objective was to determine both dollar and employment impact from the Airport Community.

The results indicate the John G. Diefenbaker Saskatoon International Airport is a major economic, fiscal and employment generator for Saskatoon and the provincial economy. Highlights of the study include:

- Dollar Impact:
  - Generates \$455 million GDP
  - 4.8% of total GDP for Saskatoon
  - Generates \$165.6 million in labour wages and salary
  - Generates \$288.0 million in expenditures
- Employment Impact:
  - Generates 5029 in full time employment
  - 3.8% of the total employment for Saskatoon Airport Authority
  - Airport business activities generates 1285 full time jobs

The results are in stark contrast to a previous study conducted in 1995 with full time employment seeing an increase of 171% and total dollar impact seeing a 76% increase.

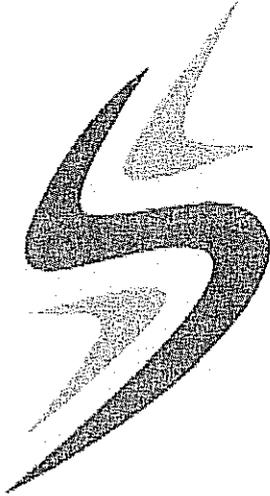
The Airport continues to experience tremendous growth not only in passenger volumes but also in aviation business expansion and development on Airport property. 2010 passenger traffic was recorded at 1,215, 923 passengers, with record volumes reported in 10 of the 12 months resulting in a 5.1% over the previous year.

If you have any questions regarding the study, please feel free to contact our office at 306-975-4274.

Regards,

A handwritten signature in cursive script that reads 'Bill'.

W. A. Restall  
President & CEO



**SASKATOON  
AIRPORT  
AUTHORITY  
ECONOMIC IMPACT  
STUDY 2010**

November 2010



**WILSON**  
ECONOMIC CONSULTANTS

**Executive Summary**

In the past five years, the city of Saskatoon has experience significant growth. In 2008, Saskatoon realized a 5.4% gross domestic product (GDP) increase, highest in Canada. This report is an economic impact study to understand and appreciate the economic contribution John G. Diefenbaker Airport has on Saskatoon and surrounding communities. A rapidly growing community demands a dynamic and strong infrastructure. The airport is an integral element to the continual economic growth and development.

In conducting the economic impact study, two approaches were applied. First, a survey was sent to businesses located on the airport. This survey requested 2009 information on employment data along with expenditures. 61% of the surveys were completed; major businesses such as West Wind Aviation, Purolator and Airport Authority participated. The second approach consisted of calculating the income of arriving passengers. Incoming passengers were polled to understand the place of residence. The polling was conducted in the first week of July and included a full representation of incoming passengers to Saskatoon.

The information was compiled; data highlights are presented to the right. The total impact summary is summarized below:

	Airport Employment	Arriving Passengers	Total
Full Time Employment	1285	3743	5028
Labour - \$ million	\$85.8	\$79.8	\$165.63
Other Expenditures - \$million	\$97.6	\$191.20	\$288.9
Total - GDP - \$million	\$183.73	\$271	\$455.3

Table 6- GDP Impacts

**Saskatoon Airport Authority  
Economic Impact Study  
2010**



**Dollar Impact**

- ❖ Generates \$455m GDP
- ❖ 4.8% of the total GDP for Saskatoon
- ❖ Generates \$165.6 million in labour wages & salary
- ❖ Generates \$288.9 million in expenditures

**Employment Impact**

- ❖ Generates 5028 full time employment
- ❖ 3.8% of the total employment for Saskatoon
- ❖ Airport business activities generates 1285 full time

## Table of Contents

Executive Summary	i
Table of Contents	ii
List of Tables	iii
List of Charts	iii
1.0 Introduction	1
2.0 Background and Literature Review	2
2.1 Saskatoon	2
2.2 John G. Diefenbaker Airport	3
3.0 Methodology	5
3.1 Employment Methodology	6
3.2 Economic Impact of Arriving Passengers	7
4.0 Analysis of Results	8
4.1 Employment Results	8
4.2 Arriving Passengers	11
4.3 Data Highlights	12
5.0 Conclusions	13
Special Thanks	15
Work Sited	16
Appendices	
Appendix 1 Saskatoon GDP Breakdown	17
Appendix 2 Direct, Indirect, Inducted	18
Appendix 3 Employment Survey	19
Appendix 4 Confidence Interval and Confidence Level	21
Appendix 5 Passenger Collection Sheet	22
Appendix 6 Passenger Poll Results	23
Appendix 7 Economic Impact Study Arriving Passengers	24



**List of Tables**

Table 1- Impact Functional Categories	6
Table 2-FTE Airport Activity	9
Table 3- Dollar Impact Airport Activity	9
Table 4- Other Expenditures Airport Activity	10
Table 5- Economic Impact Arriving Passengers	12
Table 6- GDP Impacts	i,13

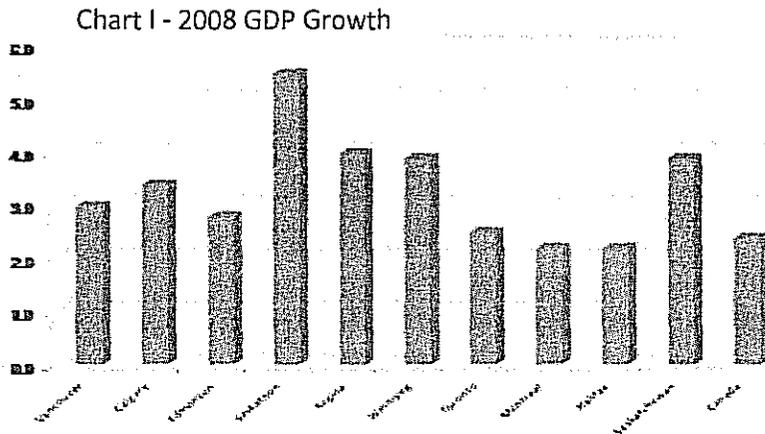
**List of Charts**

Chart 1 – 2008 GDP Growth	1
Chart 2 – Annual Saskatoon GDP	1
Chart 3- 2009 GDP Sector Breakdown	2
Chart 4- Saskatoon Population 2006 vs. 2009	3
Chart 5- Total Dollar Impact Airport Activity	10
Chart 6- GDP Sector Breakdown	14



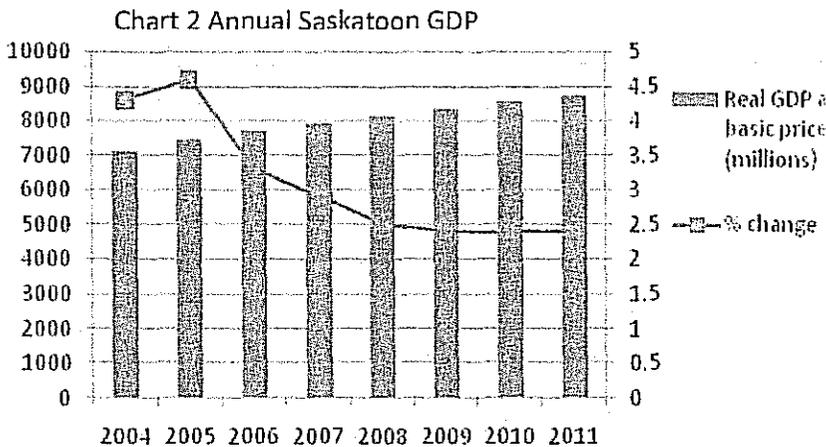
1.0 Introduction

The city of Saskatoon has experienced tremendous economic growth in the past five years. According to the Saskatoon Economic Development Authority, Saskatoon realized a 5.4% gross



domestic product (GDP) increase in 2008, highest in Canada. Chart 1 shows GDP growth by Canadian cities in 2008 with Saskatoon having the leading position.

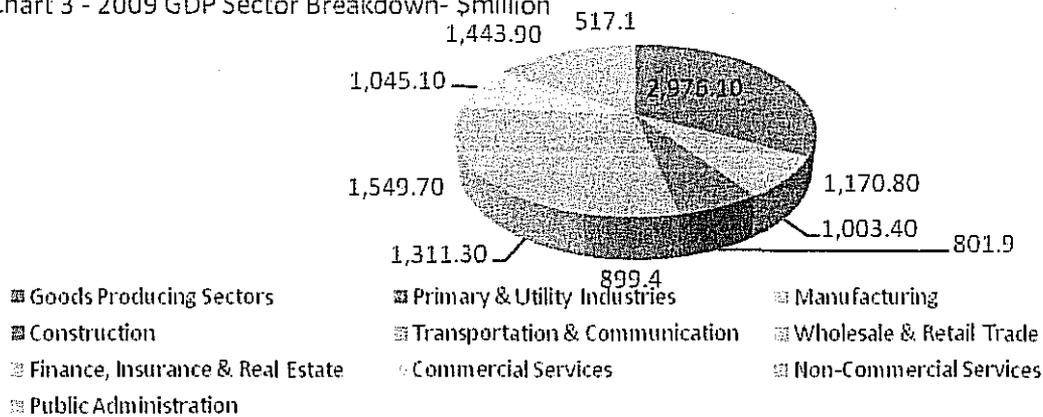
GDP growth is projected to continue to increase at levels higher than the country average. Chart 2 illustrates the continual yearly increase in GDP and projected growth to 2011 for Saskatoon. The web site of the Saskatoon Region Economic Development Authority (SREDA) has an interesting and noteworthy comment from the Foreign Direct Investment magazine, a Financial Times publication which selected Saskatoon as a top 10 North American "City of the Future" and the #1 small city with the "Best Economic Potential" for 2007/08. A rapidly growing economy



demands a dynamic and strong community infrastructure. John G. Diefenbaker Airport is an integral element to the continual economic growth and development in the local region.

In 2009, the GDP for Saskatoon was \$9742.60 million, a 0.8% decrease from 2008 at 9817.60 million. Chart 3 shows the 2009 Saskatoon GDP sector breakdown. The two major percentage changes from 2008 were a 12.3% decrease in the Primary and Utility sector and a 16.4% increase in construction. See Appendix 1 for Saskatoon GDP breakdown.

Chart 3 - 2009 GDP Sector Breakdown- \$million



The Saskatoon Airport Authority has requested an economic impact study to understand their contribution to the community. The findings in this study will support future strategic planning through creating an awareness of the Airport's role and impact on the community. The study is expected to also serve as a valuable marketing and public relations tool to attract future business to the community and airport.

Economic impact is a measure of the spending and employment within a sector of the economy. The purpose of an economic impact analysis is to identify expenditures, revenue and employment flows. The study illustrated the economic contributions to the region associated with the services provided by the airport business activities.

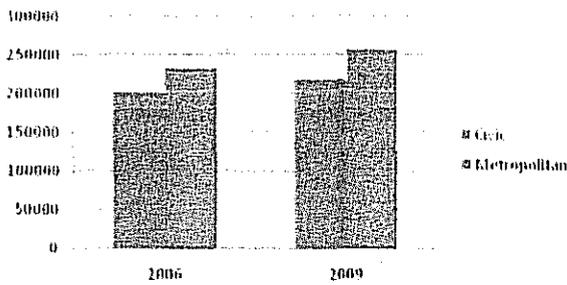
The scope of this report included John G. Diefenbaker Airport along with all on-site companies located on the airport property. The study examined employment impacts with associated costs and arriving passengers.

## 2.0 Background and Literature Review

### 2.1 Saskatoon

Saskatoon, the sunniest city in Canada, is the largest city in the province of Saskatchewan with a base increased 8% since 2006, in comparison to 2.8% increase between 2001 and 2006. Chart 4 illustrates the continual growth in both the civic centre and the census metropolitan area. According to Saskatoon Region Economic

Saskatoon Population 2006 vs 2009



Development Authority (SREDA), the commercial centre within Saskatoon services over 400,000 people locally.

In addition to demonstrating a leading trend in national population growth, Saskatoon is experiencing desirable demographics to maintain continual growth. According to Statistics Canada,

the average medium income in 2007 per family is \$72,790 which is above the Canadian average of \$66,500. The employment participation in 2009 is 74%, highest in the country with one of the lowest unemployment rates at 4.7%.

Saskatoon has one of the most diverse economies in Canada. The primary industries are mining, energy and agriculture with an increased growth in advanced research and development. Nearly half of the major exported crops (wheat, oats, barley, rye, flaxseed and canola) in Canada come from Saskatchewan for which Saskatoon provides a product and/or services to the farm sector. The world's largest publicly traded uranium company, Cameco and the world's largest potash producer have headquarters located in Saskatoon. The research capabilities at the University of Saskatchewan and Innovation Place Research Park have a significant impact on the economy, especially in information technology and the growth biotechnical agriculture industries. To ensure there is educational talent to support and attract new growth opportunities, Saskatoon is home to the University of Saskatchewan offering a wide range of programs along with Saskatchewan Institute of Applied Science and Technology (SIAST).

## 2.2 John G. Diefenbaker Airport

John G. Diefenbaker Airport is one of the 26 national significant airports selected by Canada's National Airport System (NAS). The airport is serviced by passenger, courier and air flight operators. Currently, Saskatoon is the 12<sup>th</sup> busiest airport in Canada in terms of passengers 1,157,375 passengers and has the 22<sup>nd</sup> busiest airport in terms of aircraft movements with 93,093 aircraft movements in 2009. The airport services the residents of Saskatoon along with central and northern communities of Saskatchewan.

The first airport in Saskatoon was licensed on June 1, 1929 and was referred to as the air harbor. The airport was operated by Aero Club (later the Saskatoon Flying Club) with financial grants from the city and the club was the second largest in the country with sixty members and seven hundred non-members. During war time in the 1940's the airport was assumed by the federal government and experienced much development with new large hangers, barracks, a hospital and a control tower. In 1944, aviation station was installed and commissioned in 1945. Late 1940's, the airport was transferred to the Department of Transport. The 1950's saw an increase in air travel and the Department of Transport carried out major improvements to the airport including a new air terminal building, maintenance facilities, taxi strips and parking area. The terminal was replaced on November 29, 1975 and after renovations in 1977 the old terminal was used as an operations building.

On June 23, 1994, the Saskatoon Airport was renamed John G. Diefenbaker as part of a government initiative to rename three Canadian airports after great historical leaders. In May 1995 with the signing of the "Open Skies" air treaty between Canada and US, North West Airlines Airlines began two daily round trip flights to Saskatoon. On January 1, 1999, the Saskatoon Airport Authority assumed responsibility for the airport. The decision to move Canadian airports to local airport authorities stemmed from numerous reviews in the 1970's, 80's and 90's on management of the most effective means to operate an airport.

In the past ten years the airport has continued to grow and develop to support the continual annual increase in passengers. Since 2004, the airport has experienced yearly growth in the number of passengers. In 2007, the airport welcomed its one millionth passenger, the first time in history the airport had over a million passengers in a year. The facility has undergone many terminal building upgrades including a major expansion from 2000 – 2001. The terminal has seen expansion in ticket counters for a total of 32, two additional loading bridges, for a total of 6 and the implementation of on-line baggage scanners. The runway had major construction involving resurfacing a runway. Supporting facilities included expansion of the parking lot in summer of 2006 and a new air traffic control tower in 2000.

In April 2010, the Saskatoon Airport Authority announced large expansion plans. Expansion includes plans for a \$30 million terminal expansion which is scheduled to begin the spring of



2011. The expansion will provide for additional retail and food/beverage concessions and passenger holding area post security screening

An Economic Impact Study by Deloitte & Touche in 1995 of the Saskatoon Airport found that the airport contributed \$257.9 million (in Gross Domestic Product) annually in direct, indirect and induced benefits to the Saskatoon area, with a total employment impact of 1,817 full-time employment. The airport's impact on the Saskatoon economy is equivalent to that of a medium to large-sized manufacturing company, and as such, it represents a significant asset to the city and the province.

### **3.0 Methodology**

Economic impact is a measure of the spending and employment associated with a sector of the economy. This scope of this study is conducted through two processes; first, the employment impact of all operating activities on the property of John G. Diefenbaker and secondly, the economic impact of arriving passengers.

The total economic impact is the sum of the direct, indirect and induced effects. Appendix 2 defines each of these impacts. The economic impact numbers will be presented by direct impact (actually calculated figures) and indirect/induced impacts which uses multipliers against the direct impacts. Impact categories, expressed in dollar values, are measured in terms of employment (full-time equivalents or FTEs), labour income and other expenditures. Total value-added gross domestic product (GDP) is an aggregate of labour income and other expenditure totals. No multiplier has been applied to this category.

Measurement of indirect and induced economic activity is difficult. The use of surveys would not be cost-effective considering the time and financial resources needed to conduct such surveys and the quality of responses would be suspect. Therefore, economic multipliers are used to infer indirect and induced economic activity from a measure of direct economic activity. Readers are advised multiplier analysis is an imprecise econometric technique and exercise caution in interpreting the total impacts.



3.1 Employment Methodology

To understand the employment methodology a survey was circulated amongst the firms operating on the airport. The survey population was separated into four sub-categories with the purpose to understand how each functional area contributes to the economic infrastructure of the total airport. Table 1, details the different categories and the functional areas within each category.

Category	Operating Functions
Aviation Activities	Charter airlines, ground and passenger handling firms, food catering, aircraft grooming, line maintenance and re-fuelling, flight training, aircraft sales and leasing, maintenance and repair, express couriers and mail segment
Terminal	Car retails, ground transportation and food & beverage providers
Airport Support & Government Services	Airport authority, government agencies(Canada Border Services, Canadian Air Transport Security, RCMP, Commissionaires and Saskatchewan government flight departure)
Non Airport Business	On- Airport, non-aviation sector

Table 1- Impact Functional Categories

The survey was administered via e-mail in the month of July 2010. In conducting the interview/questionnaire process, key principals were contracted where the underlying rationale for undertaking the study was explained, objectives of the study examined, value of their participation and ensured confidentiality of their data. A sample of the survey is in Appendix 3, below are the questions being asked:

1. Number of jobs your firm provides.
2. Number of full-time employees  
Estimate in 40hr work week, full time equivalents ( e.g. worker @ 30 hrs =.75 full time employee.
3. Total annual payroll expenses for all employees including wages or salaries, plus all employee benefits.

4. Total operating expenditures for goods and services, but not including wages or salaries and employee benefits.

To calculate the total economic impact from employment, the study used multipliers from a recent airport economic study conducted by RP Erickson & Associates in May 2009 for The Regina Airport Authority. These multipliers were employed because they reflect both the current economy of Saskatchewan and the aviation/aerospace sectors. Key justification economic multiplier information is as follows:

- Saskatchewan Bureau of Statistics does not create Saskatchewan-specific economic multipliers
- Statistics Canada national multipliers for aviation are not representative of Saskatchewan, skewed by Quebec and Ontario
- Multipliers used from Alberta Finance (Alberta Industry Multipliers, Department of Statistics, Alberta Finance, September 2007)
- Alberta more representative of Saskatchewan economy than those of Statistics Canada.

To ensure validity and credibility with the multiplier, other airport economic studies were examined. On average the indirect/induced multiplier is between 1.8 to 2.4. This study mainly used 1.8 to be conservative. The other airport economic studies investigated included:

- London, Ontario
- St. Thomas Ontario
- Edmonton, Alberta
- Yorkton, Saskatchewan
- St. John Newfoundland

### 3.2 Economic Impact of Arriving Passengers

John G. Diefenbaker Airport receives over a 600 000 arriving passengers per year and these passengers have contributed to the economy of Saskatoon and surrounding areas based on spending. Therefore, when conducting a comprehensive economic impact of the airport it is important to include these numbers in the total analysis.

To understand the economic impact, an economic model, produced specifically for this study by Stephen Johnson, will be utilized. Stephen Johnson has developed economic models for Tourism Saskatchewan and the Ministry of Tourism, Parks, Culture and Sport. The model will require arriving passengers to be broken down into the following categories:

- Saskatoon Residents
- Non Saskatoon Saskatchewan residents
- Passengers from other provinces or territories
- International residents

To compile the breakdown, a sample of arriving passengers was asked their residence. Sample size is based on the following. For a greater understanding of confidence level, confidence interval and population, see Appendix 4:

- Confidence level: 95%
- Confidence Interval: 4.1
- Based on population of total passengers (2009): 600 000

*Sample Size: 571 minimum*

The sample size will be a true representation of the population in passengers polled from domestic flights, both provincial and national, transborder and international flights. In addition, times collected will vary in the time of the day and the day of the week. The percentage of flights will be based on the enplaned/deplaned revenue issued by the Transport Canada, 2008. See Appendix 4, passenger collection sheet.

#### **4.0 Analysis of Results**

##### **4.1 Employment Results**

There were 36 surveys issued to companies located on the Saskatoon Airport property. The total amount of completed surveys was 23; 64% returned. Table 2 details the full time labour (FTE) results from the study.



## Saskatoon Airport Authority – Economic Impact Study 2010

Sector	Direct Labour	Indirect/Induced	Total
Aviation	322	297	619
Non Airport	80	64	144
Airport Support	194	156	350
Terminal	81	91	172
<b>TOTAL</b>	<b>677</b>	<b>608</b>	<b>1285</b>

Table 2 FTE – Airport Activity

The Saskatoon Airport generates 677 annual full-time equivalent employees. The indirect/induced multiplier calculates 608 full-time equivalent employees. Therefore the total impact of employment generated by the airport activities is 1285 employees.

Table 3 presents the dollar impact of labour that can be attributed to the Airport.

Sector	Direct Labour Income \$million	Indirect/Induced Labour Income \$million	Total \$million
Aviation	14.42	26.38	40.8
Non Airport	4.3	7.87	12.16
Airport	8.1	13.32	21.42
Terminal	4.07	7.4	11.45
<b>Total</b>	<b>30.87</b>	<b>54.98</b>	<b>85.44</b>

Table 3 – Dollar Impact – Airport Activity

A total of 677 full-time equivalents generate an annual labour income of \$30.87 million. The indirect/induced multiplier realizes a total labour impact of \$54.98 million. Aviation has the largest impact representing 53% of the FTE and 46% of the total dollar impact.

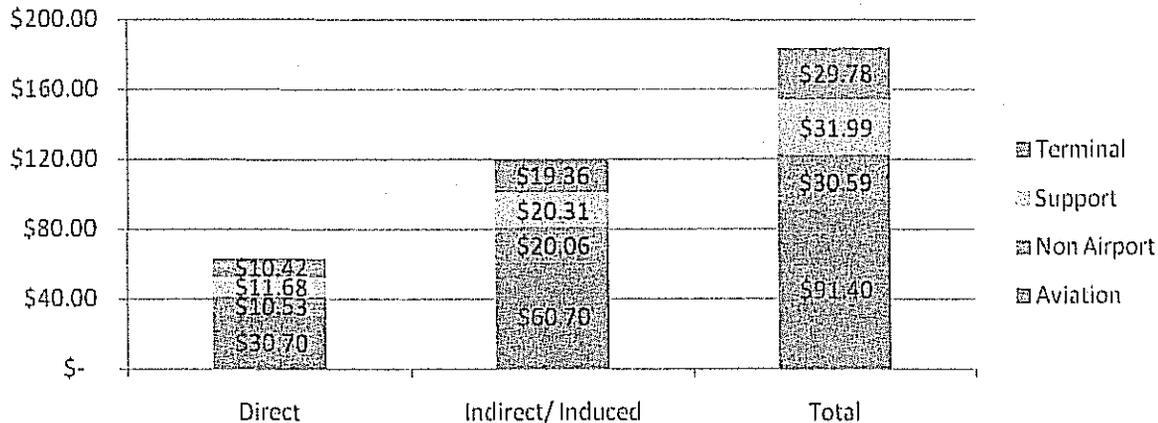
The final area considered when calculating impact of airport business activity is other expenditures. Other expenditures include taxation from property and personal income tax, construction and operating expenses. Table 4 summarizes these impacts.

Sector	Direct Expenses/Cost \$million	Indirect/Induced Expenses/Cost \$million	Total \$million
Aviation	\$16.27	\$34.32	\$50.60
Non Airport	\$6.23	\$12.19	\$18.42
Airport	\$3.57	\$6.99	\$10.56
Terminal	\$6.37	\$11.96	\$18.34
<b>Total</b>	<b>\$32.34</b>	<b>\$65.46</b>	<b>\$97.92</b>

Table 4 – Other Expenditures – Airport Activity

The total direct expenses-costs generated by airport activities are \$32.34 million. The impact of the indirect/induced multiplier is calculated at \$65.46 million bringing the total to \$97.92 million. Aviation is the largest contributor which was also demonstrated in the labour. Aviation has 50% of the direct cost and 52% of the total cost. Chart 5 summarizes the financial impact of employment attributed to the Airport. In total for 2009, there was \$166.3 million dollars generated.

