

## **ORDER OF BUSINESS**

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

**OCTOBER 21, 2013, AT 6:00 P.M.**

1. **Approval of Minutes** of regular meeting held on October 7, 2013.
2. **Public Acknowledgements**
3. **Hearings**
4. **Matters Requiring Public Notice**
  - a) **Governance Review – Indemnification Policy**  
**(File No. CK. 280-1)**

The following is a report of the Executive Committee, dated September 30, 2013:

**“RECOMMENDATION:** that City Council approve an amended Indemnification Policy for members of City Council, as outlined in the attached policy prepared by the City Solicitor, and identified as ‘Indemnification Policy for Members of Council – Option #1’.

On September 30, 2013, your Committee considered a report dated September 25, 2013, of the City Solicitor outlining two options for reimbursement of legal fees during a civil action or proceeding. The City Solicitor was subsequently instructed to bring forward for City Council’s consideration, an amended Indemnification Policy for members of City Council based on Option #1, as outlined in the referenced report.

Option #1 provides for an Indemnification Policy which is structured similarly to the current Indemnification Policy, but which provides for reimbursement of legal fees as they are incurred during the course of a lawsuit or similar matter. The draft policy is attached for City Council's approval.

A copy of the Public Notice which appeared in the local press under the dates of October 12 and 13, 2013, is attached.

Also attached, as background information, is the referenced report of the City Solicitor dated September 25, 2013, together with Attachment 1, being a Review of Other Cities' Indemnification Policies Respecting Civil Matters."

## **5. Unfinished Business**

### **a) Municipal Tax Ratio Policy (File No. CK. 1920-1)**

**RECOMMENDATION:** that the commercial to residential tax ratio be lowered from 1.75 to 1.43, over a period of 11 years (starting in 2014 and completed prior to the 2025 revaluation year), based on the current income tax differential between businesses and individuals.

Attached is a copy of the following material regarding the above:

- An excerpt from the minutes of meeting of City Council held on April 8, 2013. City Council passed a motion that consideration of the matter be deferred to the June 10, 2013, meeting.
- Letters from the following individuals, received in the interim:
  - Bernie Mazurik, dated April 6
  - Rick Brown, dated April 17
- An excerpt from the minutes of meeting of City Council held on June 10, 2013 together with a copy of Clause B2, Administrative Report No. 13-2013 which was brought forward and considered at the same time. City Council passed a motion to defer the deliberation of the Municipal Tax Ratio Policy to the October 21, 2013, meeting.

City Council is requested to bring forward and consider Clause B1 of Administrative Report No. 17-2013, being a further report from the Administration.

Also attached are letters from the following individuals, requesting to address City Council on the Municipal Tax Ratio Policy at this meeting:

- Keith Moen, dated October 15
- Marilyn Braun-Pollon, Vice President, Prairie and Agri-Business, Canadian Federation of Independent Business (CFIB), dated October 15
- Kent Smith-Windsor, Executive Director, The Chamber, dated October 15

**6. Reports of Administration and Committees:**

- a) Administrative Report No. 17-2013;
- b) Report No. 17-2013 of the Planning and Operations Committee;
- c) Report No. 16-2013 of the Administration and Finance Committee; and
- d) Report No. 20-2013 of the Executive Committee.

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

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

**9. Question and Answer Period**

**10. Matters of Particular Interest**

**11. Enquiries**

**12. Motions**

**13. Giving Notice**

**14. Introduction and Consideration of Bylaws**

Bylaw No. 9142 - The License Amendment Bylaw, 2013

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

4. a)

**City of Saskatoon  
Indemnification Policy for Members of Council**

**(Option #1 - Reimbursement of defence costs paid as they are incurred  
- similar to current Indemnification Policy  
utilizes an Indemnification Review Committee)**

*Policy*

Saskatoon City Council adopts the following policy:

Where a civil action or proceeding is brought against a member of City Council ("Member") that arises by reason of anything in good faith done, caused, permitted or authorized to be done, attempted to be done or omitted to be done by the Member pursuant to or in the exercise or supposed exercise of any power conferred by *The Cities Act* or regulations, or in the carrying out or supposed carrying out of any duty imposed by *The Cities Act* or regulations, The City of Saskatoon ("City") shall indemnify the Member as set out in this Policy and to the extent permitted by law.

A Member who is served with or becomes aware of a civil action or proceeding brought against him or her shall immediately report in writing and provide a copy of same to the City Manager and the City Solicitor. The City Solicitor shall immediately refer the matter to an Indemnification Review Committee ("IRC") which shall consist of three persons appointed by the Dean of the University of Saskatchewan College of Law. The IRC shall immediately request a report and recommendation from the City Solicitor or outside counsel which shall consider the circumstances of the claim, and in particular, shall consider whether the matter arose out of the Member acting in good faith and within the duties of a member as set out above.

If the IRC is of the opinion that the matter falls within this Policy:

- (a) the City shall pay reasonable legal costs and expenses incurred in the defending of the Member, unless and until the IRC shall decide otherwise in accordance with this Policy;
- (b) subject to the approval of the IRC, the City may pay a settlement of the matter;
- (c) subject to a review by the IRC in accordance with this Policy, the City may pay any judgment or costs ordered against the Member; and
- (e) if the matter is dismissed with costs, any costs collected shall belong to the City.

Where a matter is being defended under this Policy:

- (a) the City Solicitor shall monitor the matter, and only reasonable defence costs and expenses shall be paid;
- (b) upon receipt of new or additional information, the IRC may review its determination as to whether the matter, including the payment of defence costs, damages or costs, falls within this Policy;
- (c) if after receipt of new or additional information, or after a court or tribunal judgment or decision is received, the IRC determines that the Member was not acting in good faith and within the duties of a member as set out above, any amount already paid by the City on behalf of the Member is a debt due and owing from the Member to the City, and the City may take such steps as necessary in order to collect the same; and
- (d) the Risk Manager shall decide which of the City's risk management reserves is appropriate to fund the legal expenses, damages or costs payable under this Policy.

*Decision of Indemnification Review Committee is Final*

Any decision of the IRC made under this Policy is final and binding upon the Member and the City, and there shall be no appeal therefrom to City Council.

*Conflict of interest and other disqualification from Council*

The above Policy provisions shall not apply to an action against a Member pursuant to s. 121 of *The Cities Act*. In that case, s. 124(1) of *The Cities Act* shall apply, which reads as follows:

**"Reimbursement**

124(1) The council may reimburse the person with respect to whom an application pursuant to this Part was made for any costs and expenses that the council considers reasonable, other than costs that have already been awarded to the person by the judge, if:

- (a) the application is dismissed; or
- (b) an order is issued declaring the person able to remain a mayor or councillor."

*Application to Former Members of Council*

This Policy applies to Members after they leave Saskatoon City Council, provided the incident out of which a claim or demand or damage arose occurred during the time the Member was a member of Saskatoon City Council ("Former Members").

*Retroactive Application*

This Policy applies to Members and Former Members who have had outstanding claims and similar matters brought against them.

*Frivolous or Vexatious Matters*

Notwithstanding the foregoing, where, in the opinion of the City Solicitor, a civil action, proceeding or matter against or in relation to a Member or, without limiting the generality of the foregoing, a subpoena issued to a Member, is not *bona fide*, is frivolous, vexatious or otherwise abusive, and there is no conflict between the positions of the Member and the City, the City Solicitor, with the consent of the Member, may represent the Member in the matter at the expense of the City.

**THE STARPHOENIX, SATURDAY, OCTOBER 12, 2013 and**  
**SUNDAY PHOENIX, OCTOBER 13, 2013**

**PUBLIC NOTICE**

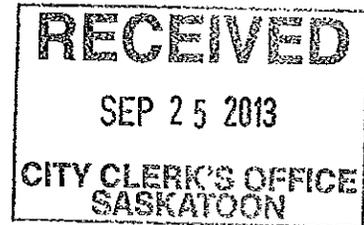
**REMUNERATION/BENEFITS/REIMBURSEMENTS/ALLOWANCES  
- FOR MEMBERS OF CITY COUNCIL**

City Council will be considering a report from its Executive Committee at a Council meeting to be held on **Monday, October 21, 2013 at 6:00 p.m.**, Council Chambers, City Hall, recommending approval of an amended Indemnification Policy which would reimburse members of City Council for legal fees as they are incurred during a civil action or proceeding.

The proposed amended policy maintains referral of a claim to the Independent Review Committee, with the decision of the Independent Review Committee being final.

*The Cities Act*, Section 101, requires that City Council give public notice under its Public Notice Policy before setting remuneration for members of Council.

For more information, contact the City Clerk's Office: (306)975-3240.



**TO:** City Clerk, Executive Committee  
**FROM:** Patricia Warwick, City Solicitor  
**DATE:** September 25, 2013  
**SUBJECT:** Governance Review - Indemnification Policy  
**FILE NO:** CK. 280-1

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**RECOMMENDATION:** that the direction of Executive Committee issue respecting:

- 1) Executive Committee forwarding a report to City Council recommending an amended Indemnification Policy for members of City Council; and
- 2) the provision of notice under The Public Notice Policy, No. C01-021 prior to this matter being considered by City Council.

### **TOPIC AND PURPOSES**

The purposes of this report are to provide Executive Committee with a review of Council's current Indemnification Policy and to provide Executive Committee with two options for an amended Indemnification Policy.

### **REPORT HIGHLIGHTS**

1. City Council has an Indemnification Policy. Under the current Indemnification Policy, when a civil action or other similar matter has been commenced against a member of Council, the member of Council is reimbursed for his or her defence costs or settlement or judgment at the conclusion of the matter. In order to be indemnified, an Indemnification Review Committee must find that the member was acting in good faith in the performance of his or her duties as a member of City Council.
2. As lawsuits and other matters can linger for long periods of time, it may be advisable for members of City Council to be reimbursed for defence costs during the course of a lawsuit or other matter.
3. The report brings forward two options for reimbursement of legal fees during the course of a lawsuit or other matter. Both options provide that a member of Council would have to pay back the indemnification amount should the member ultimately be found to have been acting in bad faith.

### **STRATEGIC GOALS**

This report supports the strategic goal of Continuous Improvement by fostering the concept of "Good Governance" by its elected officials.

## **BACKGROUND**

City Council adopted its current Indemnification Policy at its meeting of April 26, 2010.

Recently, the Province has amended *The Cities Act* to include a provision which speaks to this subject matter. That section reads:

- 317(3) A city may pay:
- (a) the cost of defending an action or proceeding against a member of council, a person appointed as a youth member pursuant to section 56.1 or a member of a committee or other body established pursuant to clause 55(a) that claims liability on the part of that person for acts or omissions done or made by the person in good faith in the course of his or her duties; or
  - (b) any sum required to settle the action or proceeding mentioned in clause (a).

## **REPORT**

The highlights of Council's current Indemnification Policy are as follows:

- When a lawsuit or similar matter is commenced against a member of Council which arises from anything done in good faith by the member pursuant to the exercise or supposed exercise of any power or duty under *The Cities Act*, the City will indemnify the member in accordance with the Policy.
- The member must report, in writing, and provide a copy of the lawsuit to the City Manager and the City Solicitor.
- After the lawsuit or other similar matter is abandoned, settled, decided or otherwise concluded, the member must notify the City Manager and the City Solicitor.
- The City Solicitor then refers the matter to an Indemnification Review Committee.
- The Indemnification Review Committee decides whether or not the member was acting in good faith and in accordance with his or her prescribed duties.
- If it is found by the Indemnification Review Committee that the member was acting in good faith and within his or her duties, the City pays reasonable legal fees and

expenses incurred by the member and any settlement or judgment or costs ordered against the member.

- The decision of the Indemnification Review Committee is final and binding.
- The Policy does not apply to section 124(1) of *The Cities Act* which contains provisions related to failed disqualification challenges against members.

An alternative for Executive Committee to consider is an indemnification policy which would reimburse members of City Council for legal fees as they are incurred during a lawsuit or other similar matter.

In this regard, the Administration is providing two options for Executive Committee to consider:

1. An Indemnification Policy which would be structured similarly to the current Indemnification Policy but which would provide for reimbursement of legal fees as they are incurred during the course of a lawsuit or similar matter.

Under this Policy, the claim would be referred immediately to the Indemnification Review Committee. The Committee would decide, based on what is known at the time, whether the claim arose out of the Council member acting in good faith and within his or her duties. If the answer is "yes", the City would pay ongoing defence costs, but would monitor whether those costs are reasonable.

If a settlement of the action is proposed, the Indemnification Review Committee would decide to pay it or not. If the matter goes to trial, the Indemnification Review Committee, at the conclusion of the case, would assess whether the Council member was acting in good faith and within his or her duties. If the member of Council was not acting in good faith and within his or her duties, the City would not pay any judgment or further costs. In addition, the Council member would have to repay to the City the defence costs which the City had already paid. Also, the Indemnification Review Committee would have the right to stop paying defence costs at any time during the proceedings, if it became aware of information indicating that the Council member was not acting in good faith and within his or her duties.

In this proposed Policy, like the current Indemnification Policy, the decision of the Indemnification Review Committee would be final. There would be no appeal to City Council.

2. A shorter version of an Indemnification Policy which simply states that a member of Council shall be reimbursed for legal expenses and any judgment or settlement of an action or other similar matter but shall reimburse the City if a court or tribunal

ultimately decides that the member was not acting in good faith and within his or her duties. This option would eliminate the need for an independent review committee.

#### Retroactive Application

The adoption of either of the amended Policies could be applied retroactively to members of City Council or former members of City Council who have outstanding claims or similar matters.

#### **FINANCIAL IMPLICATIONS**

Indemnifying members of City Council for legal expenses related to civil and other similar actions being brought against them, as well as the payment of any settlements or judgments has a cost which is not quantifiable.

#### **COMMUNICATION PLAN**

A communication plan has not been considered.

#### **PUBLIC NOTICE**

While public notice may not be required, it is noted that Council has recently given public notice with respect to Council members' individual communication allowances and with respect to a fund for initial legal opinions for cases of conflict of interest. Given these recent decisions, the Committee may wish to recommend that public notice be given prior to this matter being considered by City Council.

**ATTACHMENTS**

1. Review of Other Cities' Indemnification Policies.
2. Option #1 - Indemnification Policy - Reimbursement of defence costs paid as they are incurred - Similar to current Indemnification Policy.
3. Option #2 - Indemnification Policy - Reimbursement of defence costs paid as they are incurred - Simplified.

Written by:



Patricia Warwick, City Solicitor  
Dated: September 25, 2013

cc: His Worship the Mayor  
City Manager  
City Clerk

102-0401-pjw-2.wpd

## Review of Other Cities' Indemnification Policies Respecting Civil Matters

### Calgary

The City of Calgary has a Council Policy entitled "Indemnification of Members of City Council". The Policy applies to both current and former members of Council as long as the incident leading to the claim or demand arose during the time the former member was an active member of City Council. Under this Policy, the City must pay all amounts arising out of a claim against a current or former member in his or her capacity as a Councillor for the following:

- (a) damages for destruction of or damage to property;
- (b) damages for bodily injury or death of any other person; and
- (c) any civil liability arising out of the good faith performance (or intended performance) of the Councillor's duties.

If a Councillor wishes to use the Policy to cover a claim, he or she may bring the matter before Council to seek payment of legal costs. The process is as follows. First, the Councillor makes written application to Council with a copy to the legal department. The legal department reports on the rationale for payment or non-payment of legal costs based on such considerations as whether the action pertained to Council duties or whether there was a concern about the Councillor's actions being in bad faith. Council considers the report of the legal department at an in camera meeting where the Committee of the Whole makes a recommendation for approval or denial of payment of legal costs. If the Committee of the Whole recommends payment, the motion for payment is put to Council for ratification at an open meeting.

### Edmonton

The City of Edmonton has adopted a Council Policy entitled "Legal Representation and Indemnification of City Employees, Agents and Members of Council". Under this Policy, the City will indemnify any Councillor acting in good faith in the course and scope of the duties of his or her position, subject to the provisions of the Policy, in regard to any judgment awarded against him or her as a result of a civil action. If the Councillor has insurance which will cover a portion of the claim, the City's indemnification will be only to the extent of the uncovered portion.

In the case of a civil action, the City must either act for a Councillor in defending or settling a civil claim or provide indemnify the Councillor as long as the Councillor's action falls under the Policy. If a Councillor wishes to make use of the Policy respecting a civil claim, he or she must advise the City Solicitor who will determine whether the Councillor was acting in good faith and in the course and scope of duties as a Councillor. If the City Solicitor believes there is some doubt as to whether the Councillor's conduct falls under the

Policy, the Review Committee must consider this issue and either approve or deny indemnification.

### **Toronto**

The City of Toronto has a Council Policy entitled "The Councillor Indemnification Policy". Where a Councillor is sued in a civil action not covered by the City's insurance policy for acts or omissions which occurred in his or her capacity as a member of Council, the City may pay damages awarded to a maximum of \$25,000.

In order to be eligible for indemnification, Executive Committee and Council must consider whether reimbursement of funds is warranted upon consideration of all the circumstances. Reimbursement cannot be awarded if the action is an application alleging a contravention of the *Municipal Conflict of Interest Act*. Where indemnification is requested, the City Solicitor provides a report and recommendation to the Executive Committee and to City Council for their consideration. If required, the City Solicitor will consult with the Integrity Commissioner or external counsel in the preparation of the report. The City Solicitor's report also assesses the reasonableness of the lawyer's account.

### **Regina**

The City of Regina does not have a policy dealing with Councillor indemnification for legal expenses.

### **Winnipeg**

The City of Winnipeg does not have a formal policy dealing with Councillor indemnification for legal expenses as *The City of Winnipeg Charter Act* limits liability of members of Council for acts done in good faith in the performance of their duties. Defamation is specifically excluded. The City of Winnipeg's past practice has been to reimburse defence costs after judgment.

The following is a copy of **Clause B1, Administrative Report No. 6-2013** which was **DEALT WITH AS STATED** by City Council at its meeting held on **April 8, 2013**:

## Section B – CORPORATE SERVICES

### **B1) Municipal Tax Ratio Policy** **(Files CK. 1920-1; CS. 1625-1 and CS. 1920-1)**

**RECOMMENDATION:** that the commercial to residential tax ratio be lowered from 1.75 to 1.43, over a period of eight years (to be completed by 2020), based on the current income tax differential between businesses and individuals.

### **TOPIC AND PURPOSE**

The purpose of this report is to seek approval from City Council on the desired commercial to residential tax ratio.

### **REPORT HIGHLIGHTS**

1. In 1998, City Council approved a reduction of the commercial to residential tax ratio from 2.41 to 1.75 over a ten-year period. Implementation of this shift started in 2001.
2. The Chamber of Commerce has proposed a further reduction in the ratio to 1.43 to be phased in over 16 years.
3. City Council has a number of different options to consider:
  - retain the status quo (Effective Tax Ratio of 1.75);
  - adopt a Revenue Neutral Tax Policy; or
  - adopt a 1.43 Tax Ratio over a different period.

### **STRATEGIC GOAL(S)**

One of the ten-year strategies for the Strategic Goal of Economic Diversity and Prosperity is ensuring Saskatoon has a competitive tax regime with solid, clear and reasonable public policies. The discussion pertaining to the ratio between residential and commercial property taxes relates to competitive rates for both residential and commercial property taxes.

## **BACKGROUND**

City Council, at its special budget-review meeting held on December 6, 2011, heard a presentation by Mr. Kent Smith-Windsor, Executive Director of The Greater Saskatoon Chamber of Commerce (see Attachment 1). Mr. Smith-Windsor addressed City Council regarding the expected benefits to Saskatoon and its residential property taxpayers which would be derived from implementing the Canada West Foundation's finding on Competitive Municipal Property Tax Policy. City Council resolved that the presentation be referred to the Administration to report to the Executive Committee.

On December 10, 2012, City Council considered a letter from Mr. Smith-Windsor dated December 4, 2012, regarding property tax. At that meeting, Mr. Smith-Windsor addressed City Council regarding a document entitled "City of Saskatoon Property Tax Policy Submission" submitted by The Chamber (see Attachment 2). City Council passed a motion that the matter be referred to the Administration to include in the Administration's forthcoming report on competitive municipal property tax policy.

### **Historical - Commercial to Residential Tax Ratio Reduction from 2.41 to 1.75**

City Council at its June 15, 1998 meeting adopted a plan to reduce the property tax differential between residential and commercial effective tax rates (ETR). The resolution was the result of a recommendation put forth by a Local Tax Review Committee. The recommended effective tax rate was based on the benefit businesses receive from the deductibility of property taxes in the determination of income for income tax purposes. At the time of the report, the equitable effective tax ratio between commercial and residential was 1.75.

In 2001, the City implemented a 10-year plan that reduced the ratio of commercial to residential tax rates from 2.41 to 1.75. At the same time, and over the same duration, multi-residential rates were lowered to equal the residential rates. Over the 10-year period, there was a shift of \$8.7M to the residential property class from the commercial (\$4.7M) and multi-residential (\$4.0M) classes. This resulted in an average residential municipal effective tax rate increase of approximately 1.4% per year (or about \$10 - \$14 annual increase for the average residential property).

The shifting process was completed by 2010 and has since been maintained on the municipal (City and Library) portion of the taxes only. Until 2009, municipalities had the ability to determine the total ETR for each class of property (i.e. by applying mill-rate factors to all taxing authorities). In 2009, the Province implemented a province-wide mill-rate for education taxes and changed the legislation such that municipalities could no longer apply mill-rate factors to the education taxes. The education ETR ratio in 2012 was 2.21. When all taxes are considered, the total 2012 ETR ratio for Saskatoon was 1.95.

#### Chamber of Commerce Proposed Reduction from 1.75 to 1.43

The 2012 paper submitted by The Chamber of Commerce, and the prior presentation based on the Canada West Foundation report, both advocate an effective tax rate differential of 1.43 between the commercial and residential properties based on the current income tax rates. The Chamber of Commerce has proposed that a reduction in the ratio to 1.43 be phased in over 16 years.

The Administration recently met with Mr. Smith-Windsor of The Chamber and with Mr. Jack Vicq, who co-authored the Canada West Foundation report. Mr. Vicq stated that any tax differential between commercial and residential is inequitable in that commercial properties are subsidizing residential properties. Both Mr. Vicq and Mr. Smith-Windsor recognize that other municipalities have a tax differential and a shift from the current 1.75 ratio to having no differential may be unrealistic at this time.

Mr. Smith-Windsor stated that Saskatoon's leadership in tax policy is recognized and often followed by others. Mr. Smith-Windsor also made the following points:

- lowering the non-residential property taxes will, in the longer run, induce incremental non-residential growth on a per capita basis, which will reduce residential property taxes in the longer run;
- industrial and manufacturing businesses are more sensitive to property tax rates than retail; and
- a lower property tax rate is important for existing businesses considering expansion. These expansions rarely qualify for abatements locally, but can qualify for abatements or incentives in alternate jurisdictions.

## REPORT

### Impact of 2013 Reassessment

The 2013 reassessment saw the average commercial assessment increase more than average residential assessment increase (92% vs. 83%). At the beginning of every reassessment, administration calculates the revenue neutral mill rate for each property class as the starting point. (i.e. when all assessments increase, there is a corresponding decrease in the mill rates to ensure the same dollars are generated for each property class). Once revenue neutral is determined, tax policy decisions and budgetary adjustments are applied to the new (reduced) 'mill rates'. For 2013, the revenue neutral ratio between commercial and residential is approximately 1.66. Moving from the 'revenue neutral' ratio of 1.66 to the current tax policy of 1.75 requires a shifting of taxes (\$1.7M) from residential properties to non-residential properties. The impact of this shift on an average residential property is shown in the table below.

#### **Impact on average residential property**

<b>Municipal</b>	<b>1.66 Ratio*</b>	<b>1.75 Ratio**</b>
ETR Change (from 2012)	0%	-1.5%
\$ Change (from 2012)	\$0	- \$23

\*1.66 is revenue neutral commercial to residential ratio due to reassessment.

\*\*1.75 is current tax policy - decrease based on moving away from revenue neutral

### Research

Through analysis and research, Administration cannot definitively confirm or refute the statement from Mr. Smith-Windsor that lowering the non-residential ETR will lower residential property taxes. There are many studies available that provide the ability to compare taxation rates between jurisdictions. The results of these studies vary depending upon the data collected. All of the studies have some bias or inherent weakness. One study contradicts the premise that property taxes play a part in the decision to locate or relocate a business.

### Saskatoon's Growth

Saskatoon is the hub of the fastest growing metropolitan area (CMA) in the country. There are many possible factors driving this growth ranging from demand for natural resources to property tax differentials and it is difficult, if not impossible, to isolate or prove that Saskatoon's growth is entirely due to one factor or another.

Increased assessment values, when viewed only in a reassessment year, are not entirely an indicator of actual growth. Aggregate assessment values change in a reassessment due to both property inventory growth and value change. Assessments are based on the local market at a single given point in time and are subject to various local economic factors ranging from supply and demand to construction costs. As the table below indicates, since the reduction of the non-residential effective tax rates starting in 2001, the total percentage of non-residential assessment in relation to the total assessment has remained unchanged.

**Average Increase in Assessment by Property Class (reassessment years)**

Year	Res/Condo increase in assessment	Non-Res increase in assessment	Non Residential as % of total Assessment
2001	1.26	1.25	19%
2005	1.13	1.18	19%
2009	1.35	1.34	19%
2013	1.83	1.92	19%

The following table shows the change in assessment attributable to growth throughout each 4-year assessment period. Growth is due to the addition of new property and changes to property, including assessment appeal losses. As indicated below, residential and non-residential properties are both growing, but at different rates. Residential inventory has outpaced non-residential, but non-residential property values have increased by a greater amount in 2013 (1.92 vs. 1.83).

**Change in Assessment due to Growth**

From Jan1	To Dec 31	Res/Condo Growth	Non-Residential Growth
2001	2004	+7%	+5%
2005	2008	+9%	+7%
2009	2012	+13%	+4%

Tax Ratios - Major Prairie Cities

Some of our research revealed that Saskatoon's current total ETR differential of 1.95 (including education taxes), compares favourably with the other four major centres in western Canada. Winnipeg is the lowest of the four with a 2012 ratio of 2.03, Edmonton with 2.46, Calgary with 2.63 and Vancouver with 4.32. The comparable combined ratio (including education) for Regina is not known, but the ratio for the municipal portion of Regina taxes is 1.95 (compared to 1.75 in Saskatoon).

The most objective type of study simply asks, "what is the total property tax per person?" This type of study removes assessment differences between jurisdictions and removes property type differences between jurisdictions. The "2010 Residential Property Taxes and Utility Charges Survey – Edmonton" had, as part of the report, the data to support these measurements. The five major prairie cities were all part of this survey. As per the table below, based on this simple measurement, Saskatoon was the lowest of the five cities when comparing total taxes per capita. Residential property taxes per capita, were similar in the five centres, but non-residential property taxes per capita in Saskatoon were the lowest. What this study does not address is the representative 'mixture' of all of the property types within a jurisdiction. Nor does it evaluate the disposable income per household in each city.

**Property Taxes Per Capita (includes Education Tax)**

City	Residential and Non-Residential	Residential
Saskatoon	\$1,229	\$847
Regina	\$1,378	\$847
Calgary	\$1,453	\$825
Edmonton	\$1,490	\$839
Winnipeg	\$1,334	\$874

Administration examined a number of options and has made a recommendation based on the same underlying and defensible principle that was used to determine the current tax policy ratio.

Adopt 1.43 as Municipal Tax Ratio

There is no found data to support non-residential properties paying a premium on their property taxes. The percentages of value (amount of assessment that is taxable for each class of property), introduced by the Province in 1997, created a tax differential between the property classes. Many jurisdictions tax non-residential properties at a higher rate than residential properties. However we could not determine the reasons for this other than the perception that businesses are better able to pay because they can deduct property taxes from income taxes.

The City's previous 10-year shift to the 1.75 ratio was based on the benefit businesses receive from the deductibility of property taxes in the determination of income for income tax purposes. Over time, the income tax differential between individuals and businesses has been reduced to 1.43 (as reported in the Canada West report). Therefore, 1.43 is a supportable new effective tax rate differential for property taxes.

The Chamber has requested that the 1.43 ratio be introduced over a 16-year period. Administration feels four reassessment periods is excessive and is therefore recommending that City Council start at the current revenue neutral ratio of 1.66 and then shift to 1.43 (\$4.8M) over an 8-year period (or 2 assessment periods). The impact on an average residential property would be approximately \$8 per year. The following table illustrates the annual impact on the average residential property of moving to 1.43 over various periods.

**Moving to 1.43 starting from 1.66 Ratio (over various time periods)**

<b>Municipal</b>	<b>Shift in 1 year</b>	<b>Shift in 4 years</b>	<b>Shift in 8 years</b>	<b>Shift in 16 years</b>
ETR Change (from 2012)	+4.1%	+1.0%	+0.5%	+0.25%
\$ Change (from 2012)	+\$65	+\$16	+\$8	+\$4

Conclusion

City Council has resolved that the City of Saskatoon will be the Business Friendliest City in Canada. One key aspect of achieving this outcome is to have an equitable and competitive non-residential tax policy. Increasing the city's competitiveness not only makes Saskatoon more attractive for new investment, it assists our local business and industry in retaining and growing their markets. It is the Administration's view that implementing the new tax ratio shift, as recommended in this report, is one element that will help to achieve this objective. The Corporation can also not lose sight of the importance of not imposing an unfair tax burden on the residential tax base, and based upon the magnitude of the shift being proposed, Saskatoon's per capita residential tax rate will remain competitive with other prairie cities.

OPTIONS TO THE RECOMMENDATION

1. Maintain the Current Tax Ratio of 1.75

The current tax ratio policy was adopted in 1998 and was based on the benefit businesses receive from the deductibility of property taxes in the determination of income for income tax purposes. At the time of the report, the equitable effective tax ratio between non-residential and residential was 1.75 based on the then-current income tax rates. Administration is not in favour of this option as this ratio is no longer equitable between non-residential and residential.

2. Revenue Neutral Option

One of the options available is the Revenue Neutral option. This would mean adopting a policy of keeping the tax ratio revenue neutral between property classes every year. Many jurisdictions adhere to revenue neutral as their tax policy, which in the City of Saskatoon, is 1.66 for 2013. The risk in adopting this tax policy is the uncertainty it presents. The challenges for Saskatchewan municipalities are that reassessments occur once every 4 years and the values are taken at a single point in time. The aggregate shift in 2013 is from residential to non-residential; however the 2017 reassessment may shift from non-residential back to residential depending upon the values at January, 2015. Due to the volatility of assessment values, Administration does not recommend this option.

3. Adopt the current Revenue Neutral (1.66) as Tax Policy

For 2013 the revenue neutral ratio between commercial and residential is approximately 1.66. If this ratio is adopted in 2013 there is no tax impact to either residential or non-residential properties. However, using this ratio in the future will not be revenue neutral as every year there are changes to the 'mix' of assessments, depending on the growth rates between property classes and how many appeal losses are realized. Administration rejects this as a tax policy as there is no underlying principle attached to a ratio of 1.66.

4. Shift from 1.75 to 1.66

This option would mean starting from the current tax policy of 1.75 and then reducing the ratio to 1.66 over this reassessment period (4 years) after which City Council would determine if they wish to continue reducing the ratio to 1.43. In 2013 we would start with the current tax ratio of 1.75 (which reduces property taxes on an average residential by \$23), and then shift the taxes from commercial back to residential at a rate of +\$6 per year.

**Impact on the Average Residential property**

2013*	2014	2015	2016
-\$17	+\$6	+\$6	+\$6

\*reduced by \$23(1.75) and add back \$6

If the 2017 commercial assessments once again increase at a rate substantially more than the residential assessments, this may support the position put forth by The Chamber (i.e. that residential properties benefit from non-residential properties having a lower ETR differential). If in 2017 the data is again inconclusive, City Council will be left with a policy that has no underlying principle (unlike the previous policy adopted by City Council in 1998).

### **POLICY IMPLICATIONS**

The current City Council policy is that commercial properties will have an effective tax rate of 1.75 times that of residential properties.

### **FINANCIAL IMPLICATIONS**

The result of any change to the ratio will be revenue neutral to the City.

### **PUBLIC AND/OR STAKEHOLDER INVOLVEMENT**

The Assessment and Taxation Branch has met with The Greater Saskatoon Chamber of Commerce.

### **COMMUNICATION PLAN**

Content on tax policy can be complicated and difficult to explain. Once the decision on this policy has been made by City Council, Administration will determine the appropriate communication plan which may include inserts to the City Pages, updates to the City's web pages and any other appropriate communication methods.

### **DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION**

Decisions affecting this tax policy need to be made to facilitate compilation of the appropriate bylaws for the 2013 tax year, which will be sent to the next meeting of City Council.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental and/or greenhouse gas implications identified at this time.

### **PRIVACY IMPACT**

There are no privacy implications.

**SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

There is no CPTED review required.

**PUBLIC NOTICE**

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

**ATTACHMENTS**

1. Presentation from Executive Director, The Chamber, Dec. 6, 2011
2. "City of Saskatoon Property Tax Policy Submission" submitted by The Chamber

*The City Clerk distributed copies of the following letters:*

- *Kent Smith-Windsor, Executive Director, Greater Saskatoon Chamber of Commerce, dated April 4, 2013, requesting to speak regarding the above matter.*
- *Dawne Buzash, dated April 6, 2013, submitting comments.*
- *Shane Prpich, dated April 6, 2013, requesting to speak regarding the above matter.*

*Moved by Councillor Hill, Seconded by Councillor Jeffries,*

*THAT Kent Smith-Windsor and Shane Prpich be heard.*

**CARRIED.**

*Mr. Kent Smith-Windsor, Executive Director, Greater Saskatoon Chamber of Commerce, expressed support for the revenue neutral ratio of 1.66.*

*Mr. Shane Prpich spoke against the proposed changes indicating that focus needs to be paid to the City's crumbling infrastructure and debt as opposed to lowering business taxes.*

*Moved by Councillor Lorje, Seconded by Councillor Hill,*

*THAT consideration of the matter be deferred to the June 10, 2013, meeting of City Council in order to carry out public consultation.*

**CARRIED.**

*Submitted to Dec 6/11  
Special Council meeting*

**The Expected Benefits to Saskatoon and Saskatoon Residential Property Taxpayers derived from Implementing the Canada West Foundation's finding on Competitive Municipal Property Tax Policy**

**Background**

*A tax premium on non-residential property hurts small businesses and new businesses the most because it is an immediate drain on their working capital. Saskatoon is in a period of growth, which means businesses need working capital now to fund inventory and receivables in order to expand their business.*

*Capital taxes have proven to be harmful to investment attraction. Property taxes are a discriminatory form of capital tax that only taxes one form of capital investment: property. For this reason, City Council is rightly concerned and uses great caution when increasing property taxes for all property investors in our city.*

**Projected Benefits**

Our Chamber of Commerce expects the following benefits to accrue to the citizens of Saskatoon should the Canada West Foundation's recommendations on appropriate property tax policy be implemented over the suggested time frame of 16 years:

1. Non-residential (business) investment in Saskatoon will grow by an additional \$185,000,000 in taxable assessment per year, for each of the 16 years subsequent to implementation, for a cumulative benefit of approximately \$3,000,000,000 in additional property assessment base in Saskatoon.

This would be result from asset appreciation of existing property investments and induced new non-residential property investment in Saskatoon. This incremental investment will in turn result in \$2,800,000 in gross additional non-residential taxes each year for 16 years based on current tax rates.

This gross gain in non-residential assessment would be partially reduced by the lower tax premium applied each year. This amount is estimated at \$500,000 per year.

Based on current taxation rates, the effective property rate if applied across all properties in Saskatoon is estimated to result in normalized tax revenues received of \$2,000,000 per year.

2. A net benefit to residential property tax payers of \$300,000 per year for 16 years cumulating to \$4,800,000 in annual savings at the end of the 16 year implementation period at current tax rate.

If tax rates increase over this time the cumulative effect is greater.

In addition to this benefit there are other community benefits to be gained. These are:

3. **Adding 50 or more higher paying jobs for our residents per year over the base case. This number is very conservative because our initial calculations show a larger number by a factor of 10. At the end of the 16 year period the cumulative estimate is 8000 new jobs.**
4. **More revenue for municipal utilities through increased business usage.**
5. **More revenue for transit and recreational services through increased employment numbers in the city.**
6. **A boost to municipal domestic product to move Saskatoon's municipal domestic product per capita closer to and perhaps exceeding that of Calgary's over the next 16 years.**
7. **No direct increased to residential garbage collection costs because businesses already directly pay for this service.**

**City of Saskatoon Property Tax Policy Submission**

Greater Saskatoon Chamber of Commerce

December 2012

Chief Researcher: Carson Wldynowski

## Background

The purpose of this paper is to promote a competitive property tax policy for Saskatoon that will create a more attractive business and investment environment for the City of Saskatoon. Through the implementation of this policy the City of Saskatoon will experience several benefits. These benefits will extend to both non-residential and residential taxpayers. Currently, non-residential property owners pay a premium on property taxes of 1.75 times that of residential property owners. This paper will examine how lowering that differential to 1.43 can provide benefit to Saskatoon's business environment while also positively impacting the residential community through lower tax rates and enhanced career options for Saskatonians.

Creating a competitive property tax policy is important for Saskatoon because it will create more employment opportunities for our residents derived from incremental business investments. In order to attract investment to Saskatoon, it is important to be more competitive than other municipalities in the region. This paper will show that despite an improving property tax policy, Saskatoon still falls behind other prairie municipalities.

This examination will look at how the process of creating a more competitive property tax policy has already been taking place in Saskatoon as well as in the province of Alberta.

## Lowering Non-Residential Property Taxes

### Property Tax Equity

There are two main ways to measure the equity of tax laws. The first through the tax payer's ability to pay and the second is a measure of how much benefits they receive as a result of that tax.

In regard to the business's ability to pay, property taxes are levied as a fixed cost that do not take into consideration whether that property is generating high, low, or no profits for the company. Therefore, property taxes do not reflect an ability to pay. Businesses are able to deduct property taxes from their corporate income tax while this frequently is presented as a justification for a premium on business over residential. This "tax adjusted" premium is quite a bit lower than the current levels of 175%, as a 30% Corporate Income Tax rate can only justify a non-residential property tax premium of 1.43 times that of the residential rate. Many businesses, particularly small businesses, have a corporate tax rate below 30%. A large corporation with a 25% tax rate could justify a local premium of only 133%, well below the 143% proposed by this submission.

While it is difficult to measure the level of benefits received from public services from taxes, it is still possible to get an approximate answer. A 1968 study came to the conclusion that Canadian businesses received only 60% of the benefits that their residential counterparts received (Gilchrist and St. Louis, 1997). A more recent study by Kitchen and Slack (1993) measured that Canadian businesses paid 41.1% of total property taxes, but only accounted for 17.9% of the service expenditures. This means that the non-residential sector is paying for 2.3 times more public benefits than they actually receiving. One of the reasons for this service differential comes from businesses paying for private services instead of

relying on general property tax funded services. An example of this is private waste disposal. Regardless, these studies and several others recently show that any premium on non-residential tax payers is not justified on grounds of benefits received.

Through these two measures it is seen that the highest justifiable premium that can be levied on non-residential property owners is still below the 1.43 times that of residential rates our Chamber is suggesting. This figure will be used as the differential for the analysis of this paper.

### Competitiveness

Property taxes are an important aspect in determining profitability and investment decisions. While they are not the only aspect, a poor property tax policy can offset the benefits of an otherwise positive investment environment while a competitive property tax policy can make a mediocre investment environment more attractive. A simple example of business sensitivity to property tax rates is the prevalence of property abatements as inducements for new business investment. As stated earlier, property taxes are not a function of profitability so business is heavily influenced by property tax competitiveness. Therefore, creating a competitive property tax policy will help attract new investment to Saskatoon through a higher propensity for existing businesses to maintain or expand investment and a higher likelihood of securing new business investors. Attracting new investment happens primarily in two ways. First, when companies are determining where they want to open a new location (plant, distribution centre, etc.) they will focus on areas where they will receive a higher return on their investment. Making property taxes in Saskatoon more competitive will make Saskatoon a more desirable location for this new investment. Kitchen and Slack (2012) show that while these location decisions are not impacted on an interregional basis, property tax does effect intraregional location decisions. For Saskatoon, this means that property tax may not effect a company's decision between Saskatoon and Toronto, but it will influence companies who have decided to locate somewhere within the prairie region.

Secondly, companies that rely on equity financing will be more likely to receive this financing if they can show a higher rate of return. Once again, this occurs because financiers are looking for the best possible rate of return for their investment.

In this way, investment moves away from communities that generate a low return on investment and towards communities that generate a higher return. Attracting more investment to Saskatoon through a competitive property tax policy generates investment that will increase the non-residential property assessment base in the city. As long as the assessment base grows at a rate in excess of the decrease of the business property tax rate, revenues collected from non-residential property tax revenues will rise. This analysis is shown later in this paper in Table 1.6. In fact this growth in assessment has the effect of reducing the residential tax burden as shown in Table 1.2.

In addition to attracting new investment, the cost of property taxes also impacts the investment decisions of established companies. Since property taxes are a fixed cost that is not directly determined by the level of business activity, a more competitive property tax policy would free up cash that could be used for a capital investment to increase production and profitability within the company.

Entrepreneurs look for ways to grow, invest, and capitalize on market opportunities, but they need the financial resources in order to seize these opportunities when they come around. In this way, a competitive property tax policy empowers entrepreneurship. Therefore, this increased profitability would contribute to the propensity of an already established business to expand more rapidly and to a greater extent than it otherwise would have. Similarly, a poor property tax policy restricts a company's ability to make new capital investments. In competitive industries these companies are forced to cut costs in response to higher property taxes. These cuts may come in the form of shifting the cost burden onto suppliers or cutting wages. In either case, the local economy suffers the burden of the uncompetitive tax policy.

#### Positive effects of competitive policy

- Increased investment on capital and property, leading to increased productivity and efficiency
- Increased wages due to more jobs and increased efficiency
- Overall increase in non-residential property assessment leading to increased property tax revenues
- Overall efficiency gains for local economy
- More efficient allocation of resources
- Potential to lower residential property rates so long as the non-residential assessment base per capita grows more than the reduction in the property tax premium

#### Negative effects of uncompetitive policy

- Burden of tax costs transferred to customers and employees
- Property investment is discouraged
- Reduce efficiency and competitiveness of companies
- Discourages companies from expanding operations locally, and may expand elsewhere within the region
- Lower job creation rates
- Smaller property assessment base
- Slower employment growth due to reduced business investment

#### Who Is Affected?

Gilchrist and St. Louis (1997) looked into which types of companies are impacted more by the effect of property taxes. These findings demonstrated that small businesses are hurt disproportionately because they do not benefit as much from the corporate income tax savings, as they generally pay a lower rate and therefore deduct less of their property tax payment. In the same way, companies that are highly profitable reduce their own property tax burden and companies that are less profitable are not able to deduct as much. Therefore, a non-competitive property tax policy is especially harmful to small and start-up or struggling businesses, making them even more vulnerable to business failure.

The forecast profitability of new investments is more impactful for companies looking to expand to new regions. A competitive property tax policy is an important factor in attracting outside companies to Saskatoon.

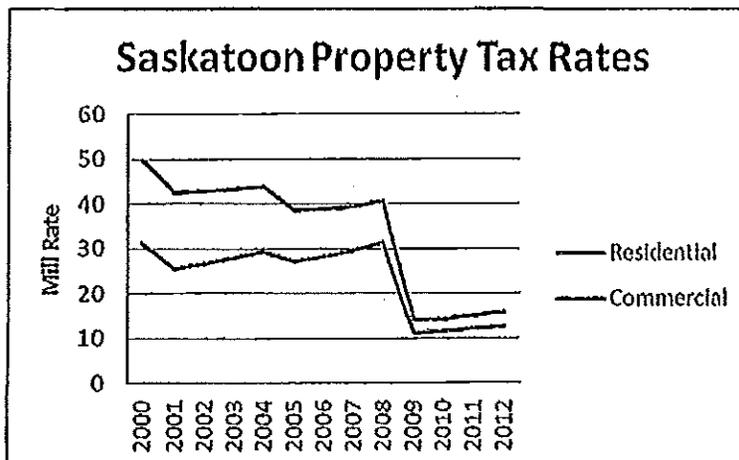
#### Property Tax in Saskatoon

In recent years, Saskatoon has made significant changes to its property tax policy to make it more competitive. In 2001, the City committed to a reduced effective non-residential property tax rate to 1.75 times that of the residential rate instead of the previously held 2.41. As a result, the non-residential

property assessment base grew from \$7,540 per capita in 2001 to \$13,255 in 2007 and is expected to reach \$24,392.83 with the 2013 re-assessment (Greater Saskatoon Chamber of Commerce, 2009).

Because the non-residential assessment base grew at a rate in excess of the premium reduction, the residential tax burden decreased compared to the rate that would have occurred in the absence of the scale of growth of the non-residential assessment base.

Table 1.0 – Saskatoon Property Tax Rates (2000-2012)



Source: City of Saskatoon

### Regional Competitiveness

Despite this reduction in property taxes, Saskatoon's non-residential tax costs compare unfavourably to nearby alternatives. KPMG's Competitive Alternatives analysis tool allows us to compare Saskatoon against 6 other prairie cities (Appendix A). Saskatoon currently rates as being less competitive than Winnipeg or Edmonton in the analysis. A 2011 report from Altus Group (2011) verified this by rating Winnipeg as the having the most competitive property tax costs in Canada. This is an important factor because property taxes have been shown as being a factor in company location decisions within regions (Kitchen and Slack, 2012).

Saskatoon also faces competition from the smaller surrounding municipalities. Warman, Biggar, and Dalmeny currently have non-residential property tax premiums of 162%, 143%, and 120% respectively, which makes Saskatoon's premium of 175% less competitive (CFIB, 2012).

Table 1.1 -- 2012 Property Tax Figures

	Non-Residential	Residential**	Total
2012 Assessment	\$2,960,000,000.00	\$12,488,024,000.00	\$15,448,024,000.00
2012 Taxable Assessment	\$2,960,000,000.00	\$8,741,616,800.00	\$11,701,616,800.00
2012 Mill Rate*	15.80595264	12.594**	
2012 Effective Mill Rate	15.80595264	8.816	
2012 Tax Revenues	\$467,853,619.81	\$110,093,466.10	\$577,947,085.91

\*City and Library Rate multiplied by class Mill Rate Factor

\*\*Includes Residential and Condominium classes

Source: City of Saskatoon

Disclaimer: these figures currently show an effective mill rate premium on non-residential properties of 1.792886743 instead of the 1.75 cap for Saskatoon. This is due to an additional premium on non-residential reserved for commercial appeals.

### 2013 Re-Assessment

In 2013, the city of Saskatoon will undergo a re-assessment of property values, something that occurs every 4 years. During this re-assessment, the Residential property assessment base is expected to rise by 83%, while the Non-Residential property assessment base is expected to rise by 93%. To compensate for this overall rise in property values, mill rates will be reduced to achieve the same level of tax revenues. However, because non-residential mill rates are pegged to be 1.75 times that of effective residential mill rates, the overall burden of tax revenues will shift more towards the non-residential tax payers. The higher that non-residential values rise in comparison to residential values, the more of the tax burden falls to the non-residential taxpayers. An example of this movement with current Saskatoon growth figures is shown below:

Table 1.2 -- Reduction of Residential rates through Non-Residential growth

	Year 1		Year 2	
	Residential	Non-Residential	Residential	Non-Residential
Assessment	\$100,000	\$100,000	\$183,000	\$193,000
Taxable Assessment	\$70,000	\$100,000	\$128,100	\$193,000
Mill Rate	14.286	17.500	7.543	9.241
Effective Mill Rate	10.000	17.500	5.280*	9.241*
Taxes Due	\$100.00	\$175.00	\$96.63	\$178.36

\*Mill Rates adjusted to maintain \$275 of tax revenue and 1.75 non-residential to residential differential

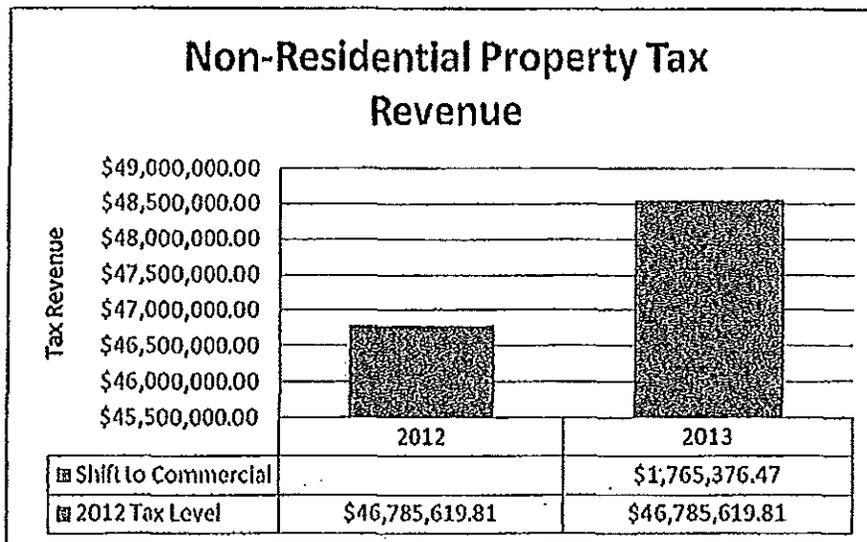
As shown above, the excess growth in non-residential assessment (either through new investment or an increase in property values) results in a tax savings for the residential property.

To illustrate this impact, if tax revenues in Saskatoon are fixed at 2012 levels, residential property taxes are reduced because of the larger growth in non-residential assessment values. Non-residential property taxpayers take on more of the overall tax burden. This shift in the tax burden is demonstrated below:

Table 1.3 – Non-Residential Property Tax Figures

	2012	2013
Taxable Assessment	\$2,960,000,000.00	\$5,712,800,000.00
Mill Rate	15.80595264	8.498633993
Tax Revenues	\$46,785,619.81	\$48,550,996.28

Table 1.4 -- Shift of Property Tax Burden to Non-Residential



This 2013 property value re-assessment brings an opportunity to begin a process of reducing non-residential property tax rates in such a way that will induce more investment in the city of Saskatoon without any rise to the residential property tax burden. The following chart shows these proposed changes.

