



AGENDA

REGULAR BUSINESS MEETING OF CITY COUNCIL

Monday, October 28, 2019

1:00 p.m.

Council Chamber, City Hall

Pages

1. NATIONAL ANTHEM AND CALL TO ORDER

2. CONFIRMATION OF AGENDA

Recommendation

1. That City Council suspend the rules of having electronic participation of members limited to emergencies for this meeting to permit Councillor Hill, Councillor Block and Councillor Jeffries the option to attend the meeting, or a portion of, via teleconference; and
2. That the agenda be confirmed as presented.

3. DECLARATION OF CONFLICT OF INTEREST

4. ADOPTION OF MINUTES

9 - 36

Recommendation

That the minutes of the Regular Business Meeting of City Council held on September 30, 2019, be adopted.

5. PUBLIC ACKNOWLEDGMENTS

5.1 Council Members

This is a standing item on the agenda in order to provide Council Members an opportunity to provide any public acknowledgements.

6. UNFINISHED BUSINESS

7. QUESTION PERIOD

8. CONSENT AGENDA

Recommendation

That the Committee recommendations contained in Items 8.1.1 to 8.1.3; 8.2.1; 8.3.1; 8.4.1 to 8.4.2; and 8.5.1 to 8.5.3 be adopted as one motion.

8.1 Standing Policy Committee on Planning, Development & Community Services

- 8.1.1 Civic Naming Committee Report – Third Quarter 2019 [File No. CK. 6310-1] 37 - 60**

Recommendation

That the report of the General Manager, Community Services Department dated October 1, 2019 be received as information.

- 8.1.2 Bylaw No. 6583 – The Plumbing Permits Bylaw Update [File No. CK 313-1 and PL 313-2] 61 - 63**

Recommendation

1. That proposed changes to Bylaw No. 6583, The Plumbing Permits Bylaw, as outlined in the October 15, 2019 report of the General Manager, Community Services Department, be approved; and
2. That the City Solicitor be requested to prepare the necessary revisions to Bylaw No. 6583, The Plumbing Permits Bylaw.

- 8.1.3 Street Activity Subcommittee – Terms of Reference and Community Support Program Update [File No. CK 225-74 and PL 5400-125-4] 64 - 74**

Recommendation

1. That the Terms of Reference, provided with the October 15, 2019 report of the General Manager, Community Services Department, for the Street Activity Subcommittee be accepted; and
2. That Administration report to City Council, through the Standing Policy Committee on Planning, Development and Community Services, on the outcome of current discussions on the future of and alternate forms of funding for the Community Support Program, by the end of December 2020.

8.2 Standing Policy Committee on Finance

8.2.1 Neighbourhood Land Development Fund Allocation of Profits [File No. CK. 1820-1 x 1702-1] 75 - 77

Recommendation

1. That \$800,000 in profits be declared from the Neighbourhood Land Development Fund; and
2. That \$800,000 in profits from the Neighbourhood Land Development Fund be allocated to the Affordable Housing Reserve with \$400,000 in the year 2020 and \$400,000 in the year 2021.

8.3 Standing Policy Committee on Environment, Utilities & Corporate Services

8.3.1 Reseller Rate for Regional Customers of Saskatoon Water [File No. CK. 7781-1] 78 - 83

Recommendation

1. That Option 2: Phased Reseller Rate Transition (Rate Freeze) be included in the 2020/2021 Water, Wastewater and Infrastructure rates; and
2. That the Administration negotiate directly with the municipalities and water utilities currently receiving water from the City to pay a fee upon connection comparable to the water off-site fees paid in Saskatoon.

8.4 Standing Policy Committee Transportation

8.4.1 Riversdale Neighbourhood Traffic Review - Follow-up [File No. CK 6320-1] 84 - 92

Recommendation

That the report of the General Manager, Transportation & Construction dated October 7, 2019 be received as information.

8.4.2 Street Network Planning Principles and Street Hierarchy [Files CK 6330-1 and TS 6330-1] 93 - 103

Recommendation

That the use of the street classification system and street network plans, as outlined in the report of the General Manager, Transportation & Construction dated October 7, 2019, be

approved.

8.5 Governance and Priorities Committee

8.5.1 City Council Strategic Planning and Leadership Initiative – Strategic Priority Fund Application (File No. CK. 116-0 x 116-1) 104 - 107

Recommendation

That Councillors Loewen and Gersher be approved for up to \$4,350 from the Strategic Priority Fund for the project as presented in the attached and report back to the Governance and Priorities Committee in writing following the event outlining the results of the engagement.

8.5.2 Review of The Saskatoon Municipal Review Commission Bylaw, 2014 (File No. CK. 255-18) 108 - 111

Recommendation

That the City Solicitor be directed to amend Bylaw No. 9242, *The Saskatoon Municipal Review Commission Bylaw, 2014*, to:

1. Require the Municipal Elections Committee to report on or before December 31, 2021 and every four years following on or before December 31;
2. Require the Remuneration Committee to report on or before December 31, 2022 and every four years following on or before December 31;
3. Require the Code of Conduct Committee to report on or before December 31, 2023 and every four years following on or before December 31; and
4. Indicate City Council's ability to amend the established schedules of reporting, either at the request of the Municipal Review Commission, or on its own motion, to accommodate unforeseen circumstances.

8.5.3 Appointment – Firefighters' Pension Fund Trustees (Original) (File No. CK. 175-17) 112

Recommendation

That Ms. Kari Smith be appointed a Trustee of the Firefighters' Pension Fund effective November 5, 2019.

9. COMMITTEE REPORTS

9.1 Standing Policy Committee on Planning, Development & Community Services

9.2 Standing Policy Committee on Finance

9.3 Standing Policy Committee on Environment, Utilities & Corporate Services

9.4 Standing Policy Committee Transportation

9.4.1 Saskatoon Freeway Project Update – October 2019 [File No. CK 6000-1 x 4205-40] 113 - 137

The Administration will provide a PowerPoint presentation.

A request to speak from Warrick Baijius, dated October 17, 2019 is provided.

Recommendation

That the report of the General Manager, Transportation & Construction dated October 7, 2019 be received as information.

9.5 Governance and Priorities Committee

10. ADMINISTRATIVE REPORTS

10.1 Transportation & Construction

10.2 Utilities & Environment

10.3 Community Services

10.4 Saskatoon Fire

10.5 Corporate Financial Services

10.6 Strategy & Transformation

10.7 Human Resources

10.7.1 2017 Contract Negotiations (2017 – 2020) - International Association of Fire Fighters (IAFF), Local No. 80 [File No. CK. 4720-7] 138 - 140

Recommendation

1. That the proposed changes set out in the Revision to the Collective Agreement (Attachment 1) with respect to the 2014 – 2016 Collective Agreement with the International Association of Fire Fighters, Local No. 80 be approved; and

2. That His Worship the Mayor and the City Clerk be authorized to execute the revised contract under the Corporate Seal.

10.8 Public Policy & Government Relations

11. LEGISLATIVE REPORTS

11.1 Office of the City Clerk

11.2 Office of the City Solicitor

- | | | |
|--------|---|-----------|
| 11.2.1 | Downtown Saskatoon – Board Composition and Request for Temporary Exception - Proposed Bylaw No. 9652 [File No. CK. 1680-1] | 141 - 143 |
|--------|---|-----------|

Recommendation

That City Council consider Bylaw No. 9652, *The Downtown Business Improvement District Board Exemption Bylaw, 2019*.

- | | | |
|--------|---|-----------|
| 11.2.2 | Approaches for Addressing Existing and Emerging Protocol Issues [File No. CK. 205-0] | 144 - 158 |
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Recommendation

That City Council:

1. Repeal Policy No. C01-004, *Proclamations*; and
2. Adopt *The Flag and Proclamations Policy* attached to this report as Appendix 1.

12. OTHER REPORTS

- | | | |
|------|---|-----------|
| 12.1 | Municipal Wards Commission - Establishment of Municipal Ward Boundaries [File No. CK. 265-2] | 159 - 164 |
|------|---|-----------|

A report of the Municipal Wards Commission, dated October 28, 2019 is provided.

Recommendation

That the information be received.

13. INQUIRIES

14. MOTIONS (NOTICE PREVIOUSLY GIVEN)

- | | |
|------|---|
| 14.1 | Councillor R. Donauer - Possible Changes to Walkway Policy |
|------|---|

Councillor R. Donauer provided the following notice of motion at the Regular Business Meeting of City Council held on September 30, 2019.

"That the Administration report on possible changes to our walkway policy that addresses maintenance, graffiti, vandalism, crime and enhancing the overall feeling of safety in our neighbourhoods."

14.2 Councillor B. Dubois - Implementation of Non-Disclosure Agreements for Stakeholders

Councillor B. Dubois provided the following notice of motion at the Regular Business Meeting of City Council held on September 30, 2019.

"WHEREAS the City of Saskatoon regularly consults with stakeholders and stakeholder groups on the development of policies, programs, and services;

WHEREAS during the consultation process, the Administration shares documents with the stakeholders and stakeholder groups to obtain their feedback on options and potential recommendations;

WHEREAS it is alleged that a stakeholder or stakeholder group may have recently shared draft consultation documents with the media;

WHEREAS at its July 29, 2019 Regular Business Meeting, City Council adopted a Public Engagement Policy.

WHEREAS the Public Engagement Policy sets out the objectives, standards, and responsibilities for public engagement in Saskatoon.

NOW THEREFORE BE IT RESOLVED that the Administration review the terms of reference for any formal stakeholder groups used by the City to ensure that they contain appropriate provisions for the protection of consultation documents; and

BE IT FURTHER RESOLVED that the Administration, where possible and necessary, implement non-disclosure provisions in the terms of reference for stakeholder groups, or establish a non-disclosure agreement with stakeholders who receive consultation documents from the City."

15. GIVING NOTICE

16. URGENT BUSINESS

17. IN CAMERA SESSION

17.1 Verbal Update – Personnel Subcommittee [File No. CK. 225-81]

18. Rise and Report

19. ADJOURNMENT



MINUTES

REGULAR BUSINESS MEETING OF CITY COUNCIL

**Monday, September 30, 2019, 1:00 p.m.
Council Chamber, City Hall**

PRESENT: His Worship, Mayor C. Clark, in the Chair
Councillor C. Block
Councillor T. Davies
Councillor R. Donauer
Councillor B. Dubois
Councillor S. Gersher
Councillor H. Gough
Councillor D. Hill
Councillor A. Iwanchuk
Councillor Z. Jeffries
Councillor M. Loewen

ALSO PRESENT: City Manager J. Jorgenson
City Solicitor C. Yelland
General Manager, Community Services L. Lacroix
Interim Chief Financial Officer, Corporate Financial Services C. Hack
General Manager, Transportation & Construction T. Schmidt
General Manager, Utilities & Environment A. Gardiner
City Clerk J. Sproule
Deputy City Clerk S. Bryant

1. NATIONAL ANTHEM AND CALL TO ORDER

The National Anthem was played and Mayor Clark called the meeting to order on Treaty 6 Territory and the Homeland of the Métis People.

2. CONFIRMATION OF AGENDA

Moved By: Councillor Dubois

Seconded By: Councillor Hill

- 1) That the letter submitting comments from Julia Adamson, dated September 28, 2019 be added to item 8.1.1;
- 2) That the letter submitting comments from Julia Adamson, dated September 28, 2019 be added to item 8.5.9;
- 3) That the following letters be added to item 10.3.1:
 - a) Requests to Speak:
 - i) Don Kossick and Jim Hodges, Friends of Saskatoon Farmers' Market, dated September 26 and 30, 2019 (2 letters);
 - b) Submitting Comments:
 - i) Penny McKinlay, dated September 27, 2019;
 - ii) Joan Feather, dated September 27, 2019;
 - iii) Michael Gertler, dated September 29, 2019;
 - iv) Lauryn Kronick, dated September 30, 2019 (petition);
- 4) That the following letters be added to item 11.2.3:
 - a) Requests to Speak:
 - i) Darrin Kruger, United Steelworkers, dated September 27, 2019;
 - ii) Carlo Triolo, Riide, dated September 27, 2019;
 - iii) Mark Gill, Captain Taxi Ltd., dated September 29, 2019;
- 5) That the introduction request from Kahkewistahaw First Nation, dated September 27, 2019 be added to item 11.2.4;
- 6) That the items with speakers be considered immediately following consideration of the Consent Agenda in the following order:
 - a) 11.2.4 - Kahkewistahaw First Nation

- b) 10.3.1 - Adithya Ramachandran
- c) 10.3.1 - Erika Quiring
- d) 10.3.1 - Don Kossick/Jim Hodges
- e) 11.2.3 - Darrin Kruger
- f) 11.2.3 - Carlo Triolo
- g) 11.2.3 - Mark Gill

7) That the agenda be confirmed as amended.

3. DECLARATION OF CONFLICT OF INTEREST

3.1 Councillor Gersher - The Vehicles for Hire Bylaw, 2019 - Proposed Bylaw 9651 [File No. CK. 7000-1 x 307-4]

Her family is in a business that could be seen to be in conflict with the Taxi and TNC industry.

4. ADOPTION OF MINUTES

Moved By: Councillor Donauer

Seconded By: Councillor Dubois

That the minutes of the Regular Business Meeting of City Council held on August 26, 2019, be adopted.

In Favour: (11): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

5. PUBLIC ACKNOWLEDGMENTS

5.1 In Remembrance of Dale Sayese

Mayor Clark provided condolences on behalf of City Council to the family and fellow employees of the late Dale Sayese and presented them with a card.

A moment of silence was held following.

5.2 In Remembrance of Doug Winter

Mayor Clark provided condolences on behalf of City Council to the family and fellow employees of the late Doug Winter and presented them with a card.

A moment of silence was held following.

5.3 Council Members

The City Clerk reported that this is a standing item on the agenda in order to provide Council Members an opportunity to provide any public acknowledgements.

5.3.1 Councillor A. Iwanchuk - Trip to Ukraine

Councillor Iwanchuk provided information with respect to her recent trip to Ukraine.

5.3.2 Mayor C. Clark - Orange Shirt Day

Mayor Clark recognized it was Orange Shirt Day in commemoration of Truth and Reconciliation.

6. UNFINISHED BUSINESS

7. QUESTION PERIOD

7.1 Councillor D. Hill - Detours - 3rd Avenue - Rail Line Work

Councillor Hill asked for information on whether there is consideration for other construction work occurring when a detour route is determined.

General Manager, Transportation & Construction indicated he would follow up with the detour crews and report back to the Councillor.

7.2 Councillor B. Dubois - Demolition of Private Property

Councillor Dubois inquired regarding demolition for a private residence in Briarwood and how are the costs handled.

Deputy Chief Rodgers provided an update on the Briarwood property and City Solicitor Yelland provided information regarding how costs are handled.

8. CONSENT AGENDA

The following items were removed from the Consent Agenda: 8.3.1; 8.3.2; 8.3.4; and 8.5.3.

Moved By: Councillor Donauer

Seconded By: Councillor Hill

That the Committee recommendations contained in Items 8.1.1; 8.2.1 to 8.2.2; 8.3.3; 8.4.1; and 8.5.1, 8.5.2, 8.5.4 to 8.5.11 be adopted as one motion.

In Favour: (11): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

Pursuant to resolution, Item 11.2.4 was brought forward.

8.1 Standing Policy Committee on Planning, Development & Community Services

8.1.1 Municipal Heritage Advisory Committee - Renaming Request - Traffic Bridge – Information to Tell the Story of the Traffic Bridge [File No. CK. 6310-1 x 6050-8]

Letter - Julia Adamson, dated September 28, 2019

That the Administration be directed to engage with Meewasin Valley Authority to incorporate the additional panel and consultation in the contract as funded by the traffic bridge contingency.

CARRIED UNANIMOUSLY

8.2 Standing Policy Committee on Finance

8.2.1 Downtown Saskatoon - Board Composition and Request for Temporary Exception [File No. CK. 6280-2]

1. That the Downtown BID be granted an exception to the Board composition requirements contained in Bylaw 6710 on a temporary basis to permit Shaunna Leyte, a nominee of a business outside of the District (within River Landing) to remain on the Board; and
2. That the City Solicitor be instructed to make the appropriate Bylaw amendments.

CARRIED UNANIMOUSLY

8.2.2 Acquisition of Land for the Relocation of the Saskatoon Fire Department Maintenance and Mechanical Shop [File No. CK. 4020-1]

1. That the Administration be authorized to purchase 2011 1st Avenue North for a price of \$740,000 to be funded from the Property Realized Reserve; and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

CARRIED UNANIMOUSLY

8.3 Standing Policy Committee on Environment, Utilities & Corporate Services

8.3.1 Diversity, Equity, and Inclusion Advisory Committee - 2019 Wicihitowin Conference - October 16 & 17, 2019 [CK. 225-83]

This item was removed from the Consent Agenda.

Moved By: Councillor Gough

Seconded By: Councillor Davies

That up to five Diversity, Equity, and Inclusion Advisory Committee members be approved to attend the Wicihitowin Conference – October 16 & 17, 2019.

In Favour: (11): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

8.3.2 Tree Protection Policy Update [CK. 4139-4]

This item was removed from the Consent Agenda.

Moved By: Councillor Iwanchuk

Seconded By: Councillor Loewen

That the hour of the meeting be extended beyond 5:00 p.m. to 5:15 p.m. or until this item is complete, whichever comes first.

In Favour: (11): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

Moved By: Councillor Donauer

Seconded By: Councillor Hill

That the Administration bring a report that allows residents, in some cases, to replace nuisance City of Saskatoon trees in their yard (on city right-of-way) for specific reasons such as: stunted growth, lack of leaves, unhealthy appearance, excessive sap discharge, or property damage including evaluation of environmental value of any trees to be removed.

In Favour: (7): Mayor C. Clark, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Hill, Councillor Iwanchuk, and Councillor Jeffries

Against: (4): Councillor Block, Councillor Gersher, Councillor Gough, and Councillor Loewen

CARRIED (7 to 4)

The meeting recessed at 5:20 p.m. and reconvened at 6:20 p.m. following the Public Hearing Meeting with all members of Council present.

8.3.3 Frozen Service Connections Investigation Program [CK. 7780-1]

That a budget adjustment transfer of \$500,000, from Capital Project #1618 – Sanitary Trunks to Capital Project #1615 – Water Distribution, be approved. Funds being transferred will be allocated through the Water & Wastewater Infrastructure Reserve, resulting in a net zero impact to the reserve.

CARRIED UNANIMOUSLY

8.3.4 Curbside Residential Recycling Service Levels for 2020 and Beyond [CK. 116-2 x 7830-5]

The following letters were provided:

Submitting Comments

- Tracy Shepherd, dated September 10, 2019; and
- Russ Ebernal, dated September 11, 2019.

Moved By: Councillor Gersher

Seconded By: Councillor Gough

1. That Option 1: Core Acceptable Materials be approved for the curbside residential recycling program;
2. That the continuation of the Glass Recycling Partnership with SARCAN Recycle be approved; and
3. That the Administration report back to the appropriate Committee with information on the structure of the new program, rationale of any changes to the program, communications plan, and a summary of how the program's success will be measured.

In Favour: (11): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

8.4 Standing Policy Committee Transportation

8.4.1 Maintenance of Centre Medians [Files CK 6220-1 and PK 4000-8]

That Option 3 – Improved Standards, Streamlined Operations, and Development of a Median and Boulevard Asset Management Strategy, be approved.

CARRIED UNANIMOUSLY

8.5 Governance and Priorities Committee

8.5.1 Meewasin Valley Authority (MVA) - Change of MVA representative on the Saskatoon Environmental Advisory Committee (SEAC) [CK. 175-9]

That Mr. Mike Velonas be appointed as the Meewasin Valley Authority representative on the Saskatoon Environmental Advisory Committee to the end of 2020.

CARRIED UNANIMOUSLY

**8.5.2 Board of Management Appointment to Downtown Saskatoon
BID [CK. 175-48]**

That the appointment of Mr. Mark Wolff to the Downtown Saskatoon Business Improvement District Board of Management, be approved.

CARRIED UNANIMOUSLY

8.5.3 Saskatoon Public Library - Business Case [CK. 650-1]

This item was removed from the Consent Agenda.

City Manager Jorgenson provided a response regarding timelines for reports to questions that resulted out of the Governance and Priorities meeting.

Moved By: Councillor Gough

Seconded By: Councillor Gersher

That the matter be referred to the Saskatoon Public Library Board requesting a report:

1. based on the proposal and the programming design, on the impact to branch libraries, what services (if any) will be duplicated by the new library and its programming, and if the library will be competing with any component of private sector such as room rentals; and
2. on the comparison of the proposal in relation to having some administration and housing of collection in other areas of the city that are less expensive.

In Favour: (11): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

8.5.4 2020 Appointments of Deputy Mayor [CK. 255-3]

That the 2020 appointments of Deputy Mayor as described in the September 23, 2019 report of the City Clerk, be approved.

CARRIED UNANIMOUSLY

8.5.5 Review of The Procedures and Committees Bylaw, 2014 [CK. 255-2]

That *The Procedures and Committees Bylaw, 2014* be amended:

1. to allow for the changes to Schedules C – Public Council Committee Meeting Agenda and D - In Camera Council Committee Meeting Agenda, as outlined in the September 23, 2019 report of the City Clerk;
2. to allow for removal of the words “In an emergency” in Sections 18 and 91, and including parameters around remote attendance at meetings, as outlined in the September 23, 2019 report of the City Clerk; and
3. such that requests to speak to matters not on a Council or Committee Agenda pertaining to an appeal to an independent tribunal contain the same provision as Communications to Council or Committee for matters pertaining to an appeal to an independent tribunal, and further include an exclusion to matters before the Courts in both communications to Council and Committee and requests to speak to Council and Committee.

CARRIED UNANIMOUSLY

8.5.6 Sharing Prosperity through Reconciliation [CK. 5615-1]

1. That City Council approve entering into a protocol agreement as contained in Appendix 1 of the September 23, 2019 report of the Chief Public Policy & Government Relations Officer; and

2. That His Worship the Mayor sign the agreement on behalf of City Council at a date agreeable to the Mayor and the Saskatoon Tribal Council.

CARRIED UNANIMOUSLY

8.5.7 Approval of Triple Bottom Line City Council Policy [CK. 7550-0]

That the draft Triple Bottom Line City Council Policy, contained in Appendix 1 of the September 23, 2019 report of the City Manager, be approved.

CARRIED UNANIMOUSLY

8.5.8 2020 City Council and Committee Meeting Schedule [CK.255-1]

That Option 1 - 2020 Council and Committee Meeting Calendar as set out in Appendix 1 to the September 23, 2019 report of the City Clerk, be adopted.

CARRIED UNANIMOUSLY

8.5.9 Approaches for Addressing Existing and Emerging Protocol Issues [CK. 205-0]

Letter - Julia Adamson, dated September 28, 2019

1. That the Administration be directed to draft a comprehensive protocol policy addressing flag raising and proclamations, including establishing detailed criteria for determining which applications can be accepted;
2. That the approval of flag raising and proclamation requests be delegated to the City Clerk's Office with an appeal mechanism to the Governance and Priorities Committee; and
3. That the City Solicitor make any necessary amendments to Bylaw No. 9170, *The Procedures and Committees Bylaw, 2014*.

CARRIED UNANIMOUSLY

8.5.10 2020 Annual Appointments – Members of City Council to the Governance and Priorities Committee and Standing Policy Committees [File No. CK 225-4-3]

1. That all members of City Council be reappointed to the Governance and Priorities Committee to November 16, 2020; and
2. That members of Council be reappointed to the Standing Policy Committees to November 16, 2020 as follows:
 - Environment, Utilities & Corporate Services – Councillors Davies, Gersher, Gough, Hill, and Loewen
 - Transportation – Councillors Block, Donauer, Dubois, Gersher, and Jeffries
 - Planning, Development & Community Services – Councillors Davies, Gough, Hill, Iwanchuk, and Jeffries
 - Finance – Councillors Block, Donauer, Dubois, Iwanchuk, Loewen

CARRIED UNANIMOUSLY

8.5.11 2020 Annual Appointments – Personnel Subcommittee [File No. CK 4510-1]

That Mayor Clark and Councillors Iwanchuk, Donauer and Dubois be reappointed to the Personnel Subcommittee for 2020.

CARRIED UNANIMOUSLY

9. COMMITTEE REPORTS

- 9.1 Standing Policy Committee on Planning, Development & Community Services**
- 9.2 Standing Policy Committee on Finance**
- 9.3 Standing Policy Committee on Environment, Utilities & Corporate Services**
- 9.4 Standing Policy Committee Transportation**

9.5 Governance and Priorities Committee

10. ADMINISTRATIVE REPORTS

10.1 Transportation & Construction

10.2 Utilities & Environment

10.3 Community Services

10.3.1 Farmers' Market Building Update [File No. CK. 600-3 x 205-7]

The following letters were provided:

Requests to Speak:

- Adithya Ramachandran, President, SFMCL, dated September 18, 2019 (including comments)
- Erika Quiring, Executive Director, SFMCL
- Don Kossick and Jim Hodges, Friends of Saskatoon Farmers' Market, dated September 16 and 30, 2019 (2 letters)
- Penny McKinlay, dated September 27, 2019;

Submitting Comments:

- Joan Feather, dated September 27, 2019;
- Michael Gertler, dated September 29, 2019;
- Lauryn Kronick, dated September 30, 2019 (petition containing 255 names)
- Kim Rempel, dated September 30, 2019

Director of Planning & Development Anderson presented the report.

Mr. Adithya Ramachandran suggested two solutions: The Saskatoon Farmers' Market remains at River Landing with suggested leasing options or the Saskatoon Farmers' Market accept to be relocated to another civic or privately owned site although it poses some challenges.

Ms. Erica Quiring indicated that the Saskatoon Farmers' Market wants to work with the City and believes there needs to be collaboration.

The meeting recessed at 2:48 p.m. and reconvened at 3:07 p.m. with all members of Council present.

City Manager Jorgenson provided clarification around the RFP process.

Messrs. Don Kossick and Jim Hodges, Friends of the Farmers' Market Cooperative submitted a "message" containing 920 signatures and spoke in support of the Farmers' Market.

Ms. Peggy McKinlay spoke in support of the Saskatoon Farmers' Market Cooperative.

Moved By: Councillor Gough

Seconded By: Councillor Davies

That the Administration be directed to prioritize animation at minimum the outdoor space for the 2020 season including a farmers' market in the event the indoor space is not available and/or that a tenant is not secured.

In Favour: (11): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

Item 11.2.3 was considered next.

10.4 Saskatoon Fire

10.5 Corporate Financial Services

10.6 Strategy & Transformation

10.7 Human Resources

10.8 Public Policy & Government Relations

10.8.1 Cities and Their Relationship with Provincial-Municipal Associations [File No. CK. 155-1]

Moved By: Councillor Hill

Seconded By: Councillor Dubois

That the information be received and that consultation occur with other stakeholders in the province.

In Favour: (11): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

11. LEGISLATIVE REPORTS

11.1 Office of the City Clerk

11.2 Office of the City Solicitor

11.2.1 Workplace Transformation Journey: Corporate Reorganization Bylaw Amendments Group #5 - Bylaw Nos 9646, 9647, 9648, 9649, 9650 [File No. CK. 115-12]

Moved By: Councillor Gough

Seconded By: Councillor Jeffries

That permission be granted to introduce Bylaw No. 9646, *The Adult Services Licensing Amendment Bylaw, 2019*, Bylaw No. 9647, *The Mobile Home Amendment Bylaw, 2019*, Bylaw No. 9648, *The Private Crossings Amendment Bylaw, 2019*, Bylaw No. 9649, *The Traffic Amendment Bylaw, 2019 (No.2)*, and Bylaw No. 9650, *The Trailer Camps Amendment Bylaw, 2019*, and give same their FIRST reading.

In Favour: (11): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

Moved By: Councillor Gough

Seconded By: Councillor Gersher

That Bylaw Nos. 9646, 9647, 9648, 9649 and 9650 now be read a SECOND time.

In Favour: (11): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

Moved By: Councillor Gough

Seconded By: Councillor Block

That permission be granted to have Bylaw Nos. 9646, 9647, 9648, 9649, and 9650 read a third time at this meeting.

In Favour: (11): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

Moved By: Councillor Gough

Seconded By: Councillor Dubois

That Bylaw Nos. 9646, 9647, 9648, 9649 and 9650 now be read a THIRD time, that the bylaws be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

In Favour: (11): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

**11.2.2 Amendments to the Cannabis Business License Bylaw, 2018,
Proposed Bylaw 9645 [File No. CK. 4350-68]**

The City Clerk reported that Public Notice was provided.

Moved By: Councillor Gough

Seconded By: Councillor Davies

That permission be granted to introduce Bylaw No. 9645, *The Cannabis Business License Amendment Bylaw, 2019 (No.2)*, and give same its FIRST reading.

In Favour: (11): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

Moved By: Councillor Gough

Seconded By: Councillor Gersher

That Bylaw No. 9645 now be read a SECOND time.

In Favour: (11): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

Moved By: Councillor Gough

Seconded By: Councillor Block

That permission be granted to have Bylaw No. 9645 read a third time at this meeting.

In Favour: (11): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

Moved By: Councillor Gough

Seconded By: Councillor Hill

That Bylaw No. 9645 now be read a THIRD time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

In Favour: (11): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

11.2.3 The Vehicles for Hire Bylaw, 2019 - Proposed Bylaw 9651 [File No. CK. 7000-1 x 307-4]

The following letters were provided:

Requests to Speak:

- Darrin Kruger, United Steelworkers, dated September 27, 2019
- Carlo Triolo, Riide, dated September 27, 2019
- Mark Gill, Captain Taxi Ltd., dated September 29, 2019

Councillor Gersher declared a conflict of interest on this item. (Her family is in a business that could be seen to be in conflict with the Taxi and TNC industry.) She excused herself from discussion and voting on the matter and left the Council Chamber.

A motion to consider first reading of Bylaw No. 9651 was passed.

City Solicitor Yelland presented the report.

Mr. Darrin Kruger requested that there be a level playing field between the taxi and TNC industries.

Mr. Carlo Triolo requested that there be a level playing field between the taxi and TNC industries.

Mr. Zuhaib Jahngir spoke in place of Mr. Mark Gill. He indicated Captain Taxi is a new company. They are not eligible for access licenses and would like to be recognized in the Transit app.

Moved By: Councillor Gough

Seconded By: Councillor Dubois

That permission be granted to introduce Bylaw No. 9651, *The Vehicles for Hire Bylaw, 2019*, and give same its FIRST reading.

In Favour: (10): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries, and Councillor Loewen

CARRIED UNANIMOUSLY (10 to 0)

Moved By: Councillor Gough

Seconded By: Councillor Davies

That Bylaw No. 9651 now be read a SECOND time.

In Favour: (10): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries, and Councillor Loewen

CARRIED UNANIMOUSLY (10 to 0)

Moved By: Councillor Gough

Seconded By: Councillor Iwanchuk

That permission be granted to have Bylaw No. 9651 read a third time at this meeting.

In Favour: (10): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries, and Councillor Loewen

CARRIED UNANIMOUSLY (10 to 0)

Moved By: Councillor Gough

Seconded By: Councillor Jeffries

That Bylaw No. 9651 now be read a THIRD time, that the bylaw be passed and the Mayor and the City Clerk be authorized to sign same and attach the corporate seal thereto.

In Favour: (10): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries, and Councillor Loewen

CARRIED UNANIMOUSLY (10 to 0)

Moved By: Councillor Iwanchuk

Seconded By: Councillor Gough

That the stakeholders of the taxi and TNC industry be invited to meet with the Administration to continue discussions regarding the Vehicles for Hire Bylaw to ensure that in the areas where both services should be treated similarly are reviewed, and that a report be brought back for City Council's consideration with possible Bylaw amendments no later than the September, 2020 City Council meeting.

In Favour: (10): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries, and Councillor Loewen

CARRIED UNANIMOUSLY (10 to 0)

Councillor Gersher re-entered the Council Chamber.

Council returned to consider the items not addressed beginning with item 8.3.1.

11.2.4 Kahkewistahaw Urban Reserve Creation [File No. CK. 4000-4]

A letter from Chief Evan Taypotat requesting to provide introductions to City Council was provided.

City Solicitor Yelland presented the report and along with Solicitor Manastyrski responded to questions.

Chief Taypotat was in attendance and introduced members from Band Council and the Band's legal counsel. He indicated that the Agreement will provide economic development and job creation.

Moved By: Councillor Gersher

Seconded By: Councillor Gough

1. That City Council approve the proposed Municipal Services and Compatibility Agreement attached as Appendix 1; and
2. That His Worship the Mayor and the City Clerk be authorized to execute the Agreement.