Chart 5 – Total Dollar Impact (\$million)– Airport Activity



The aviation sector contributed to 50% of the total dollars generated with support, non airport and terminal close to equal distribution between 16-18% respectively for the remaining 50%.

### 4.2 Arriving Passengers

To understand the impact of arriving passengers, the following breakdown is applied:

- Saskatoon
- Non-Resident Saskatchewan
- Canada
- International

Since this information was not readily available, a survey of incoming passengers was conducted. The total annual population was not the input; instead the data totals used a statistical calculated sample size. Based on 600 000 annual incoming passengers, sample size needed to effectively represent total population was 571. There were 584 samples collected. Survey was conducted for seven days in July and the passengers surveyed included all flights both international and domestic, different times of the day and all demographics were asked. Appendix 5 details the survey results.

To assess the economic impact of arrivals at the Saskatoon Airport, SJ Research Services was contracted to develop an economic model. SJ Research used the 2005 Saskatoon Input-Output Model. The model is based on a regional share of the 2005 provincial economy. Table 5 details the model findings. Spending by the arrivals was aggregated to the input-output categories of Retail Trade, Accommodation and Food Services, Arts, Entertainment and Recreation based on the visitor spending profile and average nights stayed in the Travel Survey of Canada 2006 and the International Travel Survey 2006 from Statistics Canada. The completed Economic Impact Assessment of Arriving Passengers can be found in Appendix 7.



	Direct	Indirect/Induced	Total GDP
Labour- Jobs	3087	656	3743
Labour- \$million	\$57.95	\$21.84	\$79.79
Other- \$million	\$94.83	\$56.5	\$151.33
<b>Total</b>	<b>\$152.78</b>	<b>\$78.34</b>	<b>\$231.12</b>

Table 5 – Economic Impact – Arriving Passengers

Arriving passengers generate \$152.78 million in direct labour cost which creates 3087 jobs. The economic model calculates there is a \$78.34 million indirect and induced impact creating 656 jobs. In total, arriving passengers generate \$231.12 million of GDP. In addition to the \$231.12 GDP, incoming arrivals generate \$40.5 million in government revenues (\$23 million federal, \$16.6 million provincial and \$1 million municipal)

#### 4.3 Data Highlights

Taking the economic impact totals and comparing the 2009 airport activities the results provide a different perspective on how the airport supports the community of Saskatoon. For each of the respective heading as the following

impacts:

Passengers Flown & Departed	Each Airline Movement	Departing Seats Calgary	Departing Seats Toronto
<ul style="list-style-type: none"> <li>•5.0 full time jobs for 1000 passengers</li> <li>•\$136 988 of annual income</li> <li>•\$455 361 of total GDP</li> </ul>	<ul style="list-style-type: none"> <li>•24 full time jobs</li> <li>•\$5012 of total GDP</li> </ul>	<ul style="list-style-type: none"> <li>•3 full time jobs for 1000 passengers</li> <li>•\$1400 of total GDP</li> </ul>	<ul style="list-style-type: none"> <li>•1.5 full time jobs for 1000 passengers</li> <li>•\$700 of total GDP</li> </ul>

### 5.0 Conclusions

The total GDP generated by Saskatoon International Airport is \$455.36 million which provides 5028 full-time jobs. To understand and appreciate the economic impact the Airport has to the community of Saskatoon, the following impact analysis can be concluded by comparing the total GDP from the airport to the total of Saskatoon for 2009:

- 4.8% of the total Saskatoon GDP
- 7.2% of the total service providing sector
- 52.8% of the total transportation and communication sector under service providing

Table 6 provides a summary of all economic impacts and total GDP.

	Airport Employment Economic Impact	Arriving Passengers	Total
<b>Full Time Employment</b>	1285	3743	5028
<b>Labour - \$ million</b>	\$85.8	\$79.8	\$165.63
<b>Other Expenditures -</b>	\$97.6	\$191.20	\$288.8

\$million			
Total - GDP	\$183.73	\$271	\$455.36

Table 6- GDP Impacts

In comparing the results from this economic study to the study conducted in 1995, the following conclusions can be made:

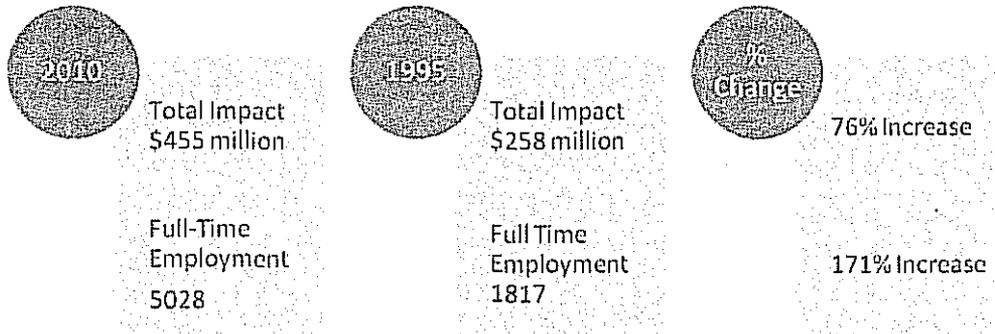
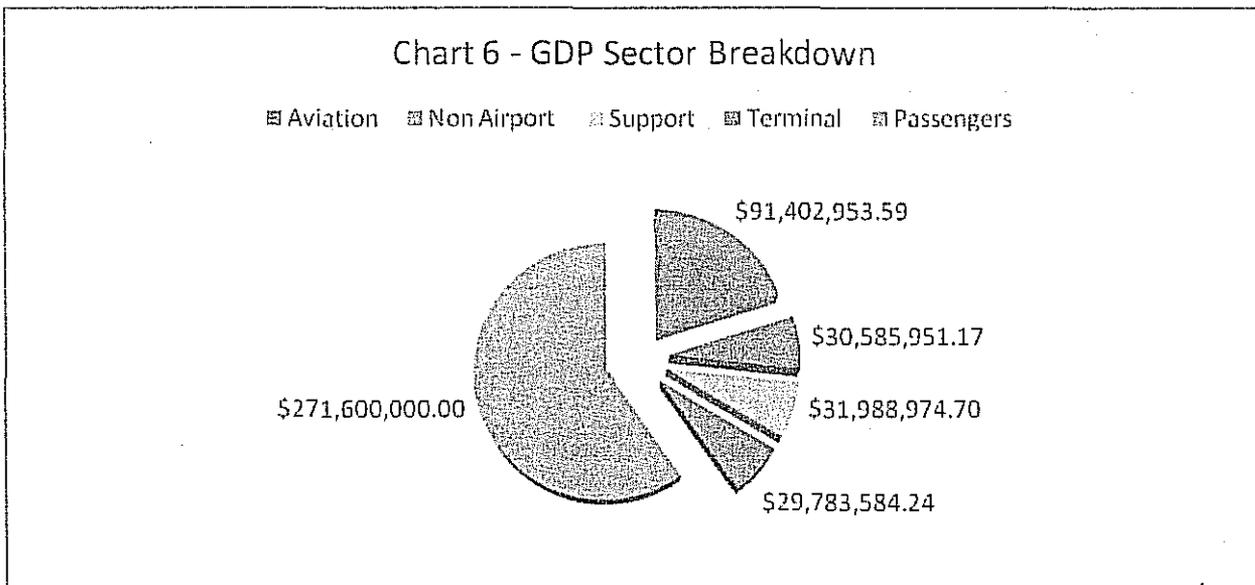


Chart 6 illustrates the GDP contributions by sector. The passengers have the largest economic impact of \$271.6 million representing 60%. With businesses on the airport property, aviation has the greatest impact of \$91.4 million representing 20%.



This report concludes the Saskatoon Airport Authority is major economic contributor to the community of Saskatoon and surrounding regions. The Saskatoon Airport has performed an

exceptional job at understanding the needs of the community both today and in support of future growth.

### Special Thanks

Conducting a study of depth requires a collaborative of efforts from many different people. I would like to extend an appreciation and genuine thank you for all the people that assisted me to complete the project. At this time I would like to acknowledge some of the supportive people.

Maxine Montgomery                      Providing the direction and support. Thanks for helping in removing the roadblocks for the economic model and organizing the assistance of the Ambassadors.

Marv Painter                                Providing the support and encouragement through the process

Stephen Johnson                        Designing an economic model to illustrate the impact of arriving passengers



Jeff Lindgren

Providing information from the Saskatoon Regional Economic  
Development Authority

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## Appendix 1- Saskatoon GDP Breakdown

Real Gross Domestic Product (\$ Millions)	Annual Change			
	2009	2008	Change	% Change
Total GDP	9,742.6	9,817.6	-75.0	-0.8%
Goods Producing Sectors	2,976.1	3,103.1	-127.0	-4.1%
Primary & Utility Industries	1,170.8	1,335.2	-164.5	-12.3%
Manufacturing	1,003.4	1,077.8	-74.4	-6.9%
Construction	801.9	690.1	111.9	16.2%
Services Producing Sectors	6,766.5	6,714.5	52.0	0.8%
Transportation & Communication	899.4	892.5	6.9	0.8%
Wholesale & Retail Trade	1,311.3	1,486.8	-175.5	-11.8%
Finance, Insurance & Real Estate	1,549.7	1,479.1	70.5	4.8%



Commercial Services	1,045.1	1,029.9	15.2	1.5%
Non-Commercial Services	1,443.9	1,340.6	103.2	7.7%
Public Administration	517.1	485.8	31.3	6.4%

## Appendix 2- Direct, Indirect and Induced

*Direct employment* is employment that can be attributed to the operation and management of the Saskatoon airport. This is an actual number not derived from an economic multiplier. Direct employment base includes the firms detailed in Table 1.

*Indirect employment* is employment in down-stream operations that results from the presence of the airport. For example, suppliers of food to fixed operators at the airport would be considered indirect employment. Similarly jobs at a pallet manufacturer that sell its product to freight forwarders at the airport would be considered indirect employment. Indirect employment is generated in industries that supply or provide services to the airport employers.



*Induced employment* is employment generated from expenditures by individuals employed indirectly and directly. For example, baggage operator decides to renovate their home. This renovation project would support hours of induced employment in the construction industry.

### Appendix 3 - Employment Survey

**SURVEY OF THE ECONOMIC IMPACT  
JOHN G. DIEFENBAKER AIRPORT**

The Saskatoon Airport Authority has commissioned the consulting services from the University of Saskatchewan MBA program to understand the economic contribution the airport has to the city of Saskatoon and surrounding communities.

Please answer the questions as completely as you can. Feel free to direct any questions pertaining to this questionnaire to:

Mathew Ralph, MBA Candidate  
University of Saskatchewan  
Telephone: 260-2770  
E-mail: mar611@usask.ca

**PLEASE E-MAIL REPSONSE TO: mar611@usask.ca**

**Section A: General Information**

1. Name of the firm, contact person and telephone number



**Appendix 3- Confidence Internal and Confidence Level**

**SURVEY OF THE ECONOMIC IMPACT  
JOHN G. DIEFENBAKER AIRPORT**

**Section C: New Construction**

1. Total new construction cost (capital) spent on building construction or renovations.

\_\_\_\_\_

**Section D: Taxation**

1. Employment taxation paid in 2009

Federal Taxes \_\_\_\_\_

Social Insurance \_\_\_\_\_

Employment \_\_\_\_\_

2. Property tax paid in 2009

\_\_\_\_\_

*Thank you for taking the time to complete this survey*



#### Appendix 4- Confidence Interval and Confidence Level

(taken from Sample Size website)

The **confidence interval** (also called margin of error) is the plus-or-minus figure usually reported in newspaper or television opinion poll results. For example, if you use a confidence interval of 4 and 47% percent of your sample picks an answer you can be "sure" that if you had asked the question of the entire relevant population between 43% (47-4) and 51% (47+4) would have picked that answer.

The **confidence level** tells you how sure you can be. It is expressed as a percentage and represents how often the true percentage of the population who would pick an answer lies within the confidence interval. The 95% confidence level means you can be 95% certain; the 99% confidence level means you can be 99% certain. Most researchers use the 95% confidence level.

When you put the confidence level and the confidence interval together, you can say that you are 95% sure that the true percentage of the population is between 43% and 51%. The wider the confidence interval you are willing to accept, the more certain you can be that the whole population answers would be within that range.

For example, if you asked a sample of 1000 people in a city which brand of cola they preferred, and 60% said Brand A, you can be very certain that between 40 and 80% of all the people in the city actually do prefer that brand, but you cannot be so sure that between 59 and 61% of the people in the city prefer the brand.



Appendix 6 -Saskatoon Airport Authority - Economic Impact Study

Passenger collection sheet results

Flight	type	time	day	Saskatoon	Saskatchewan	Canada	International
w53ou	Calgary	8:29	Jul-06	6	2	15	1
ac898	Halifax	N/A	Jul-06	6	5	13	1
ac8295	Winnipeg	N/A	Jul-06	11	5	13	1
ws121	Toronto	10:12	Jul-07	2	1	22	0
ws464	Calgary	10:24	Jul-07	1	7	24	0
dl4646	Minneapolis	10:22	Jul-07	3	1	7	9
ac8484	Edmonton	8:43	Jul-07	0	0	0	3
ac8981	Ottawa	8:34	Jul-07	4	1	8	0
la6197	Chicago	8:48	Jul-07	1	0	0	3
ac8295	Winnipeg	8:51	Jul-07	6	1	9	1
ac8585	Calgary	8:53	Jul-08	1	0	11	0
ac1121	Toronto	9:41	Jul-08	6	3	26	4
ws121	Toronto	10:11	Jul-08	5	13	23	7
dl4646	Minneapolis	10:22	Jul-08	0	0	0	3
ac1123	Toronto	1:45	Jul-08	5	1	37	4
ac2589	Denver	1:56	Jul-08	6	2	0	27
9t503	La Ronge	2:30	Jul-08	2	0	4	2
ac8584	Calgary	2:37	Jul-08	3	1	20	5
dl4646	Minneapolis	10:22	Jul-09	7	1	11	17
wj121	Toronto	10:29	Jul-09	3	4	28	51
ac8582	Calgary	10:28	Jul-09	1	1	7	1
N/A	N/A	N/A	N/A	13	2	20	2
total	584			92	52	298	142

# Saskatoon International Airport Arrivals – Economic Impact Assessment

July 2010

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The Wilson Centre for Entrepreneurial Excellence

<b>1.0 EXECUTIVE SUMMARY</b>	<b>3</b>
<b>2.0 INTRODUCTION</b>	<b>3</b>
<b>3.0 METHODOLOGY</b>	<b>3</b>
<b>4.0 ECONOMIC IMPACT RESULTS</b>	<b>4</b>
<b>BIBLIOGRAPHY</b>	<b>6</b>
<b>APPENDIX A: DEFINITIONS AND MODEL DESCRIPTION</b>	<b>7</b>
<b>APPENDIX B: DEVELOPING COMMUNITY LEVEL INPUT-OUTPUT MODELS</b>	<b>8</b>
<b>APPENDIX C: DETAILED IMPACTS BY INDUSTRY</b>	<b>12</b>

## 1.0 Executive Summary

SJ Research Services was contracted to assess the economic impact of annual arrivals at the Saskatoon International airport on the Saskatoon economy.

In total, 463,000 non-resident arrivals per year will generate the following annual economic impacts:

- \$107.4 million on city gross domestic product (GDP);
- \$79.8 million in wages and salaries in Saskatoon;
- Support 3,743 jobs in the city; and
- Generate \$40.5 million in government revenues (\$23 million federal, \$16.6 million provincial and \$1 million municipal)

Note: Gross Domestic Product (GDP) is the measure of the sum of all goods and services within a geographic area and is the measurement of the "size" of an economy.

## 2.0 Introduction

SJ Research Services was contracted to assess the economic impact of the arrivals at the Saskatoon International airport on the Saskatoon economy.

SJ Research Service's 2005 Saskatoon Input-Output Model, was used to assess municipal impacts. The model is based on a regional share of the 2005 provincial economy and is square in dimension with 25 industries. The region corresponds to the geographic boundaries of the city of Saskatoon.

It is assumed throughout this study that the non-resident arrivals, although a significant contribution to the local economy, are not of sufficient scale to affect large scale structural change. As such, impacts of the event can be added to the existing model and considered incremental.

## 3.0 Methodology

A statistically valid survey of annual airport arrivals by origin generated the following results:

- Saskatoon: 86,644
- Non-Resident Saskatchewan: 48,973
- Canada: 280,652
- International: 133,732
- Total arrivals (excluding returning Saskatoon residents) totaled: 463,357

Spending by the 463,000 arrivals was aggregated to the input-output categories of Retail Trade, Accommodation and Food Services, and Arts, Entertainment and Recreation based on the visitor spending profile and average nights stayed available in Travel Survey of Canada 2006 and International Travel Survey 2006 from Statistics Canada. This totalled \$153 million.

An expansion in economic activity, especially when wages and salaries comprise a significant portion of incremental gross domestic product, is expected to generate incremental government

revenues. The economic impact model's fiscal module is based on the latest provincial budget and estimates provincial government revenues as follows:

- Personal income tax is calculated by using the provincial personal income tax rate that would apply to average industry annual income. This is applied to model-generated labour income.
- Corporation income tax is calculated by applying the provincial corporate tax rate to incremental corporate profits before taxes calculated by the model.
- Unincorporated business income taxes are calculated by applying the small business tax rate to incremental unincorporated business profits calculated by the model.
- Sales tax calculation is based on the ratio of provincial sales tax collected to retail trade gross output applied to incremental retail trade output calculated by the model.
- Fuel and tobacco revenues are calculated as a fixed ratio (based on provincial budget figures of tobacco and fuel tax revenues to total sales tax revenue) multiplied by estimated sales tax revenues.
- In order to derive municipal government fiscal impacts a number of assumptions were made. First, the ratio of municipal revenues to regional GDP is relatively stable. Second, the breakdown of Saskatoon revenues by type can be used to breakdown local government revenues by component part.

Provincial government royalties from non-renewable resources are excluded from this analysis. Estimates are not adjusted for any changes in equalization payments.

## 4.0 Economic Impact Results

Total Impacts are the sum of direct, indirect and induced impacts. Direct impacts reflect the initial expenditures made by visitors after adjusting for leakages. In this case no leakages were applied. Indirect impacts measure the secondary business transactions that result from the initial expenditures. Induced impacts are third round impacts from the spending of incremental labour income in the economy after removing a portion for taxes and savings. A complete accounting of definitions is available in Appendix A.

The following table provides the total economic impacts of the airport arrivals (direct, indirect, and induced) accruing to the Saskatoon economy in 2006 dollars:

	Gross Output Impact	Gross Domestic Product at Factor Cost	Employment Impact (jobs)	Labour Income Impact
Total Impacts (\$M)	231.10	107.36	3743.09	79.79
Direct Impacts (\$M)	152.78	72.21	3087.28	57.95
Indirect Impacts (\$M)	40.42	15.51	291.20	9.58
Induced Impacts \$M	37.90	19.64	364.62	12.26

Government Revenues (\$M)					
	Personal Income Tax (PIT)	Corporate Income Tax	Taxes Unincorporated Business Profits	Sales and Excise Taxes	Total Revenue
Federal	12.905	2.005	1.208	6.844	22.962

Government Revenues (\$M)					
	Personal Income Tax (PIT)	Corporate Income Tax	Taxes Unincorporated Business Profits	Sales and Excise Taxes	Total Revenue
Provincial	7.323	1.270	0.398	7.571	16.560
Municipal	na	na	na	na	1.000

Detailed Impacts by industry are available in Appendix C.

## Bibliography

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*Restructuring Rural Saskatchewan: the Challenge of the 1990s*, Stabler, Jack C. and M. Rose Olfert. 1992. Regina: Canadian Plains Research Center.



## Appendix A: Definitions and Model Description

**Final Demand:** sum of personal expenditure, government purchases of goods and services, business and government investment, and net exports.

**Gross Output:** total expenditures on local goods and services as well as payments to labour and business profits. Gross output includes double counting because it includes the value of inputs used in production rather than net value added alone.

**GDP at factor cost:** measure of net economic activity within a prescribed geographic area. It represents the payments made to final factors of production: labour, unincorporated business profits, and other operating surplus (corporate profits, interest income, inventory valuation adjustments, and capital consumption allowances). GDP at factor cost excludes the value of intermediate goods and services used in production.

**GDP at market prices:** GDP at factor cost plus indirect taxes less subsidies.

**Employment:** measured in positions.

**Direct Impact:** total project expenditure, usually construction or operating outlays.

**Indirect Impact:** the secondary impact that includes inter-industry transactions, purchases of inputs from supporting industries

**Induced impact:** the additional impact from changes in household spending as industries modify labour input requirements in response to altered levels of demand for output.

Industry outputs are calculated as  $(I-D(I-\mu-\alpha-\beta))^{-1}D((I-\mu-\alpha-\beta)e^*+(I-\mu-\beta)X_d+(I-\mu)X_r)=X$

Where:

I = an identity matrix of industry by industry dimension

D = a matrix of coefficients representing commodity output proportions

B = a matrix of coefficients representing commodity input proportions (technical coefficients) by industry

$\mu$  = a diagonal matrix whose elements represent the ratio of imports to use

$\alpha$  = a diagonal matrix whose elements represent the ratio of government production to use

$\beta$  = a diagonal matrix whose elements represent the ratio of inventory withdrawals to use

$e^*$  = final demand categories of consumption, government purchases of goods and services, business and government investment, and inventory additions.

$X_d$  = final demand category of domestic exports

$X_r$  = final demand category of re-exports.

Employment is calculated as a fixed number of positions per dollar of industry output.

**Appendix B: Developing Community Level Input-output models**

The latest available provincial input-output tables at the S-Level from Statistics Canada were used as the starting point. The table represents 25 industries and 18 components of final demand (based on the 2002 S-level aggregation). The tables were converted into industry-by-industry space.

In a square input-output table, each industry in the table can be represented as a column. For example industry 1 can be represented as follows:

Z <sub>11</sub>
Z <sub>12</sub>
.
.
.
Z <sub>125</sub>
W <sub>1</sub>
X <sub>1</sub>

$z_{ij}$  = purchases by industry i of products from Industry j. The transactions matrix consists of  $z_{11}$  to  $z_{2525}$  comprise the transactions matrix of 625 (25 x 25) elements.  
 $W_1$  = value added or gross domestic product component of industry 1's output which includes wages, salaries, supplementary labour income, unincorporated business profits, incorporate income profits, other income, and depreciation.  
 $X_1$  = industry 1's total output, which equals  $W_1$  plus the sum of  $z_{11}$  to  $z_{25}$ .

To create sub-provincial models, four challenges must be overcome:

- 1) Allocation of provincial gross output by community/region
- 2) Estimation of technical coefficients by industry at a community/regional level
- 3) Estimation of components of gross domestic product by industry at a community/regional level
- 4) Allocation of provincial final demand output by community/region.

Census data on labour force by industry will be used to allocate gross output by industry for the region/community. Regional gross output for industry i is estimated:

$$X_i^R = \text{Labour Force}_i^R / \text{Labour Force}_i^{SK} \times X_i^{SK}$$

Where:

$X_i^R$  = regional gross output for industry i  
 Labour Force<sub>i</sub><sup>R</sup> = regional labour force for industry i  
 Labour Force<sub>i</sub><sup>SK</sup> = provincial labour force for industry i  
 $X_i^{SK}$  = provincial gross output for industry i

To estimate items in each regional transaction matrix ( $z_{ij}$ ) it will be assumed in all cases that the provincial input structure will apply to regional industries. The components of the regional transaction matrix are estimated:

$$z_{ij}^R = z_{ij}^{SK} / X_i^{SK} \times X_i^R$$

Where:



$Z_{ij}^R$  = an element of the regional transactions matrix.  
 $Z_{ij}^{Sk}$  = the corresponding element of the provincial transactions matrix.

