



AGENDA

REGULAR BUSINESS MEETING OF CITY COUNCIL

Monday, September 27, 2021

1:00 p.m.

Council Chamber, City Hall

Submissions providing comments and/or requesting to speak will be accepted for public meetings using the online form at [Saskatoon.ca/write-letter-councilcommittees](https://saskatoon.ca/write-letter-councilcommittees). If your submission includes a request to speak, you will be contacted by a representative from the City Clerk's Office with further information.

Pages

1. NATIONAL ANTHEM AND CALL TO ORDER
2. DECLARATION OF CONFLICT OF INTEREST

3. ADOPTION OF MINUTES

10 - 35

Recommendation

That the minutes of the Regular Business Meeting of City Council held on August 30, 2021, be adopted.

4. PUBLIC ACKNOWLEDGMENTS

- 4.1. In Remembrance of Dariusz Kuzma [File No. 150-1]

5. UNFINISHED BUSINESS

- 5.1. Central Industrial Area Traffic Review [File No. CK 6320-1]

36 - 111

City Council at its Regular Business Meeting held on July 26, 2021,

deferred the matter to the September 27, 2021 Regular Business Meeting.

Recommendation

That the information be received.

6. QUESTION PERIOD

7. CONSENT AGENDA

Recommendation

That the Committee recommendations contained in Items 8.1.1; 8.2.1 to 8.2.3; 8.3.1 to 8.3.5; 8.4.1 to 8.4.5; and 8.5.1 to 8.5.6 be adopted as one motion.

7.1. Standing Policy Committee on Environment, Utilities & Corporate Services

- 7.1.1. Fire Station No. 5 Replacement - Capital Budget Adjustment [File No. CK 630-1 x 1702-1] 112 - 116**

Recommendation

That Capital Project #2508 - Fire Station No. 5 Replacement be increased by \$1,600,000, to be funded from the Civic Facilities Funding Plan for \$1,600,000, or, if external funding is approved, to be funded from the Civic Facilities Funding Plan for \$850,000 and \$750,000 from the Canada Community Revitalization Fund.

7.2. Standing Policy Committee Transportation

- 7.2.1. Walkway Evaluation and Closure – Draft New Policy [File No. CK. 6295-0] 117 - 134**

Recommendation

That the Administration be directed to continue to work with residents to mitigate the effects of walkways with CPTED reviews, improve maintenance, safety plans etc.

- 7.2.2. Roadways Emergency Response Plan for Extreme or Unusual Snow Events [File No. CK. 270-8] 135 - 167**

Recommendation

That the Roadways Emergency Response Plan as provided within the report of the General Manager, Transportation and Construction dated September 7, 2021, be approved in principle.

7.2.3.	Residential Speed Limit Review – Speed Limit and Eligible Streets [File No. CK. 6320-1]	168 - 220
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Recommendation

1. That the Administration report back on the costs, grant options, and feasibility of a Speed Watch program, with a plan to adopt such a program or carry out a limited pilot project to help assess its worth; and
2. That additional information about potential capital funding sources be included in the reports to City Council including external sources.

7.3. Standing Policy Committee on Planning, Development & Community Services

7.3.1.	Civic Naming Committee - Third Quarter Report 2021 [File No. CK 6310-1]	221 - 242
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Recommendation

That the information be received.

7.3.2.	West Industrial Area – Industrial–Residential Interface Study [File No. CK 4110-39, x375-2]	243 - 270
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Recommendation

That the information be received.

7.3.3.	58th Street Pond – Saskatoon Track “N” Trail Motocross Club [File No. CK 5500-1]	271 - 277
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Recommendation

That approval be given to the Saskatoon Track “N” Trail Motocross Club to enter into a sub-license agreement with the Saskatoon Water Ski Club for use of the 58th Street North Industrial Pond for winter recreation use.

7.3.4.	Parking Lot Access and Leisure Centre Access Agreements with Saskatchewan Polytechnic [File No. CK 613-2]	278 - 284
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Recommendation

1. That the City enter into an agreement with Saskatchewan Polytechnic to provide students and staff access to the parking lot south of Harry Bailey Aquatic Centre, based on the terms and conditions outlined in the September 13, 2021 report of the General Manager, Community Services;
2. That the City enter into an agreement with

Saskatchewan Polytechnic to provide students, staff, alumni, Saskatchewan Polytechnic Students' Association and their families, access to City Leisure Centres for rentals and drop-in programs based on terms and conditions outlined in the September 13, 2021 report of the General Manager, Community Services; and

3. That the City Solicitor be requested to prepare the appropriate agreements and that His Worship the Mayor and the City Clerk be authorized to execute the agreements under the Corporate Seal.

7.3.5. Winter Parking Patio Pilot [File No. CK 4350-017-001] 285 - 295

Recommendation

That the Sidewalk Café and Parking Patio Guidelines be amended to permit parking patios to operate year-round, subject to development standards, as outlined in Appendix 1 of the September 13, 2021 report of the General Manager, Community Services.

7.4. Standing Policy Committee on Finance

7.4.1. Meewasin Valley Authority - March 31, 2021 Financial Statements [File No. CK 1870-10] 296 - 315

Recommendation

That the Meewasin Valley Authority Financial Statements dated March 31, 2021 be received for information.

7.4.2. SREDA Funding Agreement 2022-2023 [File No. CK 1870-10] 316 - 319

A request to speak from Alex Fallon, Saskatoon Regional Economic Development Authority, dated September 17, 2021 is provided.

Recommendation

1. That the City Solicitor be instructed to prepare the Funding Agreement as outlined in the report of Chief Financial Officer dated September 13, 2021, for 2022-23; and
2. That His Worship the Mayor and the City Clerk be authorized to execute and deliver the Saskatoon Regional Economic Development Authority Funding Agreement.

7.4.3.	Approval of Fraud Policy [File No. CK 1600-00]	320 - 331
	Recommendation That the Fraud Policy contained in Appendix 1 of the report of the Chief Financial Officer dated September 13, 2021, be approved.	
7.4.4.	2021 Financial Forecast – City of Saskatoon’s Corporate Business Plan and Budget [File No. CK 430-72 x 1700-1]	332 - 342
	Recommendation That the Province of Saskatchewan funds received for prior years highway maintenance in the amount of \$1.25 million be held in contingency to offset the financial risk in the 2021 fiscal year.	
7.4.5.	Amendments to Council Policy No. C02-032 - Internal Audit Charter [File No. CK 1600-0]	343 - 363
	Recommendation <ol style="list-style-type: none"> 1. That the proposed amendments to Council Policy No. C02-032 Internal Audit Charter, as outlined in the report of the City Internal Auditor dated August 16, 2021, be approved; and 2. That the City Clerk be requested to update the Council Policy No. C02-032. 	
7.5.	Governance and Priorities Committee	
7.5.1.	2022 Appointments of Deputy Mayor (CK 255-3)	364 - 367
	Recommendation That the 2022 appointments of Deputy Mayor, as described in the report of the City Clerk dated September 20, 2021 and detailed in Appendix 1, be approved.	
7.5.2.	2022 City Council and Committee Meeting Schedule (CK 255-1)	368 - 371
	Recommendation That the 2022 Council and Committee meeting calendar, as set out in Appendix 1 to the report of the City Clerk dated September 20, 2021, be approved.	
7.5.3.	Framework for Measures to Mitigate the Transmission of COVID-19 in Saskatoon [CK 270-7]	372 - 396

Recommendation

That the COVID-19 Mitigation Framework as proposed in Appendix 2 to the report of the Administration dated September 20, 2021, be approved.

7.5.4. Deferred Recommendation - Leave of Absence Policy (CK 4690-0) 397

Recommendation

That the leave of absence policy provide that each member of Council prepare a written plan setting out the details of how the member's duties will be covered during the leave and submit the plan to the Mayor and City Manager, in the case of members of Council, and, in the case of the Mayor, the City Manager for review and feedback.

7.5.5. 2022 Appointments – Members of City Council to Standing Policy Committees (CK 225-4-3) 398 - 399

Recommendation

1. That all members of City Council be appointed to the Governance and Priorities Committee for 2022; and
2. That the following appointments of members of City Council to each Standing Policy Committee (SPC) for 2022, be approved:

SPC Environment, Utilities and Corporate Services

Councillor T. Davies

Councillor S. Gersher

Councillor H. Gough

Councillor D. Hill

Councillor M. Loewen

SPC on Transportation

Councillor R. Donauer

Councillor B. Dubois

Councillor D. Hill

Councillor Z. Jeffries

Councillor D. Kirton

SPC on Planning, Development and Community Services

Councillor C. Block

Councillor T. Davies

Councillor S. Gersher

Councillor H. Gough

Councillor M. Loewen

SPC on Finance

Councillor C. Block

Councillor R. Donauer

Councillor B. Dubois

Councillor Z. Jeffries

Councillor D. Kirton

7.5.6. 2022 Appointments – Personnel Subcommittee (CK 225-81)

400

Recommendation

That Mayor C. Clark and Councillors T. Davies, R. Donauer, and B. Dubois be reappointed to the Personnel Subcommittee for 2022.

8. COMMITTEE REPORTS

8.1. Standing Policy Committee on Environment, Utilities & Corporate Services

8.2. Standing Policy Committee Transportation

8.3. Standing Policy Committee on Planning, Development & Community Services

8.4. Standing Policy Committee on Finance

8.5. Governance and Priorities Committee

9. ADMINISTRATIVE REPORTS

- 9.1. Transportation & Construction
- 9.2. Utilities & Environment
- 9.3. Community Services
- 9.4. Saskatoon Fire
- 9.5. Corporate Financial Services
- 9.6. Strategy & Transformation
- 9.7. Human Resources
- 9.8. Public Policy & Government Relations

10. LEGISLATIVE REPORTS

- 10.1. Office of the City Clerk
- 10.2. Office of the City Solicitor

- 10.2.1. The Discounts and Penalties Amendment Bylaw, 2021 [File No. CK 1920-1 x 1615-1] 401 - 403

Recommendation

That City Council consider Bylaw No. 9781, *The Discounts and Penalties Amendment Bylaw, 2021*.

11. OTHER REPORTS

12. INQUIRIES

13. MOTIONS (NOTICE PREVIOUSLY GIVEN)

14. GIVING NOTICE

15. URGENT BUSINESS

- 15.1. Implementation Plan for the Framework for Measures to Mitigate the Transmission of COVID-19 in Saskatoon [File No. CK 270-7] 404 - 425

16. IN CAMERA SESSION (OPTIONAL)

17. ADJOURNMENT



MINUTES

REGULAR BUSINESS MEETING OF CITY COUNCIL

Monday, August 30, 2021, 1:00 p.m.

Via Teleconference Hosted in the Council Chamber, Saskatoon 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 Z. Jeffries
Councillor D. Kirton
Councillor M. Loewen

ALSO PRESENT: City Manager J. Jorgenson
City Solicitor C. Yelland, in Council Chamber
General Manager, Community Services L. Lacroix
Chief Financial Officer, Corporate Financial Services K. Tarasoff
General Manager, Transportation & Construction T. Schmidt
General Manager, Utilities & Environment A. Gardiner
City Clerk A. Tittlemore, in Council Chamber
Deputy City Clerk S. Bryant, in Council Chamber

1. NATIONAL ANTHEM AND CALL TO ORDER

Mayor Clark called the meeting to order on Treaty 6 Territory and the Traditional Homeland of the Métis People followed by the National Anthem. Roll call was confirmed.

2. CONFIRMATION OF AGENDA

Moved By: Councillor Dubois

Seconded By: Councillor Donauer

1. That the revised report Farmers' Market Building Update and Options be added to Item 10.3.1;
2. That the comments from Cary Tarasoff, dated August 30, 2021 be added to item 10.3.1;
3. That Items 10.4.1 and 14.1 be considered together immediately following Public Acknowledgements along with the following letters:
 1. Requesting to Speak
 1. Jon Burgess, dated August 27, 2021;
 2. Florence Paquette, dated August 27, 2021;
 3. James Modrzejewski, dated August 29, 2021; and
 4. Lori Modrzejewski, dated August 29, 2021.
 2. Submitting Comments
 1. Philip Hamel, dated August 29, 2021;
 2. Sharon Newton, dated August 25, 2021
 3. Jan Cunningham, dated August 27, 2021;
 4. Heather Ohryn, dated August 27, 2021;
 5. Alison Crammer, dated August 28, 2021;
 6. Andrew Johnson, dated August 28, 2021;
 7. Andrew Kirk, dated August 28, 2021;
 8. Carady Rennie, dated August 29, 2021;
 9. Darcy Pederson, dated August 27, 2021;
 10. Danielle Pierce, dated August 29, 2021;

11. Dr. Adrian Gamelin, dated August 28, 2021;
 12. Grant Welter, dated August 29, 2021;
 13. Lucas Finch, dated August 27, 2021;
 14. LauraLee Olson, dated August 29, 2021;
 15. Micah Robinson, August 29, 2021;
 16. Rebecca Funk, August 29, 2021;
 17. Sig Janzen, August 28, 2021;
 18. Shauna Robinson, August 29, 2021;
 19. Tamara Hinz, August 29, 2021;
 20. Lori Modrzejewski, August 29, 2021;
 21. Vanessa Nyssen, August 30, 2021; and
 22. Bonnie Scherger, August 28, 2021.
4. That the request to speak from Sherry Tarasoff, dated August 30, 2021 be added to Item 14.2;
 5. That the following items be considered immediately following consideration of the Consent Agenda:
 1. Item 10.3.2 - Andrea Lafond;
 2. Item 14.2 - Sherry Tarasoff; and
 6. That the agenda be confirmed as amended.

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

CARRIED UNANIMOUSLY (11 to 0)

3. DECLARATION OF CONFLICT OF INTEREST

3.1 Councillor Loewen – Private Side Lead Replacement Strategy – Engagement Update [File No. CK 7820-5]

Councillor Loewen declared a conflict of interest on this matter as she owns property with a private-side-only connection.

4. ADOPTION OF MINUTES

Moved By: Councillor Gersher

Seconded By: Councillor Kirton

That the minutes of the Regular Business Meeting of City Council held on July 26, 2021, be adopted.

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

CARRIED UNANIMOUSLY (11 to 0)

5. PUBLIC ACKNOWLEDGMENTS

5.1 In Remembrance of Aaron Sarich [File No. CK 150-1]

Mayor Clark provided condolences on behalf of City Council to the family and colleagues of the late Aaron Sarich who recently passed away. Aaron was a City of Saskatoon employee with the Water and Wastewater Department. A moment of silence in remembrance was held.

5.2 Councillor D. Hill - Congratulations to U of S Participants in the Paralympic Games in Tokyo [File No. CK 150-1]

Councillor Hill congratulated Keely Shaw, Shelby Newkirk, and Ryan Rousell who are University of Saskatchewan students participating in the Paralympic Games in Tokyo.

Item 10.4.1 was considered next.

6. UNFINISHED BUSINESS

7. QUESTION PERIOD

8. CONSENT AGENDA

Items 8.1.1, 8.2.1, 8.5.1 and 8.5.3 were removed from the Consent Agenda.

Moved By: Councillor Block

Seconded By: Councillor Gersher

That the Committee recommendations contained in Items 8.1.2, 8.1.3; 8.2.1 to 8.2.3; 8.3.1 to 8.3.4; and 8.5.2 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 Jeffries, Councillor Kirton, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

Item 8.1.1 was considered next.

8.1 Standing Policy Committee on Environment, Utilities & Corporate Services

**8.1.1 Private Side Lead Replacement Strategy – Engagement Update
[File No. CK 7820-5]**

This item was removed from the Consent Agenda.

Councillor Loewen declared a conflict of interest on this matter as she owns property with a private-side-only connection. She excused herself from discussion and voting on this item and left the meeting.

Moved By: Councillor Hill

Seconded By: Councillor Jeffries

1. That a required replacement program be initiated with the Saskatoon Water Cover costs over the typical replacement cost of \$3,520, and that the homeowner costs be eligible for deferrals on property taxes in line with previous programs; and
2. That the City Solicitor be requested to bring back the necessary bylaw amendments to Bylaw 8880.

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

CARRIED UNANIMOUSLY (10 to 0)

Councillor Loewen re-entered the meeting via teleconference.

The meeting recessed at 5:08 p.m. and reconvened following the Public Hearing meeting at 6:47 p.m. with all members in attendance.

Consideration of Item 10.4.1 continued.

8.1.2 Climate Commitment and Call to Action: City of Saskatoon and University of Saskatchewan [File No. CK 220-9 x 375-4]

That the City of Saskatoon act as signatory to the Climate Commitment and Call to Action with the University of Saskatchewan as outlined in the report of the General Manager, Utilities & Environment dated August 9, 2021.

8.1.3 Sustainability Reserve Project Funding [File No. CK 1702-1 x 1815-1]

1. That the following capital projects be established, and funding allocated from the 2021 Sustainability Reserve as follows:
 1. Sustainable Food Pilot establish Capital Project - \$140,000;
 2. Climate Adaptation Capital Project P.02598 - \$30,000;
 3. Traditional Land Use and Knowledge Assessment Capital Project P.02390 \$225,000;
 4. Street Garden Expansion P.02390 - \$51,500; and
2. That the following capital projects be considered for establishment and funding from the Sustainability Reserve in the 2022-2023 Business Plan and Budget deliberations:
 1. Climate Adaptation Capital Project P.02598 - \$130,000 (2022);
 2. Electric Vehicle Adoption Roadmap establish Capital Project - \$45,00 (2022) & \$175,000 (2023);
 3. SaskPower Energy Assistance Program Capital Project P.03001 - \$75,000 (2022) & \$75,000 (2023).

8.2 Standing Policy Committee Transportation

8.2.1 Central Business District Neighbourhood Traffic Review [File No. CK. 6320-1]

This item was removed from the Consent Agenda.

Councillor Dubois introduced the item as Chair of the Standing Policy Committee on Transportation.

Moved By: Councillor Dubois

Seconded By: Councillor Block

That the information be received.

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

CARRIED UNANIMOUSLY (11 to 0)

Item 8.5.1 was considered next.

8.2.2 Proposed Council Policy – Pedestrian and Cyclist Accommodation in Work Zones and Detours [File No. CK. 6000-0]

1. That Council Policy C07-032, Pedestrian and Cyclist Accommodation in Work Zones and Detours, be approved; and
2. That the City Clerk be requested to adopt Council Policy C07-032, Pedestrian and Cyclist Accommodation in Work Zones and Detours as outlined in the report of the General Manager, Transportation and Construction dated August 9, 2021.

8.2.3 Proposed Legislative Amendments to The Traffic Safety Act – August 2021 [File No. CK. 127-1 x 5300-0]

That City Council endorse and direct the Administration to lobby Saskatchewan Government Insurance to amend *The Traffic Safety Act* to incorporate the following:

1. Require drivers to yield to pedestrians that are indicating an intention to cross the street at legal crossings;
2. Permit cyclists to use their right arm to indicate a right turn; and
3. Permit cyclists to ride their bicycle when a cross-ride is provided at legal crossings.

8.3 Standing Policy Committee on Planning, Development & Community Services

8.3.1 Funding for Saskatoon Tribal Council Sawēyihotān Program [File No. CK 5615-1]

That Administration be directed to bring forward to the 2022-2023 Business Plan and Budget deliberations an option for a \$100,000

capital contribution to the Saskatoon Tribal Council's Sawēyihotān project for 2022.