In Favour: (11): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

Item 10.3.1 was considered next.

12. OTHER REPORTS

13. INQUIRIES

14. MOTIONS (NOTICE PREVIOUSLY GIVEN)

14.1 Councillor B. Dubois - Residential Curbside Organics Funding [File No. CK. 7830-4-2]

The City Clerk reported that Councillor B. Dubois provided the following notice of motion at the Regular Business Meeting of City Council held on August 26, 2019.

"Whereas the City of Saskatoon has adopted a target to divert 70% of the waste from the landfill by 2023;

Whereas organics materials consume approximately 32% of the City's waste that ends up in the landfill;

Whereas after lengthy discussion and debate, on March 25, 2019, Saskatoon City Council agreed to implement a comprehensive residential curbside organics program by 2023;

Whereas, at the same meeting, City Council also agreed to phase-in funding for the waste and organics program by dedicating a one percent property tax increase in each year over the next four years;

Whereas the City of Saskatoon has limited financial resources to fund projects, programs, and services;

Whereas City Council's goal is to provide affordable programs and services while keeping property tax increases to a minimum;

Whereas the City of Saskatoon has several competing priorities that require funding in the 2020 and 2021 budget;

Whereas at its July 29, 2019 Saskatoon City Council agreed to allocate \$10 million in one-time funding from the federal Gas Tax Fund to the organics program;

Now, therefore, Be it Resolved that the proposed funding phase-in for the comprehensive residential curbside organics program be reduced to the following:

- an amount equivalent to a 0.75% property tax increase in 2020; and
- an amount equivalent to a 0.75% property tax increase in 2021.

Be it Further Resolved that this revised funding plan be implemented for the City's 2020 and 2021 Business Plan and Budget.

Be it Further Resolved that the one-time increase in federal Gas Tax Fund be used for eligible capital projects that exclude waste diversion and organics."

Councillor Dubois WITHDREW her motion noting she believed it would be more appropriately debated at Budget. She signaled that she will raise the matter and make a motion at the Preliminary Business Plan and Budget meeting of City Council scheduled in November.

14.2 Councillor D. Hill - Permanently Doubling of the Federal Gas Tax Fund [File No. CK. 1815-1]

The City Clerk reported that Councillor D.Hill provided the following notice of motion at the Regular Business Meeting of City Council held on August 26, 2019.

"TAKE NOTICE that at the next Regular Business Meeting of City Council I will move the following motion:

WHEREAS the federal Gas Tax Fund is valuable and predictable municipal infrastructure funding program that helps the City of Saskatoon invest in projects that improve mobility, support cleaner air, and enhance quality of life;

WHEREAS municipalities in Canada are responsible for 60 percent of Canada's infrastructure, but have access to only 10 cents of every tax dollar generated;

WHEREAS the Gas Tax Fund, established in 2005, is a predictable, reliable, permanent per capita municipal infrastructure transfer payment that flows directly from the Government of Canada to municipalities;

WHEREAS in its 2019 Budget, the Government of Canada announced a one-time doubling of the Gas Tax Fund, increasing the program to \$4.3 billion in 2019.

WHEREAS in 2019, the City of Saskatoon will receive a total of approximately \$28 million in 2019 from the Gas Tax Fund;

WHEREAS the Federation of Canada Municipalities have adopted an advocacy position that calls on all federal political parties to permanently double the Gas Tax Fund, including a 3.5 annual escalator;

WHEREAS by 2030, it is estimated that the City of Saskatoon would receive over \$40 million per year if FCM's position is adopted;

NOW THEREFORE BE IT RESOLVED that Saskatoon City Council advocate to all Saskatoon candidates running for all political parties in the 2019 federal election, that they commit to permanently doubling the federal Gas Tax Fund, including a 3.5% annual escalator;

BE IT FURTHER RESOLVED that City Council direct His Worship the Mayor to prepare a questionnaire on permanently doubling the federal Gas Tax Fund that would be submitted to all 2019 federal election

candidates in Saskatoon Constituencies and all party leaders seeking to form the next government.”

Moved By: Councillor Hill

Seconded By: Councillor Gough

WHEREAS the federal Gas Tax Fund is valuable and predictable municipal infrastructure funding program that helps the City of Saskatoon invest in projects that improve mobility, support cleaner air, and enhance quality of life;

WHEREAS municipalities in Canada are responsible for 60 percent of Canada’s infrastructure, but have access to only 10 cents of every tax dollar generated;

WHEREAS the Gas Tax Fund, established in 2005, is a predictable, reliable, permanent per capita municipal infrastructure transfer payment that flows directly from the Government of Canada to municipalities;

WHEREAS in its 2019 Budget, the Government of Canada announced a one-time doubling of the Gas Tax Fund, increasing the program to \$4.3 billion in 2019.

WHEREAS in 2019, the City of Saskatoon will receive a total of approximately \$28 million in 2019 from the Gas Tax Fund;

WHEREAS the Federation of Canada Municipalities have adopted an advocacy position that calls on all federal political parties to permanently double the Gas Tax Fund, including a 3.5 annual escalator;

WHEREAS by 2030, it is estimated that the City of Saskatoon would receive over \$40 million per year if FCM’s position is adopted;

NOW THEREFORE BE IT RESOLVED that Saskatoon City Council advocate to all Saskatoon candidates running for all political parties in the 2019 federal election, that they commit to permanently doubling the federal Gas Tax Fund, including a 3.5% annual escalator;

BE IT FURTHER RESOLVED that City Council direct His Worship the Mayor to prepare a questionnaire including FCM’s election platform on permanently doubling the federal Gas Tax Fund that would be submitted to all 2019 federal election candidates in Saskatoon Constituencies and all party leaders seeking to form the next government.

In Favour: (11): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

14.3 Councillor D. Hill - Equaling of Business Licensing and Renewal Fees [File No. CK. 300-1]

The City Clerk reported that Councillor D.Hill provided the following notice of motion at the Regular Business Meeting of City Council held on August 26, 2019.

"TAKE NOTICE that at the next Regular Business Meeting of City Council I will move the following motion:

'WHEREAS the Administration has reported that Cannabis renewal fees be significantly reduced to reflect that there is not a significant amount of work required for the license renewal;

WHEREAS the Administration has reported that there are only four (4) business sectors that pay a higher license and renewal fee; taxi brokerages, adult services, pawn shops, and food trucks and trailers;

WHEREAS the Administration, reported that they reviewed different licensing fees for individual sectors, at the request of Council, and the two businesses sectors reviewed were, motor vehicle sales and sidewalk cafes;

WHEREAS the Administration acknowledged that there was additional work required for the licensing and renewal of motor vehicle sales and sidewalk cafes, but recommended against a different licensing and renewal fee;

WHEREAS the Administration reported that the business licensing branch is independent of property tax and has no impact on the mill rate;

WHEREAS the Administration reported that a stabilization reserve exists for the business licensing operations to balance out year-end by contributing to, or drawing from the reserve to ensure that there is no mill rate impact;

WHEREAS the Administration currently has experience with a flattening of building permit fees that could be applied to the business licensing operations;

WHEREAS members of Council have expressed interest in treating all businesses equally when it comes to licensing and renewals,

NOW THEREFORE BE IT RESOLVED that the Administration report on levelling the business licensing and renewals to one fee, for both processes, for all businesses, including a 4.5% contingency. The report should be based on actual business licensing and renewal costs, actual revenue, and number of businesses licensed and renewed annually. The report should also include how the stabilization reserve would be applied when required;

BE IT FURTHER RESOLVED that the Administration include extensive collaboration and consultation with the business community, which would also include what the business community would like to see in annual reporting with respect to business licensing and renewal revenue and costs associated with business licensing, in addition to operation efficiencies realized with a streamlined licensing fee and renewal fee."

Moved By: Councillor Hill

Seconded By: Councillor Donauer

WHEREAS the Administration has reported that Cannabis renewal fees be significantly reduced to reflect that there is not a significant amount of work required for the license renewal;

WHEREAS the Administration has reported that there are only four (4) business sectors that pay a higher license and renewal fee; taxi brokerages, adult services, pawn shops, and food trucks and trailers;

WHEREAS the Administration, reported that they reviewed different licensing fees for individual sectors, at the request of Council, and the two businesses sectors reviewed were, motor vehicle sales and sidewalk cafes;

WHEREAS the Administration acknowledged that there was additional work required for the licensing and renewal of motor vehicle sales and sidewalk cafes, but recommended against a different licensing and renewal fee;

WHEREAS the Administration reported that the business licensing branch is independent of property tax and has no impact on the mill rate;

WHEREAS the Administration reported that a stabilization reserve exists for the business licensing operations to balance out year-end by contributing to, or drawing from the reserve to ensure that there is no mill rate impact;

WHEREAS the Administration currently has experience with a flattening of building permit fees that could be applied to the business licensing operations;

WHEREAS members of Council have expressed interest in treating all businesses equally when it comes to licensing and renewals,

NOW THEREFORE BE IT RESOLVED that the Administration report on levelling the business licensing and renewals to one fee, for both processes, for all businesses. The report should be based on actual business licensing and renewal costs, actual revenue, and number of businesses licensed and renewed annually. The report should also include how the stabilization reserve would be applied when required;

BE IT FURTHER RESOLVED that the Administration include extensive collaboration and consultation with the business community, which would also include what the business community would like to see in annual reporting with respect to business licensing and renewal revenue and costs associated with business licensing, in addition to operation efficiencies realized with a streamlined licensing fee and renewal fee; and

That this be in effect for the 2021 consultation.

In Favour: (10): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gough, Councillor Hill, Councillor Iwanchuk, Councillor Jeffries, and Councillor Loewen

Against: (1): Councillor Gersher

CARRIED (10 to 1)

15. GIVING NOTICE

15.1 Councillor R. Donauer - Possible Changes to Walkway Policy

Councillor Donauer put forward the following Notice of Motion:

"TAKE NOTICE that at the next Regular Business Meeting of City Council I will move the following motion:

'That the Administration report on possible changes to our walkway policy that addresses maintenance, graffiti, vandalism, crime and enhancing the overall feeling of safety in our neighbourhoods.'"

15.2 Councillor B. Dubois - Implementation of Non-Disclosure Agreements for Stakeholders

Councillor Dubois put forward the following Notice of Motion:

"TAKE NOTICE that at the next Regular Business Meeting of City Council I will move the following motion:

'WHEREAS the City of Saskatoon regularly consults with stakeholders and stakeholder groups on the development of policies, programs, and services;

WHEREAS during the consultation process, the Administration shares documents with the stakeholders and stakeholder groups to obtain their feedback on options and potential recommendations;

WHEREAS it is alleged that a stakeholder or stakeholder group may have recently shared draft consultation documents with the media;

WHEREAS at its July 29, 2019 Regular Business Meeting, City Council adopted a Public Engagement Policy.

WHEREAS the Public Engagement Policy sets out the objectives, standards, and responsibilities for public engagement in Saskatoon.

NOW THEREFORE BE IT RESOLVED that the Administration review the terms of reference for any formal stakeholder groups used by the City to ensure that they contain appropriate provisions for the protection of consultation documents; and

BE IT FURTHER RESOLVED that the Administration, where possible and necessary, implement non-disclosure provisions in the terms of reference for stakeholder groups, or establish a non-disclosure agreement with stakeholders who receive consultation documents from the City.'"

16. URGENT BUSINESS

17. IN CAMERA SESSION (OPTIONAL)

18. ADJOURNMENT

The Regular Business Meeting adjourned at 7:38 p.m.

Mayor

City Clerk



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Civic Naming Committee Report – Third Quarter 2019

Recommendation of the Committee

That the report of the General Manager, Community Services Department dated October 1, 2019 be received as information.

History

At the October 15, 2019 Standing Policy Committee on Planning, Development and Community Services meeting a report of the General Manager, Community Services Department dated October 1, 2019 was considered along with additional information from the Civic Naming Committee with respect to a prioritized Names Master List, a list of Chief Mistawasis Bridge naming residual names and three general naming requests.

Your Committee was advised that after consideration of the criteria and guidelines set out in the naming policy and consultation with Administration, the Civic Naming Committee resolved in part to defer a decision with respect to the bridge names and 'Fogarty' and 'Makohon' submissions to the December meeting of the Committee.

Your Committee resolved to add the name 'Dill' to the Names Master List and is forwarding the Third Quarter Report of the Civic Naming Committee to City Council for information.

Attachment

1. October 8, 2019 Letter of the Civic Naming Committee
2. October 1, 2019 report of the General Manager, Community Services Department

October 8, 2019

Secretary, SPC on Planning, Development, and
Community Services

Dear Ms. Bryant:

**Re: Civic Naming Committee Report – Third Quarter
(File No. CK. 6310-1)**

Please place the following on your agenda of meeting scheduled for October 15, 2019.

At its meeting held on October 1, 2019, the Civic Naming Committee considered the attached report of the General Manager, Community Services Department, requesting the Committee's direction with respect to a prioritized Names Master List; a list of Chief Mistawasis Bridge naming residual names; and three general naming requests.

After consideration of the criteria and guidelines set out in the naming policy and consultation with the Administrative Resource Members, the Committee resolved to approve the Names Master List pending another Administrative review and defer a decision with respect to the bridge names and 'Fogarty' and 'Makohon' submissions to the December meeting awaiting further information.

The Civic Naming Committee is therefore submitting the following recommendations at this time:

- that the name 'Dill' be added to the Names Master List; and
- that the report of the General Manager, Community Services Department dated October 1, 2019, be forwarded to City Council for information.

Yours truly,

**Janice Hudson**
Committee Assistant

JH:

Attachment

cc: Councillor B. Dubois, Chair, Civic Naming Committee
L. Lacroix, General Manager, Community Services Department
D. McLaren, Administrator, Civic Naming Committee

Civic Naming Committee Report – Third Quarter 2019

ISSUE

The purpose of this report is to consider naming requests to ensure they meet City Council guidelines, as set out in Council Policy C09-008, Naming of Civic Property and Development Areas.

RECOMMENDATION

- 1) That the Civic Naming Committee recommend to the Standing Policy Committee on Planning, Development and Community Services that this report be forwarded to City Council for information;
- 2) That the Civic Naming Committee issue direction with respect to the naming submissions contained within this report; and
- 3) That the Civic Naming Committee approve the proposed Names Master List Prioritization as outlined.

BACKGROUND

According to Council Policy C09-008, Naming of Civic Property and Development Areas (Naming Policy), all names proposed for the Names Master List will be screened by the Civic Naming Committee and meet City Council's guidelines for name selection. All requests for naming of roadways from the Names Master List will be selected by theme and prioritization by the Civic Naming Committee. Name suffixes are circulated through the Administration for technical review.

DISCUSSION/ANALYSIS

Names Master List Prioritization

As per the Naming Policy, the Civic Naming Committee shall organize the Names Master List into themes and prioritize the names for selection within each theme. Administration resource members of Civic Naming Committee have grouped the existing names on the list into themes and included some potential other themes that could be used in the future. The names have also been prioritized, using a rubric to prioritize communities that have been underrepresented, namely: Indigenous, women, people of colour, and those whose names have been on the Names Master List for an extended period. The proposed Names Master List order is provided as Appendix 1.

Chief Mistawasis Bridge Naming Residual Submissions

As part of the engagement for naming the Chief Mistawasis Bridge, a number of names were submitted by the general public. To solicit names, the City of Saskatoon suggested the category of 'a word or concept that embodies the spirit of coming together or connection.' A number of suggestions were made in Indigenous languages that have now been vetted by an Elder consultant. Those words, along with their

Civic Naming Committee Report – Third Quarter 2019

translations, are provided for consideration by Civic Naming Committee as Appendix 2. It should be noted they may not all be appropriate for non-bridge names.

General Naming Requests

The following naming requests have been received and require screening:

1. Dill – Ralph Dill was a photographer who captured many early defining moments in the history of Saskatoon, including the completion of the original Traffic Bridge, and the official sod turning and laying of the cornerstone for the University of Saskatchewan. The original submission is included as Appendix 3.
2. Fogarty – Peter Fogarty has been involved in both the culinary profession and Ice Carving Society in Saskatoon for over 40 years. In 1979 he joined the National Chef's Association and spent the next two decades working on certification and regulation for the culinary profession. After 30 years in the culinary profession, Mr. Fogarty stepped back to become a full-time ice carver. He established the Professional Ice Carvers of Saskatchewan and became a part of the Canadian Ice Carvers Society. The original submission is included as Appendix 4.
3. Makohon – Further research has been undertaken related to the Nicholas Makohon submission, presented at the Civic Naming Committee meeting May 13, 2019. Information including confirmation of his vocation and involvement with the Ukrainian community has been retrieved. Additional details are included as Appendix 5.

IMPLICATIONS

There are no financial, legal, social, or environmental implications identified.

NEXT STEPS

No follow-up is required. Applicants will be notified if their submission has been approved to be added to the Names Master List, and when it is selected for use.

APPENDICES

1. Appendix 1 – Prioritized Names Master List 2019
2. Appendix 2 – Chief Mistawasis Bridge Naming Submissions with Translation
3. Appendix 3 – Dill Original Submission
4. Appendix 4 – Fogarty Original Submission
5. Appendix 5 – Makohon Original Submission and Further Information

Report Approval

Written by: Daniel McLaren, Planner, Planning and Development
Reviewed by: Lesley Anderson, Director of Planning and Development
Approved by: Lynne Lacroix, General Manager, Community Services Department

SP/2019/PL/CNC - CNC Naming Committee – Third Quarter 2019/ac

Prioritized Names Master List 2019

Appendix 1

| Category | Community | Local business | Veterans | Sports | Education | Fine arts (drama music fine arts) | CoS Employees | Science | Flora and fauna | Geology | Other |
|---------------------------------|------------|----------------|----------|---------|-----------|--|---------------|---------|-----------------|---------|----------------|
| Parks or Major Facilities | Lorje | Flanagan | Brooke | Waldner | Waniska | Waniska | | | | | Mother Theresa |
| | Paulsen | | Walecke | Reindl | Brooke | Stryjek | | | | | |
| | Waniska | | | Walecke | Halyk | | | | | | |
| | Wichitowin | | | | Mohyla | | | | | | |
| | Atchison | | | | | | | | | | |
| | Bidulka | | | | | | | | | | |
| | Gogel | | | | | | | | | | |
| | Penkala | | | | | | | | | | |

| | | | | | | | | | | |
|---------|--------------|------------|------------|----------|-----------|----------|-----------|-----------|---------|---------|
| Streets | Chelsom | Gaunt | Keith | Kurenda | Cockcroft | Barnsley | Krieger | Cockcroft | Markham | Ballast |
| | Doran | Kohut | Leskiw | Doran | Keith | Gaunt | Howse | Doran | | |
| | Kowaluk | Radu | Dziadyk | Dybvig | Schmeiser | Stehwien | Kisby | | | |
| | Kohut | Fernets | Kostiuk | Farthing | Tufts | Bachman | Bergen | | | |
| | Krempien | Golf | Fernets | Shirley | | Gentle | Capindale | | | |
| | Radu | Hnatiuk | Mazurek | Turay | | Hanna | Mack | | | |
| | Postma | Walko | Walko | Balon | | | Schaefer | | | |
| | Walko | Wasylow | Aitken | Haid | | | Avery | | | |
| | Hettle | Figley | Kisby | Tufts | | | | | | |
| | Nurnberger | Haid | Hough | Mantyka | | | | | | |
| | Olauson | Hanna | Divers | Hilltops | | | | | | |
| | Peacock | Matheos | Glazebrook | | | | | | | |
| | Brucks | Nurnberger | Hutchinson | | | | | | | |
| | Eldridge | Dershko | Mack | | | | | | | |
| | Mack | Nyholt | Cosford | | | | | | | |
| | Piper & Bury | Steenson | | | | | | | | |
| | Scarrow | Tamke | | | | | | | | |
| | Thiessen | | | | | | | | | |
| | Brownell | | | | | | | | | |
| | Kathleen | | | | | | | | | |
| | Kurdistan | | | | | | | | | |

| Other Potential Categories | | | |
|----------------------------|-----------|------------|------------|
| Environment | Geography | Technology | Innovation |

Names Master List - September 19, 2019

| Name | Date Received | Brief Street Name Origin/Summary |
|----------|---------------|---|
| Aitken | 10/1/95 | George Andrew Russell Aitken - Citizen since 1928; joined Armed Forces 1939 - RCAF - Flying Officer |
| Atchison | 3/6/2017 | Donald Atchison served on City Council from 1994 to 2003 and as Mayor from 2003-2016, for a total of 22 years an an elected official of the City |
| Avery | 5/1/02 | Edwin Henry Avery - former C of S Tax Dept. employee |
| Bachman | 3/6/2017 | Derek Bachman was involved in the music industry as a musician, manager, producer, and event promoter, as well as acting as the Program Manager for SaskMusic beginning in 2009. |
| Ballast | 2/29/16 | Ballast is a type of gravel that is produced and is used to construct rail corridor foundations and holds the wooden railway cross ties in place, which in turn holds the rails in place. Parcels of land north of Saskatoon are popular for gravel extraction. |
| Balon | 7/18/16 | David Balon volunteered for SkateCanada, Pow City Kinsmen Club and was involved in creating the first Telemiracle. |
| Barnsley | 8/14/2017 | Greg Barnsley is largely known and remembered for his long career with CFQC (CTV Saskatoon) as a weather broadcaster for 39 years. He was also very involved with community organizations, including volunteering as a board member with the Sasakatoon Sexual Assault and Information Centre for 25 years. |
| Bergen | 2/1/05 | William (Bill) Bergen - (1941-1993) - COS Fire Dept employee (30yrs); Injured in the line of duty fighting the 'Outlaws Nightclub' fire in 1981 |
| Bidulka | 7/18/16 | Anthony Bidulka was a co-recipient for the 2014 Citizen of the Year. In 2009 Bidulka and McFaull started Camp fYrefly SK, a leadership retreat for sexual- and gender-minority youth. |
| Brooke | 10/1/2018 | Dr. Margaret Brooke is a WWII Veteran originally from Ardath Sk. For her heroism during the War, she was decorated and made a member of the Order of the British Empire |

| | | |
|-----------|----------|--|
| Brownell | 2/29/16 | The Brownell community existed in the area south of Riel Industrial near Miners Avenue and 60th St E. The community included a homestead and school, which burned down during the blizzard of 1931. |
| Brucks | 6/1/96 | William Brucks - Faithful, law-abiding citizen since 1944 |
| Capindale | 9/28/09 | E.H. Capindale served as the Market Master from 1949 to 1955. The Market Master's role included collecting rents and stall fees, inspecting goods brought to the market to be sold or auctioned, and weighing items to be sold or auctioned. |
| Chelsom | 1/1/96 | George Victor Chelsom - Postmaster, involved in many community programs including Saskatoon Gideons |
| Cockcroft | 1/1/2018 | Dr. Don Cockcroft is best known for his research in respiratory health. One of the most widely quoted authorities on asthma in the world. |
| Cosford | 7/7/12 | J.E. Cosford was a member of the Royal Canadian Air Force who was killed in action overseas. |
| Dershko | 7/1/02 | Dr. Stephen Dershko - business/volunteer in Riversdale and with several other organizations |
| Divers | 10/1/87 | Herbert Divers - Street Railway; Army Veteran; Pioneer, family does not want name to die. |
| Doran | 1/1/88 | Dr. C. W. Doran - Active in sports, prominent physician, medical advisor to Saskatoon Quakers, served on High School Board, Resident since 1905 |
| Dybvig | 5/21/15 | Bob Dybvig volunteered in various capacities over 44 years; particularly in sports. |
| Dziadyk | 11/1/90 | Nick Dziadyk - settled in Sutherland in 1924 & family worked and lived in Sutherland and 3 generations served in the Canadian Armed Forces; He has suggested renaming a street to Dziadyk which was rejected. |
| Eldridge | 7/1/97 | Thomas Herbert Eldridge - CPR Employee |
| Elk Point | 8/22/13 | After neighbourhood |
| Farthing | 1/1/05 | Dan (Daniel) Farthing - won Vanier Cup in 1990; played with SK Roughriders 1991-2001 |
| Fernets | 3/7/11 | Joe Fernets was a Sergeant in the Military Police. Mr. Fernets went on to manage the community apartments for the Provincial Government, which were located where the SIAST Campus is now. In the late 1960's, Mr. Fernets opened a furniture business called Joe Fernets and Sons Ltd. After selling the business, Mr. Fernets became a commissioner, serving as justice of the peace for the Saskatoon City Police by coordinating summons for parking and other enforcement violations until his retirement at the age of 75. |
| Figley | 1/9/17 | Lorne Figley has been recognized by the Guinness Book of World Records as the world's oldest plumber. He has been a longtime resident and business owner in Saskatoon. He is also a veteran of WWII |
| Flanagan | 1/1/05 | Jimmy (James) Flanagan - Built Flanagan Hotel later called Senator Hotel |

| | | |
|------------|---------|---|
| Gaunt | 7/1/95 | Vernon Gaunt - A pioneer of Saskatoon's business community - now Arrow Printing Company |
| Gentle | 6/1/88 | Morgan J. Gentle - Came to Saskatoon in 1910, worked as a carpenter, Member of the Salvation Army & Bandmaster of the Senior Band & the HMCS Unicorn Navy Band |
| Glazebrook | 1/1/02 | Jack Kenneth Glazebrook - War casualty and other family members |
| Gogel | 10/1/90 | Bill Gogel - Tailor for Caswell's for 50 years; Ellen Gogel - Leader in Woman's Christian Temperance Union for 50 years. |
| Golf | 9/28/09 | Peter Golfinopolos and family - Business owners in Saskatoon since 1910. |
| Haid | 1/1/07 | Harold E. Haid - lived his entire life in the city. He spent significant time running local businesses, including Haid Construction and the Ski Haus, as well as volunteering with groups such as the YMCA, Saskatoon Ski Club, Mount Blackstrap, 1971 Canada |
| Halyk | 8/1/02 | Silas E. Halyk, Q.C. - well known lawyer and community contributor |
| Hanna | 1/1/04 | Joseph Hanna - Auctioneer; Hanna's Music Centre, Business owner Earl Hanna (son) - Veteran & business owner |
| Hettle | 5/16/05 | J. O. Hettle - Councillor 1915 |
| Hilltops | 7/1/96 | Hilltop Football Club |
| Hnatiuk | 11/1/00 | Walter Nestor Hnatiuk - Barber, Own Business; Notary Public |
| Hough | 6/1/02 | George Hough - Saskatoon office of Prov. Land Titles employee, WWII veteran |
| Howse | 3/17/14 | Rick Howse was a City of Saskatoon employee with 37 years of service in a number of different roles including: Planning Coordinator, Assistant City Planner, Development Control Manager, Land Manager and Corporate Projects Team Manager. |
| Hutchinson | 12/7/11 | Ernest Hutchinson – Mr. Hutchinson was a member of the 249 Saskatchewan Battalion of the Canadian Expeditionary Forces and served overseas. |
| Kathleen | 7/1/91 | A mother (of Gilliosa Loftus) |
| Keith | 7/26/07 | David McLeod Keith - Teacher, War veteran, Volunteer - Sk. Abilities Council, MVA, Prairieland Exhibition |
| Kisby | 5/1/99 | Kisby family - Grandfather worked for City Engineering Dept. 1908-1949; Father was City traffic Supervisor for 35 yrs. |
| Kohut | 11/1/02 | Fred & Peter Kohut - father & son - Nu-Way Glassworks |
| Kostiuk | 5/21/15 | Peter Kostiuk was the oldest surviving Ukrainian WWII veteran in Saskatoon and SK when he died in June, 2019, age 102. |
| Kowaluk | 6/1/02 | Bohdan (Bob) - lifelong community member and volunteer in Riversdale |

| | | |
|----------------|----------|---|
| Krempien | 3/17/14 | Brian Krempien was the former President of the Saskatoon Union of the Unemployed; an organizer for the National Farmers' Union and Saskatoon Solidarity Committee in the 1980's. He was also a volunteer for CUSO International in Africa, a Canadian Development organization which links people and organizations the world over to tackle social justice and development issues. Mr. Krempien died tragically in Mozambique in 1988 while working for CUSO |
| Krieger | 2/2/08 | Frank Krieger was a City of Saskatoon firefighter for 33 years, retiring as Captain of No. 6 Fire Hall. |
| Kurdistan | 7/1/91 | In honour of a cabbie, citizen of Canada & Soldier from Kurdistan |
| Kurenda | 11/1/89 | Frank Kurenda - Sports; Muzzle Loaders Club; Amateur Trap Shooting Association |
| Leskiw | 1/12/92 | Anthony Leskiw - Member of the Ukrainian National Federation and was killed in action at 20yrs of age |
| Lorje | 5/1/05 | Pat Lorje - Councillor 1979-1991 & 2006-2016 |
| Mack | 8/1/15 | Stan and John Mack - CoS employees, numerous volunteering activities, Veteran. |
| Mantyka | 8/7/2018 | Chris Mantyka was from Saskatoon and was one of the four Swift Current Broncos that were killed in a bus accident in 1986. |
| Markham | 2/29/16 | Markham represents the agricultural history of Saskatchewan. Markham is a late 19th century variety of wheat, a cross between Red Fife and Hard Red Calcutta. The superior strain selected from Markham, due to its earliness and strength, was named Marquis. |
| Matheos | 12/1/97 | Matheos family - Owned several restaurants in Saskatoon |
| Mazurek | 11/19/08 | Leon Mazurek is a retired military medical doctor who served for 25 years achieving the rank of Colonel. During his career, he served overseas twice and was awarded the Canadian Peace Keeping Service medal and the United Nations Emergency Forces medal. |
| Mohyla | 1/9/17 | St. Petro Mohyla Institute celebrated their 100 year anniversary, and has been influential providing an organization for Ukrainians and Non-Ukrainians in Saskatoon for education and |
| Mother Theresa | 9/1/97 | Subdivision names after World Leaders |
| Nurnberger | 6/1/06 | Gordon Nurnberger - Started Arco Graphics; Painted logos on the bldg sides for Buckley's Signs in 1950s; Founding member of Saskatoon Concordia Club |
| Nyholt | 8/7/2018 | Gerrit Nyholt was the owner and founder of the Golden Gate Animal Farm of Saskatoon, the predecessor to the Saskatoon Forestry Farm and Zoo. His son, Gary Nyholt, was the co-owner and zoo manager. |
| Olauson | 3/6/2017 | Eric Olauson served on City Council from 2012-2016. |
| Paulsen | 3/6/2017 | Tiffany Paulsen served on City Council from 2000 to 2016 |