The same methodology is used for estimating the components of GDP.

$$W_i^R = W_i^{Sk} / X_i^{Sk} \times X_i^R$$

Where:

$W_i^R$  = regional value added or gross domestic product component of industry i's output  
 $W_i^{Sk}$  = provincial value added or gross domestic product component of industry i's output

The components of final demand are estimated as follows. Personal expenditures are based on a per capita allocation of provincial spending.

$$PE_i^R = PE_i^{Sk} / Pop^{Sk} \times Pop^R$$

Where:

$PE_i^R$  = Regional personal expenditure on industry i's output  
 $PE_i^{Sk}$  = Provincial personal expenditure on industry i's output  
 $Pop^{Sk}$  = Provincial population  
 $Pop^R$  = Regional population  
 Gross capital formation (GFCF) or Investment by Industry is estimated applying the regional share industry output to total provincial gross capital formation for each industry. The same approach is used to estimate exports (Xd), Imports (M), and inventory changes by industry (VPC)

$$GFCF_i^R = X_i^R / X_i^{Sk} \times GFCF_i^{Sk}$$

$$Xd_i^R = X_i^R / X_i^{Sk} \times Xd_i^{Sk}$$

$$M_i^R = X_i^R / X_i^{Sk} \times M_i^{Sk}$$

$$VPC_i^R = X_i^R / X_i^{Sk} \times VPC_i^{Sk}$$

Where:

$GFCF_i^R$  = Regional investment spending on industry i's output.  
 $GFCF_i^{Sk}$  = Provincial investment spending on industry i's output  
 $Xd_i^R$  = Regional exports of industry i's output  
 $Xd_i^{Sk}$  = Provincial exports of industry i's output  
 $M_i^R$  = Regional imports of industry i's output  
 $M_i^{Sk}$  = Provincial imports of industry i's output  
 $VPC_i^R$  = Regional inventory changes of industry i's output  
 $VPC_i^{Sk}$  = Provincial inventory changes of industry i's output

Regional public administration employment is used to allocate provincial government current expenditures by region.

$$GCE_i^R = PAE^R / PAE^{Sk} \times GCE_i^{Sk}$$

Where:

$GCE_i^R$  = Regional government current expenditures on industry i's output  
 $PAE^R$  = Regional public administration labour force  
 $PAE^{Sk}$  = Provincial public administration labour force  
 $GCE_i^{Sk}$  = Provincial government current expenditures on industry i's output

It is also necessary to adjust for leakages for intra-provincial imported factors of production.

In Saskatchewan's case, Dr. Jack Stabler's work on community level multipliers and hierarchical communities will be incorporated to estimate intra-provincial imports and exports.

In the Stabler methodology there are six levels of Trade Centre Functional Classification:

1. Primary Wholesale-Retail (PWR)
2. Secondary Wholesale-Retail (SWR)
3. Complete Shopping Centre (CSC)
4. Partial Shopping Centre (PSC)
5. Full Convenience Centre (FCC)
6. Minimum Convenience Centre (MCC)

There are only 2 Primary Wholesale-Retail communities in the province: Regina and Saskatoon. Moose Jaw, Prince Albert, Yorkton, Lloydminster, Battlefords, Swift Current, Weyburn, and Estevan are among the eight communities that presently classify as Secondary Wholesale-Retail. The communities classifying as PWR and SWR have been unchanged since 1961 to 1995.

Dr. Stabler has estimates of the marginal propensity for out-shopping in other communities ( $m_2$ ) and local expenditures on goods and services that have been imported by local firms for resale or as intermediate inputs used in production for local consumption ( $m_1$ ). Both of these have been estimated by functional level of community. The marginal propensity to import industry  $i$ 's output ( $m_s$ ) is already available at the provincial level from the provincial input-output table.

Once  $m_1$  and  $m_2$  are estimated, intra-provincial imports can be estimated as:

$m_1 - m_s$  = marginal propensity to import intra-provincial intermediate goods  
 $m_2 - m_s$  = marginal propensity to import intra-provincial consumer goods (out-shopping)

To add intra-provincial imports to the regional table the following is added to each industry's imports:

$$((m_1 - m_s) \times (PE^{sk}_i + GFCF^{sk}_i + GCE^{sk}_i)) + ((m_2 - m_s) \times PE^{sk}_i)$$

Intra-provincial exports are estimated by calculating the marginal propensity to import (both out-shopping and intermediate inputs) for the rest of the province based on the same methodology used to calculate community/regional intra-provincial imports. Intra-provincial exports will be added to the estimated community/regional exports.

After an initial community/regional table has been created there is a high probability that it will be unbalanced: row sums will not equal column sums. The community/regional table will be rebalanced using the Haring-McMemanin method or RAS, by performing multiple iterations of row and column error pro-rations until the row and column errors converge to zero.

The estimation of intra-provincial imports into a region/community and incorporation of intra-provincial imports into the region/community model's leakages will constrain local multipliers to values not exceeding provincial level multipliers.

### Developing Community/Regional Impact Models

Industry outputs in response to a shock in final demand are calculated as  $(I - (I - \mu - \alpha - \beta)A)^{-1} \{ (I - \mu - \alpha - \beta)e^k + (I - \mu - \beta)X_d + (I - \mu)X_r \} = X$

Where:

$I$  = an identity matrix of industry by industry dimension

$A$  = a matrix of technical coefficients representing inter-industry purchases ( $z_{ij}$ ) divided by own industry gross output  $X_i$ .

$\mu$  = a diagonal matrix whose elements represent the ratio of imports to use

$\alpha$  = a diagonal matrix whose elements represent the ratio of government production to use

$\beta$  = a diagonal matrix whose elements represent the ratio of inventory withdrawals to use

$e^*$  = final demand categories of consumption, government purchases of goods and services, business and government investment, and inventory additions.

$X_d$  = final demand category of domestic exports

$X_r$  = final demand category of re-exports.

Employment is calculated as a fixed number of positions per dollar of industry output.

GDP components are calculated based on a fixed ratio of  $W_i$  to industry output.



**Appendix C: Detailed Impacts by Industry**

Total Impacts (\$M) - Saskatoon	Gross Output Impact	GDP @ Factor Cost Impact	GDP @ Market Prices Impact	Employment Impact (Jobs)	Labour Income Impact
Crop and Animal Production	0.674	0.296	0.210	5.2	0.116
Forestry and Logging	0.000	0.000	0.000	0.0	0.000
Fishing, Hunting and Trapping	0.000	0.000	0.000	0.0	0.000
Support Activities for Agriculture and Forestry	0.014	0.008	0.008	0.3	0.008
Mining and Oil and Gas Extraction	2.792	1.563	1.640	2.7	0.215
Utilities	4.299	2.389	2.554	7.5	0.548
Construction	0.918	0.208	0.237	4.0	0.151
Manufacturing	5.774	1.517	1.550	17.1	0.726
Wholesale Trade	4.175	2.175	2.300	27.5	1.033
Retail Trade	65.648	36.989	38.977	1299.0	30.432
Transportation and Warehousing	3.518	1.727	1.918	24.4	0.955
Information and Cultural Industries	4.616	2.512	2.636	34.5	1.446
Finance, Insurance, Real Estate and Rental and Leasing	11.564	6.821	8.266	34.4	3.333
Professional, Scientific and Technical Services	5.399	3.173	3.150	70.1	2.681
Administrative and Support, Waste Management and Remediation Services	1.880	1.405	1.435	47.8	1.064
Educational Services	0.107	0.065	0.064	2.9	0.062
Health Care and Social Assistance	1.473	1.018	1.001	22.8	0.898
Arts, Entertainment and Recreation	18.126	7.805	7.755	379.0	6.020
Accommodation and Food Services	82.176	34.160	37.027	1673.2	26.967
Other Services (Except Public Administration)	0.789	0.475	0.495	21.7	0.376
Operating, Office, Cafeteria and Laboratory Supplies	5.862	0.000	0.000	0.0	0.000
Travel, Entertainment, Advertising and Promotion	6.264	0.000	0.000	0.0	0.000
Transportation Margins	0.165	0.000	0.000	0.0	0.000
Non-Profit Institutions Serving Households	1.867	1.304	1.337	34.4	1.257
Government Sector	2.997	1.751	1.784	34.5	1.497
<b>Total</b>	<b>231.101</b>	<b>107.360</b>	<b>114.345</b>	<b>3743.1</b>	<b>79.785</b>
Direct Impacts (\$M) -Saskatoon	Gross Output Impact	GDP @ Factor Cost Impact	GDP @ Market Prices Impact	Employment Impact (Jobs)	Labour Income Impact
Crop and Animal Production	0.000	0.000	0.000	0.0	0.000
Forestry and Logging	0.000	0.000	0.000	0.0	0.000
Fishing, Hunting and Trapping	0.000	0.000	0.000	0.0	0.000
Support Activities for Agriculture and Forestry	0.000	0.000	0.000	0.0	0.000
Mining and Oil and Gas Extraction	0.000	0.000	0.000	0.0	0.000
Utilities	0.000	0.000	0.000	0.0	0.000
Construction	0.000	0.000	0.000	0.0	0.000
Manufacturing	0.000	0.000	0.000	0.0	0.000
Wholesale Trade	0.000	0.000	0.000	0.0	0.000
Retail Trade	57.193	32.225	33.957	1131.7	26.513
Transportation and Warehousing	0.000	0.000	0.000	0.0	0.000
Information and Cultural Industries	0.000	0.000	0.000	0.0	0.000

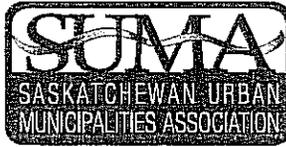
# Saskatoon Airport Authority - Economic Impact Study 2010

Finance, Insurance, Real Estate and Rental and Leasing	0.000	0.000	0.000	0.0	0.000
Professional, Scientific and Technical Services	0.000	0.000	0.000	0.0	0.000
Administrative and Support, Waste Management and Remediation Services	0.000	0.000	0.000	0.0	0.000
Educational Services	0.000	0.000	0.000	0.0	0.000
Health Care and Social Assistance	0.000	0.000	0.000	0.0	0.000
Arts, Entertainment and Recreation	17.108	7.366	7.320	357.7	5.682
Accommodation and Food Services	78.477	32.621	35.360	1597.9	25.753
Other Services (Except Public Administration)	0.000	0.000	0.000	0.0	0.000
Operating, Office, Cafeteria and Laboratory Supplies	0.000	0.000	0.000	0.0	0.000
Travel, Entertainment, Advertising and Promotion	0.000	0.000	0.000	0.0	0.000
Transportation Margins	0.000	0.000	0.000	0.0	0.000
Non-Profit Institutions Serving Households	0.000	0.000	0.000	0.0	0.000
Government Sector	0.000	0.000	0.000	0.0	0.000
<b>Total</b>	<b>152.778</b>	<b>72.213</b>	<b>76.637</b>	<b>3087.3</b>	<b>57.947</b>
<b>Indirect Impacts (\$M) - Saskatoon</b>	<b>Gross Output Impact</b>	<b>GDP @ Factor Cost Impact</b>	<b>GDP @ Market Prices Impact</b>	<b>Employment Impact (Jobs)</b>	<b>Labour Income Impact</b>
Crop and Animal Production	0.107	0.047	0.033	0.8	0.018
Forestry and Logging	0.000	0.000	0.000	0.0	0.000
Fishing, Hunting and Trapping	0.000	0.000	0.000	0.0	0.000
Support Activities for Agriculture and Forestry	0.003	0.001	0.001	0.1	0.001
Mining and Oil and Gas Extraction	1.250	0.704	0.739	1.2	0.097
Utilities	2.395	1.331	1.423	4.2	0.305
Construction	0.526	0.119	0.136	2.3	0.086
Manufacturing	3.804	0.999	1.021	11.3	0.478
Wholesale Trade	2.450	1.276	1.350	16.1	0.606
Retail Trade	2.835	1.597	1.683	56.1	1.314
Transportation and Warehousing	2.128	1.044	1.160	14.8	0.578
Information and Cultural Industries	2.994	1.629	1.710	22.4	0.938
Finance, Insurance, Real Estate and Rental and Leasing	2.076	1.224	1.484	6.2	0.598
Professional, Scientific and Technical Services	4.377	2.572	2.554	56.9	2.173
Administrative and Support, Waste Management and Remediation Services	1.375	1.028	1.049	34.9	0.778
Educational Services	0.013	0.008	0.008	0.4	0.008
Health Care and Social Assistance	0.085	0.059	0.058	1.3	0.052
Arts, Entertainment and Recreation	0.447	0.193	0.191	9.3	0.148
Accommodation and Food Services	1.472	0.612	0.663	30.0	0.483
Other Services (Except Public Administration)	0.085	0.051	0.054	2.3	0.041
Operating, Office, Cafeteria and Laboratory Supplies	4.829	0.000	0.000	0.0	0.000
Travel, Entertainment, Advertising and Promotion	5.394	0.000	0.000	0.0	0.000
Transportation Margins	0.074	0.000	0.000	0.0	0.000
Non-Profit Institutions Serving Households	0.160	0.112	0.114	2.9	0.108
Government Sector	1.538	0.899	0.916	17.7	0.768
<b>Total</b>	<b>40.424</b>	<b>15.506</b>	<b>16.346</b>	<b>291.2</b>	<b>9.580</b>



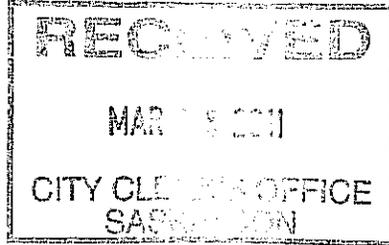
Induced Impacts (\$M) - Saskatoon	Gross Output Impact	GDP @ Factor Cost Impact	GDP @ Market Prices Impact	Employment Impact (Jobs)	Labour Income Impact
Crop and Animal Production	0.567	0.249	0.177	4.385	0.097
Forestry and Logging	0.000	0.000	0.000	0.000	0.000
Fishing, Hunting and Trapping	0.000	0.000	0.000	0.000	0.000
Support Activities for Agriculture and Forestry	0.012	0.007	0.007	0.249	0.006
Mining and Oil and Gas Extraction	1.535	0.859	0.902	1.488	0.118
Utilities	1.904	1.058	1.131	3.338	0.243
Construction	0.392	0.089	0.101	1.710	0.064
Manufacturing	1.970	0.518	0.529	5.831	0.248
Wholesale Trade	1.725	0.890	0.950	11.344	0.427
Retail Trade	5.620	3.166	3.337	111.199	2.605
Transportation and Warehousing	1.390	0.682	0.758	9.638	0.377
Information and Cultural Industries	1.623	0.883	0.927	12.141	0.508
Finance, Insurance, Real Estate and Rental and Leasing	9.488	5.596	6.782	28.238	2.735
Professional, Scientific and Technical Services	1.022	0.601	0.597	13.281	0.508
Administrative and Support, Waste Management and Remediation Services	0.505	0.377	0.385	12.825	0.286
Educational Services	0.094	0.057	0.056	2.588	0.055
Health Care and Social Assistance	1.387	0.960	0.943	21.438	0.846
Arts, Entertainment and Recreation	0.571	0.246	0.244	11.936	0.190
Accommodation and Food Services	2.230	0.927	1.005	45.396	0.732
Other Services (Except Public Administration)	0.704	0.423	0.441	19.347	0.335
Operating, Office, Cafeteria and Laboratory Supplies	1.034	0.000	0.000	0.000	0.000
Travel, Entertainment, Advertising and Promotion	0.870	0.000	0.000	0.000	0.000
Transportation Margins	0.091	0.000	0.000	0.000	0.000
Non-Profit Institutions Serving Households	1.707	1.193	1.222	31.434	1.150
Government Sector	1.459	0.952	0.869	16.808	0.729
<b>Total</b>	<b>37.899</b>	<b>19.641</b>	<b>21.361</b>	<b>364.616</b>	<b>12.258</b>





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March 2, 2011



City of SASKATOON  
222 - 3RD AVE. N.  
SASKATOON, SK S7K 0J5

Dear Mayor and Council,

**Your 2011 SUMA Membership:  
SUMA – A Strong Voice Strengthening Saskatchewan’s Urban Governments**

Since 1905, Saskatchewan urban governments have stood united and strong in the promotion and defence of their interests, through membership in SUMA.

On your behalf, we work to ensure a provincial fiscal and legislative environment that maximizes urban autonomy. In our efforts to promote, protect and defend the interests of urban government, we have seen, among others, the following outcomes:

- Premier's commitment to fully implement the Municipal Operating Grant program this year – delivering a 30 per cent increase in funding;
- Forcing changes to the proposed *Fire Safety Act* to ensure the protection of urban interests;
- Working with affected members to ensure the Urban Highway Connector Program is altered to meet the needs of urban governments;
- Provincial agreement to develop a comprehensive water management strategy, following SUMA leadership in hosting a provincial water forum;
- Delivering, through advocacy, two consecutive years of provincial support funding for municipal recyclers;
- Ongoing development of long-term provincial infrastructure funding program – SUMA continues to successfully advance urban interests on this file;
- Securing provincial commitment to develop a housing strategy for Saskatchewan; and
- Achieving a change in funding formula for health care facilities, moving from a 65/35 split to 80/20.

Such successes are the result of our focus on building and sustaining a harmonious government-to-government relationship with the province. Based on our recent track record, it seems clear that the partnership between the province and SUMA has been a productive one for urban governments like yours.



Along with my colleagues on the SUMA Board and with the Vice President of Cities, Mayor Jim Scarrow and Saskatoon/Regina Executive Member, Councillor Fred Clipsham, I am striving to ensure that the voices of our cities are heard loud and clear. We have made significant efforts over the past few years to increase the profile of cities at our events and in our communications, and also to amend our governance model to ensure increased participation.

In addition to its lobbying and policy making efforts, SUMA provides a wide range of services and programs to its members. By combining the purchasing power of member governments, SUMA can offer these services to members, elected officials and civic employees at significant cost savings. These services and products range from group life/health/dental insurance coverage to office equipment, supplies and even tires. To find out more about the SUMA Advantage line of products, Group Insurance services and SUMAssure municipal property and liability coverage, please consult SUMA's website or call the office.

Should you have any questions or concerns about your membership with SUMA, contact our CEO Laurent Mougeot by email at [CEO@suma.org](mailto:CEO@suma.org) or by calling 525-3727.

Sincerely,



Mayor Allan Earle  
President

(Invoice enclosed)

# Saskatchewan Urban Municipalities Association

200, 2222 - 13th Avenue  
Regina, SK S4P 3M7  
Phone: (306) 525-3727 Fax: (306) 525-4373  
Email: [suma@suma.org](mailto:suma@suma.org)

## 2011 Membership Fee Invoice

(January 1 to December 31, 2011)

City of:	Saskatoon
Population:	202,340
Basic Fee:	\$4,928.00
Per Capita Fee @ \$0.55 :	\$83,143.55
Sub-total:	\$88,071.55
GST: (#R107956419):	\$4,403.58
Total Membership Fee:	\$92,475.13

### IMPORTANT INFORMATION ABOUT YOUR MEMBERSHIP FEE INVOICE:

#### Seals and Certificates:

Seals and certificates will be discontinued beginning with the 2012 calendar year. If your municipality would like to continue receiving these, please contact the SUMA office prior to December 31, 2011. Send request directly to [suma@suma.org](mailto:suma@suma.org) or call (306) 525-3727.

#### Membership Fees:

The base fee has increased to \$448.00 per voting delegate from \$400.00 per voting delegate. The per capita fee remains the same at \$0.55.

Membership Cards will be sent with your 2011 seal.

**FEEES ARE DUE BY APRIL 29, 2011**

# 2011 SUMA Change of Information Form

Please review the information below, IF there are any applicable changes, please make the correction and return this form to the SUMA office by:

April 29, 2011

200 – 2222 – 13<sup>th</sup> Avenue, Regina, SK S4P 3M7 or fax to (306) 525-4373

Name: SASKATOON

Municipality Type: City of

Phone: (306) 975-3200

Fax: (306) 975-2784

Email Address: webmaster@saskatoon.ca

Website Address: http://www.saskatoon.ca/

Address: 222 - 3RD AVE. N.  
SASKATOON, SK S7K 0J5

Region: CITY

His or Her Worship: HIS WORSHIP

Mayor Given Name: DON

Mayor Surname: ATCHISON

Administrator Given Name: \_\_\_\_\_

Administrator Surname: \_\_\_\_\_

Clerk Given Name: JANICE

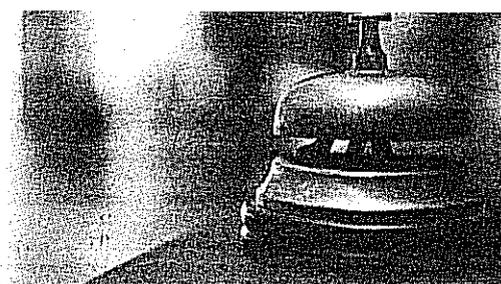
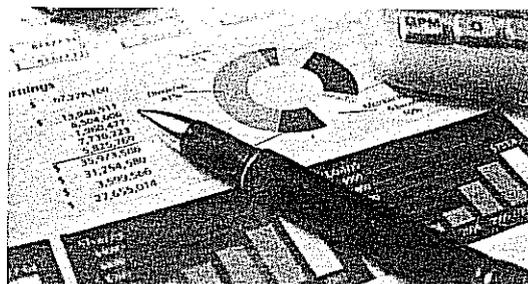
Clerk Surname: MANN

Manager Given Name: MURRAY

Manager Surname: TOTLAND

Number of Urban Voice Issues Required: 14

**NOTE:** It is very important to include a valid email address as urgent communications are sent out on occasion informing municipalities of important deadlines, grant availability and other time sensitive pertinent information.



**SUMAdvantage**  
Your first call for savings

## How Municipalities Save on Purchasing



#200-2222 13th Avenue  
Regina, Saskatchewan  
S4P 3M7

Phone: (306) 525-3727  
Fax: (306) 525-4373

www.suma.org  
and click on the SUMAdvantage  
tab for program fact sheets

### Prairie Fuel Advisors (PFA)

800-807-3750 [www.prairiefueladvisors.ca](http://www.prairiefueladvisors.ca)

PFA is a unique organization that offers a total fuel management program to members that includes lower prices, advanced price change notices, price maintenance, invoicing and fuel cost tracking.

### Signal Industries (1998) Ltd.

800-565-9943 [www.signalindustries.ca](http://www.signalindustries.ca)

Purchase approved standard traffic signs or order custom signage for all your municipal needs.

### Solar Pool Heating

SUMA:  
306-525-3727 [www.suma.org](http://www.suma.org)

Harness solar power for your municipal pool and save on your operating costs.

### Suncorp Valuations

800-764-4454 [www.suncorpvaluations.com](http://www.suncorpvaluations.com)

Suncorp is a full service appraisal and valuation firm that will help your municipality to receive the greatest benefit from your assets.

### Westgro Horticulture Supplies

800-661-2991 [www.westgro.com](http://www.westgro.com)

Help control your mosquito population by purchasing Vectobac or Altosid.

### Energy Efficiency Grants & Funding

800-668-4636 <http://municipalities.src.sk.ca>

Under the Expanded Municipal Energy Efficiency Initiative, municipalities can access a variety of grants and funding.

### Hotels

Preferred rates for all SUMA members (elected and employees) in Regina and Saskatoon at the following hotels:

#### Regina Inn - 2012 Convention Hotel

800-667-8162 [www.reginainn.com](http://www.reginainn.com)

Rates start at \$109/night  
Convention rates start at \$134/night

#### Park Town Hotel (Saskatoon)

800-667-3999 [www.parktownhotel.com](http://www.parktownhotel.com)

Rates start at \$129/night

#### Travelodge Regina

306-586-3443 [www.travelodgeregina.com](http://www.travelodgeregina.com)

Rates start at \$109.95/night

#### Travelodge Saskatoon

888-278-4209 [www.travelodgesaskatoon.com](http://www.travelodgesaskatoon.com)

Rates start at \$120/night

### Financial

#### BMO Bank of Montreal

Contact nearest branch location

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

Financing for all municipal projects. No minimum qualifications, good for a single transaction or all of your banking needs.



## SUMAdvantage for SUMA members

The SUMAdvantage program brings you more than 26 pre-screened suppliers who guarantee price advantages to municipalities and financial support to your provincial association.

**Save on bulk purchasing** - Find the best investment for the ratepayer's dollar based on the leverage of our \$900 million purchasing power.