8.3.2 Safe Community Action Alliance and Community Safety and Well-Being Updates and Funding Requests [File No. CK 5605-1]

1. That the contingency within the Safe Community Action Alliance Trust be approved as the funding source of \$10,000 to meet the City of Saskatoon's contributions to the administration of the Community Safety and Well-Being Partnership for 2021;
2. That Administration be directed to bring forward to the 2022-2023 Business Plan and Budget deliberations an option for a \$20,000 increase to the base operating budget to fund the ongoing administration of the Community Safety and Well-Being Partnership; and
3. That Administration be directed to bring forward to the 2022-2023 Business Plan and Budget deliberations an option for increased operating funding of \$50,000 over two years to implement broad-based actions that address community safety and well-being.

8.3.3 Amendments to The Building Bylaw, 2017 [File No. CK 185-17]

1. That the proposed amendments to Bylaw No. 9455, *The Building Bylaw, 2017*, as outlined the August 16, 2021 report of the General Manager, Community Services be approved, and
2. That the City Solicitor be requested to prepare the necessary bylaw amendments to Bylaw No. 9455, *The Building Bylaw, 2017*.

8.3.4 Scope Change to WJL Harvey Play Structure Replacement Capital Project [File No. CK 4205-1]

That the scope for Capital Project P901 - Park Upgrades, Enhancements and Repairs for the replacement of play structures in WJL Harvey Park North be increased by \$70,000 to \$420,000, to include the replacement of two additional play structures with accessibility components with the additional funding, as described in the August 16, 2021 report of the General Manager, Community Services.

8.4 Standing Policy Committee on Finance

8.5 Governance and Priorities Committee

8.5.1 2021 Property Tax Penalty Rate Adjustment (CK 1920-1 x 1615-1)

This item was removed from the Consent Agenda.

Councillor Hill introduced the item as Chair of the Governance and Priorities Committee for August.

Moved By: Councillor Hill

Seconded By: Councillor Kirton

That Option 1: Implement a 50% Reduction to the Penalty Incurred for Non-Payment of 2021 Property Taxes for All Properties That Saw an Increase to Its Assessed Value, Solely due to Reassessment, of at Least 70%, be approved.

In Favour: (9): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Gough, Councillor Hill, Councillor Jeffries, Councillor Kirton, and Councillor Loewen

Against: (2): Councillor Dubois, and Councillor Gersher

CARRIED (9 to 2)

Item 8.5.3 was considered next.

8.5.2 Leave of Absence Policy (CK 4690-0)

Paul Jaspar, Chair of the Saskatoon Municipal Review Commission was present to answer questions.

1. That maternity and parental leaves be made available to members of Council under a leave of absence policy to be adopted by Council;
2. That the leave of absence policy define the eligibility for maternity leave as a member of Council who is away from work because they are pregnant, have recently given birth, or are the primary caregiver of an adopted child and the eligibility for parental leave as a member of Council who is the parent of a newborn or newly adopted child;

3. That the leave of absence policy provide that members of Council should provide four weeks' written notice to the Mayor and the City Manager of their intention to take a maternity or parental leave and that the Mayor should provide four weeks' written notice to the City Manager of their intention to a take a maternity or parental leave whenever possible;
4. That the leave of absence policy provide for maternity leaves for a period of up to 18 weeks and that the leave will not extend beyond the member's term of office;
5. That the leave of absence policy provide for parental leave for a period of up to 26 weeks for members of Council who are the parents of a newborn or a newly adopted child, but are not eligible for a maternity leave, and that parental leave shall also be available to members who have taken a maternity leave, but the maximum duration of the combined leave shall be up to 26 weeks with the leave not to extend beyond the member's term of office;
6. That the leave of absence policy provide that the salary of members of Council continue to be paid while they are away on a maternity or parental leave;
7. That the leave of absence policy provide that the benefits of members of Council, including the Communications and Constituency Relations Account, shall continue while they are on leave;
8. That the leave of absence policy provide for sick leaves for a period of up to 26 weeks upon provision of a medical certificate from a qualified medical professional for members of Council;
9. That the leave of absence policy provide for a contingency fund that is available to provide support to members of Council during a leave period as outlined in this report; and
10. That the City Solicitor be instructed to draft a leave of absence policy in accordance with this report to be brought back to City Council for consideration.

8.5.3 Administration Comments - Report from the Saskatoon Municipal Review Commission – 2020 Municipal Election (CK 265-2020-01 x 255-18)

Paul Jaspar, Chair of the Saskatoon Municipal Review Commission was present to answer questions.

This item was removed from the Consent Agenda.

Councillor Hill introduced the item as Chair of the Governance and Priorities Committee for August.

Mayor Clark vacated the Chair and Deputy Mayor Hill took the Chair for consideration of this item.

Moved By: Councillor Hill

Seconded By: Councillor Gersher

1. That the City discuss and consult with other Saskatchewan cities, SUMA, and municipal associations to seek consensus for changes to local elections, including when they are held;
2. That the Administration conduct a review of monthly communications and constituency relations allowance spending patterns and that any amendments to Policy No. C01-027 be revisited after the review is complete;
3. That the status quo be maintained, providing mayoral candidates with a reimbursement of audit fees up to \$2,000 where campaign expenses of \$5,000 or more are incurred;
4. That the Administration conduct a review of all schedules in Bylaw 8491 for clarity, consistency, and thoroughness and that the City Solicitor be instructed to amend Bylaw 8491 to include:
 - a) definition of “campaign period” commencing June 1 in the year of a general election; b) a definition of “campaign expense” to state that remuneration paid to an official agent does not constitute a campaign expense; c) a schedule where the official agent can be listed; d) schedules for the appointment of official agent for candidate for mayor and the appointment of auditor for candidate for mayor; e) clarifying language regarding the retention of records by candidates when an official agent has been appointed; f) the addition to section 25 of “In addition to the penalties set out in section 24, if a candidate who is elected contravenes any provision of this Bylaw, sections 120, 121, 122, and 123 of The Cities Act shall apply.”; and g) other general housekeeping amendments that were brought forward

throughout the election process based on questions from candidates; and

5. The Administration seek clarity from Government regarding disqualification provisions in The Cities Act, specifically sections 120 through 124, as to their application and interpretation.

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

CARRIED UNANIMOUSLY (11 to 0)

Moved By: Mayor C. Clark

Seconded By: Councillor Donauer

That the definition of campaign expense under 3(2) be amended to read:

“Expenses incurred for the preparation of election advertising materials, website development and signs and incidental financial charges required to accept campaign contributions may be incurred prior to the campaign expenses period but must be recorded and disclosed as campaign expenses in accordance with the provisions of this Bylaw.”

And the following be added:

That a letter be written to the Provincial Government requesting a review of the penalties under *The Cities Act* for consideration of a distinction between breaches of the bylaw that are as a result of corrupt practices vs. as a result of procedural errors or contraventions.

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

CARRIED UNANIMOUSLY (11 to 0)

Mayor Clark resumed the Chair.

Item 9.5.1 was considered next.

9. COMMITTEE REPORTS

9.1 Standing Policy Committee on Environment, Utilities & Corporate Services

9.2 Standing Policy Committee Transportation

9.3 Standing Policy Committee on Planning, Development & Community Services

9.4 Standing Policy Committee on Finance

9.5 Governance and Priorities Committee

9.5.1 Curbside Organics Collection: Affordability Threshold and Triple Bottom Line Approach to Tendering Collections (CK 7830-7)

Councillor Hill introduced the item as Chair of the Governance and Priorities Committee for August.

Moved By: Councillor Hill

Seconded By: Councillor Gough

That the City of Saskatoon in-source city-wide collection of organic waste as provided in Option 1 in the June report to Governance and Priorities Committee on this topic.

In Favour: (8): Mayor C. Clark, Councillor Block, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Kirton, and Councillor Loewen

Against: (3): Councillor Davies, Councillor Donauer, and Councillor Jeffries

CARRIED (8 to 3)

Item 10.3.1 was considered next.

10. ADMINISTRATIVE REPORTS

10.1 Transportation & Construction

10.2 Utilities & Environment

10.3 Community Services

10.3.1 Farmers' Market Building Update and Options [File No. CK4129-22 x CK600-3]

A revised report of the General Manager, Community Services was provided along with a communication from Cary Tarasoff, dated August 30, 2021.

General Manager, Community Services Lacroix introduced the item.

Moved By: Councillor Donauer

Seconded By: Councillor Hill

That City Council:

1. Approve proceeding with Option 2: Hire Design Services to Complete the Full Scope of the Design Work and Undertake the Full Scope of Building Upgrades Necessary to Realize the Vision; and
2. Approve the post-budget request for a 2021 Capital Project at a cost of up to \$150,000, funded from the Reserve for Capital Expenditures Contingency, to undertake the full scope of the design work for the farmer's market building.

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

Against: (1): Councillor Dubois

CARRIED (10 to 1)

Item 10.5.1 was considered next.

10.3.2 Meewasin Updates - Capital Campaign, Funding Request and Urban Park Feasibility Study [File No. CK180-6]

A report of the General Manager, Community Services was provided along with a request to speak from Andrea Lafond, Chief Executive Officer, Meewasin Valley Authority, dated August 24, 2021.

General Manager, Community Services Lacroix introduced the item.

Council heard from Andrea Lafond, CEO, Meewasin Valley Authority.

Moved By: Councillor Gersher

Seconded By: Councillor Donauer

1. That the direction for donor solicitation and recognition, as well as the offering of presenting sponsor or naming rights related to the Meewasin Valley Authority Capital Campaign, as outlined in this report, be approved; and
2. That the City of Saskatoon be an active partner in collaboration with Meewasin on the recently announce feasibility study for an Urban Park model in Saskatoon.

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

CARRIED UNANIMOUSLY (11 to 0)

Moved By: Councillor Dubois

Seconded By: Councillor Donauer

Would the Administration please report back to the appropriate committee on how the city will be recognized for their substantial contribution to the MVA capital campaign and additional funding (in addition to the already additional funding) for trail upgrades.

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

CARRIED UNANIMOUSLY (11 to 0)

The meeting recessed at 8:12 p.m. and reconvened at 8:26 p.m. with all members in attendance.

Item 14.2 was considered next.

10.4 Saskatoon Fire

10.4.1 COVID-19 Comprehensive City of Saskatoon Response Update [File No. CK270-7]

Pursuant to earlier resolution, Item 14.1 was brought forward to be considered with this item and the following letters were provided:

1. Requesting to Speak
 1. Jon Burgess;
 2. Florence Paquette;
 3. James Modrzejewski
 4. Lori Modrzejewski

2. Submitting Comments
 1. Philip Hamel;
 2. Sharon Newton;
 3. Jan Cunningham;
 4. Heather Ohryn;
 5. Alison Crammer;
 6. Andrew Johnson;
 7. Andrew Kirk;
 8. Carady Rennie;
 9. Darcy Pederson;
 10. Danielle Pierce;
 11. Dr. Adrian Gamelin;
 12. Grant Welter;
 13. Lucas Finch;
 14. LauraLee Olson;
 15. Micah Robinson;
 16. Rebecca Funk;
 17. Sig Janzen;
 18. Shauna Robinson;
 19. Tamara Hinz;
 20. Vanessa Nyssen; and
 21. Bonnie Scherger

Dr. Jasmine Hasselback provided a situational update on COVID-19 with a PowerPoint and responded to questions of Council.

Director of Emergency Planning Goulden-McLeod introduced the administrative report and responded to questions of Council.

The meeting recessed at 2:36 p.m. and reconvened at 2:50 p.m. with all members of City Council in attendance.

Director of Emergency Planning Goulden-McLeod provided an update on the Province's news conference that occurred during this meeting.

Council heard from the following speakers:

- James Modrzejewski
- Lori Modrzejewski
- Florence Paquette

It was noted that Jon Burgess withdrew his request to speak.

Discussion followed.

Moved By: Councillor Donauer

Seconded By: Councillor Dubois

That City Council move *In Camera* to receive legal advice under Section 21 of *LAFOIP*.

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

CARRIED UNANIMOUSLY (11 to 0)

Council moved *In Camera* at 4:03 p.m. and reconvened publicly at 4:30 p.m. with all members of City Council in attendance.

Due to time constraints, a motion was put forward to consider the Consent Agenda Items prior to recessing.

Moved By: Councillor Block

Seconded By: Councillor Dubois

That Item 8. Consent Agenda be considered next.

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

CARRIED UNANIMOUSLY (11 to 0)

Item 8. Consent Agenda was considered next. Following consideration of Item 8, Council resumed consideration of Item 10.4.1 as follows.

Moved By: Councillor Dubois

Seconded By: Councillor Gersher

That the Administration be directed to implement Option 3, Require the Use of Non-Medical Face Masks in all City Facilities, effective September 1, 2021.

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

CARRIED UNANIMOUSLY (11 to 0)

Moved By: Councillor Jeffries

Seconded By: Councillor Block

That Administration be directed to pursue a testing regimen for all employees with the possibility of adjustments for fully vaccinated staff.

In Favour: (8): Mayor C. Clark, Councillor Block, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Jeffries, Councillor Kirton, and Councillor Loewen

Against: (3): Councillor Davies, Councillor Donauer, and Councillor Hill

CARRIED (8 to 3)

Moved By: Councillor Jeffries

Seconded By: Councillor Block

That Administration report back on how vaccine requirements for employees could be implemented with advice from health authorities about how this could be operationalized.

In Favour: (8): Mayor C. Clark, Councillor Block, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Jeffries, Councillor Kirton, and Councillor Loewen

Against: (3): Councillor Davies, Councillor Donauer, and Councillor Hill

CARRIED (8 to 3)

Moved By: Councillor Gough

Seconded By: Councillor Gersher

That the Administration report back following updates from the Provincial Government regarding proof of vaccination tools and best advice regarding their application to civic events, events in civic facilities and other relevant gatherings.

In Favour: (8): Mayor C. Clark, Councillor Block, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Jeffries, Councillor Kirton, and Councillor Loewen

Against: (3): Councillor Davies, Councillor Donauer, and Councillor Hill

CARRIED (8 to 3)

Following completion of this item, Councillor Jeffries withdrew his notice of motion under Item 14.1.

Item 10.3.2 was considered next.

10.5 Corporate Financial Services

10.5.1 Property Acquisition – 145 1st Avenue North and 141 Pacific Avenue [File No. CK4020-1]

A report of Chief Financial Officer Tarasoff was provided and introduced by him.

Moved By: Councillor Donauer

Seconded By: Councillor Block

1. That the Administration be authorized to purchase 145 – 1st Avenue North, (Lot 2; Block 163; Plan 73S26357, Extension 0; ISC Surface Parcel No. 120164206) and 141 Pacific Avenue

(Lots 17 – 24; Block 2; Plan F4570) from Pillar Properties Corp. at a combined purchase price of \$7,150,000; and

2. That the City Solicitor be requested to prepare the appropriate agreements and that His Worship the Mayor and the City Clerk be authorized to execute the agreements under the Corporate Seal.

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

CARRIED UNANIMOUSLY (11 to 0)

10.5.2 Land Acquisition – Regional Fire Training Facility [File No. CK4020-1]

A report of Chief Financial Officer Tarasoff was provided and introduced by him.

Moved By: Councillor Dubois

Seconded By: Councillor Donauer

1. That the Administration be authorized to purchase an area consisting of 40 acres to be subdivided from the southernmost portion of the NW | Section 10, Township 38, Range 05, West of 3, Extension 0, (ISC Surface Parcel No. 117374722) from Echo Properties Inc. at a purchase price of \$560,000;
2. That the cost of the land be charged to Capital Project 2525 Fire – Regional Training Facility; and
3. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

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

CARRIED UNANIMOUSLY (11 to 0)

10.6 Strategy & Transformation

10.6.1 National Day for Truth and Reconciliation [File No. CK4630-0 x CK5615-1]

A report of Strategy and Transformation Officer Anger was provided and introduced by her.

Moved By: Councillor Gough

Seconded By: Councillor Gersher

That City Council direct Administration to observe the National Day for Truth and Reconciliation (September 30) for civic employees as a holiday beginning in 2021 to recognize and commemorate the legacy of residential schools.

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

CARRIED UNANIMOUSLY (11 to 0)

10.7 Human Resources

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 The Tag Days Bylaw, 2021- Proposed Bylaw No. 9773 [File No. CK 200-0]

A report of the City Solicitor was provided.

Moved By: Councillor Dubois

Seconded By: Councillor Hill

That permission be granted to introduce Bylaw No. 9773, *The Tag Days Bylaw, 2021*, 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 Jeffries, Councillor Kirton, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

Moved By: Councillor Hill

Seconded By: Councillor Donauer

That Bylaw No. 9773 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 Jeffries, Councillor Kirton, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

Moved By: Councillor Hill

Seconded By: Councillor Gersher

That permission be granted to have Bylaw No. 9773 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 Jeffries, Councillor Kirton, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

Moved By: Councillor Hill

Seconded By: Councillor Jeffries

That Bylaw No. 9773 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 Jeffries, Councillor Kirton, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

11.2.2 The Waste Amendment Bylaw, 2021 - Bylaw No. 9775 [File No. CK7830-1]

A report of the City Solicitor was provided.

Moved By: Councillor Hill

Seconded By: Councillor Jeffries

That permission be granted to introduce Bylaw No. 9775, *The Waste Amendment Bylaw, 2021*, 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 Jeffries, Councillor Kirton, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

Moved By: Councillor Hill

Seconded By: Councillor Kirton

That Bylaw No. 9775 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 Jeffries, Councillor Kirton, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

That permission be granted to have Bylaw No. 9775 read a third time at this meeting.

CARRIED

Moved By: Councillor Hill

Seconded By: Councillor Dubois

That Bylaw No. 9775 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 Jeffries, Councillor Kirton, and Councillor Loewen

CARRIED UNANIMOUSLY (11 to 0)

12. OTHER REPORTS

12.1 Board of Police Commissioners - Taser 7 Capital Budget Approval [File No. CK 1711-2]

A communication from the Secretary from the Board of Police dated August 24, 2021 requesting a 2021 post-budget adjustment was provided.

Clae Hack, Executive Director, Saskatoon Police Service, introduced the item.

Moved By: Councillor Donauer

Seconded By: Councillor Loewen

That the following 2021 Post-Budget Adjustment be approved in order to save \$50,500 on CEW purchases:

- That a Taser 7 Capital Project be established totaling \$1,014,500 to be funded over the next five years' capital budget;
- That the funding source for the 2021 contribution be the unused \$128,500 CEW operating maintenance budget; and
- That the \$128,500 CEW operating maintenance budget be reallocated as a transfer to capital replacement reserve.

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

CARRIED UNANIMOUSLY (11 to 0)

13. INQUIRIES

14. MOTIONS (NOTICE PREVIOUSLY GIVEN)

14.1 Councillor Z. Jeffries - COVID-19 Mandatory Vaccine Policies [File No. CK270-0]

The City Clerk reported that Councillor Jeffries provided the following Notice of Motion in accordance with section 65(1)(b) of *Bylaw No. 9170, The Procedures and Committee Bylaw, 2014*:

"That Administration implement mandatory COVID vaccine policies for City facilities and employees akin to the University of Saskatchewan's announced policies."

Following consideration of item 10.4.1, Councillor Jeffries withdrew his notice of motion.

14.2 Councillor M. Loewen - Curbside Organics [File No. CK7830-7]

The City Clerk reported that Councillor Loewen provided the following Notice of Motion in accordance with section 65(1)(b) of *Bylaw No. 9170, The Procedures and Committee Bylaw, 2014*:

"That the November 19, 2018 Council resolution "That the curbside organics program be funded by property tax" be rescinded."