Table 1.5 – Proposed 2013 Property Tax Figures

	Non-Residential	Residential**	Total
2013 Assessment	\$5,712,800,000.00	\$22,853,083,920.00	\$28,565,883,920.00
2013 Taxable Assessment	\$5,712,800,000.00	\$15,997,158,744.00	\$21,709,958,744.00
2013 Mill Rate*	8.344123380829	6.8820637378055	
2013 Effective Mill Rate	8.344123380829	4.8174446164638	
2013 Tax Revenues	\$46,785,619.81	\$110,093,466.10	\$156,879,085.91
+ \$882,688,235 premium			

\*City and Library Rate multiplied by class Mill Rate Factor

\*\*Includes Residential and Condominium classes

Instead of the growth of non-residential property values bringing about an immediate reduction to the residential property tax burden, the residential tax burden can be partially reduced while improving

non-residential property tax competitiveness. This will allow the non-residential assessment growth to bring about an immediate reduction to non-residential property taxes while reducing residential mill rates. As shown earlier, this reduction in non-residential property taxes will create more investment into Saskatoon. This will not only create a better economy and job market for Saskatoon residents, but will also create an even larger non-residential property assessment base. Using this approach over the long-run the burden of property taxes will shift away from residential property tax payers in the process shown earlier. These changes would help both residential and business investors, as reduced non-residential property taxes would help position Saskatoon as a more attractive business investment environment and would also alleviate the residential tax burden.

Reducing residential property tax revenues by a lower amount while increasing non-residential tax revenues by a lower amount would split the \$1,765,376.47 of additional revenue generated by the excess growth of non-residential property assessment in 2013 so that both categories of tax payers would benefit. The changes proposed by this paper suggest lowering non-residential property tax rate premium to generate half of the revenue shift. By only partially reducing the residential revenues, the tax burden is still achieved with a shift towards non-residential. However, under this proposal since non-residential rates are lowered it makes Saskatoon a more attractive investment environment which will in turn increase investment, then increase the non-residential property assessment base, and therefore lower residential property tax rates in the long run.

This proposal produces a \$882,688.24 premium on non-residential taxes over 2012, which can be used as an immediate reduction in the residential tax burden.

### Break-Even Analysis for the Policy Shift

In order to make Saskatoon an increasingly desirable investment opportunity, the mill rate differential for non-residential property should continue to decrease. With sufficiently increasing non-residential investment, this can be accomplished without reducing the amount of tax revenue received from non-residential property taxes and can indeed even increase this revenue source. The following table shows the levels at which the Non-residential assessment base would have to grow in order to maintain the 2013 level of non-residential property tax revenue shown in Table 1.4.

Table 1.6 – per capita assessment levels required to maintain current tax revenues

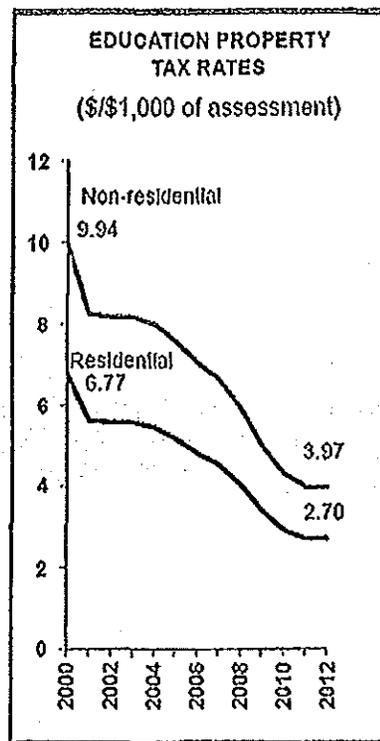
Mill Rate Differential	Non-residential Assessment Base	Non-residential Assessment per capita
1.75	\$5,744,660,048.26	\$24,528.86
1.70	\$5,913,620,637.92	\$25,250.30
1.65	\$6,092,821,263.31	\$26,015.46
1.60	\$6,283,221,927.79	\$26,828.45
1.55	\$6,485,906,506.10	\$27,693.88
1.50	\$6,702,103,389.64	\$28,617.01
1.43	\$7,030,178,380.74	\$30,017.84

This analysis shows us that a 23% non-residential assessment growth is required to break-even on overall property tax revenues for a 20% reduction in property tax rates. In comparison, Saskatoon's non-residential assessment base grew 75.8% between 2001 and 2007, and with the 2013 re-assessment will grow 84.0% between 2007 and 2013. This recent history shows that the non-residential assessment base can grow at a rate faster than the required neutral growth level of 23%.

With Saskatoon's current non-residential growth, in addition to the new investment that will be attracted through a more competitive property tax policy, this policy will generate additional non-residential property tax revenue that could be used for residential programs or residential tax decreases.

### The Alberta Example – Showing It Works

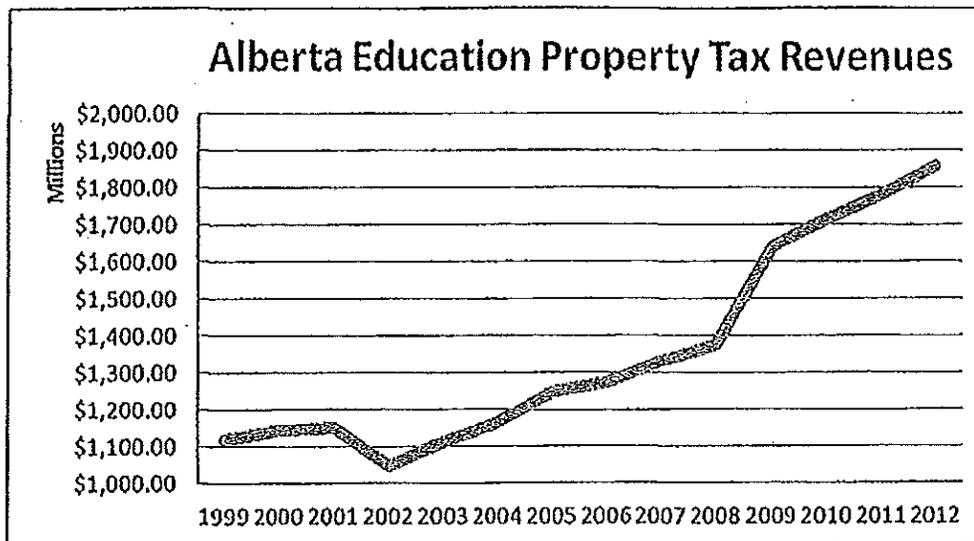
Over the past 19 years, the province of Alberta has taken on the task of creating a more competitive education property tax policy. In that time, the province has frozen or lowered both non-residential and residential education property tax rates in every year (Alberta Treasury Board and Finance).



Source: Alberta Fiscal Budget 2012-2015 – Tax Plan

As a result of this policy, increased investment has brought the non-residential property assessment per capita up to \$35,347.11 (Alberta Education) per capita and the province has increased the overall amount of property tax revenue. Looking at Table 1.5, we can see that a tax rate reduction for non-

residential property tax can be self-funding with an assessment per capita of approximately \$30,000. The Alberta example shows that this is more than feasible that Saskatoon can generate additional revenue by creating a more competitive property tax policy.



Source: Alberta Ministry of Education

### Canada West Foundation Recommendations

In October 2010, the Canada West Foundation published a paper titled 'A Tax Framework for Saskatchewan's Continuing Prosperity' which applied earlier research to Saskatchewan's specific situation. The framework established from this paper consisted of 7 recommendations related to taxation in Saskatchewan, two of which were specifically for municipal property taxation. The first related to the process of assessments and recommended that the assessment cycle be reduced from 4 years down to 2 years and to apply a program of simplified administration regarding percentages of value. The second recommended that the tax differential between non-residential and residential properties be capped at 1.43 times, which is consistent with the recommendations of this paper.

The Canada West Foundation stated that these reforms would be 'quite sustainable in terms of the fiscal impact to the government' and that it is 'very practical'. The framework recommended that the differential slowly be lowered in accordance with the growing non-residential assessment base and therefore would have no fiscal impact on the government. (Vander Ploeg and Vicq, 2012)

### Tax Policy Leadership

Implementing these recommendations gives Saskatoon the opportunity to lead property tax policy reforms in Saskatchewan. Saskatoon has already established itself as a leader in larger centres by eliminating the business tax in 1997 and establishing a 1.75 differential of non-residential properties over residential. By lowering that differential to 1.43, Saskatoon will not only create a more competitive

tax policy, but it will also encourage the provincial government to introduce much needed reforms to the assessment policy and education property tax policy and become more competitive at the provincial level. The previously mentioned CFIB report also recommended reforms to the Provincial Education property tax rates. As shown by the Alberta example, the Alberta provincial government was able to reduce provincial property tax rates and increase overall revenues through the assessment base growth. This means that Alberta municipalities currently have a competitive advantage over Saskatchewan municipalities due to provincial education property tax rates. Saskatoon may not be able to directly change provincial rates, but by implementing the recommendations of this paper Saskatoon can lead the implementation of the Canada West Foundation recommendations. The Canada West recommendations would create a more competitive tax environment throughout Saskatchewan and an added competitive advantage for Saskatoon.

## Benefits

This proposal yields benefits for both non-residential and residential taxpayers. The following is a list of benefits received by both parties:

<u>Residential</u>	<u>Non-Residential</u>
Mill Rate reduced from 12.594 to 6.882	Mill Rate reduced from 15.806 to 8.344
\$882,688.24 contribution	Mill Rate differential reduced from 1.79 to 1.71
Better economy and job market	Reduction in property taxes per sq. ft.
Long term reductions for property tax	More attractive business environment
	Increased investment and larger assessment base

## Recommendations

In addition to the above recommendations, this paper also makes the following recommendations for changes to the Provincial property tax policy:

### 1. Transparency

In order to determine the effective tax rate for their property, property owners currently have to go through a series of steps and calculations. After going through the assessment process to determine the value of the property, they have to adjust this to determine the taxable assessment. Finally they must determine the annual city, library, and provincial education rates. This rate then needs to include the multiplier for its class of property and also take into consideration the percentage of the property value assessment which is taxable. A move to greater transparency would improve taxpayer confidence in their taxation system.

This makes it so that tax payers are subject to different mill rates and percentages and do not immediately see what the effective tax rate (the end percentage that taxpayers pay) actually is. This paper recommends a tax policy that displays the effective property tax rate as opposed to each of the individual steps used to calculate property tax rates.

## 2. More frequent reassessments

In Saskatoon, property assessments are conducted every 4 years, compared to the annual reassessments that are conducted in Alberta. This delay between reassessments means that assessed property values do not always accurately reflect the actual property value. In Table 1.0, we can see the history of property tax rates and how they have large changes every 4 years. This is due to the market changing rapidly over the 4 years between reassessments. Without having more frequent reassessments, accurate information is not as readily available which makes decision making processes more difficult.

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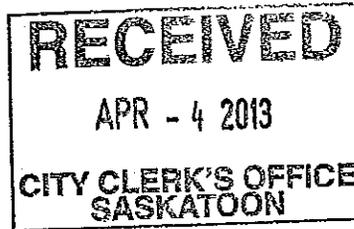
# The Chamber

Greater Saskatoon Chamber of Commerce

*Building the Best Business Climate in Canada,  
Thereby Creating a City of Opportunity*

1920-1

104-202 4<sup>th</sup> Avenue North  
Saskatoon, SK S7K 0K1  
Tel: (306) 244-2151 Fax: (306) 244-8366  
Email: [chamber@saskatoonchamber.com](mailto:chamber@saskatoonchamber.com)  
Website: [www.saskatoonchamber.com](http://www.saskatoonchamber.com)



April 4, 2013

His Worship the Mayor  
And Members of City Council  
c/o City Clerk's Office  
2<sup>nd</sup> Floor City Hall  
222 3<sup>rd</sup> Avenue North  
Saskatoon, SK  
S7K 0J5

Dear Mayor Atchison & City Council:

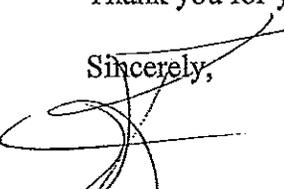
**Re: Request to Address City Council, April 8, 2013**

The Greater Saskatoon Chamber of Commerce is requesting to address City Council on April 8, 2013 regarding "Municipal Tax Ratio Policy."

Our speaking representative will be Mr. Kent Smith-Windsor representing the Greater Saskatoon Chamber of Commerce.

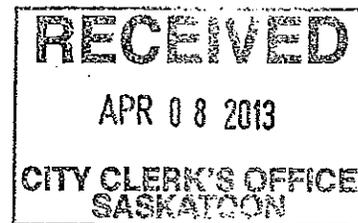
Thank you for your consideration of our request.

Sincerely,



Kent Smith-Windsor  
Executive Director

From: CityCouncilWebForm  
Sent: April 06, 2013 9:31 AM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Dawne Buzash  
2814 Eastview  
Saskatoon, Saskatchewan  
S7J 3H7

EMAIL ADDRESS:

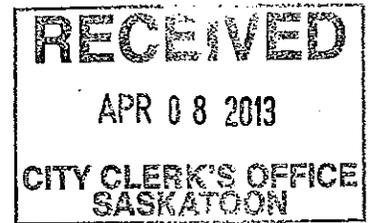
[dawne.lucy@outlook.com](mailto:dawne.lucy@outlook.com)

COMMENTS:

I have just read the article in today's Star Phoenix regarding a proposal to reduce the business tax in Saskatoon. I am strongly opposed to this. A business owner has the opportunity to be creative and resourceful in creating revenue from his/her ventures. As a homeowner I have no alternatives in the payment of civic taxes. Please know that I am not in favor of this proposal.

Regards,  
Dawne Buzash  
306 373-8690

**From:** CityCouncilWebForm  
**Sent:** April 06, 2013 10:26 AM  
**To:** City Council  
**Subject:** Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Shane Prpich  
214 Trotchie Crt  
Saskatoon, Saskatchewan  
S7K 7V8

EMAIL ADDRESS:

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

COMMENTS:

I would like to speak to the tax ratio item on the council agenda April 8th 2013.



April 6<sup>th</sup>, 2013

To City of Saskatoon Councillors and Mayor

It is with interest and considerable concern that I learned today of city council's plan to vote on shifting a significant portion of the property tax burden from the business sector to the residential homeowner. Council is voting on a recommendation by the civic administration to approve this at a council meeting which is taking place all of two days time from now at the meeting on April 8<sup>th</sup>.

According to the council agenda listed on the City of Saskatoon website, the recommendation reads "that the commercial to residential tax ratio be lowered from 1.75 to 1.43 over a period of eight years (to be completed by 2020), based on the current income tax differential between businesses and individuals." There are some problems with this plan and the manner in which it has been brought forward. My concern with council's actions are as follows:

1. Failure to inform the public as to the plan to shift significant property tax burden from the business sector to the residential homeowner.
2. Not engaging the public in this debate.
3. Lack of notice with respect to the date on which the decision would be made.
4. Lack of access to information by the public.
5. Balancing the needs of all parties.

Failure to Inform the Public:

I have discussed the tax shift with a number of homeowners and the vast majority of these people had no knowledge of the tax shift that has been proposed or the one which took place over the last ten years. In fact almost nobody knew of these. While this is not a detailed analysis of what percentage of homeowners would even be aware of what was transpiring, I feel reasonably confident that at least 80% of homeowners were not aware and that the more likely number would be closer to 90%. When council is making decisions as major as this, where there are many millions of dollars overall being shifted from the business sector to the residential homeowner, it is incumbent upon council to inform the public as to what they are considering. That simply has not happened to any extent on this subject. This is supposed to be a democratic process. Notices are provided in the newspaper on things such as rezoning parcels of property, etc. While there probably is no policy or requirement on council's part to inform the public on matters like this, they affect far more people and as such priority should be given to informing the public well before such decisions are made.

The only previous indication that this matter was under consideration was a newspaper report on a council meeting, which took place several months ago. It stated that the matter was being referred to civic administration for review. In this short time, council has gone from referring it for review and a recommendation to making a decision in two days time from today's newspaper article. If there were other means by which the public was informed, I am not aware of them and they certainly were not effective judging by the almost complete lack of knowledge on the part of residential homeowners.

In looking at the City or Saskatoon website, I could find no notice or indication in a separate statement that indicated the city was considering this matter. The only place I was able to find any reference to it at all was in the agenda for the April 8<sup>th</sup> council meeting. If it was located somewhere else, it was well hidden. On a matter that affects every taxpayer, this should have been a high profile notice with substantial publicity.

#### Not Engaging the Public:

The public cannot be engaged if council has not informed them. However, in my opinion, what is worse is the fact that the Saskatoon Chamber of Commerce has been lobbying council for many, many years on this subject without any corresponding input from homeowners. In fact it is my understanding that we just finished a ten year shift of business property tax to the homeowner and now the plan is to start another eight years of shifting even more property tax burden onto the backs of the homeowner. I believe that this has taken place principally because of the lobbying by the business sector. Who is representing the residential homeowner in this process? What group or sector is lobbying city council on behalf of homeowners? We can pretty well be assured that the homeowner is not being represented in the same fashion that the business sector is. As such, this is an unfair process and council and others are only hearing one side of the story. Again, I do not see this as a democratic process where council is allowing lobbying from one side and not engaging the homeowner on the other side.

#### Lack of Notice with Respect to the Decision Date:

The public has learned as of today's newspaper article (an article that is full of inaccuracies and incomplete information), that council is making a decision on the recommendation in all of two days time. I have to question why virtually no notice has been given on such an important decision and wonder how this serves the public good. This leaves no time for public input, for engaging the public, for studying the reports that may have been presented to council and the civic administration, and for critical analysis of the information that council and civic administration have received and presumably are basing their decision on.

Due to the lack of consultation and involvement with homeowners, the very least council should be doing is deferring this decision for at least several months. This isn't the time for a "rush to judgment".

### Lack of Access to Information:

City council has received at least one report from the Greater Saskatoon Chamber of Commerce. This is a document that presumably civic administration has paid great attention to because it was received in council several months ago and referred for study. The fact that it was received by council, was referred to civic administration for study and is the foundational document on which civic administration appears to be basing its recommendation, makes this a public document in my opinion. If this is correct, then why is this document not available in an easily accessible location on the City of Saskatoon website? Not just myself but any interested citizen should have the opportunity to review and respond to a study that represents the interests of only one side.

### Balancing the Needs of All Parties:

The Chamber of Commerce is saying that it needs the business tax shift to the residential homeowner to remain competitive with respect to other jurisdictions in Canada at minimum and by implication, North America and beyond.

Just how far do we have to go to satisfy the business community? An article that I found on the City of Saskatoon website dated for release on September 26<sup>th</sup>, 2012 titled "Saskatoon Has Lowest Business Tax Rates in Nation" reads in part "City Council wants Saskatoon to be the most business friendly city in Canada and we have worked hard to create a fair and reasonable policy framework to support that goal." (quotation from City Manager Murray Totland). Are we not already there? If we already have the lowest overall business tax environment in Canada and actually North America among major cities, then why is council considering making this even more one-sided than it already is? The KPMG study shows that Saskatoon had the lowest overall tax rate of any major city in North America among the many cities it examined.

I would argue very strongly against the theory that I expect the Chamber of Commerce is putting forward, which would be that lower taxes will result in greater business investment and enlarging the tax base in Saskatoon. This is not the reason for what was a booming economy in Saskatoon. I say "was" because the bloom is off to some extent. There is no evidence to support this theory at all that I am aware of. The basis for our robust economy is the resource sector with mining and the expansion of the potash industry at the forefront. The resource industry is why we have a healthy economy. I have heard this comment from many people including local business owners. I have never once heard anyone say that our successful local economy was due to lower business taxes.

Another article which I found on the City of Saskatoon website was dated October 20, 2011 and reads "Saskatoon Leads Nation in Business Support". The CFIB ranked Canada's major urban areas based on three guidelines, among which was "Supportive local tax rates and business rules". Thus we have another assessment, which shows that Saskatoon has the most favourable business tax rates in Canada. And yet we need to lower our business tax rates even further and increase our residential property taxes, which are already at the high end of the scale?

When policies and standards are set which are at the very boundaries of the norm, winners and losers are going to be created. That is the environment that this administration seems bent on creating. I for one do not wish to see the city where I live knowingly creating winners and losers, but that is what will result. I can see that homeowners who are living on low incomes or fixed incomes are most definitely going to be hurt by a decision to shift more of the tax burden onto them.

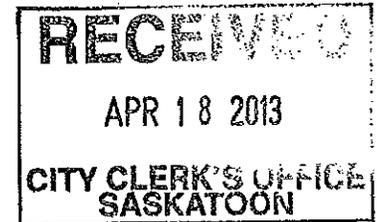
It is my strong recommendation that council inform and engage the public in this process and make fully informed decisions that are in the best interests of all parties, not just those represented by lobby groups.

Yours truly,

Bernie Mazurik

201 Poplar Cr.  
Saskatoon SK  
S7M 0A8

**From:** CityCouncilWebForm  
**Sent:** Wednesday, April 17, 2013 9:54 PM  
**To:** City Council  
**Subject:** Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Rick Brown  
1513 Hnatyshyn Avenue  
Saskatoon, Saskatchewan  
S7L 4G6

EMAIL ADDRESS:

[Rick.Brown@shaw.ca](mailto:Rick.Brown@shaw.ca)

COMMENTS:

Recently, City Council considered lowering property taxes for businesses. I am glad to see that this was not approved. Since Saskatoon already has some of the lowest business property taxes in western Canada, and since residential property owners are dealing with a 5% increase this year and 4% in the previous year, such a change would be very offensive. I strongly encourage City Council to not lower business property taxes, and to work toward lowering residential property taxes. If you truly believe that all citizens, corporate and individual, need to pay their fair share in building a better Saskatoon, you will understand that this balanced strategy is the fairest approach.

The following is an excerpt from the minutes of meeting of the City Council held on June 10, 2013:

**UNFINISHED BUSINESS**

**5a) Municipal Tax Ratio Policy  
(File No. CK. 1920-1)**

**REPORT OF THE CITY CLERK:**

"City Council, at its meeting held on April 8, 2013, considered the above matter and resolved that consideration be deferred to the June 10, 2013, meeting of City Council in order to carry out public consultation.

Administrative Report No. 10-2013, Item B2) included with this agenda, recommends that City Council defer the deliberation of the Municipal Tax Ratio Policy until October 21, 2013."

*Moved by Councillor Hill, Seconded by Councillor Loewen,*

*THAT Clause B2) of Administrative Report No. 13-2013 be brought forward and considered.*

*CARRIED.*

**"B2) Municipal Tax Ratio Policy  
(Files CK. 1920-1, CS.1625-1 and CS.1920-1)**

**RECOMMENDATION:** that City Council defer the deliberation of the Municipal Tax Ratio Policy until October 21, 2013.

**TOPIC AND PURPOSE**

The purpose of this report is to defer the deliberation of Administration's Municipal Tax Ratio Policy report until later in the fall in order to allow additional time for the public to understand the recommendations, and for Councillors to consult with citizens.

**REPORT HIGHLIGHTS**

1. Administration recommends delaying deliberation until October 2013 to allow more time for citizens to become familiar with the information and consult with the Councillors.
2. A comprehensive communication plan starting in June of 2013 to update the City's website with the information on the Tax Ratio Policy.

## **STRATEGIC GOAL**

One of the Ten-Year Strategies of our internal Strategic Goal of Economic Diversity and Prosperity is ensuring Saskatoon has a competitive tax regime with solid, clear and reasonable public policies. The discussion pertaining to the ratio between residential and commercial property taxes relates to competitive rates for both residential and commercial property taxes – supporting the following Ten-Year Strategy and Four-Year Priority below:

- Create a business-friendly environment where the economy is diverse and builds on our city and region's competitive strengths. (*Ten-Year Strategy*)
- Set competitive rates for residential and business property taxes. (*Four-Year Priority*)

## **BACKGROUND**

At its April 8, 2013, meeting, City Council received a report from Administration recommending that the Municipal Tax Policy Ratio between commercial and residential properties be shifted from the current 1.75 to 1.43 over an eight-year period. When the report was tabled, City Council felt that there had not been enough time for consultation and communication with citizens in order to make an informed decision regarding a policy change for the 2013 tax year. City Council, resolved:

"That consideration of the matter be deferred to the June 10, 2013, meeting of City Council in order to carry out public consultation."

## **REPORT**

Administration's recommendation to shift the current Commercial to Residential tax ratio is based on the same premise that City Council endorsed in 1998 when it adopted the current 1.75 Tax Ratio Policy. When the report was tabled in April, the timeline required to have an impact on the 2013 tax year was very short and did not allow enough time to provide the public with adequate details regarding this recommendation.

As changes to the current tax policy cannot come into effect until 2014 or later, your Administration is recommending that any decision regarding the Tax Ratio Policy be deferred until the fall of 2013 to allow additional time for communication and public consultation.

The Administration has designed a more comprehensive communication plan to give citizens and City Council more time to investigate, consult and reflect on the best tax policy decision for Saskatoon. This communication plan is detailed below.

### **OPTIONS TO THE RECOMMENDATION**

City Council has the option to deliberate and decide on the Tax Ratio Policy at the June 10, 2013, meeting.

### **POLICY IMPLICATIONS**

The current City Council Policy is that commercial properties will have an effective tax rate of 1.75 times that of residential properties.

### **FINANCIAL IMPLICATIONS**

There are no financial implications as a result of this report. The result of any change to the ratio will be revenue neutral to the City.

### **PUBLIC AND/OR STAKEHOLDER INVOLVEMENT**

The Communication Plan below shows the timeline of how information will be available on the website for citizens to access. The Assessment and Taxation Branch has met with The Greater Saskatoon Chamber of Commerce.

### **COMMUNICATION PLAN**

1. Issue a News Release explaining the proposed shift which will then trigger related social media messaging, posting to facebook and twitter.
2. Create a link on the City's Webpage with the following:
  - a. a synopsis of the history of current tax policy ratio and the reason for the current recommendation (Attachment 1);
  - b. some Frequently Asked Questions to answer basic questions (Attachment 2);
  - c. the *Tax Review Committee Report* that was the basis of the original tax ratio policy adopted by City Council in June of 1998;
  - d. the *Canada West Foundation Report* that was tabled with City Council in December of 2011;
  - e. the *Greater Saskatoon Chamber of Commerce Report* that was tabled with City Council in December of 2012.

3. Insert an ad into the *StarPhoenix* and *Sunday Phoenix* City Pages; this would have detailed information and directions on how to access the Tax Ratio Policy information on the City's website.
4. The Greater Saskatoon Chamber of Commerce has informed Administration that it plans to communicate to the combined business groups and may also use mass media promotion in the later summer and fall.

**DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION**

Decisions affecting this Tax Policy for the 2014 tax year need to be complete by February of 2014.

**ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications.

**PRIVACY IMPACT**

There are no privacy implications.

**SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

A CPTED review is not required.

**PUBLIC NOTICE**

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

**ATTACHMENTS**

1. Tax Ratio Policy – Historical to Current Recommendation.
2. Frequent Asked Questions and Answers.”

*Moved by Councillor Hill, Seconded by Councillor Loewen,*

*THAT City Council defer the deliberation of the Municipal Tax Ratio Policy until October 21, 2013.*

*CARRIED.*

### Tax Policy Ratio – Historical to Current Recommendation

- In 1997, City Council appointed a Local Tax Review Committee (“Committee”) to study and submit recommendations regarding local tax policy.
- The Committee conducted six public hearings, had discussions with a number of Saskatoon residents and submitted a report to Council on December 1, 1997 with 19 recommendations.
- Based on recommendations in the report, City Council at its June 15, 1998 meeting adopted a plan to reduce the property tax differential between residential and commercial effective tax rates (ETR).
- The shifting process was completed by 2010 and has since been maintained on the municipal (City and Library) portion of the taxes.
- The recommended effective tax rate was based on the benefit businesses receive from the deductibility of property taxes in the determination of income for income tax purposes. At the time of the report, the equitable effective tax ratio between commercial and residential was 1.75.
- Over time, the income tax differential between individuals and businesses has been reduced to 1.43.
- The Chamber has requested that the 1.43 ratio be introduced over a 16-year period.
- Administration feels four reassessment periods is excessive and is therefore recommending that City Council shift to 1.43 (\$4.8M from commercial to residential) over an 8-year period (or 2 assessment periods). The impact on an average residential property would be approximately \$11 per year.

The following table illustrates the annual impact on the average residential property of moving to 1.43 over various periods.

#### **Moving to 1.43 starting from 1.75 Ratio (over various time periods)**

<b>Municipal</b>	<b>Shift in 1 year</b>	<b>Shift in 8 years</b>	<b>Shift in 10 years</b>	<b>Shift in 16 years</b>
ETR Change (from 2012)	+4.8%	+0.7%	+0.48%	+0.35%
\$ Change (from 2012)	+\$88	+\$11	\$9	+\$5.5

## Frequently Asked Questions and Answers:

### What is 'the tax ratio shift' all about?

- Currently commercial properties pay property taxes at a rate of 1.75 times that of a residential property of the same value. In other words, if a commercial and a residential property have the same assessed value, the commercial property pays \$1.75 for every \$1.00 that the residential property pays. *The deliberation is around the consideration to shift this ratio to 1.43.*

### What does a *ratio shift* mean?

- Shifting or changing the ratio, would mean shifting taxes from the commercial property class to the residential property class over a period of time.

### Why is there a difference at all?

- For most commercial property owners, property taxes are paid with '*before income tax*' dollars where most homeowners pay their property tax with '*after income tax*' dollars.

### Why is this being recommended? Is this a fair thing to do?

- Having an understandable, competitive property tax policy helps to ensure that Saskatoon remains a viable location for businesses to start, grow and remain. This provides for not only continued but expanded employment opportunities for Saskatoon residents, diversifies our local economy and assists in maintaining Saskatoon as Canada's "*Business Friendliest City*".
- Before the reassessment in 1997 all properties were taxed based on the assessed value of their properties. In 1997, the 'Percentage of Value (POV)' was legislated by the Province. Since 1997, commercial properties have been taxed at 100% of the value of the property and residential properties were taxed at 75% of the property value (this has since been reduced to 70%). The recommended effective tax rate was based on the benefit businesses receive from the deductibility of property taxes in the determination of income for income tax purposes.

### If this Tax Ratio shift is implemented, *what will happen to my residential property taxes?*

- This will mean that over the time period used to implement this ratio, some of the property tax currently collected from commercial properties will be shifted over to residential properties. If it was all shifted at once, the change would be on average \$88 dollars per year. If this was changed over for example 10 years, then the annual shift would be \$8 /per year over ten years. Council is considering a shift over 8 years.

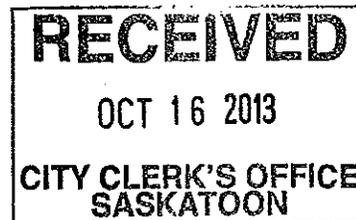
**So then what would the new 1.43% ratio mean to me as a homeowner?**

- It means that for every homeowner's *one dollar* of residential taxes, a commercial property would pay \$1.43.
- City Council has not yet voted on the decision to move to a 1.43 ratio. Therefore, the current 1.75 ratio is in effect for 2013.

**Where did the 1.43% figure come from? Why is this percentage being proposed?**

- 1.43% is the typical benefit for commercial property owners being able to "write-off" their property taxes for income tax purposes; most residential property owners do not have this same benefit.
- Presently the property tax difference is 1.75. This ratio was determined over a decade ago based on income tax rates at that time. *Income tax rates have changed over time to the point where 1.43 is the new equivalent ratio.*

**From:** CityCouncilWebForm  
**Sent:** Tuesday, October 15, 2013 5:00 PM  
**To:** City Council  
**Subject:** Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Keith Moen  
9-1724 Quebec Avenue  
Saskatoon, Saskatchewan  
S7K 1V9

EMAIL ADDRESS:

[keith.moen@nsbasask.com](mailto:keith.moen@nsbasask.com)

COMMENTS:

I would like to make a presentation to Council in consideration of the non-residential tax premium at the Oct. 21 meeting of City Council.

Thank-you.

Keith Moen

1920-1



101-2400 College Ave  
Regina, SK S4P 1C8

**RECEIVED**  
OCT 15 2013  
CITY CLERK'S OFFICE  
SASKATOON

October 15, 2013

His Worship the Mayor  
And Members of City Council  
c/o City Clerk's Office  
2<sup>nd</sup> Floor City Hall  
222 3<sup>rd</sup> Avenue North  
Saskatoon, SK  
S7K 0J5

Dear Mayor Atchison & City Councillors:

**Re: Request to Address City Council, Monday, October 21, 2013**

On behalf of the Canadian Federation of Independent Business (CFIB) and our Saskatoon members, the CFIB is requesting to address City Council on Monday, October 21, 2013 regarding the "Municipal Property Tax Ratio Policy."

Our speaking representative will be Marilyn Braun-Pollon, CFIB's Vice-President, Prairie & Agri-business representing the CFIB.

Thank you for your consideration of our request. If you have any questions please do not hesitate in calling our office at 306-757-0000.

Respectfully submitted by,

Marilyn Braun-Pollon  
Vice President, Prairie and Agri-Business

1920-1

# The Chamber

Greater Saskatoon Chamber of Commerce

*Building the Best Business Climate in Canada,  
Thereby Creating a City of Opportunity*

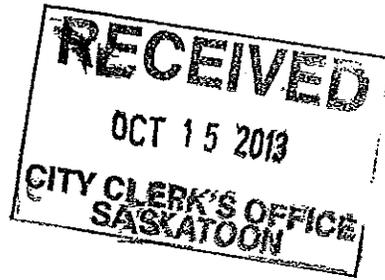
104-202 4<sup>th</sup> Avenue North

Saskatoon, SK S7K 0K1

Tel: (306) 244-2151 Fax: (306) 244-8366

Email: [chamber@saskatoonchamber.com](mailto:chamber@saskatoonchamber.com)

Website: [www.saskatoonchamber.com](http://www.saskatoonchamber.com)



October 15, 2013

His Worship the Mayor  
And Members of City Council  
c/o City Clerk's Office  
2<sup>nd</sup> Floor City Hall  
222 3<sup>rd</sup> Avenue North  
Saskatoon, SK  
S7K 0J5

Dear Mayor Atchison & City Council:

**Re: Request to Address City Council, October 21, 2013**

The Greater Saskatoon Chamber of Commerce is requesting to address City Council on October 21, 2013 regarding the "Municipal Property Tax Ratio Policy."

Our speaking representative will be Kent Smith-Windsor representing the Greater Saskatoon Chamber of Commerce.

Thank you for your consideration of our request.

Sincerely,

A handwritten signature in black ink, appearing to read "Kent Smith-Windsor".

Kent Smith-Windsor  
Executive Director

His Worship the Mayor and City Council  
The City of Saskatoon

## ADMINISTRATIVE REPORTS

### Section A – COMMUNITY SERVICES

**A1) Land Use Applications Received by the Community Services Department  
For the Period Between September 26, 2013 and October 9, 2013  
(For Information Only)  
(Files CK. 4000-5, PL. 4355-D and PL. 4300)**

---

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

The following applications have been received and are being processed:

#### Discretionary Use

- Application No. D10/13: 1006 Whitewood Crescent  
Applicant: Persephone Care Home Ltd. (Delia Mavragani)  
Legal Description: Lot 6, Block 117, Plan No. 83S15063  
Current Zoning: R1A  
Proposed Use: Type II Care Home  
Neighbourhood: Lakeview  
Date Received: September 27, 2013

#### Subdivision

- Application No. 81/13: 212 22<sup>nd</sup> Street East and  
102-112 2<sup>nd</sup> Avenue North  
Applicant: Webb Surveys for Various Owners  
Legal Description: Part of Lane 1, Plan No. F2392 Consolidated with  
Lot 6, Block 150, Plan No. C195; and  
Lots 42 and 43, Block 150, Plan No. 99SA32572  
Current Zoning: B6  
Neighbourhood: Central Business District  
Date Received: October 1, 2013

- Application No. 82/13: 1402 Main Street  
Applicant: Webb Surveys for Arlyn Developments Inc.  
Legal Description: Lot 8, Block 190, Plan No. G779  
Current Zoning: R2  
Neighbourhood: Varsity View  
Date Received: October 2, 2013

### **PUBLIC NOTICE**

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

### **ATTACHMENTS**

1. Plan of Proposed Discretionary Use No. D10/13
2. Plan of Proposed Subdivision No. 81/13
3. Plan of Proposed Subdivision No. 82/13

### **A2) Request For Encroachment Agreement 416 23<sup>rd</sup> Street East (Files CK. 4090-2 and PL. 4090)**

- RECOMMENDATION:**
- 1) that City Council recognize the encroachment at 416 23<sup>rd</sup> Street East (Lot 25, Block 170, Plan No. 99SA32572);
  - 2) that the City Solicitor be instructed to prepare the appropriate Encroachment Agreement making provision to collect the applicable fees; and
  - 3) that His Worship the Mayor and the City Clerk be authorized to execute, on behalf of the City of Saskatoon under the Corporate Seal and in a form that is satisfactory to the City Solicitor, the Agreement with respect to this encroachment.

## **TOPIC AND PURPOSE**

The purpose of this report is to seek City Council's permission for an encroachment for the portions of the building located at 416 23<sup>rd</sup> Street East.

## **REPORT HIGHLIGHTS**

1. Encroachment area is 43.7 square metres.
2. Portions of the building extend onto 23<sup>rd</sup> Street East by up to 1.39 metres, and 5<sup>th</sup> Avenue North by up to .58 metres.

## **STRATEGIC GOALS**

This report supports the City of Saskatoon's (City) Strategic Goals of Sustainable Growth and Quality of Life by ensuring that designs of proposed developments are consistent with planning and development criteria and that these designs do not pose a hazard for public safety.

## **BACKGROUND**

Building Bylaw No. 7306 states, in part, that:

"The General Manager of the Community Services Department shall not issue a permit for the erection or alteration of any building or structure the plans of which show construction of any kind on, under, or over the surface of any public place until permission for such construction has been granted by Council."

## **REPORT**

The owner of the property located at 416 23<sup>rd</sup> Street East, has requested permission to allow an encroachment (see Attachment 1). As shown on the Site Plan (see Attachment 2), the existing balconies and roof structure encroach onto portions of 23<sup>rd</sup> Street East, 5<sup>th</sup> Avenue North, and the City lane by up to 1.39 metres (see Attachment 2). The total area of encroachment is approximately 43.7 square metres; therefore, will be subjected to an annual charge of \$142.

## **OPTIONS TO THE RECOMMENDATION**

There are no options to the proposed recommendation.

## **PUBLIC NOTICE**

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

## **ATTACHMENTS**

1. Request for Encroachment Agreement dated September 16, 2013
2. Copy of Proposed Site Plan

### **A3) Award of Contract – Integrated Growth Plan – Financing Growth Study (Files CK. 4110-2 and PL. 4110-1)**

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**RECOMMENDATION:** that the City Solicitor be instructed to prepare the necessary agreement documents and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

## **TOPIC AND PURPOSE**

The purpose of this report is to award the contract and prepare the necessary agreement for the consulting work required to undertake the Financing Growth Study as part of the City of Saskatoon's (City) Integrated Growth Plan (IGP).

## **REPORT HIGHLIGHTS**

1. Two proposals were received at the Request For Proposal (RFP) deadline.
2. The Financing Growth Steering Committee (Steering Committee) is recommending the selection of Hemson Consulting Ltd. (Toronto) at a total cost of \$64,971.

## **STRATEGIC GOAL**

The Financing Growth Study supports the City's Strategic Goals of Sustainable Growth and Asset and Financial Sustainability. This study will complete an assessment to determine the costs and revenues related to growth, assess the IGP from a cost and financing point of view, and make recommendations to ensure that Saskatoon's growth is adequately financed, that the system is fair, and communicated to all stakeholders and the general public.

## **BACKGROUND**

On July 17, 2013, City Council received an information report from the Planning and Operations Committee which described the terms of reference for a Financing Growth Study. The Financing Growth Study is one of several subject areas which form the IGP.

On August 27, 2013, an RFP was advertised on the SaskTenders website and mailed directly to 22 qualified consulting firms. The RFP deadline was September 27, 2013.

## **REPORT**

The Financing Growth Study is comprised of three parts:

- 1) provide information to help the City understand the current and future costs of infrastructure and civic services required to support future population growth, and the relationship between urban growth strategies (density) and cost of growth;
- 2) quantify the efficiencies which are assumed to be inherent in the City's new IGP, and new urban growth strategies contained in the IGP; and
- 3) provide material and information which will form the basis of a communication tool designed to help the general public, businesses, and stakeholders understand the relationship between property taxes and costs of growth.

Two proposals were received by the RFP deadline: Hemson Consulting Ltd. (Toronto), and Applications Management Consulting Ltd. (Edmonton).

Both proposals were from consultants who are experienced in municipal finance and planning. A Steering Committee comprised of the following people has been established to review the proposals and guide the study:

Alan Wallace	Manager, Planning and Development Branch, Community Services Department
Rob Frank	Manager, Strategic Services Branch, Infrastructure Services Department
Chris Hallam	Manager, Construction and Design Branch, Infrastructure Services Department
Daryl Schmidt	Land Development Manager, Construction and Design Branch, Infrastructure Services Department
Linda Andai	Financial Policy and Strategy Analyst, Corporate Services Department
Don Armstrong	Dundee Development Corporation

An evaluation process with seven categories was used to determine the most suitable consultant:

1. Experience and Qualifications of Firm or Consortium;
2. Demonstrated Success in Similar Studies;
3. Understanding of Project;
4. Cost;
5. Schedule;
6. References; and
7. General Quality of Proposal.

Hemson Consulting Ltd. has been selected by the Steering Committee based on the highest aggregate score addressing all seven categories. Hemson Consulting Ltd. has extensive relevant experience in this subject area, and has recent experience working with the City of Regina and other western Canadian municipalities on the topic of financing growth. Hemson Consulting Ltd. has proposed to undertake the necessary study for a total cost of \$64,971 (including GST).

This project will begin immediately and a consulting services agreement will be drafted and signed. The study is anticipated to be completed in approximately six months with reporting to the Planning and Operations Committee and City Council expected in May 2014.

#### **OPTIONS TO THE RECOMMENDATION**

There are no viable options. The City has established a budget and terms of reference for this study. The selection was based on an established list of criteria and the review and selection was based on sound, objective judgement and experience of the Steering Committee members.

#### **POLICY IMPLICATIONS**

There are no policy implications.

#### **FINANCIAL IMPLICATIONS**

No new funding is required. A total of \$75,000 was approved in the 2013 Capital Budget (Capital Project No. 2522). The project budget is \$65,000 plus a \$10,000 contingency. The contingency will be utilized for unforeseen circumstances which may arise during the study. The financing details are as follows:

1.	Arterial Road Reserve:	\$19,000
2.	Primary Watermain Reserve:	\$28,000
3.	Trunk Sewer Reserve:	<u>\$28,000</u>
	Total	\$75,000

### **PUBLIC AND/OR STAKEHOLDER INVOLVEMENT**

The Developers Liaison Committee received the draft RFP on June 24, 2013, for information.

### **COMMUNICATION PLAN**

The proposal by Hemson will address one of the key requirements of the project, which is the development of information that is suitable for consumption by the general public. The information will be presented in plain English to allow for communication materials to be created and used by many stakeholder groups and general public upon completion.

### **DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION**

This project will be completed in six months and will be delivered to City Council in May 2014.

### **ENVIRONMENTAL IMPLICATIONS**

No environmental and/or greenhouse gas implications have been identified at this time.

### **PRIVACY IMPACT**

There are no privacy implications.

### **PUBLIC NOTICE**

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

## **Section B – CORPORATE SERVICES**

### **B1) Municipal Tax Ratio Policy (Files CK. 1920-1, CS. 1625-1 and CS. 1920-1)**

**RECOMMENDATION:** that the commercial to residential tax ratio be lowered from 1.75 to 1.43, over a period of 11 years (starting in 2014 and completed prior to the 2025 revaluation year), based on the current income tax differential between businesses and individuals.

### **TOPIC AND PURPOSE**

The purpose of this report is to seek approval from City Council on the desired commercial to residential tax ratio.

### **REPORT HIGHLIGHTS**

1. In 1998, City Council approved a reduction to the commercial to residential tax ratio from 2.41 to 1.75 over a ten-year period. Implementation of this shift was completed in 2010.
2. The recommendation to decrease the commercial tax ratio to 1.43 is based on the same principle that City Council endorsed in 1998 when it adopted the 1.75 Tax Ratio Policy.
3. City Council has a number of options to consider:
  - retain the status quo (Effective Tax Ratio of 1.75);
  - adopt a 1.43 Tax Ratio over a different period ; or
  - adopt a Revenue Neutral Tax Policy.

### **STRATEGIC GOAL(S)**

One of the ten-year strategies for the Strategic Goal of Economic Diversity and Prosperity is ensuring Saskatoon has a competitive tax regime with solid, clear and reasonable public policies. The discussion pertaining to the ratio between residential and commercial property taxes relates to competitive rates for both residential and commercial property taxes.

### **BACKGROUND**

At its April 8, 2013, meeting, City Council received a report from Administration recommending that the Municipal Tax Ratio between commercial and residential properties be shifted from the current 1.75 to 1.43 (see Attachment 1).

When the report was tabled in April, City Council deferred any decision on a policy change for the 2013 tax year to allow more time for consultation and communication with citizens. On June 10, 2013, City Council adopted the recommendation from the Administration to defer consideration of the report until October of 2013.

## REPORT

### Adopt 1.43 as Municipal Tax Ratio

The City's previous 10-year shift to the 1.75 ratio was based on the benefit businesses receive from the deductibility of property taxes in the determination of income for income tax purposes. Over time, the income tax differential between individuals and businesses has changed to 1.43 (as reported in the Canada West Foundation Report). The recommendation to decrease the commercial tax ratio to 1.43 is based on the same rationale that City Council endorsed in 1998 when it adopted the current 1.75 Tax Ratio Policy.

The impact of this recommendation on an average residential property would be approximately \$8 per year (+0.51%) for each of 11 years (based on 2013 values). This is a shift of \$6.9M to the residential property classes from the non-residential property classes.

The Administration strongly recommends against ending a tax shift in the same year as a Provincial Reassessment in order to reduce the confusion related to doing so during a revaluation year. The recommendation of 11 years means that the shift will be completed in the year prior to the 2025 reassessment year.

### Changes to the Original Recommendation Tabled April 8, 2013

The 2013 reassessment saw commercial values increase at a higher rate than residential values. This meant that the 2013 revenue neutral tax ratio was 1.66. By implementing the current tax ratio policy of 1.75 for the 2013 tax year, there was a shift of \$1.7M to the commercial properties from the residential properties.

In the original report tabled in April, the recommendation was to shift to 1.43 over eight years. This recommendation was based on the assumption that the shift would begin in 2013 and end in 2020 (before the 2021 reassessment year). At that time, the reported impact of the shift was \$4.8M based on shifting taxes from 1.66 to 1.43 (i.e. from revenue neutral at the beginning of 2013). Now that the starting tax ratio is 1.75 and the 2013 mill-rate has been applied, the impact of the shift to residential from commercial is

\$6.9M. Administration is, therefore, recommending that the shift to 1.43 be implemented over a longer period (i.e. 11 years).

**OPTIONS TO THE RECOMMENDATION**

1. Maintain the Current Tax Ratio of 1.75

The current tax ratio policy was adopted in 1998 and was based on the benefit businesses receive from the deductibility of property taxes in the determination of income for income tax purposes. In 1998, the equitable effective tax ratio between non-residential and residential was 1.75 based on the then-current income tax rates. Maintaining this ratio is inconsistent with the underlying principle of the current policy.

2. Adopt the 1.43 Tax Ratio over Different Time Period

Council has the option of implementing a 1.43 tax ratio over a different time period. The Greater Saskatoon Chamber of Commerce is asking Council to phase in this new policy over a 16-year period. The Administration recommends against having the final year of the shift end in the same year as a Provincial Reassessment. This is to avoid adding any additional complexity to a reassessment year. Assuming a four-year reassessment cycle, the next four reassessment years are 2017, 2021, 2025 and 2029.

The following table illustrates the annual impact on the average residential property over various periods. These time periods are suggestions and Council can chose any time period it prefers.

**Moving to 1.43 starting from 1.75 Ratio (over various time periods)**

<b>Municipal (year complete)</b>	<b>Shift in 1 year (2014)</b>	<b>Shift in 3 years (2016)</b>	<b>Shift in 7 years (2020)</b>	<b>Shift in 11 years (2024)</b>	<b>Shift in 15 years (2028)</b>
% Change (from 2013)	+5.6%	+1.87%	+0.8%	+0.51%	+0.37%
\$ Change (from 2013)	+\$90	+\$30	+\$13	+\$8	+\$6

### 3. Revenue Neutral Option

One of the options available is the Revenue Neutral Option. Every year the tax ratio would be adjusted based on the revenue generated by each property class the previous year (i.e. if non-residential properties generated 29% of the revenue in 2013, then the 2014 mill rate factors would be set to keep this same percentage). In non-reassessment years, the ratio may change by a small amount year over year to account for the change to the mix between the commercial and residential property classes. During reassessment years, the ratio could change dramatically depending on the value changes between the different property classes. (e.g. in 2013, the commercial property values increased at a higher rate than residential, which meant that the 'revenue neutral' ratio was 1.66.)

Some jurisdictions adhere to revenue neutral as their tax policy. The challenge for Saskatchewan municipalities is that reassessments occur once every four years and the values are taken at a single point in time. The aggregate taxation shift in 2013 was from residential to commercial. In 2017 this may happen again, or the shift may go the other way (i.e. from commercial to residential). The Administration did not recommend this option as it is not based on the original tax policy set in 1998.

### POLICY IMPLICATIONS

The current City Council policy is that commercial properties will have an effective tax rate of 1.75 times that of residential properties.

### FINANCIAL IMPLICATIONS

The result of any change to the ratio will be revenue neutral to the City.

### PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

In order to gain insight and an understanding of the paper put forward by the Chamber, Administration met with the Executive Director of The Greater Saskatoon Chamber of Commerce. Administration also met with a member of the 1997 Saskatoon Tax Review Committee to discuss the recommendation adopted by Council in 1998 which formed the basis for the current Tax Ratio Policy of 1.75.

### COMMUNICATION PLAN

1. The City's webpage has been updated to include:

- a summarized history of the current tax policy and the reason for the Administration's recommendation (see Attachment 2);
  - the 1997 report of the Tax Review Committee which is the basis for the current tax ratio of 1.75;
  - a link to the Canada West Foundation Report;
  - KPMG's report entitled "Competitive Alternatives Special Report: Focus on Tax";
  - the report from the Greater Saskatoon Chamber of Commerce which was tabled with City Council in December of 2012;
  - Frequently Asked Questions – Understanding the Proposed Tax Ratio Shift (see Attachment 3).
2. Advertisements in The StarPhoenix City Pages on September 28, 2013 and October 5, 2013 regarding the Tax Policy Ratio information, Frequently Asked Questions, and links to related documents and further detailed information found on the City's website, saskatoon.ca.
  3. Social Media will post messaging driving residents to **saskatoon.ca** for detailed information.