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|--------------|-----------|--|
| Peacock | 10/2/2017 | Dr. George Peacock was a member of numerous boards for dentistry, sports and community volunteer organizations. Received a Distinguished Service Award as well as a Honourary Membership in the Canadian Dental Association. |
| Penkala | 12/16/13 | Joseph was a police officer for 38 years and was the former Police Chief of the Saskatoon Police Service from 1982-1991. He has been awarded with the National Police Exemplary Service Medal, The City of Saskatoon Merit Certificate, and the National Board of Commissionaire Distinguished Service Medal. He spent 14 years as a Director and Chairperson on the Board of Larson Intervention House Inc. and 19 years as a Board member for the Saskatchewan Association for the Betterment of Addiction Services (SABAS). |
| Piper & Bury | 9/1/87 | Piper and Bury - John Piper and Duncan Bury represented the Saskatoon Citizen's Committee in 1973-74. Among many other groups, including the Saskatoon Natural History Society and the Saskatoon Environmental Society, this group publicly opposed a subdivision in River Heights that would allow for development within 300' of the riverbank. The subject subdivision was purchased by the City, and it was agreed to not develop there. (revised 2017 with new info) |
| Postma | 4/9/2018 | Dr. Klaas Postma - appointed Honorary Vice-Consul of the Netherlands for the northern part of the province of Saskatchewan in 1965 and served in that capacity for 15 years. |
| Radu | 2/1/85 | Radu family - Radu Electronic Services; Involved with charities such as: Senior Citizens, Golden Age Grp, Pensioners & Pioneers |
| Reindl | 11/19/08 | Bob and Caren Reindl have been involved in the sport of track and field for over thirty years from the local to the international level as both athletes and coaches. Since retiring from competition, they have continued in the sport as volunteers. |
| Scarrow | 4/1/88 | James J. Scarrow - Father came to Saskatoon in 1900; Brother Grant retired Lt. - Fire Dept; Son Jim: active in Kinsmen, Dreamed up Telemiracle & produced it for years, Citizen of the year (1987); Randall: Veterinary Med. |
| Schaefer | 1/1/02 | William (Bill) Schaefer - COS Engineering Dept employee for 46 yrs |
| Schmeiser | 10/1/2018 | Dr. Douglas Schmeiser was Dean of Law in 1974 and Professor Emeritus in 1995 at the College of Law, U of S. Notably, he held a prominent role in the creation of the Canadian Constitution. |
| Shirley | 11/19/08 | Jim Shirley played hockey for the Saskatoon Quakers, the Cleveland Barons, and the Detroit Red Wings. He played professional baseball with the Saskatoon Gems and Team Canada at the 1955 World Championships. |
| Stenson | 7/1/02 | William Henry Stenson - local grocery retailer |
| Stehwien | 1/1/05 | Fritz Stehwien - Artist; donates paintings to CHEP, St. Paul's Hospital Foundation |

| | | |
|------------|----------|--|
| Stryjek | 10/1/00 | Mr. Dmytro Stryjek - Saskatchewan Artist - Painter and Sketch artist of socio-political aspects of Saskatchewan Life. His work represents Canada's multicultural identity. He has been publicized as a national figure in the Canadian art scene. The Prairie Centre for the Study of Ukrainian Heritage hosted an art show and symposium entitled "Identity and Poetic Vision: Dmytro Stryjek" |
| Tamke | 2/27/13 | Reinhold Tamke was a farmer in the RM of Corman Park, RM of Dundurn and a businessman in Saskatoon. He operated a number of businesses including the Little Chief service station from 1942-1947 and was an early member of the Saskatoon Community Clinic. He was a member at Holy Cross Lutheran Church where he volunteered many hours towards church maintenance and donated the organ, as well as growing vegetables and giving them to Luther Special Care Home. |
| Thiessen | 12/7/11 | Arnie Thiessen - Mr. Thiessen was a landscape architect that worked on a number of Saskatoon projects including the River Works Weir Redevelopment, River Landing Riverfront, and Innovation Place. He was on the Board of Resurrection Lutheran Church, and President of the Saskatchewan Association of Landscape Architects. |
| Tufts | 11/1/02 | Carson Tufts - Teacher/Superintendent of Collegiates; Contributions to high school band program and a craftsman |
| Turay | 1/1/01 | George Turay - Inducted into Sports Hall of Fame in 2000; Very involved with soccer; U of S swim coach |
| Waldner | 8/3/03 | Waldner family - Nancy, Bruce & Ennis - outstanding achievements in sports - local & national; community involvement and volunteer participation |
| Walecke | 3/1/03 | Arthur Walecke - member of Saskatoon Sports Hall of Fame & Saskatoon Parks & Rec Committee, Sports volunteer |
| Walko | 1/8/15 | Walko - Furrier and Tailor. Ukrainian community builder. WWI War Vet. |
| Waniska | 8/7/2018 | Waniska is a nehiyowiwin or Cree word meaning "to arise" and the title for a traditional morning song composed approximately in the 1930s. Artist and Nehiyo/Cree knowledge keeper Joseph Naytowhow explains that, "Waniska is often taught as a healing song and symbolizes awakening and a need to arise together now and in the future with regards to truth and reconciliation and healing in our communities." |
| Wasylow | 6/1/06 | Joseph Wasylow - operated Joe's Grocery on 20th Street West for 35 years. |
| Wichitowin | 8/7/2018 | Wichitowin is a nehiyowiwin or Cree word meaning "to help mutually" and "the act of helping one another." It can refer to the mutual assistance and respect between land and people. Joseph Naytowhow, a Nehiyo/Cree knowledge keeper said, "... Wichitowin thrives when we exercise the values expressed through empathy, kindness for all living beings, mutual help and love." |

Chief Mistawasis Bridge Naming Submissions Translations

| | |
|--------------------|---|
| Grandmother | kohkom |
| Eagle Head | mikisiw ostikwān |
| Buffalo Stone | mistasiniy |
| Buffalo | Tatanka ; Tatanka Trail, Tatanka Way are Dakota |
| Community | asayatiwak (meaning they gather) |
| Bridge | āsowahētān – Let's cross it āniskotāw – links it asokan – bridge asokanihkēw – he makes a bridge |
| Bridging the Gap | BTG; kāsīnamākēwin (forgiveness) bridge |
| Connection | shakamohta, sakamotā |
| Forward | yahkōhtēwin - walking forward |
| North | kīwētīn Crossing – kīwētīn (north wind) |
| Sharing | kiyānaw meaning us |
| Pray | kākīsimo which means to pray traditional way |
| Fast Flowing River | kisiskaciwan |
| Remembering | kiskisiwin |
| It's okay | kiyām |
| Kinship | wāhkōhtowin (Cree); waahkoomiwayhk (Michif) |
| Together | māmawi Bridge – together; māmawinitowin – doing together |
| Manitow | manitohkēwin - |
| Finding Oneself | miskamāso – finding something for oneself; miskāsowin – finding oneself |
| It is Good | miywāsin – it is good, nice, beautiful |
| Good Relations | miyo-wāhkōhtowin |
| Welcome | tawāw |

| | |
|-----------------------|---|
| Healing | nanātaŵihitowin asokan – healing bridge |
| Sing together | nikamotān – let's sing |
| Going Home | nikīwān – I go home |
| Walk in Twos | nīsohtēwak – two walking together/twins |
| All Our Relations | niwāhkōmākanak Crossing – My relations |
| Northern Lights | wāwāhtēwa |
| Sky | kīsik |
| Travelling | papāmohtēw – s/he walks about |
| Travelling down river | pimaham |
| The good life | miyo-pimātisiwin |
| Berries | mīnisa. misāskwatōmin is Saskatoon berry |
| Hello | tānisi |
| Shortcut | taskamanwa – they are shortcuts; they go across |
| Work together | wīci-atoskēwin |
| Peace | wītaskēwin – peace |
| Sweet Peace | sīwi-kiyāmēwan, but sīwi is sugary |

Dill Original Submission

Submitted on Sunday, July 21, 2019 - 21:50

Submitted by anonymous user: [REDACTED]

Submitted values are:

==Contact Information==

Name: Nancy Dill

Company:

Address: [REDACTED] 14 th St. East

Address 2:

City/Town: Saskatoon

Province: Sask.

Postal Code: S7H [REDACTED]

Email: [REDACTED]

Phone Number: [REDACTED]

==Naming==

Requested name: Ralph Dill

Requested use of name: All the below

Background Information (Reason for name request):

Ralph Dill settled in Saskatoon in 1901 and was the first photographer to live in and the first photographer to set up a permanent studio in Saskatoon. His documentation of the early days of Saskatoon, through his own commercial products or those used in community publicity material, was sent around the world to interest settlers and investors to come to Saskatoon. His pictures have provided documentation of the major events and people that played a significant role during the early years of Saskatoon. Some of these events include views of a first nation camp, the Barr colonists in Riversdale in 1903, the 1904 washout of the railroad bridge, the completion of the original traffic bridge, the U of S board of directors arriving home after Saskatoon was chosen as the site of the university and the 1910 U of S official sod turning and laying of the cornerstone by PM Laurier. He documented many of the early officials such as mayors and councillors such as Clinkskill, Isbister, Wilson, Sutherland and Copland as well as group and individual U of S graduation photos and local sport teams. His pictures and negatives were donated to the city library and provide historians with a extremely valuable visual record of Saskatoon during it's early years. His pictures can be seen in many venues throughout the city and continue to provide pleasure to those interested in the city.

If you have submitted a person's name, please provide a short biography (Given name, date of birth, place of birth, contributions, awards, achievements or other related information):

Ralph Dill was born on Jan. 9, 1876 in Huntsville, Ont. In 1884, when Ralph was eight, his father George came out west to become a trader but was subsequently caught up in

the NW rebellion and killed in the Frog Lake massacre in 1885. As a teenager in Huntsville in 1890 he apprenticed for a time in a Huntsville photography studio. In 1896 he headed west and ended up in Newdale, Manitoba for the winter before moving to North Battleford in April 1897. This trip was done by walking and took over a month. After working in various jobs over the next three years he ended up working as a clerk at a Battleford branch of James Clinkskill's General store and in 1902 was transferred to Clinkskill's main Saskatoon store.

After a time there he decided to set up his own photography business. The most significant part of his work from Saskatoon's point of view was his commercial work between 1902 and 1913. This was a period of economic, real estate and construction boom for Saskatoon and Ralph Dill was there to document this development.

One of his main products was photographic postcards which spread images of Saskatoon around the world. One of his clients, the Saskatoon Board of Trade, used his photos in the books they produced to extoll the virtues of the growing community. After the First World War he concentrated on studio portraiture, people- postcards and passport pictures until he retired from ill-health in 1938. One of his specialities was the composite or assemblage photographs. He worked out of three studios, the first on 2nd Ave between 19th and 20th from 1902 to 1908, the second at 272 2nd Ave So. from 1908 to 1911 and the third on the 2nd floor of the Kempthorne Block at 157 2nd Ave So. from 1911 to 1938. Ralph married Helen Morgan in 1905 and had two sons, George in 1906 and Morgan in 1913. In his leisure time he was an avid sportsman and was captain of the Saskatoon Baseball club as well as president of the Saskatoon hockey club for a period. He played golf and loved fishing and hunting. In 1920, as president of the Saskatoon Gun Club he won the Man-Sask zone trapshooting championship and competed in the Grand American trap-shooting competition in Cleveland, Ohio. He was an active member of St. John's Anglican Church, the Rotary Club and a member of the Masonic Lodge.

Ralph died on June 23, 1948 in Saskatoon. Ralph Dill's story was written up in Volume XXXVI No. 3 Autumn 1983 of the Saskatchewan History magazine under the title: Ralph Dill: Saskatoon's First Photographer by Brock Silversides. His lasting legacy is the pictures he took that are spread out throughout the city- Meewasin Centre, Western Development Museum, Saskatoon City Hall, SPL local history room, Mid-town Plaza and various restaurants throughout the city.

Attachment:

https://www.saskatoon.ca/sites/default/files/webform/george_and_quinn.jpg

Additional comments:

Do you wish to address the Naming Advisory Committee? Yes

Fogarty Original Submission

Submitted on Thursday, July 18, 2019 - 11:50

Submitted by anonymous user: [REDACTED]

Submitted values are:

==Contact Information==

Name: Joanne Speirs

Company:

Address: [REDACTED] Avenue X South

Address 2:

City/Town: Saskatoon

Province: Saskatchewan

Postal Code: S7M [REDACTED]

Email: [REDACTED]

Phone Number: [REDACTED]

==Naming==

Requested name: Peter Fogarty

Requested use of name: Street

Background Information (Reason for name request):

Peter Fogarty has been a prominent citizen of Saskatoon for over 40 years. His involvement in both the Culinary Profession and the Ice Carving Society has brought high recognition for both arts. There are few people of Saskatoon that have not seen Peter's ice sculptures or tasted his scrumptious meals. He continues to inspire our community and his peers with his immense passion for all he does. I believe he should be recognized for all that he has done for Saskatoon.

If you have submitted a person's name, please provide a short biography (Given name, date of birth, place of birth, contributions, awards, achievements or other related information):

John Peter Fogarty was born on July 20, 1958 in Winnipeg, Manitoba. His father was in the Air Force so his family moved to Germany and he lived there until he was 11. When they returned to Canada, his father was stationed in Comox, British Columbia. It was at this time in his life that his interest in the Culinary Arts began. He found himself helping out his mother in the kitchen, working in the garden, canning, preserving and creating fun dishes for his siblings to enjoy. As an adolescent he began working in the restaurant industry, moving from a dishwasher to a kitchen helper and then quickly on to the kitchen line.

Peter Fogarty would be an ideal candidate to name a Saskatoon street after. Peter Fogarty exemplifies community. Peter came to Saskatchewan in the late 70's to pursue his dream of being a Chef. He started his career with the Sheraton Cavalier and then assumed the role of Executive Chef at the Travelodge in Saskatoon, a position that

continued for over a decade. He continued on with his Profession running his own catering company, working at prestigious resorts, private country clubs, and high-end hotels.

In the early years of his career as a Professional Chef in our City, Peter became a role-model and support for many of the new chefs in our community. He was committed to growing the status of the “Chef” and wanted to do all he could to increase the level of expertise in the industry. In 1979 he joined the National Chef’s Association (Canadian Culinary Federation). In 1982 Peter tested nationally and acquired his Certification of Chef de Cuisine. This provided him with opportunities to network with the Nation’s top chefs. In doing so he developed a wealth of information, experience and skill that he continued to pass on to his Apprentices.

A large part of securing the role of Chef as a profession in the province was to standardize the training involved. In 1984 Peter became a member of the Trade Advisory Board and worked diligently for 20 years to create a regulated system for Apprenticeship with testing to go along with it. The profession, within the province, grew to a new level of prestige under his guidance. Peter Fogarty stepped back from the culinary profession in the spring of 2007, after 30 years, to pursue his dream of being a full-time ice carver and expand his company, Fire and Ice Creations, in Saskatoon. He established the Professional Ice Carvers of Saskatchewan and became a part of the Canadian Ice Carvers Society. Peter saw ice carving for the first time at a demonstration in 1977 and was 'hooked'. He attended his first carving workshop in 1982, hosted by the Calgary Chef's Association, where the President of the Japanese Ice Carving Association and the head carver from the Prince Hotel staged a full demonstration. Peter’s skills, experience and ambition took him to the 1988 Winter Olympics in Calgary where he both competed in carving events and completed ice carving demonstrations. His passion for ice sculpting led him to participate in many Canadian competitions including: the Ice Magic competition in Lake Louise, AB, the Crystal Garden event at Winterlude in Ottawa, ON, the Ice on Whyte event in Edmonton, AB, the High on Ice celebration in Fort St John, BC, and the Long John Jamboree in Yellowknife, NWT. Peter became established within the network of Nationally and Internationally recognized Ice Carvers. Fire and Ice Creations has built an impressive list of achievements, including sculptures for the Juno Awards - Canada's Music Awards, a replica design of Saskatoon's 25th Street Bridge called Bridging Communities for the International University Congress, making Chateau Lake Louise even more mystical with his Ice Castle and Ice Lounge, and most recently assisting Nationally renowned Aboriginal Artist Rebecca Belmore with her Freeze installation at the Remai Modern.

Peter has spent the last 20 years inspiring the City of Saskatoon to become a true Winter City by initiating the WinterShines festival in 2009 and the Frosted Gardens ice celebration in 2014. Peter created magical events, bringing his many ice carving, world-renowned associates to our quaint city to carve majestic sculptures. This past winter he was commissioned by the City of Saskatoon to create and install multiple sculptures around the streets of the city. He continues to work with some of the most prominent companies and organizations in the country to beautify a multitude of family and social events. After this many years, Peter’s vision of sharing ice and its magic with all those around him still continues to inspire him.

Because of Peter's passion for his profession, both as a Chef and Ice Carver, he continues to promote them within Saskatoon with the hope of inspiring others. He truly believes in sharing the joy of both for the betterment of his community. I believe his continued dedication to establishing his arts within his city deserves enduring recognition. What better way to do this than to name a street in this community, that he has continued to support and inspire, after him!

Attachment:

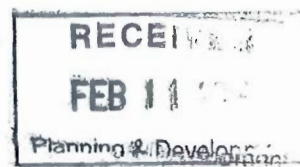
https://www.saskatoon.ca/sites/default/files/webform/peter_1.png

Do you wish to address the Naming Advisory Committee? No

Makohon Original Submission and Further Information

████ 37th Street West
Saskatoon, Saskatchewan
S7L █████

February 7, 2019



City of Saskatoon
Planning Branch
222 3rd Avenue North
Saskatoon, Saskatchewan
S7K 0J5

Attention: Naming Advisory Committee

Re: Nicholas Makohon

On behalf of myself, my two brothers, and our grandchildren, I am enclosing the completed Application Form to name various streets and city properties and a Biography of our father and grandfather, Nicholas Makohon.

After living our lives in Saskatoon and observing the names of Saskatoon's streets and properties, it became evident our father, Nicholas Makohon, deserved some recognition for doing what he could do to enhance Saskatoon with various Ukrainian groups and businesses.

We would appreciate the Committee giving his name, Makohon, a civic recognition by naming probably a street or other as the Committee deems proper.

Sincerely,

Olga Elizabeth Makohon Coates

Att. Application Form
Biography

Nicholas Makohon

Nicholas Makohon was born on December 11, 1899, in western Ukraine. While there at a very young age he was trained to be a shoe maker and lived in Lviv with an aunt. When he was 14 years of age he was conscripted by the Polish army who had taken control of that particular section of Ukraine during the First World War.

Upon release from this army he resumed his career as a shoe maker while working tirelessly in the Ukrainian underground to free all of Ukraine from their captors. His homing pigeons were an important part of this work.

In 1926 he and his brother found it necessary to escape Ukraine and with the KGB behind them made it to Germany and then France where the KGB killed his brother. Nicholas made it to Great Britain where he boarded a ship sailing to Canada in 1928 as Canada needed labourers to build railroads, etc. He spend considerable time making his hands dirty so he would be accepted on the boat and then Canada - his dream country.

He was employed with the railroad in Saskatchewan, and this is where he lived ever thankful for the rest of his life. He did find work in a shoe repair shop on Broadway Avenue in Saskatoon and remained with Mr. G. Wells, the owner, for a few years before purchasing his own shoe repair shop with a connecting home for his family at 1528 - 20th Street West, Saskatoon.

In 1941 he married Anne Pitchko who was born near Bremen, Sask., and also was of Ukrainian ancestry. Her parents and a family of nine children were early farming pioneers starting in the late 1800's

Pleasant Hill Shoe Repair Shop and later a Sub Post Office in the same space managed by his wife were integral parts of the business community on 20th Street which ran from Avenue A to Avenue W. Here many different ethnic families worked and lived in the same building. They supported each other by doing business with each other and visiting while learning from others.

Upon arriving in Saskatoon connections were made with other Ukrainians who soon decided they needed their own meeting and social place. The Ukrainian National Federation was formed and soon a basement was being dug by pick, shovel, and wheel barrel at 128 Avenue G South for their hall.

The Ukrainian National Federation was soon formed in Saskatoon by Nicholas Makohon and others and is still in existence across Canada. The Central Office is now in Toronto, and there is a small branch in Saskatoon. Unfortunately, the Hall on Avenue G with the remarkable lions on either side of the huge staircase had to be sold in 1999 as it was impossible to keep functioning financially.

The Hall was a place for socializing, planning meetings, teaching children everything Ukrainian, holding weddings with good Ukrainian food, etc.

Because these people were shunned from the banks of the day, they soon formed the Ukrainian Credit Union which started in a room of the Hall and after several moves is now located in their own building on 20th Street.

They also set up a Ukrainian School for children of all ages to learn the language, history, music, dancing, Easter egg painting, baking paskas, and eventually forming a youth group where they learned through doing by running meetings, accounting, planning events and seeing them come to fruition. The Ukrainian National Youth Federation is still in existence across Canada.

Nicholas Makohon was also involved in the Ukrainian Orthodox Church of Canada and saw it move from a small building on the 300 Block Avenue P South to the corner of Avenue J and 20th Street where it now is a Cathedral.

Nicholas Makohon was a mentor to Ukrainian immigrants and their families who came to Saskatoon on his high recommendations in the 1940's, 50's, and 60's. They came from various European countries where they lived upon escaping Ukraine. Some of them had lived in Germany after being interred there during World War Two. Housing, schools, and employment were found for these people who happily lived in Saskatoon and still do.

It is very evident Nicholas Makohon was a planner and builder in several groups which they did on their own physically and financially. The Ukrainian National Federation of Canada, the Ukrainian National Youth Federation, the Ukrainian Credit Union, and the Ukrainian Orthodox Church exist today because of Nicholas Makohon and others being proud of becoming Canadians and also striving to keep their language and heritage intact for future generations.

While Nicholas Makohon was neither rich nor famous he was a founding member of these organization which benefited both the Ukrainians and the City of Saskatoon by sharing and supporting in this City's cultural and business environment.

He could be found at every Decoration Day for veterans and supported the Legion and their many endeavours. Nicholas Makohon never had a car and would walk miles (often with a child holding his hand) to support what he felt was important and to instill the fortune of being a Canadian to his children.

I write this for myself, my two brothers, and our children and grandchildren. The three siblings still live in Saskatoon where they learned to contribute to society in many and different ways. Our father, Nicholas Makohon, came to Canada with no finances but did what he could to keep the Ukrainian community intact while thanking God every day for being a Canadian as he was always so proud of this fact. Here he could do what he felt he wanted to do, go where he wanted to go, and speak to whomever he wanted to while always being very, very grateful he was a Canadian who lived in Saskatoon!

Our very proud Saskatoon/Saskatchewan/Canadian resident of Ukrainian ancestry passed away in 1971.

NOW CLOSED!

We wish to announce that we are now closed. We want to thank all our friends and customers for their patronage over the last 24 years.

Nick **Makohon**
Pleasant Hill
Shoe Repair,
1528 20th St., W.

P.S. All unclaimed repaired shoes should be picked up no later than Sept. 30th.

Shoe repairman dies at 71

Nicholas **Makohon** 71, of 1528 20th St., west, a shoe repairman and resident of Saskatoon for 43 years, died Thursday at his home.

Born in the Ukraine, Mr. **Makohon** came to Saskatoon in 1928. He was employed by F. A. Robinson Shoes and Shoe Repair and the Nu-Way Shoe Repair Shop for many years. In 1946, he purchased the Pleasant Hill Shoe Repair shop and operated it until his retirement in 1969.

Mr. **Makohon** was an active member of the Holy Trinity Ukranian Orthodox Parish.

Surviving are his wife, Anne; one daughter, Mrs. Ken Coates of Saskatoon and two sons, Jerry and Nicholas Jr., also of Saskatoon.

Funeral service will be held at 9:30 a.m. Saturday from Holy Trinity Cathedral with Westwood Funeral Chapel in charge of arrangements.



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Bylaw No. 6583 – The Plumbing Permits Bylaw Update

Recommendation of the Committee

1. That proposed changes to Bylaw No. 6583, The Plumbing Permits Bylaw, as outlined in the October 15, 2019 report of the General Manager, Community Services Department, be approved; and
2. That the City Solicitor be requested to prepare the necessary revisions to Bylaw No. 6583, The Plumbing Permits Bylaw.

History

At the October 15, 2019 Standing Policy Committee on Planning, Development and Community Services meeting a report of the General Manager, Community Services Department dated October 15, 2019 was considered.

Attachment

October 15, 2019 report of the General Manager, Community Services Department

Bylaw No. 6583 – The Plumbing Permits Bylaw Update

ISSUE

Building Standards Division has identified that the cancellation fee and the adjustments to permit amount as contained in Bylaw No. 6583, The Plumbing Permits Bylaw, do not align with the fee structure set out in Schedule “A” of the Bylaw. This inconsistency requires a housekeeping amendment to resolve the issue.

RECOMMENDATION

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council:

1. That proposed changes to Bylaw No. 6583, The Plumbing Permits Bylaw, as outlined in this report, be approved; and
2. That the City Solicitor be requested to prepare the necessary revisions to Bylaw No. 6583, The Plumbing Permits Bylaw.

BACKGROUND

The fees set out in Schedule “A” of Bylaw No. 6583, The Plumbing Permits Bylaw (Bylaw 6583) were approved by City Council on December 17, 2018. Administration has since become aware that the language in Schedule “A” has resulted in an unintended change to the cancellation and adjustments to permit process and is proposing amendments to the Bylaw 6583 to resolve the issue.

Previous to the fees approved on December 17, 2018, the cancellation and refund fees were set equivalent to the minimum permit value to cover administrative time involved in processing the permits. Failure to identify the misalignment within the language resulted in additional administrative time to process the appropriate refund amount.

DISCUSSION/ANALYSIS

The proposed housekeeping amendments will revise the language of the cancellation and adjustments to permit sections of the Bylaw 6583 to realign the minimum cancellation and refund fees with the minimum permit fee as was intended.

IMPLICATIONS

Implications include administrative time to process the appropriate refund amount. All refunds have been completed to date.

NEXT STEPS

The next steps are for the City Solicitor to bring the necessary housekeeping amendments to Bylaw No. 6583, The Plumbing Permits Bylaw, forward for City Council's consideration.

Bylaw No. 6583 – The Plumbing Permits Bylaw Update

Report Approval

Written by: Sheldon Goertzen, Residential and Plumbing Permit Manager,
Building Standards Division
Reviewed by: Kara Fagnou, Director, Building Standards Division
Approved by: Lynne Lacroix, General Manager, Community Services Department

SP/2019/BS/PDCS – Plumbing Permits Bylaw Update/pg



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Street Activity Subcommittee – Terms of Reference and Community Support Program Update

Recommendation of the Committee

1. That the Terms of Reference, provided with the October 15, 2019 report of the General Manager, Community Services Department, for the Street Activity Subcommittee be accepted; and
2. That Administration report to City Council, through the Standing Policy Committee on Planning, Development and Community Services, on the outcome of current discussions on the future of and alternate forms of funding for the Community Support Program, by the end of December 2020.

History

At the October 15, 2019 Standing Policy Committee on Planning, Development and Community Services meeting a report of the General Manager, Community Services Department dated October 15, 2019 was considered.

Attachment

October 15, 2019 report of the General Manager, Community Services Department

Street Activity Subcommittee – Terms of Reference and Community Support Program Update

ISSUE

During the review, of all City of Saskatoon Advisory Committees and their structures, by the Leadership Team Governance Subcommittee, the Street Activity Steering Committee was disbanded and a new committee on Community Safety and Well-being was proposed. Creation of the new committee was delayed to permit initiatives in the area of community safety and well-being, including consideration of the appropriate governance model and funding for the Community Support Program, to conclude. In the meantime, the existing membership of the Street Activity Steering Committee was appointed by the Standing Policy Committee on Planning Development and Community Services as an ad hoc committee and asked to create a Terms of Reference.

The ad hoc committee (Street Activity Subcommittee) has since created their Terms of Reference, which includes oversight of the Community Support Program. Future oversight and funding of the Community Support Program continue to be investigated.

RECOMMENDATION

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council:

1. That the attached Terms of Reference for the Street Activity Subcommittee be accepted; and
2. That Administration report to City Council, through the Standing Policy Committee on Planning, Development and Community Services, on the outcome of current discussions on the future of and alternate forms of funding for the Community Support Program, by the end of December 2020.

BACKGROUND

The City of Saskatoon's Community Support Program has been in operation since 2011, originally as a two-year pilot project. Since its inception, the Community Support Program has been funded by the Streetscape Reserve – Core Business Improvement District (BID) through the allocation of parking revenues.

On September 28, 2015, City Council approved the Community Support Program as a permanent program with funding continuing from the Streetscape Reserve – Core BID. A Comprehensive Review of the Community Support Program was submitted to City Council at its Regular Business Meeting held on October 22, 2018. At that meeting, City Council resolved in part:

- “5. That the Administration, in collaboration with a future oversight group, report to Committee in a timely manner, on options for future

Street Activity Subcommittee – Terms of Reference and Community Support Program Update

operating, programming, and funding models for the Community Support Program; and

6. That the Administration report back with draft terms of reference for an ad-hoc committee with a mandate to oversee the Community Support Program, development of the Community Support Program improvements, including future oversight of the program, and reporting annually to the Standing Policy Committee on Planning, Development and Community Services.”

DISCUSSION/ANALYSIS

Terms of Reference for the Street Activity Subcommittee

The Street Activity Subcommittee has reviewed and revised the existing Terms of Reference for the committee’s operation. The revised Terms of Reference is attached as Appendix 1. The Terms of Reference will allow the existing ad-hoc subcommittee to continue to oversee and guide the Community Support Program.

The Terms of Reference recommend that the Subcommittee will provide reports on gaps or issues arising out of the Community Support Program, as may be appropriate, to the Standing Policy Committee on Planning, Development and Community Services and to the City Councillor charged with the City of Saskatoon’s Community Safety and Well-being portfolio.

Alternative Funding Sources

Alternative funding sources have been an ongoing issue for the Community Support Program. Initially, the Safe Streets Commission was to play a role in sourcing alternate forms of funding; specifically from business or the provincial government; however, to date, none have been identified. Further to this, in a recent report to Council, there was a recommendation approved to move forward with the formal dissolution of the Safe Streets Commission, due to the fact the Commission was no longer active and the last scheduled meeting of the Safe Streets Commission was in 2013.

With the Safe Streets Commission essentially now defunct, the Street Activity Steering Committee members, particularly the BID Executive Directors, indicated their boards were not in favour of additional staff time spent pursuing this matter. The Street Activity Steering Committee at its March 20, 2019 meeting, resolved to explore alternative sources through communication with the General Manager of the Community Services Department (Appendix 2).

Recently, there have been a number of developments that may prove to be a solution, or part of a solution, for funding into the future. This issue is currently being reviewed as the City of Saskatoon moves towards new ways of doing business in corporate security, bus rapid transit, community safety and policing. These discussions are relatively new and additional work will need to be done. This will not be an easy or quick issue to solve.

Street Activity Subcommittee – Terms of Reference and Community Support Program Update

Given the shifting trends in the community related to addressing overall community safety and well-being, the Community Support Program will likely need to grow in the near future to keep up with calls and other demands.

NEXT STEPS

Street Activity Subcommittee members will communicate any approved recommendations or resolutions to their membership and BID Boards for information. Administration will continue to work with various internal departments to ensure community safety and well-being is a priority across the organization.

Administration in consultation with the Street Activity Subcommittee, will continue to explore opportunities and options related to the future of the Community Support Program and funding support for the program, and will report back by the 4th quarter of 2020.

The Street Activity Subcommittee will report annually to the Standing Policy Committee on Planning, Development and Community Services.

APPENDICES

1. Street Activity Subcommittee – Terms of Reference
2. Public Minutes – AD HOC Committee – Formerly Street Activity Steering Committee

Report Approval

Written by: Elisabeth Miller, Senior Planner, Planning and Development
Reviewed by: Paul Whitenect, Manager, Neighbourhood Planning Section
Lesley Anderson, Director of Planning and Development
Approved by: Lynne Lacroix, General Manager, Community Services Department

SP/2019/PD/PDCS - Community Support Program Future Oversight and Funding/ac

STREET ACTIVITY SUBCOMMITTEE – Terms of Reference

| | |
|--------------------|---|
| AUTHORITY | City Council Resolution – March 26, 2012, Council and Committee Procedure Bylaw No. 8198, and Procedures and Committees Bylaw No. 9170. |
| PURPOSE | The function of the Committee shall be to oversee the Community Support Program (CSP) and provide advice to City Council on issues relating to the CSP and on any community safety matters identified by the program. |
| COMPOSITION | <p>Total Membership - 6 Appointed by Council - 4</p> <ul style="list-style-type: none"> • One representative with lived experience or first voice; • One representative from the Downtown Saskatoon Business Improvement District, • One representative from the Riversdale Business Improvement District, • One representative from the Broadway Business Improvement District, • One member of the Saskatoon Police Service – Chief of Police or designate; • One advisor from the from the Community Services Department, City of Saskatoon; |
| MANDATE | <p>(a) To oversee the CSP;</p> <p>(b) To receive reports from the Supervisor of the CSP and discuss issues as they arise in the Program and are brought forward to the Subcommittee;</p> <p>(c) To assist in the coordination and decision making with regards to overall program operation;</p> <p>(d) To provide advice and reports on gaps and issues, as may be appropriate, to the Standing Committee on Planning and Community Services (PDCS) and the City Councillor with the Community Wellbeing and Safety Portfolio, if not a member of PDCS, related to addressing the root causes of crime;</p> <p>(e) To ensure information about the CSP is available on, or linked to, the City of Saskatoon's website, describing the Committee's mandate, membership, qualifications, recent activities, regular meeting schedule and how the public can contact the Committee.</p> |

- REPORTING**
- (a) The Street Activity Subcommittee reports to City Council through the Standing Policy Committee on Planning/ Development and Community Services (PDCS).
 - (b) The Street Activity Subcommittee will provide reports on gaps or issues arising out of the Program, as may be appropriate, to PDCS and to the City Councillor charged with the City of Saskatoon's Community Safety and Wellness portfolio.
 - (c) The Street Activity Subcommittee will submit an annual report on its activities to the Standing Committee on Planning, Development & Community Services. The report shall be submitted no later than March 31.
 - (d) The CSP supervisor will submit monthly statistical reports to committee members and quarterly reports will be prepared for presentation at the quarterly meetings of the Committee.
 - (e) The Street Activity Subcommittee will submit a detailed budget request to the Standing Policy Committee on Planning, Development and Community Services as required.
 - (f) The organization managing the Program will submit regular budget reports to the City of Saskatoon representative on the Committee.

QUORUM Quorum is the majority of the members.