**Find quality suppliers** - Our suppliers are pre-evaluated and pre-committed to provide high quality goods and services.

**Resolve supplier issues** - We stand behind you to help resolve supplier issues or concerns.

## Going beyond the SUMAdvantage suppliers list

**Free expertise for procurement** - Our SUMAdvantage manager provides you with no-charge advice on procurement issues, and can help you find the special suppliers you need.

**Build buying partnerships** - We can help connect you with partners for specific procurement needs.

# SUMAdvantage

Your first call for savings

Call any of these suppliers for cost savings and high quality:

### Group Insurance Services

**SUMA:**  
306-525-4390 [www.suma.org](http://www.suma.org)  
and click on the Group Benefits & Insurance tab for program details

#### Group Benefits Program

Offers a full line of benefits for full-time, part-time and seasonal employees along with elected officials of SUMA municipalities and organizations affiliated with member municipalities.

#### Employee & Family Assistance

Provides confidential counselling services by trained professionals on a broad range of personal and work-related concerns to help employees, spouses and dependents resolve personal difficulties.

#### SUMAssure Insurance Reciprocal

A group insurance reciprocal with enhanced municipal property and liability coverage and risk management services. [www.sumassure.ca](http://www.sumassure.ca)

#### Volunteer Fire Fighter Program

Provides comprehensive coverage to volunteer fire, first responder and ambulance crews. Coverage includes Accidental Injury and Illness, medical and Weekly Indemnity. On-duty and off-duty coverage are available.

#### Municipal Blanket Bond

Insures municipalities against theft or mismanagement of funds by a bonded employee.

### Office Administration

**Acrodex**  
306-584-3401 [www.acrodex.com](http://www.acrodex.com)

Keep your office computer environment productive by purchasing Microsoft software through two options. An Enterprise Agreement that is paid annually to ensure you are using the most current software or you can purchase individual software products through a Select Agreement.

**Laurie Artiss Ltd.**  
800-667-8168 [www.theplnpeople.ca](http://www.theplnpeople.ca)  
Professional design and production of your lapel pins.

**Lexcom Systems Group Inc.**  
306-545-9242 [www.lexcom.ca](http://www.lexcom.ca)

Network, email, server and hardware solutions tailored to match your municipal needs. Remote network support across the province 24/7.

**Municipal World**  
**SUMA:**  
306-525-3727 [www.suma.org](http://www.suma.org)

SUMA is partnered with Municipal World to offer a 12 month subscription at a discount of 42% off the full price subscription fee.

**Shipping Labels**  
**SUMA:**  
306-525-3727 [www.suma.org](http://www.suma.org)

This program benefits members shipping water samples or other products on a regular basis.

**SUCCESS Office Systems**  
800-667-8173 [www.successos.com](http://www.successos.com)

Purchase or lease office machines at a substantial savings.

**Supreme Basics**  
800-667-3690 [www.supremebasics.com](http://www.supremebasics.com)  
Significant discounts on regular priced office products.

**Vadim Software**  
866-763-7654 [www.vadimsoftware.com](http://www.vadimsoftware.com)

Fully integrated GL, AR, AP, payroll and other municipal accounting software modules designed for all municipalities.

### Public Works, Parks and Leisure Services

**Connect Energy Partnership**  
866-934-6918 [www.connectenergy.ca](http://www.connectenergy.ca)

Lock in your utility costs through purchase contracts with this natural gas savings program.

**Chatterson Janitorial Supplies**  
800-667-8178 [www.chatterson.com](http://www.chatterson.com)

Provider of janitorial supplies to municipal offices, rinks, community centres and aquatic centres. Chatterson also carries products for gravel road dust control, pothole patch and waste water treatment products. Online health & safety training added to the list of services.

**Dog & Cat Tag Licensing**  
**SUMA:**  
306-525-3727 [www.suma.org](http://www.suma.org)

Quality dog and cat tags in a variety of materials and styles.

**Enterprise Rent-a-Car**  
800-736-8227 [www.enterprise.com](http://www.enterprise.com)

Eliminate mileage allowance and save on travel costs. Implement a seasonal fleet management program and save on insurance, registration and depreciation.

**Hertz Equipment Rental**  
888-777-2700 [www.hertzequip.com](http://www.hertzequip.com)

Provider of equipment rentals for all your municipal needs. Hertz Equipment offers a variety of short and long term equipment rentals, new and used equipment for sale and parts for purchase.

**Kal Tire Ltd.**  
Contact nearest store location  
[www.kaltire.com](http://www.kaltire.com)

Kal Tire offers an extensive line of products such as Bridgestone, Firestone, Michelin, Yokohama, Kumho, Nokian, as well as retreading of commercial, off road and grader tires.

**Michelin**  
SUMA has a national account set-up with Michelin that allows members to purchase Michelin tires at discounted pricing. Michelin tires can be purchased through any Kal Tire location.

**Assiniboia Rubber Recycling Inc.**  
306-642-5599

Assiniboia Rubber Recycling Inc. offers a full line of recycled rubber products: PermaLife Mulch, PermaLife Pour & Play, PermaLife SoftStuff and PermaLife ArenaFill.

*Thursday, August 18, 2011*

## Practice Round

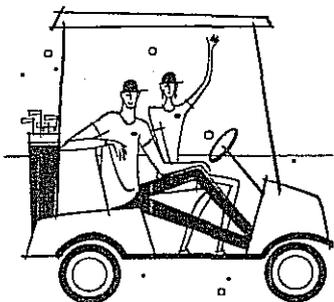
*\*Please book your tee time at Melfort Golf & Country Club (752-3279). Practice round is optional & not covered in the registration fee.*

5:30 - 8:30 p.m. Registration at Kerry Vickar Centre

5:30 p.m. Cocktails at Kerry Vickar Centre (206 Bemister Ave. E.)

6:30 p.m. Supper

8:30 p.m. Entertainment Night



*Friday, August 19, 2011*

7:30 a.m. Breakfast at Clubhouse

8:30 a.m. Pictures

9:00 a.m. Golf

2:00 p.m. Lunch

**Awards & Prizes  
to follow**

## **\$90 Tournament Registration Includes:**

Thursday Supper  
& Social

Friday Breakfast

Tournament  
Round & Cart  
(18 holes - Texas Scramble)

Friday Lunch

## **\$40 Non-Golfer Registration Includes:**

Thursday Supper & Social  
Friday Breakfast

**Friday Tour:**  
Melfort Museum  
Kerry Vickar Centre  
Friday Lunch at Golf Club

## ACCOMMODATIONS

Please book early to avoid  
disappointment

### Hotels/Motels:

Travelodge  
101 Spruce Haven Road  
752-5961

Carra Valla Inn  
708 Sask Ave E  
752-2828

Melfort Inn  
516 Sask Ave E  
752-2836

### Camping:

Melfort Campgrounds

Contact City Hall for information  
and rates at **752-5911**



# 2011 GOLF TOURNAMENT REGISTRATION FORM

Name: \_\_\_\_\_

Municipality: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

Phone: \_\_\_\_\_

Fax: \_\_\_\_\_

Average Score (18 holes): \_\_\_\_\_

## 2011 NON-GOLFER REGISTRATION FORM

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

Registration fees must  
accompany registration

Please mail registration form and fee  
payable to the City of Melfort to:

SUMA Golf Tournament  
City of Melfort  
Box 2230  
Melfort, SK S0E 1A0

**REGISTRATIONS MUST BE  
RECEIVED BY FRIDAY,  
JULY 31, 2011**

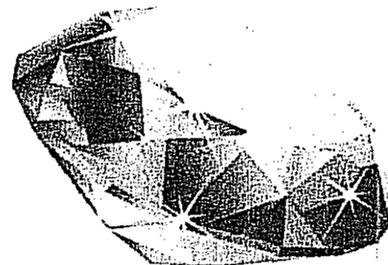
# 2011 SUMA GOLF COMMITTEE

## City of Melfort

John Wade  
Lynn Abbott  
Ken Ottenbreit  
Kevin Phillips

City of Melfort  
City of Northern Lights

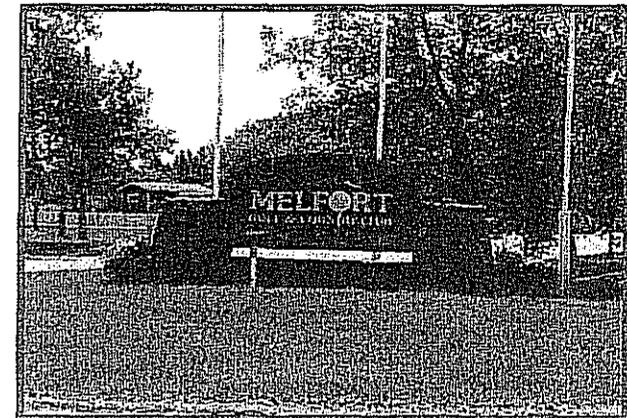
### "The Diamond Gateway"



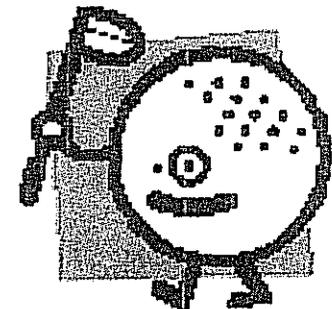
## City of Melfort

Box 2230  
Melfort, SK S0E 1A0  
Phone: (306) 752-5911  
Fax: (306) 752-5556  
city@cityofmelfort.ca  
www.cityofmelfort.ca

# 2011 SUMA Golf Tournament



## August 18th & 19th Melfort, Saskatchewan





205-1  
x 185-9

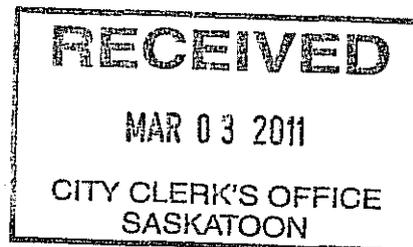
B4)

From: CityCouncilWebForm  
Sent: March 03, 2011 1:49 PM  
To: City Council  
Subject: Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Tiffany Koback  
5028 Clarence Avenue South  
Grasswood  
Saskatchewan  
S7T 1A7



EMAIL ADDRESS:

[director@saskatoonspca.com](mailto:director@saskatoonspca.com)

COMMENTS:

March 3rd, 2011

To: His Worship the Mayor and Members of City Council

PETS IN THE PARK is a united initiative of the Saskatoon SPCA, SCAT Street Cat Rescue, and New Hope Dog Rescue, all working together for the betterment of animals and responsible pet ownership.

On behalf of Pets in the Park, we request His Worship Mayor Don Atchison and members of City Council to grant permission for us to proceed with our event in the Kiwanis Memorial Park to be held on Sunday, July 10, 2011, and to grant us an extension to the Noise Bylaw Hours, so that we may have local musical entertainment on the community stage located in Kiwanis Memorial Park from 9 am to 4 pm for our fifth annual Pets in the Park.

Thousands of animal lovers join the festivities and are encouraged to bring their leashed pet to Kiwanis Memorial Park for the only day of the year that the pets are allowed in that park. Numerous activities and on-stage musical and animal entertainment are planned, along with food and refreshments for event attendees and their pets.

We plan on having dog demonstrations which may include members of the Saskatoon Police Service K9 Unit, flyball, obedience, and therapy dogs. All dogs at the Pets in the Park event are required to be on leash unless involved in demonstrations within designated fenced areas. For the purpose of demonstrations, a temporary fence will be erected to control the actions of dogs. All dogs will enter and exit the area on leash. Fencing has been used for other off leash dog events elsewhere in Saskatoon including the 2005 National Agility Championships in the Gordie Howe Bowl and a national Golden Retriever event in Umea Park.

Signage will be posted noting that only demonstration dogs may be off-leash within designated, fenced areas and that the demonstration area is for demonstration dogs only.

In addition, feces clean-up bags are provided, free of charge, throughout the park and owners are encouraged to pick up after their dog. Throughout the event and at the end of the event,

Pets in the Park volunteers thoroughly inspect Kiwanis Memorial Park to ensure that no feces, or garbage of any kind, are left in the park.

We have submitted our application for Park Special Events to the City of Saskatoon, Lawson Civic Centre, c/o City Hall to secure the date specified above.

I look forward to a favorable response.

Sincerely,

Tiffany Koback  
President,  
Pets in the Park



NORTH CENTRAL  
TRANSPORTATION  
PLANNING COMMITTEE  
BOX 972 • SHELLBROOK, SK • S0J 2E0 • PHONE (306) 747-3762 • FAX (306) 747-2103

V14700

B5)

**RECEIVED**

MAR 03 2011

City of Saskatoon  
Office of the City Comptroller.

# INVOICE

<p><b><u>Customer</u></b></p> <p>City of Saskatoon 222 – 3<sup>rd</sup> Avenue, North Saskatoon, SK S7K 0J5</p>	<p><b><u>Particulars</u></b></p> <p>Date: 01 March 2011</p> <p>Invoice No:</p> <p>Payment Due: 31 March 2011</p>
---	--

Qty	Description	Unit Price	TOTAL
	<p>Membership Fee for April 1, 2011 to 31 March 2012</p> <p style="text-align: center;">The Executive wish to thank you for your past support through your paid membership and also wish to thank you for your anticipated continued support in the 2011/2012 year.</p>	Maximum of \$600.00	\$ 600.00
<b>TOTAL</b>			<b>\$ 600.00</b>

*All paid members will receive copies of the approved Executive Minute by e-mail (or posted mail if you indicate you are unable to receive e-mail or you are unable to open Word documents).*

*Please include with your remittance your updated e-mail address.*

*All non-paid members will receive an e-mail copy of the Executive Minutes only if you are able to receive e-mail in Microsoft Word and we have your e-mail address on file.*

*If you have any questions,  
Please feel free to contact any of the Executive Officers.*

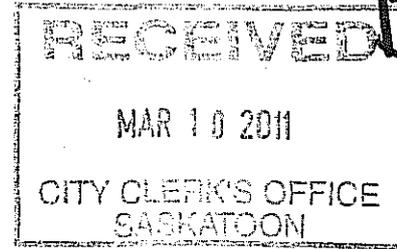
Chairperson: Richard Porter @ (306) 747-7694  
1<sup>st</sup> Vice Chairperson: Raymond Wilfing @ (306) 236-6811  
2<sup>nd</sup> Vice Chairperson: Walter Kabaroff @ (306) 497-3544  
Secretary: Beth Herzog @ (306) 747-3762  
E-Mail: [bethherzog@sasktel.net](mailto:bethherzog@sasktel.net)

~ Thank You ~



Federation of Canadian Municipalities  
 Fédération canadienne des municipalités

1860-1  
 B6)



24, rue Clarence Street  
 Ottawa, Ontario  
 CANADA K1N 5P3

February 17, 2011

Tel./Tél. : 613-241-5221  
 Fax/Télé. : 613-241-7440

www.fcm.ca

His Worship Mayor Donald J. Atchison and Members of Council  
 City of Saskatoon  
 222 Third Avenue North  
 Saskatoon, SK  
 S7K 0J5

President  
 Président

Director Hans Cunningham  
 Regional District of  
 Central Kootenay, British Columbia

**Project Title:** District Energy System Feasibility  
**Application Number:** GMF 10251

First Vice-President  
 Premier vice-président

Councillor Berry Vrbanovic  
 Kitchener, Ontario

Dear Mayor Atchison and Members of Council:

Second Vice-President  
 Deuxième vice-présidente  
 Councillor Karen Leibovici  
 Edmonton, Alberta

We would like to inform you that a payment was made from FCM to the City of Saskatoon in the amount of \$37,836.40 in regards to the Green Municipal Fund Study Grant Agreement. This amount constitutes payment of our second contribution to the project.

Third Vice-President  
 Troisième vice-président

Maire Claude Dauphin  
 Arrondissement de Lachine,  
 Ville de Montréal (Québec)

The FCM is grateful to the City of Saskatoon for its initiative and its partnership with the Green Municipal Fund.

Chief Executive Officer  
 Chef de la direction

Brock Carlton  
 Ottawa, Ontario

Yours sincerely,

Past President  
 Président sortant

Mayor Basil Stewart  
 Summerside,  
 Prince Edward Island

Brock Carlton  
 Chief Executive Officer

BC:at



Since 1901  
 Depuis 1901

February 27, 2011

City of Saskatoon  
#222 Third Avenue North  
Saskatoon Saskatchewan  
S7K 0J5

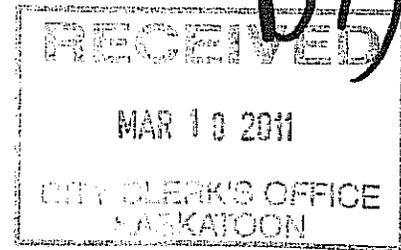
Attention: Mr. Bob Howe  
Access Transit Manager

Dear Mr. Howe;

My name is Cathleen Adolph and I am writing you now concerning an incident that occurred with Access Transit the evening of February 24, 2011. I take a weekly American Sign Language Class at Saskatchewan Deaf and Hard of Hearing Services (on First Avenue North.) I take this class to improve my ability in working with potential clients as their Peer Support Facilitator at the North Saskatchewan Independent Living Centre. I am to be dropped off at the back door. My pick up time is booked for 6pm while the class does not begin until 6:30pm. My instructor, who is employed elsewhere until 6pm does not arrive and open the door until approximately 6:20pm.

On this particular evening the bus arrived at my home at the beginning of the 10 minute window (5:52pm). We arrived at SDHHS at 6:03pm. The driver contacted dispatch with his concerns as it was very cold that evening and they told him in very quick order to take me with him to his next pick up. We were at the back door for no more than 5 minutes before we were off to the west end. While in transit I was lectured by the bus driver as to what should be done. My boss should do this. The teacher should do that. The organization could try so-and-so. At this point I told him that we had already tried and continued to work on all possible options. He then suggested that I could and maybe, should; quit taking the class altogether. All of this stern "advice" was peppered with cursing which I won't repeat here but it left me feeling very belittled and disrespected. The driver (I'm sorry I don't know his name.) finally changed the subject when I got upset and told him that although I knew that this situation was not his fault; neither was it mine. He continued to swear about the condition of the bus, the weather and other parked cars. We picked up another passenger and dropped her off at SIAST on Idylwyld before he dropped me off at 6:55pm; almost a half hour late. This disturbs the entire class and leaves me needing to catch up.

My husband and I are constant, reliable, and respectful users of Access Transit. Though I have been employed for almost four years I still do not have a subscription. Because my hours do change from time to time and I am not working full time I have not pushed this but continue to ask occasionally and my husband phones in several times a week on my behalf to book my trips.



I am truly at a loss as to what to do now. I have already discussed this situation with a dispatch supervisor and my employer has done what he is able. It has left me feeling as non-independent as ever; like my commitments are not of value and my opportunities are not really mine. I'm hoping you can help. I'm hoping that someone can see that I'm not asking for preferred treatment. I'm asking for safety reasons. I am asking because having a wonderful, active, pay-it-forward quality of life should be as vital for a disabled person as it is for any other!

Thank you for taking the time to hear about this matter. It is very much appreciated. Please feel free to contact me if necessary.

*Cathleen Adolph*

Cathleen Adolph  
#204, 115 - 19<sup>th</sup> Street East  
Saskatoon, SK S7K 7Y8  
Phone: (306) 373-8196

Cc: Lynn Friestadt, Executive Director, North Saskatchewan Independent Living Centre  
Cc: Georgie Anne Davis, Chairperson, City of Saskatoon Accessibility Advisory Committee



City of  
**Saskatoon**

Saskatoon Development  
Appeals Board

c/o City Clerk's Office      ph 306•975•8002  
222 - 3rd Avenue North      fx 306•975•7892  
Saskatoon, SK S7K 0J5

B8)

March 14, 2011

His Worship the Mayor  
and Members of City Council

Ladies and Gentlemen:

**Re:    Development Appeals Board Hearing  
      Refusal to Issue Development Permit  
      Addition to Existing Retail Store  
      (With North and South Side Yard Deficiencies and Landscaping Deficiencies)  
      610 Taylor Street East - B2 Zoning District  
      Saskatoon Trading Company Ltd.  
      (Appeal No. 3-2011)**

In accordance with Section 222(3)(c) of *The Planning and Development Act, 2007*, attached is a copy of a Notice of Hearing of the Development Appeals Board regarding the above-noted property.

Yours truly,

**Joanne Sproule**  
**Deputy City Clerk**  
Secretary, Development Appeals Board

JS:ks

Attachment

Templates\DABs\Mayor.dot



City of  
**Saskatoon**

Saskatoon Development  
Appeals Board

---

c/o City Clerk's Office      ph 306•975•8002  
222 - 3rd Avenue North      fx 306•975•7892  
Saskatoon, SK S7K 0J5

**NOTICE OF HEARING - DEVELOPMENT APPEALS BOARD**

<b>DATE:</b>	<b>Monday, April 4, 2011</b>	<b>TIME:</b>	<b>4:00 p.m.</b>
<b>PLACE:</b>	<b>Committee Room E, Ground Floor, South Wing, City Hall</b>		
<b>RE:</b>	<b>Refusal to Issue Development Permit Addition to Existing Retail Store (With North and South Side Yard Deficiencies and Landscaping Deficiencies) 610 Taylor Street East - B2 Zoning District Saskatoon Trading Company Ltd. (Appeal No. 3-2011)</b>		

TAKE NOTICE that Saskatoon Trading Company Ltd. has filed an appeal under Section 219(1)(b) of *The Planning and Development Act, 2007*, in connection with the City's refusal to issue a Development Permit for construction of an addition to the existing retail store at 610 Taylor Street East, which is located in a B2 Zoning District.

Section 10.4.4(2) of the Zoning Bylaw states "on a corner site where the side yard adjoins the street or where a B2 District abuts any R district without the intervention on a street or lane a side yard shall be provided of a width of not less than 1.5 metres (4.92 feet) for the said side yard abutting the R District".

The subject site is a corner site and a residentially zoned property is located south of the subject site. Based on the information provided, the north side yard setback is 0.24 metres (0.79 feet) and the south side yard setback is 1.24 metres (4.08 feet) resulting in respective deficiencies of 1.26 metres (4.13 feet) and 0.26 metres (0.85 feet).

Also in accordance with Section 10.4.8(1), (2) and (3) of the Zoning Bylaw, landscaping strips are required 3 metres (9.84 feet) in width parallel to the front site line (west), and 1.5 metres (4.92 feet) in width, parallel to the north and south property lines. Based on the information provided, no on-site landscaping has been provided, except for a small landscaped area in the east yard.

**The Appellant is seeking the Board's approval of the above-noted deficiencies.**

Development Appeals Board  
Appeal No. 3-2011

Anyone wishing to provide comments either for or against this appeal can do so by writing to the Secretary, Development Appeals Board, City Clerk's Office, City Hall, Saskatoon, Saskatchewan, S7K 0J5 or email [development.appeals.board@saskatoon.ca](mailto:development.appeals.board@saskatoon.ca). Anyone wishing to obtain further information or view the file in this matter can contact the Secretary at 975-2880.

Dated at SASKATOON, SASKATCHEWAN, this 14th day of March, 2011.

Joanne Sproule, Secretary  
Development Appeals Board

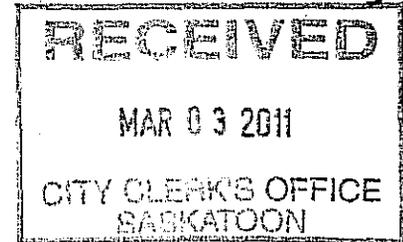
Templates\DABs\Dab-A

101-505 Main St.  
Saskatoon, SK. S7N 0C2

February 26, 2011

To: Mayor Atchison & Members of Saskatoon City Council

Dear Mr. Mayor & Council Members:



I have several complaints & points I wish to make & that I am asking you to address.