#### **DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION**

Decisions affecting 2014 tax policy should be finalized by March of 2014.

#### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental and/or greenhouse gas implications identified at this time.

#### **PRIVACY IMPACT**

There are no privacy implications.

#### **SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

There is no CPTED review required.

#### **PUBLIC NOTICE**

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

## **ATTACHMENTS**

1. Report tabled with City Council on April 8, 2013
2. Historical Summary of Current Policy and Proposed Changes (currently on City's website)
3. Frequently Asked Questions (currently on City's website)

### **B2) Neighbourhood Land Development**

#### **Allocation of Dividends**

**(Files CK. 1815-1, CK. 4110-1, CS.1815-1, CS. 4110-1 and CS. 1702-1)**

- RECOMMENDATION:**
- 1) that \$1.5 million be transferred to the Reserve for Capital Expenditures (RCE) to be held as a capital contingency;
  - 2) that \$2 million be allocated to assist in supporting the proposed 2013 – 2022 Housing Business Plan; and
  - 3) that 7.5 million be invested in road rehabilitation and preservation in 2014.

## **TOPIC AND PURPOSE(S)**

The purpose of this report is to bring forward a set of recommended allocations of the recently declared surplus from the Neighbourhood Land Development Fund, specifically the Evergreen and Rosewood neighbourhoods.

## **REPORT HIGHLIGHTS**

1. \$8 million of surplus funds from the Evergreen Neighbourhood will be held by the Land Branch for purposes of purchasing lands for redevelopment. The remaining funds will be held in reserve to manage cash flow needs within the City's prepaid service reserves.
2. \$7.5 million of surplus funds from the Rosewood Neighbourhood will be invested in road rehabilitation. The remaining funds will be allocated towards a capital contingency and housing incentives.

## **STRATEGIC GOAL(S)**

This report supports the City of Saskatoon's Strategic Goal of Asset and Financial Sustainability by increasing revenue sources and reducing reliance on residential property taxes, and by providing revenue to fund new capital expenditures, including core services such as fire halls, roadways, and underground services.

## **REPORT**

### **Evergreen Neighbourhood**

City Council has previously approved, in principle, the use of surplus funds resulting from the Evergreen Neighbourhood for the following:

- 10% as a reinvestment into land purchases for future development;
- \$20 million to the Civic Facilities Funding Plan;
- Reserve \$20 million to \$30 million to offset the anticipated deficit within the City's prepaid reserves resulting from major servicing investments required prior to receipt of prepaid levies; and
- The remainder to be allocated towards the North Commuter Parkway Project.

Recommendations for the use of the surplus funds currently available from the Evergreen Neighbourhood, totalling \$28 million, are as follows:

1. \$8 million to be reinvested into land purchases for future development;
2. \$20 million to be reserved to offset the current deficit within the City's prepaid reserves.

### **Rosewood Neighbourhood**

City Council has approved the allocation of surplus funds from new neighbourhood developments as follows:

- 10% to be reinvested into land purchases for future development;
- 25% to be allocated towards discretionary capital projects; and
- 65% to be allocated towards growth-related capital projects.

Recommendations for the use of the surplus funds currently available from the Rosewood Neighbourhood, totalling \$11 million, are as follows:

1. \$1.5 million to be transferred to the Reserve for Capital Expenditures (RCE) to be held as a capital contingency. \$1 million was previously transferred as part of the 2012 yearend surplus allocation;
2. \$2 million to assist in supporting the proposed 2013 – 2022 Housing Business Plan; and
3. \$7.5 million to be invested in road rehabilitation and preservation in 2014. The Administration will report further on the specific use.

The above recommendations are consistent with the 10%/25%/65% allocations previously adopted by City Council.

#### **OPTIONS TO THE RECOMMENDATION**

City Council will have the option to re-allocate surplus funds to other projects recognizing that the funding is only available to fund one-time/short-term projects.

However, alternative funding sources will then be required for the above-noted projects.

#### **POLICY IMPLICATIONS**

There are no policy implications.

#### **COMMUNICATION PLAN**

Any funds approved for allocation will be communicated through a PSA and included on the City's website.

#### **DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION**

A further report on the allocation to road rehabilitation and preservation will be provided prior to the 2014 construction season.

#### **ENVIRONMENTAL IMPLICATIONS**

Any environmental implications related to the actual projects undertaken as a result of the funding will be reported separately.

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**PUBLIC NOTICE**

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

## **Section C – FIRE AND PROTECTIVE SERVICES**

### **C1) Fire Services Agreement Rural Municipality of Corman Park No. 344 and The City of Saskatoon (File No. CK. 2500-1)**

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- RECOMMENDATION:**
- 1) that The City of Saskatoon enter into a revised Fire Services Agreement with the Rural Municipality of Corman Park No. 344 in the form attached; and
  - 2) that His Worship the Mayor and the City Clerk be authorized to execute the Agreement under the Corporate Seal.

### **TOPIC AND PURPOSE**

The purpose of this report is to advise City Council that Saskatoon Fire and Protective Services has successfully negotiated terms for a revised Fire Services Agreement with the Rural Municipality of Corman Park and the City Solicitor has prepared a draft Agreement. The new Agreement will be for a two-year term, expiring on December 31, 2014.

### **REPORT HIGHLIGHTS**

1. The current Fire Services Agreement between The City of Saskatoon and the Rural Municipality of Corman Park expired December 31, 2012. The new agreement will be for a two-year term, expiring December 31, 2014.
2. The new rate of \$839.00/unit/hour (increased from \$450.00/unit/hour) will be effective as of the date the Agreement is signed.
3. The Agreement covers both residential and commercial properties within the boundaries of the R.M of Corman Park.
4. Saskatoon Fire and Protective Services will no longer provide Fire Prevention services to the R.M. of Corman Park.

### **STRATEGIC GOAL**

This report supports the Strategic Goal of Quality of Life and the long-term goal of the Integrated Growth Plan supporting the populace surrounding the City of Saskatoon within identified Corman Park boundaries.

## **BACKGROUND**

Executive Committee considered a report of the General Manager, Fire and Protective Services dated September 4, 2013, regarding the above matter at its In Camera meeting held on September 16, 2013, and resolved:

- "1) that approval be granted for Saskatoon Fire and Protective Services to continue negotiations with the Rural Municipality of Corman Park regarding a revised Fire Services Agreement with The City of Saskatoon in accordance with the terms outlined in this report; and
- 2) that Administration report back to City Council once agreement is reached with the Rural Municipality of Corman Park, requesting the City Solicitor to prepare a new Agreement."

## **REPORT**

The current Fire Services Agreement with the R.M. of Corman Park expired on December 31, 2012. In that Agreement, an annual retainer fee of \$75,000.00 applies to industrial and commercial properties. That fee will remain the same. The new hourly rate \$839.00/unit/hour (increased from \$450.00/unit/hour) applies to areas which are non-industrial and non-commercial. The new rates will also include a quarterly hour rate after the first hour to reflect the Provincial SGI rate.

Due to the increase in the Fire Prevention caseload within the City of Saskatoon, Saskatoon Fire and Protective Services will be unable to continue to provide this service to the R.M. of Corman Park.

## **OPTIONS TO THE RECOMMENDATION**

Do not renew the Fire Services Agreement based on newly negotiated terms.

## **POLICY IMPLICATIONS**

There are no policy implications.

## **FINANCIAL IMPLICATIONS**

There will be an anticipated annual increase of \$64,000.00 in City revenue.

### **PUBLIC AND/OR STAKEHOLDER INVOLVEMENT**

Successful negotiations with the R.M. of Corman Park have resulted in agreement by both parties to the new terms and rate structure.

### **DUE DATE FOR FOLLOW UP AND OR PROJECT COMPLETION**

Negotiations will be ongoing with the R.M. of Corman Park in order to ensure the continuation of a Fire Services Agreement beyond December 31, 2014.

### **COMMUNICATION PLAN**

The R.M. of Corman Park will develop a communication plan to ensure property owners are aware of the cost increases so necessary adjustments can be made to insurance policies.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental and/or greenhouse gas implications identified at this time.

### **PRIVACY IMPACT**

There are no privacy implications.

### **SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

A CPTED review is not required.

### **PUBLIC NOTICE**

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

### **ATTACHMENT**

1. A copy of the draft Fire Services Agreement between the Rural Municipality of Corman Park No. 344 and The City of Saskatoon.

## **Section E – INFRASTRUCTURE SERVICES**

### **E1) Request for Post Budget Approval and Tender Award Capital Project #1418-2 – Trunk Sewers – Holmwood Contract No. 13-0100 – Holmwood Trunks and Primary Water Main (Files CK. 7820-1 and IS. 4111-44)**

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- RECOMMENDATION:**
- 1) that a post budget increase to Capital Project #1418-2 - Trunk Sewers - Holmwood, in the amount of \$6,304,000, be approved;
  - 2) that the post budget increase in the amount of \$6,304,000 be funded from the Trunk Sewer Reserve;
  - 3) that the tender submitted by Standard General Inc. for Contract No. 13-0100 - Holmwood Trunks and Primary Water Main, at a total estimated cost of \$19,529,910.33, including G.S.T., be accepted; and
  - 4) that the City Manager and the City Clerk be authorized to execute the contract documents, as prepared by the City Solicitor, under the Corporate Seal.

### **TOPIC AND PURPOSE**

This report is to obtain City Council approval for a post budget increase to Capital Project #1418-2 - Trunks Sewers – Holmwood to be funded from the Trunk Sewer Reserve. Since the lowest recommended bid exceeds the approved budget, City Council approval is also required for the tender award.

### **REPORT HIGHLIGHTS**

1. The first neighborhood of the Holmwood Sector is to be developed south of the intersection of Highway #5 and McOrmond Drive. Funding to construct the off-site water and sewer services necessary for the development was approved in the 2013 Capital Budget.
2. Of the four capital projects by which this project is to be funded, Capital Project #1418-2 - Trunk Sewers – Holmwood requires a post-budget increase of \$6,304,000 in order to proceed with the work.
3. Three tenders were received for the water and sewer work, with Standard General Inc. of Calgary, Alberta, as the low bidder at a total tender price of \$19,529,910.33.

## STRATEGIC GOALS

The recommendations in this report support the City of Saskatoon Strategic Goal of Sustainable Growth as the trunk sewers and primary water main are required to accommodate new land development and are necessary to ensure that adequate lots are available to meet housing demands in the City.

## BACKGROUND

Holmwood is a proposed subdivision to be developed by Dundee Developments. The development, located south of the intersection of Highway #5 and McOrmond Drive, is slated to house up to 70,000 people. Funding to construct the off-site services necessary for the development of the first phases was approved in the 2013 Capital Budget. Servicing of lots in Holmwood is scheduled to begin in the fall of 2014.

## REPORT

Tenders for Contract No. 13-0100 - Holmwood Trunks and Primary Water Main were opened publicly on September 12, 2013. Three tenders were received and the results are listed below:

<b>Bidder</b>	<b>Total Tender Price</b>
Standard General Inc. (Calgary, AB)	\$19,529,910.33
Hamm Construction Ltd. (Saskatoon, SK)	\$21,020,335.98
Michel's Canada Co. (Nisku, AB)	\$35,474,664.75

Standard General Inc. of Calgary, Alberta, the lowest bidder at a total tender price of \$19,529,910.33, was pre-qualified by the City to perform this work on July 13, 2013.

Capital Project #1418-2 - Trunks Sewers – Holmwood, one of four funding sources for the project, does not currently contain adequate funds for the award of the aforementioned tender. The budget shortfall was partly due to the scope changes that occurred during the design phase of the project. These changes made it necessary to increase the size of the storm sewer pipe from the size that was originally anticipated. A \$6,304,000 post budget increase will be required in order to proceed with the award of this tender.

**OPTIONS TO THE RECOMMENDATION**

An option to the recommendation would be to not approve the post-budget increase. This would cause delays for Dundee Developments on the first phases of Holmwood and would prevent them from meeting their servicing plans. This would likely result in a shortfall of lots available in the City for 2014.

**POLICY IMPLICATIONS**

There are no policy implications.

**FINANCIAL IMPLICATIONS**

The net cost to the City for the tender submitted by Standard General Inc. is as follows:

Base Cost	\$16,799,914.60
Contingency	1,800,000.00
G.S.T.	<u>929,995.73</u>
Total Cost	\$19,529,910.33
Less G.S.T. Rebate	<u>(929,995.73)</u>
<b>Net Cost to the City</b>	<b><u>\$18,599,914.60</u></b>

Three of the four funding sources for this project contain adequate funds to award the tender and proceed with the work.

Capital Project #1418-2 - Trunk Sewers – Holmwood has approved funding in the amount of \$2,552,000 remaining as of September 30, 2013. The storm sewer component of Contract No. 13-0100 - Holmwood Trunks and Primary Water Main requires funding in the amount of \$8,855,701, resulting in a budget shortfall of \$6,303,701.

The Administration is recommending that Capital Project #1418-2 – Trunk Sewers – Holmwood, receive a post-budget increase in the amount of \$6,304,000 to be funded from the Trunk Sewer Reserve. There is sufficient funding within the Trunk Sewer Reserve to fund the increase.

**PUBLIC AND/OR STAKEHOLDER INVOLVEMENT**

Public and/or stakeholder involvement is not required.

### **COMMUNICATION PLAN**

Communications regarding the planning and design of the Holmwood development have already been implemented in 2012 and 2013. Once construction begins, residents and businesses in the immediate and surrounding area will be continually notified through direct letter, Public Service Announcements, and other communications tools, until the project is complete.

### **DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION**

It is estimated that project construction will begin in the spring of 2014 with a completion date of October 31, 2014.

### **ENVIRONMENTAL IMPLICATIONS**

This project will have negative land use and greenhouse gas emission implications associated with development of a green-field site. Surface water in the vicinity of the project will be impacted by construction operations and will be managed as per the contractor's surface water control plan. The project is expected to consume upwards of 81,000 litres of diesel fuel throughout the course of construction. In terms of greenhouse gas emissions, this corresponds to 250 tonnes of CO<sup>2</sup>e.

### **PRIVACY IMPACT**

There are no privacy implications.

### **SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

A CPTED review is not required.

### **PUBLIC NOTICE**

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

**E2) Request for Change Order**  
**Capital Project #1416-11 – Trunk Sewers – Hampton Village Storm Trunk**  
**Contract No. 12-0075 - 37<sup>th</sup> Street Extension & Richardson Road Storm**  
**Replacement**  
**(Files CK. 7820-4, x CK. 292-012-079 and IS. 7820-79)**

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**RECOMMENDATION:** that a Change Order, in the amount of \$596,000 (not including GST) for Contract No. 12-0075 - 37<sup>th</sup> Street Extension & Richardson Road Storm Replacement, be approved.

**TOPIC AND PURPOSE**

The purpose of this report is to obtain City Council approval for a change order to Contract No. 12-0075 – 37<sup>th</sup> Street & Richardson Road Storm Replacement. Since the change order increases the total contract value to greater than 25% of the original contract, Council approval is required.

**REPORT HIGHLIGHTS**

1. Unexpected ground conditions were encountered during construction rendering open trench installation of the storm sewer ineffective.
2. In June 2013, Council approved a post-budget increase in order to complete the storm sewer using the alternate method of case boring, a type of trenchless technology.
3. The installation using case boring results in a contract increase greater than 25% of the original contract amount.

**STRATEGIC GOAL**

The recommendation in this report supports the City of Saskatoon Strategic Goal of Sustainable Growth as the storm sewer is required to accommodate new land development.

**BACKGROUND**

Replacement of the Richardson Road storm sewer, from 37<sup>th</sup> Street to Cole Avenue, is required to upgrade its capacity and accommodate future development in the region. The replacement will consist of a new larger and deeper storm line. The line will

connect the newly established storm line from Hampton Village to the existing Westview storm trunk sewer.

In September 2012, City Council approved a tender award in the amount of \$1,203,185.00 (not including GST), for Contract No. 12-0075 to Garnett Industries Ltd., for the 37<sup>th</sup> Street Extension and Richardson Road Storm Sewer Replacement. Council also approved a post budget increase in the amount of \$532,000 due to the total estimated funding required for the project. The increase was funded from the Trunk Sewer Reserve.

During the course of construction, the contractor encountered very loose soil conditions which were threatening to lodge the safety trench box in the trench and undermine the adjacent sanitary sewer line. In June 2013, City Council approved a second budget increase in the amount of \$665,000, funded from the Trunk Sewer Reserve, in order to complete the storm sewer using case boring. Case boring, a type of trenchless technology, was deemed the most expedient, least disruptive, cost effective solution for safely completing construction.

### **REPORT**

Contract No. 12-0075, 37<sup>th</sup> Street Extension & Richardson Road Storm Replacement, was awarded to Garnett Industries Ltd. for an original amount of \$1,203,185 (not including GST). This contract covers the construction of a cul-de-sac on the east end of 37<sup>th</sup> Street West; the development of three new lots to finish off 37<sup>th</sup> Street; and the replacement of the Richardson Road storm sewer, from 37<sup>th</sup> Street to Cole Avenue using an open trench installation method.

Unexpected ground conditions were encountered during construction rendering open trench installation of the storm sewer ineffective. In order to have Garnett Industries Ltd. complete the project using case boring technology, it is recommended that a change order be issued for Contract No. 12-0075 – 37<sup>th</sup> Street Extension & Richardson Road Storm Replacement in the amount of \$596,000 (not including GST).

### **OPTIONS TO THE RECOMMENDATION**

There are no alternatives to the recommendation.

**POLICY IMPLICATIONS**

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

**FINANCIAL IMPLICATIONS**

Details of the total project costs, including the proposed change order, are as follows:

Original Contract Price	\$1,133,185.00
Contingency	<u>70,000.00</u>
<b>Total Original Contract</b>	<b><u>\$1,203,185.00</u></b>
This Change Order	\$ 596,000.00
G.S.T.	<u>29,800.00</u>
Total Cost	\$ 625,800.00
Less G.S.T. Rebate	<u>(29,800.00)</u>
<b>Net Cost to the City for this Change Order</b>	<b><u>\$ 596,000.00</u></b>

Since the change order increases the total contract value to greater than 25% of the original contract value, Council approval is required. There is sufficient funding for this additional work within approved Capital Project #1416-11 – Trunk Sewers – Hampton Village Storm Trunk EI.

**PUBLIC AND/OR STAKEHOLDER INVOLVEMENT**

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

**COMMUNICATION PLAN**

Ongoing communications have occurred with the residents in the affected area since the project was first scheduled. Residents will continue to receive updates via notices, letters and other communication tools as work progresses.

**DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION**

The work is expected to be completed by the end of the 2013 construction season.

**ENVIRONMENTAL IMPLICATIONS**

Case boring will result in estimated greenhouse gas emissions of 2.4 tonnes of carbon dioxide equivalents, which corresponds to the amount of fuel one car burns in two years.

**PRIVACY IMPACT**

There are no privacy implications.

**SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

A CPTED Review is not required.

**PUBLIC NOTICE**

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

**E3) Request for Post Budget Approval and Change Order  
Capital Project #2000 – 25<sup>th</sup> Street Extension/Rehabilitation  
Contract No. 11-0017 – 25<sup>th</sup> Street Extension  
- Roadway & Streetscape Construction  
Contract No. 12-0067 – Multi-Use Pathways  
(Files CK. 6000-13, CK. 6000-5 and IS. 6005-38)**

- RECOMMENDATION:**
- 1) that a post budget increase to Capital Project #2000 – 25<sup>th</sup> Street Extension/Rehabilitation, in the amount of \$2,500,000, be approved;
  - 2) that the post budget increase in the amount of \$2,500,000 be funded from the Reserve for Capital Expenditures;
  - 3) that a change order in the amount of \$1,800,000 (not including GST), for Contract No. 11-0017 – 25<sup>th</sup> Street Extension – Roadway and Streetscape Construction, be approved; and

- 4) that a change order, in the amount of \$181,000 (not including GST) for Contract No. 12-0067, Multi-Use Pathways, be approved.

### **TOPIC AND PURPOSE**

The purpose of this report is to obtain City Council approval for a post budget increase to Capital Project #2000 to be funded from the Reserve for Capital Expenditures. The report is also requesting Council approval for change orders to Contract No. 11-0017 and Contract No. 12-0067 since the changes increase the contract values to greater than 25% of the original contract values.

### **REPORT HIGHLIGHTS**

1. \$2,500,000 in additional funding is required to address the budget shortfall required to complete Capital Project #2000. This budget adjustment will pay for the increased railway costs and increase in roadway construction costs.
2. A change order to existing Contract No. 11-0017 with Central Asphalt & Paving in the amount of \$1,800,000 (not including GST) for additional road construction work is required to successfully complete the project in 2013.
3. A change order to existing Contract No. 12-0067 with D. Jorgenson Holdings Ltd. (o/a Northern Blacktop) in the amount of \$181,000 (not including GST) for the construction of additional fencing required by CPR along the safety pathway is required to successfully complete the project in 2013.

### **STRATEGIC GOALS**

This report supports the goals of Moving Around and Sustainable Growth as the new connection will improve the flow of people and goods in and around the city, as well as provides an opportunity for redevelopment of the North Downtown area.

### **BACKGROUND**

The last phase of Capital Project #2000 – 25th Street Extension/Rehabilitation includes the extension of 25<sup>th</sup> Street between 1st Avenue and Idylwyld Drive. The construction of this roadway segment has turned into a rather complex undertaking and its progress hindered by an extensive consultation process with stakeholders and stringent approval requirements involving railway companies. The project completion is contingent upon the considerable amount of railway upgrades such as construction of the new Canadian Pacific Railway/Canadian National Railway interchange tracks near 11th Street West.

All the water and sewer work has been completed. The new roadway between 1<sup>st</sup> Avenue and Idylwyld Drive has been built and the contractor is finishing the work on the amenity strip. The primary focus is now on the remaining work where the new road ties in to Idylwyld Drive. This intricate stage of construction involves coordination with the work being undertaken by CPR because of the proximity to the rail crossing. In addition to the construction of a new at-grade crossing with the warning system, CPR is also undertaking other related upgrades required for the completion of this project.

Barring unforeseen delays, it is anticipated that the majority of work will be completed by the end of this construction season allowing the 25<sup>th</sup> Street extension to open to traffic in the fall of 2013.

## **REPORT**

### **Additional Funding Requirements**

The funding allocated to date (including the latest 2010 allocation) to Capital Project #2000 – 25<sup>th</sup> Street Extension/Rehabilitation for the entire project from Spadina Crescent to Idylwyld Drive is \$21,602,000. Additional funding totalling \$2,500,000 is required to fund the following costs in order to complete the project:

- \$1,330,000 increase in roadway construction costs.  
These costs include items such as 2012 and 2013 price escalation, handling of contaminated soil, project management increase due to length of project, installation of underground ducts on behalf of CPR, additional fencing requirements along CPR rail tracks, addressing drainage issues, etc.
- \$1,170,000 increase in the railway construction direct CPR costs.  
These costs include the escalation in CPR estimates for material and labour, as well as additional work that doesn't have previously allocated funding such as required modifications to the railway warning system at 33<sup>rd</sup> Street and 3<sup>rd</sup> Avenue and at Avenue W grade crossing.

All railway related construction work must be performed by CPR, as per their union agreement. CPR may subcontract some of the work such as geotechnical analysis, survey, etc, as required. Labour costs associated with railway maintenance and construction services are defined as per the Canadian Transportation Agency guidelines.

### Change Orders Greater than 25% of the Original Contract Value

Contract No. 11-0017 – 25<sup>th</sup> Street Extension – Roadway & Streetscape Construction was awarded to Central Asphalt and Paving Ltd. in 2011. During the course of construction, additional work such as the removal of contaminated soil, contract price escalation, underground power distribution to the Police Station, additional CP conduit installation, and addressing drainage issues, etc., was added to the contract. In order for Central Asphalt Ltd. to complete all the extra work, it is recommended that a change order be issued for Contract No. 11-0017 in the amount of \$1,800,000 (not including GST).

Contract No. 12-0067 - Multi-Use Pathways, was awarded to D. Jorgenson Holdings Ltd. (o/a Northern Blacktop) to construct an asphalt pathway along the CPR tracks from Idylwyld Drive to Avenue D. The path will provide a safer environment for pedestrians and address trespassing issues on the CPR right-of-way. In exchange for building the path and other upgrades, CPR has agreed to whistle cessation at the new 25<sup>th</sup> Street and Idylwyld Drive intersection. However, CPR also requested a tamper-proof fence be installed along the path for greater security and safety. In order for Northern Blacktop to complete the extra work, it is recommended that a change order in the amount of \$180,000 (not including GST) be issued for Contract No. 12-0067.

### OPTIONS TO THE RECOMMENDATION

No other options are being presented.

### POLICY IMPLICATIONS

There are no policy implications.

### FINANCIAL IMPLICATIONS

#### Funding

There is currently \$10,216,000 of approved funding available within Capital Project #2000 for the construction of roadway from 2<sup>nd</sup> Avenue to Idylwyld Drive. The Engineer's final estimate of costs required to complete the construction of this segment of roadway is \$11,546,000, resulting in a shortfall of \$1,330,000.

There is currently \$2,650,000 of approved funding available within Capital Project #2000 for the construction of railway upgrades required to safely open the intersection

of 25<sup>th</sup> Street and Idylwyld Drive to traffic. CPR's estimate of costs required to complete the construction of the railway upgrades is \$3,820,000, resulting in a shortfall of \$1,170,000.

To fund the shortfalls mentioned above, the Administration is recommending that Capital Project #2000 receive a post budget increase in the amount \$2,500,000 to be funded from the Reserve for Capital Expenditures. There is sufficient funding within the Reserve for Capital Expenditures to fund the increase.

Contract No. 11-0017 Change Order

Details of Contract No. 11-0017 - 25<sup>th</sup> Street Extension – Roadway and Streetscape costs, including the proposed change orders is as follows:

Original Contract Price	\$4,483,802.30
Contingency	<u>600,000.00</u>
<b>Total Original Contract</b>	<b><u>\$5,083,802.30</u></b>
This Change Order	\$1,800,000.00
G.S.T.	<u>90,000.00</u>
Total Cost	\$1,890,000.00
Less G.S.T. Rebate	<u>(90,000.00)</u>
<b>Net Cost to the City for this Change Order</b>	<b><u>\$1,800,000.00</u></b>

Since this change order increases the total contract value to greater than 25% of the original contract value, Council approval is required. There will be sufficient funding for this change order within Capital Project #2000 if the aforementioned post budget increase is approved.

Contract No. 12-0067 Change Order

Details of Contract No. 12-0067 - Multi-Use Pathways costs, including the proposed change order is as follows:

Original Contract Price	\$534,749.20
Contingency	<u>50,000.00</u>
<b>Total Original Contract</b>	<b><u>\$584,749.20</u></b>

This Change Order	\$181,000.00
G.S.T.	<u>9,050.00</u>
Total Cost	\$190,050.00
Less G.S.T. Rebate	<u>(9,050.00)</u>
<b>Net Cost to the City for this Change Order</b>	<b><u>\$181,000.00</u></b>

Since this change order increases the total contract value to greater than 25% of the original contract value, Council approval is required. There is sufficient approved funding for this work within Capital Project #2000.

#### **PUBLIC AND/OR STAKEHOLDER INVOLVEMENT**

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

#### **COMMUNICATION PLAN**

Communications about the planning and development of the project were conducted over a number of years. The most recent open house with the public was conducted in September 2010.

Ongoing communication regarding road detours is being communicated to the public via Public Service Announcements.

#### **DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION**

The anticipated project completion is Fall 2013.

#### **ENVIRONMENTAL IMPLICATIONS**

Road and rail construction activities consume non-renewable resources such as earthen and bituminous materials and will generate greenhouse gas emissions. The overall greenhouse gas emissions have not been quantified at this time.

The excavation of soils on site has been monitored and tested for contamination, as required by the Ministry of Environment. Contaminated soils were either re-used on site when suitable or removed to an approved location. The locations of removed soils are being reported to the Ministry of Environment.

**PRIVACY IMPACT**

There are no privacy implications.

**SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

A CPTED review was completed for aspects of the project that were deemed to require one.

**PUBLIC NOTICE**

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

**E4) Request for Post Budget Approval and Tender Award  
Capital Project #0625-18 - IS - Trunk Sewers – Northeast Sector  
Contract No. 13-0633 - Aspen Ridge Lift Station  
(Files CK. 7820-4 and IS. 7990-92)**

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- RECOMMENDATION:**
- 1) that the tender submitted by VCM Construction Ltd. for the Aspen Ridge Lift Station, Contract No. 13-0633, at a total cost of \$4,819,500 (including GST) be accepted;
  - 2) that a post budget approval of \$1,845,000 be granted for Capital Project #0625-18 - Trunk Sewers – Northeast Sector funded from the Wastewater Lift Station Reserve; and
  - 3) that the City Solicitor be instructed to prepare the necessary contract for execution by His Worship the Mayor and the City Clerk under the Corporate Seal.

**TOPIC AND PURPOSE**

That City Council award a tender submitted by VCM Construction Ltd., the lowest qualified bidder, for Contract No. 13-0633, Aspen Ridge Lift Station.

## **REPORT HIGHLIGHTS**

1. A new sanitary sewer lift station is required in the northeast sector.
2. The consultant completed the detailed design and tenders were advertized on August 31, 2013.
3. Tenders closed on September 25, 2013, and the City received five bids with the low bid by VCM Construction Ltd. recommended for acceptance.

## **STRATEGIC GOAL**

The recommendations in this report support the City of Saskatoon Strategic Goals of Asset and Financial Sustainability and Sustainable Growth through construction of significant infrastructure to service neighbourhood development in the northeast sector of the City.

## **BACKGROUND**

Capital Project #0625-18 – Trunk Sewers – Northeast Sector, includes approved funding for sub-project 18, Aspen Ridge Lift Station, in the amount of \$3,130,000 for a new lift station in the northeast sector. At its meeting on January 21, 2013, Council awarded engineering services for the design and construction of a new lift station and force main in the northeast sector to Associated Engineering (Sask.) Ltd. for a total upset fee of \$396,620 not including GST.

## **REPORT**

### **New Sanitary Sewer Lift Station in the Northeast Sector**

Due to continued growth in the northeast sector of the city, a new sanitary sewer lift station and force main is required in the near future to serve approximately 423 hectares of future development located northeast of the Evergreen neighbourhood. The force main will discharge into the Central Avenue sanitary sewer trunk system at the intersection of Central Avenue and Somers Road. The force main was tendered separately from the lift station and award of the force main construction contract was the subject of a previous report.

### **Detailed Design Equipment Selection and Tendering**

Prior to the award of consulting engineering services, the City determined it would be advantageous to increase the service area of the lift station to 423 hectares to support

the rapid growth in the sector. The consultant increased the design capacity of the lift station from 132 litres per second to 256 litres per second by increasing the wet well area, building space, mechanical process, electrical and control provision such that future installed pumping capacity was possible. Tenders were advertised by Purchasing Services on August 31, 2013.

Tenders Closed and Low Bidder Recommended

Tenders were opened publicly on September 25, 2012. Five tenders were received for Contract No. 13-0633, Aspen Ridge Lift Station, and are listed below:

<b>Bidder</b>	<b>Total Tender Price</b>
VCM Construction Ltd. (Saskatoon, SK)	\$4,819,500.00
Gabriel Construction Ltd. (Regina, SK)	\$4,876,076.00
Graham Construction and Engineering LP (Saskatoon, SK)	\$5,066,903.00
PCL Construction Management Inc. (Saskatoon, SK)	\$5,176,500.00
Allan Construction (Saskatoon, SK)	\$5,722,500.00

All bidders acknowledged the addendums and provided the required Bid Bond and Consent of Surety. Engineering Services reviewed the tenders and recommends acceptance of the low bid from VCM Construction Ltd. VCM Construction Ltd. is an experienced contractor and their work schedule meets the project milestones.

The net cost to the City for the lowest qualified bid, submitted by VCM Construction Ltd., is as follows:

General Requirements	\$ 560,000
Lift Station Work	3,620,000
Cash Allowances (Testing & Programming)	110,000
Contingency	<u>300,000</u>
Subtotal	\$4,590,000
G.S.T. (5%)	<u>229,500</u>
Total Tendered Price	\$4,819,500
G.S.T. Rebate	<u>(229,500)</u>
<b>Net Cost to the City</b>	<b><u>\$4,590,000</u></b>

The consultant's pre-tender estimate, including a \$300,000 contingency, was \$5,000,000, exclusive of GST.

### **OPTIONS TO THE RECOMMENDATION**

Council could choose to not award this tender; however, Administration does not support that recommendation.

### **POLICY IMPLICATIONS**

There are no policy implications.

### **FINANCIAL IMPLICATIONS**

Capital Project #0625-18 – Trunk Sewers – Northeast Sector provides funding for trunk sewers to facilitate staged development in the northeast sector with sub-project 18 consisting of the Aspen Ridge Lift Station. The project has \$3,130,000 of approved funding in the 2013 Capital Budget. Subsequent to the budget approval, Administration determined the service area of the lift station be increased to 423 hectares which resulted in a 94% increase in capacity.

Costs to deliver the project include \$4,590,000 for construction, \$360,000 for consulting engineering, and \$25,000 for permits and administrative expenses. The project total of \$4,975,000 is \$1,845,000 above the approved budget. Administration recommends \$1,845,000 of additional funding from the Wastewater Lift Station Reserve.

Budgeted	Unbudgeted	Capital	Operating	Non-Mill Rate	External Funding
\$3,130,000	\$1,845,000	\$4,975,000		\$4,975,000	

### **PUBLIC AND/OR STAKEHOLDER INVOLVEMENT**

There is no public and/or stakeholder involvement planned for this phase of the project.

### **COMMUNICATION PLAN**

Once construction is slated to begin, notices will be sent to any residents in the surrounding area informing them of the construction. Other communications tools, such as Service Alerts and the Saskatoon City Pages ads will be utilized when necessary to help keep the public informed of any potential impact. The lift station itself will be designed to ensure there is no adverse impact on the residential neighbourhood in terms of traffic flow, aesthetics, noise or odour.

### **DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION**

It is estimated that project construction will begin in the fall of 2013 with a completion date of December 15, 2015.

### **ENVIRONMENTAL IMPLICATIONS**

The lift station pumps were selected for maximum efficiency based on the required system head and flow rates. The estimated annual GHG emissions related to the electrical consumption of the pumps would be 195 tonnes CO<sub>2</sub>e.

### **PRIVACY IMPACT**

There are no privacy implications.

### **SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

The exterior elements of the above ground building have been submitted for a CPTED review.

### **PUBLIC NOTICE**

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

### **E5) Request for Sole Source Rental Lease Buyout US – Transit, and Construction and Design/Surveyors (Files CK. 1390-1 and IS. 1000-1)**

- RECOMMENDATION:**
- 1) that the sole source purchase agreement submitted by Calmont Group, for the rental buyout of three 2013 Ford Extended Cab ½ ton 4WD trucks, at a total cost of \$88,935.00 (including GST and PST) be approved; and
  - 2) that Purchasing Services issue the appropriate purchase order.

### **TOPIC AND PURPOSE**

The purpose of this report is to obtain approval for the sole source purchase of three 2013 Ford Extended Cab ½ ton 4WD trucks.

### **REPORT HIGHLIGHTS**

1. Vehicle and Equipment Services, at the request of Infrastructure Services (IS), Parks Branch, rented three new ½ ton 4WD trucks for four months for their mosquito control programs.
2. Vehicles and Equipment Services, at the request of Utility Services (US), Transit Services Branch and IS-Construction and Design Branch, is seeking to procure these three trucks to replace three units due for replacement and to take advantage of the rental credit
3. Calmont Group has offered to apply 100% of the rental payments made as credit towards purchase of these units.

### **STRATEGIC GOALS**

The purchase of the three trucks supports the City of Saskatoon Strategic Goals of Continuous Improvement and Moving Around as it will provide for a coordinated approach to customer service, and it will help to ensure that Transit and Surveyors operators/staff access various routes and work sites in severe weather and road conditions

### **BACKGROUND**

Vehicle and Equipment Services provides for the replacement of equipment and vehicles for various City departments when their equipment or vehicle has surpassed its useful service life and has reached a pre-determined replacement period. To optimize resources for the replacement of equipment, Vehicle and Equipment Services regularly seeks to synergize their efforts by taking advantage of used, leased, and rental equipment and their associated credits. As well, any equipment that has been previously fit-up with Corporate accessories such as radios and antennas, emergency lighting, tool boxes, headache rack, mud flaps, running boards, hitches, trailer brake controls, badging and the like saves expenditures in excess of \$5,000 per unit.

## **REPORT**

Vehicle and Equipment Services engaged in a four month rental agreement with Calmont Group for three new Ford ½ ton 4WD trucks for IS-Parks Branch, Pest Management Section for their mosquito control programs. The rental agreement terminated at the end of August.

Vehicle and Equipment Services has been requested to retain these gently used vehicles for two units at US-Transit and one unit at IS-Construction and Design that are due for replacement.

These three trucks have already been fit-up and equipped with Corporate accessories as required. Consequently, they can be put in service in a very short period of time, and \$15,000 in fit-up costs can be avoided.

Calmont Group has offered to apply 100% of the rental fees as credits towards the purchase of these three units. A savings of \$13,140 for 3 units is expected.

Vehicle and Equipment Services deems the purchase price to be fair, and Administration is recommending that these three trucks be sole sourced to Calmont Group.

## **OPTIONS TO THE RECOMMENDATION**

No other options were considered.

## **POLICY IMPLICATIONS**

The requested approval is in accordance with Policy C02-030 - Purchase of Goods, Services and Work; Policy A02-027 - Corporate Purchasing Procedure; and Bylaw 8174, The City Administration Bylaw, 2003.

## **FINANCIAL IMPLICATIONS**

The net cost to the City of Saskatoon for the sole source purchase of these three trucks from Calmont Group is as follows:

<b>Equipment</b>	<b>Price (Qty 3)</b>
2013 Ford F150 s/n 1FTFX1EFXDFC14747	\$31,330.00
2013 Ford F150 s/n 1FTFX1EF6DFC14745	31,330.00
2013 Ford F150 s/n 1FTFX1EF8DFC14746	31,330.00
Rental Credits	<u>(13,140.00)</u>
Subtotal	\$80,850.00
GST	\$4,042.50
PST	<u>4,042.50</u>
<b>Contract Price</b>	<b>\$88,935.00</b>
GST Rebate	<u>(\$4,042.50)</u>
<b>Net Cost to City of Saskatoon</b>	<b><u>\$84,892.50</u></b>

There is adequate funding in Capital Project #1357 (2013) for this purchase.

#### **PUBLIC AND/OR STAKEHOLDER INVOLVEMENT**

Public and/or stakeholder involvement is not required.

#### **COMMUNICATION PLAN**

As these trucks have already been used as part of the City of Saskatoon Parks Branch fleet and the purchase of them does not directly impact the public, a communication plan is not required.

#### **ENVIRONMENTAL IMPLICATIONS**

The upgrade to the newer model year, with higher emission standards will offset the slightly higher fuel consumption of the 4WD units. No increase to environmental impact is expected.

#### **PRIVACY IMPACT**

There are no privacy implications.

#### **SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

A CPTED review is not required.

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**DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION**

A follow-up report is not required.

**PUBLIC NOTICE**

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

## **Section F – UTILITY SERVICES**

### **F1) Direct Route Service – “University Direct” from Stonebridge (File No. CK. 7310-1)**

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

#### **TOPIC AND PURPOSE**

To present City Council with information on the implementation of a “University Direct” service from Stonebridge neighbourhood to the University at no additional cost to service.

#### **REPORT HIGHLIGHTS**

1. Route 17 from Stonebridge to the University is experiencing significant capacity issues Monday to Friday during morning peak periods. Transit is currently using “extra” buses to assist with capacity.
2. Transit will implement a “University Direct” Service from Stonebridge to the University with two “Directs”; one at 7:40 a.m. and one at 7:55 a.m. via the fastest route available starting October 27, 2013.
3. This “University Direct” Service will coincide with other University specific routing until the end of April 2014.
3. Transit Administration is also evaluating existing service from the Northwest and Northeast areas.

#### **STRATEGIC GOALS**

This report supports the City of Saskatoon Strategic Goal of Asset and Financial Sustainability through continued fiscal responsibility, and a focused effort in meeting our business needs in a cost effective manner. Also supported through this report is the Strategic Goal of Moving Around through the continued improvement of the Transit System.

#### **REPORT**

The Route 17 out of Stonebridge has been experiencing capacity issues Monday through Friday during morning peak periods. The 7:48 a.m. bus is filled to capacity (approximately 90 passengers per trip) with University students prior to leaving the Stonebridge neighbourhood with “extra” buses assisting with capacity for the remainder of the route. This is the only scheduled bus from the area which will arrive at the University in time for classes commencing at 8:30 a.m.

Since the origin and destination of these riders is known, Transit will be implementing a “University Direct” Service from Stonebridge to the University. The collection points and times in Stonebridge will be fixed. From the last collection point in Stonebridge, the bus

will take the fastest route available to the University making no stops along the way. This new service will begin October 27, 2013.

The intention is to schedule two "University Directs", one at 7:40 a.m. and one at 7:55 a.m. to capture the passengers requiring arrival at the University prior to 8:30 a.m. These "University Directs" will only travel to the University in the morning since return trips are typically spread out through the afternoon and early evening, and extra buses have not been required. This route will be in effect until the end of April 2014 as it is a University specific service.

Transit is also evaluating the existing service from the Northwest and Northeast areas of the City to identify the origin and destination of the ridership in an effort to isolate potential opportunities for more "Direct" services.

#### **OPTIONS TO THE RECOMMENDATION**

There are no options to the recommendation.

#### **POLICY IMPLICATIONS**

There are no policy implications.

#### **FINANCIAL IMPLICATIONS**

The new "University Direct" service will replace the existing "extras" currently used to assist the Route 17 and will not result in any additional costs.

#### **COMMUNICATION PLAN**

This new "University Direct" service will be communicated by on-bus information and the presence of Service Supervisors and Inspectors providing information at the stops along the route when the service begins. Information will be sent out through the City's social media and website, the Stonebridge Community Association and provided to the University for their PAWS website.

#### **DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION**

The "Direct" service will be reviewed at the end of May 2014.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental and/or greenhouse gas implications.

### **PRIVACY IMPACT**

There are no privacy implications.

### **PUBLIC NOTICE**

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

**F2) Advanced Metering Infrastructure (AMI) Consulting Services  
Saskatoon Light & Power Capital Project #1250: AMI Implementation  
Water & Wastewater Treatment Branch Capital Project #1055: AMR  
Infrastructure  
(Files CK. 1550-2, x CK. 1000-1 and US. 2030-4)**

---

- RECOMMENDATION:**
- 1) that the proposal submitted by Util-Assist Inc. to develop an Advanced Metering Infrastructure functional design for electricity and water metering be accepted, at a total cost of \$399,981.75 including taxes; and
  - 2) that the City Solicitor be instructed to prepare the Engineering Services Agreement for execution by His Worship the Mayor and the City Clerk under the Corporate Seal.

### **TOPIC AND PURPOSE**

Your Administration is recommending that City Council approve accepting the proposal of Util-Assist Inc. to provide engineering consulting services to develop an Advanced Metering Infrastructure (AMI) functional design for electricity and water metering for City of Saskatoon Utilities. An AMI system is used to transmit electricity usage data and water consumption data to a central billing system, and provides benefits to customers, City operations, and the environment.

Once Util-Assist Inc. provides its recommendations for the most effective AMI strategy, communication technology options and cost estimates for the system and implementation (approximately February 2014), Administration will make a final recommendation to City Council on whether or not to proceed with the implementation of AMI in Saskatoon.

### **REPORT HIGHLIGHTS**

1. The scope of work for engineering consulting services includes six work packages and engages the consultant through full implementation of the AMI project to mid-2015.
2. Nine proposals were received in response to the Request for Proposal issued on July 30, 2013.
3. The proposal submitted by Util-Assist Inc. ranked first respecting a combination of price and quality parameters and is within budget.

### **STRATEGIC GOALS**

This report supports the long-term strategy to increase productivity by being more efficient in the way we do business under the Strategic Goal of Continuous Improvement. The report also supports the long-term strategy to increase revenue sources and reduce reliance on residential property taxes under the Strategic Goal of Asset and Financial Sustainability. By eliminating the need to read meters manually, this will also reduce greenhouse gas (GHG) emissions tied to City operations, under the Strategic Goal of Environmental Leadership.

### **BACKGROUND**

At its meeting on June 24, 2013 City Council approved issuing a Request for Proposals for engineering consulting services for the Advanced Metering Infrastructure.

### **REPORT**

#### **Scope of Work for Engineering Consulting Services**

The RFP for engineering consulting services includes the following scope of work.

- A study recommending the most effective AMI strategy for the City of Saskatoon.
- Recommendation of Wide Area Network communication technology options.
- Design specifications and cost estimates for the AMI system and optional applications.

- Project management and quality assurance (this is an optional component of the scope of work, should the AMI project proceed to implementation).

#### Nine Proposals Received

On July 30, 2013, Saskatoon Light & Power issued a Request for Proposals for the AMI Consulting Services.

The evaluation criteria shown in the Request for Proposals gave Price and Quality Parameters as follows: Company Related Experience represents 10%; Team Member Experience represents 30%; Methodology and Schedule represents 35%; Past Performance represents 15%; and Total Price represents 10% for a total possible of 100%.

On August 30, 2013, nine proposals were received. An evaluation team made up of representatives from Saskatoon Light & Power, the Water & Wastewater Treatment Branch, the Revenue Branch, and the Environmental Services Branch evaluated all proposals based on the evaluation criteria. The Util-Assist Inc. proposal scored the highest in the evaluation. This company has significant project experience with similar Canadian utilities in Alberta, British Columbia, and Ontario, and has worked extensively with Elster Canada (the meter manufacturer used by City of Saskatoon Utilities).

As the submission by Util-Assist Inc. is within budget and the evaluation score was the highest, it is recommended that its proposal be accepted, at a total cost of \$399,981.75 including taxes.

#### OPTIONS TO THE RECOMMENDATION

The recommendation could be rejected, and the City could continue with manual meter reading.

#### POLICY IMPLICATIONS

There are no known policy implications.

#### FINANCIAL IMPLICATIONS

Adequate funding is available in SL&P's Capital Project #1250 – AMI Implementation, and WWTP Capital Project #1055 – AMR Infrastructure. The cost of the recommended proposal is \$399,981.75 including taxes, and is therefore within the budgeted allowance of \$400,000.00.

Budgeted	Unbudgeted	Capital	Operating	Non-Mill Rate	External Funding
\$399,981.75	---	\$399,981.75	---	---	---

The overall cost of the AMI project is estimated at \$3 million. The project includes the AMI System and Meter Data Management System, the data collector network infrastructure, integration with the existing billing system, engineering and project management. Any advanced applications or interactive tools for customers are over and above this cost estimate, and final costs will depend on the overall scope for the AMI system.

The AMI Project is expected to pay for itself within seven years.

**PUBLIC AND/OR STAKEHOLDER INVOLVEMENT**

Meetings were held with C.U.P.E. Local 47 (Water Meter Shop), C.U.P.E. Local 59 (Revenue Branch), and I.B.E.W. Local 319 (Saskatoon Light & Power) to discuss the project and obtain feedback. Meetings were also held with any staff that would be affected in each of the branches.

**COMMUNICATION PLAN**

A Communication Plan has been developed to inform stakeholders about smart meters, how they work, and the installation process. The plan focuses on providing highlights to all citizens, including that smart meter radio frequency (RF) emissions are well below Health Canada and Industry Canada regulations, and are generated at much lower levels than for cell phones, and only for short periods throughout the day. Detailed information will be made available to those who are interested regarding the benefit to customers and the City. Environmental benefits will also be highlighted.

Open houses will be held to provide information and answer questions. Printed tools will include utility bill inserts, and information will be provided to community associations for their newsletters. The Mayor and City Council will receive updates on the project at significant milestones, as will the local news media.

The City is working in partnership with SaskPower and SaskEnergy to ensure continuity in communications with citizens.

Attachment 1 is a list of Frequently Asked Questions (FAQs) which will be available on the City's website. Copies will also be available at the Public Open Houses.

### **DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION**

Administration will report to City Council following completion of the consultant's recommendations for the AMI strategy and communication options, and completion of cost estimates. A detailed financial analysis will be completed at that time including cost benefits for various optional applications. The next step would be to issue a tender for implementation of the AMI system.

### **ENVIRONMENTAL IMPLICATIONS**

The recommendation will have resource consumption and GHG emissions implications associated with replacing existing meters with smart meters. However, implementation of the 'smart' meter technology – planned to be fully completed by the end of 2024 – will result in significant annual GHG emissions reductions associated with the ability to retrieve and verify meter data remotely, eliminating the requirement to operate fleet vehicles to read meters manually. The overall impact on GHG emissions is unknown at this time and will be included in a future report, where applicable.

The recommendation is expected to have positive implications for water resources resulting from a reduction in losses of pumped water through the distribution system. The GHG emissions reductions created by the reduced water use are estimated at 3,300 tonnes CO<sub>2</sub>e, which is the equivalent of removing over 650 cars from the road each year.

### **PRIVACY IMPACT**

The City of Saskatoon complies with Saskatchewan's privacy legislation, and will apply the same privacy protection standards for the AMI system as are used for the current billing system. All data collected is only used to ensure accurate billing. All data and meter identification information is encrypted and transmitted over a secure network, and does not include any personal information.

### **SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

This project will not be subject to a CPTED review.