TERM Members are appointed by the organizations they represent. It is expected that meetings will be attended to allow for appropriate oversight of the Program.

MEETINGS Quarterly in March, June, September, and December.
Day.....Third Wednesday of the month.
Time Noon – Regular meeting.
1:00 pm – IN CAMERA meeting if needed



PUBLIC MINUTES

AD HOC COMMITTEE – FORMERLY STREET ACTIVITY STEERING COMMITTEE

March 20, 2019, 12:00 pm
Committee Room E, Ground Floor, City Hall

- PRESENT:** Mr. B. Penner (Downtown Saskatoon), Chair
 Inspector C. McBride (Saskatoon Police Service)
 Mr. R. Pshebylo (Riversdale Business Improvement District)
 Senior Planner E. Miller (Neighbourhood Planning, Community Services Department)
- ABSENT:** Ms. D. Mercier (Broadway Business Improvement District)
- ALSO PRESENT:** Community Support Program Supervisor R. Garrison
 Committee Assistant J. Fast

1. **CALL TO ORDER**

The Chair called the meeting to order.

2. **CONFIRMATION OF AGENDA**

Moved By: R. Pshebylo

That the agenda be confirmed as presented.

CARRIED

3. **DECLARATION OF CONFLICT OF INTEREST**

There were no declarations of conflict of interest.

4. **ADOPTION OF MINUTES**

Moved By: R. Pshebylo

That the minutes of meeting of the Street Activity Steering Committee held on December 19, 2018 be adopted.

CARRIED

5. UNFINISHED BUSINESS

6. REPORT OF THE CHAIR [File No. CK. 225-74]

The Chair stated that at its last meeting held on December 19, 2018, the Committee resolved that a communication be forwarded to the Board of Police Commissioners with regard to its response to the Street Activity Baseline Study Update 2018. The Chair advised this letter was not sent after subsequent consultation with Committee members.

7. REPORT OF PROGRAM MANAGER [File No. CK. 225-74]

The Program Manager stated that the financial statements for the 2018 fiscal year for Downtown Saskatoon were passed by the Board on March 19, 2019. Committee members representing the BIDs will be informed regarding money returned to the City of Saskatoon Streetscape BID Reserve Fund in due course.

The Program Manager also advised that the Community Support Program will be fully staffed as of May 1, 2019.

Moved By: R. Pshebylo

That the information be received.

CARRIED

8. STREET ACTIVITY STEERING COMMITTEE NAME CHANGE [File No. CK 225-74]

The Committee was requested to determine a name to reflect the Street Activity Steering Committee becoming an ad hoc committee of the Standing Policy Committee on Planning, Development and Community Services for 2019.

The importance of a name that reflects back to what has been accomplished, and one that the public can connect with, was noted.

Moved By: R. Pshebylo

That the ad hoc committee be named the "Street Activity Subcommittee".

CARRIED

9. TERMS OF REFERENCE [File No. CK 225-74]

The draft Terms of Reference were provided.

The Committee Assistant reported that the Terms of Reference will form the basis for a report to the Standing Policy Committee on Planning, Development and Community Services, outlining how the ad hoc committee (formerly Street Activity Steering Committee) reports to this Standing Policy Committee.

The Committee discussed the matter of the requirement for a Councillor to sit on the Committee, as the governance has changed.

Moved By: C. McBride

That the Terms of Reference for the ad hoc committee (formerly Street Activity Steering Committee) be approved, with the following amendments, and submitted to City Council through the Standing Policy Committee on Planning, Development and Community Services:

1. That the requirement for a City Councillor in the committee composition be removed; and
2. That reference to community safety and wellness be replaced with "*community safety and well-being*".

CARRIED

10. COMMUNITY SUPPORT PROGRAM

10.1 Community Support Program Supervisor's Report [File No. CK 5605-3]

The report of the Community Support Program Supervisor was provided.

Community Support Program Supervisor Garrison reviewed the report and answered questions of the Committee.

The Committee discussed accessible transport for intoxicated people and those with disabilities. Interest was expressed in putting support behind the Lighthouse, should they request a grant for an accessible van, as they have indicated they would benefit from accessible transport as well. The possibility of connecting with SHIP (Saskatoon Housing Initiatives Partnership) for assistance in this regard was also noted.

Discussion followed regarding the Cold Weather Strategy, which comes into effect when the air temperature or wind chill reaches minus 30°C. Interest was expressed to have this temperature reviewed and potentially changed to minus 18°C. Community Support Program Supervisor Garrison undertook to provide a copy of the Cold Weather Strategy report to the Committee.

The Committee also discussed the “Walk Your Bike” pavement markings located on sidewalk corners in the downtown area. It was noted that the markings should be repainted.

Concern was expressed regarding the supervised injection site opening in the Pleasant Hill neighbourhood in the Fall 2019, and whether there were any plans underway with regard to the CSOs in this area.

Moved By: R. Pshebylo

1. That the Committee support and work toward advancing the issue of acquiring an accessibility vehicle for Saskatoon by way of a letter to the Lighthouse or SHIP, along with communication to the Standing Policy Committee on Planning, Development and Community Services;
2. That the request for the "Walk Your Bike" markings in the downtown area to be repainted be forwarded to the appropriate department through the Standing Policy Committee on Planning, Development and Community Services; and
3. That steps be taken for the Cold Weather Strategy criteria to be reviewed, and the temperature raised to minus 18°C for provision of emergency shelter during extreme weather conditions.

CARRIED

10.2 Funding of the Community Support Program [File No. CK 5605-3]

At its meeting held on December 19, 2018, a request was put forward to discuss funding of the Community Support Program at this meeting.

Discussion followed and the Chair undertook to communicate with the General Manager, Community Services Department in this regard.

Moved By: R. Pshebylo

That proposed alternate sources of funding for the Community Support Program be explored through communication with the General Manager, Community Services Department.

CARRIED

11. ADJOURNMENT

The meeting adjourned at 12:59 pm.

Mr. B. Penner, Chair

Ms. J. Fast, Committee Assistant



STANDING POLICY COMMITTEE ON FINANCE

Neighbourhood Land Development Fund Allocation of Profits

Recommendation of the Committee

1. That \$800,000 in profits be declared from the Neighbourhood Land Development Fund; and
2. That \$800,000 in profits from the Neighbourhood Land Development Fund be allocated to the Affordable Housing Reserve with \$400,000 in the year 2020 and \$400,000 in the year 2021.

History

At the October 15, 2019 Standing Policy Committee on Finance meeting, a report of the Interim Chief Financial Officer, Corporate Financial Services dated October 15, 2019 was considered.

Attachment

October 15, 2019 report of the Interim Chief Financial Officer, Corporate Financial Services

Neighbourhood Land Development Fund Allocation of Profits

ISSUE

The Administration requires City Council approval to declare an \$800,000 dividend from the Neighbourhood Land Development Fund (NLDF) for allocation to the Affordable Housing Reserve.

RECOMMENDATION

That the Standing Policy Committee on Finance recommend to City Council:

1. That \$800,000 in profits be declared from the Neighbourhood Land Development Fund; and
2. That \$800,000 in profits from the Neighbourhood Land Development Fund be allocated to the Affordable Housing Reserve with \$400,000 in the year 2020 and \$400,000 in the year 2021.

BACKGROUND

To date, \$133.3 million has been allocated from the NLDF from the Hampton Village, Willowgrove, Evergreen, and Rosewood developments. These allocations have funded various capital projects and operating programs.

DISCUSSION/ANALYSIS

Return on Investment and Allocation

Financial proformas are prepared for every Saskatoon Land development project and reviewed by the Standing Policy Committee on Finance. The proformas are prepared using current information, are based on present-day cost estimates and require certain judgments. Net investment returns between 15% - 30% are targeted for each development project with actual results dependent on overall market conditions experienced throughout the life of the project. Positive investment returns from the Evergreen project have resulted in most of the recent profit allocations.

In determining profit allocations, the Administration projects cash inflows and outflows to determine the overall NLDF cash position. This includes a review of accounts receivable, projecting the amounts due from customers in the current year, and the monies to be collected in future periods. When considering only revenues and expenses, a positive fund balance of \$3.9 million is anticipated for the NLDF at the end of 2019.

Affordable Housing Reserve

The City of Saskatoon's housing programs are funded by the Affordable Housing Reserve, formerly known as the Social Housing Reserve. As per the recent Status Report on the Ten-Year Housing Business Plan 2013 – 2022 (received by the Standing Policy Committee on Planning Development and Community Services at its meeting on August 12, 2019), investment returns from land development help to fund affordable housing projects through the 10% Capital Grant Program and is integral in assisting affordable rental projects for those in the greatest need. These projects target the most

vulnerable people in Saskatoon and those who are at greatest risk of becoming homeless.

The Affordable Housing Program is requesting an allocation of \$400,000 in both 2020 and 2021. For 2020, \$270,000 of the \$400,000 be used to support capital grants for affordable rental or alternative ownership housing that serve low-income households as defined in Section 2.2 of Council Policy No. C09-002, Innovative Housing Incentives. The remaining \$130,000 will be used to support the five-year contract with the Saskatoon Housing Initiatives Partnership for the implementation of Saskatoon's Homelessness Action Plan. Additional funding of the City's Affordable Housing Program comes from operating budget allocations.

IMPLICATIONS

A total of \$800,000 is being declared from the NLDF and allocated to the Affordable Housing Reserve. As previously mentioned, the NLDF balance is anticipated to be in a \$3.9 million surplus position at the end of 2019. However, it is important to note that this is largely dependent on the collection of outstanding receivables on sales of approximately \$30.0 million which are not due until 2020. Despite, the dependence on the collection of outstanding receivables to maintain the current projected surplus, the Administration is confident that these collections will occur as planned based on outstanding agreements and current market conditions.

Future allocations will continue to monitor the overall fund balance and any potential impact from current outstanding receivables.

There are no legal, social, or environmental implications identified.

NEXT STEPS

There is currently \$10.0 million planned to be declared and allocated to the Chief Mistawasis Bridge and North Commuter Parkway Project in 2020/2021 as part of the approved project funding plan. The Administration will bring forward a report in 2020 to declare this dividend pending the sufficiency of the NLDF.

REPORT APPROVAL

| | |
|--------------|--|
| Written by: | Kendra Dyck, Staff Accountant |
| Reviewed by: | Jeremy Meinema, Finance & Sales Manager |
| | Frank Long, Director of Saskatoon Land |
| | Kari Smith, Interim Director of Finance |
| Approved by: | Clae Hack, Interim Chief Financial Officer |

Admin Report - Neighbourhood Land Development Fund Allocation of Profits.docx



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

Reseller Rate for Regional Customers of Saskatoon Water

Recommendation of the Committee

1. That Option 2: Phased Reseller Rate Transition (Rate Freeze) be included in the 2020/2021 Water, Wastewater and Infrastructure rates; and
2. That the Administration negotiate directly with the municipalities and water utilities currently receiving water from the City to pay a fee upon connection comparable to the water off-site fees paid in Saskatoon.

History

At the October 7, 2019 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report from the, General Manager, Utilities & Environment dated October 7, 2019 was considered.

Your Committee received a presentation in support on the matter from Neal Sarnecki, Director, Saskatoon North Partnership for Growth (P4G), Saskatoon Regional Economic Development Authority.

Attachment

1. October 7, 2019 report of the General Manager, Utilities & Environment.
2. Email dated, October 4, 2019, Neal Sarnecki, Director, Saskatoon Economic Development Authority, SREDA.

Reseller Rate for Regional Customers of Saskatoon Water

ISSUE

The City of Saskatoon (City), through its water utility, currently sells water to regional communities to SaskWater. SaskWater purchases treated water in bulk at select points in the City's distribution network, and then transports it to its customers through SaskWater-owned water main infrastructure.

The commercial water rate structure and contract with SaskWater dates back to 1983 and requires a significant revision. These changes are critical within the framework of Saskatoon's evolving regional partnerships and updates are required to support the proposed joint servicing agreement with the City of Martensville. The creation of a new "Reseller" category for the water rate is recommended, along with an accompanying strategy of collecting equivalent water off-site levies.

BACKGROUND

2.1 History

Original SaskWater Contract – the City has supplied water to surrounding communities through a contract with SaskWater dating back to 1983. This contract assumed SaskWater was a "commercial" client of the City and water was thereby sold to surrounding communities using the commercial rate structure. The contract provided capacities at various supply points of the edges of Saskatoon, and changes to these capacities were managed directly with SaskWater. There have been few significant core contract changes to this arrangement since its inception.

Martensville Memorandum of Understanding – In February 2014, the cities of Martensville and Saskatoon agreed to enter into a joint servicing agreement, whereby the City would directly supply Martensville with water and wastewater services without the involvement of SaskWater. The two cities agreed to finalize a fair and transparent rate structure that accurately reflected costs. In negotiations with SaskWater and the region, it was agreed that this same rate structure would also apply to SaskWater.

Saskatoon North Partnership for Growth Regional Plan (P4G) – In October 2014, the communities of Osler, Warman, Martensville, Saskatoon, and the Rural Municipality of Corman Park agreed to jointly develop a land-use plan and servicing strategy for the P4G region. In September 2017, the five P4G municipal councils endorsed the P4G Regional Plan, corresponding Servicing Strategy, and Governance and Implementation Strategy to establishing the framework for land use and servicing for a regional growth horizon of one million people. The communities agreed to establish a fair and uniform mechanism for sharing and paying for infrastructure services.

SaskWater Memorandum of Understanding – In September 2018, Saskatoon City Council agreed to a joint memorandum regarding the provision of water service within the P4G region. Establishing a new reseller rate was part of the joint agreement.

2.2 Current Rate Status

Since 1983, the City's utility rate structure has changed in many respects, including the ratios of fixed and variable costing, levies shared between the water and wastewater rates, and the application of inter-municipal charges. Further, SaskWater is currently treated like a commercial customer with no consideration of the regional implications of supplying water to communities surrounding Saskatoon. In addition, no formal structure for charging water off-site levies currently exists.

2.3 Regional Engagement

Saskatoon has engaged our regional partners, within the P4G region, extensively over the past five years with respect to the issue of water rates and water supply. Over this time, conversations have been held directly with the RM of Corman Park and other nearby communities. Although there are individual issues that need to be resolved, to date there is general support from regional municipalities and utilities for the proposed changes.

2.4 SaskWater Engagement

The City has been continuing negotiations with SaskWater with respect to the proposed reseller rate and other aspects of a new water servicing contract. SaskWater is in agreement with concepts of a reseller rate and with the proposal to charge water users a direct equivalent off-site fee upon connection.

OPTIONS

Option 1: Status Quo

No changes to any part of the SaskWater rate structure; therefore, no financial implications to utility rates. However, there would not be any formal agreement for collecting off-site revenues for capacity allocations.

Option 2: Phased Reseller Rate Transition (Rate Freeze)

A new reseller rate would apply to water sales to SaskWater and would apply in the future to any municipality with a direct servicing agreement with the City; specifically, this water rate would apply to Martensville upon completion of the final infrastructure sharing agreement. This rate represents an accurate volumetric and transparent valuation of providing water service outside Saskatoon city limits.

As part of introducing the new reseller rate, all water users outside city limits would agree to pay a connection fee equivalent to the water off-site fees paid by properties within Saskatoon. The new fee would be paid directly to the City as a condition of receiving water services. This has the effect of moving towards an "even playing field" with development in the region for water servicing. This also prepares the possibility for additional off-site fees from the future Growth Pays for Growth off-site initiative.

The new set of principles for calculating the reseller rate will result in a lower water rate for regional resellers estimated in 2019 at \$2.65 per cubic metre (\$6.50 per 100 cubic ft). This will allow a smooth transition for rate payers inside and outside the Saskatoon

boundary and allow for the implementation of the connection fees. The form of this connection fee will vary depending on whether the entity is an independent water utility, city, town, or other form of municipality; however, it will be charged in a uniform manner to properly reflect the full costs incurred by a new customer.

The Administration is recommending the new reseller rate for 2020 and 2021 be “frozen” at the rate paid by SaskWater in 2019. Following the completion of the 2020-21 rate cycle, the reseller rate will be re-evaluated and the next rate cycle will be recalculated for approval by Council.

It is important to note that the effect of a rate freeze does not result in a lower water rate for customers outside Saskatoon. In addition to the Saskatoon water costs, all other water customers must pay a local water rate to their municipality to cover the costs of distribution, a local connection cost, and also pay any applicable costs charged by SaskWater. In all municipalities outside Saskatoon, water customers will continue to have higher water rates than customers within Saskatoon.

Option 3: Immediate Reseller Rate Transition

This option is the same as Option 2, except the reseller rate would be applied immediately and transition to a lower reseller rate (estimated at \$2.30 per cubic metre or \$6.50 per 100 cu ft.) with utility rates rising in conjunction with other Saskatoon Water rate increases. While water users inside and outside Saskatoon would perpetually have the same rate increases, both sets of users would have a “rate shock” applied to them in the first year of implementation.

RECOMMENDATION

That the Standing Policy Committee on Environment, Utilities and Corporate Services recommend to City Council:

1. That Option 2: Phased Reseller Rate Transition (Rate Freeze) be included in the 2020/2021 Water, Wastewater and Infrastructure rates; and
2. That the Administration negotiate directly with the municipalities and water utilities currently receiving water from the City to pay a fee upon connection comparable to the water off-site fees paid in Saskatoon.

RATIONALE

Comparing Options 1 and 2, a reseller rate allows a new transparent and principle based utility system to be developed with SaskWater and with all regional customers surrounding Saskatoon. At each water rate cycle, Saskatoon City Council will have the ability to adjust the reseller rate independently of the residential and commercial rates charged within Saskatoon, thereby providing more flexibility and control.

Included in the agreement to freeze the rate for two years, all new properties will then pay an equivalent off-site amount upon connection. This is an important change from the current practice, as it creates a uniform development cost throughout the region with respect to water servicing.

Selecting Option 2 over Option 3 prevents rate shock for customers. The rate freeze also provides a transition time for the necessary agreements with water suppliers.

ADDITIONAL IMPLICATIONS/CONSIDERATIONS

From a financial perspective, it is estimated that the reduction in the water utility revenue would be in the range of \$500,000 annually, which would be offset by the increase in off-site levies generated. However, it should be noted these are two different revenue streams paying for different water components. Revenues from water rates flow through the utility to pay for water production and the rehabilitation and maintenance of existing water infrastructure, while the revenues from the connection fees will support off-site levies to construct new primary water lines

If approved, the new reseller rate will be incorporated in the Water, Wastewater and Infrastructure Rates for 2020 and 2021 Report to be presented at the City Council Budget meeting in November, 2019.

Once the proposed servicing agreement between Martensville and Saskatoon is finalized, a reseller rate for wastewater customers will also need to be considered by both City Councils.

COMMUNICATION ACTIVITIES

If approved, a communication strategy for Saskatoon rate payers will be developed accordingly.

As part of our continuing dialogue, the Administration will work with our P4G regional partners through the existing meetings and activities with administrative staff and political leaders.

The Administration will continue to work with and engage SaskWater with the application of the new rates and fees. The Administration and SaskWater have agreed to develop a joint communication strategy to directly engage communities and water utilities beyond the P4G area to communicate this new water strategy.

Report Approval

Written by: Galen Heinrichs, Water & Sewer Engineering Manager, Strategy & Transformation
Reviewed by: Reid Corbett, Director of Saskatoon Water
Approved by: Angela Gardiner, General Manager, Utilities & Environment

Admin Report - Reseller Rate for Regional Customers of Saskatoon Water.

From: Neal Sarnecki <nSarnecki@sreda.com>
Sent: Friday, October 04, 2019 10:14 AM
To: Web E-mail - City Clerks
Subject: Standing Policy Committee on Environment, Utilities and Corporate Services

Good morning,

As Director for the Saskatoon North Partnership for Growth (P4G), I would like the opportunity to speak to the Standing Policy Committee on Environment, Utilities and Corporate Services in regard to item 7.3.1 Reseller Rate for Regional Customers of Saskatoon Water [CK. 7781-1] on the agenda for Monday, October 7, 2019. The P4G supports the recommendation and looks forward to working with Saskatoon Water to facilitate the implementation of the new reseller rate.

Thank you.

Neal Sarnecki, MCIP, RPP

Director, Saskatoon North Partnership for Growth (P4G)

Saskatoon Regional Economic Development Authority (SREDA)

Suite 103, 202 4th Ave N | Saskatoon, SK | S7K 0K1

T: 306-222-9420

E: nsarnecki@sreda.com

sreda.com





STANDING POLICY COMMITTEE ON TRANSPORTATION

Riversdale Neighbourhood Traffic Review - Follow-up

Recommendation of the Committee

That the report of the General Manager, Transportation & Construction dated October 7, 2019 be received as information.

History

At the October 7, 2019 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation and Construction dated October 7, 2019 was considered.

Attachment

October 7, 2019 report of the General Manager, Transportation and Construction.

Riversdale Neighbourhood Traffic Review - Follow-up

ISSUE

The residents of the 200 block of Avenue F South had an outstanding traffic concern that was not addressed through the Neighbourhood Traffic Review finalized in early 2019.

BACKGROUND

City Council, at its meeting held on March 26, 2007, considered a report regarding traffic calming on the 100 and 200 blocks of Avenue F South and resolved:

“That the Administration report further after a more comprehensive review of vehicle speed and volume is completed in the spring of 2007.”

City Council, at its meeting held on April 21, 2008, considered a report recommending that a diverter be installed, on a temporary basis, at the intersection of 21st Street and Avenue F South, and resolved:

“That the matter be referred back to the Administration for a further report.”

City Council, at its meeting held on July 21, 2010, considered a report and resolved:

“That a traffic calming device known as a directional closure be placed temporarily at the intersection of Avenue F South and 21st Street West, as indicated on attached Plan 250-0042-007r001 to restrict all southbound traffic on Avenue F South from entering into the Riversdale Neighbourhood.”

City Council, at its meeting held on August 17, 2011, considered a report for information regarding traffic conditions on Avenue F South between 21st and 22nd Streets. The report noted that the only way to reduce traffic volumes on the 100 block of Avenue F South would be to implement restrictive measures such as a diverter, directional closure, or a one-way street at either end of the block. Stakeholders at that time did not support these restrictive measures. Temporary curb extensions were installed at the intersection of 21st Street and Avenue F South to calm traffic along this route.

City Council, at its Regular Business Meeting held on February 25, 2019, considered the Riversdale Neighbourhood Traffic Review report, and resolved:

“That the Administration engage with the residents of the 200 block of Avenue F South to discuss the ongoing issue of congestion on that block.”

CURRENT STATUS

The Administration met with a resident of the 200 block of Avenue F South on July 4, 2019. The resident clarified that their ongoing traffic concern was that the 200 block of Avenue F South is not wide enough to accommodate two-way traffic, especially with vehicles parked on both sides of the street and the amount of traffic generated by the Giant Tiger and Tim Hortons stores one block to the north.

The following options have been considered and rejected during previous traffic analyses:

- Diverter at Avenue F South and 21st Street;
- Directional closure at Avenue F South and 21st Street for southbound traffic (placed on the north leg of the intersection);
- Traffic signals at Avenue G South and 20th Street;
- Speed humps on Avenue F South;
- Remove the signals at Avenue F South and 20th Street;
- One-way street southbound on Avenue F South between 20th Street to 21st Street;
- Right-in/right-out island at Avenue F South and 21st Street; and
- Full closure at Avenue F South and 21st Street.

In an effort to address the ongoing concern with traffic on this block, a directional closure option for the intersection at Avenue F South and 21st Street to restrict southbound traffic to the 200 block of Avenue F South was developed (placed on the south leg of the intersection). This option is illustrated in Appendix 1.

A letter was circulated to the property owners of the 200 Block of Avenue F South to gauge their interest in pursuing the southbound directional closure option. A copy of the letter is included in Appendix 2.

DISCUSSION/ANALYSIS

Feedback received from the property owners indicates a lack of interest in pursuing temporary traffic calming measures (such as the directional closure) beyond those recommended in the Riversdale Neighbourhood Traffic Review report.

Four responses were submitted, resulting in a 17% response rate. Of the four responses received, all respondents were in support of a directional closure.

NEXT STEPS

The Riversdale Neighbourhood Traffic Review recommendation of a four-way stop and permanent curb extensions at the intersection of 21st Street and Avenue F South will proceed.

IMPLICATIONS

The stop signs are estimated to cost \$500 and there is sufficient funding in Capital Project #1512 – Neighbourhood Traffic Management. They will be installed in 2019. The permanent curb extensions are estimated to cost \$90,000 and will be funded by Capital Project #1504 – Neighbourhood Traffic Permanent Installations. The curb extensions at this location will be prioritized with other neighbourhood recommendations and added to the capital budget request accordingly.

There are no legal, social, or environmental implications.

APPENDICES

1. Directional Closure Option – 21st Street and Avenue F South Report
2. Engage - Directional Closure Feedback, Avenue F South (20th Street to 21st Street) – August 2019

Report Approval

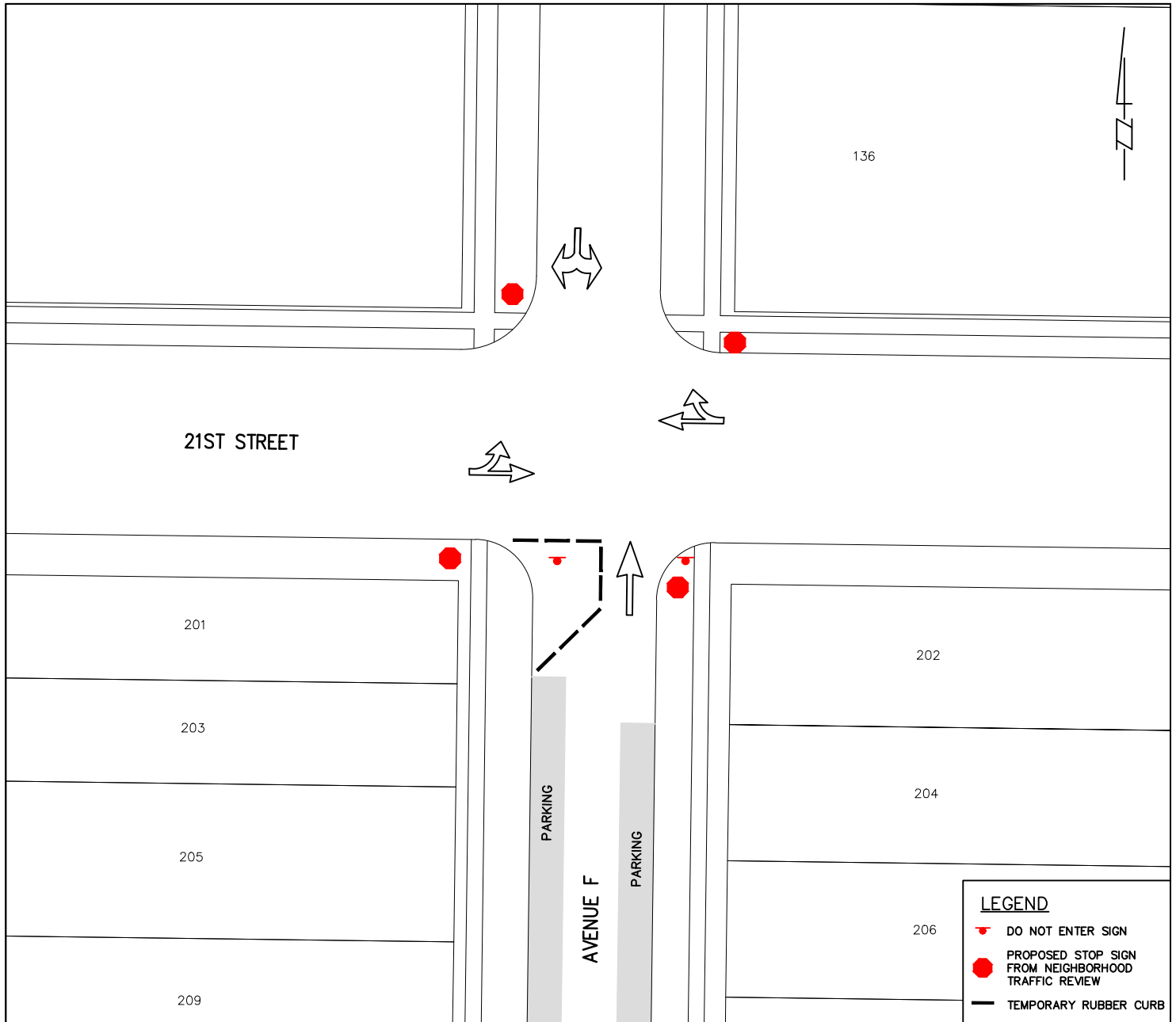
Written by: Nathalie Baudais, Senior Transportation Engineer

Reviewed by: David LeBoutillier, Manager of Transportation
Jay Magus, Director of Transportation

Approved by: Terry Schmidt, General Manager, Transportation & Construction
Department

Admin Report - Riversdale Neighbourhood Traffic Review - Follow-up.docx

Directional Closure Option - 21st Street and Avenue F South Report





August 2019

Avenue F South (20th Street to 21st Street) Directional Closure Feedback

In 2018, the City of Saskatoon worked with the Riversdale community to complete a Neighbourhood Traffic Review.

Residents of the 200 block of Avenue F South have expressed concerns that Avenue F between 20th Street and 21st Street is not wide enough to accommodate two-way traffic, especially with vehicles parked on both sides of the street and the amount of traffic generated by the Giant Tiger and Tim Hortons development site.

The residents were concerned that the Neighbourhood Traffic Review recommendation for permanent curb extensions and a four-way stop at the intersection of 21st Street and Avenue F would not resolve their concerns regarding two-way traffic on Avenue F South between 20th Street and 21st Street.

The Administration would like to gauge the residents' interest in pursuing a southbound directional closure at the intersection of Avenue F & 21st Street in addition to the 4-way stop, as shown in the attached figures. The directional closure would replace the Neighbourhood Traffic Review recommendation for permanent curb extensions.

The directional closure would be designed to restrict the following turning movements:

- Avenue F southbound straight through
- 21st Street eastbound right turn
- 21st Street westbound left turn

Have your Say (one response per household please)

Name (Please Print): _____

Address: _____

Do you support a directional closure at the intersection of Avenue F & 21st Street?

☐ Yes

☐ No

Please return your feedback form by **Friday, August 30, 2019** to transportationsurvey@saskatoon.ca (suggest taking a picture and emailing).

or mail to:

Transportation Customer Service
222 – 3rd Avenue North
Saskatoon, SK S7K 0J5



Figure 1: Plan view of a directional closure

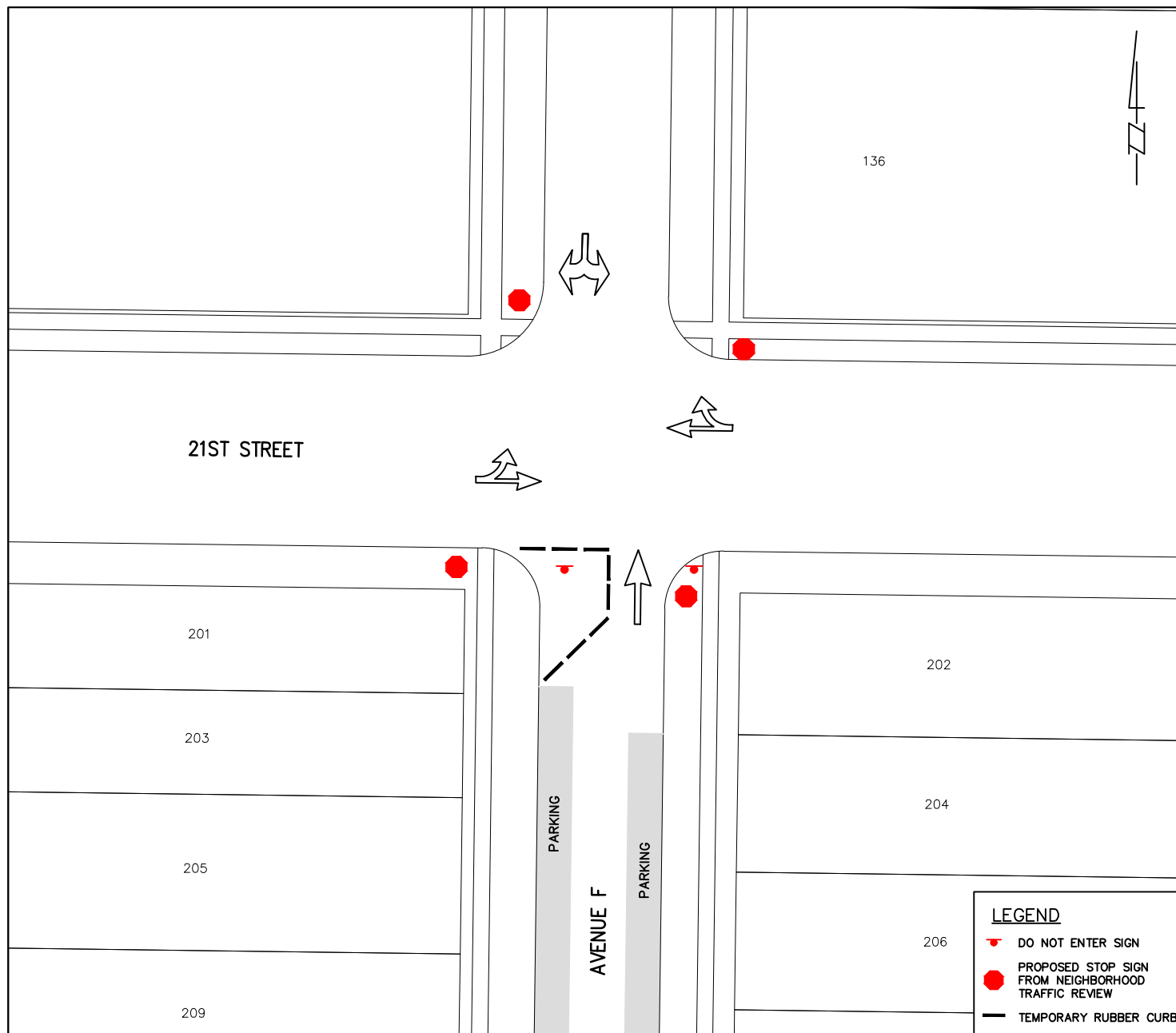


Figure 2: Street view of a temporary directional closure (facing south)



Figure 3: Street view of a permanent directional closure (facing north)







STANDING POLICY COMMITTEE ON TRANSPORTATION

Street Network Planning Principles and Street Hierarchy

Recommendation of the Committee

That the use of the street classification system and street network plans, as outlined in the report of the General Manager, Transportation & Construction dated October 7, 2019, be approved.