1. Sidewalks are for pedestrians. There should be no Sign Boards scattered on the walkways of our City sidewalks. The operative word is **WALK**, not dodge around sign boards. You are promoting "Saskatoon is People Friendly". I don't feel this way.
2. While the person in a vehicle is nice & warm, the pedestrian has to go to a corner post several feet away, push a button, which may or may not activate the **WALK** sign to cross. In winter these "push" button posts are usually heaped with snow all around making it more difficult to even get to the button. All lights should automatically change to **WALK** on the green light. You say "Saskatoon is People Friendly". Again I don't agree.
3. **Cyclists** have become more visible now, so I would like the money allotted to cycling used. Gravel that is used on the streets in the winter is usually not picked up until the late summer. Seasonal cyclists begin riding in March or April. It is not safe to ride on this gravel as it causes spills, plus tire punctures which can also lead to accidents. This gravel needs to be removed as soon as there is no more snow! I am an avid Senior Cyclist
4. Pedestrians are not always given the right of way at crosswalks. Cars block the crossings, make unlawful turns while the walkers are still in the crosswalks, & there are lots of near misses of pedestrians being knocked down.
5. In my observations, as I walk from my home to downtown, several days each week, 80% of vehicles have only the driver with no passengers. So it is really one person in a car against one person on foot. I think it is about time Saskatoon promotes, encourages & acknowledges those travelling on foot, bicycle, & other forms of non-motorized methods.

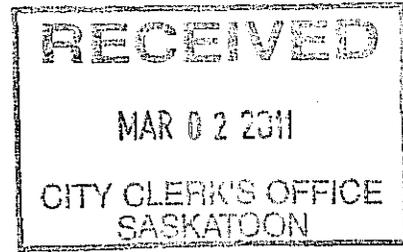
Let's make Saskatoon truly People friendly and think of the Environment pluses as well.

Yours truly,

  
Roy Cushway.

1720-3  
(ca)

Marcus R. Davies  
922B Main Street Saskatoon SK S7H 0K5  
P: 306-260-3954 E: mdavies@bjhlaw.ca



1 March 2011

His Worship Mayor Don Atchison  
and City Council  
City of Saskatoon  
222 3rd Ave. North  
Saskatoon, SK S7K 0J5

To His Worship and Council;

**RE: Family rates for city leisure facilities**

Enclosed with this letter you will find a copy of the "Admission Rates & Options" card produced by Leisure Services and effective as of this date. I would like to draw Council's attention to what I believe are the unintended outcomes of the leisure card pricing policies, specifically as they relate to the purchase of leisure cards by families.

A single adult leisure card costs \$445 for one year. A youth card costs \$267, or 50% of the price of an adult card. So far so good, yet when family pricing is added to the mix, the logic and/or motivation behind the pricing policy begins to unravel.

A family card costs \$890 per year, which is exactly the same as two adult cards, premised, likely, on the one-time notion that every family has two adults. The resulting "discount" provided the users is entirely dependent on the number of children those users have, since every child added is essentially "free".

What the policy fails to consider, of course, is that fewer families have two parents, in the result that the policy, which I hope is intended to encourage family participation in recreation, likely provides little or no incentive to this large number of families. I will provide a couple hypothetical examples to make this disparity clearer:

Family 1 – Two parents, two children.	
Total cost of individual cards:	\$1,424
Cost of "family" cards:	\$890
"Savings":	\$534

Family 2 – One parent, two children	
Total cost of individual cards:	\$890
Cost of "family" cards:	\$890
"Savings"	\$0

If you consider the circumstances of these two families, it seems that the existing policy fails to provide an incentive to the single parent family more likely to need and/or utilize such an incentive. In the case of the above two examples, the real beneficiary of the current policy is the second adult in example 1.

I am certain that this program was developed with excellent intentions to encourage families to participate in recreational activities together. Only a fool would argue against that lofty goal. Sadly, though, the model on which it is based is outdated and, in fact, represents a kind of adverse effects discrimination against single parent families. (Adverse effects discrimination arises when a law or policy itself does not discriminate, but its implementation results in different effects on different groups.)

It would be far more appropriate, and perhaps even more effective in encouraging families to take advantage of a family membership, if the City was to ensure that its family pricing policies benefitted all families and not just those which fit a certain mold. I would like to suggest that the family card policy be based on the following principles (I have used the prices on the enclosed card for example purposes):

1. The "parent" card is \$445 per year;
2. Each youth added to the "family" is added at a 50% discount from the rack youth rate; and
3. The family card is capped at \$890 and may include one other adult.

For the single parent from example 2, this policy would result in the following:

Total cost of individual cards	\$890
Family cost under new policy	\$712
"Savings"	\$178

Rather than recite a statistical litany to demonstrate that single parent families have greater financial need, are likely to have lower incomes, and would benefit more from the intended purpose of this policy, I will simply rely on Council's understanding of these issues. I will further rely on Council's good intentions in ensuring that a family pricing policy for leisure services is both effective and fair.

I urge that your current family pricing policy be reviewed and amended to more effectively achieve that which I believe it was intended to accomplish.

I look forward to hearing of your action on this matter.

Sincerely,

  
Marcus R. Davies

# ADMISSION RATES & OPTIONS

All rates are subject to change.



## GENERAL ADMISSIONS

A general admission to one of the indoor leisure centres (Cosmo, Lakewood & Lawson Civic Centres, Harry Bailey Aquatic Centre, Shaw Centre and Saskatoon Field House) provides access to a variety of drop-in activities for people of all ages, skill levels and interests! Choose the program, time and location that's right for you:

- public, family and lane swimming
- aquafitness and fitness classes
- walking and jogging
- weight training
- racquet sports and basketball
- instructor-led or self-directed activities

See the seasonal facility calendars in the City of Saskatoon Leisure Guide or online at [www.saskatoon.ca](http://www.saskatoon.ca) for specific activities and times offered at each facility.

	Single Admission	Group Rates (6+)	Bulk Tickets (10 Pack)
Adult (19+)	\$7.80*	\$7.30	\$62.40
Youth/Child (6-18 yrs)	\$4.70	\$4.20	\$37.60
Preschool (0-5 yrs)	FREE	FREE	FREE
Family*	\$15.60	N/A	\$124.80

\*Note: General Admission to the Fitness Circuit & Terry Fox Track is \$4.00.

## PRE-SCHOOLERS

Children, five years and under, are admitted FREE of charge when accompanied by a parent or guardian. For the safety of your children, pre-schoolers must be closely supervised when in the water. One person (16 years or older) may supervise a maximum of two pre-schoolers, who must always be at arms length.

## BULK TICKETS & GROUP RATES

Bulk Tickets give you a 20% discount on regular general admissions. Group rates (50 cents off regular admission) are available for six or more customers. Call or see the Customer Service desk at any of the indoor Leisure Centres for more info.

- Cosmo Civic Centre 3130 Laurier Drive 975-3344
- Lakewood Civic Centre 1635 McKercher Drive 975-2944
- Lawson Civic Centre 225 Primrose Drive 975-7873
- Harry Bailey Aquatic Centre 1110 Idylwyld Drive North 975-3321
- Saskatoon Field House 2020 College Drive 975-3354
- Shaw Centre 122 Bowl Crescent 975-7744

## CHILD MINDING

ENJOY YOUR WORKOUT MORE...by knowing your children are safely having fun! Games, toys, snacks and much more! Check with the following sites for registration procedure of school-aged children.

Childminding is available at:  
**SASKATOON FIELD HOUSE**  
**LAKWOOD CIVIC CENTRE**  
**SHAW CENTRE**

Check out the current City of Saskatoon Leisure Guide or visit [www.saskatoon.ca](http://www.saskatoon.ca) (look under 'L' for Leisure) for child minding hours.

## HOURLY RATES

\$3.00 per hour for first child, \$1.80 per hour for each additional child  
 Free with family pass/admission

BULK TICKETS (ten hours) \$24.00 for first child, \$14.50 for second child

Visit us online at [www.saskatoon.ca](http://www.saskatoon.ca)

Information about City of Saskatoon services and programs is available at your fingertips. Signing up for your favourite City of Saskatoon programs is now easier than ever with Leisure Online.

Easy, Quick, Click! at [www.saskatoon.ca](http://www.saskatoon.ca)

## LEISURECARD ADMISSIONS

A LeisureCard provides unlimited admission to public open times, drop-in fitness and aquafitness classes, and drop-in sports at any of the indoor Leisure Centres including the new Shaw Centre. You can also use your LeisureCard for public swimming and drop-in aquafitness classes at the outdoor pools in the summer. Your LeisureCard provides access to the Fitness Circuit & Terry Fox Track at the SaskTel Sport Centre in Forest Park. Multiple month adult, youth and family LeisureCards are available for durations of one to 12 months.

2011			
	Adult	Youth**	Family*
1 Month	\$63.00	\$38.00	\$126.00
2 Months	\$113.00	\$68.00	\$226.00
3 Months	\$158.00	\$95.00	\$316.00
4 Months	\$208.00	\$125.00	\$416.00
5 Months	\$238.00	\$143.00	\$476.00
6 Months	\$267.00	\$160.00	\$534.00
7 Months	\$298.00	\$179.00	\$596.00
8 Months	\$326.00	\$196.00	\$652.00
9 Months	\$355.00	\$213.00	\$710.00
10 Months	\$385.00	\$231.00	\$770.00
11 Months	\$415.00	\$249.00	\$830.00
12 Months	\$445.00	\$267.00	\$890.00

**Upgrade Your LeisureCard Before it Expires to a Maximum of 12 Months.**

If you have a LeisureCard with a duration of 11 months or less and upgrade prior to the expiration date to a maximum of 12 months, you are eligible for a reduced monthly rate.

The initial down payment still applies to card purchases after 12 months.

Purchase a LeisureCard for a duration of three months or longer and you are eligible to join a payment plan:

- Pay the entire balance by cash, cheque or credit card at the time of purchase; or,
- Pay over time through an automatic bank withdrawal (on the beginning or middle of each month) or make cash, cheque or credit card payments (to begin on the monthly anniversary date of purchase and paid at any of the indoor leisure centres).

NOTE: If you select the monthly payment plan, you will initially be charged the one month rate at the time of purchase with the balance paid in equal amounts over the remaining months.

If you lose your card a replacement card can be issued at a cost of \$5.00, plus GST at any leisure centre.

Refunds are available in the event that you need to cancel your LeisureCard. The refund will be calculated as the purchase price less the value of the pass that has elapsed over a specific time period. Refunds are not available for one-month cards.

Facility Closures & Program Cancellations may occur. The City reserves the right to cancel programs or close all or part of any leisure centre for regular maintenance and/or special bookings. LeisureCards will not be extended nor will the holder be compensated for facility closures that are less than five consecutive days or program cancellations.

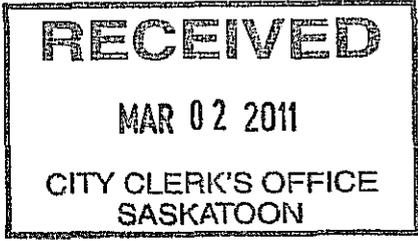
- \* Family is defined as a group up to seven individuals, related by birth, legal status or marriage, with a maximum of two adults.
- \*\* All youth under 16 years of age must complete a Youth Weight Training Consultation or program in order to use any of the leisure centre weight rooms (even when on a family plan).

**FREE Fitness Room Orientation** With the purchase of every LeisureCard we provide a 20 minute fitness room orientation.

**ATTENTION CURRENT LEISURECARD HOLDERS!**  
 Check out our Referral Rewards Program at [www.saskatoon.ca](http://www.saskatoon.ca) (look under 'L' for Leisure) or see the Customer Service desk at any of the indoor leisure centres for more information.

7053-7  
CS

From: CityCouncilWebForm  
Sent: March 02, 2011 9:31 AM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Lori Prostebby  
1521 Ave F North  
Saskatoon  
Saskatchewan  
S7N 1X8

EMAIL ADDRESS:

[vaganza@shaw.ca](mailto:vaganza@shaw.ca)

COMMENTS:

Dear Members of City Council

I have never written to city council before. However, I feel I have to speak up about the City Transit System. My 15 year old daughter is living with her father now on the east side of saskatoon (Arlington/Sparling Cres) for the last 6 months. She had been living with me (mother) for the last 9 years. And has been attending westside schools since she was a young girl. Her friends/school have always been on the westside. We felt it would be best for to stay where she is. Switching highschoools at this age would of been dentramental to her well being. You know how kids can be, fitting in to another school at that age is difficult.. So to make a long story short. She takes a bus to the downtown terminal then transfers to get to highschoool. For the last 6 months, the bus she transfers onto has either already left or is full and she is left downtown for another half hour or so (in -30 weather). She has been arriving late to school the majority of time. After I found out about this I told her to call me if this happens and I would get dressed, drive downtown in my pjs and get her to school. She is still late by the time I get her there. This morning was the last straw. I have a nasty flu bug and I had to tell her I couldn't pick he up from downtown terminal this morning. This broke my heart as a mother. I called transit this morning, they informed me they do not have a direct school bus for that area going to Bedford Road?? While other westside locations do??? Transit suggested she take earlier buses. That would make her travelling time almost 2 hours to get to one side of the city?? What ever happend to school buses??? Shouldn't there be a school bus for kids to use? The city transit obviously cannot handle the volume of children. My daughters lateness is affecting her grades and attendance record. Iam paying 51 dollars a month for her pass, this is unacceptable. It has been really cold these past weeks. How would you feel if your own children were left to wait downtown for a over a half hour in -30 weather. Not to mention being approached by people asking for money. I dont know what else to say. My suggestion would be more buses running for the morning school run, or a special bus for school children who find themselves in this situation, where 2 parents live at separate parts of the city. Iam at my wits end right now. I look forward to your reply. Iam sure Iam not the only one voicing my concerns on this issue.

Thank you for your time. Hope this gets taken care of.

Lori Prostebby  
1521 Ave F North  
Saskatoon, SK

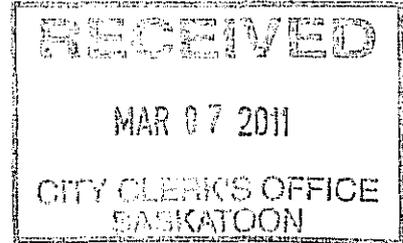
6-220 (C4)

From: len boser [len\_boser@hotmail.com]  
Sent: March 06, 2011 1:14 PM  
To: Mitchener, Shellie (Clerks); carla; CINDY, ACC COMMITTEE; Clark, Charlie (CK - Council); shaerlindria@hotmail.com; Howe, Bob (US - Transit); Johnson, Ross (IS - Facilities); Lacroix, Lynne (CY - Community Development); Neault, Maurice (CK - Council); robin  
Cc: Arnold, Heather (Clerks); Rioux, Rhonda (Clerks)  
Subject: CITY STREETS CONCERN

**NO RESPONCE FROM THE CITY WAS EVER RECEIVED!!!!!!!!!!!!!!!**

**Len Boser**

306 405 5<sup>th</sup> Avenue North, Saskatoon, Sk  
len\_boser@hotmail.com 1 306 955 5051



January 28<sup>th</sup>, 2011

City of Saskatoon  
City Hall  
Saskatoon, Sk.

TO WHOM IT MAY CONCERN,

Re: 8th street and Circle Drive North

I am a steady user of the streets and sidewalks in Saskatoon.

These days, I am primarily in a power scooter, however, I am fortunate to also have a power chair and manual chair.

The condition of curb ramps to provide safe travel on 8<sup>th</sup> Street, primarily between Clarence Avenue and Preston Avenue is bad. In some areas, I am forced into a traffic lane to continue my travels east or west.

Someone will get hurt unless this is remedied.

Circle Drive North is no different.

These are main arteries yet the City of Saskatoon has ignored users of the sidewalks. People , young(babies in strollers), older people with walkers, those in wheeled conveyances are all at risk!!!!!!!!!!!!!!!

**THIS IS MY WRITTEN COMPLAINT. TAKE NOTICE.**

This beautiful city wants safe streets.

Regards,

Len Boser

A signed copy will be hand delivered on January 28<sup>th</sup>,2011 & WAS!!!!!!!!!!!!!!

**DISABILITY AWARENESS** is my main focus.

In 2010 I spoke to many individuals and groups on DISABILITY AWARENESS.

(Many are documented for referral purposes! )

Education through speaking is my simple tool.

**MAY I SPEAK TO YOU?**

**NO MORE B.S. ON DISABILITY!**

**I INTEND ON BEING THE VOICE ON DISABILITY!**

The message that I received loud and clear from your presentation was awareness, awareness, and awareness. We need to take the time to understand the challenges that our disabled community is facing, and at the same time, we need to better understand how to treat them as everyday people. **Rob J., B.Comm, B.A., ACUIC**

Business Development Manager Affinity Credit Union SASKATOON

---

From: [Shellie.Mitchener@Saskatoon.ca](mailto:Shellie.Mitchener@Saskatoon.ca)

To: [csherdan@sasktel.net](mailto:csherdan@sasktel.net); [xavier\\_cindy@ymail.com](mailto:xavier_cindy@ymail.com); [Charlie.Clark@Saskatoon.ca](mailto:Charlie.Clark@Saskatoon.ca); [shaerlindria@hotmail.com](mailto:shaerlindria@hotmail.com);  
[Bob.Howe@Saskatoon.ca](mailto:Bob.Howe@Saskatoon.ca); [Ross.Johnson@Saskatoon.ca](mailto:Ross.Johnson@Saskatoon.ca); [Lynne.Lacroix@Saskatoon.ca](mailto:Lynne.Lacroix@Saskatoon.ca); [len\\_boser@hotmail.com](mailto:len_boser@hotmail.com);  
[Maurice.Neault@Saskatoon.ca](mailto:Maurice.Neault@Saskatoon.ca); [robin.east@shaw.ca](mailto:robin.east@shaw.ca)

CC: [Heather.Arnold@Saskatoon.ca](mailto:Heather.Arnold@Saskatoon.ca); [Rhonda.Rioux@Saskatoon.ca](mailto:Rhonda.Rioux@Saskatoon.ca)

Date: Wed, 16 Feb 2011 08:46:48 -0600

Subject: Meeting Cancellation

Please note that due a lack of agenda items, the February 25<sup>th</sup> meeting of the Accessibility Advisory Committee is being cancelled. The next meeting is scheduled for March 25<sup>th</sup> at 12:00 noon.

*Shellie Mitchener*

*Council/Committee Assistant*

*Office of the City Clerk, City Hall*

*222 - 3rd Avenue North*

*Saskatoon, SK S7K 0J5*

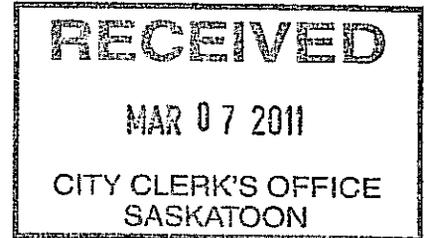
*Ph: 306.975.2783 Fx: 306.975.2784*

*[shellie.mitchener@saskatoon.ca](mailto:shellie.mitchener@saskatoon.ca)*

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

**From:** len boser [len\_boser@hotmail.com]  
**Sent:** March 06, 2011 1:09 PM  
**To:** Mitchener, Shellie (Clerks); carla; CINDY, ACC COMMITTEE; Clark, Charlie (CK - Council); shaerlindria@hotmail.com; Howe, Bob (US - Transit); Johnson, Ross (IS - Facilities); Lacroix, Lynne (CY - Community Development); Neault, Maurice (CK - Council); robin  
**Cc:** Arnold, Heather (Clerks); Rioux, Rhonda (Clerks)  
**Subject:** I WOULD LOVE TO DISCUSS THE ATTACHED  
**Attachments:** LETTER OF CONCERN RE.docx

**Shellie Mitchener**



**I HAVE RECEIVED NO RESPONCE TO THIS LETTER.**

**PERHAPS IT WAS NOT RECEIVED!**

**LETTER OF CONCERN RE: STREETS AND SIDEWALKS  
CITY OF SASKATOON, WINTER OF 2010/2011**

JAN 30<sup>TH</sup>, 2011

TO CITY HALL COUNCIL, ADMINISTRATION, APPROPRIATE DEPTS  
CITY OF SASKATOON

DEAR SIRs:

**A Dangerous situation exists!**

People in WHEELCHAIRS (powered and unpowered), ... with strollers or people with walkers

**ARE ALL AT RISK**

STREET AND STREET INTERSECTIONS, . SIDEWALKS, ALLEY WAYS , POLES equipped for a pedestrian signal become packed with snow and ice and are left for MOTHER NATURE TO reduce to water and dry up!

YOU CAN SEE BY THE PHOTOS TAKEN that I'm not making this up.

On most Saturday's, I make a trip from home to the Farmers market.

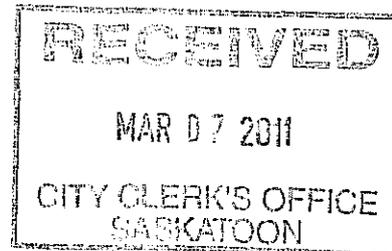
6220-1

**LETTER OF CONCERN RE: STREETS AND SIDEWALKS**  
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TO CITY HALL COUNCIL, ADMINISTRATION, APPROPRIATE DEPTS  
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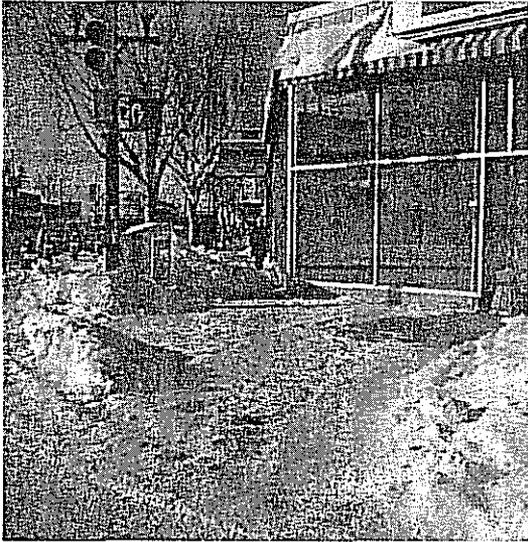
STREET AND STREET INTERSECTIONS, . SIDEWALKS, ALLEY WAYS , POLES equipped for a pedestrian signal become packed with snow and ice and are left for MOTHER NATURE TO reduce to water and dry up!

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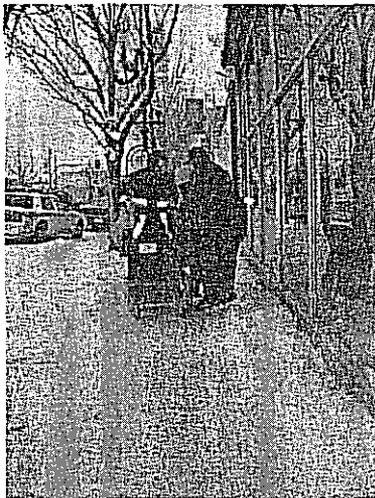
On most Saturday's, I make a trip from home to the Farmers market.  
Today, my camera recorded images taken after a prolonged patch of nice weather. Yet there are many property owners along with the City that have ignored the sidewalk clearing bylaw. Intersections and sidewalks have become impassible to anyone operating by oneself in say a manual wheelchair.

**(I know!.... I am a one handed stroke survivor who knows better than to attempt navigation of our streets in very Cold WEATHER! )**

I would have placed myself a personal risk and in some areas would have been unable to safely navigate to get out of traffics way.



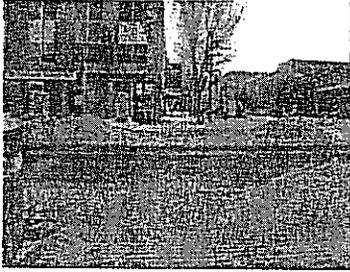
IDYLWILD and 20th, taken in DEC 2010



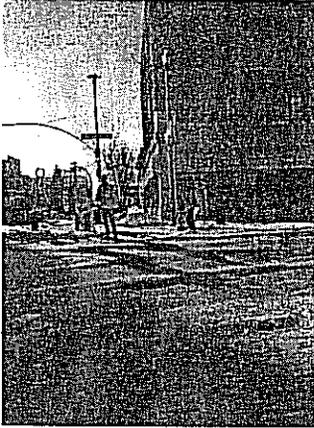
A city police officer and a "helpful citizen", helping a friend in a power chair DEC 2010



2<sup>nd</sup> AVE in front of SK POWER PKG LOT 2010



21<sup>st</sup> and 2<sup>nd</sup> AVE 2010



21<sup>ST</sup> AND 2<sup>ND</sup> AVE 2010

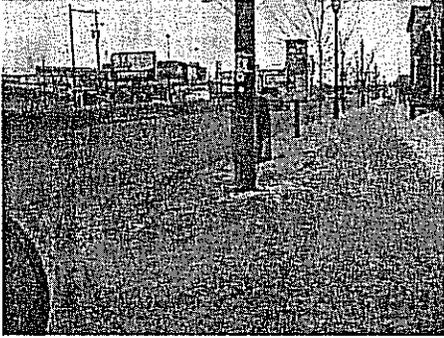
PHOTOS FROM TODAY JAN 29<sup>TH</sup>, 2011



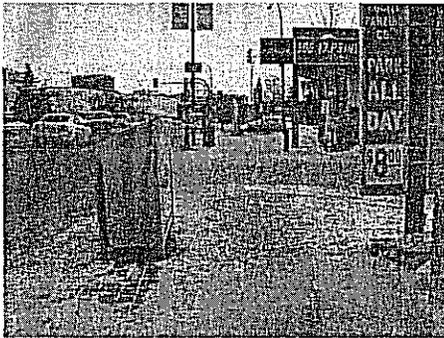
try to push this button!