And then:

"That the Administration proceed with the implementation a waste utility funding model for curbside organics and black bin garbage programs, and that further direction about timing, phase-in options, and affordability options be provided at such time that the related reports are provided to the Governance and Priorities Committee."

A request to speak from Sherry Tarasoff, dated August 30, 2021, was provided.

Sherry Tarasoff spoke to the item.

Moved By: Councillor Loewen

Seconded By: Councillor Kirton

That the November 19, 2018 Council resolution “That the curbside organics program be funded by property tax” be rescinded.

In Favour: (6): Mayor C. Clark, Councillor Block, Councillor Gersher, Councillor Gough, Councillor Kirton, and Councillor Loewen

Against: (5): Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Hill, and Councillor Jeffries

CARRIED (6 to 5)

Moved By: Councillor Loewen

Seconded By: Councillor Kirton

That the Administration proceed with the implementation a waste utility funding model for curbside organics and black bin garbage programs, and that further direction about timing, phase-in options, and affordability options be provided at such time that the related reports are provided to the Governance and Priorities Committee.

In Favour: (6): Mayor C. Clark, Councillor Block, Councillor Gersher, Councillor Gough, Councillor Kirton, and Councillor Loewen

Against: (5): Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Hill, and Councillor Jeffries

CARRIED (6 to 5)

Item 8.2.1 was considered next.

15. GIVING NOTICE

16. URGENT BUSINESS

17. IN CAMERA SESSION (OPTIONAL)

18. ADJOURNMENT

The Regular Business Meeting was adjourned at 10:52 p.m.

Mayor

City Clerk

Central Industrial Area Traffic Review

ISSUE

Through the Neighbourhood Traffic Review (NTR) process, a Traffic Plan for the Central Industrial Area was developed in consultation with the businesses and road users in response to concerns such as parking, and pedestrian safety.

BACKGROUND

A virtual meeting was held on August 19, 2020 to identify traffic concerns and potential solutions within the Central Industrial Area. Based on the road users' input provided at the initial public meeting and the analysis of the traffic data collected, a Traffic Plan was developed and presented to the stakeholders through a virtual presentation that was posted to the Central Industrial Engage page on June 1, 2021. Additional feedback received after the second round of engagement was also incorporated into the NTR.

The proposed improvements were circulated to: Saskatoon Police Service, Saskatoon Light and Power, Saskatoon Fire Department, Saskatoon Transit, Environmental Services, and Roadways, Fleet and Support and their comments were incorporated into the NTR recommendations.

CURRENT STATUS

To improve safety in the Central Industrial Area, the following are recommended:

- Pedestrian crossing devices; and
- Sidewalks.

DISCUSSION/ANALYSIS

The Central Industrial Area Traffic Review report is included as Appendix 1.

FINANCIAL IMPLICATIONS

The costs are summarized in the following table:

Items	2021	Beyond 2021
Signs and Pavement Markings	-	\$ 200
Pedestrian Safety Devices	-	\$245,000
Ramps and Sidewalks	-	To be estimated at time of construction
Total		\$245,200

Beyond 2021, the pedestrian crossing devices will be funded within Capital Project #2290 – Traffic Control Systems, and the sidewalks and pedestrian ramps will be delivered through Capital Project #2468 – Active Transportation Plan Implementation, Curb Ramp Program and New Sidewalk Program. The Administration will include the funding request for these recommendations in the multi-year business plan and budget submission package listing the projects recommended to be funded, and the rationale used to prioritize the projects.

OTHER IMPLICATIONS

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

NEXT STEPS

The installation of each proposed improvement will be implemented in three specific time frames as follows:

Short-term (1 to 2 years)	None
Medium-term (3 to 5 years)	None
Long-term (5 plus years)	Pedestrian devices, pedestrian ramps, and sidewalks

APPENDICES

1. Central Industrial Area Traffic Review

Report Approval

Written by: Chelsea Lanning, Transportation Engineer, Transportation
Reviewed by: Nathalie Baudais, Senior Transportation Engineer, Transportation
David LeBoutillier, Engineering Manager, Transportation
Jay Magus, Director of Transportation
Approved by: Terry Schmidt, General Manager, Transportation and Construction

Admin Report - Central Industrial Area Traffic Review.docx

Central Industrial Area Traffic Review



Authorization

Prepared By:



Chelsea Lanning, P.Eng
Transportation Engineer



Nathalie Baudais, P.Eng.
Transportation Engineer

Checked By:



David LeBoutillier
Transportation Engineering Manager

Acknowledgements

The completion of this review would not be possible without the contribution of the following organizations and individuals:

- Central Industrial businesses
- Saskatoon Police Service
- Saskatoon Light and Power
- Saskatoon Fire Department
- Saskatoon Transit
- City of Saskatoon Environmental Services
- City of Saskatoon Planning and Development
- City of Saskatoon Roadways, Fleet and Support
- City of Saskatoon Community Standards
- City of Saskatoon Transportation
- Councillor Darren Hill

Executive Summary

The objective of the Neighbourhood Traffic Management Program is to address traffic concerns within neighbourhoods such as speeding, shortcutting, and pedestrian safety. The program was revised in August 2013 to address traffic concerns on a neighbourhood-wide basis. The program involves community and stakeholder consultation that provides residents and City staff the opportunity to work together in developing solutions that address traffic concerns within their neighbourhood. The process is outlined in the Traffic Calming Guidelines and Tools, City of Saskatoon, 2016.

A public meeting was held in August 2020 to identify traffic concerns and potential solutions within the Central Industrial Area. As a result of the meeting, a number of traffic assessments were completed to confirm and quantify the concerns raised by the road users in the industrial area. Based on the road users' input and the completed traffic assessments, a Traffic Plan was developed and presented to the community through video presentation posted to the project Engage page in May 2021.

A summary of recommended improvements for the Central Industrial Area is included in Table ES-1. The summary identifies the locations, recommended improvements, and justification. The schedule to implement the Traffic Plan can vary depending on the complexity of the proposed improvement. According to the Traffic Calming Guidelines and Tools document, the time frame may range from short-term (1 to 2 years); medium-term (3 to 5 years) and long-term (5 years plus). Accordingly, the goals for implementing the improvements ranges from 1 to 5 years.

The Central Industrial Traffic Plan is illustrated in Exhibit ES-1.

Central Industrial Area Traffic Review

Table ES-1: Central Industrial Area Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	1 st Avenue & 26 th Street	Active Pedestrian Corridor (south side)*	Improve pedestrian safety
2	3 rd Avenue & Duke Street	Active Pedestrian Corridor (north side)*	Improve pedestrian safety
3	2 nd Avenue & Princess Street	Remove existing crosswalk	No longer warranted with upgrades to the adjacent crossings
4	2 nd Avenue & King Street	Pedestrian Activated Signal (south side)*	Improve pedestrian safety
5	Neighbourhood-wide	Sidewalk and ramps to be installed as per the Sidewalk Infill Program	Improve pedestrian safety

*These recommendations may require modification at the time of detailed design due to the complexity of these locations.

CENTRAL INDUSTRIAL AREA

FOR COMMENTS & INFORMATION VISIT:

www.saskatoon.ca/NTR

www.saskatoon.ca/engage/central-industrial-area

LEGEND

- EXISTING STOP SIGN
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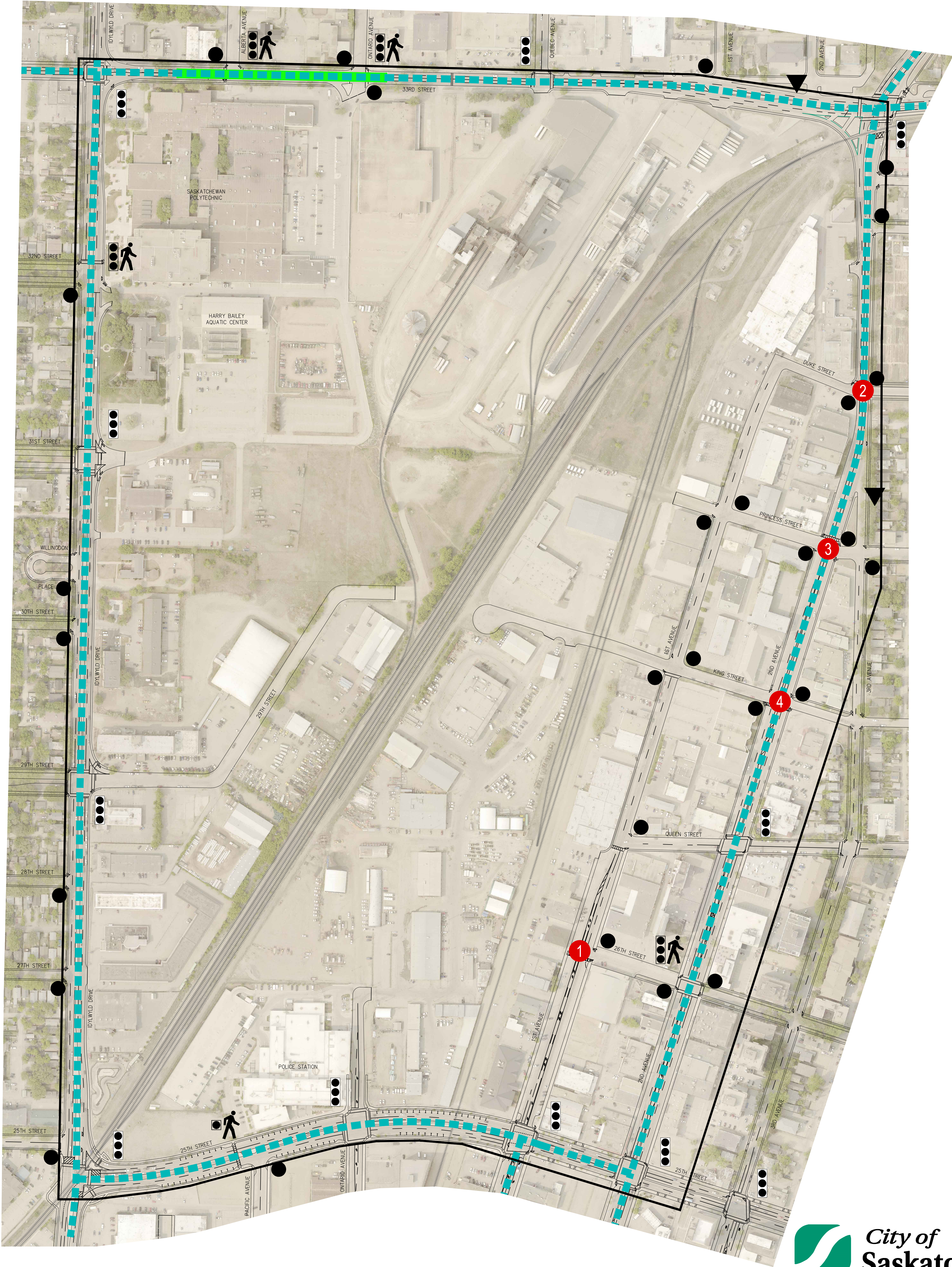
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EXISTING TRAFFIC SIGNAL
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EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
- 🚶

EXISTING PEDESTRIAN RRFB LOCATION
- 🔴#

RECOMMENDATIONS



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1. Introduction

As the City of Saskatoon continues to grow, many neighbourhoods face issues such as pedestrian safety, cut-through traffic, and increased speeds. In August 2013, City Council adopted the City of Saskatoon Traffic Guidelines and Tools that outlines a procedure for completing traffic reviews on a neighbourhood-wide basis. In 2016, the successful Neighbourhood Traffic Review program was expanded to include industrial areas. Prior to this, neighbourhood traffic issues were dealt with on a case-by-case basis with mixed results. Since 2013, the formal process has proven to be very successful in providing recommendations that improve neighbourhood traffic conditions and pedestrian safety. Recommendations are developed by the Administration and residents in a collaborative manner. Accordingly, this report provides the Traffic Plan for the Central Industrial Area.

The Central Industrial Area is bound by 25th Street to the south, 2nd Avenue to the east, Idylwyld Drive to the west and 33rd Street to the north. The land use is primarily industrial.

The neighbourhood traffic review includes four stages:

- **Stage 1** – Identify issues, concerns and possible solutions through the initial neighbourhood consultation and the Saskatoon Engage online discussion.
- **Stage 2** – Develop a draft traffic plan based on stakeholders' input and traffic assessments.
- **Stage 3** – Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic departments for feedback; make adjustments as needed; and present the plan to Standing Policy Committee on Transportation.
- **Stage 4** – Implement the proposed measures in specific time frame, short-term (1 to 2 years), medium-term (3 to 5 years) or long-term (5 years plus).

This report presents the study findings and recommendations.

2. Identify Issues, Concerns and Possible Solutions

A public meeting was held in August 2020 to identify traffic concerns within the Central Industrial Area. At the meeting, business owners, employees, and road users were given the opportunity to express their concerns and suggest possible solutions. The meeting minutes and presentation are provided in **Appendix A**.

The following pages summarize the concerns and suggested solutions identified during the initial consultation with the stakeholders including all correspondence, and Saskatoon Engage discussion comments received prior to the follow-up meeting.

2.1. Pedestrian Safety

It is important to address pedestrian safety concerns to support active transportation. Walking to nearby amenities reduces traffic volumes.

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 Traffic Control at Pedestrian Crossings, which states the installation of appropriate traffic controls at pedestrian crossings shall be based on the process outlined in the latest edition of the Transportation Association of Canada's Pedestrian Crossing Control Guide.

Neighbourhood concerns regarding pedestrian safety were raised at the following locations:

- 1st Avenue and 26th Street;
- 2nd Avenue and King Street;
- 3rd Avenue and Duke Street; and
- 3rd Avenue and Duchess Street.

The stakeholders suggested the following solutions:

- Upgraded pedestrian crossing devices; and
- Additional street lighting.

2.2. Parking

Parking is allowed on all city streets unless signage is posted. According to City of Saskatoon Bylaw 7200, The Traffic Bylaw, vehicles are restricted from parking within 10 metres of an intersection and one metre of a driveway or back lane.

Neighbourhood concerns regarding parking were identified for the 700 block of 1st Avenue.

A possible solution identified by residents was to decrease the time restricted parking limit from 3 hours to 2 hours.

3. Develop Draft Traffic Plan

3.1. Methodology

Stage 2 of the traffic review included development of a draft traffic plan. This was completed through the following actions:

- Create a detailed list of all the issues provided by the businesses, employees, and road users.
- Collect historical traffic studies and information the City has on file for the area.
- Prepare a data collection program that will provide the appropriate information needed to undertake the assessments.
- Complete the data collection, which may include:
 - Daily and weekly traffic counts;
 - Speed measurements;
 - Intersection turning movement counts;
 - Pedestrian counts;
 - Site observations; and
 - Collision analysis.
- Assess the issues by using the information in reference with City policies, bylaws, and guidelines, transportation engineering design guidelines and technical documents, and professional engineering judgment.

The following sections provide details on the data collected for pedestrian crossing assessments and collision analysis. A map of the traffic data collection is shown in **Appendix B**.

3.2. Traffic Signal Assessments

Assessments are conducted to determine the need for traffic signals in adherence to the Traffic Signal and Pedestrian Signal Head Warrant Handbook. A warrant system assigns points for a variety of conditions including:

- number of traffic lanes;
- posted speed limit of the street;
- distance to the nearest traffic signal; and
- number of pedestrians and vehicles at the location.

Pedestrian and traffic data is collected during the five peak hours of: 8:00 a.m. to 9:00 a.m., 11:30 a.m. to 1:30 p.m., and 4:00 p.m. to 6:00 p.m.

If a traffic signal is not warranted, additional measures to improve safety (i.e. parking restrictions, oversized stop signs) may be considered.

Central Industrial Area Traffic Review

A summary of the traffic signal assessments is provided in Table 3-1.

Table 3-1: Traffic Signal Assessments

Location	Traffic Signal Warrant Points	Results
1 st Avenue and 26 th Street	7	Not warranted
3 rd Avenue and Duke Street	20	Not warranted
2 nd Avenue and King Street	27	Not warranted

Details of the traffic signal assessments are provided in **Appendix C**.

3.3. Pedestrian Assessments

Pedestrian assessments were conducted to determine the need for pedestrian actuated signalized crosswalks in adherence to the City of Saskatoon Council Policy C07-018 Traffic Control at Pedestrian Crossings.

Pedestrian crossing devices include:

- standard crosswalk;
- zebra crosswalk;
- rectangular rapid flashing beacon (ground mounted flashing lights);
- actuated pedestrian corridor (overhead flashing yellow lights); and
- pedestrian actuated signals.

The policy provides a decision matrix for locating pedestrian devices considering a number of elements:

- traffic signal warrants;
- pedestrian and traffic volumes;
- distance to nearest traffic control device;
- pedestrian desire line; and
- network connectivity.

Once a location has been identified as a necessary pedestrian connection, the type of pedestrian device is selected using a treatment matrix that considers traffic volume, posted speed limit and number of lanes for pedestrian crossing.

A summary of the pedestrian studies is provided in Table 3-2 and details are provided in **Appendix D**.

Central Industrial Area Traffic Review

Table 3-2: Pedestrian Assessments

Location	Pedestrian Desire Confirmation	Results
1 st Avenue and 26 th Street	Yes	Provides connection to commercial businesses, EGADZ, and curling rink. Active Pedestrian Corridor recommended.
3 rd Avenue and Duke Street	Yes	Provides connection across 2 nd Avenue between employment area and residential area. Active Pedestrian Corridor recommended.
2 nd Avenue and King Street	Yes	Provides connection across 2 nd Avenue between employment area and residential area. Pedestrian Actuated Signal recommended.

The 2nd Avenue/3rd Avenue corridor was assessed for pedestrian crossing improvements between Queen Street and Duke Street. Based on the length of the corridor, two pedestrian crossings are warranted. Upgraded crossings have been recommended at 3rd Avenue and Duke Street and at 2nd Avenue and King Street. Since the crossing at 2nd Avenue and Princess Street had the lowest pedestrian volumes, the existing zebra crosswalk is recommended for removal.

3.4. Collision Analysis

The most recently available five-year collision data (2015 to 2019) was provided by Saskatchewan Government Insurance (SGI). High-collision locations, typically noted as the locations with an average of two or more collisions per year, were reviewed in more depth to identify trends and possible improvements. Signalized intersections were not included in the collision analysis as they have higher traffic volumes resulting in higher collision trends. These intersections are studied as part of the major intersection reviews. Intersections with two or more collisions per year within the Central Industrial Area include:

- 3rd Avenue and Duke Street
- 2nd Avenue and 26th Street
- 3rd Avenue and Duchess Street
- 2nd Avenue and Princess Street

Details of the collision analysis are provided **Appendix E**.

4. Present Traffic Plan

4.1. Methodology

Stage 3 of the neighbourhood traffic review included finalizing the traffic plan. This was achieved by completing the following steps:

- Based on the assessments, prepare a draft plan that illustrates the appropriate recommended improvements.
- Present the draft plan to the businesses, employees and road users.
- Circulate the draft plan to the civic departments for comment.
- Revise the draft plan based on feedback from the stakeholders.
- Prepare a technical document summarizing the recommended plan and project process.

The tables in the following sections provide the details of the recommended traffic plan, including the location, recommended improvement and justification of the recommended improvement.