History

At the October 7, 2019 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation and Construction dated October 7, 2019 was considered.

Attachment

October 7, 2019 report of the General Manager, Transportation and Construction.

Street Network Planning Principles and Street Hierarchy

ISSUE

A section of Bylaw No. 8769, Official Community Plan, sets out street classification; however, details on the street classification's function and service have not been approved by City Council in a formal document. The public and the Administration have been referring to the street classification system in various business plans, maintenance processes, land development, and application of traffic calming. A street network plan has been prepared and used by the Administration historically, but this plan has also not been approved by City Council.

This report outlines the street classification details and street network plan for City Council to formally approve.

RECOMMENDATION

That the Standing Policy Committee on Transportation recommend to City Council:
That the use of the street classification system and street network plans as outlined in this report be approved.

BACKGROUND

Bylaw No. 8769, Official Community Plan, Section 12.2.2 in part states:

“Street Classification a) Streets shall be classified as freeway/expressway, arterial, collector, and local streets. Such classification shall be based on the function the streets serve and the type and amount of service they should provide.”

The following hierarchical street classification is used to define the street network: freeways/expressways, arterials, collectors, locals, and lanes. Street classification is used to determine a variety of services and operational requirements, such as:

- Level of service for a variety of maintenance practices;
- Transit services;
- Access management;
- Posted speed limits;
- Location of traffic calming measures;
- Street cross-section features;
- Sector and neighbourhood planning; and
- Assessed value.

DISCUSSION/ANALYSIS

The Transportation System of the City of Saskatoon Design & Development Standards Manual, Section 8, currently references street classifications, function, and service.

Street classification is the orderly grouping of streets into systems according to the type of service and function they provide the public. When a street system is properly classified, the function and characteristics of each street are readily understood.

The street network is comprised of various street types, each of which performs a particular function in facilitating the way people and goods move through and within the city. The current street classification system used by the City considers many principles and factors including land use, land service function, typical traffic volume, traffic flow characteristics, posted speed, vehicle type, network connections, and design user groups and modes with the goal of providing a connected street network for all types of transportation. These principles and factors are described in more detail below and are summarized in Appendix 1.

Street Classification System Principles and Factors

| Principles | Factors |
|------------------------------|--|
| Land Use | <ul style="list-style-type: none">• Major factor in determining the classification of the street and dictates:<ul style="list-style-type: none">○ access needs;○ type of vehicle to design for; and○ anticipated traffic volumes.• Street design must also meet other objectives such as:<ul style="list-style-type: none">○ minimizing unnecessary vehicular traffic;○ accommodating pedestrian and bicycle activity;○ providing space for social activities; and○ facilitating economic success of the area. |
| Land Service Function | <ul style="list-style-type: none">• All streets provide either service to traffic, access to land, or both (relationship between access and mobility as it relates to the various street classifications is illustrated in Appendix 2).• In general:<ul style="list-style-type: none">○ highest order streets (freeways/expressways) are designed with mobility in mind;○ lower order streets (locals) are designed with few constraints to access to adjacent parcels;○ collector streets balance mobility and access; and○ arterial streets are designed to facilitate mobility and higher-order network connectivity. |
| Typical Traffic Volume | <ul style="list-style-type: none">• Higher volumes of traffic are carried on the higher-order streets, such as freeways/expressways.• Lower volumes of traffic are carried on lower-order streets, such as locals and collectors.• Expected traffic volume used during the design of new streets and traffic volumes for existing streets demonstrate their relative importance in the network, but are not intended to be regulatory. |
| Traffic Flow Characteristics | <ul style="list-style-type: none">• Traffic flow characteristics can be impacted by a number of possible street uses, such as:<ul style="list-style-type: none">○ amount or number of accesses provided;○ pedestrian usage;○ on-street parking; and○ the amount of traffic crossing, entering, and leaving the roadway.• Traffic flow is typically described as interrupted, or free flow with various degrees between these extremes. |

Street Network Planning Principles and Street Hierarchy

| Principles (continued) | Factors (continued) |
|------------------------------|--|
| Posted Speed | <ul style="list-style-type: none">• Typically higher on the higher-order street classifications.• Lower on the lower-order street classifications. |
| Vehicle Types | <ul style="list-style-type: none">• Depends on the purpose of the street and the surrounding land use.• Vehicle types using a street have a significant impact on the overall design of the street. There are three anticipated vehicles considered:<ul style="list-style-type: none">○ Design vehicle – largest typical vehicle that will frequently use the street;○ Control vehicle – largest vehicle that will infrequently use the street; and○ Managed vehicle – most common vehicle to use the street. |
| Network Connections | <ul style="list-style-type: none">• Streets reflect the normal progression of connectivity.• An ideal system, allows for street users to adjust to gradual changes in the street cross-section features:<ul style="list-style-type: none">○ lanes connect with locals;○ locals with collectors;○ collectors with arterials; and○ arterials with freeways/expressways.• Other connections should be minimized.• Connections by classification are summarized in Appendix 3. |
| Design User Groups and Modes | <ul style="list-style-type: none">• To create a connected street network for all modes of use, pedestrians, cyclists, and transit users must be considered.• Each of these user groups will receive varying facilities and service based on the street classification. |

Street Network Plan

In creating a street network plan for arterials and freeways/expressways, there are several aspects that should be considered:

- Travel demand;
- Level of transportation service;
- Energy considerations;
- Urban form;
- System continuity;
- Mode shifts;
- Traffic operations and control;
- Environmental and urban impacts: air quality, noise, visual impact, and urban development; and
- Fiscal considerations.

The arterial system is the basic component of a street system. In most cities, arterials meet the basic travel need and handle major volumes of through trips. The freeways/expressways system is overlaid on the surface street system as a supplement to provide additional capacity and the ability to make longer trips in less time. The arterial and freeways/expressways street network:

- Maintain system continuity – continuity of direction and capacity;
- Maintain system geometry – normally conforming to something approaching a rectangular grid, a radial-circumferential pattern, or an irregular pattern;
- Consider topography and other sensitive features;

- Protect neighbourhoods and activity centers; and
- Service the activity centers.

By applying the outlined street classification system principles and factors, the City is able to produce a street network plan. The freeways/expressways (high speed controlled access) street network plan is illustrated in Appendix 4. The arterials street network plan is illustrated in Appendix 5. The collector street network plan is illustrated in Appendix 6.

IMPLICATIONS

There are no financial, legal, social, or environmental implications.

NEXT STEPS

1. The approved street classification system principles and factors will be incorporated into the Transportation Master Plan.
2. The approved street network plans will be incorporated into the Transportation Master Plan.
3. Changes to the street network plans would occur through Sector Plans, Neighbourhood Concept Plans, or transportation studies that would be approved by City Council.

APPENDICES

1. Characteristics of City of Saskatoon Street Classifications
2. Figure – Service Function
3. Connections by Classifications
4. Freeways/Expressways (High Speed Controlled Access) – Street Network Plan
5. Arterials – Street Network Plan
6. Collectors – Street Network Plan

Report Approval

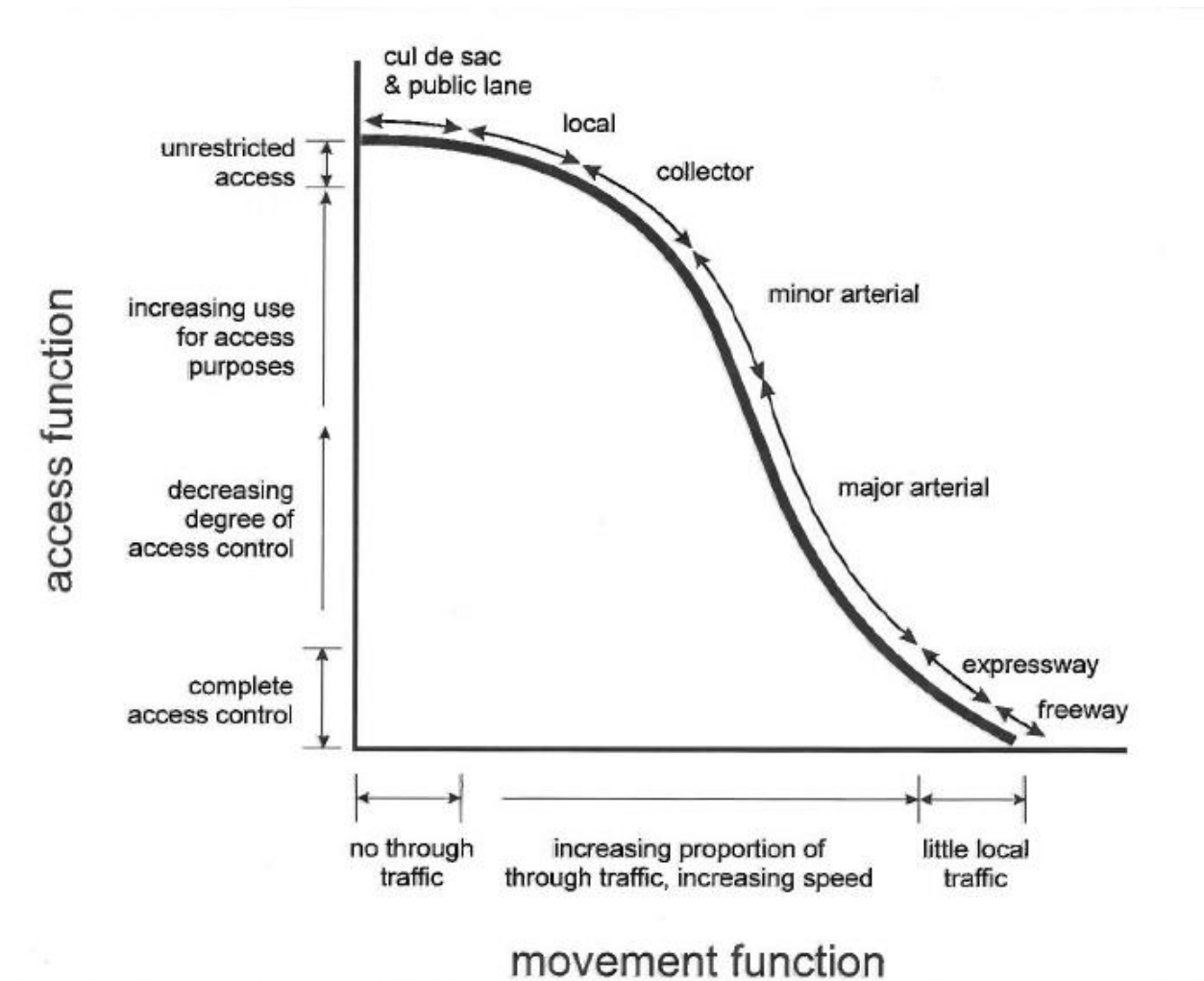
| | |
|--------------|--|
| Written by: | Sheliza Kelts, Senior Transportation Engineer, Transportation |
| Reviewed by: | David LeBoutillier, Engineering Manager, Transportation Jay Magus, Director of Transportation |
| Approved by: | Terry Schmidt, General Manager, Transportation & Construction Department |

Admin Report - Street Network Planning Principles and Street Hierarchy.docx

Characteristics of City of Saskatoon Street Classifications

| Characteristic | Lanes | | Locals | | Collectors | | Arterials | | Freeways/ Expressways |
|--|--|------------|---|------------|--|-----------------|---|--|--|
| | Residential | Commercial | Residential | Commercial | Residential | Commercial | Minor | Major | Direct |
| Traffic Service Function | Land access function only (traffic movement not a consideration) | | Land access primary function (traffic movement secondary consideration) | | Traffic movement and land access of equal importance | | Traffic movement major consideration | Traffic movement primary consideration | Traffic movement primary consideration |
| Land Service/ Access | Land access only function | | Land access primary function | | Traffic movement and land access of equal importance | | Some access control | Rigid access control | No access |
| Typical Traffic Volume (veh/day) | <500 | <1,000 | <1,000 | <5,000 | <5,000 | 8,000 to 10,000 | 5,000 to 25,000 | | <u>≥20,000</u> >10,000 |
| Traffic Flow Characteristics | Interrupted flow | | Interrupted flow | | Interrupted flow | | Uninterrupted flow except at signals and crosswalks | | Uninterrupted flow except at <u>signals</u> Free-flow (grade separated) |
| Typical Posted Speed Limits (kph) | 20 | | 50 | | 50 | | 50 to 70 | | 80 to 90 |
| Typical Vehicle Type | Passenger and service vehicles | All types | Passenger and service vehicles | All types | Passenger and service vehicles | All types | All types | All types, large portion of trucks | All types, large portion of trucks |
| Desirable Network Connections | Lanes, Locals | | Lanes, Locals, Collectors | | Locals, Collectors, Arterials | | Collectors, Arterials, Expressways/Freeways | | Arterials, Freeways/ Expressways/ |
| Transit Service | Not permitted | | Generally avoided | | Permitted | | Permitted | | Express buses only |
| Cyclist Facilities | No restrictions or special facilities | | No restrictions or special facilities | | No restrictions; special facilities considered | | No restrictions; special facilities considered | | Prohibited |
| Pedestrians Facilities | Permitted, no special facilities | | Sidewalks provided both sides | | Sidewalks provided both sides, separation from traffic lanes preferred | | Sidewalks provided both sides, separation from traffic lanes required | | Prohibited |
| Typical Parking Restrictions | Some restrictions | | No restrictions or restrictions one side only | | Few restrictions other than peak hour | | Permitted, restricted or prohibited | Prohibited or peak hour restrictions | Prohibited |
| Minimum Intersection Spacing (m) | As needed | | 60 | | 60 | | 200 | 400 | 800 or 1,600 between interchanges |
| Typical Right-of-Way Width (m) | 6 | | 15 to 22 | | 21 to 41 | | 33 to 43 | | 75 to 125 |

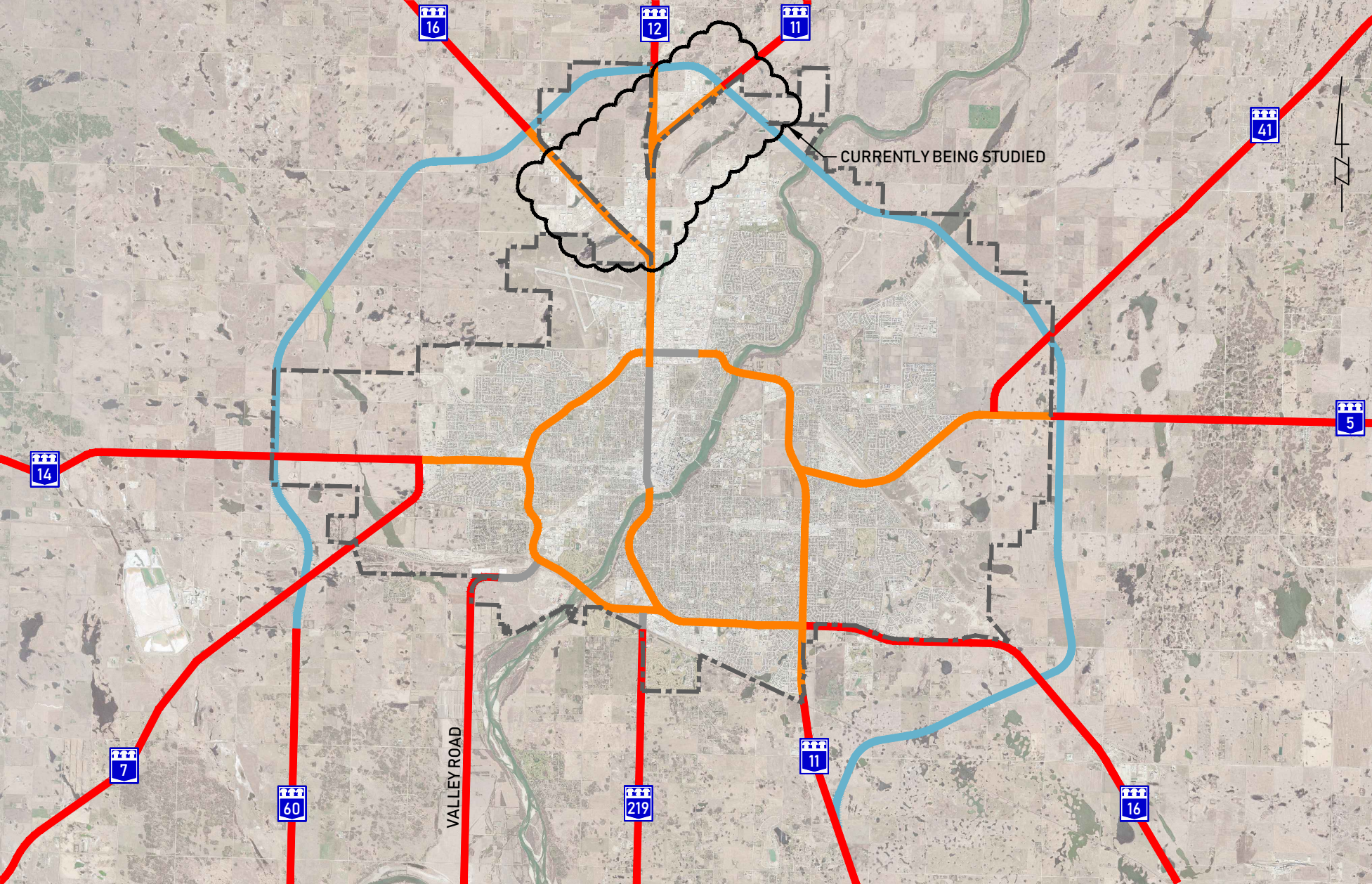
Figure: Service Function




From Transportation Association of Canada, Geometric Design Guide for Canadian Roads

Connections by Classifications

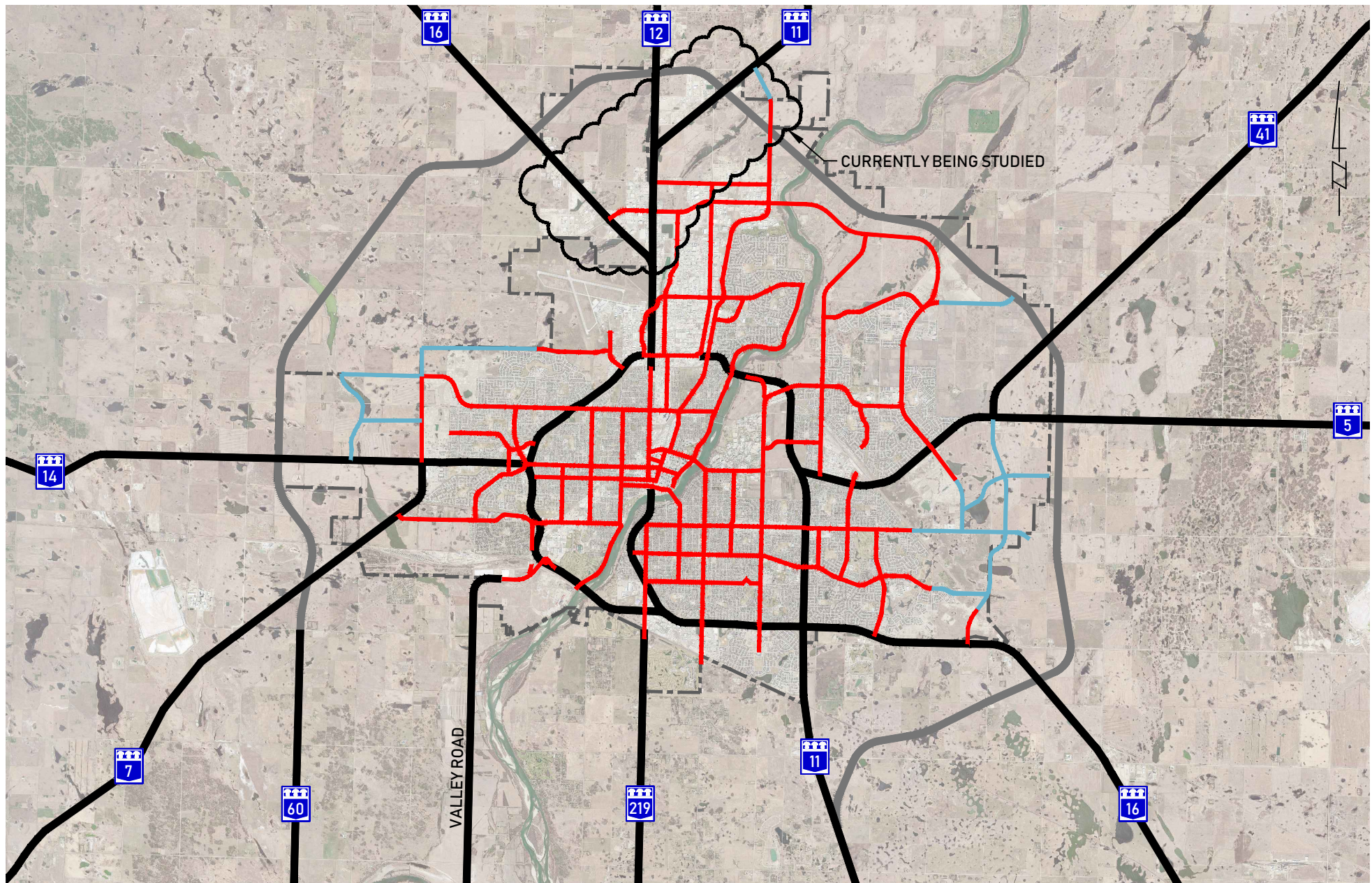
| Groups | Normally Connects With | | | | |
|----------------------|--------------------------|-----------|------------|--------|-------|
| | Freeways/ Expressways | Arterials | Collectors | Locals | Lanes |
| Freeways/Expressways | Yes | Yes | | | |
| Arterials | Yes | Yes | Yes | | |
| Collectors | | Yes | Yes | Yes | |
| Locals | | | Yes | Yes | Yes |
| Lanes | | | | Yes | Yes |



LEGEND

-  CITY LIMITS
-  HIGHWAYS
-  FREEWAYS/EXPRESSWAYS
-  SASKATOON FREEWAY

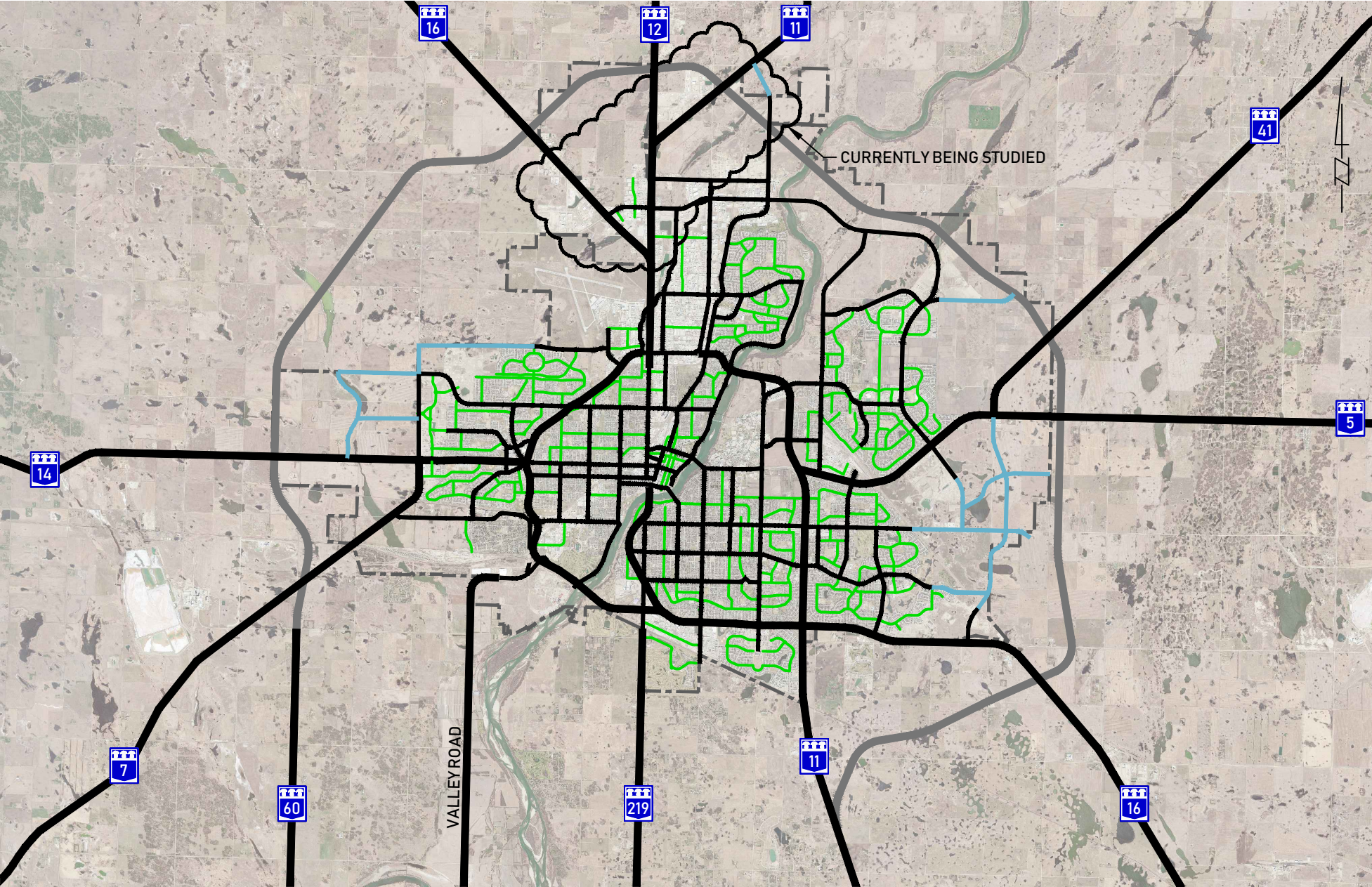
FREEWAYS/EXPRESSWAYS
(HIGH SPEED CONTROLLED ACCESS)
STREET NETWORK PLAN



LEGEND

- CITY LIMITS
- ARTERIALS
- FUTURE ARTERIALS
- FREEWAYS/EXPRESSWAY + HIGHWAYS
- SASKATOON FREEWAY

ARTERIALS STREET NETWORK PLAN



LEGEND

- CITY LIMITS
- COLLECTORS
- FUTURE ARTERIALS
- ARTERIALS, FREEWAYS/EXPRESSWAYS + HIGHWAYS
- SASKATOON FREEWAY

COLLECTORS STREET NETWORK PLAN



GOVERNANCE AND PRIORITIES COMMITTEE

City Council Strategic Planning and Leadership Initiative – Strategic Priority Fund Application

Recommendation of the Committee

That Councillors Loewen and Gersher be approved for up to \$4,350 from the Strategic Priority Fund for the project as presented in the attached and report back to the Governance and Priorities Committee in writing following the event outlining the results of the engagement.

History

The Governance and Priorities Committee, at its meeting held on October 21, 2019, considered a report of the City Solicitor presenting a draft *City Council Priority & Leadership Initiative Policy*, along with an email from Councillor Gersher dated October 15, 2019 submitting an application for funding from the Strategic Priority Fund.

Your Committee referred the policy matter back to the Administration for clarification on a number of items and submits the above recommendation with respect to the request for funding.

Attachment

Email dated October 15, 2019 from Councillor Gersher

116-0
x 116-1

To: Sproule, Joanne
Subject: RE: GPC Report - Strategic Priorities



From: Gersher, Sarina (City Councillor)
Sent: Tuesday, October 15, 2019 10:46 AM
To: Sproule, Joanne <Joanne.Sproule@Saskatoon.ca>
Cc: Loewen, Mairin (City Councillor) <Mairin.Loewen@Saskatoon.ca>; Yelland, Cindy <Cindy.Yelland@Saskatoon.ca>
Subject: GPC Report - Strategic Priorities

Hi Joanne,

Please find attached a completed Appendix B for the Application Form for the Strategic Priority Fund for City Council Strategic Planning and Leadership Initiatives.

If you need any additional information for the report to GPC, please let me know. Mairin and I will speak to our funding ask when it is before GPC on October 21, 2019.

Thank you,
Sarina

Sarina Gersher
City Councillor | Ward 8
City of Saskatoon | 222 Third Avenue North | Saskatoon, SK | S7K 0J5
306.250.9256 | sarina.gersher@saskatoon.ca | [Twitter](#) | [Facebook](#)
www.saskatoon.ca | www.sarinagersher.ca

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Your communication may be forwarded to City Administration as is necessary to fully address your inquiry. E-mail messages sent or received by Council Members and City Administration are records, subject to both the access and protection of privacy provisions of The Local Authority Freedom of Information and Protection of Privacy Act. If you have any questions about the collection of your personal information, please contact the City Clerk's Office at 306-975-3240.

Schedule "B"

APPLICATION FORM STRATEGIC PRIORITY FUND CITY COUNCIL STRATEGIC PLANNING & LEADERSHIP INITIATIVE

COUNCIL LEAD(S): Councillors Mairin Loewen and Sarina Gersher

PROJECT TITLE: Youth Climate Action Forum

PROJECT SPONSOR: N/A

AMOUNT REQUESTED: \$ 4,350.00

DATE OF APPLICATION: October 15, 2019

PROJECT DESCRIPTION

PURPOSE OF THE PROJECT: This event will build capacity for youth to engage on climate issues in Saskatoon. Youth bring important voices and energy to climate change conversations and actions, but are often missing in the more formal decision-making processes.

HOW IT ADVANCES THE WORK WITHIN THE PRIORITY AREA(S): City Councillors Sarina Gersher and Mairin Loewen, the lead Councillors for Environmental Sustainability, are inviting teachers and students to a half -day session to learn about what Saskatoon is doing to address climate change. There will be discussions on the content of the plans, the processes available for youth and the public to have their voices heard, and networking among the youth. The intent is for youth to come away from the event understanding better what the City is doing, connected to what other community and student groups are working on, and feeling empowered and knowledgeable about how they can get involved in the climate decisions affecting their

PARTNER(S) INVOLVED: Students and teachers from the Saskatoon Public School Division and Greater Saskatoon Catholic Schools have been invited to participate. The application was available for any class to apply.

FUNDING PROVIDED BY PARTNER(S): There are no external agencies providing funding.

PRELIMINARY WORK COMPLETED: The event is well underway in its planning, including the selection of participating classes, selection of facilitator, booking of venue, and development of graphics and materials.

COMPLETION TIMELINE: October 30, 2019

OTHER: The amount requested includes costs for a venue, facilitation, graphics, supplies, light snacks, and a small contingency.