### **PUBLIC NOTICE**

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

**ATTACHMENT**

1. Frequently Asked Questions

**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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Randy Grauer, General Manager  
Community Services Department

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Marlys Bilanski, General Manager  
Corporate Services Department

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Dan Paulsen, General Manager  
Fire & Protective Services Department

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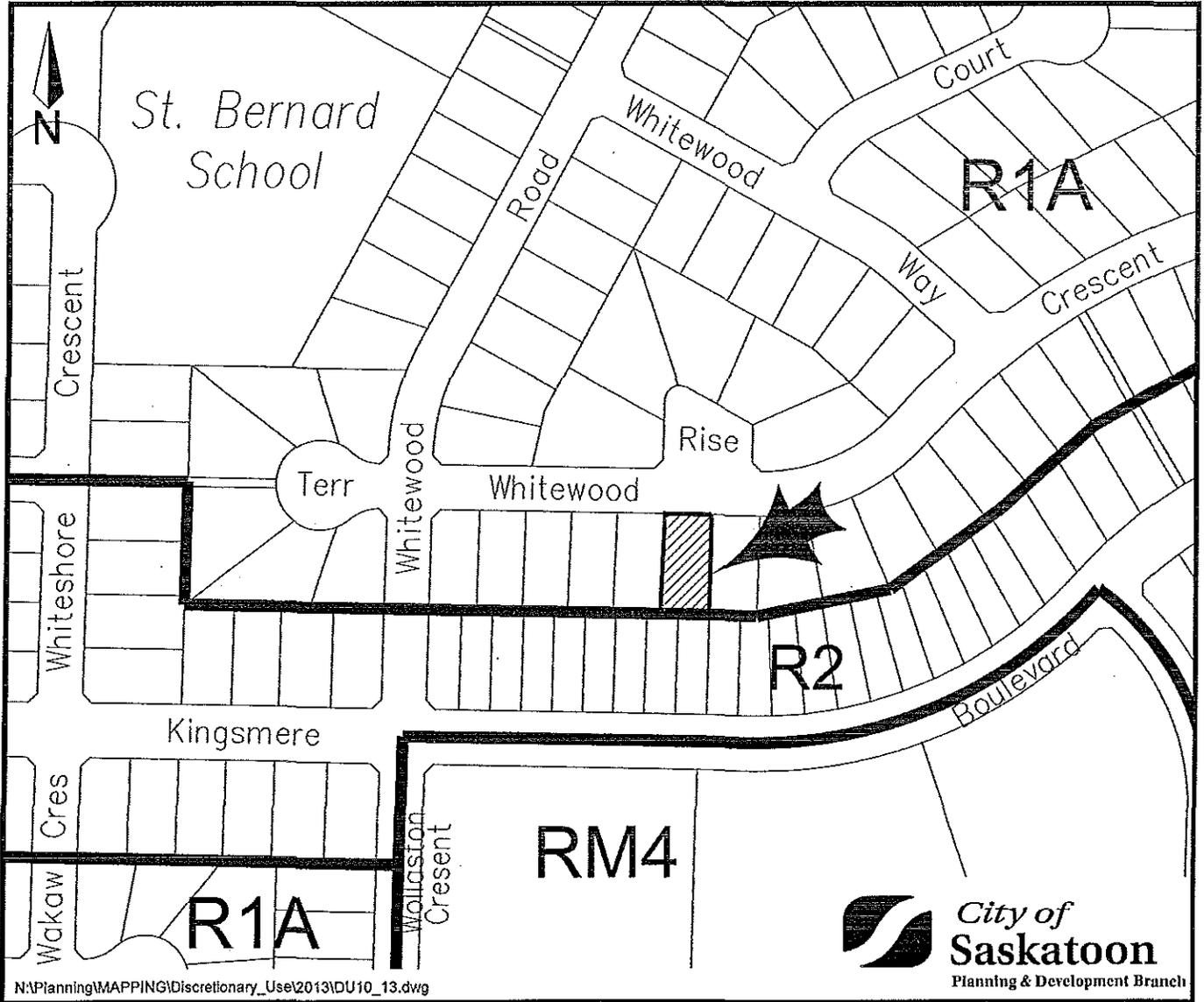
Mike Gutek, General Manager  
Infrastructure Services Department

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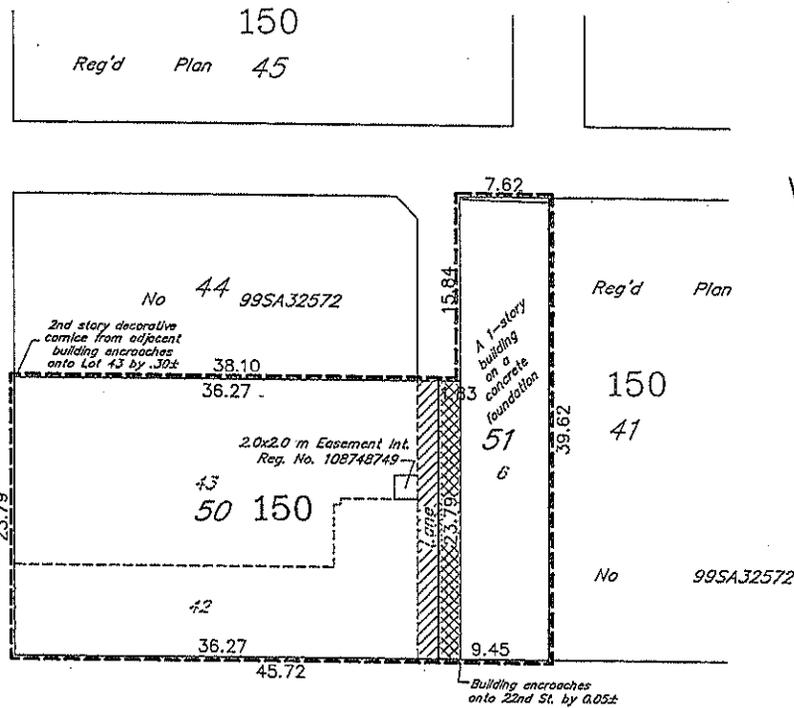
Jeff Jorgenson, General Manager  
Utility Services Department

41

Proposed Discretionary Use No. 10/13



2nd AVENUE NORTH



PLAN OF PROPOSED  
 SUBDIVISION OF PART OF  
 LANE L1,  
 REG'D PLAN NO F2392  
 & CONSOLIDATION WITH  
 LOT 6, BLOCK 150  
 REG'D PLAN NO C195 &  
 LOTS 42 & 43, BLOCK 150  
 REG'D PLAN NO 99SA32572  
 NW 1/4 SEC 28-36-5-3  
 SASKATOON, SASK.  
 SCALE 1:500

*J.R. Webb*  
 J.R. Webb September 30, 2013  
 Saskatchewan Land Surveyor

Dimensions shown are in metres and decimals thereof.  
 Portion of this plan to be approved is outlined with a bold, dashed line and contains 0.12± ha (0.30± ac.).  
 Dimensions shown are approximate and may differ from the final plan of survey by 0.5± metr.

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

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

Seal

Proposed Subdivision No. 81/13

PLAN OF PROPOSED  
 SUBDIVISION OF  
 LOT 8, BLOCK 190  
 Reg'd Plan No. G779  
 SW 1/4 SEC 27-TWP 36-  
 RGE 5-W 3RD MER  
 1402 MAIN STREET  
 SASKATOON, SASK.  
 SCALE 1:500



*J.R. Webb* Sept. 30/13  
 J.R. Webb July 2013  
 Saskatchewan Land Surveyor

Seal

Dimensions shown are in metres and decimals thereof.  
 Portion of this plan to be approved is outlined in red with a bold, dashed line and contains 0.07± ha (0.18± ac.).

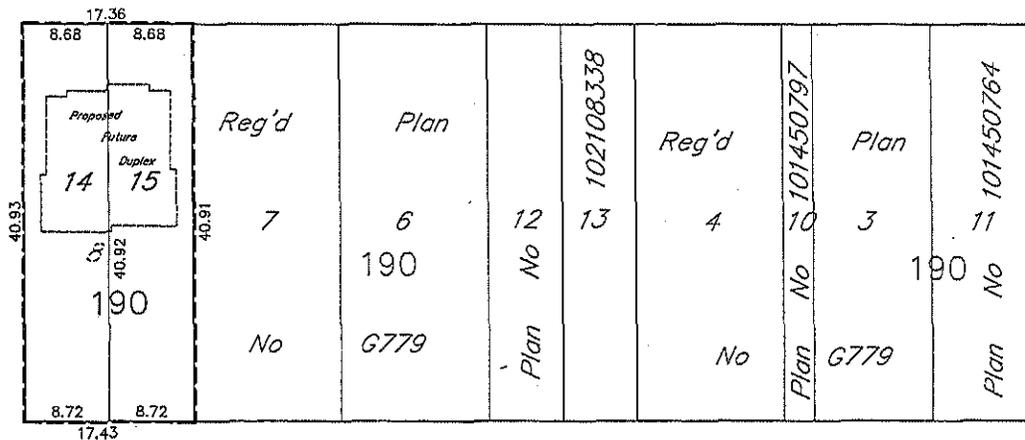
Approved under the provisions of  
 Bylaw No. 6537 of the  
 City of Saskatoon

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

Proposed Subdivision No. 82/13

MAIN STREET

EWART AVENUE



Reg'd Plan No 190  
 No Plan G779

190  
 9

Prepared by  
  
 13-2536so CAS

AZ



COMMUNITY SERVICES DEPARTMENT - BUILDING STANDARDS BRANCH  
ENCROACHMENT AGREEMENT APPLICATION

February 14, 2012

Page 1 of 1

## REQUEST FOR ENCROACHMENT AGREEMENT

Name of Applicant Kezia Sonntag - WMCZ Lawyers

Applicant Mailing Address 901,119-4th Avenue South , Saskatoon SK S7K 5X2

Applicant Telephone 306-933-0004

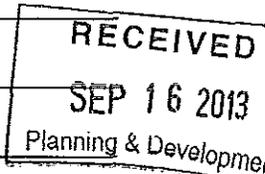
Name of Owner(s) 101047346 Saskatchewan Ltd.  
(Official Name That Will Be On Encroachment Agreement)

Owner's Mailing Address 8A-416 23rd Street East, Saskatoon SK S7K 0JN

Owner's Telephone 306-270-8492

Site Address 416 23rd Street East, Saskatoon SK S7K 0JN

Legal Description of Site Lot 25 Block 170 Plan 99SA32572



Application must include the following documents:

- Existing Encroachments: Current Real Property Report/Surveyor's Certificate that clearly outlines the encroaching areas including detailed dimensions of all areas that encroach onto City of Saskatoon Property.
- Proposed Future Encroachments: Detailed drawings of the proposed encroaching areas including detailed dimensions of all areas that will encroach onto City of Saskatoon Property. (Once construction is complete, an updated Real Property Report/Surveyor's Certificate will be required to confirm the areas of encroachment).
- A cheque for the \$100.00 Application Fee, made payable to the City of Saskatoon (Fee is to prepare Encroachment Agreement).

Assuming the encroachment is approved, an annual fee will be applied to the tax notice. This fee is based on the area of encroachment, and is calculated at \$3.25 m<sup>2</sup>. The current minimum fee is \$50.00.

Upon receipt of the request, the *Building Standards Branch* of the *Community Services Department* will request approvals from the necessary Departments and Branches, including the *Development Services Branch*, the *Infrastructure Services Departments* and any other Department or Branch as deemed necessary, depending on the type of encroachment. Upon receipt of the various approvals and that there are no objections to the request the application will be forwarded to next available meeting of City Council for their approval. Once City Council has approved, the City Clerks office will advise the applicant of Council's decision, and will prepare the agreement. Please note that requests encroachment agreements may take 6 to 8 weeks to process.

Applicant Signature

Application Date

September 11/2013



## Real Property Report & Sketch Plan

Real Property Report issued to *ICR Property Management*  
Certificate of Title No.: *126851924*  
Date of Title Search: *July 18, 2013*  
Registered Owner: *101047346 SASKATCHEWAN LTD.*  
Civic Address: *416 23rd Street East, Saskatoon*  
Surface Parcel No.: *120283196*  
Legal Description: *Lot 25,  
In Block 170,  
in the City of Saskatoon, Saskatchewan  
Reg'd Plan No. 99SA32572.*  
Registered Easements: *None*  
Date of Survey: *July 25-29, 2013*

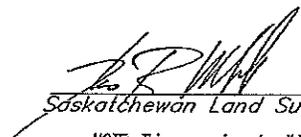
I, Thomas R. Webb, of the City of Saskatoon, in the Province of Saskatchewan, Saskatchewan Land Surveyor, do hereby certify:

1. That I have made the necessary survey to determine the position of the building with reference to the boundaries of the above described property, and that this report is prepared in accordance with Article No. XIII of the Bylaws of the Saskatchewan Land Surveyors Act.
2. That the said building lies entirely within the limits of the above described property, unless otherwise shown.
3. That there are no encroachments of adjacent buildings upon the above described property unless otherwise shown.
4. The dimensions indicated on the sketch below show the location of the building as constructed on the above described property, but do not define the lot boundaries. Only survey monuments at property corners define extent of title.
5. The information shown on this sketch plan shall only apply to the date on which this report is issued.
6. The measurements were taken to the foundation at ground level unless otherwise stated.

See Page 2.

Dated at the City of Saskatoon,  
this 30th day of July, 2013.

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prohibited by law under the Copyright Act.

  
Saskatchewan Land Surveyor Embossed Seal

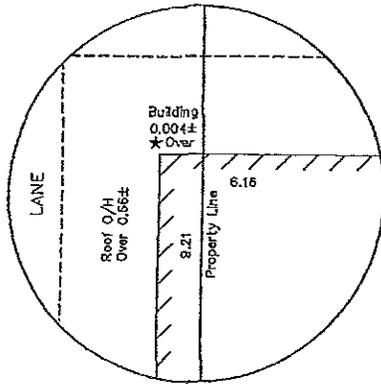
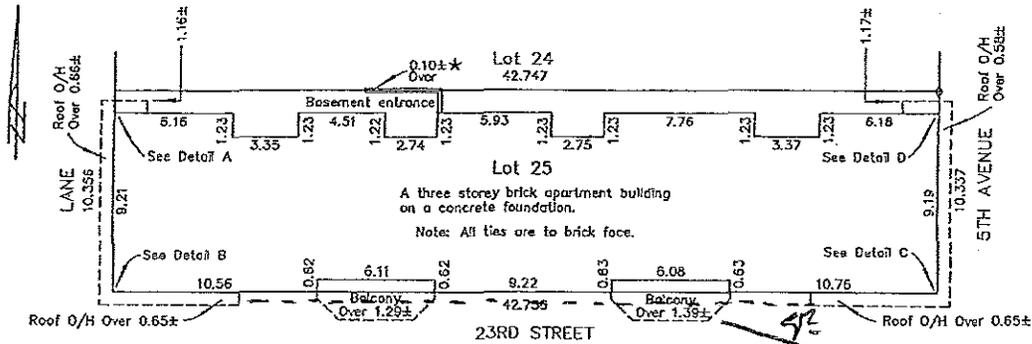
NOTE: This survey is not valid unless it bears  
the original signature and embossed seal  
of T.R. Webb, S.L.S.

SEP 3 0 2013

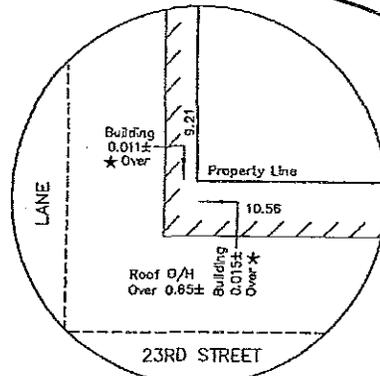
## Real Property Report & Sketch Plan

◆ indicates survey monument at property corner.  
Scale 1:300

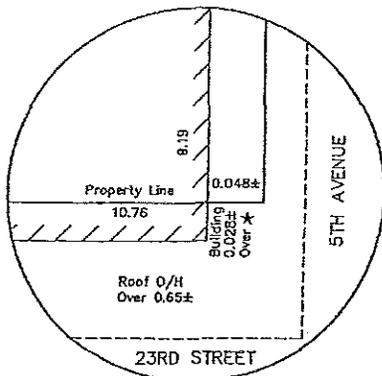
Dimensions shown are in metres and decimals thereof.



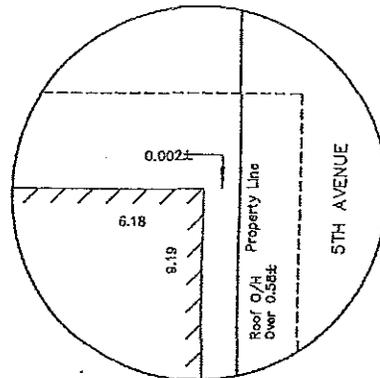
**Detail A**  
Not to Scale



**Detail B**  
Not to Scale



**Detail C**  
Not to Scale

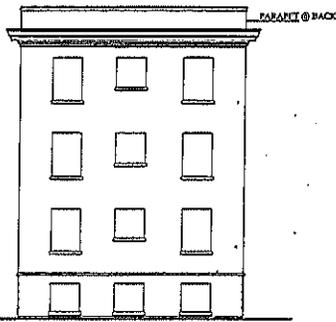


**Detail D**  
Not to Scale

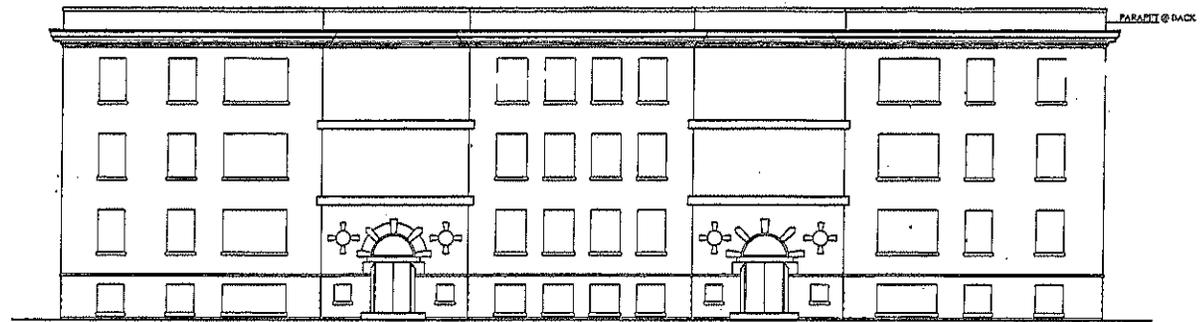
33 SQ FT EACH

Dated at the City of Saskatoon,  
this 30th day of July, 2013.

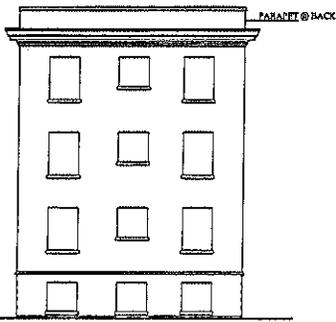
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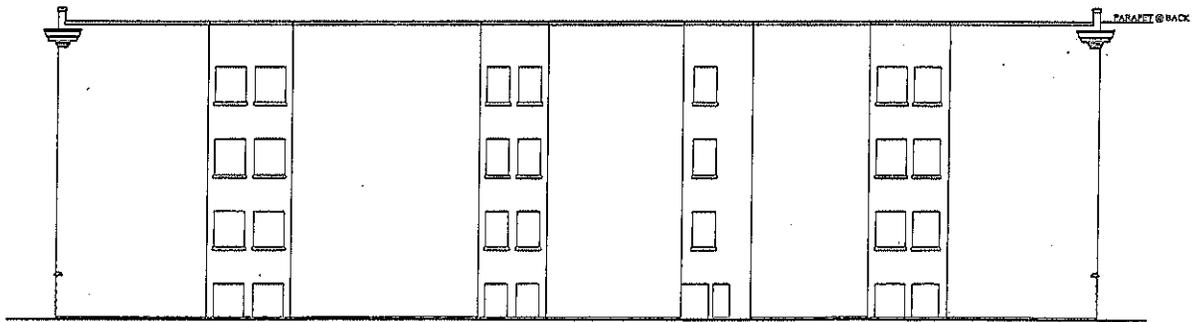
① WEST ELEVATION (BACK ALLEY)  
SCALE: 1/200



② SOUTH ELEVATION (23RD STREET)  
SCALE: 1/200



③ EAST ELEVATION (FIFTH AVENUE)  
SCALE: 1/200



④ NORTH ELEVATION (23RD STREET)  
SCALE: 1/200

 <b>EDWARDS EDWARDS McEWEN ARCHITECTS</b> <small>280 AVENUE B NORTH SASLATOON, SASKATCHEWAN S7L 1P2</small>	<b>PROJECT:</b> McKIM APARTMENT 416 23RD STREET SASLATOON, SASK.	<b>CONTENTS:</b> EXTERIOR ELEVATIONS	<b>REVISIONS</b>	<b>DRAWN:</b> JD <b>CHECKED:</b> JM <b>DATE:</b> SEPT. 3, 2013 <b>SCALE:</b> AS NOTED <b>PLG:</b> 5090	<b>DRAWING:</b> SK						
			<table border="1"> <thead> <tr> <th>NO.</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>	NO.	DESCRIPTION						
NO.	DESCRIPTION										

**B ) Municipal Tax Ratio Policy**  
**(File Nos: CS.1625-1 and CS.1920-1)**

**RECOMMENDATION:** that the commercial to residential tax ratio be lowered from 1.75 to 1.43, over a period of eight years (to be completed by 2020), based on the current income tax differential between businesses and individuals.

**TOPIC AND PURPOSE**

The purpose of this report is to seek approval from City Council on the desired commercial to residential tax ratio.

**REPORT HIGHLIGHTS**

1. In 1998, City Council approved a reduction of the commercial to residential tax ratio from 2.41 to 1.75 over a ten-year period. Implementation of this shift started in 2001.
2. The Chamber of Commerce has proposed a further reduction in the ratio to 1.43 to be phased in over 16 years.
3. City Council has a number of different options to consider:
  - retain the status quo (Effective Tax Ratio of 1.75);
  - adopt a Revenue Neutral Tax Policy; or
  - adopt a 1.43 Tax Ratio over a different period.

**STRATEGIC GOAL(S)**

One of the ten-year strategies for the Strategic Goal of Economic Diversity and Prosperity is ensuring Saskatoon has a competitive tax regime with solid, clear and reasonable public policies. The discussion pertaining to the ratio between residential and commercial property taxes relates to competitive rates for both residential and commercial property taxes.

**BACKGROUND**

City Council, at its special budget-review meeting held on December 6, 2011, heard a presentation by Mr. Kent Smith-Windsor, Executive Director of The Greater Saskatoon Chamber of Commerce (see Attachment 1). Mr. Smith-Windsor addressed City Council regarding the expected benefits to Saskatoon and its residential property taxpayers which would be derived from implementing the Canada West Foundation's finding on Competitive Municipal Property Tax Policy. City Council resolved that the presentation be referred to the Administration to report to the Executive Committee.

On December 10, 2012, City Council considered a letter from Mr. Smith-Windsor dated December 4, 2012, regarding property tax. At that meeting, Mr. Smith-Windsor addressed City Council regarding a document entitled "City of Saskatoon Property Tax Policy Submission" submitted by The Chamber (see attachment 2). City Council passed a motion that the matter be referred to the Administration to include in the Administration's forthcoming report on competitive municipal property tax policy.

#### Historical - Commercial to Residential Tax Ratio Reduction from 2.41 to 1.75

City Council at its June 15, 1998 meeting adopted a plan to reduce the property tax differential between residential and commercial effective tax rates (ETR). The resolution was the result of a recommendation put forth by a Local Tax Review Committee. The recommended effective tax rate was based on the benefit businesses receive from the deductibility of property taxes in the determination of income for income tax purposes. At the time of the report, the equitable effective tax ratio between commercial and residential was 1.75.

In 2001, the City implemented a 10-year plan that reduced the ratio of commercial to residential tax rates from 2.41 to 1.75. At the same time, and over the same duration, multi-residential rates were lowered to equal the residential rates. Over the 10-year period, there was a shift of \$8.7M to the residential property class from the commercial (\$4.7M) and multi-residential (\$4.0M) classes. This resulted in an average residential municipal effective tax rate increase of approximately 1.4% per year (or about \$10 - \$14 annual increase for the average residential property).

The shifting process was completed by 2010 and has since been maintained on the municipal (City and Library) portion of the taxes only. Until 2009, municipalities had the ability to determine the total ETR for each class of property (i.e. by applying mill-rate factors to all taxing authorities). In 2009, the Province implemented a province-wide mill-rate for education taxes and changed the legislation such that municipalities could no longer apply mill-rate factors to the education taxes. The education ETR ratio in 2012 was 2.21. When all taxes are considered, the total 2012 ETR ratio for Saskatoon was 1.95.

#### Chamber of Commerce Proposed Reduction from 1.75 to 1.43

The 2012 paper submitted by The Chamber of Commerce, and the prior presentation based on the Canada West Foundation report, both advocate an effective tax rate differential of 1.43 between the commercial and residential properties based on the current income tax rates. The Chamber of Commerce has proposed that a reduction in the ratio to 1.43 be phased in over 16 years.

The Administration recently met with Mr. Smith-Windsor of The Chamber and with Mr. Jack Vicq, who co-authored the Canada West Foundation report. Mr. Vicq stated that any tax differential between commercial and residential is inequitable in that commercial properties are subsidizing residential properties. Both Mr. Vicq and

Mr. Smith-Windsor recognize that other municipalities have a tax differential and a shift from the current 1.75 ratio to having no differential may be unrealistic at this time.

Mr. Smith-Windsor stated that Saskatoon's leadership in tax policy is recognized and often followed by others. Mr. Smith-Windsor also made the following points:

- lowering the non-residential property taxes will, in the longer run, induce incremental non-residential growth on a per capita basis, which will reduce residential property taxes in the longer run;
- industrial and manufacturing businesses are more sensitive to property tax rates than retail; and
- a lower property tax rate is important for existing businesses considering expansion. These expansions rarely qualify for abatements locally, but can qualify for abatements or incentives in alternate jurisdictions.

## REPORT

### Impact of 2013 Reassessment

The 2013 reassessment saw the average commercial assessment increase more than average residential assessment increase (92% vs. 83%). At the beginning of every reassessment, administration calculates the revenue neutral mill rate for each property class as the starting point. (i.e. when all assessments increase, there is a corresponding decrease in the mill rates to ensure the same dollars are generated for each property class). Once revenue neutral is determined, tax policy decisions and budgetary adjustments are applied to the new (reduced) 'mill rates'. For 2013, the revenue neutral ratio between commercial and residential is approximately 1.66. Moving from the 'revenue neutral' ratio of 1.66 to the current tax policy of 1.75 requires a shifting of taxes (\$1.7M) from residential properties to non-residential properties. The impact of this shift on an average residential property is shown in the table below.

#### Impact on average residential property

Municipal	1.66 Ratio*	1.75 Ratio**
ETR Change (from 2012)	0%	-1.5%
\$ Change (from 2012)	\$0	- \$23

\*1.66 is revenue neutral commercial to residential ratio due to reassessment.

\*\*1.75 is current tax policy - decrease based on moving away from revenue neutral

## Research

Through analysis and research, Administration cannot definitively confirm or refute the statement from Mr. Smith-Windsor that lowering the non-residential ETR will lower residential property taxes. There are many studies available that provide the ability to compare taxation rates between jurisdictions. The results of these studies vary depending upon the data collected. All of the studies have some bias or inherent weakness. One study contradicts the premise that property taxes play a part in the decision to locate or relocate a business.

## Saskatoon's Growth

Saskatoon is the hub of the fastest growing metropolitan area (CMA) in the country. There are many possible factors driving this growth ranging from demand for natural resources to property tax differentials and it is difficult, if not impossible, to isolate or prove that Saskatoon's growth is entirely due to one factor or another.

Increased assessment values, when viewed only in a reassessment year, are not entirely an indicator of actual growth. Aggregate assessment values change in a reassessment due to both property inventory growth and value change. Assessments are based on the local market at a single given point in time and are subject to various local economic factors ranging from supply and demand to construction costs. As the table below indicates, since the reduction of the non-residential effective tax rates starting in 2001, the total percentage of non-residential assessment in relation to the total assessment has remained unchanged.

### Average Increase in Assessment by Property Class (reassessment years)

Year	Res/Condo increase in assessment	Non-Res increase in assessment	Non Residential as % of total Assessment
2001	1.26	1.25	19%
2005	1.13	1.18	19%
2009	1.35	1.34	19%
2013	1.83	1.92	19%

The following table shows the change in assessment attributable to growth throughout each 4-year assessment period. Growth is due to the addition of new property and changes to property, including assessment appeal losses. As indicated below, residential and non-residential properties are both growing, but at different rates. Residential inventory has outpaced non-residential, but non-residential property values have increased by a greater amount in 2013 (1.92 vs. 1.83).

### Change in Assessment due to Growth

From Jan1	To Dec 31	Res/Condo Growth	Non-Residential Growth
2001	2004	+7%	+5%
2005	2008	+9%	+7%
2009	2012	+13%	+4%

### Tax Ratios - Major Prairie Cities

Some of our research revealed that Saskatoon's current total ETR differential of 1.95 (including education taxes), compares favourably with the other four major centres in western Canada. Winnipeg is the lowest of the four with a 2012 ratio of 2.03, Edmonton with 2.46, Calgary with 2.63 and Vancouver with 4.32. The comparable combined ratio (including education) for Regina is not known, but the ratio for the municipal portion of Regina taxes is 1.95 (compared to 1.75 in Saskatoon).

The most objective type of study simply asks, "what is the total property tax per person?" This type of study removes assessment differences between jurisdictions and removes property type differences between jurisdictions. The "2010 Residential Property Taxes and Utility Charges Survey – Edmonton" had, as part of the report, the data to support these measurements. The five major prairie cities were all part of this survey. As per the table below, based on this simple measurement, Saskatoon was the lowest of the five cities when comparing total taxes per capita. Residential property taxes per capita, were similar in the five centres, but non-residential property taxes per capita in Saskatoon were the lowest. What this study does not address is the representative 'mixture' of all of the property types within a jurisdiction. Nor does it evaluate the disposable income per household in each city.

#### **Property Taxes Per Capita (includes Education Tax)**

City	Residential and Non-Residential	Residential
Saskatoon	\$1,229	\$847
Regina	\$1,378	\$847
Calgary	\$1,453	\$825
Edmonton	\$1,490	\$839
Winnipeg	\$1,334	\$874

Administration examined a number of options and has made a recommendation based on the same underlying and defensible principle that was used to determine the current tax policy ratio.

#### Adopt 1.43 as Municipal Tax Ratio

There is no found data to support non-residential properties paying a premium on their property taxes. The percentages of value (amount of assessment that is taxable for each class of property), introduced by the Province in 1997, created a tax differential between the property classes. Many jurisdictions tax non-residential properties at a higher rate than residential properties. However we could not determine the reasons for this other than the perception that businesses are better able to pay because they can deduct property taxes from income taxes.

The City's previous 10-year shift to the 1.75 ratio was based on the benefit businesses receive from the deductibility of property taxes in the determination of income for income tax purposes. Over time, the income tax differential between individuals and businesses has been reduced to 1.43 (as reported in the Canada West report). Therefore, 1.43 is a supportable new effective tax rate differential for property taxes.

The Chamber has requested that the 1.43 ratio be introduced over a 16-year period. Administration feels four reassessment periods is excessive and is therefore recommending that City Council start at the current revenue neutral ratio of 1.66 and then shift to 1.43 (\$4.8M) over an 8-year period (or 2 assessment periods). The impact on an average residential property would be approximately \$8 per year. The following table illustrates the annual impact on the average residential property of moving to 1.43 over various periods.

**Moving to 1.43 starting from 1.66 Ratio (over various time periods)**

Municipal	Shift in 1 year	Shift in 4 years	Shift in 8 years	Shift in 16 years
ETR Change (from 2012)	+4.1%	+1.0%	+0.5%	+0.25%
\$ Change (from 2012)	+\$65	+\$16	+\$8	+\$4

**Conclusion**

City Council has resolved that the City of Saskatoon will be the Business Friendliest City in Canada. One key aspect of achieving this outcome is to have an equitable and competitive non-residential tax policy. Increasing the city's competitiveness not only makes Saskatoon more attractive for new investment, it assists our local business and industry in retaining and growing their markets. It is the Administration's view that implementing the new tax ratio shift, as recommended in this report, is one element that will help to achieve this objective. The Corporation can also not lose sight of the importance of not imposing an unfair tax burden on the residential tax base, and based upon the magnitude of the shift being proposed, Saskatoon's per capita residential tax rate will remain competitive with other prairie cities.

**OPTIONS TO THE RECOMMENDATION**

1. **Maintain the Current Tax Ratio of 1.75**

The current tax ratio policy was adopted in 1998 and was based on the benefit businesses receive from the deductibility of property taxes in the determination of income for income tax purposes. At the time of the report, the equitable effective tax ratio between non-residential and residential was 1.75 based on the then-current income tax rates. Administration is not in favour of this option as this ratio is no longer equitable between non-residential and residential.

2. Revenue Neutral Option

One of the options available is the Revenue Neutral option. This would mean adopting a policy of keeping the tax ratio revenue neutral between property classes every year. Many jurisdictions adhere to revenue neutral as their tax policy, which in the City of Saskatoon, is 1.66 for 2013. The risk in adopting this tax policy is the uncertainty it presents. The challenges for Saskatchewan municipalities are that reassessments occur once every 4 years and the values are taken at a single point in time. The aggregate shift in 2013 is from residential to non-residential; however the 2017 reassessment may shift from non-residential back to residential depending upon the values at January, 2015. Due to the volatility of assessment values, Administration does not recommend this option.

3. Adopt the current Revenue Neutral (1.66) as Tax Policy

For 2013 the revenue neutral ratio between commercial and residential is approximately 1.66. If this ratio is adopted in 2013 there is no tax impact to either residential or non-residential properties. However, using this ratio in the future will not be revenue neutral as every year there are changes to the 'mix' of assessments, depending on the growth rates between property classes and how many appeal losses are realized. Administration rejects this as a tax policy as there is no underlying principle attached to a ratio of 1.66.

4. Shift from 1.75 to 1.66

This option would mean starting from the current tax policy of 1.75 and then reducing the ratio to 1.66 over this reassessment period (4 years) after which City Council would determine if they wish to continue reducing the ratio to 1.43. In 2013 we would start with the current tax ratio of 1.75 (which reduces property taxes on an average residential by \$23), and then shift the taxes from commercial back to residential at a rate of +\$6 per year.

**Impact on the Average Residential property**

2013*	2014	2015	2016
-\$17	+\$6	+\$6	+\$6

\*reduced by \$23(1.75) and add back \$6

If the 2017 commercial assessments once again increase at a rate substantially more than the residential assessments, this may support the position put forth by The Chamber (i.e. that residential properties benefit from non-residential properties having a lower ETR differential). If in 2017 the data is again inconclusive, City Council will be left with a policy that has no underlying principle (unlike the previous policy adopted by City Council in 1998).

## POLICY IMPLICATIONS

The current City Council policy is that commercial properties will have an effective tax rate of 1.75 times that of residential properties.

## FINANCIAL IMPLICATIONS

The result of any change to the ratio will be revenue neutral to the City.

## PUBLIC AND/OR STAKEHOLDER INVOLVEMENT

The Assessment and Taxation Branch has met with The Greater Saskatoon Chamber of Commerce.

## COMMUNICATION PLAN

Content on tax policy can be complicated and difficult to explain. Once the decision on this policy has been made by City Council, Administration will determine the appropriate communication plan which may include inserts to the City Pages, updates to the City's web pages and any other appropriate communication methods.

## DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION

Decisions affecting this tax policy need to be made to facilitate compilation of the appropriate bylaws for the 2013 tax year, which will be sent to the next meeting of City Council.

## ENVIRONMENTAL IMPLICATIONS

There are no environmental and/or greenhouse gas implications identified at this time.

## PRIVACY IMPACT

There are no privacy implications.

## SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

There is no CPTED review required.

## PUBLIC NOTICE

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

## ATTACHMENT(S)

1. Presentation from Executive Director, The Chamber, Dec. 6, 2011

2. "City of Saskatoon Property Tax Policy Submission" submitted by The Chamber

Written by: Joanne Stevens, Manager  
Assessment & Tax Administration

Reviewed by: Les Smith, Assessment and Taxation Branch

Approved by: "Marlys Bilanski"  
Marlys Bilanski, General Manager  
Corporate Services Department  
Dated: March 27/13

Approved by: "Randy Grauer"  
Randy Grauer, A/City Manager  
Dated: March 27/13

City of Saskatoon Tax Ratio Policy

Historical Summary of Current Policy and Proposed Changes

- In 1997, City Council appointed a Local Tax Review Committee ("Committee") to study and submit recommendations regarding local tax policy.
- The Committee conducted six public hearings, had discussions with a number of Saskatoon residents and submitted a report to Council on December 1, 1997 with 19 recommendations.
- Based on recommendations in the report, City Council at its June 15, 1998 meeting adopted a plan to reduce the property tax differential between commercial and residential effective tax rates (ETR).
- The shifting from a 2.41 ratio to a 1.75 ratio was completed by 2010 and has since been maintained on the municipal (City and Library) portion of the taxes.
- The current tax ratio policy was based on the benefit businesses receive from the deductibility of property taxes for income tax purposes. At the time of the report, the equitable effective tax ratio between commercial and residential was 1.75. The income tax differential between individuals and businesses is now 1.43.
- Administration has recommended a further shifting of the effective tax rate to 1.43 based on the same rationale as the original recommendation from the Local Tax Review Committee that was adopted by City Council in 1998.
- The Chamber has requested that a 1.43 ratio be introduced over a 16-year period, which in the opinion of Administration is too long a period to implement a tax policy.
- Administration is currently recommending that City Council implement a shift from the current Tax Ratio of 1.75 to 1.43 be completed by 2024 (the year prior to the 2025 reassessment). This is a shift of \$6.9M from commercial to residential over 11-years (or \$8 per year on an average residential property).

The following table illustrates the annual impact on the average residential property of moving to 1.43 over various time periods.

**Moving to 1.43 starting from 1.75 Ratio (over various time periods)**

<b>Municipal</b>	<b>Shift in 1 year</b>	<b>Shift in 11 years</b>	<b>Shift in 15 years</b>
ETR Change (from 2013)	+5.6%	+0.51%	+0.37%
\$ Change (from 2013)	+\$90	\$8	+\$6

**City of Saskatoon**  
**Understanding the Proposed Tax Ratio Shift**

**Frequently Asked Questions and Answers:**

**What is 'the tax ratio shift' all about?**

- Currently commercial properties pay property taxes as a rate of 1.75 times that of a residential property of the same value. In other words, if a commercial and a residential property have the same assessed value, the commercial property pays \$1.75 for every \$1.00 that the residential property pays. *The deliberation is around the consideration to shift this ratio to 1.43.*

**What does a *ratio shift* mean?**

- Shifting or changing the ratio, would mean shifting taxes from the commercial property class to the residential property class over a period of time.

**Why is there a difference at all?**

- For most commercial property owners, property taxes are paid with '*before income tax*' dollars where most homeowners pay their property tax with '*after income tax*' dollars.

**Why is this being recommended? Is this a fair thing to do?**

- Having an understandable, competitive property tax policy helps to ensure that Saskatoon remains a viable location for businesses to start, grow and remain. This provides for not only continued but expanded employment opportunities for Saskatoon residents, diversifies our local economy and assists in maintaining Saskatoon as Canada's "*Business Friendliest City*".
- Prior to the reassessment in 1997 all properties were taxed based on 100% of the assessed value of their properties. In 1997, the 'Percentage of Value (POV)' was legislated by the Province, which now means that commercial properties are taxed at 100% their value while residential properties are taxed at 70% of their value. In 1998 Council adopted a tax ratio policy based on recommendations from a local "Tax Review Committee". The 1.75 ratio was based on the benefit businesses receive from the deductibility of property taxes in the determination of income for income tax purposes and was based on the income tax rates in the late 1990's. The rate of tax has changed over the years such that 1.43 is now considered to be an equitable ratio.

If this Tax Ratio shift is implemented, *what will happen to my residential property taxes?*

- Administration is recommending that the proposed tax ratio shift occur over 11 years; on average, this would mean that residential properties would see an \$8.00 tax increase for each of those 11 years. If the tax ratio was shifted from 1.75 to 1.43 all in one year, the tax increase on an average residential property would be \$90.00.

Where did the 1.43 figure come from? Why is this percentage being proposed?

- The current 1.75 ratio was based on the benefit that a business receives because it can deduct property taxes when calculating income taxes. This ratio was determined over a decade ago based on income tax rates at that time. Income tax rates have changed over time to the point where 1.43 is the new equivalent ratio.
- City Council has not yet voted on the decisions to move to a 1.43 ratio. Therefore the current 1.75 ratio is in effect for 2013.

## Agreement

This Agreement made effective the 1<sup>st</sup> day of January, 2013.

Between:

**The Rural Municipality of Corman Park No. 344**, a municipal corporation pursuant to the provisions of *The Municipalities Act*, S.S. 2005, c. M-36.1 ("Corman Park")

- and -

**The City of Saskatoon**, a municipal corporation pursuant to the provisions of *The Cities Act*, S.S. 2002, c. C-11.1 (the "City")

### Whereas

- A. The City has established a fire department, Saskatoon Fire and Protective Services (the "SFPS"), to provide for the suppression of fires and to provide for services of any kind at the site of an emergency;
- B. Under the provisions of *The Cities Act*, the City may enter into an agreement with another municipality for the furnishing of fire fighting and emergency services to that other municipality, upon such terms that may be agreed upon, including the setting and payment of charges;
- C. Corman Park has requested that the City provide certain services to the rural municipality, and is prepared to pay the City for those services at the rates specified in this Agreement;
- D. The City has reviewed Corman Park's request and is prepared to provide the services specified in this Agreement upon certain conditions;

Now, therefore, this Agreement describes the services to be provided to Corman Park by the City and the charges that Corman Park must pay in order to receive the services:

### Agreement to Provide Services

- 1. (1) During the term of this Agreement, the City shall provide the following services to Corman Park:
  - (a) firefighting services;

- (b) dangerous goods response services; and
  - (c) rescue services.
- (2) The area in the Rural Municipality of Corman Park No. 344 to which this Agreement applies varies depending upon the use of the property to which the services are supplied. In this Agreement, the uses shall be divided into two categories:
- (a) industrial and commercial; and
  - (b) non-industrial and non-commercial.
- (3) The area for each particular use is set out in Schedule No. 1.

### **Control of the Scene**

2. The SFPS Incident Commander in attendance at any incident shall have sole authority to do the following:
- (a) direct response activities at an incident;
  - (b) determine if additional resources are required and to call for additional resources from the SFPS if additional resources are required; and
  - (c) determine the appropriate point in time to turn control of an incident over to any other attending fire department(s).

### **Term of Agreement**

3. The term of this Agreement shall be two years commencing on January 1, 2013 and terminating on December 31, 2014. Provided always and it is agreed that at the end of the term of this Agreement the term shall be automatically extended for a further year unless at least 60 days before the end of the term or any anniversary of it either Corman Park or the City gives to the other notice terminating this Agreement at the end of the then current year of the term.

### **Payment**

4. (1) Corman Park shall pay to the City the charges set out in Schedule No 2 for services provided. These charges will vary according to the use of the property to which the services are supplied.
- (2) Payments shall be made at the times and in the manner set out in Schedule No 2.
- (3) The charges for services set out in Schedule No. 2 shall be in effect until December 31, 2014. Thereafter the rates will be set annually by the parties at least 90 days prior to the end of the term or any anniversary of the term.

### **Termination for Non-Payment**

5. If Corman Park does not pay the City as required in this Agreement, the City may give Corman Park seven days' notice to terminate this Agreement and unless the amount owing is paid before the notice runs out, this Agreement shall automatically terminate and the City's obligations shall cease.

### **Conditions of Service**

6. (1) The obligations of the City under this Agreement are subject to the following conditions:
  - (a) the availability of firefighters and firefighting equipment; and
  - (b) the availability of suitable road access to the location of the emergency.
- (2) The decision whether to respond to any emergency is entirely within the discretion of the City and is not actionable by Corman Park.

### **Cancellation**

7. Corman Park shall be charged for firefighting services as set out in Schedule No. 2 unless the property owner or alarm company associated with the property cancels the request for such services prior to the arrival of the first unit responding to the call for service.

### **Response Times**

8. (1) The parties specifically acknowledge that the City's response time to an incident under this Agreement may be up to 30 minutes or more depending on the location of the incident and road or weather conditions at the time.
- (2) Corman Park agrees that delayed response time by the City does not constitute negligence or any other actionable cause against the City.

### **Indemnification**

9. (1) Corman Park agrees to indemnify and save harmless the City, its servants, employees or agents from all third party losses or claims of any kind in any way arising out of the performance by the City of its obligations under this Agreement, except where the claims are caused or contributed to by the negligence of the City, its servants, employees or agents.
- (2) In the event a claim is made as contemplated in subsection (1), the City shall as soon as practicable notify Corman Park of the claim and shall thereafter cooperate with Corman Park in the investigation, settlement or defence of the claim. It is understood that how the claim is handled shall be in the sole discretion of Corman Park.

### **Insurance**

10. Corman Park shall purchase and maintain in full force and effect for the duration of this Agreement a public liability insurance policy in an amount of not less than \$5,000,000.00 per occurrence and shall provide proof of the existence of such insurance policy to the City and shall forthwith report in writing to the City any changes in insurance coverage. The City shall be named as an additional insured on the policy.

### **Modification of Agreement**

11. This Agreement may be modified by the parties only by a written supplemental agreement signed by both parties.

**Notice**

12. (1) Any notice required or permitted to be given under this Agreement will be sufficient if it is in writing and is sent by personal delivery or by registered mail, return receipt requested, addressed as follows:

(a) To Corman Park:

The Rural Municipality of Corman Park No. 344  
111 Pinehouse Drive  
Saskatoon SK S7K 5W1

(b) To the City:

The City of Saskatoon  
c/o Office of the City Clerk  
City Hall  
222 Third Avenue North  
Saskatoon SK S7K 0J5

or to such other address as the parties may specify, in writing, from time to time.

(2) Notice shall be considered to be given upon personal delivery, or three business days after deposit in the mail.

**Severability**

13. If any term of this Agreement is held to be unenforceable, invalid or illegal by any court of competent jurisdiction, the unenforceable, invalid or illegal terms shall not affect the remainder of this Agreement.

**Further Assurances**

14. The parties agree to do anything further and to sign any further documents which may be necessary or appropriate to carry out the purpose of this Agreement.

**Waiver**

15. Failure of either party to insist upon strict compliance with any terms of this Agreement shall not be considered a waiver of any later breach.

**Title**

16. The titles of the clauses in this Agreement are for convenience of reference only and are not to be considered in interpreting this Agreement.

**Governing Law**

17. The validity of this Agreement and the interpretation and performance of its terms shall be governed by the laws of the Province of Saskatchewan. The parties also agree to attorn to the jurisdiction of the Court having authority in the Judicial Centre of Saskatoon.

In Witness Whereof the parties have here hereunto affixed their respective corporate seals duly attested by the hands of their respective proper officers in that behalf the day and year first above written.

**The Rural Municipality of Corman Park No. 344**

\_\_\_\_\_

c/s

\_\_\_\_\_

**The City of Saskatoon**

\_\_\_\_\_

Mayor

c/s

\_\_\_\_\_

City Clerk

## Schedule No. 1

### Areas of Corman Park covered by this Agreement

#### 1. Industrial and Commercial Uses

- (1) Township 35, Range 4, West of the Third Meridian;
- (2) Township 35, Range 5, West of the Third Meridian;
- (3) Township 35, Range 6, West of the Third Meridian;
- (4) Township 36, Range 4, West of the Third Meridian, EXCEPT:
  - (a) that portion of the South West quarter of Section 16 lying north of the northern limit of the road shown on Plan No. 00SA09742 and westerly of the southwesterly limit of Canadian Pacific Railway right-of-way shown on Plan No. 15207;
  - (b) that portion of Section 17 lying north of the northern limit of the road shown on Plan No. 00SA09742;
  - (c) that portion of Section 18 lying north of the northern limit of the road shown on Plan No. 00SA09742;
  - (d) all of Sections 19 and 20;
  - (e) all of Legal Subdivisions 13 and 14 of the North West quarter of Section 21;
  - (f) the following portions of Section 28:
    - (i) all of the North East, North West, and South West quarters; and
    - (ii) all of Legal Subdivisions 2 and 7 of the South East quarter;
  - (g) all of Sections 29, 30, 31, 32 and 33;
- (5) Township 36, Range 5, West of the Third Meridian EXCEPT:
  - (a) that portion of the North East quarter of Section 2 lying north of the centre line of the Canadian National Railway right-of-way shown on Plan No. CT3530 and lying west of the western limit of the road shown on Plan No. 62S06532;
  - (b) the following portions of Section 9:
    - (i) that portion of the North West quarter lying north of the southwestern limit of the road shown on Plan No. DN5659 and all that portion lying to the south of the southern boundary of Parcel A and the most easterly production thereof on Plan No. DJ1388, **excepting:** Parcel X shown on Plan No. 89S47428 and all that portion of the road shown on Plan No. 60S07374;
    - (ii) the North East quarter, **including:** only that portion of the adjoining road allowance lying east thereof and to the north of the southwestern limit of the road shown on Plan No. DN5659 and its production southeasterly;

- (iii) all of the South East quarter, **excepting:** the most southerly 400 feet in perpendicular width throughout and all that portion of the road shown on Plan No. 61S18773; and
- (iv) all of the South West quarter, **excepting:** the most southerly 400 feet in perpendicular width throughout and all that portion of the road shown on Plan No. 60S07374;
- (c) that portion of Section 10 lying north of the centre line of the Canadian National Railway right-of-way and yards shown on Plan No. CR3926;
- (d) that portion of Section 11 lying north of the centre line of the Canadian National Railway right-of-way shown on Plan No. CT3530 and lying west of the western boundary of the road shown on Plan No. 62S06532;
- (e) that portion of Section 13 lying north of the northern limit of the road shown as Parcels D to G on Plan No. 66S23625;
- (f) all of Sections 14, 15 and 16;
- (g) all of the North West and North East quarters of Section 17;
- (h) the following portions of Section 18:
  - (i) all of the North West and North East quarters; and
  - (ii) that portion of the South West and South East quarters lying to the left of the left bank of the South Saskatchewan River;
- (i) all of Sections 19 to 36 inclusive;
- (6) Township 36, Range 6, West of the Third Meridian EXCEPT:
  - (a) all of the North West and North East quarters of Section 22;
  - (b) all of Section 23, **excepting:** the road adjacent to the southwest quarter shown on Plan No. 64S05529;
  - (c) all of Sections 24 through 27 inclusive;
  - (d) all of the North West and North East quarters of Section 28;
  - (e) all of the North East quarter of Section 29;
  - (f) all of the North East and South East quarters of Section 32;
  - (g) all of Sections 33 through 36 inclusive; and
- (7) Township 37, Range 4, West of the Third Meridian EXCEPT:
  - (a) all of Sections 4, 5, 6, 7, 8, 9, 17 and 18;
  - (b) all of the South West quarter of Section 16;
  - (c) all of the South West quarter of Section 20;
  - (d) all of the South East and South West quarters of Section 19;
- (8) Township 37, Range 5, West of the Third Meridian EXCEPT:
  - (a) all of Sections 1 to 6 inclusive;
  - (b) the following portions of Section 7:
    - (i) all of the North East and South East quarters;
    - (ii) all of Legal Subdivisions 3 and 6 of the South West quarter; and
    - (iii) that portion of the North West quarter comprising:
      - (A) the most easterly 389.534 metres in perpendicular width throughout; and

- (B) that portion of the North West quarter lying between the eastern limit of the road shown on Plan No. 66S13138 and the eastern limit of the road shown on Plan No. FS268;
- (c) all of Sections 8 to 16 inclusive;
- (d) the following portions of Section 17:
  - (i) all of the South West and South East quarters; and
  - (ii) that portion of the North East quarter lying north of the northeastern limit of the road shown on Plan No. 66S13138 and its production southeasterly;
- (e) all of Section 18, **excepting:** the most easterly 131.064 metres of the most northerly 262.128 metres in perpendicular width throughout;
- (f) the following portions of Section 20:
  - (i) that portion of the south half lying east of the northeastern limit of the road shown on Plan No. 66S10239;
  - (ii) the North East quarter, **excepting:** Parcels C and D shown on Plans No. 59S01639 and 60S05428 respectively; and
  - (iii) that portion of the North West quarter shown as Marquis Drive on Plan No. 84S398112;
- (g) all of Sections 21 and 22;
- (h) the following portions of Section 23:
  - (i) that portion of the North West quarter lying to the east of the right bank of the South Saskatchewan River and Parcel A, Plan No. 63S09313, **excluding:** that portion of adjoining road allowance and widening thereto lying to the west thereof;
  - (ii) all of the North East quarter lying to the east of the South Saskatchewan River; and
  - (iii) all of the South West and South East quarters;
- (i) all of Section 24;
- (j) all of Legal Subdivisions 3 and 4 of the South West quarter of Section 25, **excepting:** Parcel Y, shown on Plan No. 96S20090;
- (k) all of the South East quarter of Section 26 lying easterly of the right bank of the South Saskatchewan River, **excepting:** Parcel B, Plan No. 00SA13357;
- (l) all of Section 27;
- (m) the following portions of Section 28:
  - (i) all of the North East and South East quarters; and
  - (ii) that portion of the North West and South West quarters lying to the east of the easterly limit of the road shown on Plan No. 95S47169;
- (n) that portion of the South East quarter of Section 33 lying southeast of the easterly limit of the road shown on Plan No. 95S47169;

- (o) the following portions of Section 34:
  - (i) all of the South East quarter; and
  - (ii) that portion of the North West and South West quarters lying southeast of the easterly limit of the road shown on Plan No. 95S47169;
- (9) Township 37, Range 6, West of the Third Meridian EXCEPT:
  - (a) all of Sections 1 and 2;
  - (b) all of the South West and South East quarters of Sections 3 and 4;
  - (c) all of the South East quarter of Section 5;
  - (d) all of the following portions of Section 13:
    - (i) all of the South East quarter; and
    - (ii) the most southerly 402.336 metres in perpendicular width throughout of the North East quarter; and
- (10) All that portion of the South Half of Section 14, Township 38, Range 5, West of the Third Meridian, lying to the West of the Canadian National Railway Right-of-Way, commonly known as The North Corman Industrial Park.