4.2. Pedestrian Safety

The recommended improvements to increase pedestrian safety are detailed in Table 4-1.

Table 4-1: Recommended Improvements – Pedestrian Safety

Location	Recommended Improvement	Justification
1 st Avenue and 26 th Street	Active Pedestrian Corridor (south side)	Improve pedestrian safety
3 rd Avenue and Duke Street	Active Pedestrian Corridor (north side)	Improve pedestrian safety
2 nd Avenue and Princess Street	Remove existing zebra crosswalk	No longer warranted with recommended upgrades to the adjacent crossings
2 nd Avenue and King Street	Pedestrian Actuated Signal	Improve pedestrian safety
Neighbourhood-wide	Sidewalk and ramps to be installed as per the Sidewalk Infill Program	Improve pedestrian safety

4.3. Follow-up Consultation – Presentation of Traffic Plan

The recommended improvements were presented to stakeholders in a video presentation that was posted to the project Engage page in May 2021. The presentation and draft traffic plan are provided in **Appendix F**.

A decision matrix detailing the list of recommended improvements presented at the follow-up meeting are included in **Appendix G**. Additional issues raised during and after the follow-up meeting were assessed and outlined **Appendix H**. Recommendations were added to the list of improvements if necessary. The revised list of recommendations received general support from Saskatoon Police Service, Saskatoon Light and Power, Saskatoon Fire Department, Environmental Services, Parking Services, Roadways, Fleet and Support Services, and Transit.

4.4. Engagement Summary

Businesses, employees, and road users were invited to participate in the process through a public meeting and virtual presentation, as outlined in Table 4-2.

Table 4-2: Public Meetings Summary

Meeting Details	Meeting Purpose	Meeting Materials
Meeting #1 August 19, 2020 Online Teams Meeting 3 attendees	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in Appendix A
Virtual Presentation June 1, 2021	To present the draft traffic plan	Presentation and draft traffic plan included in Appendix F

Stakeholders in the Central Industrial Area were notified of the meetings via:

- a flyer delivered to each business in the area;
- City of Saskatoon events calendar, saskatoon.ca/engage, and saskatoon.ca/NTR;
- billboards placed on 25th Street near 1st Avenue prior to the first meeting; and
- notifying the appropriate City Councillor.

The Engage page was used to disseminate information about the meetings, as well as status updates and notifications for the project. It also provided a forum for stakeholder comments.

Central Industrial Area Traffic Review

Stakeholders were invited to provide their concerns and feedback through the following:

- saskatoon.ca/engage webpage;
- report a traffic issues application;
- written submissions at the meetings;
- written notes taken by the Administration at the meetings; and
- written, verbal, and e-mail submission to the Administration.

Business owners, employees, or road users who could not attend the meetings were able to view the meeting materials and provide feedback via the City's saskatoon.ca/engage website, or by phone, email, or mail. Feedback received throughout the process is included in

Appendix I.

5. Implementation

Stage 4, the final stage of the traffic review, is to install the recommended improvements. The time frame depends upon the complexity and cost of the solution. A short-term time frame is defined by implementing the improvements within 1 to 2 years; medium-term is 3 to 5 years; and long-term is 5 years plus.

The estimated costs of the improvements included in the Traffic Plan are outlined in the following tables:

- Table 5-1: Signs and Pavement Markings Cost Estimate
- Table 5-2: Pedestrian Safety Devices Cost Estimate
- Table 5-3: Total Cost Estimate

Table 5-1: Signs and Pavement Markings Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
2 nd Avenue and Princess Street	Remove existing zebra crosswalk	\$200	Coordinated with installation of enhanced pedestrian crossings nearby
Total		\$200	

Table 5-2: Pedestrian Safety Devices Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
1 st Avenue and 26 th Street	Active Pedestrian Corridor (south side)	\$50,000	5+ years
3 rd Avenue and Duke Street	Active Pedestrian Corridor (north side)	\$45,000	
2 nd Avenue and King Street	Pedestrian Actuated Signal	\$150,000	
Total		\$245,000	

Central Industrial Area Traffic Review

Table 5-3: Total Cost Estimate

Category	Implementation Goal		
	Short-Term (1-2 years)	Medium-Term (3 to 5 years)	Long-Term (5 years plus)
Signs and Pavement Markings	-	-	\$200
Pedestrian Safety Devices	-	-	\$245,000
Total	-	-	\$245,200

The total cost estimate for pedestrian safety devices is \$245,200. The cost estimate for pedestrian ramps and sidewalks/multi-use paths will be determined at a later date once a feasibility analysis has been completed.

The list of recommended improvements resulting from the traffic review including the location and justification is summarized in Table 5-4.

The resulting recommended Central Industrial Neighbourhood Traffic Plan is illustrated in Exhibit 5-1.

Table 5-4: Central Industrial Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	1 st Avenue & 26 th Street	Active Pedestrian Corridor (south side)*	Improve pedestrian safety
2	3 rd Avenue & Duke Street	Active Pedestrian Corridor (north side)*	Improve pedestrian safety
3	2 nd Avenue & Princess Street	Remove existing crosswalk	No longer warranted with upgrades to the adjacent crossings
4	2 nd Avenue & King Street	Pedestrian Activated Signal (south side)*	Improve pedestrian safety
5	Neighbourhood-wide	Sidewalk and ramps to be installed as per the Sidewalk Infill Program	Improve pedestrian safety

*These recommendations may require modification at the time of detailed design due to the complexity of the installation at these locations and possible utility conflicts.

CENTRAL INDUSTRIAL AREA

FOR COMMENTS & INFORMATION VISIT:

www.saskatoon.ca/NTR

www.saskatoon.ca/engage/central-industrial-area

LEGEND

- EXISTING STOP SIGN
- ▼

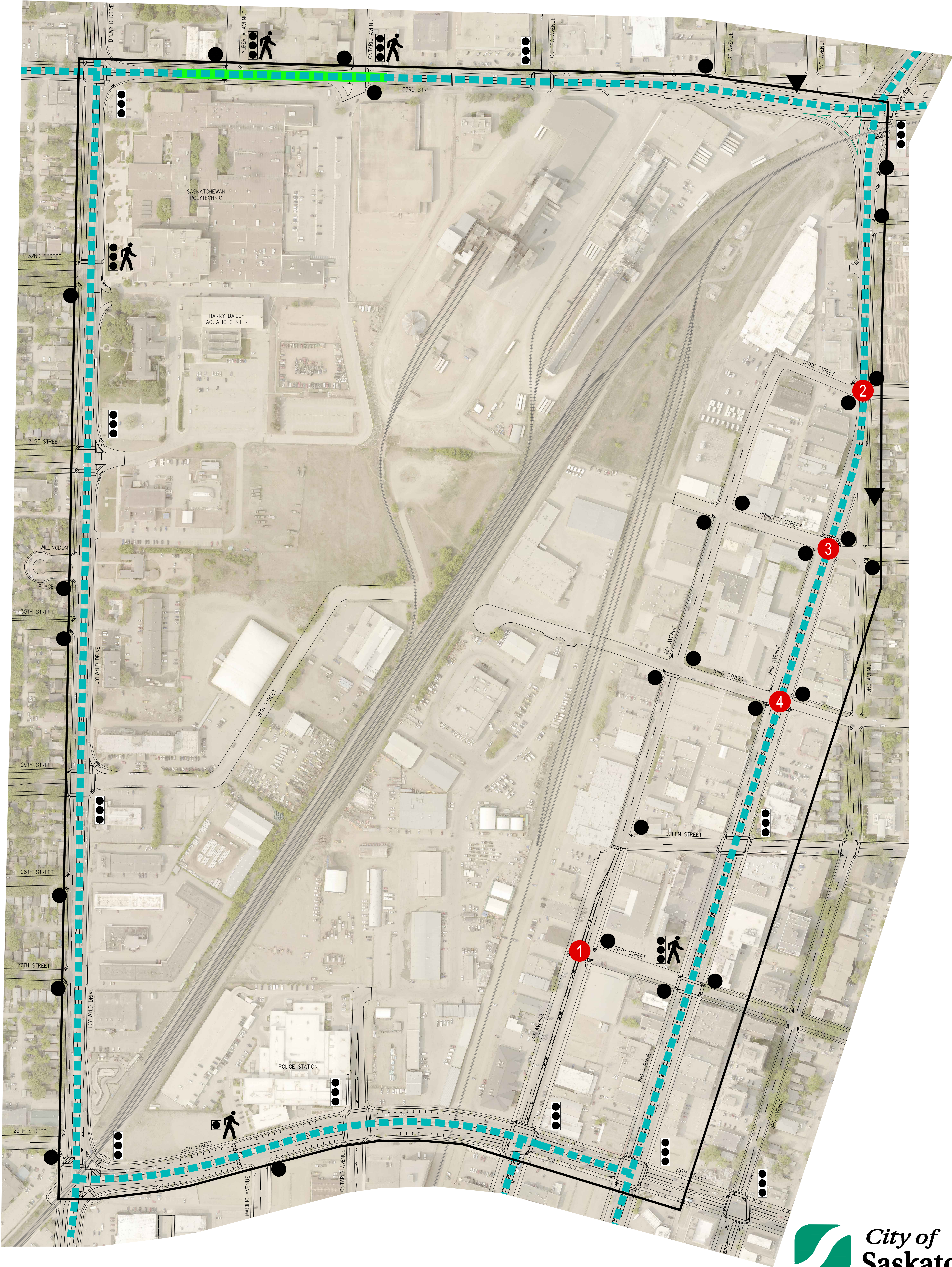
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EXISTING TRAFFIC SIGNAL
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EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
- 🚶

EXISTING PEDESTRIAN RRFB LOCATION
- #

RECOMMENDATIONS



Appendix A

Public Meeting #1 – August 19, 2021

CITY OF SASKATOON

Central Industrial Neighbourhood Traffic Review Minutes

Date: Wednesday, August 19, 2020

Time: 7:00 – 9:00 pm

Location: Microsoft Teams Online Meeting

Attendees:

Name	Position
Chelsea Lanning	City of Saskatoon Transportation Engineer Evergreen Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Senior Transportation Engineer
Katie Sapieha	City of Saskatoon Transportation Engineer

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Chelsea Lanning – Transportation Engineer)

See Video – Online meeting video recording – August 19, 2020

Question and Answer Session

- Question:** I would like to address the parking times on the section of 1st Avenue by the 700 block. It is 3 hours there but a block away it is only a 2 hour time restriction. Can we get a 2 hour restriction for the 700 block as well?

Chelsea: That is something that we could look at through this review. Our parking services group contributes to making the decision on parking time restrictions. We would have to consult with them about changing the time restriction.

Nathalie: All of our parking restrictions and prohibitions need to align with our Council Policy related to that and we need quite a bit of information about supply and demand and adjacent land use before we can make those recommendations.

Comment: With the 3 hour parking allowed, there are many workers that work in other businesses and park along the street and restrict commercial sales.

Nathalie: We often hear these kinds of concerns in business areas; that staff park and take up all of the customer parking stalls. This is definitely something we can take a look at.

Updates on other relevant projects

Rectangular Rapid Flashing Beacon installation at 25th Street and Pacific Avenue:

A rectangular rapid flashing beacon (RRFB) was installed at the intersection of 25th Street and Pacific Avenue near the police station recently. This device is used by pressing a button and lights flash on the sides of the street. We heard about this location from your neighbours and those who use this crossing. It was installed in May.

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than September 22, 2020
3. Additional public input via Engage Page no later than September 22, 2020
4. Traffic counts data collection and analysis. Due to COVID-19 we may have to wait to complete traffic counts. We are hoping to begin counting by fall.
5. Develop recommendations and prepare draft traffic plan
6. Follow-up public meeting to provide input on draft plan
7. Determine revisions and finalize traffic plan
8. Present traffic plan to City Standing Policy Committee on Transportation

Adjournment

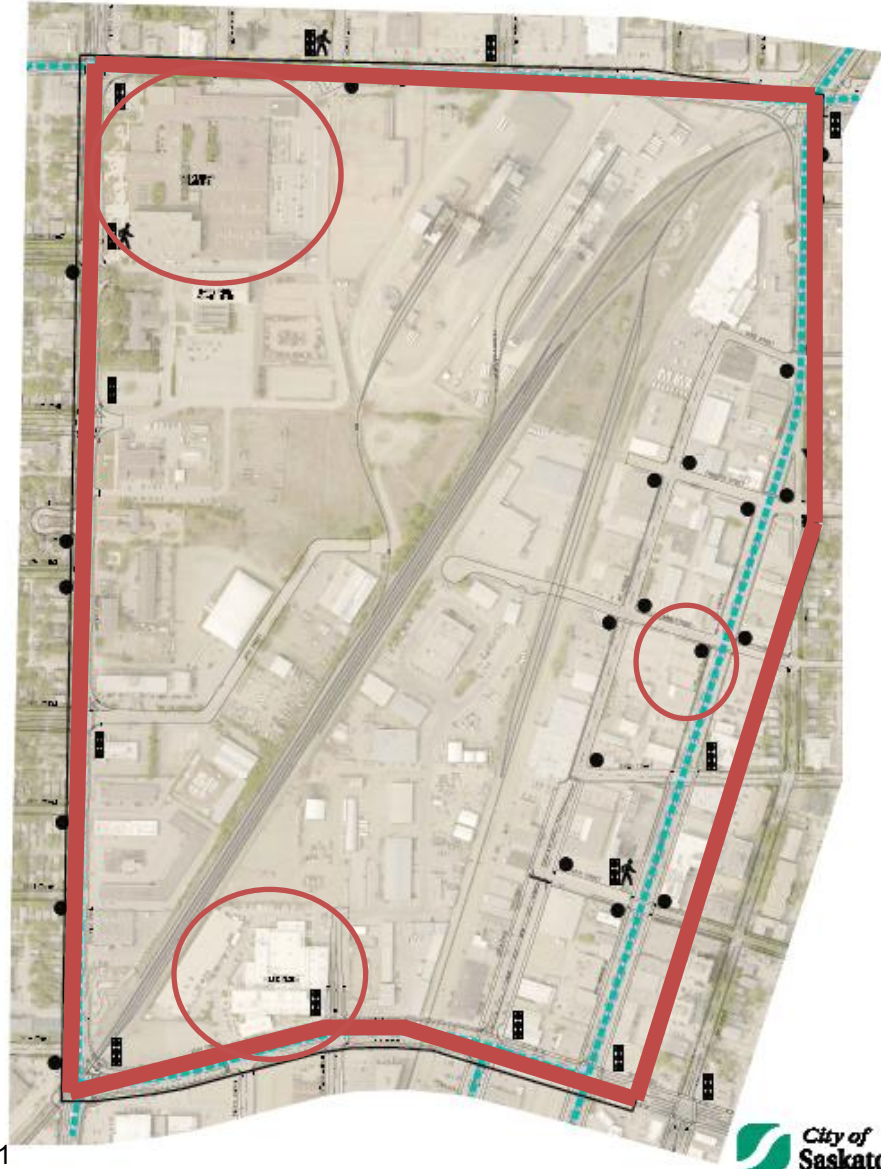
Neighbourhood Traffic Review Central Industrial Neighbourhood

August 19, 2020

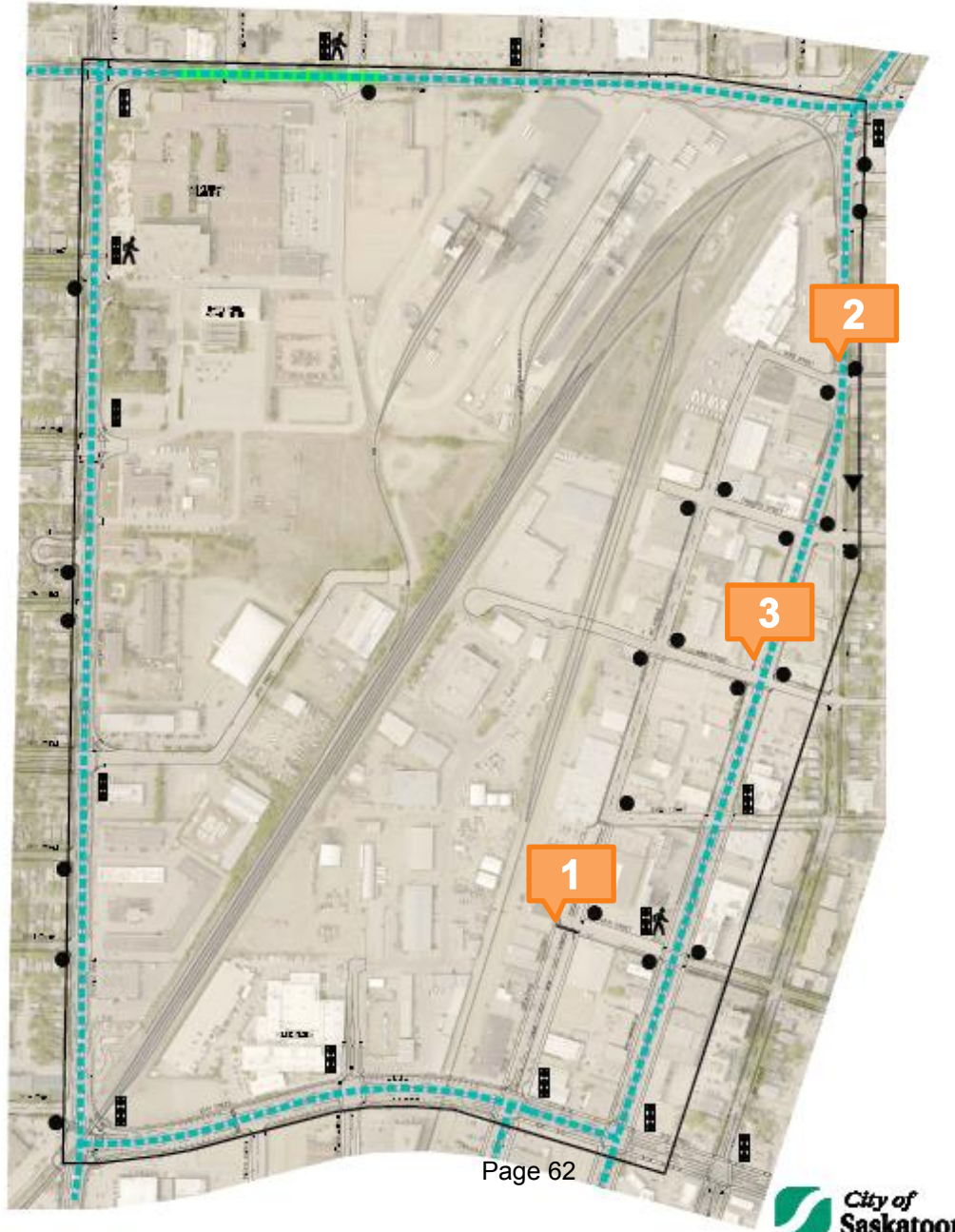
Study Area

- Study Limits
 - Idylwyld Drive, 33rd Street, 2nd Avenue, 25th Street

Local and Collector Roads



Previous Concerns

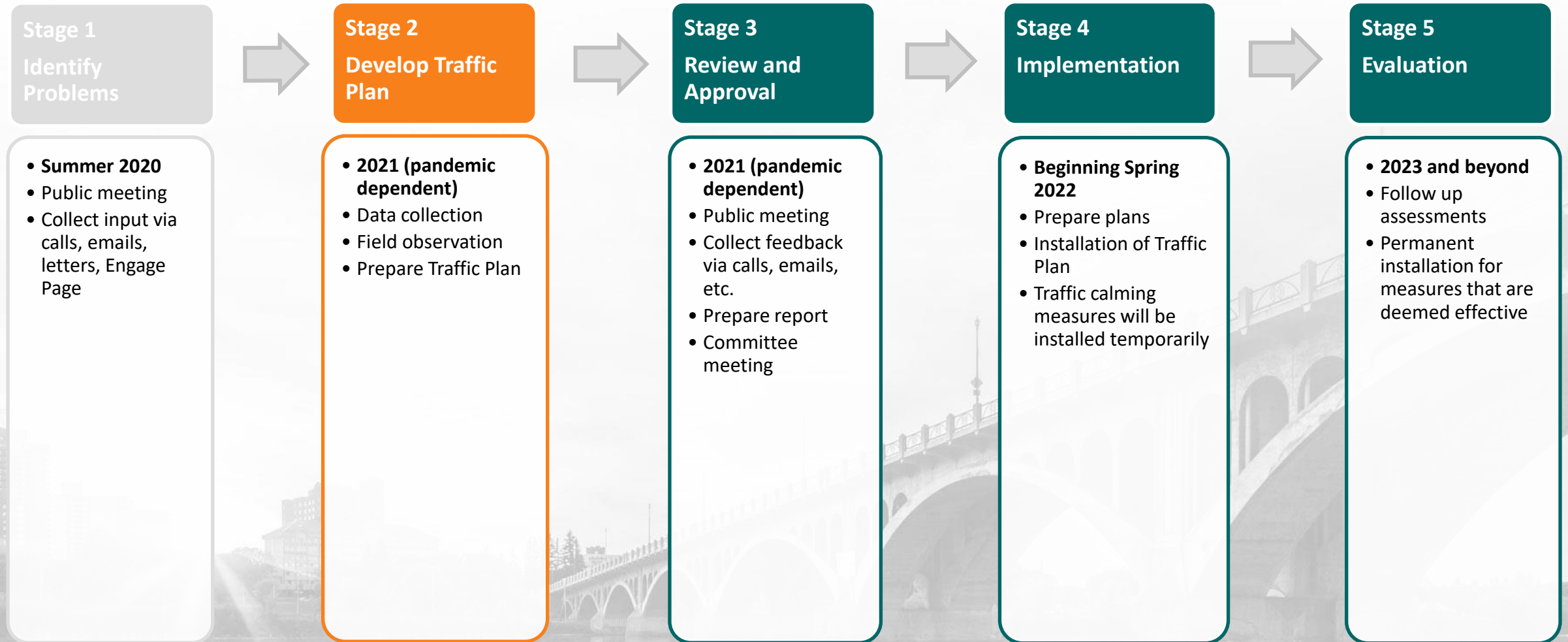


FOR COMMENTS & INFORMATION VISIT:
www.saskatoon.ca/NTR
www.saskatoon.ca/engage/central-industrial-area