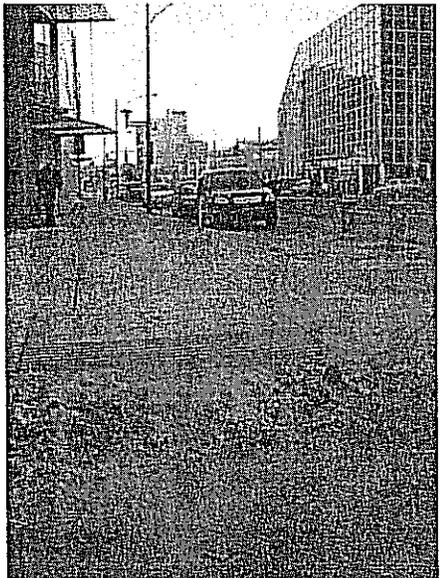
4<sup>th</sup> and 25<sup>th</sup> no snow clearing



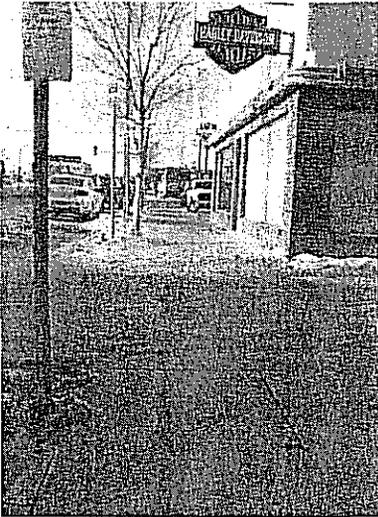
4<sup>th</sup> and 25<sup>th</sup> same location!



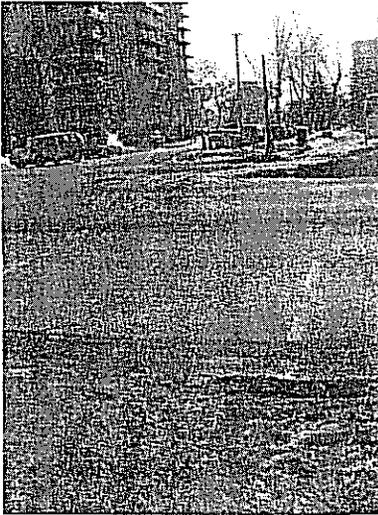
20<sup>th</sup> st & IDYLWILD



1<sup>ST</sup> AVE AND 22<sup>ND</sup> ST



ALLEY AND STORE 1<sup>ST</sup> AVE & 23<sup>ST</sup>



A HIGH RIDGE EXISTS NEAR BOTTOM OF PHOTO, ....NOTICE SNOW RIDGE AT CENTRE OF STREET(MERIDIAN) 25<sup>TH</sup> ST & 5<sup>TH</sup> AVE N



25<sup>TH</sup> & 5<sup>TH</sup> AVE N

- UNACCESSIBLE PEDESTRIAN BUTTON
- RAMP FILLED WITH SNOW AND ICE
- SIDEWALK UN SHOVELED ( did you notice where a power chair became stuck?)
- This in front of parking lot used by police personnel

I am showing only a few examples of the frustration felt by this disabled person.

On January 28<sup>th</sup>, city employees were given the opportunity to, (wheel a mile in my shoes!).  
We never even went a mile and it was a nicer day! Imagine, a colder, windier day in a snow storm!

**NOW I'M NOT ASKING FOR A MIRACLE HERE!**

**The CITY is doing its best to keep up with MOTHER NATURE.**

HOWEVER

4 people following after mechanical removal of the snow, cleaning out curb cuts  
Ensuring a clean cross walk allowing access to "walk" buttons

**Would help!**

**That's ~ 4 months ...say 32,000 dollars plus a few shovels and scrapers!**

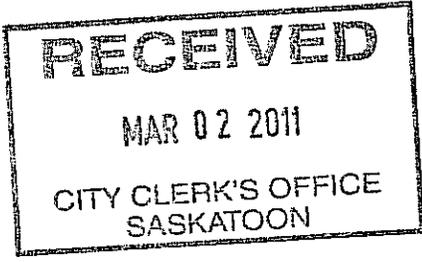
Len Boser

955 5051

len\_boser@hotmail.com

1905-4 (C5)

**From:** CityCouncilWebForm  
**Sent:** March 02, 2011 4:42 PM  
**To:** City Council  
**Subject:** Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Caitilin Terfloth  
322 Main Street  
Saskatoon  
Saskatchewan  
S7N 0B7

EMAIL ADDRESS:

[cterfloth@sasktel.net](mailto:cterfloth@sasktel.net)

COMMENTS:

I am disappointed to learn that monthly transit passes not available for children in grades lower than 9. Many parents take their children on the public buses every day, and yet can't claim the costs on their income tax returns, since only transit passes of one month or greater qualify for the tax credit.

I hope that the city soon remedies this age gap, as it would help to make daily life a little more affordable for Saskatoon residents, as well as encourage the more environmentally responsible choice of taking public transit.

Thank you,  
Caitilin Terfloth

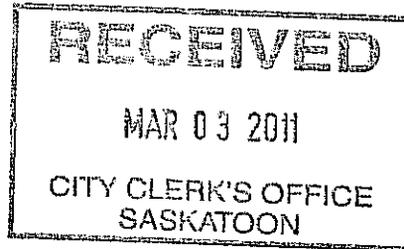
C6)

From: CityCouncilWebForm  
Sent: March 03, 2011 1:39 PM  
To: City Council  
Subject: Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Pat Tymchatyn  
Meadowgreen Community Association  
311 Avenue X South  
Saskatoon, SK S7M 3H5  
Saskatoon  
Saskatchewan  
S7M 3H5



EMAIL ADDRESS:

[tymchatyn@shaw.ca](mailto:tymchatyn@shaw.ca)

COMMENTS:

Meadowgreen Community Association  
311 Avenue X South, Saskatoon, SK S7M 3H5

March 3, 2011

Mayor Atchison and  
City Council  
City Hall  
Saskatoon, SK

His Worship the Mayor and Members of City Council:

RE: Meadowgreen Park 2500 18th Street West

The Meadowgreen Community Association is against the establishment of a Community Garden in Meadowgreen Park as this small park is already highly used and the addition of a garden will reduce the already minimal grass area.

If you require further information please feel free to contact me at 382-6514 (home)

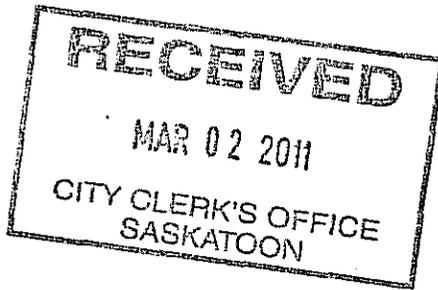
Sincerely,

Meadowgreen Community Association

Pat Tymchatyn  
President

6300-1 (7)

From: CityCouncilWebForm  
Sent: March 02, 2011 3:49 PM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Louise Unger  
114 Thain Crescent

saskatoon  
Saskatchewan  
s7k 6n7

EMAIL ADDRESS:

[info@imprimisfirst.ca](mailto:info@imprimisfirst.ca)

COMMENTS:

Your Worship and City Council:

I am writing to bring your attention to an area of traffic congestion in the morning that you might not be aware of, unless you actually had to drive it. It is Warman Road, beside the Canarama Shopping centre, heading east onto the Circle Drive bridge. This area is so congested that at some point, the city made two left turn lanes there. I think there used to be a meridian running in between the lanes to keep drivers heading south on Warman Road to stay in those lanes, instead of cutting across traffic to get into the two left turn lanes heading onto the bridge.

In the morning, as I am in the left lane on Warman Road, trying to get to the left turn lanes to get onto the bridge, I sometimes cannot get through the light for a number of turns because of all the drivers in the far right hand lanes who cut across and in front of me. This keeps happening over and over, and all the drivers in the far right lanes get through, while all of us in the left hand lanes, waiting our turn, don't get through the lights.

I think this is grossly unfair and I feel I'm being punished for trying to drive correctly and waiting my turn as I should. I noticed that a meridian was put in front of the Tim Horton's coffee shop on 33rd Street because so many people were trying to turn left there to get into the parking lot that it was holding up traffic in that major intersection. That is what I would like to see on Warman Road. That way people in the far right lanes would have to stay in those lanes instead of cutting across and holding up traffic. That way, people who are in the left lanes on Warman Road would be able to get through the light as they are supposed to be able to do.

I was wondering whether you would be able to look into this situation and see if there is anything you can do about this problem. I am sure I am not the only one who is frustrated about this. Generally, traffic for me is pretty easy getting to and from work, but having to wait for numerous cars to jump the queue before I can get through a light makes me think the road could be organized more efficiently.

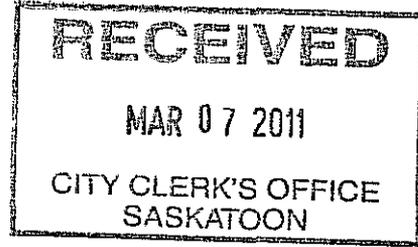
Thank you for your time in looking into this.

Yours truly,

Louise Unger

7900-1  
C8

**From:** CityCouncilWebForm  
**Sent:** March 07, 2011 1:44 PM  
**To:** City Council  
**Subject:** Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Theresa Penner  
1205 Ave. J south  
Saskatoon  
Saskatchewan  
s7h 2c3

EMAIL ADDRESS:

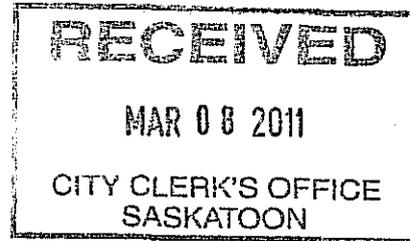
[tzephora@hotmail.com](mailto:tzephora@hotmail.com)

COMMENTS:

I would like to do what it takes to remove the fluoride from the the water me and my children drink. I do not belive in forced medication and i am not comfortable for that choice to be made for me without my permission. I am asked in the doctors office if i want it and i am not asked by drinking water each day. Pleae whether you agree with me or not respect that i deserve a choice.. thank you for listening to my request.. Theresa Penner

C9)  
7310-1

From: CityCouncilWebForm  
Sent: March 08, 2011 9:51 AM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Craig McNaughton  
515 Albert Avenue  
Saskatoon  
Saskatchewan  
S7N 5C5

EMAIL ADDRESS:

[craig@craigmcnaughton.ca](mailto:craig@craigmcnaughton.ca)

COMMENTS:

(This is a copy of an email I recently sent to Mitch Riabko and Charlie Clark regarding proposed cuts to transit service.)

It has come to my attention that Saskatoon Transit plans to cut service on the 17 Stonebridge route (in fact, "cancelled" is the word that was used). I would like to express my concern that while this may currently be an underused route, it has significant potential.

In my opinion, transit ridership in Saskatoon is low because of a perceived lack of options. It will take time for people to realize and make use of all the options available to them. Taking those options away before they realize their potential is shortsighted at best. As well, abundant and relatively inexpensive parking in downtown Saskatoon is certainly not making people consider transit.

If cost and ridership are significant enough factors to cut the route entirely, I would suggest a change to the schedule of the 16 Market Mall (Clarence-University). For example, classes and workdays at the University generally begin at 8:30 am, and the #16 arrives at the University either at approximately 8:05 am or 8:35 am; neither of which is a good fit for the majority of passengers. The #17 arrives at approximately 8:20 am, which is perfect. If the #17 is to be cut, then the schedule of the #16 could be changed to arrive at the University at 10 minutes to and 20 minutes after the hour (accommodating class schedules and work hours throughout the day). Or, given the 15-minute schedule along Clarence of the #16 and #17, a 20-minute schedule for the #16; arriving every 20 minutes on the hour.

I will also take this opportunity to express frustration with the ability to transfer bus routes at the University. If buses were on time, or left on time (and not early), the opportunity for transfer is much higher. But buses tend to pull into the University all at the same time and as though it were just another stop, and do not allow for movement between buses.

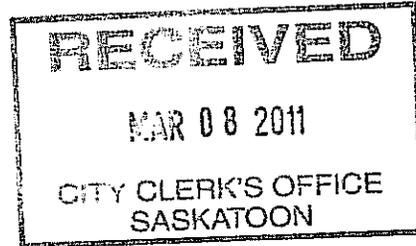
I realize transit is an expensive operation for the city, and changing bus schedules and routes is frustrating to riders, but the alternative of fewer routes or buses, or no buses at all, is significantly worse. Understanding the riders and their needs is paramount to operating a useful, usable, and used transit service.

Thank you,

Craig McNaughton  
515 Albert Avenue

C10)  
4350-63

**From:** CityCouncilWebForm  
**Sent:** March 08, 2011 9:17 AM  
**To:** City Council  
**Subject:** Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Yang Pang  
741 7th Street E  
Saskatoon  
Saskatchewan  
S7H 0Y1

EMAIL ADDRESS:

[yap753@gmail.com](mailto:yap753@gmail.com)

COMMENTS:

Good morning,

My husband and I would like to urge the City Council to consider moving forward, with due care, on the issue of Garden Suites for the building season of 2011. We became aware of this issue more than a year ago and since public consultation and a draft proposal have been presented, three years to finalize changes, we feel, is very counterproductive to the progress it should produce.

It may not affect owners who already have mature garages and landscaping as much but greatly affects anyone who plans to build new suites. If we waited until this proposal was passed it would be more than three years for us to find and purchase an appropriate property. Speaking with the City Advisor, the cost to accommodate possible restrictions such as where utilities are branched from the main house, set back from property line, thickness of garage pad etc, makes even planning a garage or a basement or yard on our property in 2011 or 2012 impossible until this initiative is finalized.

Other considerations are that Saskatoon is short of rental housing right now and with current timelines it will likely be fall or winter of 2012 before any units are completed; Saskatoon is a part of a boom right now and homeowners may have the capital to move forward whereas the economy, real estate pricing and construction market can fluctuate enough in three years to make this a less viable choice for owners and renters; much can happen in three years in life and since a city's growth is cyclical it may not help the current population at all and then the time and energies put into this issue this time around would be wasted.

Please contact us if you wish to discuss our comments.

Best regards,

Yang Pang  
Tony Bathgate  
306-270-0516  
306-280-8797

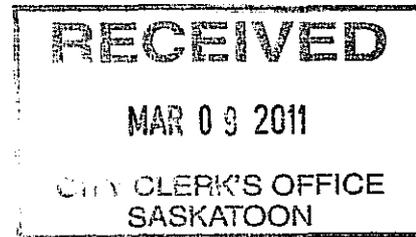
C11)  
307-1

**From:** CityCouncilWebForm  
**Sent:** March 08, 2011 6:58 PM  
**To:** City Council  
**Subject:** Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Darlene O'Donnell  
810 - 6th St. E.  
Saskatoon  
Saskatchewan  
S7H 1C7



EMAIL ADDRESS:

[DarleneODonnell@shaw.ca](mailto:DarleneODonnell@shaw.ca)

COMMENTS:

Would it be possible to get more taxies on the road? Currently, 1/3 to 1/2 of the cars stay home on any given day, due to icy roads and cold temperatures. We depend on taxies for medical appointments and groceries. Having spoken to His Worship, we tried United, however, I did not like being asked how old I was, did I smoke, did I drink, and then have them want to drop me off at the far end of a parking lot, or on the opposite side of the street. We went back to Radio, but even booking a taxi for definite times, does not guarantee a taxi. And, they do not answer the phone (even when cabs are empty and available), so how do I obtain another taxi? It is frightening to be stranded in the cold weather, when I am unable to walk home. It seems that taxi franchises are selling for 160 to 180k, so it would seem logical to actually put a car on the road! I have had to cancel numerous medical appointments. Thank you for any assistance you can provide.

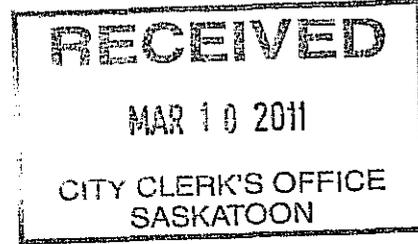
C12)  
6290-1

**From:** CityCouncilWebForm  
**Sent:** March 10, 2011 8:38 AM  
**To:** City Council  
**Subject:** Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Ryan Niemela  
822 Kingsmere Blvd  
Saskatoon  
Saskatchewan  
S7J 4J5



EMAIL ADDRESS:

[rniemela@sasktrade.sk.ca](mailto:rniemela@sasktrade.sk.ca)

COMMENTS:

There have been 3 mirrors snapped off of cars on the 800 block of Kingsmere Blvd in the last two nights, including our car. There simply is not enough room to park on the side of the road due to the snow buildup. I see mirrors missing from cars all around the city. This is not normal and needs to be fixed. To temporarily fix this problem, please plow our street and other streets properly. To permanently fix this problem, please develop a better plowing strategy. Salt works wonders on getting rid of snow.

C13)  
#350-13

**From:** CityCouncilWebForm  
**Sent:** March 10, 2011 12:40 PM  
**To:** City Council  
**Subject:** Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Ryan Tuttroen  
129 Churchill Dr

Saskatoon  
Saskatchewan  
S7K 3X3

EMAIL ADDRESS:

[ryan.tuttroen@gmail.com](mailto:ryan.tuttroen@gmail.com)

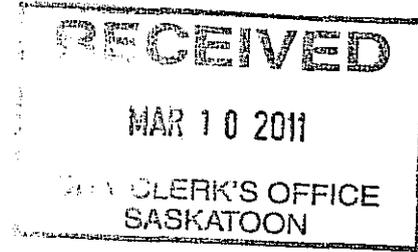
COMMENTS:

I am writing in regards to digital billboards. I am not directly opposed to digital billboards in Saskatoon, however I do believe there is an important safety factor that needs to be addressed.

Driver distraction, in general, is an important issue to look at, and I understand that it is being studied in detail. I have a specific concern as far as that issue goes.

I have noticed this issue on the digital billboards on the YMCA on 22nd street and the one on Circle Drive at the Comfort Inn. When driving toward these billboards at night, I have often encountered them all of a sudden changing to an image with a mostly white background, usually from a darker image. This causes a sudden flash of light that is incredibly distracting and almost blinding. During hours of darkness I think there should be some sort of limitation to how bright these displays can be when changing images. It does not help that both of these billboards face busy intersections. My main worry is that this sudden flash of light from these billboards will cause a motorsit to miss a light change at these intersections and cause an accident.

Thank-you for your time.



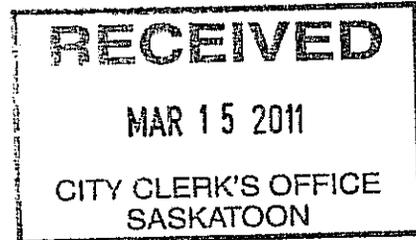
C14)  
175-7

**From:** CityCouncilWebForm  
**Sent:** March 15, 2011 3:00 PM  
**To:** City Council  
**Subject:** Write a Letter to City Council

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Jill Gunn  
Department of Geography and Planning  
117 Science Place  
University of Saskatchewan  
Saskatoon, SK  
S7N 5C8  
Saskatoon  
Saskatchewan  
S7T 0A9



EMAIL ADDRESS:

COMMENTS:

Please accept this letter of resignation from my appointed position on the Saskatoon Environmental Advisory Committee. For personal reasons, I am scaling back my professional commitments over the coming year. I am pleased to have been able to provide service to the City of Saskatoon, however briefly. Thank-you for the opportunity.  
Dr. Jill Gunn, Ph.D., MCIP

C15  
375-2

From: Sheldon Sommerfeldt [funnyman@sasktel.net]  
Sent: March 14, 2011 11:11 PM  
To: City Council  
Subject: Re: RE: Write a Letter to City Council File No. CK. 375-2

How long is this going to take? It should have easily been taken care of by now. I am a patient man but this is beginning to frustrate me. This should have been done 25 years ago when Parkridge was first being developed.

I have met Maurice Neault several times in the 6 years I was on the Fairhaven Community Association. If I appealed to him directly would this speed up the process? Would a petition help? How can I contact Mr Neault?

sincerely,  
Sheldon Sommerfeldt

RECEIVED  
MAR 15 2011  
CITY CLERK'S OFFICE  
SASKATOON

----- Original Message -----

From: City Council <ckCouncil@Saskatoon.ca>  
Date: Thursday, July 22, 2010 3:24 pm  
Subject: RE: Write a Letter to City Council File No. CK. 375-2

> Dear Mr. Sommerfeldt:  
>  
> Re: Train Whistle Cessation  
> (File No. CK. 375-2)  
>  
> City Council, at its meeting held on Wednesday, July 21, 2010,  
> considered your letter dated July 11, 2010 with respect to the  
> above-noted matter. Council passed a motion that your letter be  
> referred to the Administration.  
>  
> You shall therefore be advised of any further action taken by the  
> City in this regard in due course.

> Yours truly,

> Sent on behalf of Janice Mann  
> City Clerk

> /ko

> -----Original Message-----

> From: CityCouncilWebForm [CityCouncilWebForm]  
> Sent: July 11, 2010 7:51 PM  
> To: City Council  
> Subject: Write a Letter to City Council File No. CK. 375-2

> TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

> FROM:

> Sheldon Sommerfeldt

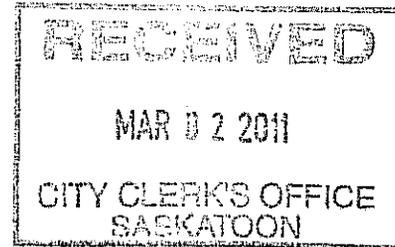
> 134 Skuce Place  
> Saskatoon  
> Saskatchewan  
> S7M 0G8  
>  
> EMAIL ADDRESS:  
>  
> funnyman@sasktel.net  
>  
> COMMENTS:  
>  
> I live in Parkridge near highway #7 and the CP rail crossing  
> there. The crossing is controlled, in city limits, and the train  
> whistle wakes up my baby everyday. After contacting CP, they told  
> me to go to city council to get the ball rolling on a whistle  
> cessation approved by the federal government. Can we please get  
> this done soon? It won't be long before the city is on the other  
> side of these tracks anyway right folks?  
> Thank-you for your time and please let me know once things are in  
> motion.Sheldon Sommerfeldt  
>

ICAN of Saskatoon  
127 Penryn Cr.  
Saskatoon, SK  
S7H 5G3



February 14, 2011

Attn.: His Worship Mayor Don Atchison and Members of City Council  
c/o Office of the City Clerk  
2nd Floor, City Hall  
222 3rd Ave. North  
Saskatoon, SK  
S7K 0J5



**SUBJECT: PROCLAMATION OF APRIL 2011 AS CESAREAN AWARENESS MONTH**

Dear Mayor Atchison and Councillors,

On behalf the Saskatoon Chapter of the International Cesarean Awareness Network (ICAN of Saskatoon), I am requesting that the City of Saskatoon formally proclaim April 2011 as Cesarean Awareness Month. This proclamation will parallel those made in many cities, and states in the United States. To the best of my knowledge, no formal proclamations have yet been made in Canada. Cesarean Awareness Month (CAM) is recognized worldwide by ICAN, and by women who have either had a cesarean, or who work with women of childbearing age (doctors, midwives, doulas, and childbirth educators etc.).