**2. Non-Industrial and Non-Commercial Uses**

- (1) Township 35, Range 4, West of the Third Meridian;
- (2) Township 35, Range 5, West of the Third Meridian;
- (3) Township 35, Range 6, West of the Third Meridian;
- (4) Township 36, Range 4, West of the Third Meridian EXCEPT:
  - (a) that portion of the South West quarter of Section 16 lying north of the northern limit of the road shown on Plan No. 00SA09742 and westerly of the southwesterly limit of Canadian Pacific Railway right-of-way shown on Plan No. 15207;
  - (b) that portion of Section 17 lying north of the northern limit of the road shown on Plan No. 00SA09742;
  - (c) that portion of Section 18 lying north of the northern limit of the road shown on Plan No. 00SA09742;
  - (d) all of Sections 19 and 20;
  - (e) all of Legal Subdivisions 13 and 14 of the North West quarter of Section 21;
  - (f) the following portions of Section 28:
    - (i) all of the North East, North West, and South West quarters; and
    - (ii) all of Legal Subdivisions 2 and 7 of the South East quarter;
  - (g) all of Sections 29, 30, 31, 32 and 33;
- (5) Township 36, Range 5, West of the Third Meridian EXCEPT:
  - (a) that portion of the North East quarter of Section 2 lying north of the centre line of the Canadian National Railway right-of-way shown on

- Plan No. CT3530 and lying west of the western limit of the road shown on Plan No. 62S06532;
- (b) the following portions of Section 9:
- (i) that portion of the North West quarter lying north of the southwestern limit of the road shown on Plan No. DN5659 and all that portion lying to the south of the southern boundary of Parcel A and the most easterly production thereof on Plan No. DJ1388, **excepting:** Parcel X shown on Plan No. 89S47428 and all that portion of the road shown on Plan No. 60S07374;
  - (ii) all of the North East quarter, **including:** only that portion of the adjoining road allowance lying east thereof and to the north of the southwestern limit of the road shown on Plan No. DN5659 and its production southeasterly;
  - (iii) all of the South East quarter, **excepting:** the most southerly 400 feet in perpendicular width throughout and all that portion of the road shown on Plan No. 61S18773; and
  - (iv) all of the South West quarter, **excepting:** the most southerly 400 feet in perpendicular width throughout and all that portion of the road shown on Plan No. 60S07374;
- (c) that portion of Section 10 lying north of the centre line of the Canadian National Railway right-of-way and yards shown on Plan No. CR3926;
- (d) that portion of Section 11 lying north of the centre line of the Canadian National Railway right-of-way shown on Plan No. CT3530 and lying west of the western boundary of the road shown on Plan No. 62S06532;
- (e) that portion of Section 13 lying north of the northern limit of the road shown as Parcels D to G on Plan No. 66S23625;
- (f) all of Sections 14, 15 and 16;
- (g) all of the North West and North East quarters of Section 17;
- (h) the following portions of Section 18:
- (i) all of the North West and North East quarters; and
  - (ii) that portion of the South West and South East quarters lying to the left of the left bank of the South Saskatchewan River;
- (i) all of Sections 19 to 36 inclusive;
- (6) Township 36, Range 6, West of the Third Meridian EXCEPT:
- (a) all of the North West and North East quarters of Section 22;
  - (b) all of Section 23, **excepting:** the road adjacent to the southwest quarter shown on Plan No. 64S05529;
  - (c) all of Sections 24 through 27 inclusive;
  - (d) all of the North West and North East quarters of Section 28;
  - (e) all of the North East quarter of Section 29;
  - (f) all of the North East and South East quarters of Section 32;
  - (g) all of Sections 33 through 36 inclusive; and

- (7) Township 37, Range 4, West of the Third Meridian EXCEPT:
- (a) all of Sections 4, 5, 6, 7, 8, 9, 17 and 18;
  - (b) all of the South West quarter of Section 16;
  - (c) all of the South West quarter of Section 20;
  - (d) all of the South East and South West quarters of Section 19;
- (8) Township 37, Range 5, West of the Third Meridian EXCEPT:
- (a) all of Sections 1 to 6 inclusive;
  - (b) the following portions of Section 7:
    - (i) all of the North East and South East quarters;
    - (ii) all of Legal Subdivisions 3 and 6 of the South West quarter; and
    - (iii) that portion of the North West quarter comprising:
      - (A) the most easterly 389.534 metres in perpendicular width throughout; and
      - (B) that portion of the North West quarter lying between the eastern limit of the road shown on Plan No. 66S13138 and the eastern limit of the road shown on Plan No. FS268;
  - (c) all of Sections 8 to 16 inclusive;
  - (d) the following portions of Section 17:
    - (i) all of the South West and South East quarters; and
    - (ii) that portion of the North East quarter lying north of the northeastern limit of the road shown on Plan No. 66S13138 and its production southeasterly;
  - (e) all of Section 18, **excepting**: the most easterly 131.064 metres of the most northerly 262.128 metres in perpendicular width throughout;
  - (f) the following portions of Section 20:
    - (i) that portion of the south half lying east of the northeastern limit of the road shown on Plan No. 66S10239;
    - (ii) the North East quarter, **excepting**: Parcels C and D shown on Plans No. 59S01639 and 60S05428 respectively; and
    - (iii) that portion of the North West quarter shown as Marquis Drive on Plan No. 84S398112;
  - (g) all of Sections 21 and 22;
  - (h) the following portions of Section 23:
    - (i) that portion of the North West quarter lying to the east of the right bank of the South Saskatchewan River and Parcel A, Plan No. 63S09313, **excluding**: that portion of adjoining road allowance and widening thereto lying to the west thereof;
    - (ii) all of the North East quarter lying to the east of the South Saskatchewan River; and
    - (iii) all of the South West and South East quarters;
  - (i) all of Section 24;

- (j) all of Legal Subdivisions 3 and 4 of the South West quarter of Section 25, **excepting:** Parcel Y, shown on Plan No. 96S20090;
- (k) all of the South East quarter of Section 26 lying easterly of the right bank of the South Saskatchewan River, **excepting:** Parcel B, Plan No. 00SA13357;
- (l) all of Section 27;
- (m) the following portions of Section 28:
  - (i) all of the North East and South East quarters; and
  - (ii) that portion of the North West and South West quarters lying to the east of the easterly limit of the road shown on Plan No. 95S47169;
- (n) that portion of the South East quarter of Section 33 lying southeast of the easterly limit of the road shown on Plan No. 95S47169;
- (o) the following portions of Section 34:
  - (i) all of the South East quarter; and
  - (ii) that portion of the North West and South West quarters lying southeast of the easterly limit of the road shown on Plan No. 95S47169;
- (9) Township 37, Range 6, West of the Third Meridian **EXCEPT:**
  - (a) all of Sections 1 and 2;
  - (b) all of the South West and South East quarters of Sections 3 and 4;
  - (c) all of the South East quarter of Section 5;
  - (d) all of the following portions of Section 13:
    - (i) all of the South East quarter; and
    - (ii) the most southerly 402.336 metres in perpendicular width throughout of the North East quarter; and
- (10) Township 38, Range 4, West of the Third Meridian; excepting thereout and therefrom all those portions of the said lands lying to the West of the South Saskatchewan River.

## Schedule No. 2

### Rates for Services

#### 1. Industrial and Commercial Uses

(1) Firefighting Services:

Corman Park shall on or before the 30th day of September each year during the term of this Agreement, pay the City the sum of \$75,000.00. This payment covers the cost of fighting fires involving property used for industrial or commercial purposes only. It does not cover the cost of firefighting services for non-industrial and non-commercial properties. Any fees involved for assistance requested by the City from surrounding volunteer departments shall be paid by the City, and shall be payable by Corman Park within 30 days after receipt of the invoice from the City.

(2) Dangerous Goods Response Services:

\$839.00 per hour per unit for the first hour, or any portion thereof, thereafter \$209.75 per quarter hour, per unit or any portion thereof plus cost of disposables used. These rates shall be payable by Corman Park within 30 days after receipt of the invoice from the City.

(3) Rescue Services:

\$839.00 per hour per unit for the first hour, or any portion thereof, thereafter \$209.75 per quarter hour, per unit or any portion thereof. These rates shall be payable by Corman Park within 30 days after receipt of the invoice from the City.

#### 2. Non-Industrial and Non-Commercial Uses

(1) Firefighting Services:

A basic rate of \$839.00 per hour per unit for the first hour, or any portion thereof, thereafter \$209.75 per quarter hour, per unit or any portion thereof responding to the emergency. For the purpose of this Agreement, one 4 X 4 and one tanker shall be considered one unit. An additional charge of \$250.00 per hour for each pumper unit shall be paid for fire incidents requiring forces for an extended period and/or if in the complete discretion of the SFPS, the availability of firefighters and firefighting apparatus require it. An extended period shall be defined as two hours, or less time if deemed necessary by

the SFPS. These rates shall be payable by Corman Park within 30 days after receipt of the invoice from the City.

(2) Dangerous Goods Response Services:

\$839.00 per hour per unit for the first hour, or any portion thereof, thereafter \$209.75 per quarter hour, per unit or any portion thereof plus cost of disposables used. These rates shall be payable by Corman Park within 30 days after receipt of the invoice from the City.

(3) Rescue Services:

\$839.00 per hour per unit for the first hour, or any portion thereof, thereafter \$209.75 per quarter hour, per unit or any portion thereof. These rates shall be payable by Corman Park within 30 days after receipt of the invoice from the City.

**Frequently Asked Questions:****What is a smart meter?**

Smart meters are electronic meters that, once an Advanced Metering Infrastructure (AMI) is added, can measure and record actual power usage and water consumption, and transmit that data wirelessly over a secure network to a central data management system. With a smart meter, meter readings can be done remotely.

**Are smart meters safe?**

While some concerns have been raised over the safety of smart meters with respect to health, radio frequency (RF) emissions generated by smart meters are well below Health Canada and Industry Canada regulations. The RF emissions from smart meters are no different than for cell phones, except they are generated at much lower levels and only for short periods throughout the day.

**Will my billing data be safe if it's being transmitted wirelessly?**

The City will apply the same privacy protection standards as the current system has in place. All data collected, including the usage information obtained by smart meters, will be used only to ensure accurate billing. Only encrypted meter readings and meter identification are transmitted through smart meters, not your personal information. SL&P and the City of Saskatoon comply with Saskatchewan's privacy legislation.

**How are smart meters different than what's being used now?**

Older meters are not electronic. They use mechanical parts that spin as electricity is used and have a small dial which shows how much electricity/water has been used. When the meters are checked by meter readers, the reading is used to calculate bills. Meters with AMI track consumption electronically and communicate usage data to the City through a secure wireless network.

**What if I don't want a smart meter?**

There may be an option to provide you with a meter that does not have a communication function embedded in it, however, you may be required to pay a fee for manual meter reading.

**So is the City planning to implement AMI in Saskatoon?**

The AMI project has not received final approval to proceed. On June 24, 2013, the City issued a Request for Proposal for AMI Consulting Services to investigate AMI for Saskatoon. Nine proposals were received. On October 21, 2013, the City will recommend that City Council approve the hiring of the chosen consultant.

Once the investigating is complete (approximately February 2014), the City will make a recommendation to City Council on whether or not to proceed with the implementation of AMI in Saskatoon.

**I received a door hanger saying my new electricity was installed successfully. Is this new meter a smart meter?**

No, the replacing of meters happens on an on-going basis due to aging. Meters, even electronic ones, are not "smart" until AMI is implemented. Knowing the potential to implement AMI may occur in the future, in 2008, SL&P began replacing old mechanical meters in their franchise area (1958 City boundary) with new electronic meters that are capable of becoming "smart meters" should AMI be implemented.

**If a decision is made to implement an AMI in Saskatoon, when will meters become actually become "smart"?**

An implementation date is not yet known. However since 2008, about 1/3 (20,000) new electronic meters have been installed in SL&P's service area. Installation throughout the entire City area should be complete by the end of 2017.

**Is SaskEnergy and SaskPower using smart meters now?**

SaskPower and SaskEnergy are implementing a joint AMI program. Over the next few years, the AMI program will result in all SaskPower and SaskEnergy customers switching over to new power and natural gas meter technology.

**Do I get my power from the City or from SaskPower/SaskEnergy?**

Saskatoon Light & Power (SL&P) distributes electrical services to citizens and businesses of the Saskatoon area in its franchise area (1958 City boundary). All areas outside of this boundary are serviced by SaskPower. However, there are several neighbourhoods including Airport Business Area, Arbor Creek, College Park East, CN Industrial, Erindale, Evergreen, North Industrial and Westview, where SL&P and SaskPower each provide service to sections of these neighbourhoods.

His Worship the Mayor and City Council  
The City of Saskatoon

**REPORT**

of the

**PLANNING AND OPERATIONS COMMITTEE**

Composition of Committee

Councillor R. Donauer, Chair  
Councillor C. Clark  
Councillor T. Davies  
Councillor M. Loewen  
Councillor P. Lorje

**1. Pleasant Hill – Municipal Reserve Exchange  
(Files CK. 4131-31, LS 4000-3 and PL 951-22-5)**

**RECOMMENDATION:**

- 1) that the City Solicitor be instructed to prepare the necessary bylaw, in accordance with Section 199 of *The Planning and Development Act 2007*, and with regard to the Proposed Plan of Survey, to exchange the Municipal Reserve Land in Pleasant Hill Village from MR1 to MR2;
- 2) that the Community Services Department be instructed to undertake the necessary advertising;
- 3) that the Community Services Department, through the Dedicated Lands Account, be responsible for costs associated with this Municipal Reserve Land Exchange and the Plan of Survey; and
- 4) that following approval of the above, the Administration be requested to report further as to the viability of a community garden in the park and any design changes that would have to occur to facilitate this.

Attached is a report of the General Manager, Community Services Department dated September 23, 2013, requesting approval for the exchange of Municipal Reserve Land in Pleasant Hill Village.

Your Committee has reviewed the matter with the Administration and is supporting the recommendations outlined in the September 23, 2013 report of the General Manager, Community Services Department. Your Committee has also reviewed the possibility of including a community garden in the park, behind the St. Mary's School. While the Administration is investigating potential locations for community gardens and this location has not been deemed suitable to date, they will undertake further review and process this location through the community garden guidelines. Your Committee is recommending that a further report be provided with respect to the viability of including a community garden in the design of this park.

**2. Public Safety at 2<sup>nd</sup> Avenue North and 22<sup>nd</sup> Street  
(Files CK. 5000-1 and PL 217-109)**

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

Attached is a report of the General Manager, Community Services Department dated September 26, 2013, providing an update on the activities that have occurred at the corner of 2<sup>nd</sup> Avenue North and 22<sup>nd</sup> Street.

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

**3. Enquiry – Councillor Lorje (May 6, 2013)  
Installation of a hard-surface pathway/sidewalk along east side of  
Avenue H South from Riversdale Pool to Lawn Bowling Club  
(Files CK. 4205-13 and IS 4205-1)**

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**RECOMMENDATION:**

- 1) that the information be received; and
- 2) that the Administration report further on the possibility of establishing a special reserve for upgrades to special use, multi-district and district parks.

Attached is a report of the General Manager, Infrastructure Services Department dated September 12, 2013, providing options for installing a hard-surface asphalt pathway or a concrete sidewalk in Victoria Park along the east side of Avenue H, north from the Riversdale Pool to the Riversdale Lawn Bowling Club. The report also provides cost estimates and investigates a funding source.

Your Committee has reviewed the report with the Administration, including the possibility of installing an asphalt pathway to improve pedestrian safety, as well as funding issues for these improvements. The Administration has advised that a report will be forwarded to City Council for consideration during budget deliberations with respect to the outstanding sidewalk/pathway locations that have been identified, including this location.

Your Committee has also reviewed with the Administration the current mechanism for funding park upgrades through reserves for capital expenditures as projects are identified, and the number of other priority projects that are funded through this reserve. Following review of this matter, your Committee is recommending that further reporting be provided on the possibility of setting up a special reserve for upgrades to special use, multi-district and district parks, including the viability of such a reserve and proposed funding sources.

**4. Turboexpander-Generator Joint Venture with SaskEnergy Inc.  
Saskatoon Light & Power Capital Project #2311: Electrical  
Supply Options – Turboexpander  
(Files CK. 2000-5 and WT 2000 10 10)**

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

Attached is a report of the General Manager, Utility Services Department dated September 23, 2013, providing an update on the current status of the Turboexpander-Generator Project.

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

Respectfully submitted,

---

Councillor R. Donauer, Chair

**TO: Secretary, Planning and Operations Committee**  
**FROM: General Manager, Community Services Department**  
**DATE: September 23, 2013**  
**SUBJECT: Pleasant Hill – Municipal Reserve Exchange**  
**FILE NO.: CK. 4131-31, LS. 4000-3 and PL. 951-22-5**

---

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

- 1) that the City Solicitor be instructed to prepare the necessary bylaw, in accordance with Section 199 of *The Planning and Development Act 2007*, and with regard to the attached Proposed Plan of Survey, to exchange the Municipal Reserve Land in Pleasant Hill Village from MR1 to MR2;
- 2) that the Community Services Department be instructed to undertake the necessary advertising; and
- 3) that the Community Services Department, through the Dedicated Lands Account, be responsible for costs associated with this Municipal Reserve Land Exchange and the Plan of Survey.

### **TOPIC AND PURPOSE**

The purpose of this report is to request City Council's approval of the exchange of Municipal Reserve (MR) Land in Pleasant Hill Village.

### **REPORT HIGHLIGHTS**

1. This report recommends exchanging existing MR1 for proposed MR2 in order to complete the Pleasant Hill Redevelopment Plan according to the approved Pleasant Hill Village Enhanced Concept Plan (Concept Plan).
2. This exchange will result in an increase to the MR Land in Pleasant Hill Village to a total of 1.53 acres. This will increase the total amount of MR Land in the Pleasant Hill neighbourhood to 4.36 acres.
3. The MR exchange and addition, is a logical and necessary step toward the Grace Adam Metawewinhk Park Phase II enhancements and expansion, and contributes to the neighbourhood's quality. The park design is the result of collaboration with the local community and Greater Saskatoon Catholic Schools (GSCS).

### **STRATEGIC GOALS**

This report supports the City of Saskatoon's (City) Strategic Goal of Sustainable Growth and contributes to bringing the Concept Plan into reality.

It also supports the City's Strategic Goal of Quality of Life by providing additional recreational park space in Pleasant Hill Village.

## **BACKGROUND**

At its July 16, 2007 meeting, City Council adopted a new redevelopment Concept Plan for Pleasant Hill Village containing five residential development sites, a new park, and a new school site (see Attachment 1).

During its February 19, 2008 meeting, City Council passed The Street Closing Bylaw No. 8657 with the purpose of closing the north portion of Avenue O between 19<sup>th</sup> Street and the east-west lane behind the 1400 block of 20<sup>th</sup> Street; a portion of 19<sup>th</sup> Street between Avenue O and Avenue N; and the north-south lane between the Canadian Pacific Railway and the east-west lane behind the 1400 block of 20<sup>th</sup> Street (see Attachments 2 and 3).

On May 19, 2009, the City entered into a Land Exchange and Development Agreement with the Board of Education of St. Paul's Roman Catholic Separate School Division No. 20 of Saskatchewan (Land Exchange and Development Agreement) (see Attachment 4). This Land Exchange and Development Agreement was necessary in order to accommodate the relocation of the new St. Mary's School and identified the requirements necessary before the land exchange would be finalized. Namely, that the GSCS would be responsible for demolition of the old school, the remediation of the existing school site to the standards set by Canadian Council for Ministers of the Environment (CCME) for recreational lands, and conducting an environmental assessment of the lands.

During its July 13, 2009 meeting, City Council approved the purchase of the Olfert Trucking Site at 412 and 422 Avenue P South, and 413 Avenue O South. At its August 17, 2009 meeting, City Council approved the purchase of property at 408 Avenue P South. These two land purchases were necessary to add an additional development parcel (Parcel F) and greenspace consistent with the enhanced concept plan approved by City Council at its November 2009 meeting (see Attachment 5).

At its December 14, 2009 meeting, City Council approved the 2010 Capital Budget, including Capital Project No. 2464, St. Mary's School Community Space. The \$500,000 one time capital contribution was intended to be used within the overall design of the school to enhance the fit-up and finish of spaces within the new school. In return for the capital contribution, the GSCS would allow community access to school space for the delivery of community programs. The release of these capital funds was to be contingent upon GSCS meeting the requirements of the above noted Land Exchange

and Development Agreement. The transfer of funds would occur upon official approval of the land exchange. The GSCS has now met the provisions of the Land Exchange and Development Agreements, and as of the writing of this report, the \$500,000 capital contribution to the GSCS, and the Land Exchange has been completed.

In complying with the requirements of the 2009 Land Exchange and Development Agreement, the site of the old St. Mary's School was cleared and prepared for new park development. An environmental assessment was also undertaken. On February 27, 2013, a Phase II Environmental Site Assessment (ESA) was received by the Community Services Department. Subsequently, the Environmental Services Branch reviewed the report and determined that the ESA investigation is "well documented and reported, and can be used as evidence to support the fact that impacts do not exist within the study area" (see Attachment 6).

## **REPORT**

Section 199(3) of *The Planning and Development Act, 2007* states that:

"if a council proposes to exchange all or any part of any municipal reserve, the other parcel of land must be of equal or greater area or value, and the land obtained must be designated by the council as municipal reserve."

Attachment 7 illustrates the exchange of the existing MR1 to the area proposed as MR2 and is summarized as follows:

- A portion of MR1 will be reallocated to MR2;
- A portion of MR1 will be designated as Parcel A; and
- Parcels F and G will be reallocated to MR2.

The proposed MR Exchange complies with Section 199(3) of *The Planning and Development Act, 2007*, as 0.74 acres comprised in the existing MR1 have been reallocated within MR2.

Upon conclusion of the exchange, MR2 will total 1.53 acres, an overall increase in municipal reserve by 0.79 acres in Pleasant Hill Village.

The Proposed Plan of Survey (see Attachment 8) details the boundaries established within the Pleasant Hill MR Exchange.

In passing a bylaw to exchange MR land, a public hearing is required, as stated in Section 199 of *The Planning and Development Act, 2007*. This hearing will consider the attached plan of survey, described as follows:

- 1) 46 percent (0.34 acres) of MR1 will remain as MR land and be reallocated to MR2;
- 2) the remaining 54 percent (0.40 acres) of MR1 will be reallocated to Parcel A; and

- 3) 100 percent (1.19 acres) of Parcel F and Parcel G will be reallocated to MR2.

### **OPTIONS TO THE RECOMMENDATION**

The only option is not to proceed with the exchange of designated MR lands, as outlined in Attachments 6 and 7. Choosing this option would require significant changes to the Pleasant Hill Village Concept Plan, and additional discussions with the GSCS since the new school has already been constructed.

### **POLICY IMPLICATIONS**

There are no policy implications.

### **FINANCIAL IMPLICATIONS**

All of the administrative and subdivision costs associated with this MR Land Exchange will be funded through the Dedicated Lands Account.

The operating costs for the additional park space will be budgeted for in the 2015 Parks Maintenance Budget.

### **PUBLIC AND/OR STAKEHOLDER INVOLVEMENT**

Public and/or stakeholder involvement has been utilized throughout the process of redevelopment within the Pleasant Hill Neighbourhood and the community was previously informed about the requirement for a land exchange. Therefore, formalizing the land exchange process does not require any additional involvement within the neighbourhood.

### **COMMUNICATION PLAN**

Formal communication to the Board of Education of St Paul's Catholic Separate School Division No. 20 of Saskatchewan would be required upon completion of this MR exchange.

Advertising is a requirement of *The Planning and Development Act, 2007* for the exchange of land.

### **DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION**

The park is scheduled to be completed in 2014.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental and/or greenhouse gas implications identified at this time. In February 2013, the City received copies of all Environmental Assessment Reports in accordance with the Land Exchange and Development Agreement (see Attachment 4, page 4, items [4] and [5]).

## **PRIVACY IMPACT**

There are no privacy implications.

## **SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

The Pleasant Hill Safety Audit was completed in 2005 and approved by City Council on June 27, 2005.

A CPTED review was conducted on the Concept Plan on October 7, 2009. Overall, there was conformance between the Concept Plan and CPTED principles. The Concept Plan was amended to include a wider access between the green space linkage and park south of Parcel D.

## **PUBLIC NOTICE**

Public Notice, pursuant to Section 3 of Public Notice Policy No. C01-021, is required.

Ministerial approval from the Province of Saskatchewan is not required. Section 200(4) of *The Planning and Development Act, 2007* states that provincial consent is not needed in cases where the municipal council has been declared an approving authority by the Province of Saskatchewan.

## **ATTACHMENTS**

1. 2007 Concept Plan – St. Mary School Pleasant Hill Redevelopment Site
2. The Street Closing Bylaw No. 8657
3. Letter from Saskatchewan Highways and Transportation, dated August 30, 2007
4. Land Exchange and Development Agreement
5. 2009 Pleasant Hill Village Enhanced Concept Plan
6. Phase II Environmental Assessment Memorandum, dated March 6, 2013
7. Pleasant Hill Municipal Reserve Exchange
8. Pleasant Hill Plan of Survey

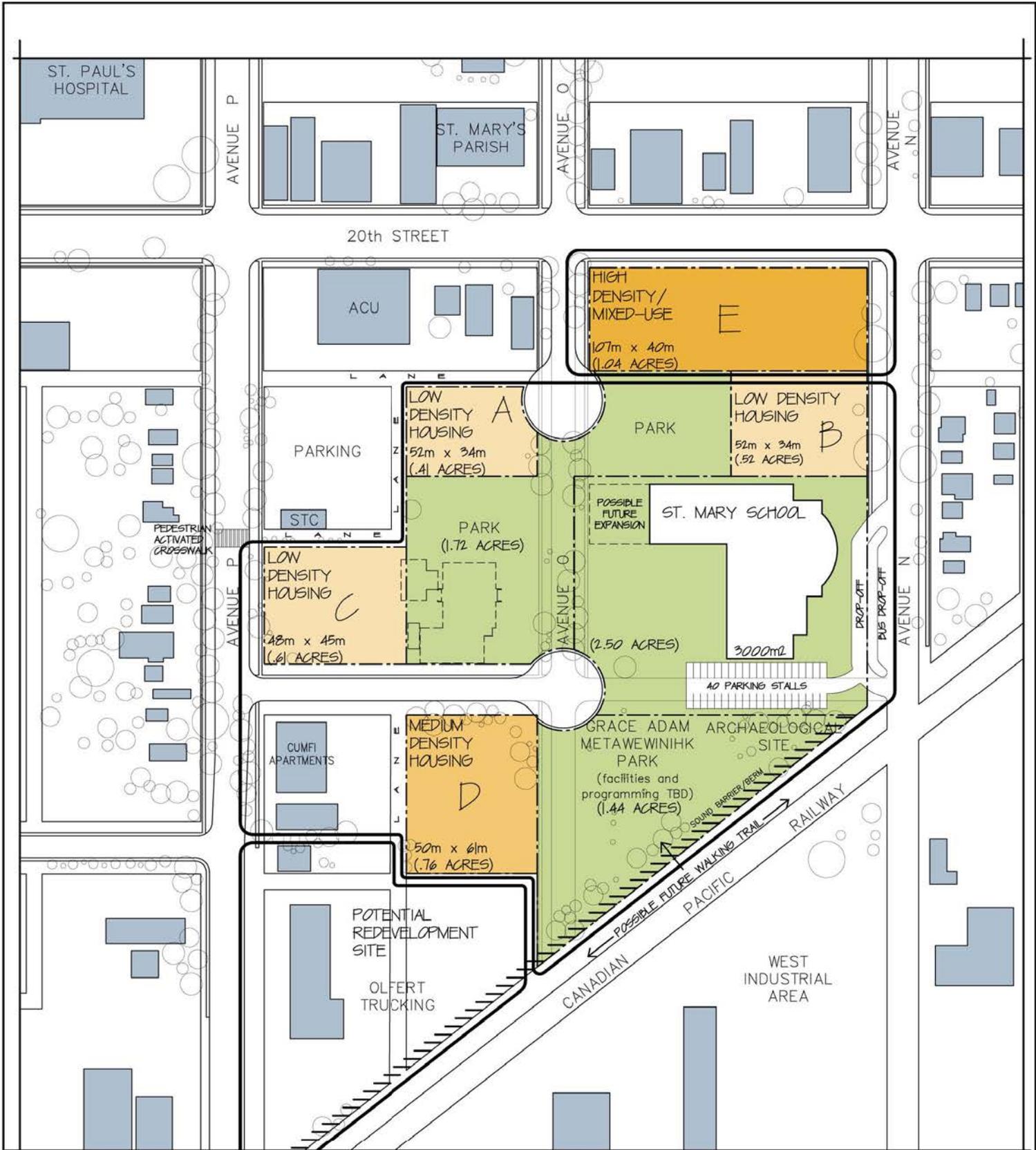
Written by: Mark Campbell, Open Space Consultant; and  
Nikki Newenham-Kahindi, Senior Planner

Reviewed by: “Cary Humphrey”  
Cary Humphrey, Manager  
Leisure Services Branch

Reviewed by: “Alan Wallace”  
Allan Wallace, Manager  
Planning and Development Branch

Approved by:           “Randy Grauer”            
Randy Grauer, General Manager  
Community Services Department  
Dated:           “Oct 3/13”          

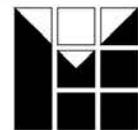
Approved by:           Marlys Bilanski” for            
Murray Totland, City Manager  
Dated:           Oct 7/13”



CONCEPT PLAN SCALE 1:2000



ST. MARY SCHOOL  
PLEASANT HILL REDEVELOPMENT SITE



EDWARDS  
EDWARDS  
McEWEN  
ARCHITECTS

**BYLAW NO. 8657****The Street Closing Bylaw, 2008 (No. 5)**

The Council of The City of Saskatoon enacts:

**Title**

1. This Bylaw may be cited as The Street Closing Bylaw, 2008 (No. 5).

**Purpose**

2. The purpose of this Bylaw is to close the north portion of Avenue O between 19th Street and the east-west lane behind the 1400 block of 20th Street; a portion of 19th Street between Avenue O and Avenue N; and the north-south lane between the Canadian Pacific Railway and the east-west lane behind the 1400 block of 20th Street, Saskatoon, Saskatchewan.

**Closure of Portion of Roads and Lanes**

3. All the north portion of Avenue O between 19th Street and the east-west lane behind the 1400 block of 20th Street; a portion of 19th Street between Avenue O and Avenue N; and the north-south lane between the Canadian Pacific Railway and the east-west lane behind the 1400 block of 20th Street, Saskatoon, Saskatchewan, more particularly described as all that portion of Avenue O, 19th Street and Lane in Block 23 and Lane in Block 10, Plan F5554, Saskatoon, Saskatchewan, and lying within the bold dashed line of a Plan of Proposed Subdivision prepared by M. Marien, SLS, P. Surv. dated August 2007, is closed.

**Transfer of Closed Portion**

4. The closed portions of roads and lanes as described in Section 3 shall be transferred to The City of Saskatoon.

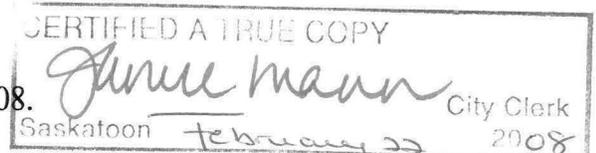
**Coming Into Force**

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

Read a first time this 19<sup>th</sup> day of February, 2008.

Read a second time this 19<sup>th</sup> day of February, 2008.

Read a third time and passed this 19<sup>th</sup> day of February, 2008.



\_\_\_\_\_  
"Donald J. Atchison"

Mayor

\_\_\_\_\_  
"Janice Mann"

City Clerk

"SEAL"

**Saskatchewan****Highways and  
Transportation****Land Branch****900-1855 Victoria Ave.  
Regina, Saskatchewan  
S4P 3T2**

August 30, 2007

Our File: Saskatoon 2

Saskatoon Land Surveyors  
222 Willoughby Crescent  
Saskatoon, Saskatchewan  
S7H4W7

Attention: Murray Marien, SLS, P.Surv

Re: Proposed Closure of Portion of 19th Street, Avenue O and Lanes Blk 10 & Blk 23  
Plan F5554, Saskatoon, Saskatchewan

We have received your email of August 29, 2007, in connection with the above request.

The Minister hereby grants consent:

- (a) subject to the Council of the City of passing the necessary bylaw pursuant to Section 13(1)(b) of the Cities Act; and
- (b) provided the proposed closure is in accordance with the cities zoning bylaws, the requirements of The Planning and Development Act and Sections 13(2) to (6) of the Cities Act; and
- (c) to close and transfer the following:

All that portion of Avenue O, 19<sup>th</sup> Street and Lane in Block 23 and Lane in Block 10 Plan F5554, Saskatoon, Saskatchewan, and lying within the bold dashed line of a Plan of Proposed Subdivision prepared by M. Marien, SLS, P.Surv. dated August 2007.

This consent will allow for the passing of a bylaw and is also to be forwarded to Information Services Corporation (ISC) Plan Processing in accordance with Section 44 of *The Land Surveys Act, 2000* to accompany the appropriate plan required for consolidation after all requirements have been met in accordance with Section 13 of *The Cities Act*.

If further information is required, please contact Deanna Mise of this office at (306) 787-4828 or Fax (306) 787-4100.

Sincerely,



Jeff Grigg, Director



Jeff Grigg, Director Land Branch  
Legislated Delegated Official of  
the Minister of Highways and  
Transportation

John Law  
Deputy Minister Saskatchewan Highways & Transportation

cc: SaskTel, Land & Easements (North)  
Sask Power, Land Dept.  
SaskEnergy - Land Services

## Land Exchange and Development Agreement

This Agreement made effective the 19th day of May, 2009.

Between:

**The City of Saskatoon**, a municipal corporation pursuant to the provisions of *The Cities Act*, S.S. 2002, Chapter C-11.1 (the "City")

- and -

**The Board of Education of St. Paul's Roman Catholic Separate School Division No. 20 of Saskatchewan**, a school division pursuant to the provisions of *The Education Act, 1995*, S.S. 1995, Chapter E-02 (the "Board")

**Whereas:**

- A. The City is undertaking a revitalization project in the Pleasant Hill Neighbourhood known as the Pleasant Hill Revitalization Project (the "Project");
- B. The Board owns and operates an elementary school in the area covered by the Project known as St. Mary's School;
- C. The Board wishes to replace the existing St. Mary's School with a new facility and requires land upon which to locate the new St. Mary's School;
- D. The City owns land adjacent to the existing St. Mary's School which it is willing to transfer to the Board for the new school site in exchange for the site upon which the existing St. Mary's School is located;
- E. The City intends to construct a park on the site occupied by the existing St. Mary's School;

Now therefore the parties covenant and agree as follows:

### Definitions

1. In this Agreement, unless the context otherwise requires, the following terms and expressions have the following meanings:

(a) "Board Lands" means:

Parcels C and F as shown on a Plan of Proposed Subdivision of part of Lot 15, 26, 28-30 and all of Lots 16-17, 19-25 and 31 - Block 23 and part of Lot 14 and 26 and all of Lots 15-20, 25 - Block 24 and Lot 1 and lane - Block 10 and that portion of Avenue O and 19th Street shown shaded all in Registered Plan F 5554 and Lot 34 - Block 23 - Plan 101453532 and Lot 35 - Block 23 - Plan 101453543 and Lot 36-37 - Block 23 - Plan 101453554 and Lot 38 - Block 23 - Plan 101453565 and Lot 39 - Block 23 - Plan 101453644 and Lot 40 - Block 23 - Plan 101453655 and Lot 41 - Block 23 - Plan 101453666 and Lot X - Block 23 - Plan 101959094, SW 1/4 Sec 29 Twp 36 Rge 5 West 3 Mer in Saskatoon, Saskatchewan, February, 2009, as prepared by M. Marien, S.L.S., a copy of which is attached as Schedule "A" to this Agreement; and

(b) "City Lands" means:

Parcel SMS, as shown on a Plan of Proposed Subdivision of part of Lot 15, 26, 28-30 and all of Lots 16-17, 19-25 and 31 - Block 23 and part of Lot 14 and 26 and all of Lots 15-20, 25 - Block 24 and Lot 1 and lane - Block 10 and that portion of Avenue O and 19th Street shown shaded all in Registered Plan F 5554 and Lot 34 - Block 23 - Plan 101453532 and Lot 35 - Block 23 - Plan 101453543 and Lot 36-37 - Block 23 - Plan 101453554 and Lot 38 - Block 23 - Plan 101453565 and Lot 39 - Block 23 - Plan 101453644 and Lot 40 - Block 23 - Plan 101453655 and Lot 41 - Block 23 - Plan 101453666 and Lot X - Block 23 - Plan 101959094, SW 1/4 Sec 29 Twp 36 Rge 5 West 3 Mer in Saskatoon, Saskatchewan, February, 2009, as prepared by M. Marien, S.L.S., a copy of which is attached as Schedule "A" to this Agreement.

### **City Transfer to Board**

2. (1) In consideration of the sum of \$1.00 plus the exchange of lands as provided for in this Agreement, the City agrees to transfer the City Lands to the Board free and clear of all encumbrances save and except any existing or required utility easements.
- (2) The City shall provide a Transfer Authorization for the City Lands to the Board upon the raising of title to the City Lands pursuant to the Plan of Proposed Subdivision attached as Schedule "A" and subject to the completion of any remediation required pursuant to Subsection (3). Alternatively, at the City's option, it shall raise title to the City Lands directly into the name of the Board by way of a Transform Authorization.
- (3) The City shall carry out environmental screening with respect to the City Lands and, if required as a result of such screening, remediate the lands to the Council of Canadian Ministers of the Environment (CCME) standard for residential and park lands. The City shall provide to the Board copies of all Environmental Assessment Reports and documentation commissioned by it in relation to the City Lands.
- (4) The Board covenants and agrees that, subsequent to the transfer of the City Lands, it shall construct a new St. Mary's School facility on the Lands. The new facility shall contain community space and related features substantially in accordance with a conceptual design approved in 2008.

### **Board Transfer to City**

3. (1) In consideration of the exchange of lands as provided for in this Agreement, the Board shall transfer the Board Lands to the City in accordance with the further provisions of this Agreement.
- (2) At such time as the Board discontinues the use of the existing St. Mary's School, it shall, as soon as reasonably possible, undertake the demolition of the existing St. Mary's School, including removal of the foundation of the building and levelling of the site thereafter.
- (3) The Board shall transfer the Board Lands to the City as vacant lands and shall conduct all such remediation as may be required to ensure that the Board Lands conform to the CCME standard for residential and park lands.

- (4) The Board shall be responsible for all costs of demolition, harvesting of heritage features and environmental remediation of the Board Lands. The Board shall provide to the City copies of all Environmental Assessment Reports and documentation commissioned by it in relation to the Board Lands.
- (5) Upon completion of the demolition and any required remediation, the Board shall provide the City with a Transfer Authorization which, when registered at the Land Titles Registry, transfer the Board Lands to the City free and clear of all encumbrances save and except any existing or required utility easements.

#### **Development of Green Space**

4.
  - (1) The parties agree to jointly coordinate the design and implementation of green space on the site of the new St. Mary's School after completion of its construction and Phase II park space on the site of the existing St. Mary's School after its transfer to the City.
  - (2) The Board shall be responsible for the cost of developing the green space on the new St. Mary's School site.

#### **Additional Community Space**

5. The City agrees, in principle, but subject to the decision of City Council at the time, and subject to the execution of a joint-use agreement with respect to the new St. Mary's School, to provide a contribution of \$500,000.00 from the Reserve of Capital Expenditures toward the capital costs of construction of additional community space or enhancement of existing school space as agreed upon by the parties.

#### **Access and Possession**

6.
  - (1) The parties shall be entitled to access and possession of the respective lands upon the transfer of the same.
  - (2) The lands shall remain at the risk of the respective parties until the transfer of the Lands.

**Costs**

7. The City shall be responsible for the cost of preparation and registration of the Plan of Proposed Subdivision attached as Schedule "A". Each party shall be responsible for the costs of raising title to their Lands or registration of the Transfer Authorization for the lands to be exchanged as the case may be. Each party shall be responsible for its own legal fees.

**Notices**

8. Any notice or other communication to be given under this Agreement shall be validly given if delivered personally or sent by fax with a copy by regular mail:

To the City at:

City Solicitor's Office  
City Hall  
222 - 3<sup>rd</sup> Avenue North  
Saskatoon SK S7K 0J5  
Fax No. (306) 975-7828

To the Board at:

Director's Office  
420 22nd Street East  
Saskatoon SK S7K 1X3  
Fax No. (306) 659-2010

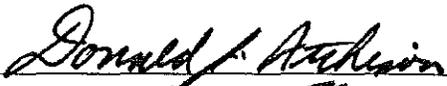
**Execution of Further Documents**

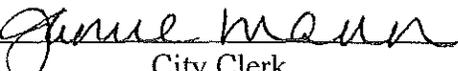
9. The parties agree to do all such things and execute all such further documents as may be required to carry out the terms of this Agreement.

**Assignment**

10. This Agreement may not be assigned.

The City of Saskatoon

  
\_\_\_\_\_  
Mayor

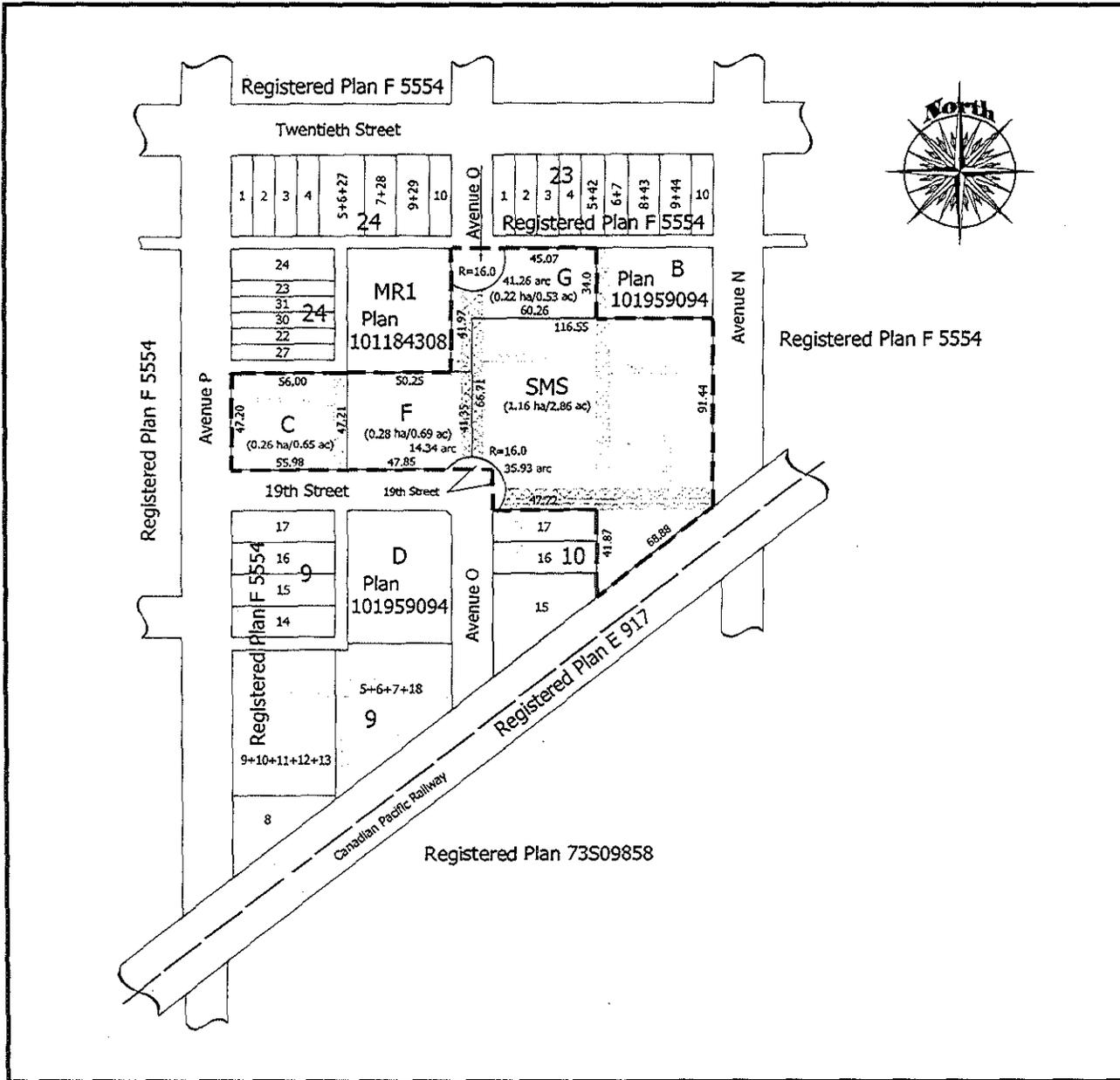
  
\_\_\_\_\_  
City Clerk



The Board of Education of St. Paul's Roman  
Catholic Separate School Division No. 20 of Saskatchewan

  
\_\_\_\_\_  
  
\_\_\_\_\_



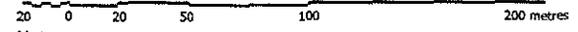


— Pleasant Hill - Phase II —  
**Plan of Proposed Subdivision**

of part of Lot 15, 26, 28-30 and all of Lots 16-17, 19-25 and 31 - Block 23 and part of Lot 14 and 26 and all of Lots 15-20, 25 - Block 24 and Lot 1 and lane - Block 10 and that portion of Avenue O and 19th Street shown shaded all in Registered Plan F 5554 and Lot 34 - Block 23 - Plan 101453532 and Lot 35 - Block 23 - Plan 101453543 and Lot 36-37 - Block 23 - Plan 101453554 and Lot 38 - Block 23 - Plan 101453565 and Lot 39 - Block 23 - Plan 101453644 and Lot 40 - Block 23 - Plan 101453655 and Lot 41 - Block 23 - Plan 101453666 and Lot X - Block 23 - Plan 101959094  
 SW ¼ Sec 29 Twp 36 Rge 5 West 3 Mer

**in Saskatoon, Saskatchewan**

February, 2009 AD Scale 1:2000



**Notes:**  
 All dimensions are in metres and decimals thereof.  
 Portion to be subdivided is outlined in heavy broken line and contains 1.99 ha.