City Clerk's Office Use only:

The Governance and Priorities Committee considered this application at its meeting held on [Click here to enter a date.](#) and resolved:

" _____ "



GOVERNANCE AND PRIORITIES COMMITTEE

Review of The Saskatoon Municipal Review Commission Bylaw, 2014

Recommendation of the Committee

That the City Solicitor be directed to amend Bylaw No. 9242, *The Saskatoon Municipal Review Commission Bylaw, 2014*, to:

1. Require the Municipal Elections Committee to report on or before December 31, 2021 and every four years following on or before December 31;
2. Require the Remuneration Committee to report on or before December 31, 2022 and every four years following on or before December 31;
3. Require the Code of Conduct Committee to report on or before December 31, 2023 and every four years following on or before December 31; and
4. Indicate City Council's ability to amend the established schedules of reporting, either at the request of the Municipal Review Commission, or on its own motion, to accommodate unforeseen circumstances.

History

The Governance and Priorities Committee, at its meeting held on October 21, 2019, considered a report of the City Solicitor regarding the above.

Attachment

Report of the City Solicitor dated October 21, 2019

Review of The Saskatoon Municipal Review Commission Bylaw, 2014

ISSUE

This report proposes amendments to the schedule of reporting established in Bylaw No. 9242, *The Saskatoon Municipal Review Commission Bylaw, 2014*.

RECOMMENDATION

That the Governance and Priorities Committee recommend to City Council that the City Solicitor be directed to amend Bylaw No. 9242, *The Saskatoon Municipal Review Commission Bylaw, 2014*, to:

1. Require the Municipal Elections Committee to report on or before December 31, 2021 and every four years following on or before December 31;
2. Require the Remuneration Committee to report on or before December 31, 2022 and every four years following on or before December 31;
3. Require the Code of Conduct Committee to report on or before December 31, 2023 and every four years following on or before December 31; and
4. Indicate City Council's ability to amend the established schedules of reporting, either at the request of the Municipal Review Commission, or on its own motion, to accommodate unforeseen circumstances.

BACKGROUND

The Saskatoon Municipal Review Commission Bylaw, 2014 (the "Bylaw") was passed by City Council on December 15, 2014. Since that date, the Saskatoon Municipal Review Commission (the "Commission") has submitted five reports to City Council:

| Committee | Report |
|-------------------------------|-------------------|
| Municipal Elections Committee | November 19, 2015 |
| Code of Conduct Committee | February 11, 2016 |
| Remuneration Committee | April 16, 2016 |
| Municipal Elections Committee | June 20, 2017 |
| Remuneration Committee | May 28, 2018 |

At its December 17, 2018 Regular Business Meeting, City Council resolved, in part:

"That the Administration undertake a review of Bylaw No. 9242, *The Saskatoon Municipal Review Commission Bylaw, 2014*, and report further."

The schedule of reporting was the only issue identified by Administration.

DISCUSSION/ANALYSIS

The Bylaw currently provides the following schedule of upcoming reports for the Commission and its Committees:

| Committee | Report |
|-------------------------------|---|
| Municipal Elections Committee | On or before June 30, 2021 and every four years on or before June 30 |
| Code of Conduct Committee | On or before December 31, 2021 and every four years on or before December 31 ¹ |
| Remuneration Committee | On or before June 30, 2022 and every four years on or before June 30 |

The reports from all three Committees are to be received within 18 months of each other. This timing made sense when the Bylaw was first passed to allow each Committee to provide an initial report to City Council. However, now that the Commission is established and its work underway, the timing creates an unnecessary burden on the Commission in the preparation of the reports and on City Council in reviewing the reports. Further, there is no mechanism established in the Bylaw to adjust the timing of reports given unforeseen circumstances (other than the initial report).

Municipal Elections Committee

The next municipal election will occur on November 9, 2020. Requiring the Municipal Elections Committee to report on election matters following an election is logical – the Committee can comment on areas identified as requiring amendment during the election. Currently, the Municipal Elections Committee is required to report on or before June 30 in the year following an election. Depending on the issues raised during the election, six months may not be sufficient time to research and assess those issues. Requiring the Municipal Elections Committee to report on or before December 31, 2021, and every four years following on or before December 31, would give the Committee time to prepare a thorough report and leave sufficient time to implement changes before the next election.

Remuneration Committee

As noted above, the next municipal election is on November 9, 2020. The Remuneration Committee reported in May of 2018, two years in advance of the upcoming election, which allowed sufficient time for any proposed amendments to be made. This timing appears to be appropriate, so a reporting schedule of on or before December 31, 2022 and every four years following on or before December 31 is recommended.

¹ At its December 17, 2018 Regular Business Meeting, City Council resolved: “That the second review of the Council Code of Conduct be carried out by the Saskatoon Municipal Review Commission in the winter of 2020, with a third review being scheduled accordingly.”

Code of Conduct Committee

The Code of Ethical Conduct for Members of City Council Bylaw, 2019 was passed by City Council on April 29, 2019 and the Integrity Commissioner was appointed on July 29, 2019. A report on *The Code of Ethical Conduct* is expected from the Commission in the winter of 2020, “with a third review being scheduled accordingly”. The schedule established in the Bylaw had to be amended to accommodate when the new Code was passed. Given the expected 2020 report, and to maintain an annual reporting schedule, the Code of Conduct Committee should be scheduled to report on or before December 31, 2023 and every four years following on or before December 31.

The schedule of reporting above provides for one report per year from the Commission, except for in an election year when no report will be made.

If additional reports are desired by City Council from the Commission, City Council may make a request of the Commission under section 16 of the Bylaw. Section 16 establishes the timing of the report back from the Commission.

Circumstances may arise that make different timing of a report desirable, under section 16 or from any of the Committees. The second report of the Code of Conduct Committee is a good example. Having a section in the Bylaw that explicitly states City Council's ability to amend the established schedules of reporting, either at the request of the Commission or on its own motion, to accommodate unforeseen circumstances would be useful and would signal to the public that this is possible.

IMPLICATIONS

There are no financial, legal, social, or environmental implications identified.

NEXT STEPS

The implementation of the proposed changes requires amendments to the Bylaw.

Report Approval

| | |
|--------------|--|
| Written by: | Reché McKeague, Solicitor |
| Approved by: | Cindy Yelland, City Solicitor |
| Reviewed by: | Joanne Sproule, City Clerk Jeff Jorgenson, City Manager |



GOVERNANCE AND PRIORITIES COMMITTEE

Appointment – Firefighters’ Pension Fund Trustees (Original)

Recommendation of the Committee

That Ms. Kari Smith be appointed a Trustee of the Firefighters’ Pension Fund effective November 5, 2019.

History

The Governance and Priorities Committee, at its meeting held on October 21, 2019, received a resignation from Mr. Clae Hack as Trustee on the above plan.



STANDING POLICY COMMITTEE ON TRANSPORTATION

Saskatoon Freeway Project Update – October 2019

Recommendation of the Committee

That the report of the General Manager, Transportation & Construction dated October 7, 2019 be received as information.

History

At the October 7, 2019 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation and Construction dated October 7, 2019 was considered.

Your Committee also received a PowerPoint presentation from the Administration. It was requested that at the time this matter is before City Council, the PowerPoint presentation also be provided for City Council's information.

Attachment

October 7, 2019 report of the General Manager, Transportation and Construction.

Saskatoon Freeway Project Update – October 2019

ISSUE

This report provides an update on the progress of the Province's Saskatoon Freeway project.

BACKGROUND

The Government of Saskatchewan, through the Ministry of Highways and Infrastructure, is engaging in a functional planning study that will finalize the right-of-way plan, produce project cost estimates, and determine the interchange locations and configurations. The freeway is expected to be a four-lane, 55-kilometre long divided highway that begins at Highway 11 south of Saskatoon and connects with Highway 7 west of the city. The functional planning study will consider the placement of 16 interchanges, five railway overpasses, at least two flyovers, and one major river crossing. The study is scheduled to be completed in 2021. Currently, there is no timetable for a final decision regarding the freeway's construction.

The study is broken into three phases:

- Phase 1 – Highway 16 northwest of Saskatoon to the South Saskatchewan River
- Phase 2 – South Saskatchewan River to Highway 11 south of Saskatoon
- Phase 3 – Highway 7 west of the City to Highway 16 northwest of Saskatoon

The study's organization chart is shown in Appendix 1. It consists of two committees, six Technical Working Groups (TWG) and one Sub-TWG. Each of these committees and TWGs, except for the Executive Management TWG, have at least one City representative. Councillor Randy Donauer is a member of the Steering Committee. The report below provides a progress update for each TWG.

CURRENT STATUS

Stakeholder Engagement & Communications TWG

- The project website is live and has seen a steady growth in visitors. Regular updates are made to the website and also sent via email to subscribers.
- The stakeholder registry is complete and consultation continues.
- Public open houses are planned for later this year.
- Throughout the functional planning study process, a wide range of stakeholders and members of the public will be asked to share their input. A survey is available at saskatoonfreeway.org to better understand how stakeholders and members of the public would like to be engaged as the functional planning study progresses.

Structural, Geotechnical & Pavements TWG

- Phase 1 of the Bridge Option Study is almost complete. This evaluates the type of bridge that will be constructed.

- Geotechnical borehole testing is planned once the Bridge Option Study is complete.
- Pavement review will begin after geotechnical investigation and traffic projection modelling is complete.

Transportation Planning & Utilities TWG

Phase 1 (Appendix 2 - Figure 2) is the most complex of the three phases. It is the north section of the Saskatoon Freeway and includes Highways 11, 12, and 16, as well as Wanuskewin Road, Millar Avenue, and the bridge over the South Saskatchewan River. This phase also contains proposed crossings of the South Saskatchewan River and a Canadian National Rail line.

The study team held a Design Workshop on June 27 and June 28, 2019 (Appendix 2). The purpose of this workshop was to bring together a diverse group of stakeholders to select a framework to address Phase 1 of the study. Agencies and associations with strong local knowledge of the area as well as members of the design team were invited to participate.

The Ministry of Highways and Infrastructure invited the following stakeholders to attend the Design Workshop:

- City of Saskatoon
- Rural Municipality of Corman Park
- Partnership 4 Growth
- Wanuskewin Heritage Park
- Meewasin
- North Saskatoon Business Association
- Saskatoon Tribal Council

The specific goals of the Design Workshop were for the participants to:

- Review four alternatives developed by the design team;
- Provide input from the perspective of individuals who work and live in the community;
- Identify best value performance criteria and evaluate which alternative will provide the best value; and
- Provide considerations for the design team to consider during development of future options based on the preferred alternative.

Based on the evaluation process in the Design Workshop, Alternative 4: Highway 11 Flyover (Appendix 2 – Appendix B) is the preferred alternative for the design team to develop further. The preferred alternative was selected as it best addressed the numerous technical challenges, including interchange spacing and access requirements, while ensuring the future Saskatoon Freeway meets all road design standards for safety, and future capacity needs for the community of 750,000 people.

Key features of Alternative 4: Highway 11 Flyover include:

- Realignment of Highway 11 to Wanuskewin Road;
- Interchange connection to Penner Road at Highway 11;
- Interchanges at Highway 12 and Wanuskewin Road (Highway 11) with the Saskatoon Freeway;
- Connector from Millar Road to Wanuskewin Road; and
- A flyover across the Saskatoon Freeway at an extension of Millar Avenue approximately at the old Highway 11 location.

After the selection of the preferred alternative, the Design Workshop participants provided some design considerations for the design team. These design considerations are being reviewed and incorporated into the options being developed for the next iterations of the preferred alternative. These options are expected to be finalized by late fall 2019 and presented to stakeholders and the public prior to the end of 2019.

Environmental & Heritage TWG

- The Desktop Baseline Heritage Resource Study is drafted.
- The wildlife and vegetation field surveys are to be completed in fall 2019.
- Meewasin is also conducting wildlife and vegetation field studies for the project, collecting information in the Northeast and Small Swales. These studies are expected to be completed in October 2019.

DISCUSSION/ANALYSIS

The outcome of the transportation planning work to date will require the City to consider the transportation network to the south of the Saskatoon Freeway, and specifically plan for:

- The streets that will connect to the freeway;
- The streets that will flyover the freeway and provide regional connectivity; and
- The internal streets in the Riel Industrial Sector Plan.

IMPLICATIONS

The information provided in this report does not result in any financial, legal, social, or environmental implications at this time.

NEXT STEPS

The City will continue to work with the Ministry of Highways and Infrastructure and study consultants on the Saskatoon Freeway project.

Planning required for the transportation network south of the Saskatoon Freeway will continue.

APPENDIX

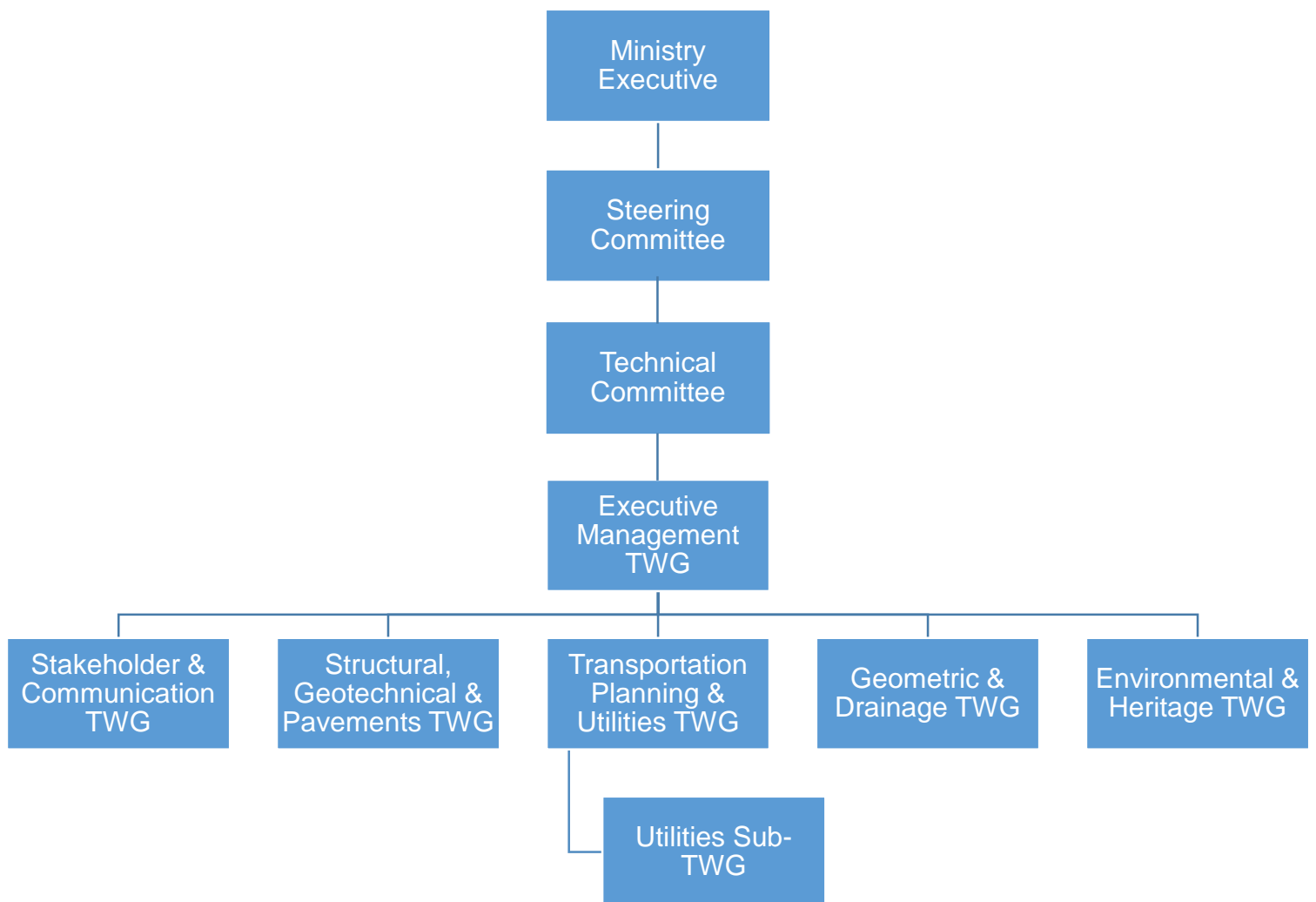
1. Saskatoon Freeway Functional Planning Study – Organization Chart
2. Letter - Saskatoon Freeway Functional Planning Study Design Workshop for Phase 1 – Dated September 4, 2019

Report Approval

Written by: Sheliza Kelts, Senior Transportation Engineer, Transportation
Reviewed by: David LeBoutillier, Engineering Manager, Transportation
Jay Magus, Director of Transportation
Approved by: Terry Schmidt, General Manager, Transportation & Construction
Department

Admin Report - Saskatoon Freeway Project Update – October 2019.docx

Saskatoon Freeway Functional Planning Study – Organizational Chart



TWG – Technical Working Group

September 4, 2019

Jay Magus, P.Eng.
 Director of Transportation
 City of Saskatoon
 2223 3rd Avenue North
 Saskatoon SK S7K 0J5

Dear Jay Magus,

Subject: Saskatoon Freeway Functional Planning Study Design Workshop for Phase 1

1. Introduction

SNC Lavalin, AECOM and Praxis Consulting were retained by the Saskatchewan Ministry of Highways and Infrastructure (the Ministry) to undertake the Saskatchewan Freeway Functional Planning Study, which includes 55 km of freeway, 16 interchanges, 5 railway crossings, at least 2 flyovers and 1 major bridge crossing. The study area is included in **Figure 1**. Each phase will take approximately one year to complete with the project estimated for completion in late 2021.

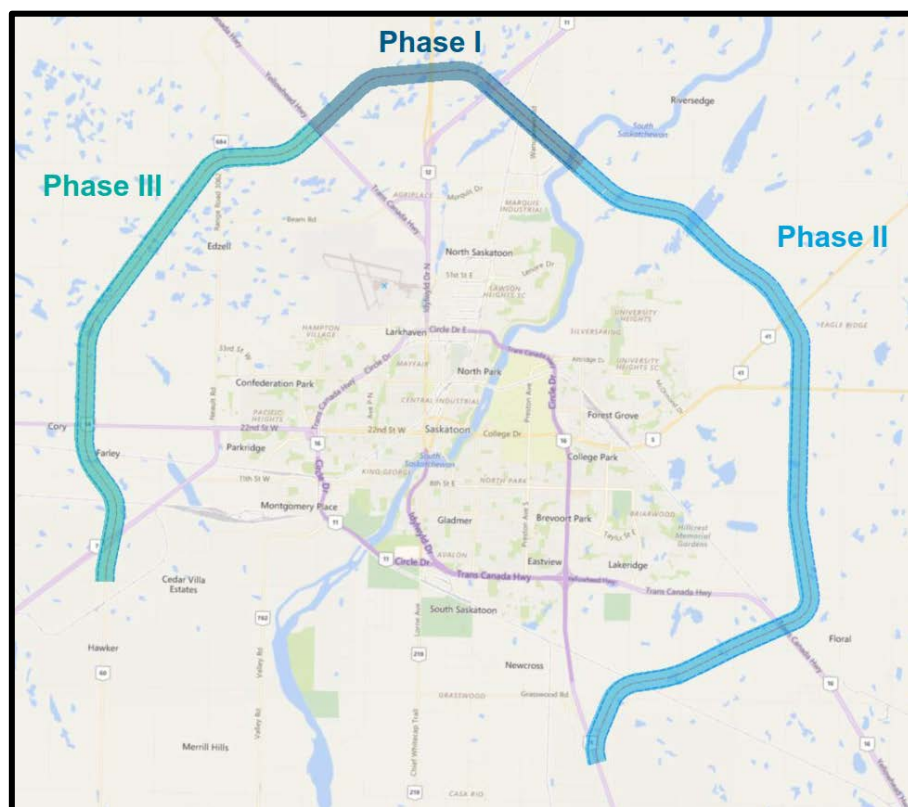


Figure 1: Saskatoon Freeway Functional Planning Study Area

The study limits for Phase 1 (i.e. north section), which was the focus of the Design Workshop, are illustrated in **Figure 2**.

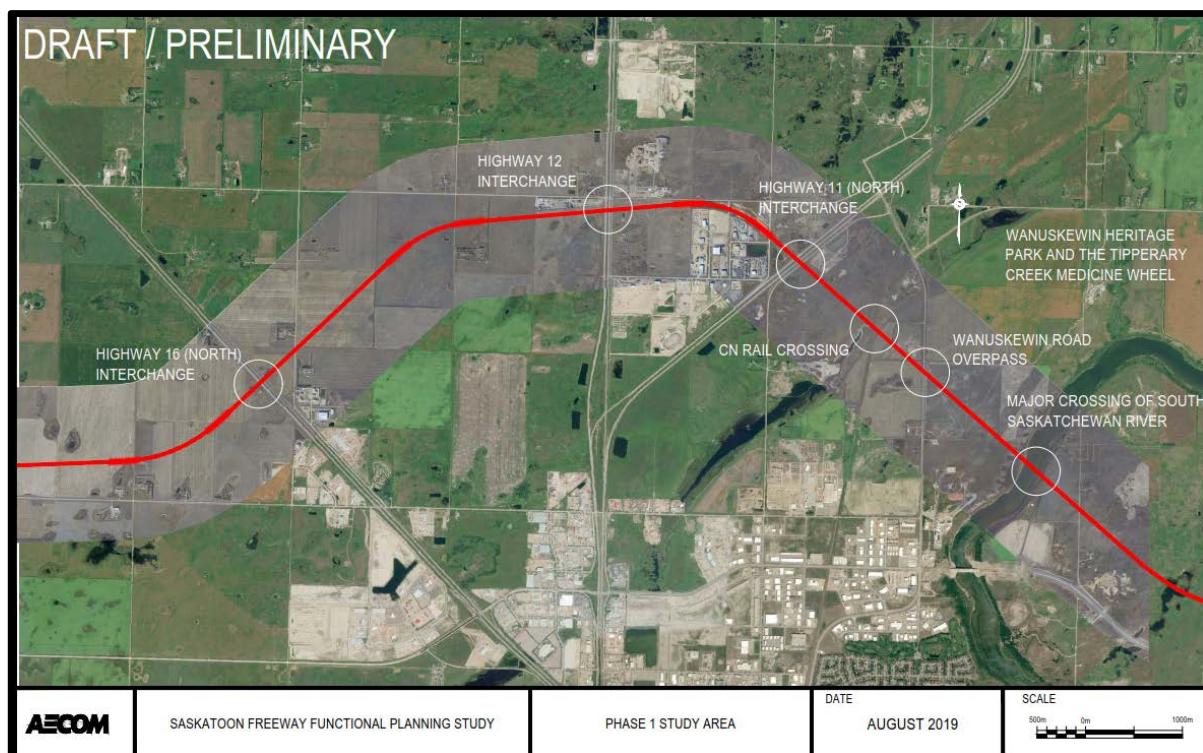


Figure 2: Phase 1 Study Limits from West of Highway 12 to East of Wanuskewin Road

Phase 1 of the Saskatoon freeway is perhaps the most complex of the three phases. It is a busy corridor with Highways 11, 12 and 16, as well as Wanuskewin Road and Millar Avenue. This phase also contains proposed crossings of the South Saskatchewan River and a CN Rail line.

The purpose of the Design Workshop was to bring together a diverse group of stakeholders in an innovative atmosphere, to collaborate, deliberate and select a framework to address this complex section of Saskatoon Freeway in the north. Agencies and associations with strong local knowledge of the area, as well as members of the design team, were invited to participate. The Ministry invited the following stakeholders to attend the Design Workshop:

- City of Saskatoon
- Rural Municipality of Corman Park
- Partnership 4 Growth
- Wanuskewin Heritage Park
- Meewasin Valley Authority
- North Saskatoon Business Association
- Saskatoon Tribal Council

The Design Workshop for Phase 1 was held on June 27th and June 28th, 2019. The objective of the workshop was to help the Ministry of Highways determine the best alignment and interchange layout for the north section of the Saskatoon Freeway. The Design Workshop enabled participants to provide input towards a suggested layout that addresses local needs, meets all road design standards for safety, and meets the future capacity needs for the community of 750,000 people.

The specific goals of the Design Workshop were for the participants to:

- review the four (4) alternatives developed by the design team;
- provide input from the perspective of individuals who work and live in the community;

- identify best value performance criteria and evaluate which alternative will provide the best value; and
- provide considerations for the design team to consider during development of future options based on the preferred alternative.

Design Workshop participants were asked to share issues, concerns, and requirements with respect to the Phase 1 section of the project. This allowed the group to gain an understanding of issues from each participating stakeholder's perspective.

2. Alternatives for Phase 1

To enable the design team to focus on the most complex area of Phase 1, the following project elements were outside the scope of the Design Workshop:

- Alignment is fixed at Highway 12 and at the Saskatchewan River crossing. Only minor alignment changes will be considered between the fixed points;
- South Saskatchewan River Crossing;
- Interchange ramp configurations;
- Developing Service Road and Local Road network;
- Interchange at Highway 16; and,
- Phase 2 (east) and Phase 3 (west).

The design team developed and presented four (4) alternatives for Phase 1. The following key design challenges were factors in the development of the four (4) alternatives, which were presented to the Design Workshop participants:

- Closely Spaced Interchanges
 - 2.2 km between Highway 12 and Highway 11
 - 2.1 km between Highway 11 and Wanuskewin Road
 - Ministry of Highways and Infrastructure desirable interchange spacing is 8 km; minimum spacing is 3.2 km
 - Interchanges between the Freeway and Highways (System Interchanges) require larger footprints (i.e. at Highway 12 and 11)
 - Close spacing will result in weaving concerns and poor operations in the future
- Communities of Warman and Martinsville
 - Two rapidly growing communities close to Saskatoon will create high peak hour commuter traffic that must be accommodated with expected provincial highway traffic
- CN Rail Crossing
 - Potential sight line concerns crossing over the railway
- Proximity and access to Wanuskewin Heritage Park
- Compatibility with City of Saskatoon and RM of Corman Park existing and future infrastructure.

2.1 Alternative 1: Three Interchanges

Alternative 1 is illustrated in **Figure 3** and is based on previous transportation planning studies. The key features of this alternative include:

- Closure of Highway 11 from Highway 12 to the Saskatoon Freeway;
- System Interchange at Highway 12;
- Partial System Interchange at Highway 11;
- Service Interchange at Wanuskewin Road;
- Wanuskewin Road connection to Penner Road; and,
- Potential connection from Wanuskewin Road / Penner Road to Warman Road (North).



Figure 3: Alternative 1: Three Interchanges

A critical concern with this alternative is the close spacing of interchanges and the risk of weaving movements between interchanges that may seriously impact traffic flow. One way to address this issue is the use of a core collector system. **Figure 4** illustrates a typical freeway cross-section compared to a typical core collector system.

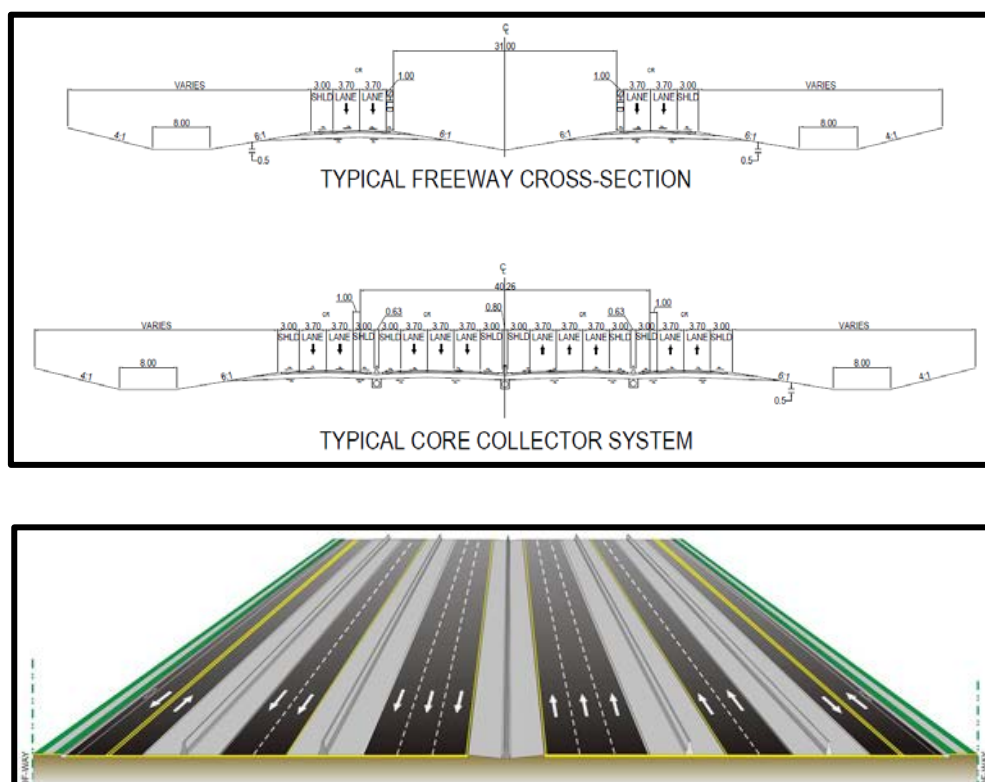


Figure 4: Typical Core Collector System Cross-Section

2.2 Alternative 2: Two Interchanges

Alternative 2 shown in **Figure 5** meets the Ministry's minimum spacing requirement between interchanges. Spacing between interchanges is 4.3 km exceeding the minimum spacing of 3.2 km. The key features of this alternative include:

- Realignment of Highway 11 to Wanuskewin Road;
- Closure of Highway 11 from Highway 12 to east of the CN railway;
- System Interchange at Highway 12;
- Hybrid Interchange at realigned Highway 11 and Wanuskewin Road;
- Partial Service Interchange at Penner Road;
- Millar Avenue to Wanuskewin Road Connector; and,
- Potential connection from Penner Road to Warman Road (North).

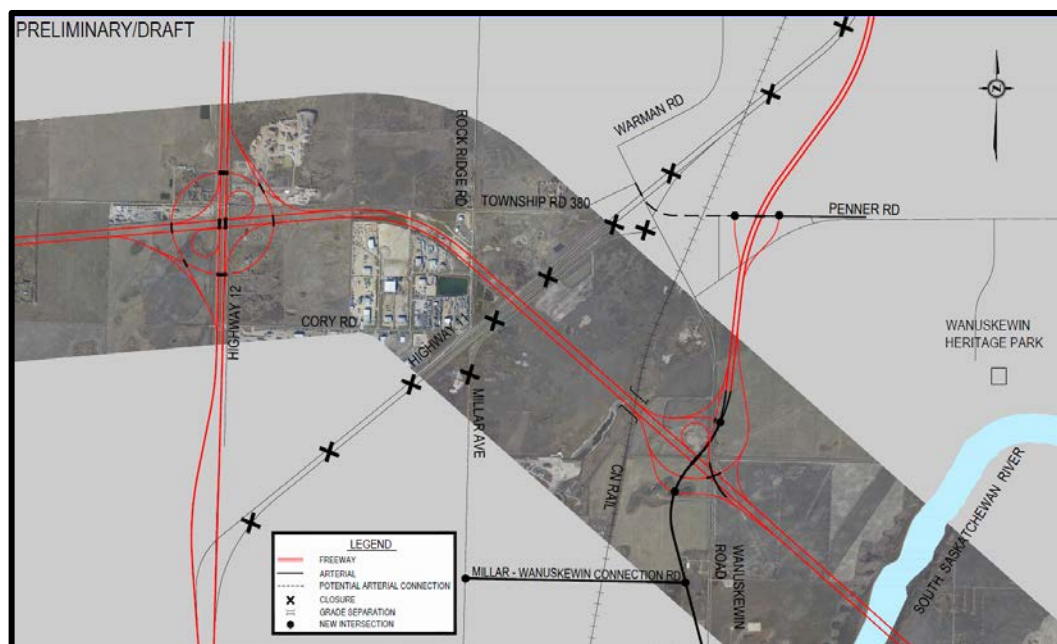


Figure 5: Alternative 2: Two Interchanges

2.3 Alternative 3: Millar Flyover

Alternative 3 is illustrated in **Figure 6**. The key features of this alternative include:

- Realignment of Highway 11 to Wanuskewin Road;
- Closure of Highway 11 from Highway 12 to east of the CN railway. New Highway 11 relocated eastward;
- Millar Avenue connection with flyover to Penner Road to provide additional access across the Freeway;
- System Interchange at Highway 12;
- Hybrid Interchange at realigned Highway 11;
- Partial Service Interchange at Penner Road;
- Millar Avenue to Wanuskewin Road Connector; and,

- Potential connection from Millar Avenue / Penner Road to Warman Road (North).