According to the Canadian Institute for Health Information's *Health Indicators 2010*, the cesarean rate for the city of Saskatoon for 2008-2009 was 24%. The rate for all of Saskatchewan was 23%, and for all of Canada it was 26.9%. These rate has been rising steadily since the 1970s, in 1969, the cesarean rate for Canada was 5%. Today's rate is nearly double the rate of cesareans performed in the early 1990s. The World Health Organization recommends that no region need have a cesarean rate any higher than 10 to 15%. There is no improvement in maternal or infant outcomes in terms of maternal-infant mortality and/or morbidity with cesarean rates higher than this recommendation. Currently, nearly one quarter of women giving birth in Saskatoon are doing so by major abdominal surgery. While the surgery can be life-saving for the mother and/or the baby, it does pose risks to both the mother and the baby, and to future pregnancies. The risks to the mother include: infection, hemorrhage, longer hospital stay, increased chance of needing to go back to the hospital, increased chance of postpartum depression, and death. Risks for the baby include: lung problems, lacerations from the surgery, and problems breast feeding. Cesareans also increase the risk of placental problems, uterine rupture and infertility for future pregnancies. Too many women are not aware of these risks, or are not aware of things they and their care provider (doctor or midwife) can do to decrease their chances of having a cesarean. These same women are not always aware of how much more difficult recovery from a cesarean can be, and many are not even aware that it is major abdominal surgery. The recovery period not only affects the mothers having the surgery, but also their partners, babies, and older children. The recovery is often not just

ICAN of Saskatoon  
127 Penryn Cr.  
Saskatoon, SK  
S7H 5G3



physical, but there is often an emotional recovery needed as well, and when a mother is struggling emotionally, the whole family is affected.

Cesarean Awareness Month is a time where we can help increase awareness about cesarean birth and all that it entails: the risks, the times when the surgery is truly necessary, what can be done to avoid a cesarean, what can be done to facilitate an easier recovery, and that women who may be experiencing negative feelings about their experience are not alone, and this does not make them "bad mothers". Just sharing their stories with other women who have been where they are, who understand that a cesarean is not just another way to have a baby, and a healthy baby is not **all** that matters, but that the mother's health and emotional well being matter too, can help immensely on their journey to recovery.

ICAN is a non-profit advocacy and support group whose mission is to improve maternal and child health by preventing unnecessary cesareans through education, provide support for cesarean recovery, and promote vaginal birth after cesarean (VBAC). The local chapter, ICAN of Saskatoon, was established in February of 2008. We have monthly meetings where topics relating to cesarean prevention, recovery, and VBAC are discussed. The meetings are also a place where women can go to find emotional support during their recovery from surgery, or to get moral support for an upcoming VBAC. We have already helped a number of women, I am certain there are many more women in the city who will be helped by our organization. By holding special events during Cesarean Awareness Month, I hope these women will learn of our existence come to a meeting to get the support they need.

On behalf of ICAN of Saskatoon, I would be honoured if the City of Saskatoon would support our efforts, by proclaiming April 2011 as Cesarean Awareness Month. Together, we can work to improve maternal and child health by increasing awareness about this important health issue, and helping to support families through recovery. I have enclosed copies of our brochure, and the ICAN White Paper "What is ICAN?". If you need any additional information about this issue and the request, please feel free to contact me at 934-0962 or icanofsaskatoon@gmail.com .

Sincerely,

A handwritten signature in black ink that reads 'Nicole Eramian'. The signature is written in a cursive, flowing style.

Nicole Eramian  
Chapter Leader, ICAN of Saskatoon

Enclosures: 2 copies of ICAN of Saskatoon brochure, ICAN White Paper "What is ICAN?"

# International Cesarean Awareness Network



Published on *International Cesarean Awareness Network* (<http://ican-online.org>)

[Home](#) > [What is ICAN?](#) > What is ICAN?

## What is ICAN?

### White Papers

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International Cesarean Awareness Network (ICAN)

## What is ICAN?

The International Cesarean Awareness Network is a non-profit advocacy and support group whose mission is to improve maternal and child health by preventing unnecessary cesareans through education, provide support for cesarean recovery, and promote vaginal birth after cesarean (VBAC). Every year we give support and information to thousands of women through our main office, local chapters, and email support group. We provide impartial information, based on the latest research, which is easy to access for women and their care providers.

## Supporting Normal Birth

Birth is a normal, natural process for a woman's body. Given quality emotional support, full information on birth options, and care providers who trust the birth process, 90 to 95 percent (about 9 out of 10) of women can deliver their babies as nature intended, without the need for major surgery. Birth can and should be a time of empowerment, respect and joy. It is a chance for a woman to discover her body's strength and abilities.

ICAN supports women in finding out their rights and responsibilities regarding birth choices. We work to give women up-to-date, accurate information about their rights. It is every woman's responsibility to make fully informed decisions about her birth options, just as she will have to for her child's options later on in life. In order to make decisions, a woman needs to learn about her options from different sources, talk to her chosen care provider, and fully understand the risks and benefits of each option before deciding what is right for her.

## Cesareans are Major Surgery

Cesareans are the most common surgery for women in North America. The World Health Organization (WHO) has said that there is no medical reason for a country to have cesarean rates over 10 to 15 percent. This means that in countries where the rates are higher, cesareans are being done without a good medical reason, and are unnecessary. Across North America, cesarean rates in many hospitals are as high as 25 to 30 percent, and some are closer to 40 percent. (many are over 40 and approaching 50%) Over half of these cesarean surgeries are not medically necessary.

# Cesarean Information

A cesarean can be lifesaving for mother and baby, but is major surgery with all its risks. When a cesarean is truly lifesaving, the benefits outweigh the risks of major surgery. However, with those that are not medically necessary, the risks far outweigh the benefits. Complications that are more likely with a cesarean than a normal birth include:

## Complications for mother:

- Death
- Hysterectomy
- Severe bleeding
- Infections
- Blood clots
- Stroke
- Injuries from surgery
- Going back into hospital
- Problems with scar tissue in body
- Depression and other negative feelings
- Chronic pelvic pain
- Infertility
- Ectopic pregnancy in future
- Placental problems in future pregnancies
- Uterine rupture in future pregnancies

## Complications for baby:

- Lung problems
- Injuries from surgery
- Less likely to be breastfeed
- Prematurity
- Asthma and allergies

## Avoiding a Cesarean

- Educate yourself on your birth options and your rights
- Choose a care provider who will respect your choices
- Hire a doula or labor assistant
- Encourage your baby to stay in the best positions for easier birth
- Avoid induction except for clear medical reasons
- Read lots of birth stories to get a feel for how different each labor is
- Trust your body to birth your baby
- Avoid common medical procedures which increase your chance of a cesarean

## Supporting ICAN

**ICAN is an all-volunteer organization that relies on memberships and donations for funding. Your financial support helps ICAN provide free information and support for**

**women like you. Membership is tax-deductible for most. Benefits include our quarterly newsletter, *The Clarion*, and discounts at the ICAN online bookstore and conferences.**

## **ICAN – Making A Difference**

### **Local Chapters**

Throughout the United States, Canada, and other countries, women receive the mother-to-mother support they need to avoid unnecessary major surgery, recover from surgical birth, and plan their VBAC at local chapter meetings each month.

### **The Clarion**

Since its founding in 1982, ICAN has published a quarterly newsletter on cesarean prevention, recovery, and VBAC, with articles on birthing trends and personal stories.

### **Website**

ICAN's award-winning website located at [www.ican-online.org](http://www.ican-online.org) <sup>(1)</sup> has easy access to detailed information and research on pregnancy and birth options, including women's rights as patients. It also has an online bookstore stocked with educational materials.

### **Biannual Conference**

ICAN organizes and hosts an international conference in odd numbered years where mothers and childbirth professionals meet to learn and share about the latest trends in cesareans and VBAC.

### **Cesarean Awareness Month**

Each April is observed with special activities designed to bring public awareness to the international epidemic of surgical birth. The inverted burgundy ribbon is the symbol of cesarean awareness.

### **Outreach**

We respond daily to inquiries from the media, care providers, and the public who want information on cesarean issues through our toll-free hotline. We collaborate with other

organizations involved in childbirth to improve maternal and child health. Online support groups provide a forum for thousands of women who are healing from cesareans and preparing for birth after cesarean. A regular online newsletter provides up-to-the-minute news on issues affecting ICAN's mission.

International Cesarean Awareness Network Inc. (ICAN)

Website: [www.ican-online.org](http://www.ican-online.org) [1]

Email: [info@ican-online.org](mailto:info@ican-online.org) [2] ">[info@ican-online.org](mailto:info@ican-online.org) [3]

Toll free: 1-800-686-ICAN (1-800-686- 4226)

Please contact ICAN for additional copies of this and other ICAN brochures.

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wp\_what\_is\_ican.doc

8/11/2006  
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[3] <http://ican-online.org/sites/all/modules/gtspam/meiltu.php?a=KlteHCYabWdWWVs7CUkJKIQLFBQ=>

News Release

# Canada's Caesarean Rate at Record High Millions spent on preventable surgeries

*July 26, 2007*

The number of caesarean sections in Canada is again at a record high, reports the Canadian Institute for Health Information (CIHI) in their 2007 Health Indicators report. Consumer health groups are concerned. "Everything we know about caesareans supports reducing the number for this major surgery," says Connie Thompson, President of the International Caesarean Awareness Network in Canada (ICAN Canada).

In Canada, 26.3% of women delivered babies by caesarean in 2005 - 2006, increased from 25.6% in 2004 - 2005. However, there was huge variation between health regions (17.8% to 36.8%), and provinces and territories (8.2% to 30.4%). Common reasons given to justify the rise in caesarean sections are that women are having children later in life, thus increasing pregnancy risk and the chance of birth complications, or that women are choosing to have caesareans for personal convenience. None of these factors explain the wide variation in caesarean rates across Canada.

"Medically unnecessary caesareans happen every day," says Ruth Wadley, a mother of 3 in Edmonton. "I was told by my OB that if I showed up at the hospital I would be sectioned." Ms. Wadley delivered her first two children by caesarean and was planning a VBAC for her third last month. "I was given a zero percent chance of ever giving birth naturally but I felt I deserved the opportunity to try," Ruth explains. "I hired a professional midwife and had a perfectly normal birth at home."

The report also states, "Since unnecessary caesarean section delivery increases maternal morbidity and mortality and is associated with higher costs, caesarean section rates are often used to monitor clinical practices with an implicit assumption that lower rates indicate more appropriate, as well as more efficient, care." The World Health Organization (WHO) states that a rate over 10-15% means that unnecessary caesareans are being done.

The report "Giving Birth in Canada: The Costs" from CIHI last year gave the cost of a caesarean as \$6000 (\$4600 for woman plus \$1400 for baby), compared with \$3600 (\$2800 for woman plus \$800 for baby) for a normal birth. With over 343,000 births in Canada in 2006, if WHO guidelines were followed, over \$93 million could be saved.

"Put the two together," says Connie Thompson, "and it is clear that many of the caesareans being done in Canada are preventable, risk the health of mother and baby, and cost millions of dollars for our overstretched healthcare system. It is time for a change."

###

**Further Information**

## About ICAN

ICAN Canada is a nonprofit organization that works to improve maternal-child health by preventing unnecessary caesareans through education, providing support for caesarean recovery and promoting vaginal birth after caesarean. Local chapters across Canada hold education and support meetings for people interested in caesarean prevention and recovery. For support contact ICAN Canada at [www.ican-online.ca](http://www.ican-online.ca), phone (780) 444-3041 or email [canada@ican-online.org](mailto:canada@ican-online.org).

## Caesarean risks

ICAN Canada recognizes that when a caesarean is medically necessary, it can be a lifesaving technique for both mother and baby, and worth the risks involved. Increased risks to babies include: low birth weight; prematurity; respiratory problems; and cuts from the surgery. Increased risks to women include: death, hemorrhage; infection; hysterectomy; surgical mistakes; re-hospitalization; scar separation, placental problems and stillbirth in future pregnancies. For the latest 2006 research on the risks of caesareans, see:

[http://www.icanonline.org/index.php?](http://www.icanonline.org/index.php?option=com_kb&Itemid=41&page=articles&articleid=9&phpMyAdmin=S8JabxqXt2KViFm2wwq%2CJdgdHI7)

[option=com\\_kb&Itemid=41&page=articles&articleid=9&phpMyAdmin=S8JabxqXt2KViFm2wwq%2CJdgdHI7](http://www.icanonline.org/index.php?option=com_kb&Itemid=41&page=articles&articleid=9&phpMyAdmin=S8JabxqXt2KViFm2wwq%2CJdgdHI7)

## CIHI Report

For a copy of the full 2007 Health Indicators report and the table of cesarean rates for every health region in Canada (pages 56-57) visit

[http://secure.cihi.ca/cihiweb/disPage.jsp?cw\\_page=PG\\_770\\_E&cw\\_topic=770&cw\\_rel=AR\\_152\\_E](http://secure.cihi.ca/cihiweb/disPage.jsp?cw_page=PG_770_E&cw_topic=770&cw_rel=AR_152_E)

## Contact: Claudia Villeneuve

ICAN Education Director

p) 780- 444- 3041

c) 780- 932- 8814

[education@ican-online.org](mailto:education@ican-online.org)

[www.ican-online.ca](http://www.ican-online.ca)

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# ICAN OF SASKATOON

## Supporting Normal Birth

Birth is a normal, natural process for a woman's body. Given quality emotional support, full information on birth options, and care providers who trust the birth process, 90 to 95 percent (about 9 out of 10) of women can deliver their babies as nature intended, without the need for major surgery. Birth can and should be a time of empowerment, respect and joy. It is a chance for a woman to discover her body's strength and abilities.

## Supporting ICAN

ICAN is an all-volunteer organization that relies on memberships and donations for funding. Your financial support helps ICAN provide free information and support for women who have experienced a cesarean. Benefits include: access to the chapter library, a subscription to our quarterly newsletter, *The Clarion*, and a discount at the ICAN online bookstore.

## Join Us at a Local Meeting

ICAN of Saskatoon has meetings once a month. The meeting topics are either informational in nature or solely for support. Informational meetings are open to anyone who wishes to learn about cesarean facts, how to prevent cesarean, recovery and VBAC. Support meetings are safe place for women to share their birth stories, receive support for their recovery and/or upcoming VBAC.

For more information, visit our website:  
<http://sites.google.com/site/icanofsaskatoon>  
or <http://www.ican-online.org>

You can also e-mail us at  
[icanofsaskatoon@gmail.com](mailto:icanofsaskatoon@gmail.com)

*"It is the remembering and telling of [the birth] stories that begins the healing process." Lois Halzel Freedman*

## Subscribe Today!

**YES!** I want to support normal birth and enjoy benefits of ICAN's newsletter.

- \$40 Basic Subscriber Canada  
 \$100 Professional Subscriber (includes listing on ICAN website)  
 \$200 Childbearing Years Subscription, (5 Year)  
 \$400 Childbearing Years Subscription, (10 Year)  
 \$600 Lifetime Subscriber  
 \$2,500 Professional Lifetime Subscriber (includes listing on ICAN website)  
 Donation of \$\_\_\_\_\_

(At the time of printing, donations to ICAN of Saskatoon and ICAN Canada are **NOT** tax deductible)

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e-Mail: (for receiving the free online newsletter.) \_\_\_\_\_

Website URL (professional subscribers only) \_\_\_\_\_

**Please make cheques payable to : ICAN of Saskatoon, and mail to:**

ICAN of Saskatoon  
c/o Nicole Eramian, Chapter Leader  
127 Penryn Cr.  
Saskatoon, SK  
S7H 5G3



## What is ICAN?

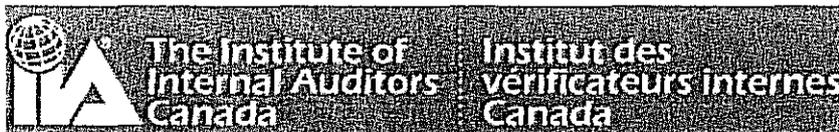
The International Cesarean Awareness Network is a non-profit advocacy and support group whose mission is to improve maternal-child health by preventing *unnecessary* cesareans through education, providing support for cesarean recovery, and promoting vaginal birth after cesarean (VBAC). Every year we give support and information to thousands of women through our main office, local chapters, and email support group. We provide impartial information, based on the latest research, which is easy to access for women and their care providers.

ICAN of Saskatoon  
127 Penryn Cr.  
Saskatoon, SK  
S7H 5G3

# The International Cesarean Awareness Network



## ICAN of Saskatoon

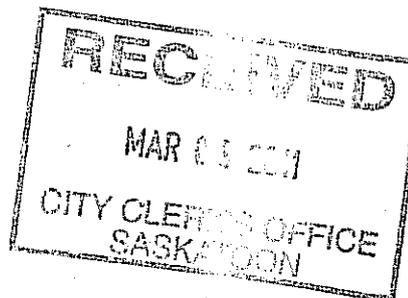


305-5  
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The Institute of Internal Auditors Saskatchewan Chapter Inc.  
P.O. Box 991, Regina, Saskatchewan, S4P 3B8

March 7, 2011

City Clerk's Office  
City of Saskatoon  
222 – 3<sup>rd</sup> Avenue North  
Saskatoon, Saskatchewan  
S7K 0J5



Re: Institute of Internal Auditors – Saskatchewan Chapter

In celebration of International Internal Audit Awareness Month in May of this year, please consider the issuance of a special proclamation from the City of Saskatoon. This proposed proclamation would recognize the contribution of Internal Auditors to the affairs of the City of Saskatoon; both within the business of government as well as in existing economic enterprises to be more effective in meeting their goals and objectives. A sample Proclamation is offered for consideration:

WHEREAS, internal auditors help their organizations meet their objectives by monitoring risks and ensuring controls in place are adequate to mitigate those risks; and

WHEREAS, internal auditors — along with the board, executive management, and the external auditors — are a corporate governance cornerstone and help their organizations comply with new legislation and regulations for enhanced corporate governance; and

WHEREAS, The Institute of Internal Auditors (IIA), an international professional association with an active membership of professional members throughout the province of Saskatchewan engage in the provision of internal auditing, governance, internal control, IT audit, education, and security. The Institute is the acknowledged leader in certification, education, research, and technological guidance for the profession worldwide; and

WHEREAS, The Institute of Internal Auditors established the Certified Internal Auditor® Program in August 1974 to enhance the recognition of internal auditing and provide proper direction to internal auditors seeking to further their professional development and advancement; and

WHEREAS, Certified Internal Auditors (CIAs) are members of a recognized professional group who have earned the only professional designation for internal auditors that is recognized worldwide, and

WHEREAS, The Institute is celebrating International Internal Audit Awareness Month in May in the year 2011,

THEREFORE, the City of Saskatoon does hereby proclaim the Month of May 2011 as **Internal Audit Awareness Month**. The city invites the citizens of Saskatoon to join in recognizing professional internal auditors for their contribution.

Thank you for your consideration of this request by our organization.

Respectfully Submitted,

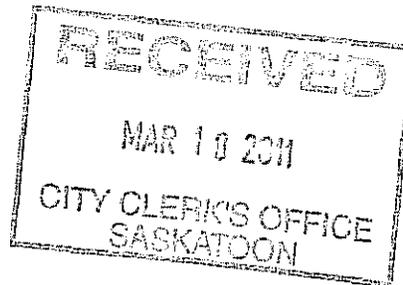
THE INSTITUTE OF INTERNAL AUDITORS –  
SASKATCHEWAN CHAPTER

Per:  
Debbie Marcoux  
Member, Board of Governors,  
IIA Saskatchewan Chapter

# SASKATOON & DISTRICT LABOUR COUNCIL

110B - 2103 AIRPORT DRIVE • SASKATOON SK S7L 6W2  
PHONE 384-0303 • FAX 382-3642

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D3)



March 9, 2011

Mayor and City Council  
c/o City Clerk and City Council  
City Hall  
222 Third Avenue North  
SASKATOON, SK S7K 0J5

Your Worship and City Council,

April 28<sup>th</sup> is recognized by the labour movement across Canada as the day when we mourn the victims of workplace accidents or disease and remember their sacrifice. It is also a time for the renewal of our pledge to continue to urge governments to improve health and safety standards and workers' compensation benefits in the workplace.

The Saskatoon and District Labour Council is holding a commemorative service at the Francis Morrison Library on April 28, 2011 starting at 7:00 p.m. It would be greatly appreciated if the City of Saskatoon would proclaim April 28<sup>th</sup> as an Annual Day of Mourning in recognition of workers killed, injured or disabled on the job.

We thank you for your attention to our request.

In solidarity,  
SASKATOON AND DISTRICT LABOUR COUNCIL

A handwritten signature in black ink, appearing to be "Kelly Harrington".

Kelly Harrington  
President

KH/tlg  
cope 397



# Proclamation

**WHEREAS:** Every year, more than 1,000 Canadian workers are killed on the job.

**AND WHEREAS:** Thousands more are permanently disabled.

**AND WHEREAS:** Hundreds of thousands are injured.

**AND WHEREAS:** Thousands of others die from cancer, lung disease, and other ailments caused by exposure to toxic substances at their workplaces.

**AND WHEREAS:** April 28 of each year has been chosen by the Canadian Labour Congress as:

- a Day of Mourning for these victims of workplace accidents and disease;
- a day to remember the maximum sacrifice they have been forced to make in order to earn a living;
- a day to renew approaches to governments for tougher occupational health and safety standards, and more effective Compensation;
- a day to rededicate ourselves to the goal of making Canada's workplaces safer.

**AND WHEREAS:** April 28th was proclaimed a "Day of Mourning" by an Act of Parliament on February 1st, 1991.

I \_\_\_\_\_, of \_\_\_\_\_  
do hereby proclaim April 28 as an annual Day of Mourning in recognition of workers killed, injured or disabled on the job.

Signed: \_\_\_\_\_



2055  
D4)

Patient Support, Education and Research for a Cure for Primary Immunodeficiency Disease  
P.O. Box 38540 3299 Bayview Avenue Toronto, Ontario M2K 2Y5  
Tel 416-964-3434 Fax 416-964-6594 Email [contactus@cisociety.com](mailto:contactus@cisociety.com) [www.cisociety.com](http://www.cisociety.com)  
Charitable Registration # 87276 0897 RR0001

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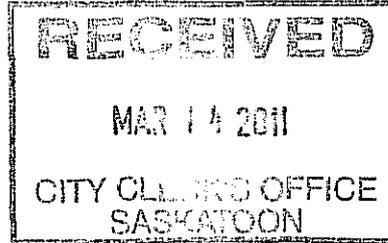
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February 22, 2011

Mayor Donald J. Atchison  
City of Saskatoon  
Office of the Mayor  
222 Third Avenue North  
Saskatoon, Saskatchewan  
S7K 0J5



Dear Mr. Atchison,

**April 29 is World Primary Immunodeficiency Day**

When an infant is born with a broken or missing immune system the condition is termed Primary Immunodeficiency (PI). This disease is genetically based and can affect anyone from any culture at any time. It is commonly called "The Bubble Boy" disease, although the World Health Organization recognizes over 150 different forms ranging in severity. The immune system guards the body from invading infections. Individuals with PI often have repeated or chronic infections. A physician may treat the infections without realizing that there is a deeper and underlying cause. This frequently occasions multiple emergency room visits and hospital admissions, and can leave an individual vulnerable to vital organ damage, physical disability, serious illness, and death.

Early diagnosis and treatment are essential to prevent life threatening complications. Children die due to misdiagnoses and delayed treatment; children like Brooklyn who died undiagnosed at 5 months old, although she was in and out of the hospital for three of those months.

*"Every day we feared an infection might take her life." Brooklyn's mother  
Lori Peters*

The good news is that early diagnosis and treatment can provide a cure and allow a normal life. Ethan, born in April 2005 with no T-cells, was successfully treated with a bone marrow transplant. Many other PI patients are treated with antibiotics, antifungals and antivirals to fight infections, or with replacement blood products (IVIG) containing antibodies to boost the immune system.

Children like Brooklyn and Ethan are not as unusual as you might think. In Canada it is estimated that 13,000 individuals, mostly children, suffer from Primary Immunodeficiency. Each year over 1,000 children are referred to one of the five children's hospitals in Canada to be tested for PI, but 50% of cases still go undiagnosed. In Canada newborns are not screened for PI. All this taxes our health care system and results in unnecessary suffering and premature death.

...2



The simple fact is: awareness increases diagnosis (cf: *The impact of physician education and public awareness on early diagnosis of Primary Immunodeficiencies*, Robert A. Good Immunology Symposium, Immunol Res, 2007, 38:43-4.) Awareness of PI can be as simple as the 10 warning signs that every parent should know (please find them enclosed).