Land Surveyor  
*mmuren*  
 Saskatchewan Land Surveyor

City of Saskatoon  
 Community Services Department

**Owners**  
 City of Saskatoon  
 St. Paul's Roman Catholic Separate School Division No. 20



# PLEASANT HILL VILLAGE ENHANCED CONCEPT PLAN

ATTACHMENT 5



**EDWARDS  
EDWARDS  
McEWEN  
ARCHITECTS**



**City of Saskatoon**  
Community Services - Planning & Development

October 2009

N:\PI - Local Area Plans\Pleasant Hill\Redevelopment\Redev Concept-Oct09.dwg

**Utility Services Department**

Environmental Services Branch

To: Nikki Newenham-Kahindi  
Planning and Development Branch  
Community Services Department

Date: March 6, 2013

Phone: 975-3525

From: Josh Quintal  
Environmental Services Branch  
Utility Services Department

Our File:

Your File:

**Re: Phase II ESA 1510 & 1520 19<sup>th</sup> Street West**

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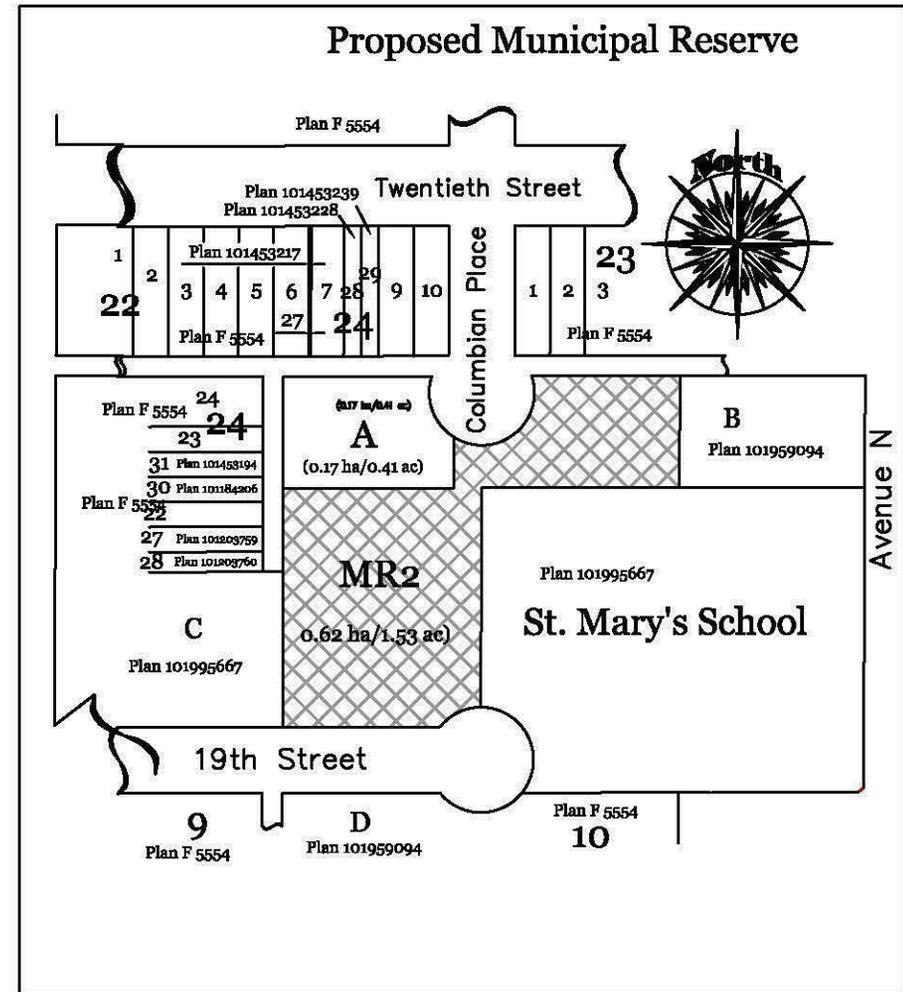
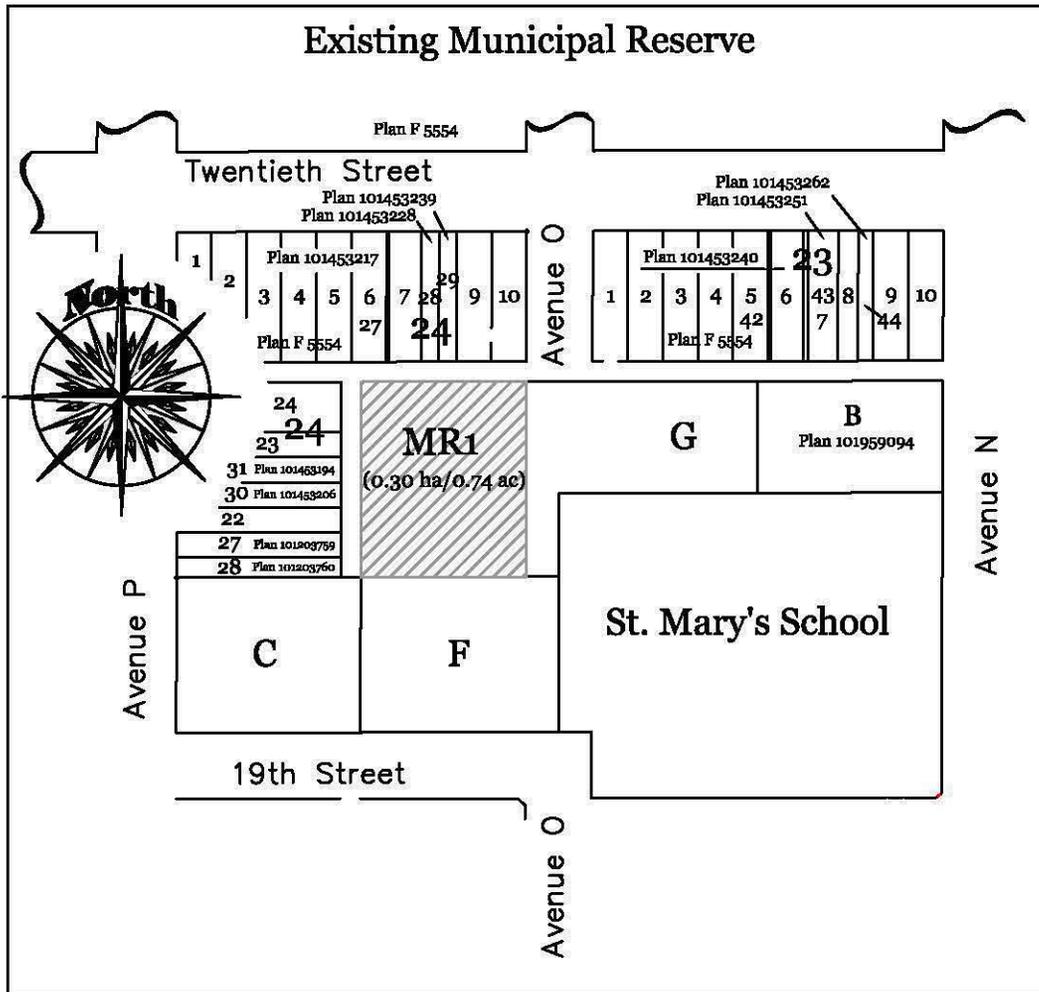
The Environmental Services Branch has reviewed the P. Machibroda Engineering Ltd. (PMEL) Phase II Environmental Site Assessment (ESA) report and it indicates the following findings:

The Phase I ESA conducted in December 2012 indentified that a 1,000 L heating oil fuel storage tank was formerly located at the site. The existence of the fuel tank indicates potential for site contamination and thus warranted a Phase II ESA. The Phase II ESA has identified that there is no evidence of petroleum hydrocarbons or heavy metals impacting the area where the tank was located. The Phase II investigation was well documented and reported, and can be used as evidence to support the fact that impacts do not exist within the study area.

Feel free to contact Josh Quintal with any questions.

:jq

# Pleasant Hill MR Exchange



## Legend:

Existing Municipal Reserve:  
MR1 - 0.30 ha/0.74 ac) 

Proposed Municipal Reserve:  
MR2 - 0.62 ha/1.53 ac) 



**TO: Secretary, Planning and Operations Committee**  
**FROM: General Manager, Community Services Department**  
**DATE: September 26, 2013**  
**SUBJECT: Public Safety at 2<sup>nd</sup> Avenue North and 22<sup>nd</sup> Street**  
**FILE NO.: PL. 217-109 and CK. 5000-1**

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**RECOMMENDATION:** that a copy of this report be forwarded to City Council for information.

### **TOPIC AND PURPOSE**

This report will provide an update on the activities that have occurred at the corner of 2<sup>nd</sup> Avenue North and 22<sup>nd</sup> Street.

### **REPORT HIGHLIGHTS**

1. Significant changes have occurred at this location since the spring.
2. Actions have been taken by the two property owners located adjacent to this area, which has resulted in a significant decrease in safety issues associated with this location.

### **STRATEGIC GOAL**

Under the Strategic Goal of Quality of Life, this report relates to the long-term strategy to reduce and prevent crime in the Downtown core and to build capacity within the community to address issues and build consensus around collaborative responses.

### **BACKGROUND**

In March 2013, the Chief of Police requested the Administration to consider removing benches, planters, and other streetscape amenities from the intersection of 2<sup>nd</sup> Avenue North and 22<sup>nd</sup> Street. The Chief of Police expressed a concern that with the existing conditions, and the fact that the Saskatoon Police Service had dedicated significant time and effort to this small area, issues would be exacerbated with the arrival of summer.

In the spring of 2013, the Administration had several meetings with the Partnership and local stakeholders on safety issues in this area. A report was brought forward by the Administration to the Planning and Operations Committee on May 28, 2013, at which time the Administration was instructed to undertake further review and report on options and alternatives that could address the noted issues.

### **REPORT**

#### **Significant Changes At This Location**

Since the May 28, 2013 report, the private property owners have undertaken a number of actions which have impacted the safety issues at this location.

- The Olympia Restaurant was closed. A new restaurant (Bottega Trattoria) has opened at this location with extensive interior and exterior renovations.
- The McDonalds Restaurant was closed and the building was demolished in August. The site has been converted into a surface parking lot, complete with fencing.
- The five benches were removed during the demolition process and four benches were replaced. The fifth bench was damaged and not replaced. The need for a fifth bench will be evaluated at a later date.
- Mid-West Developments (Mid-West) has applied for the closure and purchase of the lane behind the McDonalds building and the adjacent parking lot. In agreement with the owner to the east of the lane, this laneway closure is in the process of being completed. The laneway behind the Bottega Trattoria will remain open to facilitate deliveries to the restaurant.

### Observed Behaviours

Changes in this area began in early June. According to the Community Support Officers and Saskatoon Police Services, behaviours have improved at this location. However, there is some indication that some of the activity has been displaced to other areas along 2<sup>nd</sup> Avenue. It is not unusual to see displacement and ongoing monitoring of the area will be needed. The Community Support Officers report a reduction in people at the corner, and Saskatoon Police Services' statistics indicate a significant drop in calls for service. However, the Community Support Officers report that there now appears to be increased sensitivity to people congregating on the streets in any location in the Downtown.

### Future Development

In conjunction with the redevelopment of the corner site by Mid-West, the Urban Design Team will work with Mid-West, the Partnership and other local stakeholders to determine any necessary changes to the streetscape elements at this location. Alternatives could include a programmable space, a public art installation, or a redesigned seating area. The development of the corner site will be one of the determinants of the appropriate design for this street corner.

### **OPTIONS TO THE RECOMMENDATION**

City Council has the option of directing the Administration to undertake a redesign of this location in advance of the development by Mid-West. This option is not recommended since streetscape amenities currently are provided on the corner and there is an opportunity to coordinate a new streetscape design with the design of a new building. As well, the streetscape elements may need to be removed during construction of the building.

## **PUBLIC AND/OR STAKEHOLDER INVOLVEMENT**

The Planning and Development Branch has been working with the stakeholders in this area since 2011 when a series of recommendations was developed and implemented by civic departments, business operators, and the Partnership. Several meetings were held with stakeholders in the spring of 2013 to discuss the safety issues occurring at this location.

## **COMMUNICATION PLAN**

A letter to the adjacent property owners and local stakeholders outlining the intended approach will be sent.

When Mid-West undertakes the redevelopment of the corner site, the Urban Design Team will work with stakeholders to prepare a design for this street corner.

## **DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION**

Upon preparation of a design plan for this location by the Urban Design Team with local stakeholders, a report will be brought forward outlining the plan and budget implications.

## **SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

The principles of CPTED should continue to be applied to any adjacent redevelopment or streetscape redesign at this location.

Mid-West will be encouraged to incorporate the principles into any new development, and the public realm and back lane developments are required to be circulated through the CPTED Review Committee. Monitoring of the development by the Neighbourhood Safety and Urban Design Teams will be ongoing.

## **PUBLIC NOTICE**

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

Written by: Lesley Anderson, Manager, Neighbourhood Planning Section

Reviewed by: “Alan Wallace”  
Alan Wallace, Manager  
Planning and Development Branch

Approved by:                   “Randy Grauer”                    
Randy Grauer, General Manager  
Community Services Department  
Dated:                   “Oct 3/13”                  

cc: Murray Totland, City Manager

S:\Reports\CP\2013\ P&O Public Safety at 2nd Avenue and 22nd Street - October 2013.doc  
BF No.: 45-13

**TO:** Secretary, Planning and Operations Committee  
**FROM:** General Manager, Infrastructure Services Department  
**DATE:** September 12, 2013  
**SUBJECT:** Enquiry – Councillor Lorje (May 6, 2013)  
Installation of a hard-surface pathway/sidewalk along east side of  
Avenue H south from Riversdale Pool to Lawn Bowling Club  
**FILE NO:** IS 4205-1 and CK. 4205-13

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

### **TOPIC AND PURPOSE**

The purpose of this report is to provide options for installing a hard-surface asphalt pathway or a concrete sidewalk in Victoria Park along the east side of Avenue H, north from the Riversdale Pool to the Riversdale Lawn Bowling Club. As well, it provides cost estimates and investigates a funding source.

### **REPORT HIGHLIGHTS**

1. The Infrastructure Services Department, Parks Branch and the Transportation Branch discussed the feasibility of installing a hard-surface sidewalk/pathway in Victoria Park along the east side of Avenue H south from the Riversdale Lawn Bowling Club to the Riversdale Pool.
2. The study determined the length of the site is approximately 180 linear metres. A preliminary estimate to excavate and install a 1.5 metre wide asphalt pathway would be approximately \$22,000.00 (\$122/lm). The cost to excavate and install a 1.5 metre wide concrete sidewalk would be approximately \$49,000.00 (\$275/lm).
3. Administration confirms that Victoria Park is a “Special Use” park; therefore, there is no funding source available through Capital Project 0901 – IS- Park Upgrading Neighbourhood, to utilize for this project.
4. Administration confirms the Active Transportation Infrastructure Reserve is intended to fund pedestrian and cyclist infrastructure needs, including the construction of sidewalks, ramps, multi-use pathways and cycling infrastructure. The construction of a sidewalk/pathway would qualify under this program.

### **STRATEGIC GOALS**

This report supports the strategy under the Strategic Goals of creating “A Culture of Continuous Improvement” and “Quality of Life”. The report will provide alternatives and estimated costs to install a safe and accessible pathway/sidewalk between the Riversdale Pool and the Riversdale Lawn Bowling Club.

## **BACKGROUND**

The following enquiry was made by Councillor Lorje at the meeting of City Council held on May 6 2013:

“Will the Administration please report on the possibility of installing a hard-surface pathway or sidewalk in Victoria Park along the east side of Avenue H south from the Riversdale Pool to the Lawn Bowling Club? Additionally, would this be eligible to be funded as part of the Active Transportation Infrastructure Reserve or would it be funded as part of the Parks Retrofit program?”

## **REPORT**

The Infrastructure Services Department, Parks Branch and the Transportation Branch discussed the feasibility of installing a hard-surface sidewalk/pathway in Victoria Park along the east side of Avenue H south from the Riversdale Lawn Bowling Club to the Riversdale Pool.

A feasibility study with respect to the construction of a pathway/sidewalk has been completed. The feasibility study took into account the following considerations:

- Capital cost for design and installation of a 1.5 metre asphalt pathway or a concrete sidewalk;
- The removal of existing irrigation and reinstallation of the system;
- The affects on the existing City trees health and survivability.

The study determined the length of the site is approximately 180 linear metres. A preliminary estimate to excavate and install a 1.5 metre wide asphalt pathway would be approximately \$22,000.00 (\$122/lm). The cost to excavate and install a 1.5 metre wide concrete sidewalk would be approximately \$49,000.00 (\$275/lm).

Administration confirms that Victoria Park is a “Special Use” park; therefore, there is no funding source available through Capital Project 0901 – IS- Park Upgrading Neighbourhood, to utilize for this project.

Administration confirms the Active Transportation Infrastructure Reserve is intended to fund pedestrian and cyclist infrastructure needs, including the construction of sidewalks, ramps, multi-use pathways and cycling infrastructure. The construction of a sidewalk/pathway in this location would qualify under Capital Project No. 0948 – Sidewalk/Pathway Retrofit Program and will be included on the list of outstanding locations under the program.

Currently, there are 32 outstanding sidewalk/pathway locations requested by residents, some dating back to 2007, at a total combined length of 8,559 metres and an estimated cost of \$3,500,000. Nine of the locations, approximately 2,000 metres, have been

requested since mid-2012. Details on the priority list will be provided with an annual update later this year.

The existing irrigation system (heads/laterals) would not require adjusting as there is sufficient set back from the curb of approximately 1.82 metres.

There are twenty-one (21) park trees in total that would be impacted by the installation of a 1.5m asphalt pathway built to join up with the existing “stubbed” asphalt pathway south of the lawn bowling site. If the asphalt pathway were built at 1.5m wide the excavation would be approximately 0.4m away from the trees which is not standard practice. Standard practice is to stay, at minimum, at least 2.0m away from the base of trees and for trees greater than 50cm in diameter (DBH) we recommend 3.5m. Unfortunately, this is not always possible and certainly would not be at this site.

The pathway construction would damage the critical root zone of these trees; however, the excavation is only on one side and most of the trees are American elm, which are more resilient than other tree species, to having their roots cut. Right now, it is difficult to state whether there would be a significant impact on the health and viability of the trees.

A few of these trees would need to be pruned to accommodate the equipment required to build the pathway, to provide appropriate clearance over the walkway and compensate for some root loss.

### **OPTIONS TO THE RECOMMENDATION**

There are no options.

### **POLICY IMPLICATIONS**

There are no policy implications.

### **FINANCIAL IMPLICATIONS**

The financial implications will depend on the direction of City Council. As well, there would be some costs associated, approximately \$500.00, to carry out the additional pruning of the trees to accommodate construction and root loss.

### **PUBLIC AND/OR STAKEHOLDER INVOLVEMENT**

Public and/or stakeholder involvement is not applicable.

### **COMMUNICATIONS PLAN**

If the pathway is approved, communications activities will be planned to notify affected park users of any interruptions during construction.

## **ENVIROMENTAL IMPLICATIONS**

The recommendation will result in environmental implications should construction proceed. Construction and ongoing maintenance activities will require the use of vehicles and equipment, associated with consumption of resources (fuel) and generation of GHG emissions. The overall impact on GHG emissions has not been quantified at this time.

As well, the removal of the tree branches and subsequent cutting of some of the roots to accommodate the construction will impact the project and initially affect the trees health.

## **PRIVACY IMPACT**

There are no Privacy implications.

## **SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

There is no CPTED review required for this project.

## **DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION**

An annual report outlining the prioritized list of locations for sidewalks and pathways for retrofit will be presented to City Council during the 2014 Budget and Business Plan deliberations.

## **PUBLIC NOTICE**

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

Written By: Wayne Briant, Manager  
Parks Branch

Approved by: “Mike Gutek”  
Mike Gutek, General Manager  
Infrastructure Services  
Dated: ”September 13, 2013”

Copy to: Murray Totland  
City Manager

**TO:** Secretary, Planning and Operations Committee  
**FROM:** General Manager, Utility Services Department  
**DATE:** September 23, 2013  
**SUBJECT:** Turboexpander-Generator Joint Venture with SaskEnergy Inc.  
Saskatoon Light & Power Capital Project #2311: Electrical Supply  
Options – Turboexpander  
**FILE NO:** CK. 2000-5 and WT. 2000 10 10

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**RECOMMENDATION:** that a copy of this report be forwarded to City Council for information.

### **TOPIC AND PURPOSE**

To provide an update on the current status of the Turboexpander-Generator Project.

### **REPORT HIGHLIGHTS**

1. A purchase order (PO) was issued to OC Turboexpanders LLC in November 2012 for supply of two packaged Turboexpander-Generator Systems. The PO was cancelled in the spring of 2013 due to concerns over the corporate viability of the equipment supplier (OC Turboexpanders LLC).
2. A Request for Proposals for equipment supply is planned to be re-issued in early 2014 by SaskEnergy Incorporated.
3. The Turboexpander Power Generation Facility is now expected to be operational by the fall of 2015.

### **STRATEGIC GOALS**

This report supports the long-term strategy to increase revenue sources and reduce reliance on residential property taxes under the Strategic Goal of Asset and Financial Sustainability. The report also supports the long-term strategy to create new sources of green energy where feasible under the Strategic Goal of Environmental Leadership.

### **BACKGROUND**

In 2009, Saskatoon Light & Power (SL&P) and SaskEnergy Incorporated commissioned a feasibility study to evaluate the potential for application of a turboexpander generator at SaskEnergy's Town Border Station #1 in Saskatoon. A turboexpander can be used to recover useful energy from the pressure drop at the Town Border Station, which could then be used to generate electricity that would be sold to SaskPower under its Green Options Partners Program. Excess heat from the adjacent landfill gas power generation facility would be used to preheat the natural gas as required prior to the pressure and temperature reduction through the turboexpander. This facility has the potential to provide enough power for 600 homes and offset greenhouse gas emissions by 3,600 tonnes annually.

At its meeting on July 18, 2012, City Council approved a green loan in the amount of \$2,250,000 for this project, and a Memorandum of Agreement with SaskEnergy Incorporated for partnering on the capital costs for construction of the facility.

At its meeting on November 13, 2012, City Council approved the awarding of a contract to OC Turboexpanders LLC for the supply, warranty, and delivery of two packaged 500 kilowatt turboexpander-generator systems, complete with switchgear, master controller, and heat exchangers.

## **REPORT**

### **Purchase Order to OC Turboexpanders LLC**

Saskatoon Light & Power (SL&P) issued a Request for Proposals (RFP) on September 4, 2012, for the supply of two packaged 500 kilowatt turboexpander-generator systems. On October 10, five proposals were received in response to the RFP. On October 18, an evaluation team met, which included representatives from SL&P, SaskEnergy, and Wenck Associates (the design engineering firm) to discuss the proposals. The OC Turboexpanders proposal scored the highest in the evaluation, and a PO was subsequently issued on November 20, 2012 for the amount of \$1,993,200 including taxes.

In late 2012, concerns arose regarding the corporate operations and status of OC Turboexpanders LLC. For several months, SL&P worked with the City Solicitor's Office and SaskEnergy's Legal Counsel in an attempt to resolve these concerns, but were unsuccessful. The PO was cancelled on May 25, 2013.

### **Re-issue Request for Proposals**

In early 2014, SaskEnergy's Purchasing Department plans to re-issue a Request for Proposals for the supply of the turboexpander-generator system(s). SL&P will continue to provide project management services on behalf of the Joint Venture for construction of the facility. The typical lead time for supply of this equipment is in the range of nine to twelve months.

### **Power Generation Facility expected to be Operational in the fall of 2015**

After successful award of an RFP for the equipment supply, the next step will be to proceed with a construction tender in the fall of 2014. Construction of the Power Generation Facility is planned to begin in the spring of 2015 and to be operational by the fall.

## **OPTIONS TO THE RECOMMENDATION**

This report is for information only.

## **POLICY IMPLICATIONS**

There are no known policy implications.

## **FINANCIAL IMPLICATIONS**

Adequate funding is available in SL&P's Capital Project #2311. The total budget for this project is \$4,500,000. This project is a Joint Venture between SL&P and SaskEnergy with both sides contributing 50% of the total funding.

Power from this facility will be sold to SaskPower under its Green Options Partners Program and will result in estimated annual revenues of approximately \$530,000 beginning in 2016. SL&P's share (50%) of the annual revenues will be \$265,000. An economic analysis was completed for the project and it indicates a 20-year internal rate of return (IRR) of 10.3%, with a payback of nine years.

## **PUBLIC AND/OR STAKEHOLDER INVOLVEMENT**

SL&P hosted an open house on November 24, 2010 at Montgomery School. The open house provided participants with information, answered questions, addressed concerns, and gathered input on the Landfill Gas Project and the Turboexpander Project. Approximately 30 people attended the open house. No comment forms were received from the attendees at the open house or afterward. One comment that came via an email submission was in support of the proposed projects.

## **COMMUNICATION PLAN**

A communication plan was created in early 2013 with feedback from SaskEnergy. Stakeholders, including residents and businesses adjacent to the Landfill, will be kept informed as the project progresses. Communications will have a focus on the City's website and social media, along with the news media and flyers.

## **DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION**

A recommendation on award of the RFP for equipment supply is expected to occur by April of 2014, and at that time Administration will bring the award to Council seeking approval.

## **ENVIRONMENTAL IMPLICATIONS**

The turboexpander facility will generate clean electricity without combustion, by capturing pressure energy and heat energy that would otherwise go unused. The recommendation has positive greenhouse gas emissions implications. The electricity generated could lead to annual GHG emissions reductions estimated at 3,600 tonnes CO<sub>2</sub>e, which is the equivalent of removing 700 cars from the road each year.

An Environmental Screening has been completed for the project by the Environmental Assessment Branch of the Saskatchewan Ministry of Environment. The Ministry does not require any further assessment of environmental impacts for the project.

### **PRIVACY IMPACT**

There are no privacy implications.

### **SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

The turboexpander facility is an unoccupied facility located on SaskEnergy's Town Border Station No. 1 property. For this reason, it will not be subject to a CPTED review. A CPTED review has already been performed on the Landfill Gas Facility adjacent to this site.

### **PUBLIC NOTICE**

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

Written by: Kevin Hudson, Metering & Sustainable Electricity Manager  
Saskatoon Light & Power

Reviewed by: Trevor Bell, Manager  
Saskatoon Light & Power

Approved by: “Jeff Jorgenson”  
Jeff Jorgenson, General Manager  
Utility Services Department  
Dated: Oct. 8, 2013

His Worship the Mayor and City Council  
The City of Saskatoon

**REPORT**

of the

**ADMINISTRATION AND FINANCE COMMITTEE**

Composition of Committee

Councillor T. Paulsen, Chair  
Councillor D. Hill  
Councillor A. Iwanchuk  
Councillor Z. Jeffries  
Councillor E. Olauson

**1. Number of Taxis (Accessible Taxis)  
(File No. CK. 307-4)**

- RECOMMENDATION:**
- 1) that with regard to the potential approval of permanent licenses, the following be approved:
    - a) that the City Solicitor send a letter to the Province requesting an amendment to *The Cities Act* that will allow for tendering of taxi licenses at market value;
    - b) that further investigation and analysis of other options be undertaken; and
    - c) that the results of both be reported to the Administration and Finance Committee with recommendations for distribution of new permanent licenses;

- 2) that the following be approved with regard to temporary accessible licenses:
  - a) that there be an increase to the cap on accessible licenses by five (5) to sixteen (16) on November 1, 2013;
  - b) that the licenses be allocated to the companies based on fleet size, with the 2013 allocation being two (2) to Comfort Cabs, two (2) to United Cabs and one (1) to Radio Cabs;
  - c) that the licenses revert back to the City of Saskatoon at the end of five years from the date of approval;
  - d) that, should any of the three companies cease operations, any associated temporary accessible licenses revert back to the City of Saskatoon for reallocation to the other companies based on fleet size;
  - e) that these licenses be non-transferrable;
  - f) that notice be served to the three companies that the current eleven (11) temporary licenses will revert to the City of Saskatoon five years from the approval of this recommendation; and
  - g) that the Administration be instructed to investigate and research converting the existing five (5) permanent accessible licenses already issued to permanent regular licenses and report back to the Administration and Finance Committee;
  
- 3) that, with regard to temporary licenses, the City Solicitor be instructed to prepare the appropriate Bylaw amendments;

- 4) that, with regard to seasonal licenses, a total of eighteen (18) licenses be approved for distribution to drivers by a lottery process with the criteria remaining as it was in 2011 and as outlined in Bylaw No. 6066, with the following changes:
  - a) a fee of \$50 be charged to each driver entering the lottery to cover costs of the administration of the process;
  - b) eighteen (18) licenses be available to drivers through the 'open' lottery process;
  - c) drivers will be required to notify City Administration of a move from one company to another, and will be charged a transfer fee of \$25.00; and
  - d) the term of the season would be eight (8) months in 2013/14 (November 1, 2013 to June 30, 2014) and ten (10) months in 2014/15 (September 1, 2014 to June 30, 2015);
  
- 5) that, with regard to seasonal licenses, City Council consider Bylaw No. 9142, *The License Amendment Bylaw, 2013*, regarding Temporary Seasonal Taxicab Licenses.

Your Committee has considered the attached report of the General Manager, Corporate Services Department dated September 17, 2013 and heard presentations from numerous stakeholders.

Your Committee has discussed the above, including the following matters:

- proper data collection as to number of actual accessible trips;
- five-year term of temporary accessible licenses;
- temporary accessible licenses being divided as per fleet size or equally to the three companies;
- seasonal licenses be divided equally to the three companies until such time that *The Cities Act* is amended to allow for the issuance of permanent plates to the drivers;
- seasonal licenses being available to drivers through the 'open' lottery process and drivers affiliating with the company of his/her choice;
- increasing the term of the season to reflect a school year (September to June); and

- possibility of converting the existing permanent accessible licenses to regular licenses.

Also attached is a copy of Bylaw No. 9142, *The License Amendment Bylaw, 2013*, regarding the allocation of temporary seasonal taxicab licenses for Council's consideration.

Following review of this matter, your Committee puts forward the above recommendations for Council's consideration.

**2. Confederation Park Bus Terminal**  
**(File No. CK. 7310-1 x 7311-1)**

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

Your Committee has considered the attached report of the General Manager, Utility Services Department dated October 3, 2013 providing an update on the status of the Confederation Park Bus Terminal.

An open house was conducted and the majority of those that attended and provided feedback were opposed to the on-street terminal, with the main concern being the hill to the mall and having to cross the street to make transfer connections, especially for seniors and people with disabilities. Considering the opposition, routes resumed using the terminal on October 7, 2013.

Following review of the matter, your Committee submits the report for Council's information.

**3. Community Power Projects Feasibility**  
**(Files CK. 2000-5 and WT – 7550-29)**

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

Your Committee has considered the attached report of the General Manager, Utility Services Department dated September 26, 2013 providing information on the Administration's approach to Community Power projects inside and outside Saskatoon Light & Power's franchise area. Following review of the matter your Committee submits the report for Council's information.

Respectfully submitted,

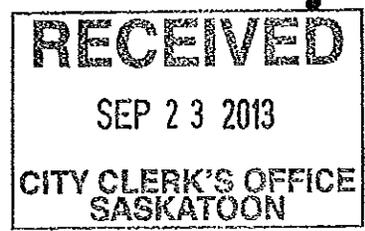
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Councillor T. Paulsen, Chair

307-4

1.

TO: Secretary, Administration and Finance Committee  
FROM: General Manager, Corporate Services Department  
DATE: September 17, 2013  
SUBJECT: Number of Taxis (Accessible Taxis)  
FILE NO: CS.307-1



**RECOMMENDATION:** that the following report be submitted to City Council recommending:

- 1) that with regard to the potential approval of permanent licenses, the following be approved:
  - a) that the City Solicitor send a letter to the Province requesting an amendment to *The Cities Act* that will allow for tendering of taxi licenses at market value;
  - b) that further investigation and analysis of other options be undertaken; and
  - c) that the results of both be reported to the Administration and Finance Committee with recommendations for distribution of new permanent licenses;
  
- 2) that the following be approved with regard to temporary accessible licenses:
  - a) an increase to the cap on accessible licenses by five (5) to sixteen (16) on November 1, 2013;
  - b) that the licenses be allocated to the companies based on fleet size. The 2013 allocation would be two to Comfort Cabs, two to United Cabs and one to Radio Cabs;
  - c) that the licenses will revert back to the City of Saskatoon at the end of five years from the date of approval;
  - d) that should any of the three companies cease operations, any associated temporary accessible licenses will revert to the City for reallocation to the other companies based on fleet size;
  - e) that these licenses would be non-transferrable; and
  - f) that notice be served to the three companies that the current eleven (11) temporary licenses will revert to the City of Saskatoon five years from the approval of this recommendation;

- 3) that with regard to seasonal licenses, a total of eighteen (18) licenses be approved for distribution to drivers by four separate lottery processes, with one at each of the three companies and a fourth 'open' lottery. The criteria would remain as it was in 2011 and as outlined in draft Bylaw 9070 with the following changes:
  - a) that taxi drivers who may also be plate owners will be eligible to enter the lottery;
  - b) a fee of \$50 be charged to each driver entering the lottery to cover costs of the administration of the process;
  - c) twelve (12) licenses would be allocated to drivers at each company based on fleet size (two (2) to Radio, five (5) to United and five (5) to Comfort;
  - d) six (6) licenses would be available through the 'open' lottery;
  - e) drivers will be required to notify City Administration of a move from one company to another, and will be charged a transfer fee of \$25.00; and
  - f) the term of the season would be six (6) months in 2013/14 (November 1, 2013 to April 30, 2014) and eight (8) months in 2014/15 (September 1, 2014 to April 30, 2015); and
- 4) that the City Solicitor be instructed to prepare the appropriate Bylaw amendments.

### **TOPIC AND PURPOSE(S)**

This report is to provide Council with information and recommendations regarding numbers of accessible, seasonal and regular taxi licenses in Saskatoon and methods of allocation. The recommendations are for approval of additional accessible and seasonal licenses and a revision to the restrictions under which those licenses operate.

### **REPORT HIGHLIGHTS**

1. The City will continue to request that the Province amend *The Cities Act* to allow for tendering of taxi licenses at market value.
2. Investigation of methods of license distribution, through other than a tendering process at market value, will be thoroughly investigated.
3. Five additional temporary accessible taxi licenses will be allocated to taxi brokers for immediate use in improving service to the accessible community.
4. Eighteen seasonal licenses will be approved and distributed to drivers. This will be done through a lottery system.

## STRATEGIC GOAL(S)

The recommendations in this report support the long-term strategy of optimizing the flow of people and goods in and around the city under the Strategic Goal of Moving Around.

## BACKGROUND

At its meeting held on November 26, 2012, City Council considered a report of the General Manager, Corporate Services, regarding numbers of accessible taxis and resolved:

“that the matter be referred to the Administration and Finance Committee for further review and that at the time of the review, the Administration submit a further report.”

At its meeting held on August 13, 2013, the Administration and Finance Committee continued consideration of the above matter and resolved that the matter be referred back to the Administration to further review and report on the license allocation methods, the types of future taxi licenses and the length for the seasonal taxi licenses.

## REPORT

Through ‘light’ regulation, City Council supports the objective of ensuring this vital public service is *available, high quality, safe, and economical for all*. This includes the regulation of the numbers and types of licenses available for providing taxi service along with the distribution methods.

### Distribution through a Tendering Process of Permanent Licenses for Market Value

Permanent taxi licenses, which now have a significant market value, have not been approved in Saskatoon for several decades. Tendering of new licenses at market value will require the re-addition of an amendment to *The Cities Act*.

A previous City Council directed the Administration to lobby the Provincial Government to amend the *Urban Municipality Act, 1984* to allow the City to charge market value, through a public tender process for a taxi franchise. The amendment was made in 1992. When *The Urban Municipality Act, 1984* was replaced by *The Cities Act* in 2002, the amendment was, it is believed, inadvertently excluded. The City Solicitor contacted the Province in 2010 requesting the amendment be added. To date, this has not occurred.

### Distribution of New Permanent Licenses Based on Other Criteria

City Council may consider methods of license allocation other than public tender. A small number of examples of this have been seen recently in Canadian cities. Most have been approved to improve service to specific sectors including the accessible community. For example, the City of Edmonton awarded 50 accessible licenses through a lottery process to drivers who met a set of criteria and agreed to be the primary driver. After five years, the license may be sold but remains an Accessible License.

### Options

City Council may direct Administration to pursue the request for an amendment to *The Cities Act* to allow for tendering of licenses at market value. Alternatively, Council may choose to distribute new permanent licenses based on other criteria.

Your Administration is recommending:

1. That the City Solicitor send a letter to the Province requesting an amendment to *The Cities Act* that will allow for tendering of taxi licenses at market value.
2. That further investigation and analysis of other options as discussed above be undertaken.
3. That the results of both be reported to the Administration and Finance Committee with recommendations for distribution of new permanent licenses.

### Temporary Accessible Taxi Licenses

City Council may eventually choose to approve permanent licenses. In the interim, improvements to accessible service may occur.

In addition to stakeholder feedback previously noted:

- Mr. Andy Livingston with the Human Rights Commission contacted the Administration to convey the Commission's interest in participating in the discussions and its support of additional accessible taxis to improve service levels.
- The matter of accessible taxi service was discussed at the September 13, 2013 meeting of the Saskatoon Accessibility Advisory Committee. The Committee agreed that the taxi industry should provide the same level of service for disabled patrons as that for a regular passenger. This is a principle to which the industry agrees.

With the fewer number of accessible vehicles and the increased time accessible trips require, this is seldom achieved. Data (unaudited) received for 2013 trips indicates 25.5% of all non pre-booked accessible trips received service within 10 minutes compared with 75.6% of non-pre-booked regular trips.

To begin addressing this disparity, the Administration brings forward a previous recommendation:

- a) an increase to the cap on temporary accessible licenses by five (5) to sixteen (16) on November 1, 2013,
- b) that the licenses be allocated to the companies based on fleet size. The 2013 allocation would be two to Comfort Cabs, two to United Cabs and one to Radio Cabs;
- c) that the licenses will revert back to the City of Saskatoon at the end of five years from the date of approval;
- d) that should any of the three companies cease operations, any associated temporary accessible licenses will revert to the City for reallocation to the other companies based on fleet size;
- e) that these licenses would be non-transferrable;
- f) that notice be served to the three companies that the current eleven (11) temporary licenses will revert to the City of Saskatoon five years from the approval of this recommendation.

Five years is considered a reasonable period in which to recoup the higher cost of acquiring an accessible vehicle. All temporary accessible licenses will revert back to the City at the end of a five-year period for review and distributed as approved by Council.

City Council may choose to approve all or none of the above recommendations.

### **Seasonal Licenses**

#### Number of Seasonal Licenses

The Administration recommends an allocation of 18 seasonal licenses for two consecutive seasons.

#### Length of Season

In 2011, City Council approved 12 seasonal licenses for the six-month periods of November 1 to April 30 of 2011/12 and 2012/13. Data indicates the seasonal taxi licenses contributed to improving service levels through the relatively mild 2011/12 winter. The harsh 2012/13 season saw longer wait times in general. Some within the industry support an extension to the term of the 'season.'

#### Options

As requested by the Administration and Finance Committee, further options as detailed in Attachment 1 include:

- a) a continuing six-month winter season from November 1 to April 30;
- b) a seven-month season from October 1 to April 30;
- c) an eight-month season from September 1 to April 30.

The companies have agreed that with the current size of Saskatoon, setting a customer

service target of wait times less than 10 minutes 90% of the time is appropriate. That target is not met in any month, but seasonal licenses contribute to maintaining service levels through the winter.

### Allocation of Seasonal Licenses

#### Options

The following allocation methods (detailed in Attachment 2) have been identified:

- a) Allocation through individual lotteries held at each company. Drivers would be required to remain with the company at which they were awarded the license for the term of the seasonal license.
- b) Allocation through an open lottery. Drivers would all enter one lottery and could affiliate with the company of its choice and move from company to company as desired.
- c) Allocation through four lotteries: one held at each of the three companies, and a fourth open lottery. Drivers could enter only one lottery. If successful at an individual company lottery, the driver would remain at that company at which they were awarded the license for the term of the seasonal license. If successful at the open lottery, the driver could affiliate with the company of its choice and move from company to company as desired.

#### Recommendation

For seasonal licenses, your Administration is recommending the following:

A total of 18 licenses be distributed to drivers by three separate lottery processes with one at each company and a fourth 'open' lottery. The criteria would remain as it was in 2011 and as outlined in draft Bylaw 9070 with the following changes:

- a) that taxi drivers, who may also be plate owners, will be eligible to enter the lottery;
- b) a fee of \$50 be charged to each driver entering the lottery to cover costs of the administration of the process;
- c) 12 licenses would be allocated to drivers at each company based on fleet size (two to Radio, five to United and five to Comfort);
- d) Six licenses would be available through the 'open' lottery;
- e) drivers will be required to notify City Administration of a move from one company to another, and will be charged a transfer fee of \$25.00;
- f) the term of the season would be six months in 2013/14 (November 1, 2013 to April 30, 2014) and eight months in 2014/15 (September 1, 2014 to April 30, 2015).

### POLICY IMPLICATIONS

Approval of these recommendations will require an update to Bylaw No. 9070.

## **FINANCIAL IMPLICATIONS**

Additional wheelchair accessible licenses will be issued at \$375 per license and seasonal licenses will be issued at \$225 per six-month term, with revenues going to support the taxi regulation program. A \$50 fee would be charged for each lottery entrant to recover costs of the process. A fee of \$25 would be charged for the transfer of seasonal licenses acquired through an open lottery system, should that be Council's decision.

## **PUBLIC AND/OR STAKEHOLDER INVOLVEMENT**

The Administration has met with the industry on numerous occasions throughout 2012 and 2013, including open meetings with drivers in August 2012 and January 2013. Additionally, input has been gathered from the accessible community and other stakeholders including the school boards and various group and seniors' homes within the City of Saskatoon.

## **COMMUNICATION PLAN**

The Revenue Branch and the Communications Branch will work together to develop a plan that will ensure industry participants are aware of City Council's decision on recommendations on the distribution of permanent licenses, temporary accessible licenses, and seasonal licenses.

The Communications Branch plan key messaging to stakeholders and the public will be delivered by using a variety of methods, which could include:

- updated information on the City's website "saskatoon.ca" regarding City Council's decisions, including the addition of revised *frequently asked questions*;
- informative letter to stakeholders/industry participants;
- social media messaging;
- a City Page insertion;
- a news release.

## **DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION**

A further report will be submitted once information is available on the status of an amendment to *The Cities Act*.

## **ENVIRONMENTAL IMPLICATIONS**

There are no environmental and/or greenhouse gas implications identified at this time.

## **PRIVACY IMPACT**

There are no privacy implications.

**SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

A CPTED review is not required.

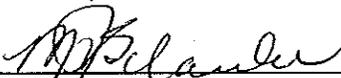
**PUBLIC NOTICE**

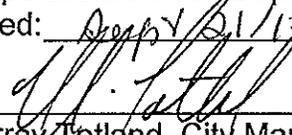
Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

**ATTACHMENT(S)**

1. Seasonal Taxes – Length of Season.
2. Allocation of Seasonal Licenses through Lottery.

Written by: Shelley Sutherland, Manager, Corporate Revenue

Approved by:   
Marys Bilanski, General Manager  
Corporate Services Department  
Dated: Sept 21/13

Approved by   
Murray Totland, City Manager  
Dated: Sept 23/13

### Seasonal Taxis - Length of Season

- A continuing six-month winter season from November 1 to April 30. Supporters of this option believe these are the 'true' winter months where additional vehicles are necessary to maintain an adequate level of service. Others say the six-month term does not provide drivers with adequate opportunity to recover input costs.
- A seven-month season from October 1 to April 30. Some believe this will provide additional service in October as winter begins, and the additional month will be of benefit to drivers who are awarded the seasonal license. Others say that drivers who have worked through the slower summer months rely on the increased demand in the winter to improve their income levels. In October 2012, 76.4% of regular trips were provided within 10 minutes.
- an eight-month season from September 1 to April 30. Supporters of this option believe the increased demand begins when all educational institutions (from elementary school to university) resume. Again, others will say seasonal licenses limit their ability to improve their incomes. In September 2012, 77.5% of regular trips were provided within 10 minutes.

## Allocation of Seasonal Licenses through Lottery

### Option 1

Licenses to be distributed to drivers by separate lottery process with one at each company. Criteria would remain as it was in 2011 and as outlined in draft Bylaw 9070 with three changes:

- a) that taxi drivers, who may also be plate owners, will be eligible to enter the lottery;
- b) a fee of \$50 be charged to each driver entering the lottery to cover costs of the administration of the process;
- c) the number of licenses to be allocated to drivers at each company will be based on fleet size.

Drivers would remain with the company at which they were awarded the license for the duration of the seasonal license.

This option:

- Supports customer service through more vehicle availability in the colder months.
- Recognizes the value added to the industry by the brokers. Brokers wish to be able to meet their company's customer demand and additional vehicles supports that objective. Allocation through lottery to drivers based on fleet size allows a company to maintain the level of service it has been providing, thereby ensuring its drivers a consistent level of opportunity for profit.
- Recognizes the value added to the industry by the drivers. Allocation of licenses to drivers who currently are paying a fee to lease a license allows them opportunity for additional profit from the eliminated lease fee.
- May be seen as negative by some drivers who prefer an open lottery and flexibility to move from one company to another.

### Option 2

A total of 18 licenses be distributed to drivers through one open lottery and drivers may affiliate with the company of its choice, as well as move from one company to another during the term of the seasonal license. The criteria would remain as it did in 2011 and as outlined in draft Bylaw 9070 with three changes:

- a) that taxi drivers who may also be plate owners will be eligible to enter the lottery;
- b) a fee of \$50 be charged to each driver entering the lottery to cover costs of the administration of the process;
- c) drivers will be required to notify City Administration of a move from one company to another, and will be charged a transfer fee of \$25.00.

This option:

- Supports the objective of improving customer service through more vehicle availability in the colder months.
- Recognizes the value added to the industry by the drivers. Some drivers want the flexibility of being able to move from company to company with the seasonal license.
- Leads to uncertainty to brokers. In an open lottery, all 18 drivers may affiliate with one company, thereby impacting the ability of the other companies to maintain customer service levels through the winter months.

### Option 3

Licenses be distributed to drivers by separate lottery process with one at each company and a fourth 'open' lottery. The criteria would remain as it was in 2011 and as outlined in draft Bylaw 9070 with four changes:

- a) that taxi drivers who may also be plate owners will be eligible to enter the lottery;
- b) a fee of \$50 be charged to each driver entering the lottery to cover costs of the administration of the process;
- c) two-thirds of the licenses would be allocated to drivers at each company based on fleet size (one to Radio, six to United and five to Comfort);
- d) one-third of the licenses would be available through the 'open' lottery;
- e) drivers will be required to notify City Administration of a move from one company to another, and will be charged a transfer fee of \$25.00.

Drivers who enter the separate company lotteries would maintain that affiliation for the term of the license. Drivers who enter the open lottery could move from company to company.

This option:

- Supports the objective of improving customer service through more vehicle availability in the colder months.
- Recognizes the value added to the industry by the brokers. Brokers want to be able to meet their company's customer demand and additional vehicles supports that objective. Allocation through lottery to drivers, based on fleet size, allows a company to maintain the level of service it has been providing, thereby ensuring its drivers a consistent level of opportunity for profit.
- Recognizes the value added to the industry by the drivers. Some drivers want the flexibility of being able to move from company to company with the seasonal license.
- This hybrid option is a compromise solution intended to recognize the value added by each contributor to the taxi industry.

## BYLAW NO. 9142

### The License Amendment Bylaw, 2013

The Council of The City of Saskatoon enacts:

#### Short Title

1. This Bylaw may be cited as *The License Amendment Bylaw, 2013*.

#### Purpose

2. The purpose of this Bylaw is to amend Bylaw No. 6066, *The License Bylaw*, to:
  - (a) increase the number of temporary seasonal taxicab licenses that may be issued by the City; and
  - (b) establish the process by which the temporary seasonal taxicab licenses will be allocated.

#### Bylaw No. 6066 Amended

3. *The License Bylaw* is amended in the manner set forth in this Bylaw.

#### Section 42 Amended

4. (1) Subsection 42(1) is repealed and the following substituted:
  - "(1) The City may, in its discretion, issue up to 18 temporary seasonal taxicab licenses to meet the demand for such services as may arise from time to time."
- (2) Subsection 42(3) is repealed and the following substituted:
  - "(3) A temporary seasonal taxicab license may be issued to a person who:
    - (a) drives a taxicab; and
    - (b) meets the eligibility criteria for participation in the seasonal taxicab license distribution lottery."

(3) Clause 42(4)(d) is amended by striking out "2011" and substituting "2013".

(4) Subsection 42(5) is repealed and the following substituted:

"(5) Notwithstanding subsection (4), an applicant who holds a valid Saskatoon Taxicab License is ineligible to participate in the seasonal taxicab license distribution lottery."

(5) Subsection 42(6) is repealed and following substituted:

"(6) An application for participation in the seasonal taxicab distribution lottery:

(a) shall be made to the City (i.e., Revenue Branch) on such forms and with such information as required by the City; and

(b) shall be accompanied by payment of the applicable seasonal taxicab distribution lottery participation fee as set out in Schedule No. 1."

(6) Subsection 42(7) is repealed and the following substituted:

"(7) Every application to participate in the seasonal taxicab distribution lottery shall be processed as follows:

(a) the City shall establish a lottery for the distribution of the temporary seasonal taxicab licenses;

(b) the application, once received, shall be marked for identification and placed with all other applications for the lottery;

(c) the City shall conduct the draw for the temporary seasonal taxicab licenses in public;

(d) all applications for the lottery shall be drawn and numbered in the order in which they were drawn;

(e) the number of temporary seasonal taxicab licenses to be issued from the lottery shall be determined in accordance with subsection (1);

(f) temporary seasonal taxicab licenses shall be issued in the order in which the applications were drawn;

- (g) before issuing a temporary seasonal taxicab license, the City shall:
  - (i) review the application, in consultation with the taxicab companies, to determine if the applicant meets the eligibility requirements set out in subsection (4); and
  - (ii) determine the taxicab company for which the applicant intends to drive;
- (h) if the applicant is found to be ineligible to participate in the lottery, or abandons the application, the temporary seasonal taxicab license shall be issued to the next eligible applicant drawn from the lottery;
- (i) the names of the successful applicants in the lottery shall be announced at the lottery draw;
- (j) the City shall provide each taxicab company with the names of the successful applicants from the lottery;
- (k) if an applicant is found to be ineligible to participate in the lottery, the City shall notify the applicant of the reasons for such ineligibility; and
- (l) the names of the unsuccessful applicants shall not be disclosed."

(7) Subsection 42(10) is repealed and the following substituted:

"(10) A temporary seasonal taxicab license shall be valid for the periods of:

- (a) November 1, 2013 to June 30, 2014; and
- (b) September 1, 2014 to June 30, 2015,

and shall remain in effect during those periods provided that the licensee remains in the taxi industry and continues to be a full-time driver as defined in clause (4)(e)."

(8) Subsection 42(11) is repealed and the following substituted:

"(11) Notwithstanding subsection (10), the temporary seasonal taxicab license shall be relinquished to the City by July 1, 2014, and a new temporary seasonal taxicab license shall be issued by the City on September 1, 2014, upon the successful applicant's compliance with the requirements of subsections (4), (8) and (9)."

(9) Subsection 42(12) is repealed and the following substituted:

"(12) A temporary seasonal taxicab license shall be for the use of the licensee only and may not be sold, assigned or otherwise transferred to any other person. If the licensee ceases to be the full-time driver of the taxicab, the temporary seasonal taxicab license is forfeited and shall immediately be returned to the City, and the City may redistribute the temporary seasonal taxicab license to the next successful applicant from the lottery.

(12.1) Notwithstanding subsection (12) the licensee may choose the taxicab company for which the licensee will drive, and may change taxicab companies upon payment of the applicable fee as set out in Schedule No. 1."