LEGEND

- EXISTING STOP SIGN
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- EXISTING BUS ROUTE
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- EXISTING TRAFFIC SIGNAL
- EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION

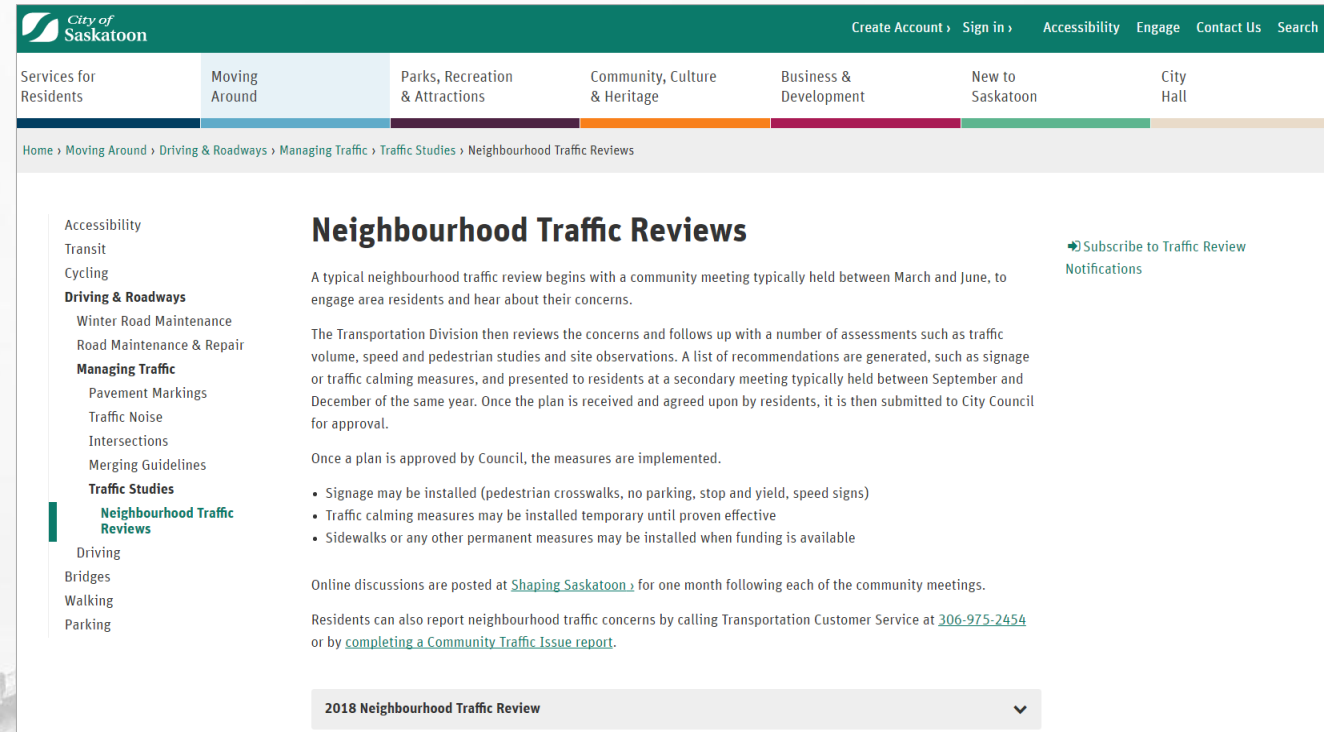
Next Steps



Join the Discussion

- Post comments at www.saskatoon.ca/engage
- Subscribe for updates at www.saskatoon.ca/NTR
- Report a Traffic Issue App <https://apps4.saskatoon.ca/app/aTrafficIssueReporting/>
- Call Chelsea at 306-975-2483
- Email us at ntr@Saskatoon.ca
- Send us a letter

Attn: Chelsea Lanning, City of Saskatoon
222 3rd Avenue North
Saskatoon, SK S7K 0J5



The screenshot displays the City of Saskatoon website's 'Neighbourhood Traffic Reviews' page. The header includes the City of Saskatoon logo and navigation links: Create Account, Sign in, Accessibility, Engage, Contact Us, and Search. A secondary navigation bar lists various services: Services for Residents, Moving Around (highlighted), Parks, Recreation & Attractions, Community, Culture & Heritage, Business & Development, New to Saskatoon, and City Hall. The main content area features a sidebar with a list of topics: Accessibility, Transit, Cycling, Driving & Roadways (expanded to show Winter Road Maintenance, Road Maintenance & Repair, Managing Traffic (expanded to show Pavement Markings, Traffic Noise, Intersections, Merging Guidelines), Traffic Studies (expanded to show Neighbourhood Traffic Reviews), Driving, Bridges, Walking, and Parking. The main content area is titled 'Neighbourhood Traffic Reviews' and includes a 'Subscribe to Traffic Review Notifications' link. The text describes the process of a neighbourhood traffic review, starting with a community meeting and followed by assessments and recommendations. It also mentions that online discussions are posted on Shaping Saskatoon and that residents can report concerns by calling the Transportation Customer Service or completing a community traffic issue report. At the bottom, there is a dropdown menu for the '2018 Neighbourhood Traffic Review'.

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Appendix B

Traffic Data Collection

CENTRAL INDUSTRIAL AREA TRAFFIC DATA

LEGEND

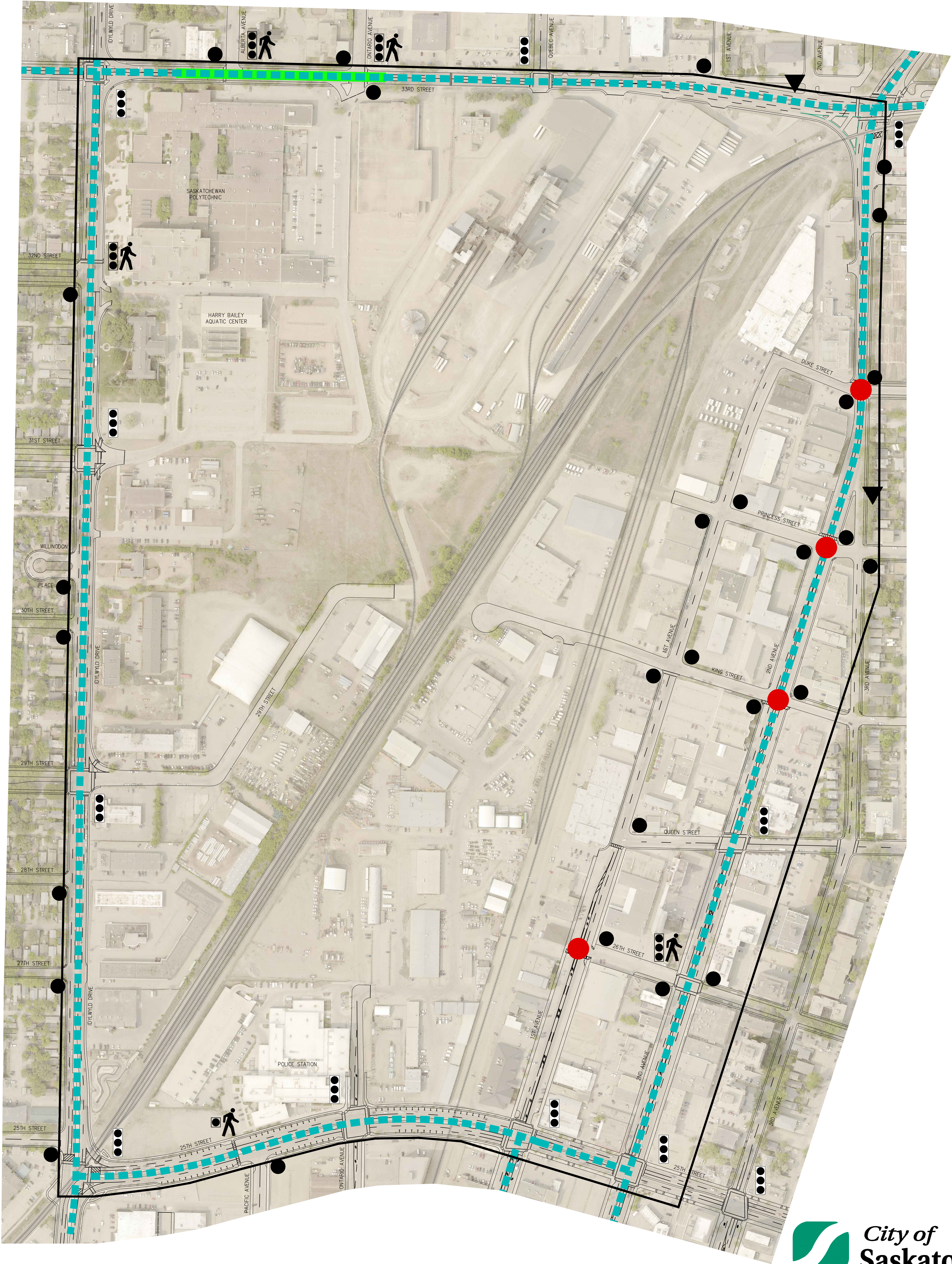
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EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
- 🚶

EXISTING PEDESTRIAN RRFB LOCATION
- INTERSECTION COUNTS



Appendix C

Traffic Signal Warrants

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	1st Avenue	Direction (EW or NS)	NS	Comments
Side Street (name)	26th Street	Direction (EW or NS)	EW	
Quadrant / Int #	#####			
CHECK SHEET				

for Warrant Calculation Results, please hit 'Page Down'

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2021 Jun 30, Wed
Count Date:	2020 Nov 18, Wed
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
1st Avenue NB	NB	1				1		185	1
1st Avenue SB	SB	1		1					
26th Street WB	WB				1				
26th Street EB	EB								

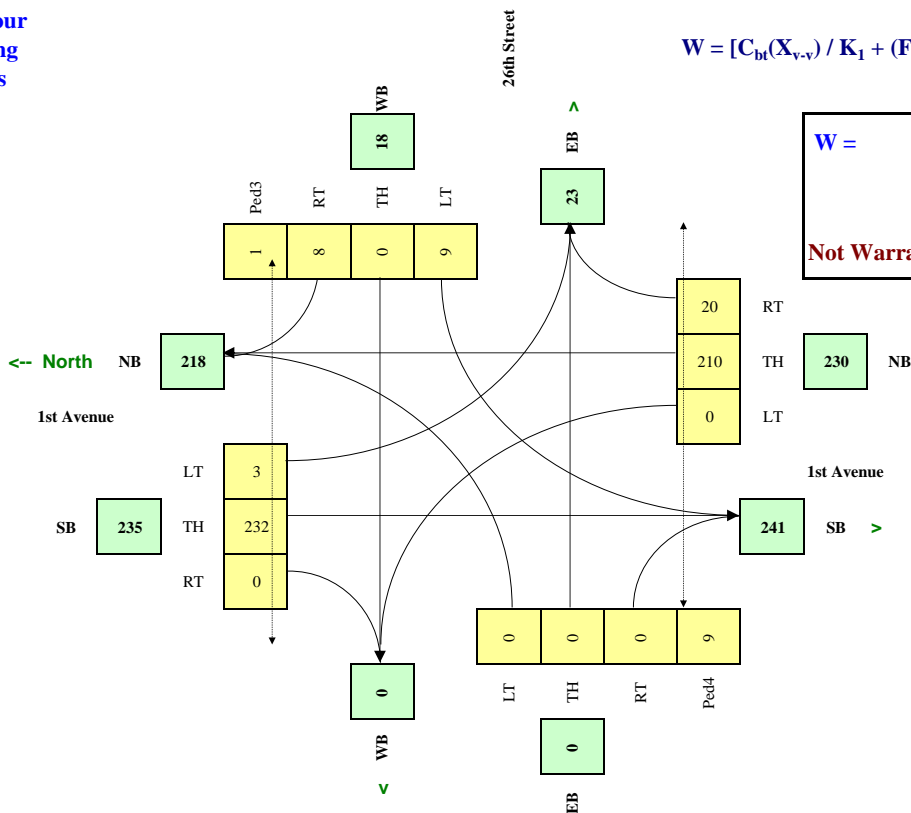
Are the 26th Street WB right turns significantly impeded by through movements? (y/n)

Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	254,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
1st Avenue	NS	50	2.0%	n	0.0
26th Street	EW	50	2.0%	n	

Set Peak Hours													Ped1	Ped2	Ped3	Ped4
Traffic Input	NB			SB			WB			EB			NS	NS	EW	EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00		188	4	1	181		3		5					2		
8:00 - 9:00		197	21	0	203		8		3					2	1	9
11:30 - 12:30		179	28	5	186		8		11					5		7
12:30 - 13:30		199	26	7	221		9		16					1	2	18
16:00 - 17:00		278	23	3	374		13		8					4		15
17:00 - 18:00		218	19	1	227		15		7					3		4
Total (6-hour peak)	0	1,259	121	17	1,392	0	56	0	50	0	0	0	0	17	3	53
Average (6-hour peak)	0	210	20	3	232	0	9	0	8	0	0	0	0	3	1	9

Average 6-hour Peak Turning Movements



$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p})L) / K_2] \times C_i$$

W = 7 3 4

Veh Ped

Not Warranted - Vs<75

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	3rd Avenue	Direction (EW or NS)	NS	Comments
Side Street (name)	Duke Street	Direction (EW or NS)	EW	
Quadrant / Int #	#####			
CHECK SHEET				

for Warrant Calculation Results, please hit 'Page Down'

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2021 Jun 30, Wed
Count Date:	2020 Nov 18, Wed
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	Upstream Signal (m)	# of Thru Lanes
3rd Avenue NB			1			1		280	2
3rd Avenue SB			1			1		500	2
Duke Street WB					1				
Duke Street EB					1				

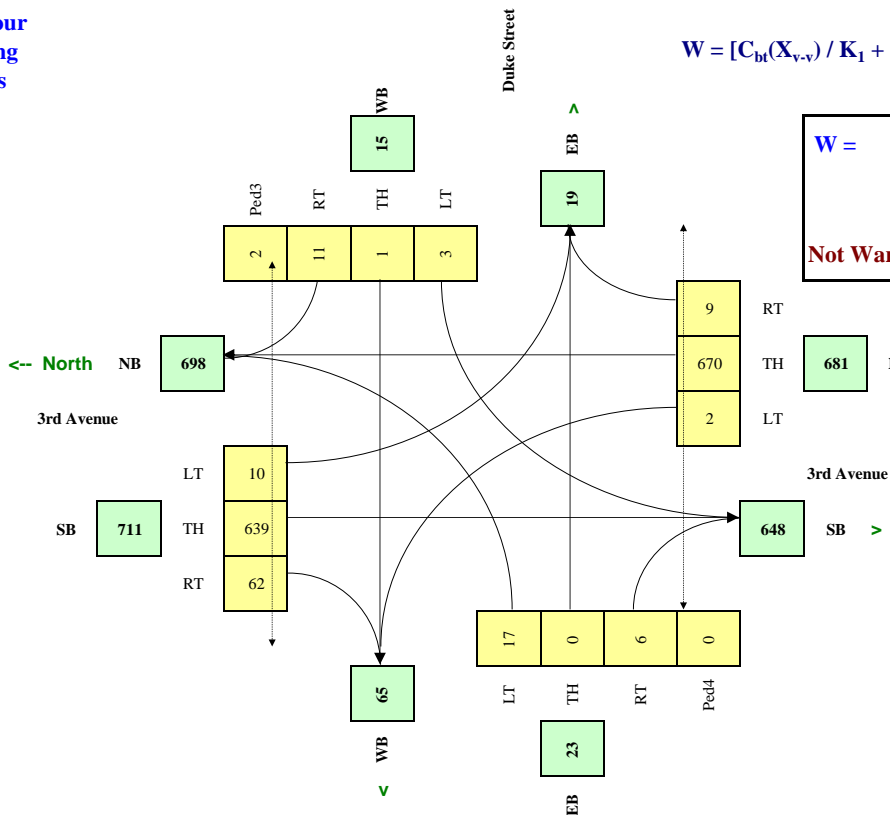
Are the Duke Street WB right turns significantly impeded by through movements? (y/n) n
 Are the Duke Street EB right turns significantly impeded by through movements? (y/n) n

Other Input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
3rd Avenue	NS	50	2.0%	n	0.0
Duke Street	EW	50	2.0%	n	

Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	254,000
Central Business District	(y/n)	n