The Canadian Immunodeficiency Society (registered charity # 87276 0897 RR0001) exists to provide that awareness, along with patient support, education, and research for a cure. Founded in 1999 by Dr. Chaim Roifman, a world expert on Primary Immunodeficiency, Jay Lefton and John Perl, the Society is a leading national organization working with ten health science centers and hospitals across Canada. We uphold Imagine Canada's Ethical Fundraising and Financial Accountability Code and our administration costs are just 8%. Our programs and services are listed on our website: [www.cisociety.com](http://www.cisociety.com).

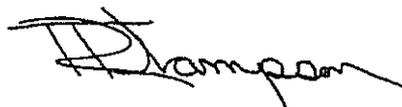
You can help us build awareness. We ask you to please support and endorse April 29 as World Primary Immunodeficiency Day.

Unlike many cancers and other diseases, if PI is diagnosed in time there are treatments that can give children and adults a fighting chance. Wouldn't it feel great to know that your endorsement and support of this day could save a life.

I am happy to answer any questions you may have.

I look forward to your response.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Thompson". The signature is stylized and cursive.

Richard Thompson, CFRE  
Executive Director

Enc.



**Providing patient support, education and research into a cure for Primary Immunodeficiency Disease**

**Network**

The Jeffrey Modell Canadian Immunodeficiency Network (JMCIN) was launched on October 27, 2006 in Montreal, Canada, at a luncheon recognizing the invaluable contributions of Fred and Vicki Modell, who after losing their son, Jeffrey, to a Primary Immunodeficiency Disease (PID), created the Jeffrey Modell Foundation (JMF), a pillar for research, education and diagnosis of PID.



In perfect alignment with the JMF the objectives of the Network are to improve the health of Canadians who have PID, promote PID awareness in healthcare professionals, increase public awareness of PID, be a meeting ground for the PID community, provide leadership on PID health issues, encourage broad community engagement, create activities and programs, share best practices, and synergize efforts.

**Network Sites** are committed to the annual completion of a base line survey on PID and spearheading local educational initiatives. To date 10 sites have united their efforts:

- Edmonton** – Dr. Stuart Carr, Capital Health
- Halifax** – Dr. Tom Issekutz, IWK Health Centre
- Hamilton** – Dr. Peter B. Dent, Hamilton Heal Sciences, McMaster Children's Hospital
- Montreal** – Dr. Reza Alizadehfar, Montreal Children's Hospital
- Montreal** – Dr. Elie Haddad, CHU Sainte-Justine (Acting Chair)
- Quebec** – Dr. Aubert Lavoie, Hôpital CHUQ-CHUL
- Toronto** – Dr. Adelle Atkinson, Toronto Hospital for Sick Children
- Vancouver** – (adult) Dr. Amin Kanani, St. Paul's Hospital, University of BC
- Vancouver** – (paediatric) Dr. Stuart Turvey, BC Children's Hospital
- Winnipeg** – Dr. Chrystyna Kalicinsky, Winnipeg's Health Sciences Centre

**Become an Affiliated member**

Are you a physician interested in learning about immune deficiency? Is your practice in a remote area? Do you require some assistance in managing your patient population? If you answered yes to any of these questions, join the *Jeffrey Modell Canadian Immunodeficiency Network* by emailing us at [network@cisociety.com](mailto:network@cisociety.com)

**Network Grants available now!**

Grants of up to \$5,000 are available to sites for local initiatives involving the diagnosis and testing of patients with a suspected Primary Immunodeficiency Disease, physician education (CME) and public awareness. Awarded grants include circulation of 25,000 pamphlets across British Columbia and Alberta and Kids' Picnic Days in Quebec.

**PID Video Conferences**

Video conferences have been established to foster network interaction, aid in complex diagnosis, and provide support and education to physicians in remote areas. These Royal College accredited rounds discuss 2 case studies from sites across Canada. Eleven Tele-health sites and web access are available. Participate in the 2010 series on March 8th and June 7th by contacting us via email at [network@cisociety.com](mailto:network@cisociety.com)



**Turn over for Education, Research and Patient Support programs.**

**Vision**

To cure Primary Immunodeficiency Disease (PID)

**Mission**

To improve the lives of people with Primary Immune Deficiency (PID) by promoting early diagnosis and effective treatments through leadership in research, education and advocacy in partnership with health-care professionals, volunteers, industry and government

The CI Society addresses its mission through four core programs:

- Network
- Education
- Research
- Patient Support

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- Donald F. Stark MD FRCPC, Vancouver

**Member of:**



## Education

### CI Society—Talecris Fellow Training Program

provides financial aid to trainees in Canadian fellowship programs who wish to expand their education in immunodeficiency disorders. The intent of the program is to support pediatricians, allergists and other specialists who plan to practice in Canada upon completion of their studies. Specific arrangements must be made with the home and host institutions' Training Program Directors before applying. Only after full agreement of the rotation by all parties can a fellow apply to the CI Society-Talecris Fellow Training Program. For applications contact [fellows@cisociety.com](mailto:fellows@cisociety.com)

### PID Awareness Program for Nurses

works to educate nurses from across Canada in the care and management of patients with primary immunodeficiency diseases. The program aims to accomplish this goal by providing lectures to nurses caring for immunodeficient patients and by posting standards of nursing practice and links to relevant publications.

To enquire about joining or for more information, contact Brenda Reid, RN, MN, Toronto Hospital for Sick Children, [nursing@cisociety.com](mailto:nursing@cisociety.com)

### Physicians' Webpage

Within the CI Society's website you will find a page for physicians with diagnostic tools, presentations on cases, and resources to assist in diagnosing and treating individuals with Primary Immunodeficiency Disease. Case studies from the PID Video Conference Series are archived here. Other resources recently added: Indications for Haemopoietic Stem Cell Transplantation compiled by: Maite de la Morena, Alain Fischer, Luigi Notarangelo, Reinhard Seger, Chaim Roifman - Chair.

Visit [www.cisociety.com](http://www.cisociety.com) and sign up for a password to access.

## Research

### The Chaim Roifman Scholar Award Supported by Talecris & the CI Society

#### Call for Research Proposals

The CI Society is requesting proposals focused on research in primary immune deficiency diseases (PID).

#### Objectives:

CI Society research objectives address the unique needs of patients with primary immunodeficiency:

- Study the clinical, cellular and molecular characteristics of genetically determined immunodeficiency diseases
- Discover improved diagnostic tools for PID
- Advance novel therapeutic approaches for PID
- Advance education of patients and medical professionals

The deadline for the letter of intent is **Friday, September 24, 2010.**

### Chaim Roifman Scholar Award: *For Young Investigators* Supported by Talecris & the CI Society

#### Call for Research Proposals

An expansion of the Chaim Roifman Scholar Award competition, the purpose of this award is to support young investigators.

#### Eligibility and requirements

- All residents in immunology training or young investigators in allergy and clinical immunology who respectively plan to practice or already practice within Canada
- The research project must have clinical relevance
- The research can be in progress
- The research must have received institutional ethics approval

Deadline for applications is **Friday, November 5, 2010.**

Visit [www.cisociety.com](http://www.cisociety.com) for further information on research programs.

## Patient Support

### Financial Assistance

The Alastair Fund provides funding to families dealing with financial strain due to illness from PID. Funds are available to families with a child registered as a patient at BC Children's Hospital, Montreal's Children's Hospital and Toronto Hospital for Sick Children. Families can access financial assistance for transportation, overnight stays, food, parking and other critical needs through the clinic or social work department.

### Resources and Referrals

CI Society strives to provide resources, referrals and information for individuals with PID. Some materials are available in both English and French. Working with others, we provide ongoing updates on treatment information and links to PID based organizations worldwide. The *10 Warning Signs and Resources for Families Affected by PID Guide* can be ordered at [contactus@cisociety.com](mailto:contactus@cisociety.com)

### Kids' Picnics & Events

Events, such as the Kid's Picnics, Family Movie Day, provide opportunities for patient social interaction, emotional support and involvement. Subscribe to our online newsletter for upcoming event information at [www.cisociety.com](http://www.cisociety.com)





## **Primary Immunodeficiency incidences and testing**

Primary Immunodeficiency (PI) occurs when an individual is born with a defective immune system.

There are over 150 different forms of Primary Immunodeficiency recognized by the World Health Organization. They all have different rates of incidents and some are unknown. From these known rates it is estimated that 1 in 2,500 has a form of PI or there are an estimated 13,000 individuals in Canada with a PI.

Examples:

### **Common Variable Immunodeficiency Incidence**

Common Variable Immunodeficiency, also called Hypogammaglobulinemia, is a relatively common primary immune deficiency and affects males and females in equal numbers. The exact incidence is unknown but is about 1 in 50,000.

### **Selective IgA Deficiency Incidence**

In general, Selective IgA Deficiency occurs once in every 400 to 2,000 individuals. However, its incidence varies across racial and ethnic lines. It is found most frequently in persons who are white and of European ancestry. Frequency rates for this group have been cited at 1 in 500 to 1 in 700, depending on the source. Therefore, most research studies of IgA deficient persons have been done in persons of European descent.

### **Severe Combined Immunodeficiency Incidence**

The exact incidence of Severe Combined Immunodeficiency (SCID) is unknown, except that it is recognized as rare in most population groups. It is believed that its incidence is in the neighborhood of 1 in 1,000,000. SCID is actually a group of disorders. These diseases are either X-linked or autosomal recessive in inheritance.

### **Wiskott Aldrich Syndrome**

The incidence of Wiskott Aldrich Syndrome is reported to be 1 male child in every 4 million. It is a genetic illness that passes from mother to son.

### **X-Linked Agammaglobulinemia**

The incidence of X-Linked Agammaglobulinemia is reported to be 1 in 10,000.

## **Treatments**

The treatment for the most severe cases (SCID) is a bone marrow transplant.

Regular infusions of Immunoglobulin concentrates (IVIG) are used to help restore normal antibody levels.

Antibiotics, antivirals, antifungals and other medications are used in treatment.

## **Testing**

Testing for classical SCID is possible at birth using a blot to determine the number of T cells produced by the T cell receptor. This determines if the number of T cells falls within a suitable range.

Most PIs are antibody deficiencies which you cannot test for at birth. It is vital that if a child shows any of the 10 warning signs, they immediately be referred to and tested by an immunologist. Delayed diagnosis results in delayed treatment and increases pain, suffering and possible death. Physician awareness is key to saving lives.

**Brooklyn's Story**  
as told by her mother, **Lori Peters**



October 29, 2001 was the happiest day of my life. It was the birth of our second, beautiful daughter, Brooklyn. She was seemingly healthy but by two months of age, Brooklyn had a clear, runny nose. Her doctor assured me there was nothing to worry about. Within a month she had started coughing and after a few days, I took her to our clinic. The on-call doctor performed a very thorough examination and recommended cough syrup. Shortly thereafter, on February 13, we flew to Florida for a nice relaxing vacation and ended up in a living nightmare. For six days, Brooklyn's cough continued. We had no choice but to take her to the nearest Emergency Room.

She was admitted for observation when a small spot of pneumonia showed up on her x-ray. It wasn't until four days later that her oxygen level was stable enough to get discharged. We returned to our condo with a bag full of prescriptions and horrified that our baby had contracted pneumonia. Merely two days later, Brooklyn seemed to be wheezing again and we brought her back to the Emergency Room for a check up. Brooklyn ended up getting admitted again with another spot of pneumonia

This admission lasted for five days and then she was discharged. The next morning she looked weak and lethargic and we called an ambulance. The next few hours were surreal. We were beside ourselves with fear. Terrified and in shock, we prayed with such desperation like we have never prayed before as the doctors worked feverishly to place an I.V. line. Brooklyn stayed in intensive care for four days and was then moved to the general Pediatric floor. Three days later we flew home accompanied by a nurse and doctor.

I spent many nights crying and praying. I just couldn't understand why she wasn't getting better. She had seen so many doctors. I trusted that they knew the best treatment for our daughter. I felt that I should just be patient and let the medication do its job. After all I was bringing her in every 3-4 days and they kept sending her home.

Less than three weeks after we returned from Florida, Brooklyn started to run a slight fever and her coughing grew shallower. Once again, we took her to the local Emergency Room. When the nurse removed Brooklyn's sleeper, her skin was mottled. She was placed on oxygen and an x-ray showed that she had double pneumonia. She was still exchanging enough oxygen that she didn't require a ventilator and we were assured that she should improve within 48 hours. The 48 hours came and went. We waited another 24 hours and then insisted she be transferred to a Children's Hospital.

There, Brooklyn was placed on a ventilator and was very unstable. Her pneumonia worsened over night and I was told she was a "mystery". After a few days she was placed on an oscillating ventilator, the hospital's last resource. It was my worst fear. I knew she wasn't coming home. I knew someone, somewhere could tell us what was wrong, but I didn't know who. On April 9, 2002 at five months and eleven days old, we removed Brooklyn's breathing tube and our sweet, innocent baby passed away in our arms. We later learned that Brooklyn had Severe Combined Immune Deficiency.

There remained an emptiness in our lives, like our family wasn't quite complete. Knowing it would never really feel complete because Brooklyn was gone, we forged ahead and gave birth to a healthy daughter, Sheridan, in 2003 and then a son, Ethan, in 2005.

A mere twenty-four hours after Ethan's birth, a very nervous and masked doctor explained that Ethan had no T-cells. This time it would be different. Ethan was safe in his reverse isolation room at the Children's Hospital. Just before Ethan turned five months old he received a bone marrow transplant from a complete stranger. Thanks to an early diagnosis and the determination and compassion of Ethan's physicians we were able to bring him home just in time for Christmas.

In December 2006, through the CI Society, we established the "Brooklyn Peters Memorial Fund" to promote earlier diagnosis and help educate medical professionals about immune deficiencies.



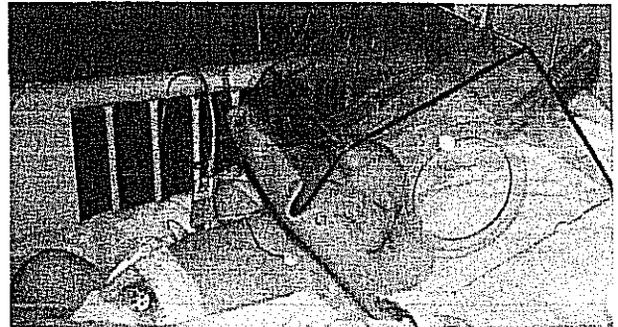
## Baden's Success Story, as told by his mother, Joanne.



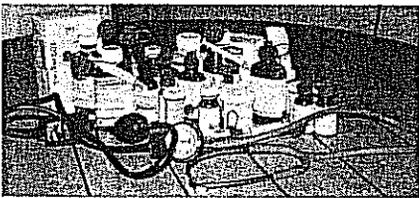
Baden was born on February 6, 2003. We were so happy to complete our family with a little boy to join our three year old daughter. The doctors told us that Baden was healthy and we went home. At nine days old Baden started coughing, and wouldn't feed. Baden was admitted to the local hospital for what we thought would be a short stay. We did not realize that our lives were about to change forever. As it turned out, this cough was the first of many infections. By the age of four months Baden was on his sixth major infection and hospitalization. His most recent infection had forced the doctors in our community to send him to the local children's hospital. When he

arrived, there was a whirlwind of tests trying to figure out what infection he had. After a full day of tests he was diagnosed with PCP (pneumocystis carinii pneumonia). The doctors told us that PCP only affects those with severely compromised immune systems, and by getting this illness Baden was showing them how serious his illness was. They told us that his immune system problem was severe and, like a "bubble boy", he would have to be put into reverse isolation to protect him from infection. As he was moved to the reverse isolation unit, a search began to find new bone marrow to cure Baden.

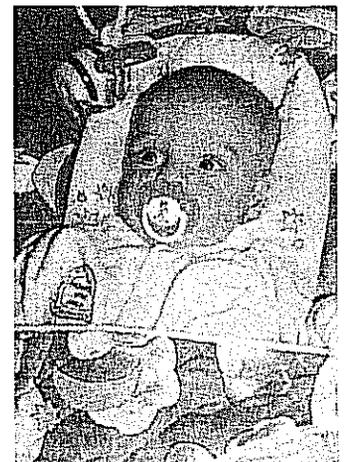
By the time Baden was admitted to the hospital for his bone marrow transplant we had known for about a month that he had Wiskott Aldrich Syndrome, a form of Primary Immunodeficiency. Wiskott Aldrich Syndrome is a very rare genetic illness that passes from mother to son. It affects 1 male child in every 4 million. It causes recurring infections, low platelets (tendency to bleed), and exema. Baden's problems with infections made it apparent early on that he did not have a typical case of Wiskott Aldrich Syndrome. By the time Baden got PCP he had not had issues with his platelets and excema, but he had experienced a significant number of infections. Unfortunately though, within a month



of Baden being admitted to reverse isolation his platelet issues became significant. He received many blood transfusions. In all, he had over 200 blood transfusions with a majority of those being received in the eight week period during his transplant. His transplant was a very difficult time, and Baden spent five days on a machine to help him breathe because he was not able to do it on his own.



A few weeks after his transplant, Baden started showing signs of improvement. Everyday as we went to the hospital we anxiously waited for test results to show signs that the bone marrow transplant had worked. About three months after his transplant Baden was discharged and we were allowed to touch him for the first time in six months without wearing gowns, gloves, boots, and hats. It was a fantastic day. After discharge Baden continued going to the hospital weekly for over a year. In the first three years, he had some setbacks with issues that occurred because of his transplant. Today, Baden is a thriving young boy. He started school in 2007 and unless you knew the difficulties he has faced, you would never know the difficult road he has travelled.



# 10 Warning signs of Primary Immunodeficiency Disease

Most children often have what seem to be "ordinary" infections. Commonly, physicians treat the infections not realizing that there may be an underlying and serious cause known as Primary Immunodeficiency Disease (PID). These children have little or no immune system function. Illnesses will recur, and can lead to organ damage, physical disability and even death if not caught early. In Canada 13,000 individuals are estimated to have PID. Reports show that about 50% of the cases often go undiagnosed.



- 1.** Eight or more new ear infections within 1 year.
- 2.** Two or more serious sinus infections within 1 year.
- 3.** Two or more months on antibiotics with little effect.
- 4.** Two or more pneumonias within 1 year.
- 5.** Failure of an infant to gain weight or grow normally.
- 6.** Recurrent, deep skin or organ abscesses.
- 7.** Persistent thrush in mouth or elsewhere on skin, after age 1.
- 8.** Need for intravenous antibiotics to clear infections.
- 9.** Two or more deep-seated infections.
- 10.** A family history of Primary Immunodeficiency.

*These warning signs were developed by the Jeffrey Modell Foundation Medical Advisory board. © 2006 Jeffrey Modell Foundation*

**If your child has two or more of these signs, ask your doctor about Primary Immunodeficiency Disease.**

**It could save your child's life.**

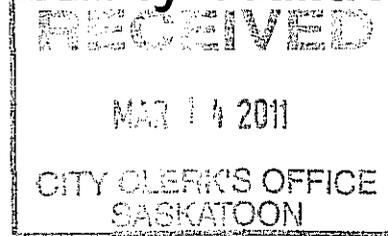
  
**CI Society**  
Canadian Immunodeficiency Society  
Société canadienne d'immunodéficience



March 1, 2011

His Worship the Mayor and City Council:

## Saskatoon Literacy Coalition



205-5  
DS)

I am writing on behalf of the **Saskatoon Literacy Coalition**. The Coalition provides a forum for various organizations and agencies in Saskatoon who are involved in literacy to meet monthly. Together Coalition members organize, support and promote a variety of literacy programs and events in our city. Please find enclosed a brochure with further information about our organization.

As we have for a number of years, the Coalition is again pleased to support the Saskatoon Public School Division's Literacy Festival. To coincide with the festival the Saskatoon Literacy Coalition is requesting that your worship declare the week of May 1-7, 2011 as **Saskatoon Literacy Week**. During this week the school division plans exciting events that raise awareness and celebrate literacy in Saskatoon, including sessions for both elementary and high school students, an evening banquet and a Business Leaders' Luncheon.

The Coalition would also request that your worship agree to be photographed with Coalition members, to accompany the declaration in the StarPhoenix.

As always, we are extremely grateful for your continued support of literacy in our city, and appreciate your positive response to our requests over the years.

Sincerely,

Cathy Sieben, President

## Can you help?

### Saskatoon Literacy Coalition Inc. members include:

The Saskatoon Food Bank and Learning Centre.....	664-6565
READ Saskatoon.....	652-5448
Saskatoon Public School Division.....	683-8200
The StarPhoenix Educational Services.....	657-6277
Saskatchewan Literacy Network.....	651-7285
SIASST Kelsey.....	659-4051
Dumont Technical Institute.....	242-6070
Saskatchewan Aboriginal Literacy Network.....	934-2632
Greater Saskatoon Catholic Schools.....	659-7079
Saskatoon Open Door Society.....	653-4464
Saskatoon Public Library.....	975-7643
Radius Community Centre for Education and Employment Training.....	665-0362
Federation des Francophones de Saskatoon .....	653-7440
Bookem International Ltd.....	230-7332
University of Saskatchewan Language Centre.....	966-4356

### Become a tutor...

Saskatchewan Literacy Network  
..... 651-7288

They will refer you to an appropriate agency.

## Do you need help with reading, writing or math?

### Call...

Dumont Technical Institute .....	242-6070
The Saskatoon Food Bank & Learning Centre .....	664-6565
Radius Community Centre .....	665-0362
READ Saskatoon .....	652-5448
Saskatoon Open Door Society.....	653-4464
SIASST - Kelsey Campus .....	659-4051
Saskatoon Public School Division Royal West Campus.....	683-7540

Or look under LEARN in the Yellow Pages™



### How to donate to the SLC...

contributions may be sent to:  
Saskatoon Literacy Coalition  
c/o The StarPhoenix  
204 5th Avenue North  
Saskatoon SK S7K 2P1

# Saskatoon Literacy Coalition Inc.



The Saskatoon Literacy Coalition Inc. is a non-profit group which meets monthly.

We are a group of individuals and representatives from organizations working together to promote literacy.

We exchange information, facilitate cooperation between member groups and raise public awareness about the importance of a literate society. We invite everyone interested in literacy to join us.

Saskatoon Literacy Coalition  
c/o The StarPhoenix  
204 5th Avenue North  
Saskatoon SK S7K 2P1  
657-6277

# Saskatoon Literacy Coalition Inc.

## Membership Form

Join us in working together for literacy!

CONTACT NAME \_\_\_\_\_

ORGANIZATION NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY/TOWN \_\_\_\_\_

POSTAL CODE \_\_\_\_\_

PHONE \_\_\_\_\_

FAX \_\_\_\_\_

E-MAIL \_\_\_\_\_

## Copies of Meeting Minutes

Please e-mail minutes to me.

Do not send minutes to me.

## Yearly Membership Fees

Individual Membership \$20

Company/Organization Membership \$40

Do not mail me a receipt.

Please mail me a receipt.

Send your cheque to:  
Saskatoon Literacy Coalition  
c/o The StarPhoenix  
204 5th Avenue North  
Saskatoon SK S7K 2P1

## What We Do

### 1. Work Cooperatively

- arranging presentations by adult learners to encourage students to stay in school;
- facilitating learner participation at literacy events.

### 2. International Literacy Day

- we host a celebration of International Literacy Day on September 8th of each year.

### 3. We raise public awareness about literacy by:

- publishing literacy supplements in The StarPhoenix;
- participating in the annual StarPhoenix Rake-A-Reader fundraising campaign for children and family literacy;
- providing resource materials and speakers;
- responding to local, provincial and national literacy issues;
- supporting the celebration of Family Literacy Day;
- promoting literacy events.

## Why We Do It

We are concerned about literacy because:

- 40% of adults in Saskatchewan ages 16 and over are struggling with literacy below levels where Canadians are able to meet the growing literacy demands of a knowledge-based economy and society (IALSS, 2003);
- In the next five years, 2/3 of new and replacement jobs will require some type of post secondary education.

Did you know?

- Many adults with poor reading, writing, and math skills are very reluctant to seek help.
- There are volunteer literacy programs in all regions of Saskatchewan.
- Albert Einstein, Thomas Edison, Walt Disney, Winston Churchill, and Jacques Demers had difficulty learning to read.



The Saskatoon Literacy Coalition Inc. invites YOU to support literacy!