(10) Subsection 42(14) is amended by repealing clauses (a) and (b) and substituting the following:

"(a) for the period ending April 30, 2014:

**TEMPORARY SEASONAL TAXICAB LICENCE  
VALID: NOVEMBER 1, 2013 TO JUNE 30, 2014; and**

(b) for the period ending April 30, 2015:

**TEMPORARY SEASONAL TAXICAB LICENCE  
VALID: SEPTEMBER 1, 2014 TO JUNE 30, 2015."**

**Schedule No. 1 Amended**

5. Schedule No. 1 is repealed and Schedule "A" to this Bylaw is substituted therefor.

**Coming Into Force**

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

Read a first time this \_\_\_\_\_ day of \_\_\_\_\_, 2013.

Read a second time this \_\_\_\_\_ day of \_\_\_\_\_, 2013.

Read a third time and passed this \_\_\_\_\_ day of \_\_\_\_\_, 2013.

\_\_\_\_\_  
Mayor

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

**Schedule "A"**

**Schedule No. 1**

**License Fees**

Taxicab ( <i>Section 41(1)</i> ).....	\$375.00
Temporary Seasonal Taxicab ( <i>Section 42(2)</i> ).....	\$450.00 (\$225.00 per season)
Limousine ( <i>Section 52(1)</i> ) .....	\$100.00
Hospital Limousine ( <i>Section 52a(1)</i> ).....	\$100.00
Transportation Depot Limousine ( <i>Section 53(1)</i> ).....	\$100.00
Wheelchair-Accessible Taxicab ( <i>Section 53A</i> ).....	375.00

**Transfer Fee**

Taxicab License ( <i>Section 41(2)</i> ) .....	\$90.00
Temporary Seasonal Taxicab License .....	\$25.00

**Seasonal Taxicab Distribution Lottery Participation Fee (*Section 42(6)*).....**\$50.00

7310-1  
x7311-1  
2

**TO:** Secretary, Administration and Finance Committee  
**FROM:** General Manager, Utility Services Department  
**DATE:** October 3, 2013  
**SUBJECT:** Confederation Park Bus Terminal  
**FILE NO:** WT 7300-1

**RECEIVED**  
OCT 08 2013  
CITY CLERK'S OFFICE  
SASKATOON

**RECOMMENDATION:** that a copy of this report be forwarded to City Council for information.

**TOPIC AND PURPOSE**

To provide an update on the current status of the Confederation Park Bus Terminal.

**REPORT HIGHLIGHTS**

1. Confederation Park Bus Terminal was temporarily relocated to an on-street location due to route re-alignments and the deteriorated state of its site at the mall location.
2. Administration had recommended permanent abandonment of the terminal. However, many customers are strongly opposed to this change. As such, Transit service will be reinstated to the terminal. Asphalt repairs to the terminal have been made.

**STRATEGIC GOALS**

This report supports the long-term strategy to increase transit ridership by establishing transit as a viable option for transportation under the Strategic Goal of Moving Around.

**BACKGROUND**

At its meeting held May 21, 2013, when dealing with Saskatoon Transit Route Realignments and Service Enhancements for 2013, Council resolved, in part:

- "3) that prior to closure of the Confederation Transit Hub, the Administration undertake public consultation and provide a report back to the Administration and Finance Committee in a timely manner."

Due to the proposed route changes and the deteriorated state of the Confederation Park Mall Bus Terminal, Transit temporarily moved the Confederation Park Bus Terminal to an on-street location.

There are no formal agreements in place between the City and the Mall.

**REPORT**

The changes to routes and the move out of the Confederation Terminal was recommended because affected routes were running behind schedule, especially at peak traffic hours. Further, the asphalt had failed at the terminal, to the point that buses and customers could no longer reasonably use the terminal.

Some customers were strongly opposed to the idea of moving out of the terminal, which was expressed at a public meeting in late August. Considering this opposition, Transit arranged to have asphalt repairs made to the terminal in early October, and routes resumed using the terminal on October 7.

Further discussions will occur to develop a formal agreement with the Mall owners, and further roadway surface repairs will be required. This reversion will require some further route adjustments in the Confederation area to enable buses to maintain an accurate schedule.

### **OPTIONS TO THE RECOMMENDATION**

This report is for information only.

### **POLICY IMPLICATIONS**

There are no known policy implications.

### **FINANCIAL IMPLICATIONS**

This report is for information only.

### **PUBLIC AND/OR STAKEHOLDER INVOLVEMENT**

A Public Open House meeting was arranged on August 29, 2013 to get feedback regarding a potential permanent on-street terminal. Just over 100 people attended and 76 attendees provided us with feedback through the survey that we distributed. The majority of these people were opposed to the on-street terminal, with the main concerns being the hill to the mall and crossing the street to make transfer connections, especially for seniors and people with disabilities.

### **COMMUNICATION PLAN**

In addition to on-site signage, Service Supervisors will be on site to assist customers to understand the reversion to the use of the off-street terminal.

### **DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION**

None required.

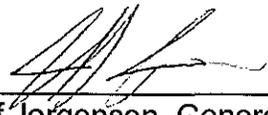
### **ENVIRONMENTAL IMPLICATIONS**

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.

Written and  
Approved by:



\_\_\_\_\_  
Jeff Jorgenson, General Manager  
Utility Services Department

Dated: Oct 8/2013

Confederation Park Bus Terminal

2000-5  
3.

**TO:** Secretary, Administration and Finance Committee  
**FROM:** General Manager, Utility Services Department  
**DATE:** September 26, 2013  
**SUBJECT:** Community Power Projects Feasibility  
**FILE NO:** WT-7550-29



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

**TOPIC AND PURPOSE**

This report presents information on the Administration's approach to Community Power projects inside and outside Saskatoon Light & Power's (SL&P) franchise area.

**REPORT HIGHLIGHTS**

1. The City has been approached by various parties that have an interest in community-led power projects.
2. Saskatoon Community Wind (SCW) has approached the City to support a 20 Megawatt, \$43M wind power project located 15-30 kms outside of the city, and have requested \$40,000 in support monies to begin their feasibility work.
3. The Administration will continue to work with any group that has a project that appears to be financially and technically viable for the City. Any project that appears viable will be brought forward to Council for consideration, and projects that have significant private investment will be prioritized.
4. As part of the Clean Energy Options work, the Administration will be reviewing the opportunities around an organics and/or bio-solids facility that may be located outside of SL&P's franchise area. At that time, Administration will report further on the impacts of owning and operating an energy generation facility in the SaskPower franchise area.
5. The Clean Energy Options work will also identify a Community Energy Planning strategy that may help set the framework for how the City can support, participate and possibility facilitate community energy projects.

**STRATEGIC GOALS**

Energy generation projects are evaluated for financial feasibility. If viable, projects could support the long-term strategy to increase revenue sources and reduce reliance on residential property taxes under the Strategic Goal of Asset and Financial Sustainability. Clean energy projects support the long-term strategy to create new sources of energy where feasible under the Strategic Goal of Environmental Leadership.

**BACKGROUND**

On May 9, 2011, City Council received an informational update that outlined a concept for the Green Energy Park at the Saskatoon Landfill. The Green Energy Park is proposed to include several renewable and/or low-impact electrical generation facilities.

The projects approved, or being considered, have a combined estimated capacity of 9.6 Megawatts (MW).

One of the Green Energy Park projects is the Landfill Gas project. Construction on the Landfill Gas project is more than 50% complete and the gas collection and flaring system is expected to be operating by the end of 2013. This facility will capture landfill gas that is produced by the decomposition of organic waste in the landfill mound, pipe the gas to a generating station west of the Landfill Facility, and combust the gas in internal combustion engines to generate electricity. The facility is expected to be in operation in early 2014 and is estimated to produce 13 Gigawatt-hours of electrical energy annually, resulting in anticipated revenue of \$1.3M in the first full year of production in 2014 (enough electricity for 1,300 homes).

At its meeting on May 21, 2013, City Council approved the allocation of existing funds to complete a Clean Energy Options report. Administration believes there is significant value to be gained in further researching options available to generate electricity, heat energy and/or explore biofuel production as part of a future expansion or change to organics programs in Saskatoon. A report on options to expand current organics programs in Saskatoon is expected to be presented to Council in mid-2014.

Saskatoon Light & Power allows customers to produce their own power in parallel with their grid power and sell any excess back to SL&P through an interconnection agreement. A total of fourteen (14) customers are now interconnected with solar photovoltaic systems. In 2012, SL&P purchased 29 Megawatt-hours of electricity under the Net Metering Interconnection Program. This is equivalent to the electricity used for 3 homes, or approximately 0.0025% of SL&P's annual sales of electricity.

## **REPORT**

### **Three External Agencies Have Approached the Administration**

The City's initiative to identify and build clean energy projects has helped to stimulate interest among community entities also interested in clean power.

Saskatoon Community Wind (SCW) has approached the City to support a 20 Megawatt, \$43M wind power project located 15-30 kms outside of the city. SCW has asked the City to support, endorse and be a seed investor to this project and have requested \$40,000 in support monies to begin their feasibility work. Early financial model forecasts from SCW show a 9% IRR over 20 years. The intent would be to interconnect this project to SaskPower's grid and transmit the energy over SaskPower's transmission network to the City of Saskatoon where SL&P would purchase the power from SCW.

The City has also been approached by a group called Saskatoon Neighbourhood Demonstration Corridor (SNDC) to help with a community solar project that would be installed on a community facility (such as a community center or a school). A project of this kind could be installed at a facility either within or outside the SL&P's franchise area. The business case for this project is not yet complete and the implications of

developing the project under SaskPower versus SL&P's policies and programs requires further study.

Thirdly, a private Saskatoon based business interested in installing a utility scale solar power generation facility has approached the City with a proposal to develop a community cooperative to own and manage the facility. Several locations with the potential for up to 5 Megawatts of power generation have been identified.

The Administration will continue to discuss the City's role with these groups, and any other groups that come forward. Once any initiative appears to be viable, and a City role is required, the Administration will prepare a report for Council's consideration.

#### Feasibility of Projects Outside the Saskatoon Light and Power Franchise Area

Projects outside of SL&P's franchise area have the potential to be much larger than those possible inside the franchise area. The financial feasibility of power projects that are not based on reducing the wholesale power purchase rate of SL&P is also improved. Potential issues caused by projects in close proximity to residential neighbourhoods residences can also be reduced or avoided by locating larger projects outside the Corporate limits.

A key obstacle, however, is that the City has no jurisdiction outside of SL&P's franchise boundary. All areas within Saskatchewan, but outside of SL&P's franchise area, are the jurisdiction of SaskPower, with the exception of Swift Current.

#### Financially-viable projects

To date, the Administration's approach has been to develop or review a business model for each possible project, and evaluate the financial viability on a case-by-case basis.

In the case of the Saskatoon Community Wind proposal, the Administration has had preliminary discussions with SaskPower, and have been advised that the interconnection for a proposed 20 Megawatt wind farm could be as high as \$10 to 13 million. SaskPower has also suggested that the timeline for entering into their Transmission program (called the Open Access Transmission Tariff) is likely to be 2-3 years. At this time the Administration does not recommend financial support of the SCW business model for a variety of reasons. Their model assumes drastic revisions to SaskPower's policy and cost recovery structures and relies on interconnection costs that are \$1.5 million. There is no guarantee that City of Saskatoon involvement would result in changes to SaskPower's programs or that the project would be a success. Administration understands that there is no significant private funding in place at present, nor a legal entity established, which are key milestones needed to develop a viable project. Once the SCW initiative is proven to be financially viable, private sector funding could be secured by the proponent, and the City will at that time re-evaluate its role and support of this initiative.

SaskPower has invited SCW to apply to become an Independent Power Producer to sell electricity directly to SaskPower through a long term contract. SCW has not yet submitted a project proposal to SaskPower and Administration believes that further investigation into this opportunity may yield a successful and viable project.

With respect to all three community-led projects that have come to the Administration's attention to date, the City will continue to be open to these and any other opportunities. The City will continue to be flexible in our own policy and business approach to ensure that once a viable project is identified, it is brought to Council's attention for possible partnership.

#### Organics and/or Bio-solids Facility

Upon completion of the Clean Energy Options report, the Administration will have a better understanding of the possible role of an organics and/or bio-solids processing facility in the SaskPower franchise area. This information will be available to proponents of a community-led project should it prove useful in their project planning efforts.

#### Community Energy Planning

Many municipalities, as a subset of their Energy and Greenhouse Gas strategies, are developing Community Energy Plans. An expected outcome of the Clean Energy Options work will likely be the development of a Clean Energy planning strategy based on the framework established by Natural Resources Canada. The cities of Burlington, Guelph, Calgary, Pickering, Yellowknife, Okotoks, and the City of Halifax are examples of municipalities that have either implemented or are in the process of implementing a Community Energy Plan.

#### **POLICY IMPLICATIONS**

There are no policy implications at this time.

#### **FINANCIAL IMPLICATIONS**

In order for the City to support, endorse and/or potentially invest in community-led power projects outside of SL&P's franchise area, there are many hurdles that would need to be overcome. A detailed strategy could be developed that considers SaskPower policies, programs and costs; alternative financial models; regulatory requirements and opportunities; and technical solutions for transmission and interconnection. Consulting expertise would need to be procured, which could cost in the order of \$150,000 for the development of a comprehensive strategy. However, even if such a study were completed, the City would have no guarantee that any changes to SaskPower's policy and rate structures would be required.

Saskatoon Community Wind has requested financial seed funding. Funding of at least \$40,000 would enable SCW to pursue the next steps of their initiative. It is anticipated

that a larger amount of capital would be needed to complete the feasibility study for SCW's project, as site selection has not occurred yet, and many studies and community consultations will need to be completed to properly assess the ideal site.

### **PUBLIC AND/OR STAKEHOLDER INVOLVEMENT**

The Administration receives updates from community entities interested in community power projects. Administration also maintains communications with SaskPower.

### **COMMUNICATION PLAN**

There is no communications plan developed at this time.

### **DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION**

As an information report, no follow-up specific to community power projects is anticipated at this time. Administration will report on Clean Energy Options study by the end of the first quarter, 2014.

### **ENVIRONMENTAL IMPLICATIONS**

The City is interested in making cost-conscious investments in clean energy infrastructure that contributes to lower greenhouse gas emissions, greater diversity in the supply of energy available to Saskatoon, and positive financial returns.

Environmental and greenhouse gas emissions implications vary by project and measured reductions can be calculated for each project that may proceed.

### **PRIVACY IMPACT**

There are no anticipated privacy implications arising from this initiative.

### **SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

A CPTED review is not required at this time.

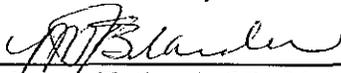
### **PUBLIC NOTICE**

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

Written by: Ian Loughran, Energy and Sustainability Engineering Manager,  
Environmental Services Branch  
Nathan Ziegler, Sustainable Energy Engineer, Saskatoon Light & Power

Reviewed by: Brenda Wallace, Manager, Environmental Services Branch  
Kevin Hudson, Metering and Sustainable Electricity Manager  
Trevor Bell, Manager, Saskatoon Light & Power.

Approved by:   
Jeff Jorgenson, General Manager,  
Utility Services Department  
Dated: Oct 8/2013

Approved by:   
Murray Totland, City Manager  
Dated: Oct 8/13.

Community Power Projects Feasibility

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 T. Davies  
Councillor R. Donauer  
Councillor D. Hill  
Councillor A. Iwanchuk  
Councillor Z. Jeffries  
Councillor M. Loewen  
Councillor P. Lorje  
Councillor E. Olauson  
Councillor T. Paulsen

### **1. Transportation Infrastructure Priorities** **(File No. CK. 6330-1)**

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

Attached is a report of the General Manager, Infrastructure Services Department dated September 13, 2013, providing information regarding the results of a comprehensive evaluation of major transportation projects and providing information on 10-year transportation priorities.

This report is being submitted to City Council for its information. Your Committee notes that the list of projects identified in the report will be reviewed further for final prioritization.

**2. Regional Planning – Planning for Growth Implementation Strategy  
(File No. CK. 4250-1)**

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- RECOMMENDATION:**
- 1) that the Saskatoon North Partnership for Growth lead the creation and implementation of the Saskatoon Region Growth and Development Plan as described in this report; and
  - 2) that the Saskatoon North Partnership for Growth provide progress updates and status reports at key milestones during the creation of the Saskatoon Region Growth and Development Plan, to City Council and to the Councils of the regional partners.

Your Committee has reviewed the attached report of the General Manager, Community Services Department dated October 2, 2013, providing an update on the work the Saskatoon North Partnership for Growth (P4G) has done since the 2011 Planning for Growth Corridor Study was completed. It is being recommended that P4G take the lead role in creating and implementing the Saskatoon Region Growth and Development Plan (Regional Plan).

Your Committee has requested that copies of the report also be forwarded as information to the District Planning Commission and the RMs of Vanscoy, Aberdeen, and Blucher.

**3. Neighbourhood Land Development Fund Financial Information  
(File No. CK. 1815-1 x 1700-1)**

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- RECOMMENDATION:**
- 1) that \$39 million in surplus funds be allocated from the Neighbourhood Land Development Fund; and
  - 2) that the Administration report further with recommended allocations.

Your Committee has considered the following report of the General Manager, Community Services Department dated September 18, 2013, regarding an additional \$39 million allocation from the Neighbourhood Land Development Fund and a projected return on investment (ROI) on the Evergreen and Rosewood developments. The above recommendation is submitted for City Council's approval.

## **“TOPIC AND PURPOSE**

The purpose of this report is to declare an additional \$39 million allocation from the Neighbourhood Land Development Fund and identify a projected return on investment (ROI) on the Evergreen and Rosewood developments.

## **REPORT HIGHLIGHTS**

1. The Evergreen and Rosewood neighbourhoods are providing positive contributions to the Neighbourhood Land Development Fund.
2. Sale of all single-family lots in Evergreen could be completed in less than four years.
3. Sales of serviced land in Rosewood are nearing completion.
4. Neighbourhood pro-formas are prepared using current pricing and cost estimates, which can change quickly based on changing market conditions.

## **STRATEGIC GOAL(S)**

This report supports the City of Saskatoon’s (City) Strategic Goal of Asset and Financial Sustainability by increasing revenue sources and reducing reliance on residential property taxes, and by providing revenue to fund new capital expenditures, including core services such as fire halls, roadways, and underground services.

## **BACKGROUND**

To date \$66.55 million has been allocated from the Neighbourhood Land Development Fund from the Hampton Village and Willowgrove developments. These allocations have funded various capital projects and operating programs.

## **REPORT**

### **Neighbourhood Land Development Fund**

The City continues to see an increase in demand for new single- and multi-family residences. With the City’s strong economy and continuing positive net migration, the neighbourhoods of Evergreen and Rosewood have benefited. Evergreen has become a preferred living destination in Saskatoon with all phases of lot draws being virtual sellouts. Sales and development activity in Evergreen and Rosewood have exceeded expectations of the initial vision and helped the Neighbourhood Land Development Fund project higher ROI than originally forecasted.

The ROI from the Neighbourhood Land Development Fund to date is \$66.55 million. This included surplus funds from two neighbourhoods: Hampton Village and Willowgrove. Surplus funds currently available from Evergreen and Rosewood total \$39 million, increasing the total ROI to date to \$105.55 million.

#### Evergreen

To date, six phases of lots have been released and sold in Evergreen accounting for 65 percent of the single-family lots. The remaining 35 percent of single-family lots will be sold in two phases with one this fall and the last in the spring of 2014. Multi-family sales have also been strong in the neighbourhood with some parcels selling in excess of \$1 million per acre. Sales of multi-family and commercial sites will continue over the next three years as servicing moves over to the district village section of the neighbourhood.

Based on the current build out, the Administration is recommending that \$28 million in funds be allocated from this neighbourhood.

#### Rosewood

The Land Branch owns a 14.165 percent share of the Rosewood neighbourhood. Sales are nearing completion, with only one multi-family site and one mixed-use site remaining. Single-family sales started in the fall of 2011 and of the 327 single-family lots, 40 remain in inventory and are selling at a steady pace. This development consists of many high-end lots that back onto open space, and also consists of many walkout basement lots.

Based on the current build out, the Administration is recommending that \$11 million be allocated from this neighbourhood.

#### Pro-formas

Pro-formas are prepared for every neighbourhood. The pro-formas for these developments are prepared using the best known current information, but are based on present day cost estimates and require certain judgments. While most costs are now fixed in completed areas, some enhancement costs will remain beyond the sellout periods until the neighbourhood vision is fulfilled. Experience has shown that quick swings in housing demand can occur thereby increasing carrying, marketing, and administrative costs.

### **OPTIONS TO THE RECOMMENDATION**

There are no other options.

**POLICY IMPLICATIONS**

There are no policy implications.

**FINANCIAL IMPLICATIONS**

The financial impact is outlined in the report.

**PUBLIC AND/OR STAKEHOLDER INVOLVEMENT**

There is no public and/or stakeholder involvement.

**COMMUNICATION PLAN**

A communication plan is not required.

**DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION**

Allocation of the funds will be determined in a future report to City Council.

**ENVIRONMENTAL IMPLICATIONS**

No environmental and/or greenhouse gas implications have been identified at this time.

**PRIVACY IMPACT**

There are no privacy implications.

**SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

There is no safety/CPTED impact.

**PUBLIC NOTICE**

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

**4. Lease of Unit #7, 820 – 51<sup>st</sup> Street East  
Saskatoon Transit and Public Works  
(File No. CK. 520-1)**

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- RECOMMENDATION:**
- 1) that City Council approve a Lease Agreement between the City of Saskatoon and Northstar Innovative Developments Inc. for Unit #7, 820 – 51<sup>st</sup> Street East, for a term of three years (November 1, 2013 to October 31, 2016); and
  - 2) that the City Solicitor be requested to prepare the appropriate agreements for execution by His Worship the Mayor and the City Clerk, under the Corporate Seal.

Your Committee has considered the following report of the General Manager, Utility Services Department dated October 8, 2013 regarding a three-year lease of property located at 820 – 51<sup>st</sup> Street East. The lease will result in appropriate equipment storage facilities for Saskatoon Transit and Public Works.

**“TOPIC AND PURPOSE**

To obtain Council approval for a three-year lease of property located at 820 – 51<sup>st</sup> Street East. The lease will result in appropriate equipment storage facilities for Saskatoon Transit and Public Works.

**REPORT HIGHLIGHTS**

1. Saskatoon Transit and Public Works wish to jointly lease Unit #7, 820 – 51<sup>st</sup> Street East, a building owned by Northstar Innovative Development Inc.
2. Leasing of this external property by Saskatoon Transit and Public Works would allow for equipment storage while other long term permanent plans are being developed and implemented.

**STRATEGIC GOALS**

This report supports the long-term strategy of increasing productivity by being more efficient in the way the City does business, and the long-term priority of identifying targeted opportunities to implement specific continuous improvement tools within departments under the Strategic Goal of Continuous Improvement.

## **BACKGROUND**

Saskatoon Transit and Public Works require indoor storage for vehicles, buses, and other equipment. As storage space within civic properties has been limited, Saskatoon Transit and Public Works had leased external space on a short term basis along Melville Street last year. The Melville Street lease has since expired with no option for renewal, and this site is no longer available.

Real Estate Services has found an alternative space available for lease, which is adequate and suitable for Transit's and Public Work's storage requirements.

## **REPORT**

Transit Services and Public Works wish to lease space at 820 – 51<sup>st</sup> Street East for the next three years. This building is owned by Northstar Innovative Development Inc. The lease would be for Unit #7, an approximate 23,724 square foot bay within the building.

Leasing this space would ensure that Saskatoon Transit and Public Works have adequate accommodations and storage in the short-term. This is an important factor, as the City is in the midst of developing new spaces/renovating existing space within its own buildings.

## **OPTIONS TO THE RECOMMENDATION**

An option would be to not approve the lease agreement. In this scenario, alternative premises would need to be secured and leased. This option is not recommended, as it will be difficult to locate another space of this size and availability which meets the storage requirements needed.

Another option would be to not rent any facility. In this scenario, equipment would be stored outside and further congest already congested areas. This would result in more costly repairs and a dramatic increase of complaints by neighbors in the Caswell Hill area. This option is not recommended.

## **POLICY IMPLICATIONS**

There are no policy implications.

### **FINANCIAL IMPLICATIONS**

The total rent and occupancy costs have been estimated at approximately \$310,000 annually. There is sufficient funding within Saskatoon Transit and Public Works Operating Budgets.

### **PUBLIC AND/OR STAKEHOLDER INVOLVEMENT**

Public/stakeholder involvement is not required.

### **COMMUNICATION PLAN**

A communications plan is not required.

### **DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION:**

If approved, the proposed lease will expire on October 31, 2016. If a renewal is required at that time, a report will be submitted.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental and/or greenhouse gas implications identified at this time.

### **PRIVACY IMPACT**

There are no privacy implications.

### **SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

A CPTED review is not required.

### **PUBLIC NOTICE**

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

**5. Broadway BID Replacement  
on Municipal Heritage Advisory Committee (MHAC)  
(File No. CK. 225-18)**

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**RECOMMENDATION:** that the appointment of Darla Wyatt as the Broadway BID representative on the Municipal Heritage Advisory Committee be approved.

Your Committee has considered and supports the attached request of the Broadway Business Improvement District to have Darla Wyatt as its representative on the Municipal Heritage Advisory Committee.

The Terms of Reference of the Municipal Heritage Advisory Committee do not provide for alternate members. Your Committee does not support the request to have an alternate member named for voting purposes in the absence of the appointed member.

Respectfully submitted,

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His Worship Mayor D. Atchison, Chair

**TO: Secretary, Executive Committee**  
**FROM: General Manager, Infrastructure Services Department**  
**DATE: September 13, 2013**  
**SUBJECT: Transportation Infrastructure Priorities**  
**FILE NO: IS. 6330-1**

---

**RECOMMENDATION:** that the following report be submitted to City Council recommending that the information be received.

**TOPIC AND PURPOSE**

The purpose of this report is to provide information regarding the results of a comprehensive evaluation of major transportation projects and to provide information on 10-year transportation priorities.

**REPORT HIGHLIGHTS**

- 1. The major transportation infrastructure priorities have been identified for the next 10 years.
- 2. A strategy for implementation has been developed that outlines the project rationale and timing.
- 3. Funding options for these projects will be outlined in the 2014 Capital Plan.

**STRATEGIC GOALS**

The identification of transportation infrastructure priorities supports the City of Saskatoon Strategic Goal, Moving Around and the long-term strategy to develop an integrated transportation network.

**BACKGROUND**

A mandate of the Infrastructure Services Department includes the identification of infrastructure needs throughout the city as the urban fabric grows and changes. There are currently a wide variety of required roadway, interchange and transportation capital projects, each with its own timeline and funding strategy.

With the advent of the Integrated Growth Plan and its related projects, including the North Commuter Parkway, each project and its timing needed to be re-examined and re-prioritized. The Transportation Branch, therefore, undertook a comprehensive evaluation of proposed major transportation projects and has prepared a 10-year transportation priorities list.

**REPORT**

The development of the 10-year infrastructure priorities list utilized a process which identified current capacity, levels-of-service and collisions; and also forecasted traffic

conditions for a city population of 300,000. This is based on an estimated 2% population growth and is consistent with the current Transportation Model.

The Transportation Branch met with Saskatoon Transit and Community Services to discuss existing concerns and to review traffic forecasts. From those discussions, a long list of potential projects and policy reviews was developed. This report only relates to the major transportation infrastructure projects. Work continues on policy changes and smaller projects.

Initially, 52 major infrastructure projects were identified, including arterial road segments; interchanges; railway grade separations; and river crossings. All of these projects were evaluated and ranked with respect to their overall contribution to the transportation system, including: city-wide user benefits; network connectivity; facilitation of land development; and whether the project addressed an existing or future need.

While each project has its own merits, it was also important to evaluate them as groups of projects. For example, a river crossing bridge may be of high value, but only if there is a roadway system that connects to it.

Several iterations of the list were undertaken in order to develop a list that represents the immediate (10 year) projects that have the highest benefit to the transportation system for the investment required. There are 20 projects in total included in this list which are shown in Attachment 1. There are additional projects that have been identified beyond the 10-year time frame, including Circle Drive/Laurier Drive and McKercher Drive/Berini Drive.

The projects have been grouped together according to development area, and an implementation strategy has been developed in order to stage the developments over a 10-year time frame. For each project, a rationale for its timing has been prepared, as shown in Attachment 2. The following is a summary:

#### Projects related to the North Commuter Parkway Project

The goal of this project, which was established by City Council, is to have the North Commuter Parkway Project (NCP) available for traffic by the fall of 2016. The Administration is aggressively pursuing that goal for the bridge and connecting roadways. The NCP Project included the extension of Central Avenue to Attridge Drive and improvements to the Attridge Drive and Central Avenue intersection. The Idylwyld Drive and Marquis Drive intersection forms a key connection to this roadway network. The construction of an interchange at this location prior to the introduction of additional traffic from the NCP is required to ensure efficient traffic flow through the intersection. If it is not completed in concert with the NCP being open to traffic, the intersection will have a very poor level of service.

The value of the Traffic Bridge was established by the Traffic Bridge Needs Assessment and Functional Planning Study, and its value to pedestrian and cycling traffic would be realized immediately upon completion.

The Traffic Bridge has been bundled with the NCPP and submitted to PPP Canada with the goal of this approach funding the project.

#### Projects related to the Holmwood Sector and Blairmore Sector

The Holmwood Development Sector has been identified as a key growth area on the east end of current city development. The same is true for the Blairmore Development Sector on the west end. In order for the developments to be successful, access is critical. A staging strategy has been developed to identify the key infrastructure required to provide safe and reasonable access as development proceeds.

#### Development Driven Projects

A variety of transportation infrastructure projects have been identified as part of previous or current land development and city growth initiatives. These projects have been identified with timing associated with the level of growth and development completion.

### **OPTIONS TO THE RECOMMENDATION**

These priorities were developed to reflect the needs of the Projected Growth Plan for the city. Changes to the plan may change the needs and priorities for transportation infrastructure.

### **POLICY IMPLICATIONS**

There are no policy implications.

### **FINANCIAL IMPLICATIONS**

A funding plan for each project will be developed prior to final approval.

### **PUBLIC AND/OR STAKEHOLDER INVOLVEMENT**

As each project progresses, stakeholder engagement will be included as part of the planning process.

## **COMMUNICATIONS PLAN**

Information regarding the City's transportation infrastructure priorities will be made available on the City's website. As individual projects progress, more specific information will be shared with the community through open houses and flyers to ensure awareness and to engage the community in the functional planning work.

## **DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION**

A further report will be provided to outline options for funding the priority infrastructure projects. The report is expected by the end of 2013.

## **ENVIRONMENTAL IMPLICATIONS**

The proposed projects will result in significant environmental implications associated with land use, consumption of resources and greenhouse gas emissions once construction proceeds. However, the overall impact of construction activities will be mitigated somewhat by an efficient and effective transportation network that meets the needs of a growing population. The environmental implications relating to each individual project will be communicated in subsequent reports.

## **PRIVACY IMPACT**

There are no privacy implications.

## **SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

There is no requirement for a CPTED review of these projects at this stage.

## **PUBLIC NOTICE**

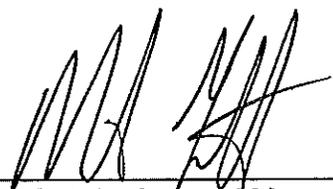
Public Notice, pursuant to Section 3 of Policy C01-021, Public Notice Policy, is not required.

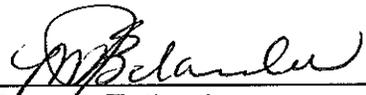
## **ATTACHMENTS**

1. Project Locations.
2. Timing Considerations.

Written by: Don Cook, Transportation Planning Manager  
Transportation Branch

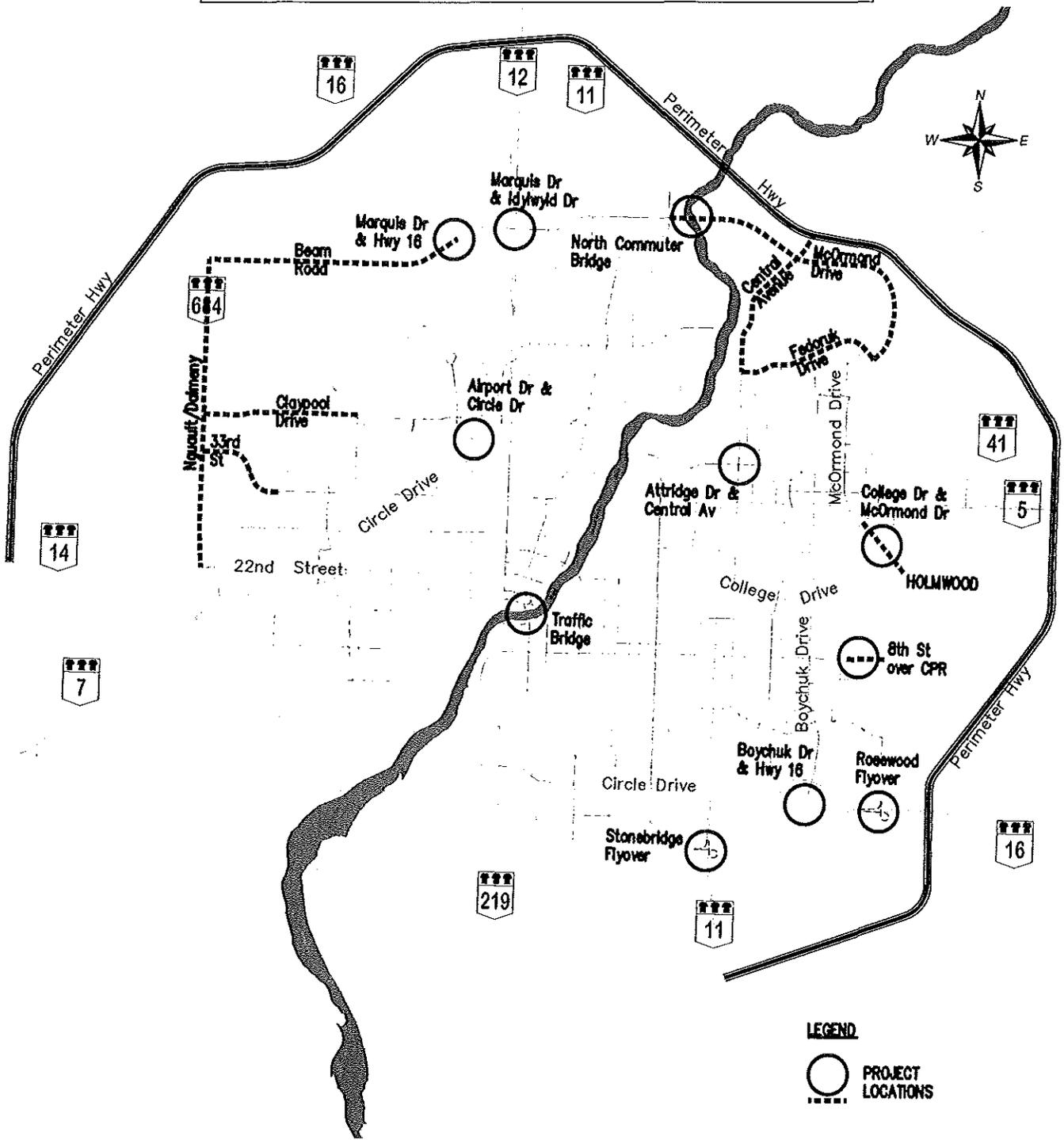
Approved by: Angela Gardiner, Manager  
Transportation Branch

Approved by:   
Mike Gutek, General Manager,  
Infrastructure Services Department  
Dated: SEP 30, 13

Approved by:   
*for* Murray Totland  
City Manager  
Dated: OCT 2/13.

Executive DC Major Transportation Priorities

ATTACHMENT 1: PROJECT LOCATIONS



 **City of Saskatoon**  
Transportation Branch

ATTACHMENT 2

Attachment 2: Timing Considerations

Project	Description	Capital Project	Year Required for Traffic	Primary Timing Consideration
<b>Projects related to North Commuter Bridge</b>				
North Commuter Parkway	Marquis Drive extending to McOrmond Drive including a river crossing bridge	2407	2016	Goal established by City Council to have this bridge and roadway network open to traffic by the fall of 2016
Traffic Bridge	Replacement of the Traffic Bridge with a replica bridge	787	2016*	*Packaged with North Commuter Parkway Project for funding.
Marquis Dr & Idylwyld Dr Interch	Interchange	1994	2015	Completing the construction of this interchange prior to the introduction of traffic from the NCPP would be desirable.
Attridge Drive & Central Avenue	Intersection Improvements - Phase 1	2430	2016	Improve southbound right-turn and add a westbound lane to Circle Drive.
Attridge Drive & Central Avenue	Intersection Improvements - Phase 2	2430	2016	Eastbound roadway expansion to be undertaken once NCB opens and new traffic patterns emerge.
<b>Projects related to Holmwood</b>				
McOrmond Drive & Hwy 5	Intersection Improvements	2017	2015	Intersection improvements are needed by 2015 to allow for safe traffic accomodation as development proceeds in the Holmwood Sector.
McOrmond Drive & Hwy 5	Interchange	2017	2022*	*Interchange timing is uncertain at this time due to ongoing negotiations with land development partners and MHI. Timing could be advanced based on the needs and contribution of funding partners.
8th Street over CPR	Overpass of 8th Street at CPRail mainline	2433	2015	Overpass required prior to development in Holmwood to allow for uninterrupted access to the neighborhood for emergency services.
Arterial -- McOrmond Drive	College Dr to Holmwood	655	2014	Timing subject to Holmwood I concept plan submission and approval.
<b>Projects related to Blairmore</b>				
Airport Drive & Circle Drive	Interchange	2013	2020	Construct to coincide with substantial completion of Hampton Business Park.
Dalmeny Road / Beam Road	4-lane expressway - Phase 1	2237	2020	Construct to a paved two-lane expressway standard when Blairmore II is at 50% build-out.
Marquis Dr & Hwy 16	Interchange	2025	2018	Open year prior to Neault/Dalmeny/Beam is upgraded. Avoid constructing at the same time as Marquis & Idylwyld. In the jurisdiction of MHI. Discussions ongoing as per timing and funding.
Arterial -- Claypool Drive	Neault Rd to Hampton Gate - Phase 1	1458	2017	First two lanes required when Blairmore II starts development.
Arterial -- Claypool Drive	Neault Rd to Hampton Gate - Phase 2	1458	2022	Complete four lane roadway required when Blairmore II is complete.
Arterial -- 33rd Street	Hughes Ave to Neault Road (Dalmeny Grid) - Phase 2	1467	2016	Complete four lane roadway required when neighborhood at 50% completion.
<b>Development Driven Projects</b>				
Stonebridge Flyover	Interchange	2236	2015	Opening corresponds with neighborhood completion. (Funded through levies)
Rosewood Flyover	Interchange	2431	2017	Opening corresponds with 50% Rosewood neighborhood completion. (Funded through levies.)
Boychuk & Hwy 16	Interchange	2016	2022*	*In the jurisdiction of MHI. Discussions ongoing as per timing and funding. Intersection upgrades may be required prior to this date to improve the eastbound left turn movements.
Arterial -- Fedoruk	Central Ave to Zary	1464	2014	Provide an additional access to Evergreen at 50% build-out and connect to Silverspring and Central Ave.
Arterial -- Fedoruk	Zary to McOrmond Dr	1464	2015	Complete Fedoruk Drive between McOrmond and Central prior to NCB opening.
Arterial -- Central Ave	Attridge Drive to Fedoruk - Phase 2	619	2015	Complete four lane roadway required prior to NCB opening.
Arterial -- McOrmond Drive	Nelson to Fedoruk	655	2015	Complete four lane roadway required prior to NCB opening.

\*Notes - dates to be confirmed

TO: Secretary, Executive Committee  
 FROM: General Manager, Community Services Department  
 DATE: October 2, 2013  
 SUBJECT: Regional Planning – Planning for Growth Implementation Strategy  
 FILE NO.: PL 4250-2-001

---

- RECOMMENDATIONS:**
- 1) that a report be forwarded to City Council recommending the Saskatoon North Partnership for Growth lead the creation and implementation of the Saskatoon Region Growth and Development Plan as described in this report; and
  - 2) that the Saskatoon North Partnership for Growth provide progress updates and status reports at key milestones during the creation of the Saskatoon Region Growth and Development Plan, to City Council and to the Councils of the regional partners.

**TOPIC AND PURPOSE**

The purpose of this report is to provide an update on the work the Saskatoon North Partnership for Growth (P4G) has done since the 2011 Planning for Growth Corridor Study (Corridor Study) was completed, and recommend that P4G take the lead role in creating and implementing the Saskatoon Region Growth and Development Plan (Regional Plan). The map of the study area for the Regional Plan is attached (see Attachment 1).

**REPORT HIGHLIGHTS**

1. P4G was established to implement the recommendations of the Corridor Study. P4G is an administrative working group formed to collaborate on regional growth and development.
2. It is recommended that P4G be given a new mandate to lead the creation and implementation of the Regional Plan. The Regional Plan will ensure the Saskatoon region remains ready for growth, and that this growth is sustainable.

**STRATEGIC GOAL**

The recommendations in this report support the Strategic Goal of Sustainable Growth, specifically the four-year priority to develop a regional planning partnership to address the challenges of growth, and the long-term strategy of planning collaboratively with regional partners and stakeholders.

## BACKGROUND

### Corridor Study

In 2011, the City of Saskatoon (City), and Cities of Martensville and Warman, the Town of Osler, and the Rural Municipality (RM) of Corman Park engaged Associated Engineering to complete a Corridor Study under the federal-provincial Planning for Growth Program. This baseline study, which focused on the rapidly growing Highway 11 North and Highway 12 corridor, expanded on the successful history of joint planning the City and the RM of Corman Park have had in the Corman Park-Saskatoon Planning District since 1956.

The purpose of the Corridor Study was to define a strategy for enhancing regional capacity and readiness for growth. The Councils of the partnering municipalities received the Corridor Study in early 2012 and supported the creation of a regional working group, now P4G, to continue regular communications on regional issues and implement the Corridor Study's recommendations.

The following are examples of P4G's work to date:

1. Compiled a comprehensive list of key regional projects that would assist in implementing the Corridor Study recommendations, and identify gaps;
2. Completed a population projection for the Saskatoon Census Metropolitan Area;
3. Secured financial contributions from the P4G partners to expand the City's Household Travel Survey into the region, which will provide the data needed for a future regional transportation plan;
4. Established the North Corman District Development Appeals Board to provide appeal hearings as a regional service;
5. Developed a regional intranet web page, where working documents and other information can be securely shared among the P4G partners; and
6. Provided direction and support for the upcoming Saskatoon Regional Growth Summit (Summit).

### Regional Planning Strategy

As P4G began its work, growth pressure in the Saskatoon region intensified. Population projections showed the Saskatoon region nearing a population of 500,000 in the next 20 years. Given the new economic forecast, the Saskatoon region could achieve a population of one million in the next 60 years.

At its July 17, 2013 meeting, City Council endorsed a strategy that would lead to a new regional planning framework and a Regional Plan. The purpose of the Regional Plan would be to ensure the region remains ready for long-range growth to enable economic prosperity for everyone and support the quality of life that citizens enjoy.

The strategy endorsed by City Council included:

- 1) Develop a compelling long-term vision for the region;
- 2) Continue to work on opportunities for partnerships with the P4G partners, First Nation governments, and stakeholders in the region; and
- 3) Work with partners to study successful regional planning models, and develop an implementation strategy that is founded on guiding principles and best practices.

To begin discussions, a map was produced showing the potential footprints of the P4G partners' long-term growth areas (see Attachment 1). This map shows the region conceptually at a population of one million, and the boundary of the study area for the Regional Plan.

## REPORT

### New Mandate and Scope for P4G

P4G represents an excellent opportunity to begin the work of establishing the new Regional Plan. P4G consists of administrative and planning staff from the City, the Cities of Warman and Martensville, the Town of Osler, the RM of Corman Park, and the Saskatoon Regional Economic Development Authority (SREDA). P4G is well positioned, given its work to date and the professional expertise of its members, to promote the principles of regional growth and development and lead the creation of the Regional Plan and the implementation strategy. P4G meets regularly to discuss regional issues and address the recommendations of the Corridor Study.

SREDA and the regional partners are hosting a Summit on November 20 and 21, 2013 which will provide an important foundation for the Regional Plan. The Summit will:

- 1) Bring in speakers from across North America with experience in regional planning, servicing and governance;
- 2) Identify best practices and lessons to be learned; and
- 3) Enable the P4G partners and other key regional stakeholders to:
  - a. establish a vision for the region;
  - b. identify and reach consensus on a set of high-level principles for regional growth and development which will guide the Regional Plan; and
  - c. confirm the next steps towards creating the Regional Plan and an implementation strategy.

Following the Summit, it is proposed that P4G be tasked with:

1. Identifying additional regional partners who would be key to the Regional Plan, and building relationships with them;
2. Reviewing and refining the guiding principles;
3. Refining the study area for the Regional Plan;

4. Applying the principles to the P4G partners' current long-term growth plans and aligning the plans;
5. Identifying the steps and resources needed to prepare the detailed components of the Regional Plan (for example, regional land use and servicing plans);
6. Identifying the potential strategies to implement the Regional Plan including new bylaws, servicing, governance structures, and financing models; and
7. Reporting back at key milestones to the respective municipal Councils.

P4G would work towards completing the Regional Plan, for review by the municipal Councils of the regional partners, in 18 to 24 months following the Summit.

### **OPTIONS TO THE RECOMMENDATION**

The Executive Committee could decline to recommend that P4G lead the creation and implementation of the Regional Plan. This would require the regional partners to find an alternative administrative group to develop the plan.

If any of the regional partners decline to participate in creating the Regional Plan, the Administration would reassess this strategy and process and report back with further options.

### **POLICY IMPLICATIONS**

There are no policy implications at this time.

### **FINANCIAL IMPLICATIONS**

Since 2010, the following investments have been made in regional planning. All of the investments were capital funds:

<b>Project</b>	<b>Total Budget</b>	<b>Funding Sources</b>
2011 Corridor Study	\$100,000	<ul style="list-style-type: none"> <li>• 50% – Province</li> <li>• 25% – City</li> <li>• 25% – remaining P4G Partners</li> </ul>
Corridor Study Implementation	\$30,000	<ul style="list-style-type: none"> <li>• 50% – City</li> <li>• 50% – remaining P4G Partners</li> </ul>

In addition to the above, the RM of Corman Park has been participating with the City in the preparation of development Concept Plans for the area within the Corman Park-Saskatoon Planning District (Capital Project No. 2460). A total of \$500,000 has been committed towards this work.

Approximately \$230,000 is remaining in the budgets for both the Corridor Study Implementation and Concept Plans projects. In the 2014 Capital Budget, the Administration is proposing to reallocate the City's portion of these funds (\$115,000) towards creating and implementing the Regional Plan.

New capital funding of \$160,000 is also being requested. It is proposed that half of this would come from the City's Planning Levy Reserve (\$80,000), and half from the remaining P4G partners (\$80,000).

The P4G partners have been asked to consider the proposed reallocation of funds and the proposed new funds as part of each Council's 2014 budget deliberations. Those decisions will be known by mid-2014 when the P4G partners' budget deliberations conclude.

### **PUBLIC AND/OR STAKEHOLDER INVOLVEMENT**

City representatives have met with numerous municipalities, First Nation governments, and regional stakeholders to present the regional planning strategy endorsed by City Council, and to discuss interests, partnership possibilities, and development opportunities. A list of these groups is provided in Attachment 2. The strategy has gathered many positive comments. These groups have also been invited to participate in the Summit.

### **COMMUNICATION PLAN**

A communication plan is not required at this time. When work on the Regional Plan begins, a communication plan will be prepared. This will be addressed in more detail in future reports from P4G.

### **DUE DATE FOR FOLLOW-UP AND/OR PROJECT COMPLETION**

It is proposed that P4G provide reports to the respective municipal Councils at key milestones. The first key milestone will be the outcomes of the Summit, including the guiding principles and best practices that would be the foundation for the Regional Plan, and a draft Terms of Reference for P4G.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental and/or greenhouse gas implications identified at this time.

### **PRIVACY IMPACT**

There are no privacy implications.

### **SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

There are no safety/CPTED implications.