Traffic Input	Set Peak Hours												Ped1	Ped2	Ped3	Ped4
	NB			SB			WB			EB			NS	NS	EW	EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00	0	462	8	6	608	70	4	2	8	1	0	2	3	5	3	1
8:00 - 9:00	3	484	3	10	668	72	2	1	12	6	0	1	3	4	1	0
11:30 - 12:30	1	656	7	6	578	50	2	0	12	20	0	7	2	2	1	0
12:30 - 13:30	2	603	8	8	686	67	4	1	8	20	1	8	6	6	2	0
16:00 - 17:00	0	995	18	11	678	69	2	0	17	28	0	9	5	7	3	0
17:00 - 18:00	3	822	10	18	614	46	5	1	8	24	0	10	1	5	1	0
Total (6-hour peak)	9	4,022	54	59	3,832	374	19	5	65	99	1	37	20	29	11	1
Average (6-hour peak)	2	670	9	10	639	62	3	1	11	17	0	6	3	5	2	0

Average 6-hour Peak Turning Movements



$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p})L) / K_2] \times C_i$$

W =	20	17	3
		Veh	Ped
Not Warranted - Vs<75			

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	2nd Avenue	Direction (EW or NS)	NS	Comments <div style="background-color: #e0f0ff; padding: 5px; text-align: center;">Existing Conditions</div>
Side Street (name)	King Street	Direction (EW or NS)	EW	
Quadrant / Int #				
for Warrant Calculation Results, please hit 'Page Down'				

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2021 Feb 02, Tue
Count Date:	2020 Nov 18, Wed
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
2nd Avenue NB	NB	1		1		1		480	2
2nd Avenue SB	SB	1		1		1		150	2
King Street WB	WB			1					
King Street EB	EB			1			1		

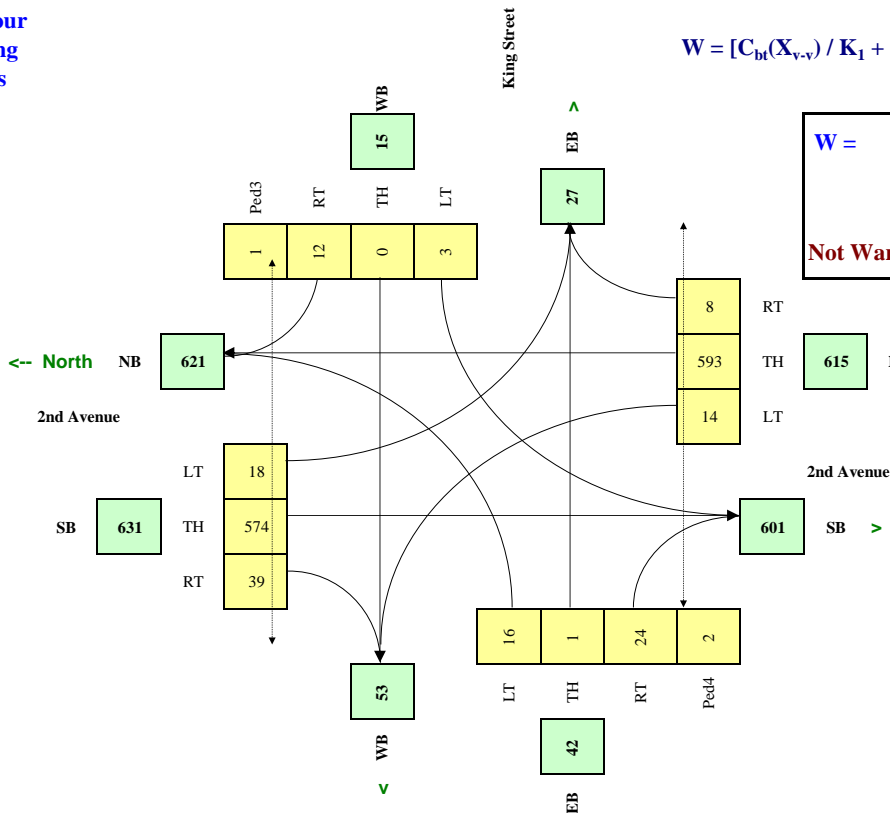
Demographics		
Elem. School/Mobility Challenged	(v/n)	n
Senior's Complex	(v/n)	n
Pathway to School	(v/n)	n
Metro Area Population	(#)	250,000
Central Business District	(v/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
2nd Avenue	NS	50	1.0%	y	
King Street	EW	50	1.0%	n	

Set Peak Hours												Ped1	Ped2	Ped3	Ped4	
Traffic Input	NB			SB			WB			EB			NS	NS	EW	EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00	10	414	6	15	548	40	3	0	4	10	1	7	3	7		3
8:00 - 9:00	12	434	2	10	589	38	1	0	8	9	2	25	3	3		
11:30 - 12:30	23	594	12	19	515	40	3	0	9	14	0	32	3	1	1	1
12:30 - 13:30	19	525	8	25	591	49	6	2	20	21	1	33	3	6		1
4:00 - 5:00	12	890	10	15	645	25	1	0	17	17	1	27	4	6	2	
5:00 - 6:00	8	700	9	25	557	39	1	0	12	25	2	22	4			4
Total (6-hour peak)	84	3,557	47	109	3,445	231	15	2	70	96	7	146	20	23	3	9
Average (6-hour peak)	14	593	8	18	574	39	3	0	12	16	1	24	3	4	1	2

Average 6-hour Peak Turning Movements

$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p})L) / K_2] \times C_i$$



W =	27	25	2
	Veh	Ped	
Not Warranted - Vs<75			

RESET SHEET

Appendix D

Pedestrian Device Assessments

1st Avenue and 26th Street

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	7
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU's AND vehicular volume $\geq 1,500$ veh/day?	Average Hourly Pedestrian Volume	EAU > 15
	Vehicular Volume	6,500 vehicles/day
	Answer (Y/N)	Yes
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	185 m
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Provides connection to businesses, EGadz and curling rink
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	<p>4,500 < ADT < 9,000 Standard crosswalk appropriate with installation of curb extensions OR Rectangular Rapid Flashing Beacon</p> <p>Recommended to upgrade to an Active Pedestrian Corridor to improve visibility of the crossing due to the truck traffic in the area and angle parking near the crossing.</p>

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

2nd Avenue and King Street

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	27
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU's AND vehicular volume $\geq 1,500$ veh/day?	Average Hourly Pedestrian Volume	EAU < 15
	Vehicular Volume	17,700 vehicles/day
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	150 m
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	May be higher demand than existing if the crossing was improved
	Required connection?	Provides connection across 2 nd Avenue between employment area and residential area. Additional connection between Queen Street and Duke Street would be beneficial. King Street had higher demand than Princess Street.
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Pedestrian actuated signal recommended

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Appendix E

Collision Analysis

Street 1	Street 2	U-Grid	All Collisions (2015-2019)	All Collisions (2019)	Right Angle, Right Turn, Left Turn (2015-2019)	Right Angle, Right Turn, Left Turn (2019)	Collision Frequency (2015-2019)
3RD AVE	DUKE ST	SKH6-64	27	5	12	2	5.4
2ND AVE	26TH ST	SKG7-33	19	4	7	1	3.8
3RD AVE	DUCHESS ST	SKH6-67	13	3	3	0	2.6
2ND AVE	600 N KING - QUEEN	SKG6-2	13	2	2	1	2.6
1ST AVE	600 N KING - QUEEN	SKG6-29	11	4	0	0	2.2
2ND AVE	PRINCESS ST	SKG6-5	10	4	5	3	2
2ND AVE	3RD AVE	SKH6-116	7	1	0	0	1.4
2ND AVE	700 N KING - PRINCESS	SKG6-4	7	2	0	0	1.4
1ST AVE	KING ST	SKG6-7	7	2	2	1	1.4
1ST AVE	QUEEN ST	SKG6-6	7	0	1	0	1.4
1ST AVE	400 N 25TH - 26TH	SKG7-36	7	2	0	0	1.4
3RD AVE	900 N DUCHESS - DUKE	SKH6-66	6	0	0	0	1.2
2ND AVE	500 N 26TH - QUEEN	SKG7-28	6	2	0	0	1.2
2ND AVE	400 N 25TH - 26TH	SKG7-38	6	1	0	0	1.2
29TH ST E	100-200	SKG6-35	4	0	1	0	0.8
3RD AVE	33RD - WARBURTON	SKH6-80	4	0	2	0	0.8
DUKE ST	1ST - 2ND	SKG6-12	4	0	0	0	0.8
3RD AVE	PRINCESS ST	SKH6-62	4	2	1	1	0.8
1ST AVE	700 N KING - PRINCESS	SKG6-8	4	1	0	0	0.8
QUEEN ST	100 E 1ST - 2ND	SKG6-23	4	1	1	0	0.8
1ST AVE	500 N 26TH - QUEEN	SKG7-27	3	1	0	0	0.6
1ST AVE	26TH ST	SKG7-31	3	0	1	0	0.6
26TH ST	2ND - 3RD ST	SKG7-34	3	2	0	0	0.6
29TH ST	29TH ST - EAST OF IDYLWYLD	SKG6-32	2	0	1	0	0.4
ONTARIO AVE	24TH - 26TH	SKG7-13	2	1	0	0	0.4
1ST AVE	PRINCESS ST	SKG6-9	2	2	1	1	0.4
3RD AVE	700 N KING - PRINCESS	SKH6-61	2	0	0	0	0.4
KING ST	1ST - 2ND	SKG6-26	2	0	1	0	0.4
3RD AVE	LAURISTON ST	SKH6-68	1	1	0	0	0.2
3RD AVE	DUCHESS - LAURENTIAN	SKH6-77	1	0	0	0	0.2
1ST AVE	DUKE ST	SKG6-11	1	0	0	0	0.2
1ST AVE	800 N DUKE - PRINCESS	SKG6-28	1	0	0	0	0.2
PRINCESS ST	1ST - 2ND AVE	SKG6-10	1	1	0	0	0.2

Appendix F

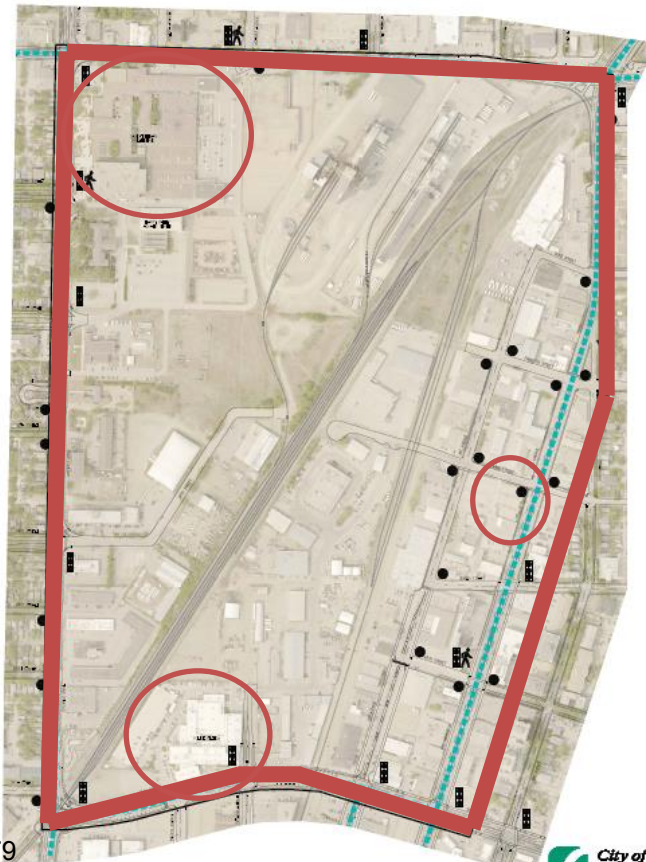
Public Meeting #2 – June 1, 2021

Central Industrial Neighbourhood Traffic Review

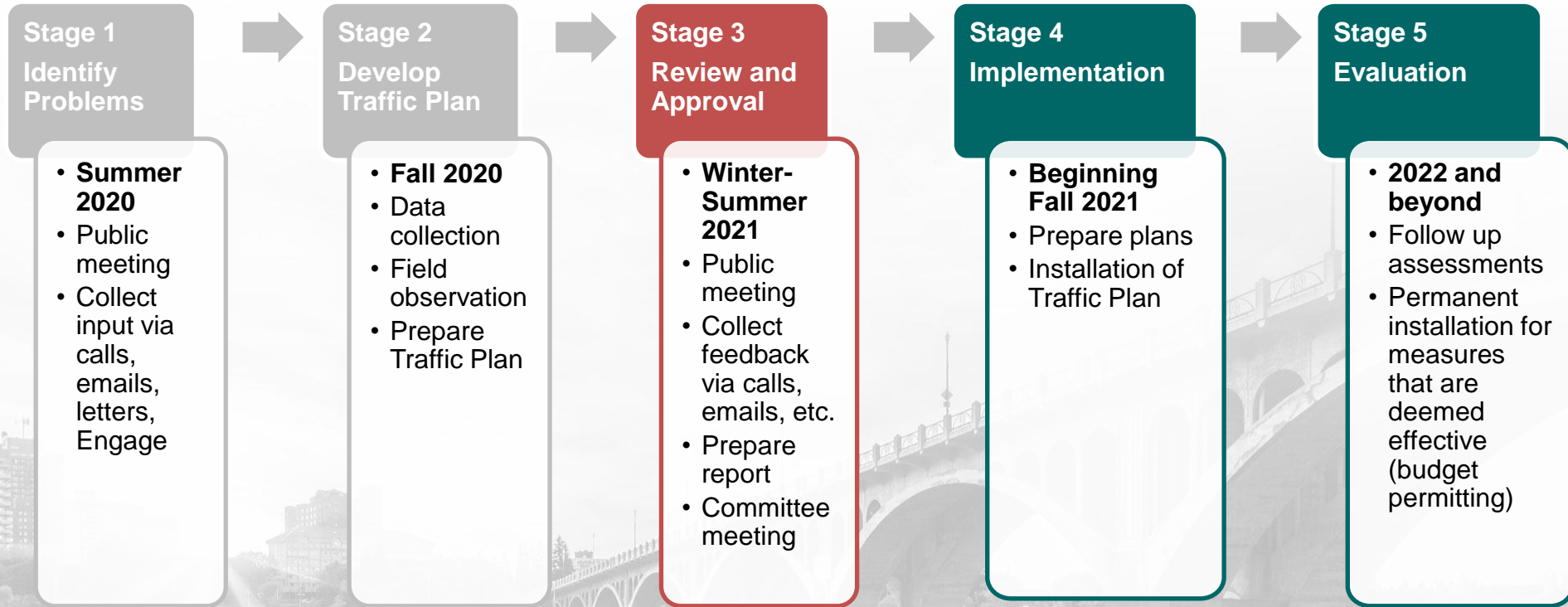
Study Area

- Study Limits
 - Idylwyld Drive
 - 33rd Street
 - 2nd Avenue
 - 25th Street

Local and Collector
Roads



Neighbourhood Traffic Review Schedule



What We Heard

- Pedestrian Crossing Concerns at:
 - 1st Avenue & 26th Street
 - 2nd Avenue & King Street
 - 3rd Avenue & Duke Street
 - 3rd Avenue & Duchess Street
- Other Concerns
 - Time restricted parking on the 700 block of 1st Avenue

What We Did

- Field observations
- Data collection
 - 4 intersection counts, including pedestrian counts
- Collision Analysis

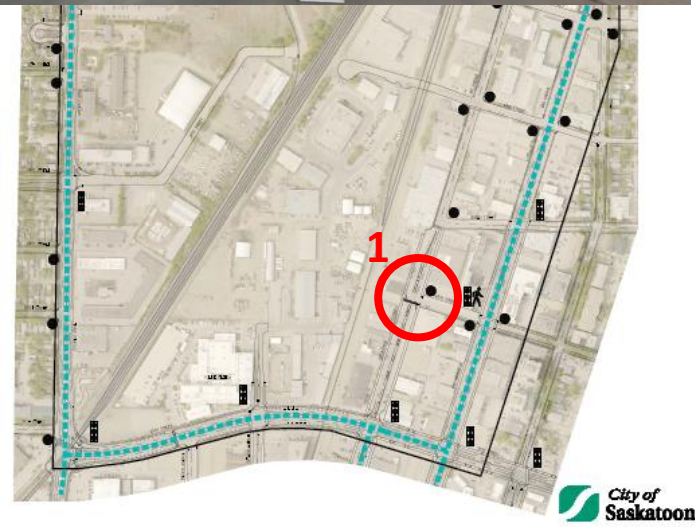
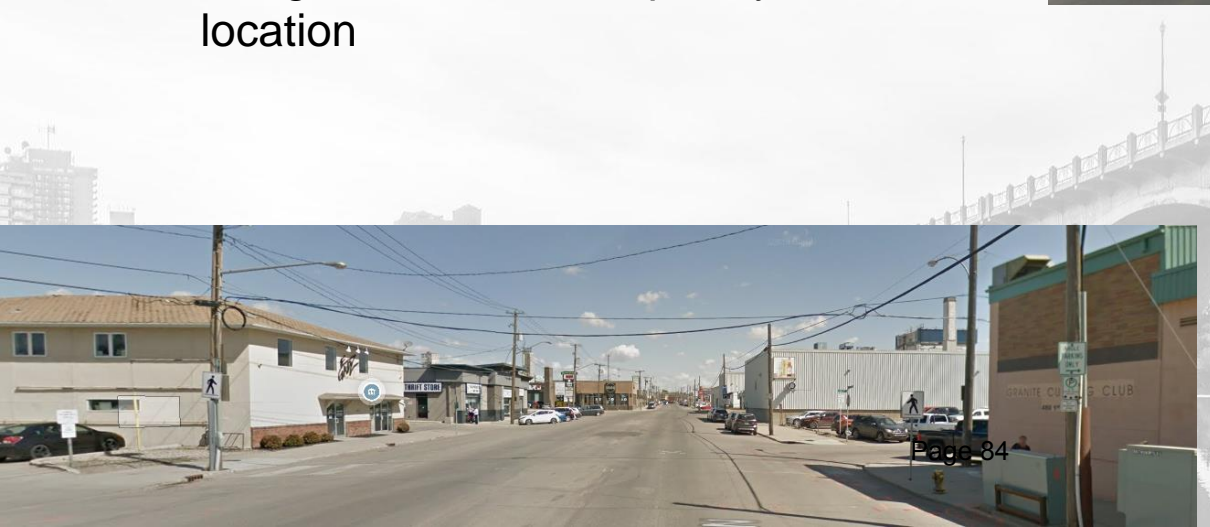
What We Propose

- Active pedestrian corridor
- Pedestrian activated signal
- Sidewalks

Recommendation #1

1st Avenue & 26th Street

- Active Pedestrian Corridor
 - The installation of this recommendation may change at the time of detailed design due to the complexity of this location