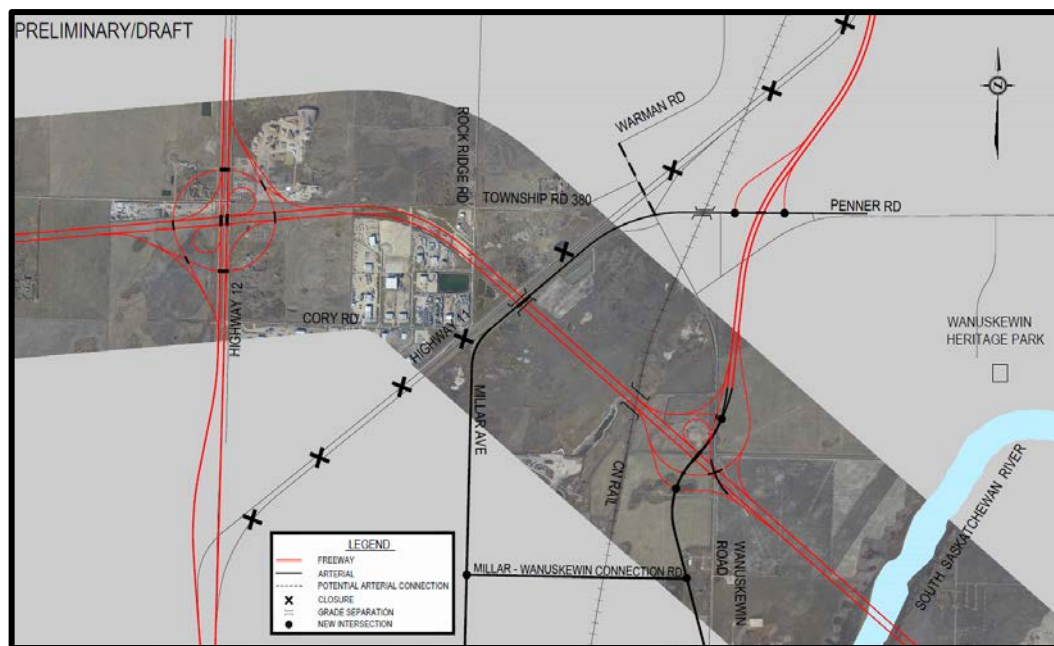


Figure 6: Alternative 3: Millar Flyover

2.4 Alternative 4: Highway 11 Flyover

Alternative 4 shown in **Figure 7** was developed to match the preliminary findings from the City of Saskatoon's *North Saskatoon Network Planning Study*. The key features of this alternative include:

- Realignment of Highway 11 to Wanuskewin Road;
- Reverting old Highway 11 to an arterial with flyover to Penner Road;
- Hybrid Interchange at Highway 12 (based on Highway 12 south of Freeway classified as major arterial);
- Hybrid Interchange at realigned Highway 11;
- Partial Service Interchange at Penner Road;
- Millar Avenue to Wanuskewin Road Connector; and,
- Potential connection from Highway 11 Arterial / Penner Road to Warman Road (North).

The following key elements from the draft *North Saskatoon Network Planning Study* are incorporated in this alternative:

- Conversion of Highway 12 and Highway 11 to arterial roads with intersections; and,
- Grade separation of Highway 11 at Saskatoon Freeway (no interchange).

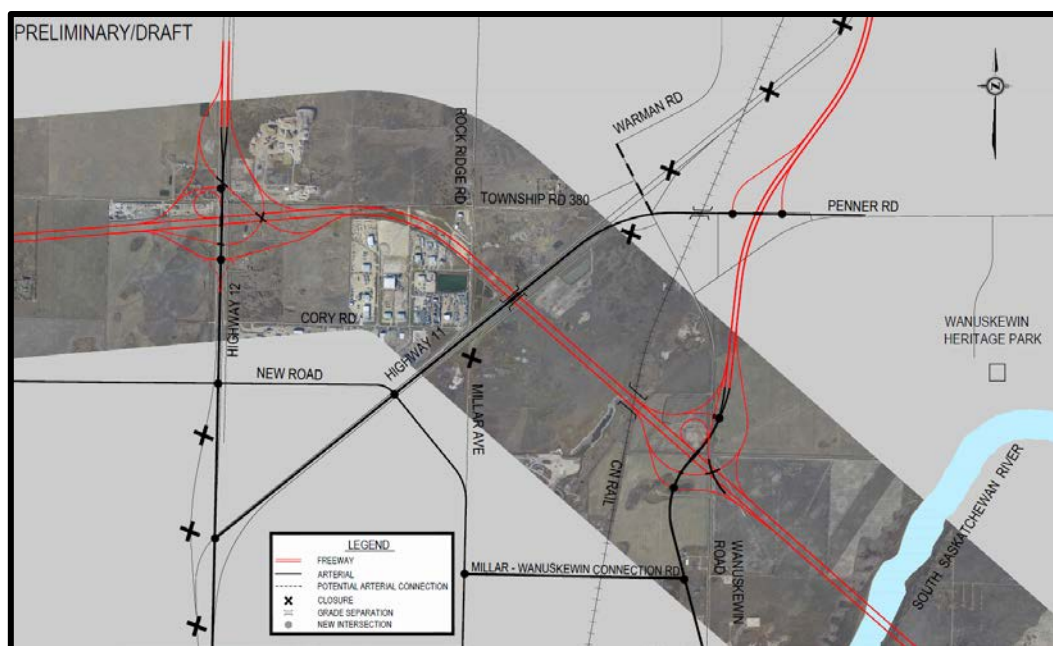


Figure 7: Alternative 4: Highway 11 Flyover

3. Evaluation of Alternatives

3.1 Advantages and Disadvantages of the Alternatives

After the technical advantages and disadvantages of the four (4) alternatives were presented by the design team, the Design Workshop participants brainstormed other advantages, disadvantages, opportunities, potential risks and items for the design team to consider for each of the alternatives as the design proceeds. **Appendix A** includes the complete summary of the design team's technical advantages and disadvantages for each alternative as well as the results of the Design Workshop participants' discussions.

3.2 Performance Criteria and Measures

By consensus, the Design Workshop participants identified the performance criteria and measures by which the four (4) alternatives would be compared to each other in order for the participants to identify which alternative will provide the best value. Table 1 provides the performance criteria and their measures used by the Design Workshop participants to identify a preferred alternative.

| Performance Criteria | Measures |
|--|---|
| Access Inside Freeway | Access to industrial lands |
| Access Outside Freeway | Access to industrials, residential and First Nation lands |
| Access to Wanuskevin Heritage Park | Potential to provide full access from provincial Highway system |
| Alternative Modes of Transportation | Flexibility to integrate all modes of transportation, including transit and active transportation |
| Connectivity to Municipal Infrastructure | Aligns with future, planned, and existing infrastructure |
| Interchange Spacing | Meets Ministry interchange spacing requirements |

| | |
|--|--|
| Environmental/Heritage Impact | Noise, view shed and sound scape impacts to Wanuskewin and Meewasin Valley |
| Highway to Highway Connectivity | Travel time passing through the city of Saskatoon |
| Access Across Freeway for Intercity Travel | Travel time and distribution of traffic across multiple points in and out of the City of Saskatoon |

Table 1: Performance Criteria Measures

3.3 Performance Criteria Weighting

Each Performance Criteria required a weight to assist the Design Workshop attendees to more objectively evaluate subjective criteria (or attributes). Two evaluation techniques were used to determine the relative importance of the performance criteria relative to the requirements of the Design Workshop participants.

The first, is the Paired Comparison Method, which provides a simple, balanced approach for comparing multiple criteria. The Design Workshop participants evaluated the relative importance of the performance criteria that would be used to evaluate the four (4) alternatives to determine a preferred alternative. The weighted Paired Comparison Method table and its weights are shown in **Table 2**.

| Performance Criteria Matrix | | | | | | | | | | | | |
|---|---|-----|-----|-----|--|-----|-----|-----|---------------|-----------------------|-----------------|--|
| Project Name: Saskatoon Freeway Functional Planning Study | | | | | | | | | | Date: June 28th, 2019 | | |
| Evaluative Criteria | | | | | | | | | | | | |
| ID | Criteria | | | | Measures | | | | | | | |
| A | Access Inside Freeway | | | | Access to industrial lands | | | | | | | |
| B | Access Outside Freeway | | | | Access to industrials, residential and First Nation lands | | | | | | | |
| C | Access to Wanuskewin Heritage Park | | | | Potential to provide full access from provincial Highway system | | | | | | | |
| D | Alternative Modes of Transportation | | | | Flexibility to integrate all modes of transportation, including transit and active transportation | | | | | | | |
| E | Connectivity to Municipal Infrastructure | | | | Aligns with future, planned, and existing infrastructure | | | | | | | |
| F | Interchange Spacing | | | | Meets interchange spacing requirements | | | | | | | |
| G | Environmental/Heritage Impact | | | | Noise, view shed and sound scape impacts | | | | | | | |
| H | Highway to Highway Connectivity | | | | Travel time passing through the city of Saskatoon | | | | | | | |
| I | Access Across Freeway for Intercity Travel | | | | Travel time and distribution of traffic across multiple points in and out of the city of Saskatoon | | | | | | | |
| Criteria Matrix | | | | | | | | | | | | |
| | | | | | | | | | Total Points | % of Total | Adjusted Values | |
| (B) | (C) | (D) | (E) | (F) | (G) | (H) | (I) | | | | | |
| (A) | A/B | A3 | A3 | A/E | F3 | A3 | H3 | I3 | 11.0 | 10.8% | 10.8% | |
| (B) | | B3 | B3 | B/E | F3 | B3 | H3 | I3 | 11.0 | 10.8% | 10.8% | |
| (C) | | | C3 | E2 | F3 | C3 | H3 | I3 | 6.0 | 5.9% | 6.0% | |
| (D) | | | | E3 | F3 | D/G | H3 | I3 | 1.0 | 1.0% | 1.0% | |
| (E) | | | | | F3 | E3 | H3 | E/I | 11.0 | 10.8% | 10.8% | |
| (F) | | | | | | F3 | F3 | F3 | 24.0 | 23.5% | 23.5% | |
| (G) | | | | | | | H3 | I3 | 1.0 | 1.0% | 1.0% | |
| (H) | | | | | | | | H3 | 21.0 | 20.6% | 21.0% | |
| (I) | | | | | | | | | 16.0 | 15.7% | 15.5% | |
| | | | | | | | | | | 0.0% | | |
| Total | | | | | | | | | 102.0 | | 100.4% | |
| With emphasis on preference | | | | | | | | | How Important | | | |
| A# | = A is of greater importance with # preference emphasis | | | | | | | | WITH | 3 - Major Preference | | |
| A/B | = A and B are of equal importance | | | | | | | | | 2 - Medium Preference | | |
| | | | | | | | | | | 1 - Minor Preference | | |

Table 2: Paired Comparison Table

It is important to note that a low assigned criteria weight does not indicate that the criteria is not important, but rather that the criteria is not a significant discriminator between the alternatives.

The second evaluation technique is the 100 Point Allocation, in which all participants are given 100 points to distribute over the performance criteria based on their own opinion of the importance of each criterion to the project. Once all of the Design Workshop participants provide their weights for each criterion, the average of the weights for each criterion was calculated. The results of the 100 Point Allocation Method are provided in **Table 3**.

Table 3 also provides the weights for each criterion based on the Paired Comparison Method. The average of the two evaluation techniques is calculated and shown in the “Average of the Two Methods” column. The workshop participants agreed by consensus that the “Average of the Two Methods” weights highlighted in yellow in **Table 3** were the most representative of the relative importance of the criteria and would be used to compare the alternatives.

| Criteria | Number of Participants | | | | | | | | | | | | | 100 Point Results | Pairwise Comparison Results | Average of the Two Methods |
|--|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------------------|-----------------------------|----------------------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | | |
| Access Inside Freeway | 10 | 5 | 12 | 11 | 15 | 10 | 10 | 12 | 10 | 15 | 7 | 7 | 15 | 11 | 10.8 | 11 |
| Access Outside Freeway | 10 | 5 | 12 | 11 | 15 | 5 | 5 | 12 | 10 | 15 | 7 | 7 | 15 | 10 | 10.8 | 10 |
| Access to Wanuskewin Heritage Park | 10 | 5 | 6 | 7 | 5 | 10 | 10 | 8 | 5 | 3 | 10 | 3 | 10 | 7 | 6 | 7 |
| Alternative Modes of Transportation | 5 | 5 | 3 | 4 | 3 | 5 | 5 | 5 | 2 | 10 | 5 | 1 | 5 | 4 | 1 | 3 |
| Connectivity to Municipal Infrastructure | 10 | 10 | 10 | 10 | 10 | 5 | 10 | 10 | 10 | 14 | 10 | 5 | 10 | 10 | 10.8 | 10 |
| Interchange Spacing | 25 | 35 | 22 | 21 | 20 | 25 | 25 | 22 | 20 | 10 | 25 | 36 | 15 | 23 | 23.5 | 23 |
| Environmental/Heritage Impact | 5 | 5 | 3 | 4 | 2 | 5 | 5 | 7 | 3 | 7 | 10 | 2 | 5 | 5 | 1 | 3 |
| Highway to Highway Connectivity | 10 | 25 | 20 | 18 | 20 | 15 | 15 | 14 | 25 | 10 | 20 | 32 | 10 | 18 | 21 | 20 |
| Access Across Freeway for Intercity Travel | 15 | 5 | 12 | 14 | 10 | 20 | 15 | 10 | 15 | 16 | 6 | 7 | 15 | 12 | 15.5 | 14 |
| TOTAL | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

Table 3: 100 Point Allocation Method and Selected Performance Criteria Weights

3.4 Alternative Evaluation Matrix

All participants of the Design Workshop then evaluate each of the alternatives against the performance criteria by using a rating scale of 1 to 10, where 1 is the worst and 10 is the best. The performance criteria rating is multiplied by the weighting of the particular performance criteria and summed with all other criteria ratings to provide an overall total performance score for each alternative. The results of the evaluation of the alternatives is provided in **Table 4**.

| EVALUATION MATRIX | | | | | | | | | | | |
|--|--|-----------------------|------------------------|------------------------------------|-------------------------------------|--|---------------------|---------------------------------|---------------------------------|--|-----------------------|
| 1. HOW WELL DOES THE SCENARIO SATISFY THE PERFORMANCE CRITERIA (ENTER RATING FROM 1-10, 10=BEST) 2. ENTER ASSIGNED WEIGHT TIMES RATING IN SUB TOTAL 3. SUM ACROSS AND RANK | Performance Criteria - Performance Measure | Access Inside Freeway | Access Outside Freeway | Access to Wanuskewin Heritage Park | Alternative Modes of Transportation | Connectivity to Municipal Infrastructure | Interchange Spacing | Environmental / Heritage Impact | Highway to Highway Connectivity | Access Across Freeway for Intercity Travel | Total Performance (P) |
| Alternatives | Weight → | 11 | 10 | 7 | 3 | 10 | 23 | 3 | 20 | 14 | |
| Alternative 1: Three Interchanges | Rating 1-10 | 1.00 | 3.00 | 5.00 | 3.00 | 3.00 | 1.00 | 7.00 | 5.00 | 1.00 | |
| | Sub Total | 11.00 | 30.00 | 35.00 | 9.00 | 30.00 | 23.00 | 21.00 | 100.00 | 14.00 | 273 |
| Alternative 2: Two Interchanges | Rating 1-10 | 2.00 | 4.00 | 9.00 | 2.00 | 4.00 | 7.00 | 4.00 | 8.00 | 5.00 | |
| | Sub Total | 22.00 | 40.00 | 63.00 | 6.00 | 40.00 | 161.00 | 12.00 | 160.00 | 70.00 | 574 |
| Alternative 3: Millar Flyover | Rating 1-10 | 5.00 | 6.00 | 9.00 | 5.00 | 6.00 | 8.00 | 4.00 | 8.00 | 6.00 | |
| | Sub Total | 55.00 | 60.00 | 63.00 | 15.00 | 60.00 | 184.00 | 12.00 | 160.00 | 84.00 | 693 |
| Alternative 4: Highway 11 Flyover | Rating 1-10 | 8.00 | 7.00 | 9.00 | 5.00 | 8.00 | 8.00 | 4.00 | 9.00 | 8.00 | |
| | Sub Total | 88.00 | 70.00 | 63.00 | 15.00 | 80.00 | 184.00 | 12.00 | 180.00 | 112.00 | 804 |

Table 4: Alternatives Evaluation Matrix

Based on the results of the evaluation, *Alternative 4: Highway 11 Flyover* has the highest performance score of 804. All participants of the Design Workshop agreed that Alternative 4 was the best value alternative and is the preferred framework for the design team to develop further.

3.5 Design Considerations for the Preferred Alternative

After the selection of the preferred alternative, the Design Workshop participants marked up the alternative display boards to provide design considerations for the design team to take into account in the next iterations of the preferred alternative. These design considerations are being reviewed and incorporated into the options being developed for the preferred framework. One example is the need to provide all movements at the interchange at Highway 11 / Penner Road to provide easy access into the Wanuskewin Heritage Park. These options will be presented to stakeholders and the public in Fall 2019 in order to gain additional input.

4. Conclusions

Phase 1 is the most complex of the three phases of the Saskatoon Freeway study, given the proximity of Highway 11, Highway 12, Wanuskewin Road and existing developments. The Design Workshop was required to quickly evaluated and select an alternative for further development. The preferred alternative was selected because it best addressed the numerous technical challenges, including interchange spacing and access requirements, while ensuring the future Saskatoon Freeway meets all road design standards for safety, and meets the future capacity needs for the community of 750,000 people.

The key features from the highest rated framework include:

- Realignment of Highway 11 to Wanuskewin Road;
- Providing an interchange connection to Penner Road at Highway 11;

- Interchanges at Highway 12 and at the realigned Highway 11 with the Saskatoon Freeway;
- Connector from Millar Road to Wanuskewin Road; and,
- A flyover across the Saskatoon Freeway at the old Highway 11 location.

The realignment of Highway 11 into Wanuskewin Road is a major component of the preferred framework. This change eliminates an existing high collision intersection (Highway 11/Wanuskewin Rd) and follows the flow of the majority of existing Highway 11 users turning onto Wanuskewin Rd.

The preferred alternative will provide the framework for all future options that will be developed and reviewed. The Ministry will continue working with its consultants and stakeholders to develop numerous options that will be shown to stakeholders and the public to receive additional input. These options are expected to be finalized by late Fall 2019 and presented to the public prior to the end of the year.

Sincerely,



Geoffrey Meinert, P.Eng.
Senior Project Manager

Enclosure

Appendix A

Advantages and Disadvantages of the Alternatives

Advantages, Disadvantages, Potential Risks and Items to Consider for Each Alternative

| Alternatives | Advantages | Disadvantages | Opportunities | Potential Risks | Items to Consider |
|-----------------------------------|---|---|---|---|---|
| Alternative 1: Three Interchanges | <ul style="list-style-type: none">• Least amount of change to the existing network; therefore, public opinion may approve of maintaining continuity• Easy to add on more pieces without complete redesign• More points of access to Saskatoon Freeway• Opportunity to provide arterial connection between Wanuskewin and Warman Road via Highway 11 overpass• Basic Service interchange at Wanuskewin | <ul style="list-style-type: none">• Larger property impacts near Wanuskewin Heritage Park<ul style="list-style-type: none">○ cuts into their buffer the most○ possible to re-alignment to have less impact• Interchange spacing doesn't meet Ministry's minimum standards of 3.2 km's between interchanges (3 interchanges in 4.3 km's)• Highway 11 traffic enters a high-speed road on a curve, which is a potential safety risk• Increased capital and maintenance costs• Costs due to purchasing property within the industrial park<ul style="list-style-type: none">○ encroachment onto existing developed property• Additional structure required to separate railway• Traffic accommodation during construction will be difficult• Connectivity north-south (N-S) is not as easily accomplished compared to other alternatives• Less potential for active or alternative modes of transportation, particularly at structures• TWS Road 380 unable to maintain current connection• Concerns with complex and confusing overhead directional signing• Ultimately may require core-collector lanes• Driver education and confusion due to core collector• Core collector would require additional property requirements and higher cost• Direct connection from Highway 11 into Saskatoon removed, results in out-of-way travel i.e. traffic must backtrack to Highway 12 or 'zig-zag' to Wanuskewin via Saskatoon Freeway• Requires 2.5 km closure of Highway 11 | <ul style="list-style-type: none">• None identified | <ul style="list-style-type: none">• Early congestion, early failure in traffic movement system (due to weaving between interchanges)• Penner Road gets more traffic than model suggests• Land purchases required in East Cory Industrial Park | <ul style="list-style-type: none">• Potentially leave Wanuskewin Road where it is located now• Potentially, 10 lane wide crossing-core collector• Consider impacts to TLE Lands• High speed ramp bulging out• Potential right-of-way provisions may be required for Wanuskewin and trail along the river• Green network provisions (i.e. maintain corridors and consider future phases)• Residential future development northeast (NE) along the river; therefore, consider future connections for alternative modes of transportation• Drainage network from Warman and Martinsville needs to be considered• City transit implications and accommodations potential for high occupancy vehicles such as LRT/BRT• SaskWater line / SaskPower lines to be considered• Consider Hudson Bay Swale impact• Provision of N-S cycling routes for commuter cyclists |

| Alternatives | Advantages | Disadvantages | Opportunities | Potential Risks | Items to Consider |
|---------------------------------|---|---|---|--|--|
| Alternative 2: Two Interchanges | <ul style="list-style-type: none"> Eliminates an at grade rail crossing at Highway 11 and CN 2 interchanges spaced 4.3 km's apart Allows for possibility of N-S flyover for Millar Avenue Travel time reduced for Highway 11 Opportunity to provide arterial connection between Penner Road and Warman Road Millar-Wanuskewin Connection Road provides opportunity to better distribute northbound and southbound traffic Establishes north-south orientation of roads to and from Saskatoon Reduced staging impacts at existing roads (i.e. Wanuskewin Interchange) Speed transition from Highway 11 (Freeway) to Wanuskewin (arterial) provided through curvilinear alignment with traffic signals at ramp terminals | <ul style="list-style-type: none"> Provides less access to city compared to Alternatives 3 and 4 Less traffic on Millar Avenue Abandoning infrastructure due to the 6 km closure of Highway 11 No provision for flyovers <ul style="list-style-type: none"> less access to city less connectivity Poor connectivity of local roads north and south of Saskatoon Freeway Less potential for active modes Lack of access from East Cory Industrial Park No direct access to Wanuskewin Heritage Park from the north Tight spacing between partial interchange at Highway 11/Penner Road and Highway 11/Saskatoon Freeway Realignment of Highway 11 has the potential to draw more traffic to Wanuskewin Poor connectivity of local roads north and south of Saskatoon Freeway Poor access to Penner Road and Wanuskewin Heritage Park from the north | <ul style="list-style-type: none"> Potential north / south flyover at Millar Avenue | <ul style="list-style-type: none"> Crossing discussions with CN Potential risk with Penner Road vertical alignment Land purchase for relocated Highway 11 | <ul style="list-style-type: none"> Full access on Penner Road More traffic distributed to Wanuskewin Road inside City limits from Highway 11 Consider impacts to TLE Lands at Warman Road north and west of existing Highway 11 Potential right-of-way provisions may be required for Wanuskewin Heritage Park and trail along the river Green network provisions (i.e. maintain corridors and consider future phases) Residential future development NE along river; therefore, consider future connections for alternative modes of transportation Drainage network from Warman and Martinsville needs to be considered City transit implications and accommodations potential for high occupancy vehicles such as LRT/BRT SaskWater line / SaskPower lines to be considered Consider Hudson Bay Swale impact Provision of N-S cycling routes for commuter cyclists |
| Alternative 3: Millar Flyover | <ul style="list-style-type: none"> Eliminates an at grade rail crossing at Highway 11 and CN More suitable for pedestrian crossovers and alternatives modes of transportation Better accommodates future city transit Safety due to interchange spacing Flyovers in-between interchanges to allow for traffic in north industrial to exit/enter city easily Flow is simpler and less stoppages to keep flow higher for drivers; therefore, less chance for driver error <ul style="list-style-type: none"> safer option as it allows drivers to correct in a more spacious area 2 interchanges spaced 4.3 km's apart Millar Avenue connection to Penner Road provides continuity with local road system | <ul style="list-style-type: none"> Loss of infrastructure on Highway 11 due to using Millar Avenue Poor access to Penner Road No direct access from Freeway to Wanuskewin Heritage Park Poor access to East Cory Industrial Park (Highway 12 is freeway) Wanuskewin Road access to Penner Road from the south is closed; access from south via Millar Avenue Realignment of Highway 11 has the potential to draw more traffic to Wanuskewin Road Requires 5 km closure of Highway 11 | <ul style="list-style-type: none"> City to take over Highway 11 and use as arterial Allow for municipalities to determine the road network south and north of Freeway | <ul style="list-style-type: none"> Crossing discussions with CN Land purchase for relocated Highway 11 | <ul style="list-style-type: none"> Full access on Penner Road from all directions Consider impacts to TLE Lands Potential right-of-way provisions may be required for Wanuskewin and trail along the river Green network provisions (i.e. maintain corridors and consider future phases) Residential future development NE along river; therefore, consider future connections for alternative modes of transportation Drainage network from Warman and Martinsville needs to be considered City transit implications and accommodations potential for high occupancy vehicles such as LRT/BRT SaskWater line / SaskPower lines to be considered Consider Hudson Bay Swale impact Provision of N-S cycling routes for commuter cyclists |

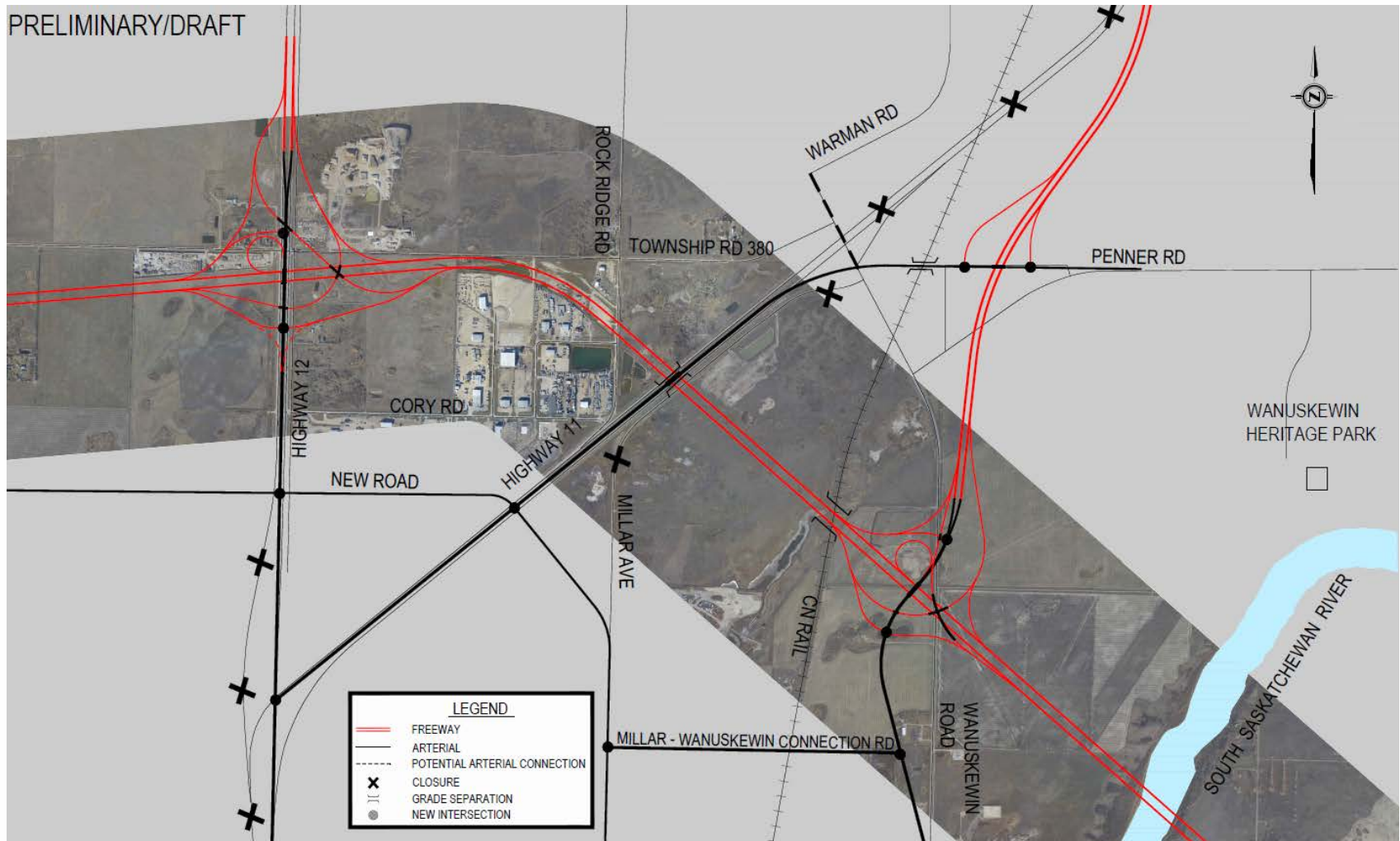
| Alternatives | Advantages | Disadvantages | Opportunities | Potential Risks | Items to Consider |
|-----------------------------------|---|--|---|---|--|
| | <ul style="list-style-type: none"> • Opportunity to provide arterial connection between Penner Road and Warman Road • Millar-Wanuskewin Connection Road provides opportunity to better distribute northbound and southbound traffic • Reduced staging impacts at existing roads (i.e. Wanuskewin Interchange) • Speed transition from Highway 11 (Freeway) to Wanuskewin (arterial) provided through curvilinear alignment with traffic signals at ramp terminals | | | | |
| Alternative 4: Highway 11 Flyover | <ul style="list-style-type: none"> • Eliminates an at grade rail crossing at Highway 11 and CN • Aligns with current City of Saskatoon sector planning for everything inside Freeway, including not yet approved plans • Existing Highway 11 staying near the railway • Safety due to interchange spacing • Flyovers in-between interchanges to allow for traffic in north industrial to exit/enter city easily • Flow is simpler and less stoppages to keep flow higher for drivers; therefore, less chance for driver error <ul style="list-style-type: none"> ◦ safer option as it allows drivers to correct in a more spacious area • Better utilizes existing Highway 11 infrastructure • More suitable for pedestrian crossovers and alternative modes of transportation • Better accommodates future city transit • Good access to East Cory Industrial Park (Highway 12 is arterial) • 2 Interchanges spaced 4.3 km's apart • Compatible with preliminary recommendations from <i>North Saskatoon Network Planning Study</i> (Highways 12 and 11 converted to arterial roads with intersections south of Saskatoon Freeway) | <ul style="list-style-type: none"> • More out of way travel due to access to Wanuskewin • No direct access from Freeway to Wanuskewin Heritage Park • Realignment of Highway 11 has the potential to draw more traffic to Wanuskewin • Requires 2.5 km closure of Highway 11 | <ul style="list-style-type: none"> • Allow for municipalities to determine the road network south and north of Freeway | <ul style="list-style-type: none"> • Land purchase for relocated Highway 11 • Crossing discussions with CN Rail | <ul style="list-style-type: none"> • Move Penner Road intersection north to accommodate for interchange to provide direct access to Wanuskewin • Consider impacts to TLE Lands • Millar Avenue could be a signalized intersection to continue to connect to Highway 11 • Leave Highway 11 parallel to railroad to not affect connectivity • Transition from high speed Freeway to interior city arterial roads • Spacing of Highway 11 to rail line may need realignment • Full access on Penner Road • Potential right-of-way provisions may be required for Wanuskewin and trail along the river • Green network provisions (i.e. maintain corridors and consider future phases) • Residential future development NE along river; therefore, consider future connections for alternative modes of transportation • Drainage network from Warman and Martinsville needs to be considered • City transit implications and accommodations potential for high occupancy vehicles such as LRT/BRT • SaskWater line / SaskPower lines to be considered • Consider Hudson Bay Swale impact • Provision of N-S cycling routes for commuter cyclists |

| Alternatives | Advantages | Disadvantages | Opportunities | Potential Risks | Items to Consider |
|--------------|--|---------------|---------------|-----------------|-------------------|
| | <ul style="list-style-type: none">• Generally, maintains original road network• High level connectivity on local roads• Opportunity to provide arterial connection between Penner Road and Warman Road• Millar-Wanuskewin Connection Road provides opportunity to better distribute northbound and southbound traffic• Hybrid interchange at Highway 12 requires fewer complex moves, lower costs to construct• Reduced staging impacts at existing roads (i.e. Wanuskewin Interchange)• Speed transition from Highway 11 (Freeway) to Wanuskewin (arterial) provided through curvilinear alignment with traffic signals at ramp terminals | | | | |

Appendix B

Alternative 4: Highway 11 Flyover

Preferred Alternative



Thompson, Holly

From: Warrick Baijius [REDACTED]
Sent: Thursday, October 17, 2019 12:11 PM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Thursday, October 17, 2019 - 12:11

Submitted by anonymous user: 71.17.233.235

Submitted values are:

Date Thursday, October 17, 2019

To His Worship the Mayor and Members of City Council

First Name Warrick

Last Name Baijius

Email [REDACTED]

Address [REDACTED] 2nd St E

City Saskatoon

Province Saskatchewan

Postal Code [REDACTED]

Name of the organization or agency you are representing (if applicable)

Subject Request to speak at Council meeting regarding update on perimeter highway from SPCoT

Meeting (if known) Council Oct 28

Comments

Hello,

This is a request to speak at Council on October 28 regarding Transportation Department's update on the perimeter highway functional planning study.