### **PUBLIC NOTICE**

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

**ATTACHMENTS**

1. Saskatoon Region Growth and Development Plan – Study Area
2. List of Stakeholder Consultations to Date

Written by: Laura M. Hartney, Manager, Future Growth Section

Reviewed by:

  
Alan Wallace, Manager  
Planning and Development Branch

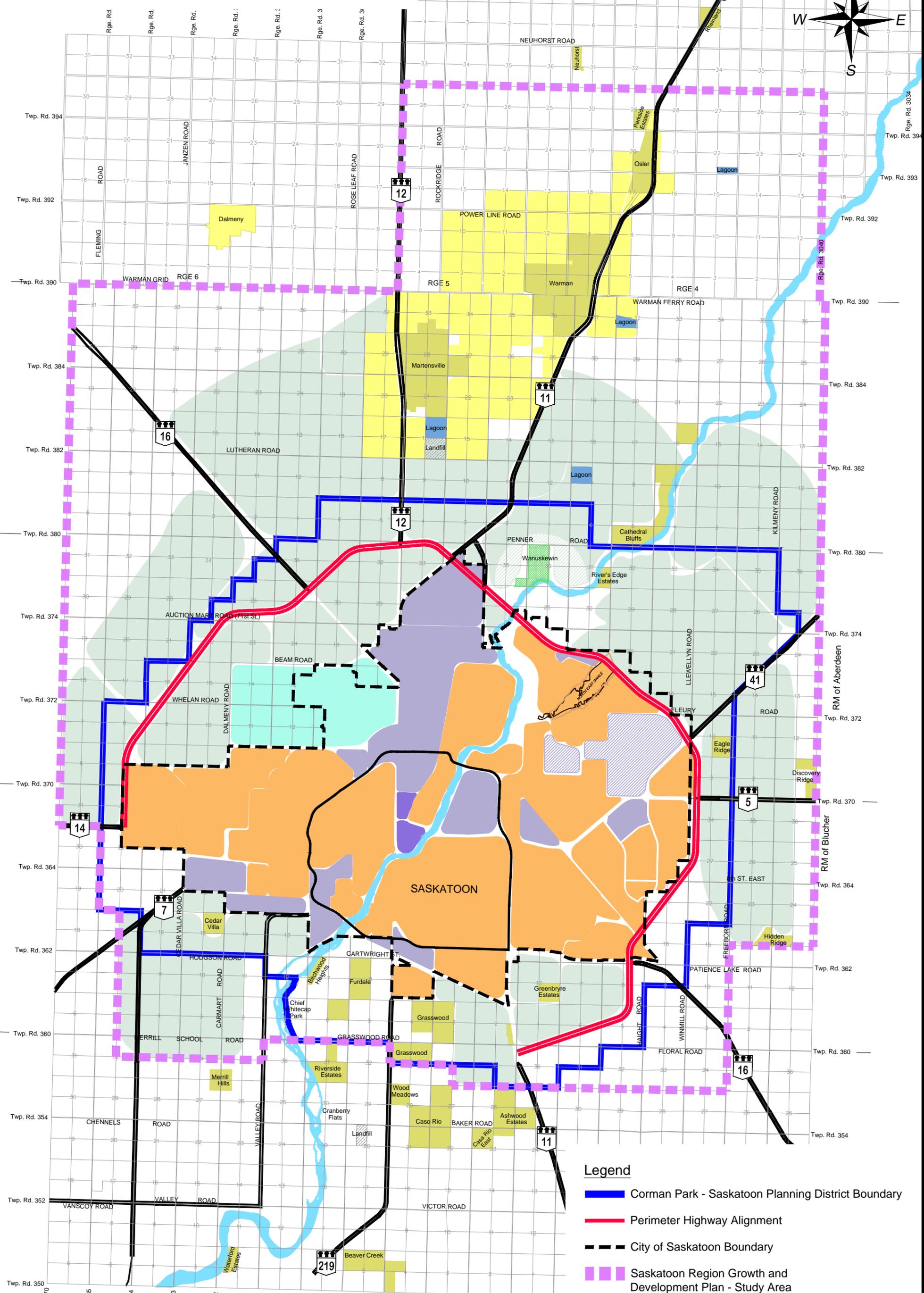
Approved by:

  
Randy Grauer, General Manager  
Community Services Department  
Dated: October 4, 2013

Approved by:

  
Murray Totland, City Manager  
Dated: Oct 8/13

# Saskatoon Region Growth and Development Plan - Study Area



- Legend**
- Corman Park - Saskatoon Planning District Boundary
  - Perimeter Highway Alignment
  - City of Saskatoon Boundary
  - Saskatoon Region Growth and Development Plan - Study Area

List of Stakeholder Consultations to Date

1. RM of Corman Park
2. City of Martensville
3. City of Warman
4. Town of Osler
5. English River First Nation
6. Mistawasis First Nation
7. Red Pheasant First Nation
8. Cowessess First Nation
9. Yellow Quill First Nation
10. Meewasin Valley Authority
11. Saskatoon Airport Authority
12. PotashCorp
13. University of Saskatchewan
14. Saskatoon and Region Home Builders' Association
15. Saskatoon Combined Business Group
16. Wanuskewin Heritage Park
17. Saskatoon Health Region
18. Saskatoon and Region Association of Realtors
19. Prairie Spirit School Division

225-18  
5.



Wednesday, October 2nd, 2013

City Clerk (Executive Committee)  
City Clerk's Office  
City Hall, 222 Third Avenue North  
Saskatoon, SK S7K 0J5

Re: Broadway BID Replacement on Municipal Heritage Advisory Committee (MHAC)

Executive Committee,

This letter is to request that the Broadway BID's former representative, Sarah Marchildon, be replaced by Darla Wyatt on MHAC. The Broadway BID would like to always maintain one voting position and if, in Darla Wyatt's absence, Sarah Marchildon would be able to vote on behalf of the Broadway BID.

If the above does not adhere to MHAC's policies and procedures, please leave the vote to Darla Wyatt. Thank you for taking the appropriate steps to have the current Events & Admin Coordinator, Darla Wyatt, appointed as the new Broadway BID representative on MHAC at the earliest convenience.

Thanks for your consideration of this matter.

Respectfully,

Sarah Marchildon  
Executive Director  
Broadway Business Improvement District

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

## COMMUNICATIONS TO COUNCIL

### MEETING OF CITY COUNCIL – MONDAY, OCTOBER 21, 2013

#### A. REQUESTS TO SPEAK TO COUNCIL

##### 1) David Greenwood, dated September 3

Requesting permission to address City Council with respect to proposed expansion of Saskatoon Planning District. (File No. CK. 4240-1)

**RECOMMENDATION:** that, during consideration of Clause 2 of Report No. 20 of the Executive Committee, David Greenwood be heard.

##### 2) Marcel D'Eon, dated October 10

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

**RECOMMENDATION:** that Marcel D'Eon be heard.

##### 3) Sarah Moar, dated October 12

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

**RECOMMENDATION:** that Sarah Moar be heard.

##### 4) Sharon Elder, dated October 14

Requesting permission to address City Council with respect to cycling in Saskatoon. (File No. CK. 6000-5)

**RECOMMENDATION:** that Sharon Elder be heard.

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

**1) Jake and Irene Klippenstein, dated October 2**

Commenting on hot-air balloon safety. (File No. CK. 150-1)

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

**2) Katharina Staub and Alicia Wheeler, Canadian Premature Babies Foundation dated October 3**

Requesting support for a Light Up City Hall campaign to bring awareness to the World Prematurity Awareness Day, November 17, 2013. (File No. CK. 205-5)

**RECOMMENDATION:** that the direction of Council issue.

**3) Lauren Siermacheski, dated October 9**

Requesting permission to hold a public breakfast fundraiser and for a temporary road closure for Movember event being held on Wednesday, November 13, 2013, on 1<sup>st</sup> Avenue, adjacent to the Hilton Garden Inn. (File No. CK. 205-1)

**RECOMMENDATION:** that the request to hold a public breakfast fundraiser and for a temporary road closure for Movember event being held on Wednesday, November 13, 2013, on 1<sup>st</sup> Avenue, adjacent to the Hilton Garden Inn be approved subject to any administrative conditions.

**4) Letters Received Regarding Prayer at Civic Functions**

- Tyler Dahl, dated October 4
- Verna Reed, dated October 7
- Marles Jacobson, dated October 10

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

5) Letters Received Regarding Proposed Strip Club Regulations

- Jason Stupak, dated October 8
- Tamara Hinz, dated October 10
- Ben Bernard, dated October 10

RECOMMENDATION: that the information be received and included in the file on the matter.

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

**1) Renita Lefebvre, dated October 2**

Commenting on a transit operator. (File No. CK. 7300-1) (Referred to the Administration for further handling and to respond to the writer.)

**2) Hal Puttick, dated October 3**

Commenting on school zone markings. (File No. CK. 5200-5) (Referred to the Administration for further handling and to respond to the writer.)

**3) Joanne Cliff, dated October 3**

Commenting on traffic-calming measures on 22<sup>nd</sup> Street. (File No. CK. 6320-1) (Referred to the Administration for further handling and to respond to the writer.)

**4) Curtis Mah, dated October 4**

Commenting on cycling in Saskatoon. (File No. CK. 6000-4) (Referred to the Administration to respond to the writer.)

**5) Brian Bogdan, dated October 4**

Commenting on jaywalking in school zones. (File No. CK. 5200-5) (Referred to the Administration for further handling and to respond to the writer.)

**6) John Thomson, dated October 6**

Commenting on a concrete barrier on 22<sup>nd</sup> Street. (File No. CK. 6320-1) (Referred to the Administration for further handling and to respond to the writer.)

**7) Suz Galloway, dated October 6**

Commenting on construction behind 610 Stensrud Road. (File No. CK. 4132-1) (Referred to the Administration for further handling and to respond to the writer.)

**Items Which Have Been Referred for Appropriate Action**  
**Monday, October 21, 2013**  
**Page 2**

**8) Sharon Elder, dated October 9**

Commenting on removal of vehicles for snow removal. (File No. CK. 6290-1) **(Referred to the Administration for further handling and to respond to the writer.)**

**9) Michelle Banman, dated October 10**

Commenting on the need for a grocery store downtown. (File No. CK. 150-1) **(Referred to the Administration for further handling and to respond to the writer.)**

**10) Marj Walton, dated October 11**

Advising of bid for Swimming Canada competition and events. (File No. CK. 205-1) **(Referred to the Administration for further handling.)**

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

**D. PROCLAMATIONS**

**1) Sheri Benson, CEO, United Way of Saskatoon and Area, dated October 1**

Requesting City Council proclaim November 2013 as United Way Month and requesting a flag raising event. (File No. CK. 205-5)

**2) Trevor Forrest, Executive Director, Saskatoon Community Foundation dated October 8**

Requesting City Council proclaim November 1, 2013 as Random Act of Kindness Day. (File No. CK. 205-5)

**3) Barbara Cape, President SEIU-West, dated October 9**

Requesting City Council proclaim November 6, 2013 as Community-Based Organization Worker Appreciation Day. (File No. CK. 205-5)

**RECOMMENDATION:**

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

4240-1

**RECEIVED**  
SEP 03 2013  
**CITY CLERK'S OFFICE**  
**SASKATOON**

AD

**From:** David Greenwood [happyfarms@live.ca]  
**Sent:** Tuesday, September 03, 2013 8:35 AM  
**To:** City Council  
**Cc:** George Rathgeber; wjdansereau@gmail.com; John Rempel; Gord Gunoff; Dick Friesen; w.rutherford@shaw.ca  
**Subject:** Appearance before Council

Hello  
My name is David Greenwood, I am a land owner in Corman Park, my properties and many of my neighbors and friends will be affected by the proposed expansion of the Saskatoon Planning District.

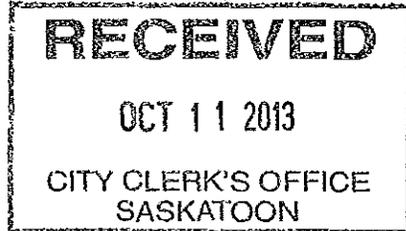
Myself and my group who include past and current councilors of the RM of Corman Park wish to present to council in regards to the planned expansion.

Would you be so kind as to provide a date and time for this in mid October or in November.  
Please direct all responses in this matter to myself.

Thank you  
David Greenwood  
Resident Corman Park  
RR 2 Saskatoon  
S7K 3J5

6050-8  
A2

From: CityCouncilWebForm  
Sent: Thursday, October 10, 2013 9:50 PM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Marcel D'Eon  
333 Ottawa Ave South  
Saskatoon, Saskatchewan  
S7M 3L6

EMAIL ADDRESS:

[marcel.deon@sasktel.net](mailto:marcel.deon@sasktel.net)

COMMENTS:

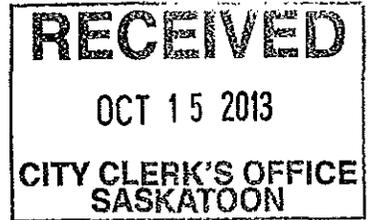
I would like to address Council at its next regular meeting about reestablishing and expanding the consultation and engagement process for replacing the old Victoria Ave Bridge. The ideas I will present may help convince City Council to revisit the decision of September 13, 2010.

Sincerely,

Marcel D'Eon

6050-8  
A3)

From: CityCouncilWebForm  
Sent: Saturday, October 12, 2013 12:15 PM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Sarah Moar  
612 McPherson Avenue  
Saskatoon, Saskatchewan  
S7N 0X6

EMAIL ADDRESS:

[sarahmoar@yahoo.ca](mailto:sarahmoar@yahoo.ca)

COMMENTS:

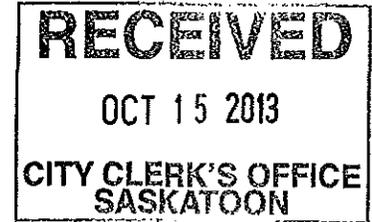
Dear City Council,

I would like to attend your meeting on Monday, October 21st and speak to you regarding the use of the future Victoria Street Bridge.

Thank you,  
Sarah Moar

6000-5  
A4)

**From:** CityCouncilWebForm  
**Sent:** Monday, October 14, 2013 2:25 PM  
**To:** City Council  
**Subject:** Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Sharon Elder  
1704 Shannon Cr/ Box 20194  
Saskatoon, Saskatchewan  
S7H 5N9

EMAIL ADDRESS:

[bselder@usa.net](mailto:bselder@usa.net)

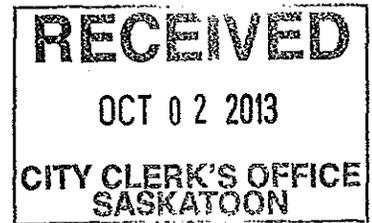
COMMENTS:

I would like to speak to Council on Oct 21, 2013 in regard to cycling in Saskatoon.

Thank you.

150-1)  
31)

**From:** CityCouncilWebForm  
**Sent:** Wednesday, October 02, 2013 9:26 AM  
**To:** City Council  
**Subject:** Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Jake and Irene Klippenstein  
203-125 AVE B N  
Saskatoon, Saskatchewan  
s7l 1c9

EMAIL ADDRESS:

[countdown@sasktel.net](mailto:countdown@sasktel.net)

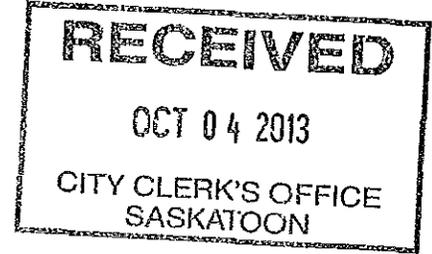
COMMENTS:

Beautiful as they may be, and likely there will never be an incident causing harm or death, I just wondered about the safety of Air Balloons coming over the city. Perhaps they are just in a designated area which is safe enough, however I just wanted to draw it to your attention as 2 have been in the North end recently. Thanks so much for all you are doing to keep the city safe.

205-5  
Ba)



**CPBF + FBPC**  
Canadian Premature Babies Foundation  
Fondation pour Bébés Prématûrés Canadiens



October 3, 2013

## Shed some light on World Prematurity Day 2013

Greetings,

We are seeking your assistance and challenge you to participate with a special project for this coming World Prematurity Awareness Day which is on November 17<sup>th</sup>. Throughout Canada and worldwide, special activities and events are being planned to raise awareness of prematurity.

The Canadian Premature Babies Foundation, partnering with Préma-Quebec will be coordinating activities across Canada to draw attention to the health challenges of preterm birth, and to offer hope to families who are raising premature children. As you may be aware one in 10 babies in Canada is born premature.

This year our hope is that, with local assistance, we get landmarks, bridges and buildings across Canada lit up in purple to honour preterm babies and their parents. Lighting your hospital or local community landmark will be one step towards helping bring awareness to the World Prematurity Awareness Day Campaign. In 2012, the CN tower was lit up in purple with the help of the NICU Parent Partners and Veteran Parents from Mount Sinai Hospital in Toronto.

We hope you will consider joining us on this important and exciting project. We are asking for your assistance to light up City Hall on November 17! Please visit the Web site to learn more - [www.cbpf-fpbc.org](http://www.cbpf-fpbc.org).

If you have any questions or needs concerning the shed some light project, World Prematurity Awareness Day or our work in general, please feel free to contact me at: [anw@sasktel.net](mailto:anw@sasktel.net) (306.978.2023) or [katharina.staub@cbpf-fpbc.org](mailto:katharina.staub@cbpf-fpbc.org).

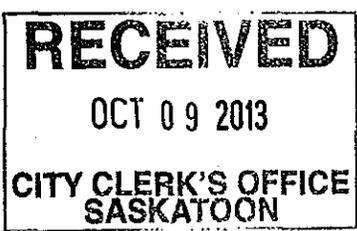
Yours sincerely,

Katharina Staub  
President  
Canadian Premature Babies Foundation

Alicia Wheeler  
Saskatchewan Provincial Rep  
Canadian Premature Babies Foundation

205-1  
B3

From: CityCouncilWebForm  
Sent: Wednesday, October 09, 2013 8:45 AM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Lauren Siermacheski  
211 4th Avenue  
Saskatoon, Saskatchewan  
S7K 1N1

EMAIL ADDRESS:

[lauren.siermacheski@airlinehotels.ca](mailto:lauren.siermacheski@airlinehotels.ca)

COMMENTS:

On behalf of Airline Hotels, I request city council's permission to hold a public breakfast fundraiser on Wednesday, November 13, 2013 for "Movember", the international fundraiser that spans throughout the month of November. All proceeds from the fundraiser will go to organizations that support Men's Health.

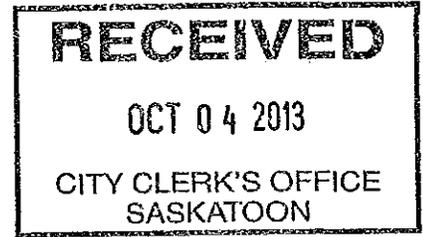
Our fundraiser will take place on the southbound driving and parking lane on 1st Avenue, adjacent to the Hilton Garden Inn, beginning at the back of the Hilton and spanning 20 metres to the side door of the facility. The public are invited to drive-thru and make a cash donation for a pastry and coffee (prepared by our Chefs in the kitchen of the Hilton Garden Inn). Airline Hotels will be staffing and sponsoring this event, and we have sourced local media partnerships to assist with the advertising. In addition, we will have some of our staff promote the event that morning with a non-intrusive small sign on downtown street corners. We intend to hold this event annually, with future dates to be determined.

We have requested civic road closure on November 13th between 6:00am and 10:30am that day, as our fundraiser will take place between 6:30am and 10:00am, with a half hour for set-up/take-down before and after the event. Any further questions can be directed to Airline Hotels, attn: Jason Hobbis or Lauren Siermacheski @ (306) 374-6000.

Thank-you, in advance, for helping us make this day a success.

B4)

From: CityCouncilWebForm  
Sent: October 04, 2013 11:34 AM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Tyler Dahl  
1020 Eastlake Avenue  
Saskatoon, Saskatchewan  
S7N 1A7

EMAIL ADDRESS:

[tdahl@cuelenaere.com](mailto:tdahl@cuelenaere.com)

COMMENTS:

Dear Mayor and the Members of City Council,

In case the recent debate on prayer and City events has attracted more religious zealots than otherwise, I wish to add my voice for your consideration (and the voices of my like-minded, but less interested, friends and family members).

Prayers, including non-denominational prayers and salutations, ought not to be included in any City event. It serves no purpose other than to strengthen solidarity amongst Judeo-Christian theists at the expense of all others.

Whether or not such prayers are meant to be offensive (surely, they are not), Council's insistence on subjecting its citizens to religious rituals (even if non-specific) is absolutely offensive.

The purported compromise--non-specific prayer--misses the point entirely. As an atheist, any speech involving spirituality is a reminder that I am not to feel welcome or respected by the very people who have been elected to represent me. It is absolutely offensive.

Furthermore, on what principled basis will you determine which religions ought to be included in your non-specific prayer? Clearly, you have already excluded atheists. Are the polytheists also not worthy of welcome or respect? Scientologists? Satanists?

I hope that you come to realize that, like the anti-abolitionists and anti-same-sex-marriage advocates, you are placing yourselves on the wrong side of history.

Sincerely and respectfully,

Tyler M. Dahl

**Couture, Suzanne (Clerks)**

---

**From:** vmreed@sasktel.net  
**Sent:** October 07, 2013 1:14 PM  
**To:** Couture, Suzanne (Clerks)  
**Subject:** Re: FW: Lord's Prayer

My name and address is:

Verna Reed  
Box 169  
Kisbey, Sk. S0C 1L0

Just thought you would like to see this item. Thanks Verna

On Mon, 7 Oct 2013 09:48:25 -0600, "Couture, Suzanne (Clerks)" <[Suzanne.Couture@Saskatoon.ca](mailto:Suzanne.Couture@Saskatoon.ca)> wrote:

Dear Ms. Reed:

Thank you for your email. It is City Council's policy that in order for a communication to be placed on the City Council agenda, and thus seen by City Council, the communication must include the address of the writer. Would you please provide it to me at your earliest convenience, and I will then process your email.

Regards,

Suzanne Couture

City Clerk's Office

(306)975-2777

I hear in the news about the council having trouble with a prayer, check this one out. It has a lot of thought.

Thank you for looking at it. Verna

Did we ever think that it might come to this??????????

Subject: Lord's Prayer

It is sad that this is the state we are in....I would have given him an A+

too!

This kid got an A+ for this paper

BY A 15 yr. OLD SCHOOL KID  
who got an A+ for this entry  
(TOTALLY AWESOME)!

The Lord's Prayer Is not allowed in most  
Public schools anymore  
Because the word 'God' is mentioned.....  
A kid in WINNIPEG wrote the attached  
NEW School prayer:

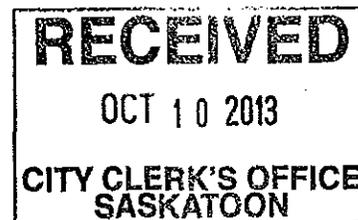
Now I sit me down in school  
Where praying is against the rule  
For this great nation under God  
Finds mention of Him very odd.  
If scripture now the class recites,  
It violates the Bill of Rights.  
And anytime my head I bow  
Becomes a Federal matter now.  
Our hair can be purple, orange or green,  
That's no offense; it's a freedom scene..  
The law is specific, the law is precise.  
Prayers spoken aloud are a serious vice.  
For praying in a public hall  
Might offend someone with no faith at all..  
In silence alone we must meditate,  
God's name is prohibited by the Provence .  
We're allowed to cuss and dress like freaks,  
And pierce our noses, tongues and cheeks...  
They've outlawed guns, but FIRST the Bible.  
To quote the Good Book makes me liable.  
We can elect a pregnant Senior Queen,  
And the 'unwed daddy,' our Senior King.  
It's 'inappropriate' to teach right from wrong,  
We're taught that such 'judgments' do not belong..  
We can get our condoms and birth controls,  
Study witchcraft, vampires and totem poles ...  
But the Ten Commandments are not allowed,  
No word of God must reach this crowd.  
It's scary here I must confess,  
When chaos reigns the school's a mess.  
So, Lord, this silent plea I make:  
Should I be shot; My soul please take!  
Amen

If you aren't ashamed to do this, Please pass this on..  
Jesus said, 'If you are ashamed of me, I will be ashamed of you

before my  
Father.'

Not ashamed. Pass this on.

From: CityCouncilWebForm  
Sent: Thursday, October 10, 2013 10:11 AM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Marles Jacobson  
161 Wedge Rd  
Saskatoon, Saskatchewan  
S7L 6P9

EMAIL ADDRESS:

COMMENTS:

Volunteer Appreciation Banquet

I am writing to give a view and suggestion regarding people in our country being offended by prayer, specifically at public functions.

Has any one considered putting a warning clause on invitation. Either suggesting when to come. For example: Opening remarks at 6:00pm, at 6:15 pm opening prayer. If anyone may be offended by this, either come in at 6:30 pm

Or prior to saying a prayer, just announce" Anyone that may be offended by prayer please feel free to step out of the room now" then an usher can tell them when it is over and they can go back to their seat.

People have a choice to attend public functions. If they go voluntarily, it cannot be a human rights issue.

Keep standing up for tolerance and freedom. Works both ways.

4350-25  
B5)

**From:** CityCouncilWebForm  
**Sent:** Tuesday, October 08, 2013 12:33 AM  
**To:** City Council  
**Subject:** Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Jason Stupak  
366 Guelph Cres  
Saskatoon, Saskatchewan  
S7H4S9

EMAIL ADDRESS:

[newbeginning@sasktel.net](mailto:newbeginning@sasktel.net)

COMMENTS:

RE: Strip Clubs

Our family does not want to see these type of establishments in our city. Why is this being allowed to happen, and what can be done to have it stopped?

As our morals are allowed to crumble so will our province and our country. Just like the United States is going through right now.

I pray and ask that you please don't allow that to happen. What can I do to help stop this?

[http://www.saskatoonhomepage.ca/council-approves-bylaw-amendments-for-strip-tease/itemid\\_21](http://www.saskatoonhomepage.ca/council-approves-bylaw-amendments-for-strip-tease/itemid_21)

From: CityCouncilWebForm  
Sent: Thursday, October 10, 2013 10:07 AM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Tamara Hinz  
1020 Eastlake Ave  
Saskatoon, Saskatchewan  
S7N 1A7

EMAIL ADDRESS:

[tamarajhinz@gmail.com](mailto:tamarajhinz@gmail.com)

COMMENTS:

I never thought I would be taking the time to write to Council regarding the issue of stripping, of all things, but here we are. I am not a business owner or a bartender. I do not plan on frequenting strip clubs and I certainly will not be working in one. Nevertheless, I want to strongly urge you to reconsider your current zoning proposal for these establishments.

For too long, our various levels of government have declared themselves to be the moral police, protecting hapless citizens from supposed boogey men such as sex and alcohol. A marker of a cosmopolitan, mature, and progressive city is a civic government that zones and governs intelligently but allows its citizens to think for themselves.

To relegate strip clubs to dark and desolate industrial corners of the city seems, at best, short-sighted and, at worst, misogynistic. To punish patrons and, more importantly, employees of \*perfectly legal\* businesses by pushing them to less well-traveled areas is wrong. Much has been spouted about the supposed increase in crime, both organized and otherwise, this will create. Frankly, we all know this to be completely non-evidence based. In fact, forcing these establishments into poorly lit and poorly supervised neighbourhoods will be a self-fulfilling prophecy. Let them add to the growing vibrancy of our city and our downtown. Saskatoon already has the dubious distinctions of having one of the highest crime rates in Canada - I wonder how strip clubs thus far have managed to cause that.

In conclusion, please rethink this proposal.

**From:** CityCouncilWebForm  
**Sent:** Thursday, October 10, 2013 12:07 AM  
**To:** City Council  
**Subject:** Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Ben Bernard  
621 Avenue I South  
Saskatoon , Saskatchewan  
S7M1Y7

EMAIL ADDRESS:

[Benjamin.bernard@caask.ca](mailto:Benjamin.bernard@caask.ca)

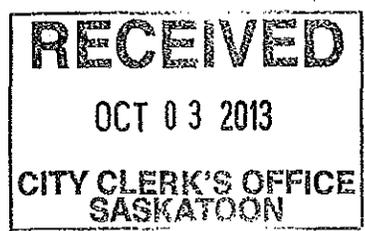
COMMENTS:

Dear Mayor Atchison and City Councillors. I am concerned about the possibility of having strip clubs in our city. I know that the provincial changes to our liquor laws have forced you to make decisions to zone strip clubs. I would encourage you to not allow any zoning for strip clubs in our city. I have spent the last two years researching issues of prostitution and human trafficking. I believe that stripping only encourages the kind of objectification of women that contributes to prostitution and abuse against women. I believe that all forms of objectifying women including stripping and prostitution are counterproductive to a progressive society that seeks equality of genders. As long as there exists a subgroup of women who have their bodies for sale we can never have true gender equality. I hope that you will consider these things as you continue to make plans for our wonderful city. Thank you very much for your time

Ben Bernard

7300-1  
CI)

From: CityCouncilWebForm  
Sent: Wednesday, October 02, 2013 9:24 PM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Renita Lefebvre  
207-102-110th Street  
Saskatoon, Saskatchewan  
S7N 1R9

EMAIL ADDRESS:

[renitask@yahoo.com](mailto:renitask@yahoo.com)

COMMENTS:

Hello City Councillors and Mayor,

I am talking female bus driver's bad attitude was rude to me. That is Saskatoon Transit.

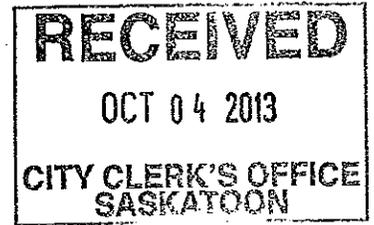
That happened to me on Tuesday, October 1, 2013 at 9:30 am morning.

I got on the wrong bus (4 bus ) at Pharmsave Drug store's spot bus terminal downtown at 9:30 am Tuesday, October 1, 2013 in morning. I noticed different route as not same as what 14 bus's route.. I was panic when I was speech to ask female bus driver, "14 bus here?" she ignored me. because I am deaf and cerebral palsy. I looked for paper and pen in my backpack. I got paper and pen from my backpack. So I wrote "14 bus" on the paper that showed to female bus driver kept to ignore me. I had to interrupt her to pay the phone's attention to her.. She needed to pay my attention priority. But she said get out and sit back... and her hand waved to get out back to sit seat... I was so very upset that what I don't accept her bad attitude was rude on me.. ok thanks....I thought it was 14 bus from Pharmsave Drug store's spot parking.. I was upset..I asked number 4 bus to get me out but she ignored me I did ring ring bell for next stop .. I yelled her STOP!!!! then I get off from wrong bus on Idwyld where detour street was on Idwyld .... then I looked for bus stop for going back to downtown to get on bus to get me off at downtown.. I have wait for one hour until at 10:30 am.. I reported to my boss that I got wrong bus from 9:30am. I will be there at work at 11 am from downtown bus terminal at 10:30 am ok thank you very much...

I cannot understand why 4 bus arrived at Pharmsave Drug store's spot parking at 9:30 am that was supposed at 9:15 am or 9:45 am... not at 9:30 am okay thank you very much.

Renita Lefebvre

**From:** CityCouncilWebForm  
**Sent:** Thursday, October 03, 2013 9:28 PM  
**To:** City Council  
**Subject:** Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Hal Puttick  
546 Coldspring Way  
Saskatoon, Saskatchewan  
S7J 3N6

EMAIL ADDRESS:

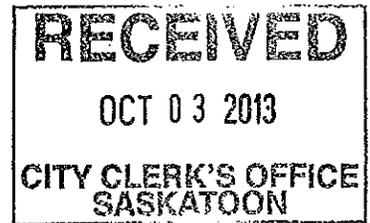
[halputtick@gmail.com](mailto:halputtick@gmail.com)

COMMENTS:

I am writing about the enforcement of the 30 Km /h speed in school zones. I support the reducing of speed near schools to increase the safety level of our school age children. I am concerned that in areas where schools and businesses share the same street that the school zones are not adequately marked. It is too difficult for a driver unfamiliar with an area of the city to recognize that area as a school zone when there are so many other signs along the streets related to the businesses, parking restrictions, bus stops, ect. Our children are not safer when motorists cannot clearly see that they are in a school zone and therefore must reduce their speed. It is not wise to think children are made safer because a 30km sign is posted when it does not stand out among all the other distractions of a busy business-focused street. This past week I was ticketed for travelling at 47 km/h south along Primrose Drive near Lawson Heights Mall. The west side of Primrose Drive is all business related with a lot of traffic turning into and out of the many businesses. My driving concentration was to avoid colliding with the other vehicles coming from the businesses and from the soccer centre and Lawson Heights Civic centre. There are no visual indications to a driver that this area is also a school zone. I urge City council to clearly mark school zones in such a way that such confusion will not occur. I think my fine is unfair. Children and parents are misled if they think the 30k/h signs along business area streets and tickets will make them safer.

6320-1  
C3

**From:** CityCouncilWebForm  
**Sent:** Thursday, October 03, 2013 9:51 AM  
**To:** City Council  
**Subject:** Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Joanne Cliff  
338 Cooper Cres  
Saskatoon, Saskatchewan  
S7M 4L3

EMAIL ADDRESS:

[j.cliff@sasktel.net](mailto:j.cliff@sasktel.net)

COMMENTS:

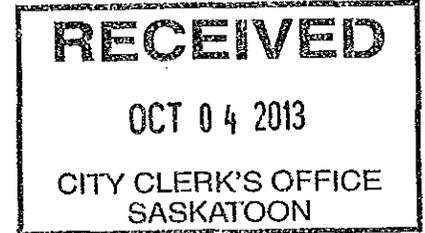
In regards to the new wall that was built on 22nd St ,exiting on to 22nd from the Fairhaven area. It does not stop all people from crossing over -I was almost hit the other day because a driver still crossed over to turn left on to Confederation Dr.

My solution is to put the wall up along the left hand turn lane. If you have to lengthen the left hand lane then so be it. I would rather the city spend a little more money to do it right then to slap a quick fix solution that doesn't really work anyway.

At the same time -they could reconfigure the intersection to make another right lane to the Fairlight Dr turnoff. Many cars try to squeeze to the right to turn and end up jumping the curb. That corner also has very bad drainage problems which makes it hard for cyclists , pedestrians and wheelchair riders to cross . Thank-you.

60010-5  
C4)

**From:** CityCouncilWebForm  
**Sent:** October 04, 2013 11:10 AM  
**To:** City Council  
**Subject:** Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Curtis Mah  
2054 Easthill  
Saskatoon, Saskatchewan  
s7j 3c7

EMAIL ADDRESS:

[curtmah@gmail.com](mailto:curtmah@gmail.com)

COMMENTS:

Hello Mr, Mayor and city council.

I have recently moved to Saskatoon and although I own a car I truly enjoy using my bike as a method of transport whenever I can. I would do this much more often if there was safer bike infrastructure in the city. Please move forward with some of the news I have read on increasing separate cycle lanes, more pathways and increasing places for cyclists to lock their bikes.

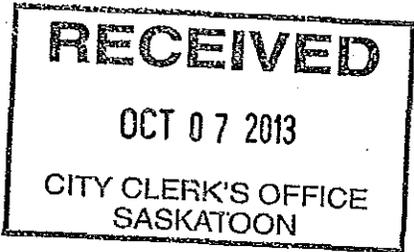
Thank you for being open to the citizens of Saskatoon.

Regards,

Curtis Mah

5200 (5)

From: CityCouncilWebForm  
Sent: October 04, 2013 7:54 PM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Brian Bogdan  
1-1216 Morgan Ave  
Saskatoon, Saskatchewan  
S7H 2R7

EMAIL ADDRESS:

[bbogdan@shaw.ca](mailto:bbogdan@shaw.ca)

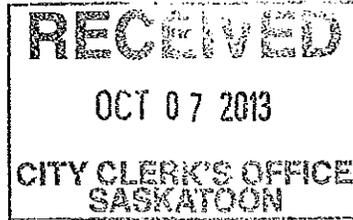
COMMENTS:

With the school zone speed restriction now in play I wish to make a complaint. I do not believe that the reduced speed zone was designed to allow the children to jaywalk across the street. On several occasions this year already, the children run across Preston Ave S with little regard (or fear?) of cars. (Walter Murray) - Cars limited to 30 km/hr are moving slow enough that they think they can out run them. If safety is to be first in mind and protect the children, then there needs to be something done to address this. I have seen police at this zone previously (radar) and I think that jaywalkers should be given tickets. This in combination with school mandated presentation of this and the reasons for such during one of school assemblies. This would have the desired effect of keeping the children safe. Even those who assume to think themselves invincible, by not crossing the street at the walk light. Thank you.

6320-1  
C6

October 6, 2013

Mayor Atchison and City Council  
Saskatoon City Hall  
222 3<sup>rd</sup> Ave. N.  
Saskatoon, SK S7K 0J5



Mayor Atchison and City Council

Driving down 22<sup>nd</sup> St. W heading east I almost had a heart attach! In just over a little more than 2 yrs, yes 2 years from the time I first raised concerns about the Fairmont access on to 22<sup>nd</sup> St., the barriers are in place. (see attachments)

So my silly question is – why where the barriers not brought up to the crosswalk? Instead they are back just enough to allow knuckle heads to make the stupid move of swinging over to make the turn onto Confederation Drive – hard to believe but both myself and my wife observed someone do this! The other concern is why the barriers weren't started at least 100' sooner to prevent knuckle heads from driving around the west end of the barrier?

If you're finally going to do the job – do it right!

Maybe someone can also explain why it takes 6 months to get a response from the City, again see attachment. This isn't atypical but experience indicates it is typical!

Regards,

John Thomson  
202 Nixon Cres.  
Saskatoon, SK S7L7E9

June 7, 2011

Mayor Atchison and City Council  
Saskatoon City Hall  
222 3<sup>rd</sup> Ave. N.  
Saskatoon, SK S7K 0J5

Mayor Atchison and City Council

A recent report in the news regarding the "on ramp" from Fairmont Dr. onto 22<sup>nd</sup> St. W and the associated problems caught my attention.

When the whole issue of access to 22<sup>nd</sup> St. E. was raised I was concerned about this option and raised the issue of safety, pointing out that having people attempt to cross 3 lanes of traffic to Confederation Dr. N was creating the same situation prior to the construction of the overpass configuration presently enjoyed.

I suggested that either the traffic shouldn't have access at this point but be required to travel up to Diefenbaker Dr. or at a minimum a barrier be in place preventing the dangerous move across 22<sup>nd</sup> St. to gain access to Confederation Dr. This would require a barrier be in place before Fairmont so that any traffic wishing to turn right (Fairmont or Circle Dr.) would have ample time to access this lane – using the same setup for southbound traffic on Warman Rd., heading west and merging with traffic from Circle Dr. westbound.

The City personnel that I had the discussion with dismissed my concerns – and now with the increasing traffic I wonder why the City is waiting to resolve this. As was stated during the news report "nothing was in the works unless someone complains or writes to Council"! This is a typical response, again the City isn't take pro-active steps but continues with a reactive response – wait for an issue to be complaint driven or, and let's hope not – someone is seriously injured or killed!

On a different matter, when is the City going to address the condition of Worobetz Place road from Diefenbaker Dr. to the end of the road? This road is rough enough to shake every loose bolt out of your vehicle or is the plan to allow it to revert to gravel?

I await a response from the appropriate City department.

Sincerely,



John Thomson  
202 Nixon Cres.  
Saskatoon, SK S7L 7E9



---

222 3<sup>rd</sup> Avenue North Saskatoon, Saskatchewan S7K 0J5  
Phone (306)975-2454 Fax (306) 975-2971

December 9, 2011  
File No. CK.6150 - 1

Mr. Thomson  
202 Nixon Crescent  
Saskatoon, SK S7L 7E9

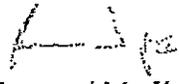
Dear Mr. Thomson:

**Re: 22<sup>nd</sup> Street and Fairmont Drive**

Thank you for bringing your concerns to our attention.

We are aware of the congestion at this ramp (22<sup>nd</sup> Street and Fairmont Drive) and are in the process of developing a plan to alleviate some of these traffic issues. More specifically, we will likely bring forward the proposal to install a concrete barrier on 22<sup>nd</sup> Street to eliminate the attempts to cut across three lanes of traffic from Fairmont Drive to turn left onto Confederation Drive. This maneuver results in a number of safety concerns that need to be addressed. Also, in order to clearly indicate the lane designation for the eastbound traffic on 22<sup>nd</sup> Street, some of the existing guide signs need to be upgraded at the same time.

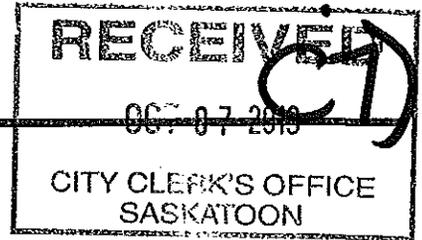
With regards,



Lanre Akindipe, P. Eng.  
Traffic Systems Engineer

LA:kd

4132-1



**From:** Suz Gal [suzgal@shaw.ca]  
**Sent:** October 06, 2013 2:03 PM  
**To:** Bryant, Shellie (Clerks); Jeffries, Zach (City Councillor)  
**Subject:** RE: Complaint: Construction behind 610 Stensrud Road File No. CK. 4132-1

I would now like this put in the Public Agenda of City Council please Shellie.

Winter is approaching and the thought of living with this mess all through winter infuriates me. It is only going to get worse if it is not cleaned up now. Sure the mess is not done with, but do you not cut your grass because it is just going to grow again?

We at 610 Stensrud Road have been paying FULL taxes every year for many years. We deserve to have the Developers be held accountable and to take care of their mess they have created and has been ongoing since we moved into our new places many years ago already.

If the city allows this to go on, this is just setting the tone for future developers to do as they please and disrespect the city they are doing business in. Although one would expect some extra disruption and mess when having construction nearby this is getting absolutely ridiculous.

The expense the Tax payers of 610 Stensrud Road are incurring are huge as a result of poor management of this construction site. Flat tires, garage floors coated with inches of mud and clay, and vehicles coated with mud on almost a daily basis.

These issues would NOT be expensive to fix, and they would not take much effort but the time window to fix them with the least amount of expense is diminishing.

The area that this developer is responsible for is also a Safety hazard to us and others who walk in the area. The boulevard on Willow Grove Square has uneven ground and garbage and debris from the construction site. Once this gets covered with snow it is impossible to know what mess is under it and it is dangerous to walk on for everyone. I have stumbled and twisted ankles when walking on it and I am aware of the problem.

Although these issues may be the first time you have heard from me as a taxpayer, I assure you I am not going to go away until something is done here.

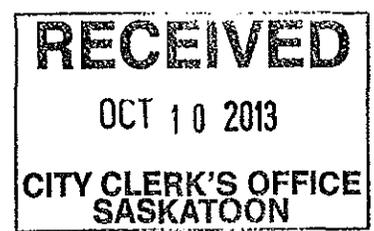
The City has a job to do when looking after each tax paying household, and they are falling short for all those affected by these issues. We have tried to be patient in waiting for this to be cleaned up, complaining here and there hoping something will happen but nothing has.

I don't see that these issues are being dealt with at all. I haven't heard back from anyone from the City, nor our elected Council Zach Jefferies to hear a plan of action to help these issues be resolved. Please let me know if there is anything I can do to speed getting these issues addressed and I will gladly do my best.

Thank You  
Suz Galloway  
304 – 610 Stensrud Road

6290-1  
C8

From: CityCouncilWebForm  
Sent: Wednesday, October 09, 2013 8:34 PM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Sharon Elder  
box 21094 *1704 Shaman Cr.*  
saskatoon, Saskatchewan  
s7h 5n9

EMAIL ADDRESS:

[bselder@usa.net](mailto:bselder@usa.net)

COMMENTS:

I HOPE that I misunderstood the report that there will be free moving of vehicles parked on streets to be cleared of snow. This is outrageous! If drivers cannot understand a universal sign for NO PARKING with a date & times on it, they should not be driving. My tax dollars would be better spent on road repair rather than wasted moving illegal cars. It is past time for people to take responsibility for their actions and for city council to refrain from babysitting.

150-1  
C9)

From: CityCouncilWebForm  
Sent: Thursday, October 10, 2013 8:57 AM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Michelle Banman  
#309 125 5th Avenue North  
Saskatoon, Saskatchewan  
S7K 6A5

EMAIL ADDRESS:

[michelle.banman@gmail.com](mailto:michelle.banman@gmail.com)

COMMENTS:

Hello,

I would like to express my concern (again) regarding the lack of a grocery store in the downtown core.

With the news last week of a highrise being built on the old Affinity Credit Union building (3rd Avenue and 22nd Street), it brought to my mind yet again, the fact that there will be even more people living downtown, and not just working downtown, without the benefit of a downtown grocery store.

I would like to make it clear that my desire is not for an independant grocer who can charge \$5 for a 1 litre container of milk. The grocery store needs to be a Co-Op Marketplace, or a Sobeys. It doesn't need to be big and fancy. It just needs to have some basics available.

I remember a time when there used to be three grocery stores downtown! What happened? There was less population in the downtown area, so I ask the question sincerely: what happened?

It's fantastic to see the downtown growing, changing, and evolving, but the infrastructure needs to be there as well. And we've gone without this basic amenity for far too long.

Respectfully submitted,  
Michelle Banman

205-1  
C10

From: CityCouncilWebForm  
Sent: Friday, October 11, 2013 5:38 PM  
To: City Council  
Subject: Write a Letter to City Council



TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM:

Marj Walton 2205 Victoria Ave  
Regina  
Sask, Saskatchewan  
S4P 0S4

EMAIL ADDRESS:

[marjwalton@swimsask.ca](mailto:marjwalton@swimsask.ca)

COMMENTS:

RE: City of Saskatoon's bid for Swimming Canada Competitions/Events.

Swim Saskatchewan is in receipt of the bid document that Saskatoon Sport Tourism submitted to bring future Swimming Competition to the Shaw Centre in Saskatoon.

Thank you for writing a letter in support of possibly hosting future events.

Swim Sask also wrote a letter that was included in this bid document, and I want to ensure that The City of Saskatoon, Your Worship Mayor Atchison, and all City Councillors know what Swim Sask put in our bid letter. I cannot attach that letter to this online form, so I am going to be emailing it to all of you in an email coming from me. It will appear in each of your inbox's as coming from: SwimSask - Marj Walton.

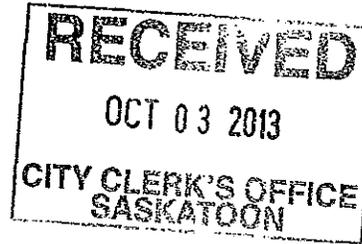
Should any of you have any questions or wish to discuss further please do not hesitate to contact me.

Thank you  
Marj Walton  
Executive Director  
Swim Saskatchewan Inc.  
[marjwalton@swimsask.ca](mailto:marjwalton@swimsask.ca)  
306 780 9238



United Way  
Saskatoon & Area

205-5  
DI



October 1, 2013

Office of the City Clerk  
Second Floor, City Hall  
222 Third Avenue North  
Saskatoon, SK S7K 0J5

Your Worship the Mayor and Members of City Council:

Please accept this letter as a formal request from the Board of Directors for United Way of Saskatoon and Area. We ask that **November be proclaimed United Way month** in the City of Saskatoon. We would also request that the City of Saskatoon fly the United Way flag in honour of the community-wide effort by the citizens of Saskatoon to create opportunities for a better life for all.

As you are aware, November is the final month of the community's efforts to "Build a community that is truly great for everyone" through United Way. Since 1959, individuals, corporations, labour groups, government, small business, employees and community groups have come together in a community-wide effort to improve lives, build community and bring about long-term improvements to the quality of life in Saskatoon and Area.

The 2013 Community Campaign goal is \$6.5 million and we are confident the citizens of Saskatoon will continue their generosity as they have in the past, allowing us to meet our goal.

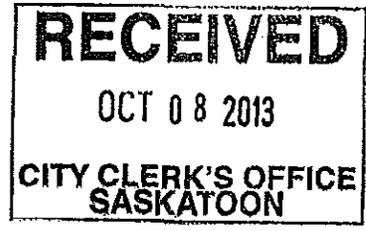
Thank you in advance for your consideration. To further discuss this request or to notify us of your decision, please contact Leslie Ganes, Coordinator, Marketing & Communications with United Way of Saskatoon and Area (306-975-7703).

Sincerely,

Sheri Benson  
CEO  
United Way of Saskatoon & Area

205 D2

From: kristy.rempel@saskatooncommunityfoundation.ca  
Sent: October 08, 2013 4:19 PM  
To: Web E-mail - City Clerks  
Subject: Random Act of Kindness Day  
  
Importance: High



## City of Saskatoon Website 'Contact Us' Message

To: City Clerk's Office  
From: Kristy Rempel "[kristy.rempel@saskatooncommunityfoundation.ca](mailto:kristy.rempel@saskatooncommunityfoundation.ca)"  
Subject: Random Act of Kindness Day

Message: The Saskatoon Community Foundation is excited to present Random Act of Kindness Day on Nov. 1st, 2013. A nationally recognized day celebrated in over 10 Canadian cities and is a celebration of the goodness of humanity!

We are encouraging all businesses, charities and individuals throughout Saskatoon to celebrate this special day with us. This is not a fundraising activity, nor a sales pitch. We hope that on Nov. 1st you will start your day with an act of kindness – and take pride for the ripple effect as your kindness touches other staff, clients, customers, friends, family and even strangers.

We are requesting the Mayor's Office declare Nov 1st, 2013, Random Act of Kindness Day in Saskatoon. We are also inquiring to the possibility of a press conference to announce the proclamation and a public act of kindness (TBD) to be completed by the Mayor.

Random Act of Kindness Day is a starting point right here in Saskatoon for the Pay it Forward phenomenon. It is meant to be low cost, simple, personal, unexpected moments of genuine kindness. The Saskatoon Community Foundation is incredibly proud to be presenting this event and would love to have the Mayor's Office participate with us.

Our army of volunteers will be at various locations throughout the city on RAK Day handing out 'pay it forward' cards and other items we have at our disposal.

We hope that you will join with us in "helping to make Saskatoon the best community in which to live" and plan something fun and inspirational for Random Act of Kindness Day, Nov 1st, 2013.

Sincerely,

Trevor Forrest  
Executive Director  
Saskatoon Community Foundation  
Building Smart and Caring Communities

101-308 4th Avenue North  
Saskatoon  
S7K 1W4



www.SEIUWEST.ca

BARBARA CAPE  
President

SHELLY BANKS  
Vice-President

JANICE PLATZKE  
Treasurer

SERVICE EMPLOYEES  
INTERNATIONAL UNION  
CLC

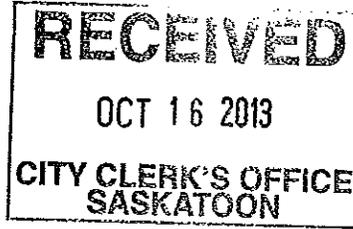
MEMBER RESOURCE  
CENTRE (MRC)  
1.888.999.7348

Saskatoon Office:  
200 - 747 46th Street West  
Saskatoon, SK S7L 6A1  
Phone 306.652.1011  
Fax: 306.652.1392

Moose Jaw Office:  
39 Athabasca Street West  
Moose Jaw, SK S6H 2B6  
Phone 306.693.7922  
Fax: 306.692.2807

Swift Current Office:  
333 Central Avenue North  
Swift Current, SK S9H 0L5  
Phone 306.773.2536  
Fax: 306.773.7535

205-5  
D3)



October 9, 2013

Mayor Don Atchison  
City of Saskatoon  
222 - 3<sup>rd</sup> Avenue N.  
Saskatoon, SK S7K 0J5

Dear Mayor Atchison:

**Re: Community-Based Organization (CBO) Appreciation Day**

As the President of the Service Employees International Union (SEIU-West), it is with great pride that I forward this request to you, on behalf of SEIU-West members employed in the Community-Based Organization (CBO) sector, to please designate November 6 as Community-Based Organization (CBO) Worker Appreciation Day.

I ask that you join with other mayors in the province and across the country, together with the Government of Saskatchewan, in recognition of the federal proclamation of CBO Worker Appreciation Day.

SEIU-West represents hundreds of members who work tirelessly within CBOs across the province. Each and every day of the year, much-needed services such as childcare, addictions counselling, group homes, and crisis services, are provided to citizens within our communities, as a result of the hard working men and women who work in this sector.

Thank you for your kind consideration of our request.

Yours truly,

Barbara Cape  
President  
SEIU-West

BC/tgg cope 397

- cc: Brian Sawchyn, Unit Chair, Cheshire Homes
- Debbie Smith, Unit Chair, Elmwood Lodge
- Roger Schmitz, Unit Chair, Elmwood Group Homes
- Julene Rawson, Unit Chair, Crisis Nursery
- Gisela Goodman, Unit Chair, LutherCare Group Homes
- Alisson Sayers, Unit Chair, Metis Addictions Council of Saskatchewan Inc. (MACSI)
- Linda Hagan, Unit Chair, YWCA