Recommendation #2, 3, & 4

#2: 3rd Avenue & Duke Street

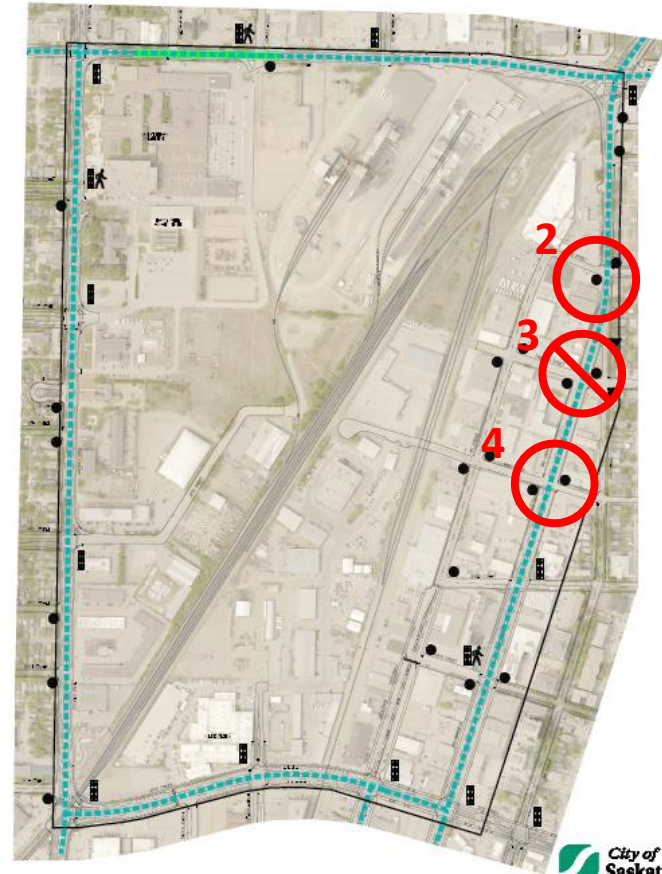
- Active Pedestrian Corridor

#3: 2nd Avenue & Princess Street

- Remove existing crosswalks

#4: 2nd Avenue & King Street

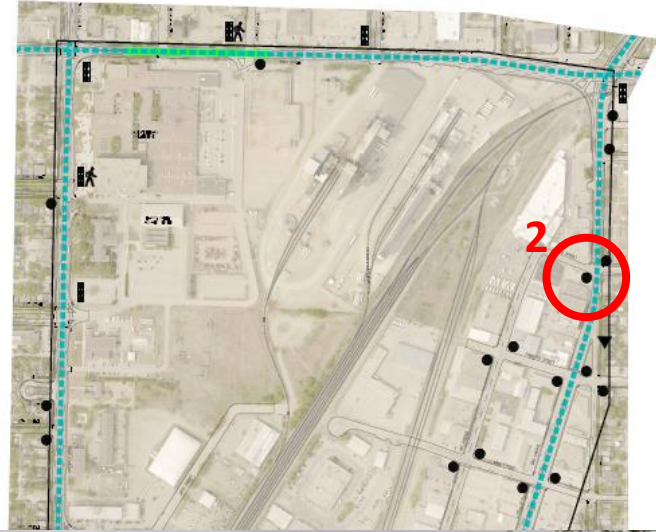
- Pedestrian Activated Signal
 - The installation of recommendations 2 and 4 may change at the time of detailed design due to the complexity of this location



Recommendation #2

3rd Avenue & Duke Street

- Active Pedestrian Corridor
 - The installation of recommendation 2 may change at the time of detailed design due to the complexity of this location

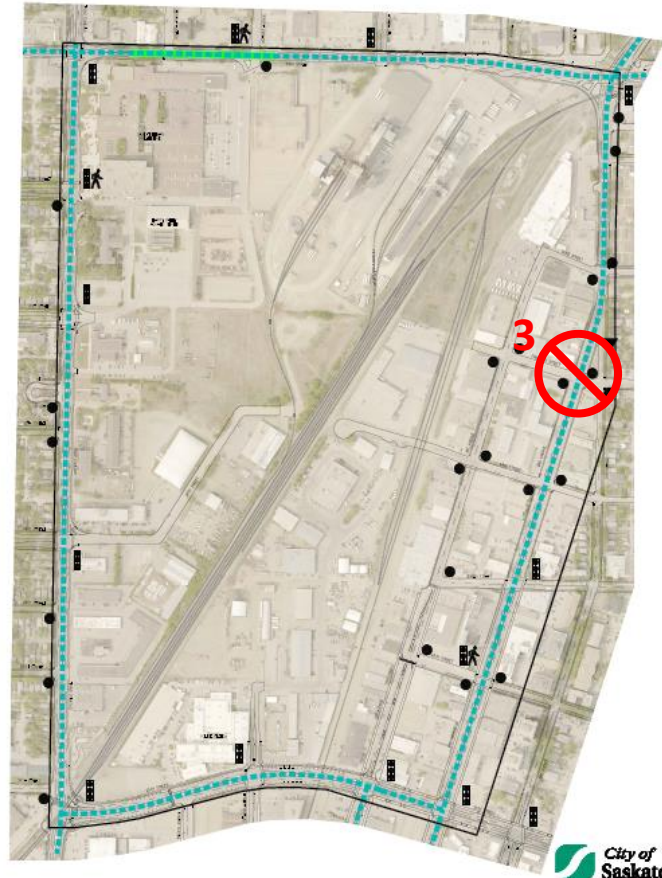
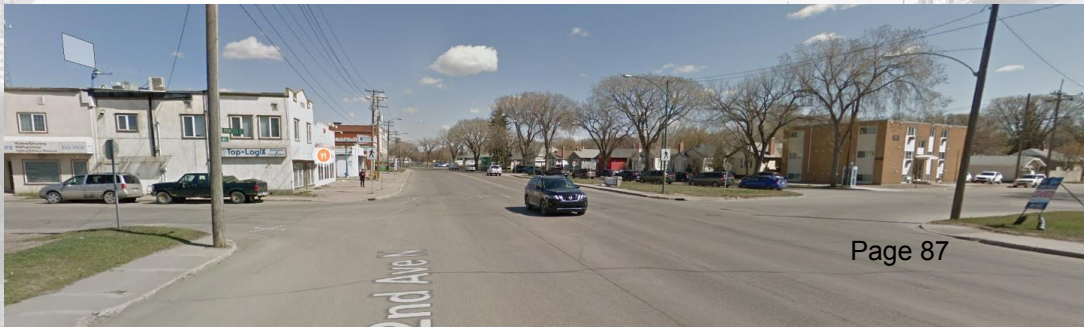


Example: Active Pedestrian Corridor

Recommendation #3

2nd Avenue & Princess Street

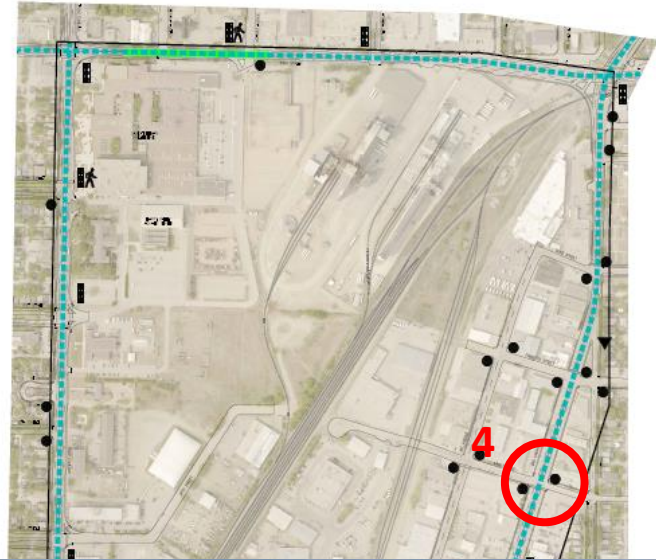
- Remove existing crosswalks



Recommendation #4

2nd Avenue & King Street

- Pedestrian Activated Signal
 - The installation of recommendation 4 may change at the time of detailed design due to the complexity of this location



Page 88

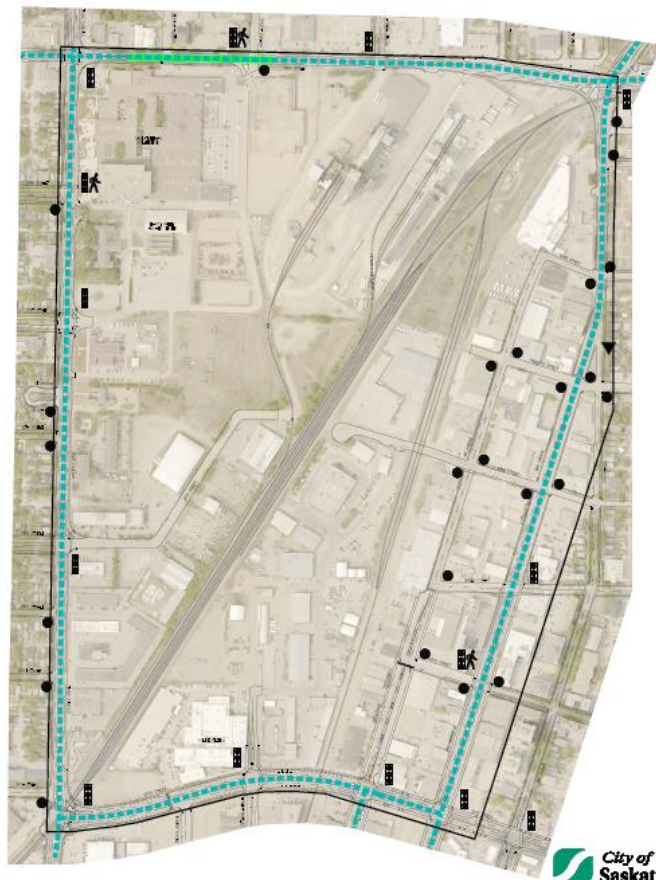


Example: Pedestrian Activated Signal

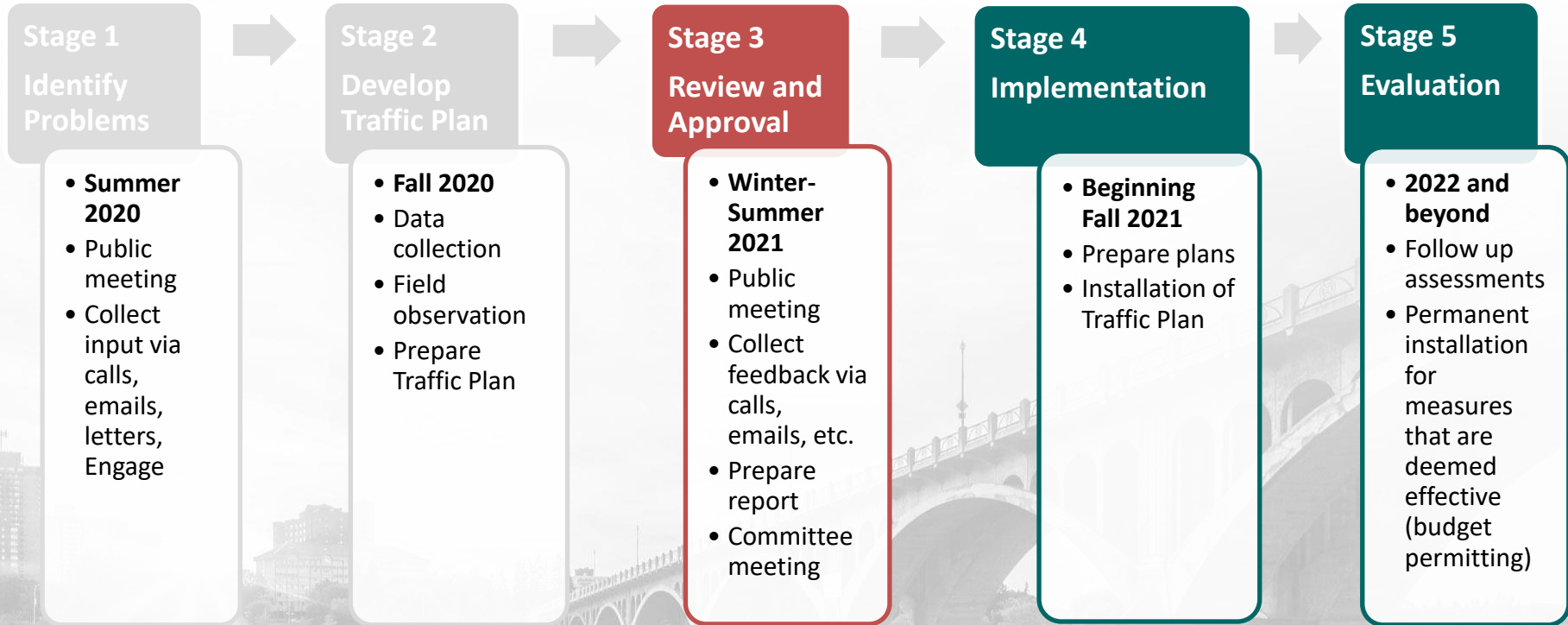
Recommendation #5

Neighbourhood-wide

- Sidewalk and pedestrian ramps to be installed as per the Sidewalk Infill Program, pending feasibility review



Next Steps

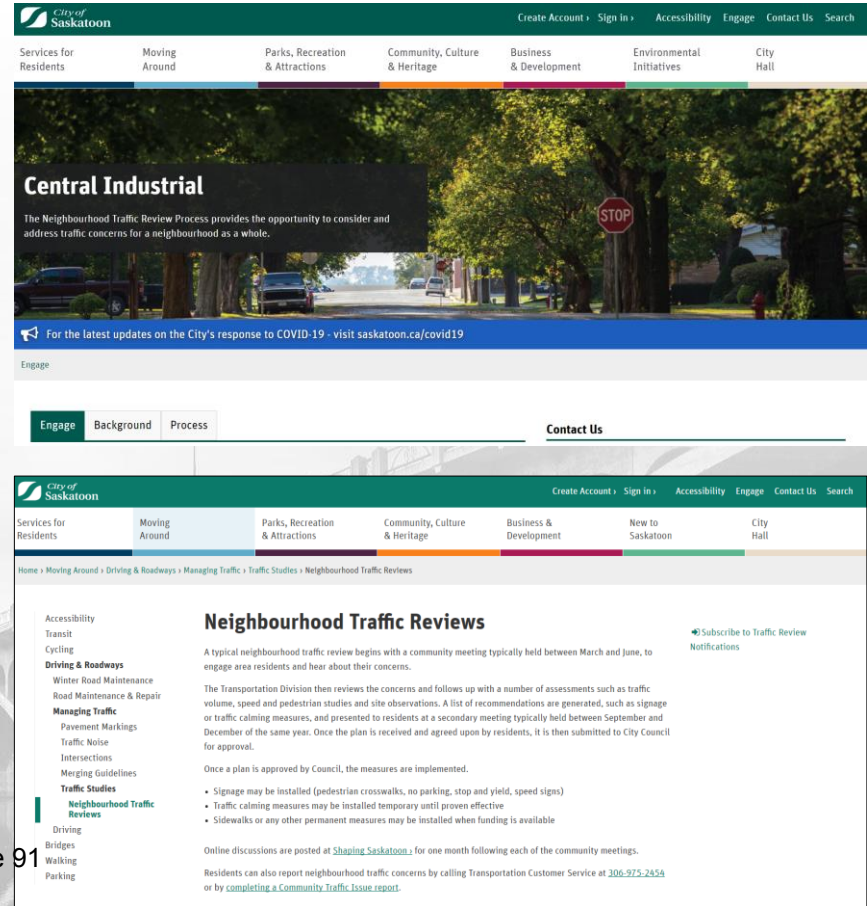


*Schedule is pandemic dependent

Join the Discussion

- Post comments at www.saskatoon.ca/engage
- Subscribe for updates at www.saskatoon.ca/NTR
- Report a Traffic Issue App <https://apps4.saskatoon.ca/app/aTrafficIssueReporting/>
- Call Chelsea at 306-975-2483
- Email us at ntr@saskatoon.ca
- Send us a letter

Attn: Chelsea Lanning, City of Saskatoon
222 3rd Avenue North
Saskatoon, SK S7K 0J5



The top screenshot shows the City of Saskatoon website with a banner for 'Central Industrial'. The banner text reads: 'The Neighbourhood Traffic Review Process provides the opportunity to consider and address traffic concerns for a neighbourhood as a whole.' Below the banner is a blue bar with the text: 'For the latest updates on the City's response to COVID-19 - visit saskatoon.ca/covid19'. Below this is a navigation bar with 'Engage', 'Background', 'Process', and 'Contact Us'.

The bottom screenshot shows the 'Neighbourhood Traffic Reviews' page. The sidebar menu includes: Accessibility, Transit, Cycling, Driving & Roadways, Winter Road Maintenance, Road Maintenance & Repair, Managing Traffic, Pavement Markings, Traffic Noise, Intersections, Merging Guidelines, Traffic Studies, Neighbourhood Traffic Reviews, Driving, Bridges, Walking, and Parking. The main content area is titled 'Neighbourhood Traffic Reviews' and includes a 'Subscribe to Traffic Review Notifications' button. The text describes the process: 'A typical neighbourhood traffic review begins with a community meeting typically held between March and June, to engage area residents and hear about their concerns. The Transportation Division then reviews the concerns and follows up with a number of assessments such as traffic volume, speed and pedestrian studies and site observations. A list of recommendations are generated, such as signage or traffic calming measures, and presented to residents at a secondary meeting typically held between September and December of the same year. Once the plan is received and agreed upon by residents, it is then submitted to City Council for approval. Once a plan is approved by Council, the measures are implemented.' It lists measures: 'Signage may be installed (pedestrian crosswalks, no parking, stop and yield, speed signs)', 'Traffic calming measures may be installed temporary until proven effective', and 'Sidewalks or any other permanent measures may be installed when funding is available'. It also states: 'Online discussions are posted at ShapingSaskatoon for one month following each of the community meetings. Residents can also report neighbourhood traffic concerns by calling Transportation Customer Service at 306-975-2454 or by completing a [Community Traffic Issue report](#).'