Thanks in advance,

Warrick

Attachments

The results of this submission may be viewed at:

<https://www.saskatoon.ca/node/398/submission/344795>

2017 Contract Negotiations (2017 – 2020) - International Association of Fire Fighters (IAFF), Local No. 80

ISSUE

The purpose of this report is to provide information in respect of collective bargaining with the International Association of Fire Fighters (IAFF), Local No. 80 and seek approval of a four year agreement, expiring December 31, 2020.

The City and IAFF 80 have reached a tentative Memorandum of Agreement ratified by the Union on October 16, 2019.

RECOMMENDATION

- 1) That the proposed changes set out in the Revision to the Collective Agreement (Attachment 1) with respect to the 2014 – 2016 Collective Agreement with the International Association of Fire Fighters, Local No. 80 be approved; and
- 2) That His Worship the Mayor and the City Clerk be authorized to execute the revised contract under the Corporate Seal.

BACKGROUND

Collective Bargaining began on May 25, 2017 and on December 11, 2018, the parties reached an impasse that triggered the Association to apply to the Minister of Labour for the appointment of a Provincial Conciliator. The parties were unable to reach a deal during conciliation and the matter was scheduled for Interest Arbitration to be held on December 11 and 12, 2019. While preparing for Interest Arbitration, the parties were able to reach a Tentative Agreement.

DISCUSSION/ANALYSIS

Negotiations between the City and IAFF Local 80 started on May 25, 2017 and a Tentative Agreement was reached on October 15, 2019. The term of the Agreement is four (4) years, for the period January 1, 2017 to December 31, 2020. The Union ratified the terms of the Memorandum of Agreement on October 16, 2019.

Terms of the new Collective Agreement include:

- General Economic Increases as follows:
 - January 1, 2017 1.25%
 - July 1, 2017 1.25%
 - July 1, 2018 2.00%
 - July 1, 2019 1.75%
 - October 1, 2020 1.85%

- The parties agreed to develop a Working Group to discuss non-monetary administrative changes and housekeeping items during the closed period of the Agreement.

IMPLICATIONS

The recommendation falls within the fiscal mandate approved by City Council for the renewal of its collective agreement with City of Saskatoon Unions and Associations.

NEXT STEPS

Implementation will occur after approval by City Council.

APPENDICES

1. The International Association of Fire Fighters, Local No. 80, Revisions to the Collective Agreement.

Report Approval

Written by: Marno McInnes, Director of Labour Relations
Reviewed by: Sarah Cameron, Chief Human Resources Officer
Approved by: Jeff Jorgenson, City Manager

Admin Report - 2017 Contract Negotiations (2017 – 2020) - International Association of Fire Fighters (IAFF), Local No. 80

The International Association of Fire Fighters, Local No. 80
Revisions to the Collective Agreement
October 28, 2019

Negotiations between the City and IAFF Local 80 started on May 25, 2017 and a Memorandum of Agreement was reached on October 16, 2019. The contract is for a term of four (4) years from January 1, 2017 to December 31, 2020.

1. Wages

The following wage adjustments will be applied:

| | |
|-----------------|-------|
| January 1, 2017 | 1.25% |
| July 1, 2017 | 1.25% |
| July 1, 2018 | 2.00% |
| July 1, 2019 | 1.75% |
| October 1, 2020 | 1.85% |

2. Term

The term of the agreement is for four (4) years. The term is for the period January 1, 2017 to December 31, 2020.

3. Collective Agreement Changes

Working Group

- The parties agreed to develop a Working Group to discuss non-monetary administrative changes and housekeeping items during the closed period of the Agreement.

Downtown Saskatoon – Board Composition and Request for Temporary Exception

ISSUE

This report submits for City Council's consideration Bylaw No. 9652, *The Downtown Business Improvement District Board Exemption Bylaw, 2019*, which implements City Council's decision to permit a current member of the Board for the Downtown Business Improvement District ("Downtown BID") to remain on the Board even though their business is moving outside the boundaries of the Downtown BID.

RECOMMENDATION

That City Council consider Bylaw No. 9652, *The Downtown Business Improvement District Board Exemption Bylaw, 2019*.

BACKGROUND

At its September 30, 2019 Regular Business Meeting, City Council considered a request of the Downtown BID and resolved as follows:

- "1. That the Downtown BID be granted an exception to the Board composition requirements contained in Bylaw 6710 on a temporary basis to permit Shaunna Leyte, a nominee of a business outside of the District (within River Landing) to remain on the Board; and
2. That the City Solicitor be instructed to make the appropriate Bylaw amendments."

DISCUSSION/ANALYSIS

In accordance with City Council's instructions, we are pleased to submit Bylaw No. 9652, *The Downtown Business Improvement District Board Exemption Bylaw, 2019* for City Council's consideration.

APPENDIX

1. Proposed Bylaw No. 9652, *The Downtown Business Improvement District Board Exemption Bylaw, 2019*

Report Approval

Written by: Blair Bleakney, Director of Legal Services
Approved by: Cindy Yelland, City Solicitor

Admin Report - Downtown Saskatoon – Board Composition and Request for Temporary Exception.docx
Our File 110.0437

BYLAW NO. 9652

The Downtown Business Improvement District Board Exemption Bylaw, 2019

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as *The Downtown Business Improvement District Board Exemption Bylaw, 2019*.

Purpose

2. The purpose of this Bylaw is to permit a person appointed to the Board of Management for the Downtown Saskatoon Business Improvement District (the “Board”) to remain on the Board despite no longer meeting the requirements of section 4 of Bylaw 6710, *The Downtown Business Improvement District Bylaw, 1986*.

Board Member Exemption

3. (1) Notwithstanding section 4 of *The Downtown Business Improvement District Bylaw, 1986*, a person who has been appointed to the Board may complete their term of office on the Board despite no longer being:
 - (a) an operator of a business in the District; or
 - (b) a nominee of a corporation which operates a business in the District.
- (2) Notwithstanding subsection 5(2) of *The Downtown Business Improvement District Bylaw, 1986*, a person mentioned in subsection (1) is not eligible for reappointment upon the expiration of their term of office unless they meet the requirements of section 4 of *The Downtown Business Improvement District Bylaw, 1986* at that time.

Coming into Force

4. (1) This Bylaw comes into force on the day of its final passing.
- (2) This Bylaw expires on December 31, 2020.

Read a first time this _____ day of _____, 2019.

Read a second time this _____ day of _____, 2019.

Read a third time and passed this _____ day of _____, 2019.

Mayor

City Clerk

Approaches for Addressing Existing and Emerging Protocol Issues

ISSUE

The City of Saskatoon receives a number of flag raising and proclamation requests each year. There currently exists no specific policy direction with respect to flag raising requests. Only Council Policy No. C01-004, *Proclamations* exists to address such requests, and it has not been the subject of a review for a long time. The attached *Flag and Proclamations Policy* is intended to establish a framework and consistent standards against which both flag raising and proclamation requests can be considered.

RECOMMENDATION

That City Council:

1. Repeal Policy No. C01-004, *Proclamations*; and
2. Adopt *The Flag and Proclamations Policy* attached to this report as Appendix 1.

BACKGROUND

On September 4, 2015, the Executive Committee (now Governance and Priorities Committee) directed the Administration to report on the issue of protocols in other cities.

A report of the Administration addressing existing and emerging protocol issues was considered by City Council at its Regular Business Meeting held on September 30, 2019. City Council resolved:

- “1. That the Administration be directed to draft a comprehensive protocol policy addressing flag raising and proclamations, including establishing detailed criteria for determining which applications can be accepted;
2. That the approval of flag raising and proclamation requests be delegated to the City Clerk’s Office with an appeal mechanism to the Governance and Priorities Committee; and
3. That the City Solicitor make any necessary amendments to Bylaw No. 9170, *The Procedures and Committees Bylaw, 2014*”.

DISCUSSION/ANALYSIS

The proposed *Flag and Proclamations Policy* is intended to be the initial step in an effort to take a comprehensive approach to addressing existing and emerging protocol related issues. In general, the Policy is intended to identify consistent standards and address the basic requirements relating to protocol. In the short term, the Policy is limited to addressing flag etiquette, flag raising and proclamation requests and the criteria and

process to be applied in considering these requests. Other protocol related issues will be considered for future inclusion.

We are pleased to present *The Flag and Proclamations Policy* for City Council's consideration. If approved, this Policy will replace Council Policy No. C01-004, *Proclamations*.

NEXT STEPS

A number of areas may benefit from inclusion in a comprehensive protocol policy. It is intended that these areas will be further explored and recommendations for amendment to *The Flag and Proclamations Policy* will be forthcoming to address such areas. Areas under consideration will include the use of civic square, awards and recognitions and special lighting of civic structures to mark special occasions.

Other amendments to Bylaw No. 9170, *The Procedures and Committees Bylaw, 2014* are currently being drafted, therefore, it is intended to include any consequential amendments arising out of approval of this Policy with those amendments.

APPENDICES

1. Draft of *The Flag and Proclamations Policy*.

Report Approval

| | |
|--------------|---|
| Written by: | Christine G. Bogad, Director of Legal Services |
| Reviewed by: | Joanne Sproule, City Clerk Mike Jordan, Director of Public Policy & Government Relations |
| Approved by: | Cindy Yelland, City Solicitor |

Admin Report - Approaches for Addressing Existing and Emerging Protocol Issues.docx
Our File 171.0048

CITY OF SASKATOON COUNCIL POLICY

NUMBER

C0

| | | |
|---|---|--------------------------------------|
| POLICY TITLE <i>The Flag and Proclamations Policy</i> | ADOPTED BY: <i>City Council</i> | EFFECTIVE DATE |
| ORIGIN/AUTHORITY | CITY FILE NO. <i>CK.</i> | PAGE NUMBER <i>1 of 13</i> |

1. PURPOSE

1.1 The purpose of this Policy is to:

- establish a framework and to provide consistent standards to govern requests for flag raisings and proclamations;
- affirm City Council's discretionary authority to recognize individuals, events, organizations or community groups of significance in the City of Saskatoon; and
- identify the City's flag inventory and outline the flag etiquette applicable in respect of the City's flag poles.

2. DEFINITIONS

- 2.1 "City Clerk" means the person appointed as City Clerk pursuant to section 85 of *The Cities Act*.
- 2.2 "flag raising" means the ceremonial raising of a flag of another country or organization for the purpose of raising public awareness on the City's designated guest flag poles.
- 2.3 "guest flag" means a flag that is the subject of an approved flag raising request.
- 2.4 "proclamation" means a formal pronouncement typically designating a period of time in recognition of a significant individual, event, organization or matter of interest or benefit to the community.

CITY OF SASKATOON COUNCIL POLICY

NUMBER

C0

| POLICY TITLE | EFFECTIVE DATE: | PAGE NUMBER |
|--------------|-----------------|-------------|
| | | 2 of 13 |

3. FLAG INVENTORY

3.1 Flag Inventory

- a) Seven permanent flag poles are located at City Hall. The Canadian Flag, the Saskatchewan Flag, the Treaty 6 Territory Flag and the Metis Nation of Saskatchewan Flag are permanently displayed on the flag poles at City Hall. The remaining three flag poles are guest flag poles.
- b) Single flag poles displaying the Canadian Flag are located at the following locations:
 - Civic Square East;
 - the Frances Morrison Library;
 - the John Deere Building;
 - the City Parks Building at Avenue P;
 - all Fire Halls, except Fire Hall #6;
 - the Waste Water Treatment Plant; and
 - the Vimy Memorial.
- c) Fire Hall #6 has three flag poles displaying the Canadian Flag, the Saskatchewan Flag and the International Association of Firefighters' Local 80 Flag.
- d) The following locations have three flag poles displaying the Canadian Flag, the Saskatchewan Flag and the City Flag:
 - the Saskatoon Police Station;
 - TCU Place;
 - SaskTel Centre; and
 - the Civic Operations Centre.
- e) Saskatoon Light & Power has four flag poles displaying the Canadian Flag, the Saskatchewan Flag, the City Flag and the Saskatoon Light & Power Flag.

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- f) Flags may be displayed temporarily in City Council Chambers as events necessitate.

4. POLICY

4.1 Displaying of Flags

- a) Three guest flags may be displayed at City Hall at any given time. The Saskatchewan Flag may be removed to accommodate a fourth guest flag, if necessary.
- b) Flags shall be displayed on the City's flag poles 24 hours per day.
- c) Permanently displayed flags on the City's flag poles shall only be removed when replacement is required.
- d) The disposal of flags shall be in accordance with the Government of *Canada National Flag of Canada Etiquette*.

4.2 Half-Masting

- a) Flags will be flown at the half-mast position as a sign of respect and mourning upon death.
- b) Flags will be flown at half-mast annually, at municipal facilities, to commemorate the following solemn occasions:
- National Day of Remembrance of the Battle of Vimy Ridge (April 9);
 - National Day of Mourning for Workers Killed or Injured on the Job (April 28);
 - National Day of Remembrance for Victims of Terrorism (June 23);
 - Firefighter's National Memorial Day (Second Sunday in September);

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- Police and Peace Officers' National Memorial Day (Last Sunday in September);
 - Remembrance Day (November 11); and
 - National Day of Remembrance and Action on Violence Against Women (December 6).
- c) Flags will otherwise be flown at half-mast in accordance with the Government of Saskatchewan's *Flagging Policy and Procedures*.

4.3 General Principles - Flag Raising and Proclamation Requests

- a) Flag raising and proclamation requests will be reviewed and approved by the City Clerk in accordance with this Policy. The City Clerk will arrange for flag raisings.
- b) Flag raising and proclamation requests will be approved on a first come first serve basis. An individual or organization does not have exclusive rights to the day, week or month of their request.
- c) Multi-year flag raising and proclamation requests that are to be repeated indefinitely will not be considered. Requests must be made on an annual basis.
- d) The City will not incur any expenses related to the advertising or promotion of flag raisings or proclamations, unless the flag raising or proclamation is initiated by a civic department.
- e) Organizations may request only one flag raising, one proclamation or one combination of flag raising and proclamation within a calendar year (January 1 to December 31).
- f) Requests for a flag raising or proclamation will not be accepted from third parties on behalf of other organizations.
- g) Flags will be flown for no longer than seven consecutive days.

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- h) Organizations requesting a flag raising are required to provide the City Clerk's Office with the flag to be raised one week in advance of the flag raising date. Flags shall be of the standard size; three feet (36 inches) by six feet (72 inches).

4.4 Criteria – Flag Raising and Proclamation Requests

Flag raising and proclamation requests are approved in accordance with the criteria outlined in this Policy.

- a) Flag raising and proclamation requests may be approved for charitable and non-profit organizations to increase public awareness of their causes, promote fund-raising activities, support major sporting, cultural and entertainment programs of the City or other civic initiatives.
- b) Flag raising or proclamation requests will not be approved if:
 - i) the organization or request involves commercial enterprise;
 - ii) the organization is a political party or the request is in support of a political party;
 - iii) the organization's undertaking or philosophy, or the request:
 - A) is contrary to City policies or bylaws;
 - B) is contrary to the *Canadian Charter of Rights and Freedoms*;
 - C) espouses hatred, violence, racism or is otherwise discriminatory;
 - D) is politically or religiously motivated;
 - E) is controversial, contentious or divisive within the community; or
 - F) is untruthful, inflammatory, obscene or libelous.

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- c) Flag raising requests for the flags of other countries and corresponding proclamations will not be approved if Canada does not have diplomatic relations with the requesting country as recognized by the Government of Canada.
- d) The City Clerk will be guided by previously approved flag raising and proclamation requests.

4.5 Procedure – Flag Raising and Proclamation Requests

- a) Where possible, all flag raising or proclamation requests shall be submitted to the City Clerk's Office at least 30 business days in advance of the proposed flag raising or proclamation.
- b) An applicant has the ability to request a flag raising, a proclamation or a combination of the two.
- c) Requests must be submitted in writing in the form prescribed in Schedule "A". The Request Form shall include:
 - i) reference to the official website link of the organization or alternatively to the organization's social media account or attach a copy of the organization's official letterhead;
 - ii) the proposed date, time and duration of the flag raising or proclamation;
 - iii) the purpose of the flag raising or proclamation, including why the event/issue is of importance to Saskatoon;
 - iv) the name, telephone number and email address, if one is available, of a contact person for further information;
 - v) in the case of a flag raising:
 - A) the name of the flag to be raised; and
 - B) a photo of the flag to be raised.

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- d) In the case of a flag raising for which a ceremony is also requested, the request for the ceremony must be made separately and shall be submitted and approved in accordance with Policy A09-026, *Use of City Hall Lobby and Civic Square*.
- e) The City Clerk will review all information to determine if the flag raising or proclamation request meets the criteria in accordance with this Policy.
- f) The City Clerk will notify all applicants in writing of the outcome of their request and whether the request has been approved or denied in accordance with this Policy.
- g) All approved and denied flag raising and proclamation requests for the previous month will be listed in a section of the Public Hearing Agenda of City Council entitled "Proclamations and Flag Raisings" for City Council's information.
- h) All approved flag raising and proclamation requests and any significant dates associated with the requests will be listed on the City's website.
- i) In the event that an applicant is dissatisfied with the decision of the City Clerk, the applicant may appeal the City Clerk's decision to the Governance and Priorities Committee.
- j) Appeals must be submitted in writing in the form prescribed in Schedule "B". The Appeal Form shall include:
 - i) the date the original request was provided to the City Clerk and the reasons provided for rejecting the request;
 - ii) reference to the official website link of the organization or alternatively to the organization's social media account or attach a copy of the organization's official letterhead or reference;
 - iii) the name, telephone number and email address, if one is available, of a contact person for further information;

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- vi) reasons for the appeal including any documentation supporting the appeal.

4.6 Record of Flag Raising and Proclamation Requests

The City Clerk will maintain a record of all flag raising and proclamation requests received, including when the request was received, if the request was approved or denied, the proclamation period or the day of the flag raising and the date approval was granted.

5. RESPONSIBILITIES

5.1 City Clerk

- a) Implement, administer and interpret the Policy.
- b) Develop procedures for effective administration of the Policy.
- c) Approve or deny flag raising and proclamation requests.
- d) Communicate with applicants.
- e) Report receipt of requests to City Council for information.
- f) Maintain records of flag raising and proclamation requests.
- g) Recommend amendments to the Policy.

5.2 Governance and Priorities Committee

- a) Consider appeals of unsatisfied applicants and approve or deny appealed flag raising or proclamation requests.

5.3 City Council

- a) Approve amendments to this Policy.

Schedule “A”

Flag Raising and Proclamation Request Form

Instructions

- All flag raising and proclamation requests are to be submitted at least 30 business days prior to the date for which the flag raising or proclamation is requested.
- Requests are reviewed by the City Clerk for eligibility in accordance with Policy No. _____, *The Flag and Proclamations Policy*.
- The City Clerk shall notify applicants of the City of Saskatoon’s decision regarding any request received.
- The City Clerk will not consider any Request Forms that are not completely filled out.
- Requests for a flag raising for which a ceremony is also requested must be made separately and shall be submitted and approved in accordance with Policy No. A09-026, *Use of City Hall Lobby and Civic Square*.

Where to Send Your Application

| | |
|---|--|
| Send your application by mail: City Clerk’s Office 222 – 3 rd Avenue North Saskatoon SK S7K 0J5 | Send your application by email: City Clerk’s General email address: city.clerks@saskatoon.ca Subject heading should say: Flag Raising or Proclamation Request |
| Send your application by fax: City Clerk’s Office general fax: 306-975-2784 Subject heading should say: Flag Raising or Proclamation Request | If you have any questions on submission of your application, please contact the City Clerk’s Office at 306-975-3240 |

| | |
|---|---|
| Request Type: Choose an item. | |
| Date Required: Click here to enter a date. | Duration: (Flags will not be flown for longer than 7 consecutive days.) |

Applicant Information

Applications will not be accepted from third parties on behalf of organizations. Applicants must be members of, or directly affiliated with, the organization for which they are applying.

| | | |
|--|--------------------------------|---------------------|
| Organization or Community Group Applicant: | | |
| (Organizations must either be a charitable or non-profit organization to be approved.) | | |
| Address: | | |
| City: | Province: | Postal Code: |
| Organization Website Address: | | |
| (If unavailable, please attach a copy of your organization's official letterhead or make reference to its social media account.) | | |
| Contact Name and Position With the Organization: | | |
| Business Phone Number: | Alternate Phone Number: | |
| Email Address: | | |

| |
|---|
| Description of Organization Please provide a brief description of the organization's mandate and any other relevant information about the organization. |
|---|

Event Details

Applications are considered complete once all required information is received by the City Clerk's Office. The applicant is responsible for ensuring that all requirements outlined in Policy No._____, *The Flag and Proclamations Policy* have been met for flag raising and proclamation requests.

Details of Proclamation Request:

Please provide a description of the purpose of the proclamation including why the event or issue is of importance to the City of Saskatoon.

Details of Flag Raising Request

Please provide a description of the purpose of the flag raising including why the event or issue is of importance to the City of Saskatoon and the name of the flag to be raised. All flag raising applications must include an attached photograph of the flag to be raised. Please also indicate whether or not a formal ceremony is required and the details of any equipment that may be required for the ceremony.

I hereby certify that all information contained in this application form is accurate.

Applicant Name

Date: [Click here to enter a date.](#)

Schedule “B”

Flag Raising and Proclamation Requests Appeal Form

Instructions

- If an applicant for a Flag Raising or Proclamation Request is dissatisfied with the City Clerk’s decision, the applicant may appeal the City Clerk’s ruling to the Governance and Priorities Committee by filling out and submitting this form. Once completed, the form shall be sent to the City Clerk’s Office for inclusion of the matter on the agenda of the Governance and Priorities Committee in accordance with Policy No. ____, *The Flag and Proclamations Policy*.
- Incomplete appeal forms will not be forwarded to the Governance and Priorities Committee for consideration.
- Appellants will be notified by the City Clerk when their appeal will be heard by the Governance and Priorities Committee.
- Requests to speak to your appeal at the Governance and Priorities Committee shall be coordinated with the City Clerk’s Office.

Where to Send Your Appeal Request Form

| | |
|--|---|
| Send your appeal form by mail: City Clerk’s Office 222 – 3 rd Avenue North Saskatoon SK S7K 0J5 | Send your appeal form by email: City Clerk’s General email address: city.clerks@saskatoon.ca Subject heading should say: Flag Raising or Proclamation Appeal Request |
| Send your appeal form by fax: City Clerk’s Office general fax: 306-975-2784 Subject heading should say: Flag Raising or Proclamation Appeal Request | If you have any questions on submission of your appeal form, please contact the City Clerk’s Office at 306-975-3240 |

| | |
|---|--|
| Request Type: Choose an item. | |
| Date Original Request Provided to City Clerk: Click here to enter a date. | Date Notice of Rejection Received from City Clerk: Click here to enter a date. |
| Reason(s) Provided for Rejection of Request: | |

Appellant Information

Applications for appeal will not be accepted from third parties on behalf of organizations. Appellants must be members of, or directly affiliated with, the organization for which they are appealing.

| | | |
|--|--------------------------------|---------------------|
| Organization or Community Group Appellant: | | |
| (Organizations must either be a charitable or non-profit organization.) | | |
| Address: | | |
| City: | Province: | Postal Code: |
| Appellant Organization Website Address: | | |
| (If unavailable, please attach a copy of your organization's official letterhead or make reference to its social media account.) | | |
| Contact Name and Position With the Organization: | | |
| Business Phone Number: | Alternate Phone Number: | |
| Email Address: | | |

| |
|--|
| Reasons for Appeal: |
| Please describe the reason for the appeal and attach any documentation to support your appeal. |

I hereby certify that all information contained in this form is accurate.

Applicant Name

Date: [Click here to enter a date.](#)

Municipal Wards Commission

Establishment of Municipal Ward Boundaries

Effective November 9, 2020

Presented to City Council
10-28-2019

Your Worship and Members of City Council:

The Municipal Wards Commission is pleased to file this report with City Council concerning the Commission's review of ward boundaries for the ten wards in the City of Saskatoon. A map detailing the revised ward boundaries is attached. Revised ward boundaries will be effective November 9, 2020.

Background

The Municipal Wards Commission is comprised of Mr. Richard Danyliuk, Justice of the Court of Queen's Bench as Chair; Professor Joseph Garcea, Political Studies, University of Saskatchewan; and Ms. Joanne Sproule, City Clerk.

The current wards were established by the Municipal Wards Commission in 2016, and were effective October 26, 2016. In accordance with Section 59 of *The Cities Act* each ward of the city must have, as nearly as is reasonably practicable, the same population. The Act states that the Municipal Wards Commission shall establish a quotient for each ward by dividing the total population of the city by the number of wards into which the city is divided, and that the population of each ward must not vary by more than 10% from this quotient.

Section 60 of *The Cities Act* provides that the Municipal Wards Commission, at the request of City Council or on its own initiative, may review the boundaries of the wards at any time and for any reason but, in any event, such review must occur at least once every three election cycles or when the population of a ward exceeds the acceptable 10% variation limit. The Commission must complete its work 180 days prior to the municipal election.

In early 2019, a review of ward populations showed that the population of wards 7 and 10 exceeded the 10% variation limit and that the population of wards 5 and 8 fell below. The Commission utilized 2018 Saskatchewan Health population information to conduct its review.

The Municipal Wards Commission has reviewed the ward boundaries and submits revised ward boundaries that will take effect November 9, 2020, the date of the next municipal election.

Mandate

The Cities Act details responsibilities of the Commission as:

"61(1) In determining the area to be included in any ward and in establishing the boundaries of any ward, the municipal wards commission shall:

- (a) hold public hearings and consultations; and
 - (b) take into consideration:
 - i. current and prospective geographic conditions, including density and relative rate of growth of population
 - ii. any special diversity or community of interest of the inhabitants; and
 - iii. the boundaries of polling areas established by the council pursuant to Section 25 of *The Local Government Election Act, 2015*.
- (2) On completion of its duties:
- (a) the Municipal Wards Commission shall file its report with the city; and
 - (b) the areas within the boundaries established by the Municipal Wards Commission constitute the wards of the city.

- (3) On receipt of the report of the Municipal Wards Commission pursuant to clause (2)(a), the clerk shall give public notice that the report is available for public inspection in the city office during normal business hours.”

Population

The population of the City as of December 2018, according to figures obtained from professional staff in the City's Planning and Development division (2018 Saskatchewan Health information) is 270,790. Applying the statutory formula to this population, each ward is required to have a population of 27,079 with a variance of plus or minus ten percent. Thus, the permissible population range is 24,372 - 29,787. The following is a listing of ward populations as of December 31, 2018:

| | | | | | |
|---------------|---------------|------------------|----------------|---------------|------------------|
| ward 1 | 26,311 | | ward 6 | 24,466 | |
| ward 2 | 25,941 | | ward 7 | 32,669 | too large |
| ward 3 | 27,214 | | ward 8 | 23,387 | too small |
| ward 4 | 27,326 | | ward 9 | 29,255 | |
| ward 5 | 22,097 | too small | ward 10 | 32,125 | too large |

Process

The Commission engaged citizens in a public consultation process which consisted of two public meetings held in Committee Room E, City Hall, on Wednesday, June 19, 2019 and Wednesday, September 25, 2019. Public notification of these meetings was given by PSA, newspaper, the City's website, social media, and dissemination at City Hall.

Citizens were invited to submit written comments by entering a submission in a comment box in City Hall lobby, submitting feedback online through the City's ward boundaries engagement page, or emailing the City Clerk's Office.

The first consultation meeting, on June 19, 2019, was attended by one person. In addition, one written submission was received and 29 submissions were received through the City's engagement page. The Commission reviewed the issues and, since there were no ward boundary options available at that time, considered comments of a general nature only. Three ward boundary options were prepared by City staff in August 2019. During the week of August 26, the options were posted on the City's voting and elections webpage (saskatoon.ca/wardboundaries) and displayed in the lobby of City Hall, in order that the Commission could obtain citizen feedback on the specific proposals. Notification of the availability of the three options was provided by newspaper advertisements, a PSA, and social media, as well as notice on the City's website.

A total of 138 submissions were received regarding the ward boundary options, the majority received through the City's engagement page. In addition, verbal submissions were made by six individuals attending the September 25, 2019 public meeting.

Key Principles and Points Raised by Participants in Community Consultations

Submissions to the Commission were varied and contradictory but the following themes emerged:

- Wards should not contain what were perceived as communities with different socio-economic demographics as they are seen as having different interests, which might cause conflicting representation by a councillor

- Wards should not split communities that are closely associated (whether officially through Community Associations or shared community activities, or unofficially through commonly shared commercial or recreational spaces)
- Minimize the number of neighbourhoods that will be changing
- Option 1 was least favourite overall due to too many changes resulting in confusion
- Least disruption for school board is preferred, as ward changes impacts them
- Nutana Suburban Centre has moved in previous ward reviews; therefore moving that neighbourhood again would result in continued confusion

Deliberation

The Commission considered the following principles in making its decision:

- Population numbers for each ward must meet legislated variance requirement of plus/minus ten per cent. Other considerations must yield to this legislated numerical requirement.
- The integrity of neighbourhood boundaries should be respected as much as possible (i.e. a ward boundary should not divide a neighbourhood)
- Community connections and interactions between neighbourhoods should be respected as much as possible.
- Changes to existing ward boundaries in conjunction with each review and over time in successive reviews should be minimized as much as possible for the purpose of minimizing confusion among electors regarding boundaries
- The boundary review process should be mindful that ward boundaries are used for electing Public School Board Trustees.

After having carefully reviewed all submissions and presentations, and in accordance with the above principles, the Municipal Wards Commission has established ward boundaries as outlined on the attached map. New ward boundaries incorporate the following changes from existing ward boundaries:

- Silverspring, University Heights Development Area and U of S Lands – North Management Area move from ward 10 to ward 5
- Wildwood moves from ward 9 to ward 8
- Eastview moves from ward 7 to ward 9
- Brevoort Park moves from ward 8 to ward 6

The option chosen has the least amount of change.

Populations of wards as a result of the recommended boundary changes are as follows:

| | |
|---------|--------|
| Ward 1 | 26,311 |
| Ward 2 | 25,941 |
| Ward 3 | 27,214 |
| Ward 4 | 27,326 |
| Ward 5 | 27,365 |
| Ward 6 | 28,511 |
| Ward 7 | 28,769 |
| Ward 8 | 27,253 |
| Ward 9 | 25,244 |
| Ward 10 | 26,857 |

(Reminder: permissible population range is 24,372 - 29,787)

Additional Comments

1. Wards 3, 4, 8, 9 and 10 are projected to grow in population over the next few years. With so many wards growing and with the 10% variation limit, it is virtually impossible to allow sufficient room for growth in all of these wards. Consequently it is very likely that further ward modifications will be required prior to the 2024 municipal election.
2. The Commission wishes to acknowledge with appreciation the contributions made by staff in the Planning and Development division for the development of background information, providing population data and estimates, and preparation of final ward map options; staff in IT's GIS Services team for their assistance in the development of options based on the statutorily mandated quotient; staff in the Communications & Public Engagement division for their assistance in communicating options and public consultations; and to staff in the City Clerk's Office for posting and maintaining ward boundary options on the City's website and providing for logistical arrangements for the public consultations.

Respectfully submitted,

SASKATOON MUNICIPAL WARDS COMMISSION

Justice Richard Danyliuk, Chair

Professor Joseph Garcea

City Clerk Joanne Sproule

Attachment(s):

Attachment 1: Ward boundary map for the 2020 local government elections



2020 Local Government Election Ward Map