CENTRAL INDUSTRIAL AREA


FOR COMMENTS & INFORMATION VISIT:


www.saskatoon.ca/NTR


www.saskatoon.ca/engage/central-industrial-area

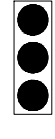
LEGEND

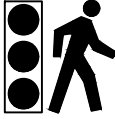
- 


EXISTING STOP SIGN
- 


EXISTING YIELD SIGN
- 

EXISTING BUS ROUTE
- 

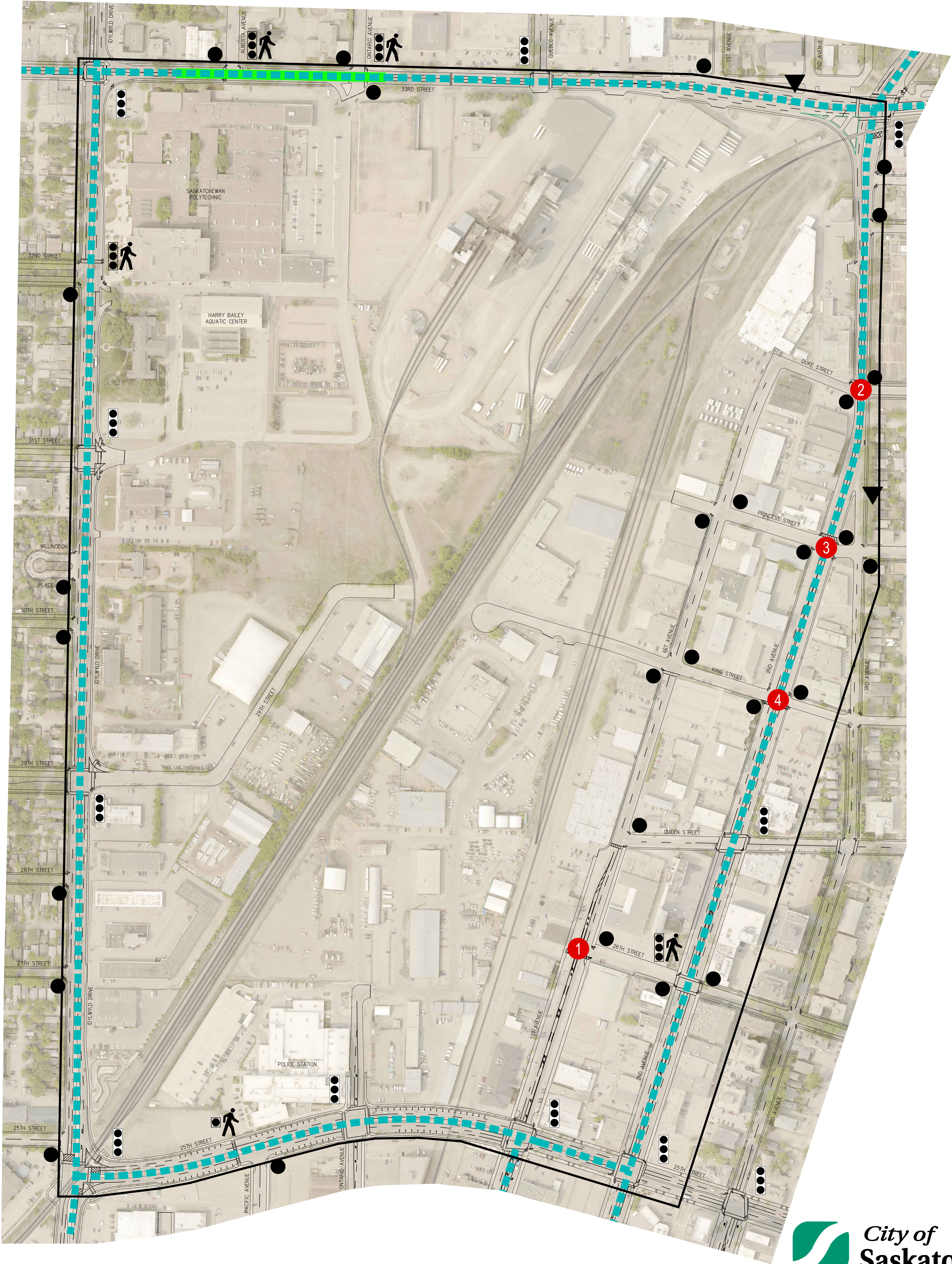
EXISTING SCHOOL ZONE
- 

EXISTING TRAFFIC SIGNAL
- 

EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
- 

EXISTING PEDESTRIAN RRFB LOCATION
- 

RECOMMENDATIONS



Central Industrial Neighbourhood Traffic Plan Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	1 st Avenue & 26 th Street	Active Pedestrian Corridor (south side)*	Improve pedestrian safety
2	3 rd Avenue & Duke Street	Active Pedestrian Corridor (north side)*	Improve pedestrian safety
3	2 nd Avenue & Princess Street	Remove existing crosswalk	No longer warranted with upgrade of adjacent crossings
4	2 nd Avenue & King Street	Pedestrian Activated Signal (south side)*	Improve pedestrian safety
5	Neighbourhood-wide	Sidewalk and ramps to be installed as per the Sidewalk Infill Program	Improve pedestrian safety

*These recommendations may require modification at the time of detailed design due to the complexity of these locations.

For comments & information, visit:

www.saskatoon.ca/NTR

www.saskatoon.ca/engage/central-industrial

Appendix G

Decision Matrix

Item	Location	Recommendation	Reason	Comments	Decision
1	1 st Avenue & 26 th Street	Active Pedestrian Corridor (south side)*	Improve pedestrian safety	None	Carried
2	3 rd Avenue & Duke Street	Active Pedestrian Corridor (north side)*	Improve pedestrian safety	None	Carried
3	2 nd Avenue & Princess Street	Remove existing crosswalk	No longer warranted with upgrade of adjacent crossings	None	Carried
4	2 nd Avenue & King Street	Pedestrian Traffic Signal (south side)*	Improve pedestrian safety	None	Carried

*These recommendations may require modification at the time of detailed design due to the complexity of these locations.

Appendix H

Additional Concerns Received After Presentation of Draft Plan

Location	Comments	Decision
3 rd Avenue & Duchess Street	Pedestrian crossing improvements are desired because students are crossing at this intersection.	The intersection of 3 rd Avenue and Duchess Street is approximately 100 m from the intersection of 3 rd Avenue and 33 rd Street which is too close in proximity to be eligible for a pedestrian crossing device according to Council Policy C07-018 – Traffic Control at Pedestrian Crossings
	Vehicles turning right from 33 rd Street eastbound to 3 rd Avenue southbound drift out of the curb lane when making that movement; request for a barrier between the curb lane and centre lane heading southbound.	This intersection is being reviewed for an intersection improvement and the concern will be considered by that project since it is outside the scope of the NTR.
2 nd Avenue	We regularly hear trucks and Harley Davidsons roaring down 2 nd Avenue with either no mufflers or very loud ones. We can clearly hear them with our windows closed over a block away. They are obviously way louder than the bylaw allows and I wonder why the City does nothing or almost nothing to enforce this. There are many studies that confirm this noise to be a health threat to people living in these corridors. Also leaf blowers that are gas powered. Many cities are now banning them. I think we should look at that within so many meters of a residential property. They are not only offensive in their noise, they are also dangerous to the health of the operators.	The Administration has retained a consultant to research, review, provide a cost estimate, and ultimately recommend possible mitigation measures for vehicle noise that complements the existing Traffic Noise Sound Attenuation policy, and may address issues for streets that are not eligible for Traffic Noise Sound Attenuation measures.

Appendix I

Public Feedback

Lanning, Chelsea

From: Baudais, Nathalie
Sent: Thursday, February 27, 2020 3:47 PM
To: Web E-mail - Transportation
Cc: Lanning, Chelsea
Subject: RE: Lights [REDACTED]

We'll add this location for review to the Central Industrial NTR.

Nathalie Baudais, P.Eng. | [tel 306.986.3097](tel:306.986.3097)

Senior Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Métis
nathalie.baudais@saskatoon.ca
www.saskatoon.ca

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From: Web E-mail - Transportation
Sent: Thursday, February 27, 2020 3:46 PM
To: Baudais, Nathalie <Nathalie.Baudais@Saskatoon.ca>
Cc: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: FW: Lights [REDACTED]

Hi Nathalie,

Do you know if this would fall under your jurisdiction?
Thank you.

Regards,

**Web E-mail - Transportation
Transportation & Construction**

City of Saskatoon | 202 4th Avenue North | Saskatoon, SK S7K 0K1
transportation@saskatoon.ca
www.saskatoon.ca

From: City of Saskatoon - Customer Care Centre [<mailto:customer care@saskatoon.ca>]
Sent: Wednesday, February 26, 2020 4:56 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Lights [REDACTED]

Hello,

[REDACTED] works at Egadz and is requesting a pedestrian walk light be put in behind her building in the walkway from her building to the curling rink. She says it is very dark and believe this is a safety issue. The address is 485 1st Ave North and her phone number is [REDACTED].

Thanks

Customer Care Agent | tel 306.975.2476

Service Saskatoon Customer Care Centre

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

customercare@saskatoon.ca

www.saskatoon.ca

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Lanning, Chelsea

From: Baudais, Nathalie
Sent: Monday, July 27, 2020 12:11 PM
To: Lanning, Chelsea
Subject: FW: CITIZEN INQUIRY, [REDACTED], [REDACTED] re: Crossing 2nd Ave @ King St
[REDACTED]

From: Baudais, Nathalie
Sent: Wednesday, February 06, 2019 3:06 PM
To: Councillor Enquiries <TUROCE@saskatoon.ca>; [REDACTED]
Subject: RE: CITIZEN INQUIRY, [REDACTED], [REDACTED] re: Crossing 2nd Ave @ King St [REDACTED]

Hi [REDACTED],

Council approved an update to the Policy C07-018 *Traffic Control – Pedestrian Crossing* on September 25, 2018. The policy provides a decision matrix for locating pedestrian devices considering a number of elements:

- Traffic signal warrants;
- pedestrian and traffic volumes;
- distance to nearest traffic control device;
- pedestrian desire line; and
- network connectivity.

Once a location has been identified as a necessary pedestrian connection, the type of pedestrian device is selected using a treatment matrix which considers traffic volume, posted speed limit and number of lanes for pedestrian crossing.

The following intersections have not yet been reviewed under the new policy:

- 2nd Avenue & King Street,
- 2nd Avenue & Princess Street, and
- 2nd Avenue & Duke Street.

The pedestrian crossings for these three intersections will be reviewed through Neighbourhood Traffic Review for the Central Business District – Central Industrial area, planned for 2020.

Thanks,
Nathalie

Nathalie Baudais, P.Eng. | [tel 306.986.3097](tel:306.986.3097)

Senior Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Metis
nathalie.baudais@saskatoon.ca

From: [REDACTED]
Sent: Monday, February 04, 2019 2:06 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: Crossing Second Ave

Hello [REDACTED],

Thank you for the email. I know that there is something planned for some intersections in that corridor, but I don't know exactly which ones.

If you can provide me with your address and a contact phone number, then I can forward your enquiry to the administration for a response.

Thank you,
[REDACTED]

On Sun, Feb 3, 2019 at 9:02 AM [REDACTED] > wrote:

Hello [REDACTED]

I've lived in City Park [REDACTED]. I've recently had the opportunity with a new job, to walk to work. Unfortunately this requires crossing 2nd Ave at King Street. I'm not sure if you've ever attempted this, but I don't recommend it. A colleague of mine also crosses the road here and told me it wasn't safe, but I didn't think it was as bad as she said. It is. I have only walked this path for 3 weeks, but on 4 occasions have been in the middle of the crosswalk where a car has ripped past me oblivious to the fact I was walking in a crosswalk, on 3 occasions have had cars stop for me where a car pulls around the stopped cars and rips past me in the crosswalk, and more often than not, have nobody stop for me at all.

I used to walk across to the university, and had the benefit of proper cross walk indicators at Nutrien children's park. Here the crosswalk is clearly marked on the road and above the crosswalk, has overhead lighting, and a button to hit to get flashing lights. In this crosswalk I felt safe.

For many months of the year in Saskatoon, my walk to and from work is in the dark. Reality of a northern city.

I would like to know if this crosswalk is on anybody's safety radar at the City of Saskatoon. If not, I would like you to consider the safety of this crosswalk and propose options to make it safe for the walkers in Saskatoon.

Thank you for your time and consideration of this request.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

--

[REDACTED]

Lanning, Chelsea

From: Baudais, Nathalie
Sent: Monday, July 27, 2020 12:11 PM
To: Lanning, Chelsea
Subject: FW: 1st Ave N and 26th St E crosswalk requested

FYI.

Nathalie Baudais, P.Eng. | [tel 306.986.3097](tel:306.986.3097)

Senior Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Métis
nathalie.baudais@saskatoon.ca
www.saskatoon.ca

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From: [REDACTED]
Sent: Friday, July 05, 2019 3:24 PM
To: Baudais, Nathalie <Nathalie.Baudais@Saskatoon.ca>
Cc: ST - Service Saskatoon Customer Care Centre <PWDispatchServices@Saskatoon.ca>
Subject: 1st Ave N and 26th St E crosswalk requested

Good morning, Nathalie,

[REDACTED] just called, and she would like to see a button crosswalk with lighting installed to assist pedestrians in crossing 1st Ave N at 26th St E. She says there's only a sign with a man walking on it, which is ignored by most drivers. A lot of people use this intersection, and she feels it's very dangerous the way it is.

[REDACTED]

Thank you,

[REDACTED]
Customer Care Agent
Service Saskatoon Customer Care Centre
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
[REDACTED]
www.saskatoon.ca

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Please contact the sender and delete the message and any attachments.*

Lanning, Chelsea

From: Baudais, Nathalie
Sent: Friday, July 31, 2020 11:09 AM
To: Lanning, Chelsea
Subject: FW: Pedestrian Crossing Lights - multiple concerns

FYI. 

Nathalie Baudais, P.Eng. | [tel 306.986.3097](tel:306.986.3097)

Senior Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Métis
nathalie.baudais@saskatoon.ca
www.saskatoon.ca

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From: Baudais, Nathalie
Sent: Monday, December 30, 2019 12:18 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: RE: Pedestrian Crossing Lights - multiple concerns

Hi Guys,
Can you please respond  with the following? Thanks!

Hello ,

Thank you for raising your concerns regarding pedestrian safety in the City. Here is our response to the locations that you had concerns with:

- 1) Idylwyld Drive & Auditorium Avenue
 - The signal at Idylwyld Drive and Auditorium Avenue is coordinated with the one at 22nd Street. For this reason, the East-West walk waiting times fluctuate.
 - The City is currently revisiting its coordination policy with the goal of the improving pedestrian wait times.
 - We have a plan for the redesign of Idylwyld Drive that will make this street more hospitable to pedestrians and cyclists alike.
- 2) 3rd Avenue & Duchess Street
 - The 3rd Avenue & Duchess Street intersection is too close in proximity to the 3rd Avenue & 33rd Street intersection to be eligible for a pedestrian crossing device according to Council Policy C07-018 – Traffic Control at Pedestrian Crossings.
 - We will be reviewing the 2nd Avenue / 3rd Avenue corridor (between Queen and Duke) for pedestrian crossing devices as part of the Central Industrial Neighbourhood Traffic Review next year. Only one location will be eligible for a device so we need to identify the most appropriate crossing location to service the entire corridor.
- 3) 8th Street between Broadway Avenue and Cumberland Avenue
 - 8th Street is one of the Bus Rapid Transit corridors. Once the BRT transit station locations are finalized, we can proceed with identifying the appropriate locations for additional pedestrian corridors across 8th Street. We want to ensure that pedestrian corridors will connect to the rapid transit stations to provide

a cohesive city wide transportation network. This will ensure that we are fiscally responsible and that we are not duplicating spending.

Nathalie Baudais, P.Eng. | tel 306.986.3097

Senior Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
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-----Original Message-----

From: Web E-mail - Transportation
Sent: Monday, December 23, 2019 4:24 PM
To: [REDACTED]
Cc: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: RE: Pedestrian Crossing Lights - multiple concerns

Good afternoon [REDACTED]

Thank you for contacting us.
Your concerns have been forwarded to the appropriate parties and the matter is being dealt with.
If they any questions, they will be in contact with you.
Thank you again for taking the time and happy holidays.

Regards,

Web E-mail - Transportation
Transportation & Construction
City of Saskatoon | 202 4th Avenue North | Saskatoon, SK S7K 0K1
transportation@saskatoon.ca
www.saskatoon.ca

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, December 18, 2019 4:49 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Pedestrian Crossing Lights - multiple concerns

Submitted on Wednesday, December 18, 2019 - 16:49
Submitted by user: Anonymous
Submitted values are:

==Your Message==

Service category: Traffic Issues
Account Number:
Subject: Pedestrian Crossing Lights - multiple concerns

Message:

Hi there, as a pedestrian in our city, I have three areas of concern to share with you.

- 1) The walk light at Idylwyld & Midtown Mall (the crosswalk behind the mall) has an absurdly long wait for crossing. There isn't no protection from the weather there and it is a highly used walk way. There's no reason for this wait time.
- 2) There needs to be a crossing LIGHT at the walkway at 3rd & Duchess. Children cross here all summer & cars come flying down that stretch. It is UNSAFE.
- 3) I have the same concern regarding the stretch of 8th St. from Broadway to Clarence to Cumberland. It is basically inaccessible as a pedestrian.

Thank you,



Attachment:

==Your Details==

First Name:

Last Name:

Email:

Confirm Email:

Neighbourhood where you live: Buena Vista

Phone Number:

For internal use only :



Lanning, Chelsea

From: [REDACTED]
Sent: Monday, August 31, 2020 3:10 PM
To: Lanning, Chelsea
Subject: Voice Mail (1 minute and 16 seconds)
Attachments: audio.mp3

Hi, my name is [REDACTED]. I'm calling regards to the traffic issues in the Central Industrial Area. I tried to email but as often happens when I go on the city's website I was not successful. Something goes wrong. It's not very user friendly but we live in a condo close to 2nd Ave and we regularly hear trucks and Harley Davidsons roaring down 2nd Ave with either. No mufflers are very loud ones and we can clearly hear them with our windows closed over a block away. They are obviously way louder than the by law allows and I wonder why the city does nothing or almost nothing to enforce this period. Uh there are many studies that confirm this noise to be a health threat to people living in these corridors. Also leaf blowers that are gas powered. Many cities are now banning them. I think we should look at that within so many meters of a residential property. They are not only offensive in their noise, they are also dangerous to the health of the operators. My name is [REDACTED]. Thank you for listening, period.

You received a voice mail from [REDACTED].

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[Set Up Voice Mail](#)

Lanning, Chelsea

From: Baudais, Nathalie
Sent: Tuesday, January 19, 2021 11:40 AM
To: Web E-mail - Transportation
Cc: Lanning, Chelsea
Subject: RE: FB - Pedestrian Crossing

This location is being reviewed as part of the Central Industrial Neighbourhood Traffic Review. Details can be found at: <https://www.saskatoon.ca/engage/central-industrial>

Nathalie Baudais, P.Eng. | tel 306.986.3097

Senior Transportation Engineer
Transportation & Construction, Transportation
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Métis
nathalie.baudais@saskatoon.ca
www.saskatoon.ca

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From: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Sent: Tuesday, January 19, 2021 10:29 AM
To: Baudais, Nathalie <Nathalie.Baudais@Saskatoon.ca>
Cc: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: FW: FB - Pedestrian Crossing

Good morning Nathalie,

We are passing along this concern we received. I don't believe a response is required for this one.

Regards,

Web E-mail - Transportation Transportation & Construction

City of Saskatoon | 202 4th Avenue North | Saskatoon, SK S7K 0K1
transportation@saskatoon.ca
www.saskatoon.ca

From: [REDACTED]
Sent: Monday, January 18, 2021 12:16 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: FB - Pedestrian Crossing

Good afternoon

Please find the following feedback on Facebook about a crosswalk at 485-1st Ave N. We let the resident know we have shared this with your team for review.

Hi, i have a suggestion for a safer cross walk across from a youth center, the cross walk at egadz Youth center is very sketchy and its very often a worker or youth will have a close encounter of getting hit because the cross walk signs are nearly invisible at night, i was thinking if you guys could put up one of those light up cross walks they have around schools because its mainly kids around the ages of 12+ going across the road.

Thank you

Customer Care Agent
Service Saskatoon Customer Care Centre
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

www.saskatoon.ca

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Lanning, Chelsea

From: [REDACTED]
Sent: Tuesday, June 1, 2021 12:01 PM
To: Lanning, Chelsea
Subject: Voice Mail (1 minute and 33 seconds)
Attachments: audio.mp3

Hey Chelsea, it's [REDACTED] calling. I have [REDACTED] in the corner of Duchess than third, and I watched your video. Thank you very much, is very good. Excuse me. OK sorry. Coffee and throat today and I thought I'd like to add my two cents but wanted to talk to you first about how I do that to make it most effective. I have some concerns in the corner 'cause for pedestrian safety, for sure it's a busy traffic area because there's lots of science students that walk down that street had siast, so it's a gathering point and they usually going through at the busy times a day end of the day and started the day. Also people, cars making or vehicles making left hand right hand turns coming off of thirty Third Street in going towards downtown. They come around the corner. They drift right into the next lane. They don't is not protected like they do. The one in Sutherland where you're coming out of Southern new turning an east. I guess it is to go down college. There should be something more there to protect it so people stay in the right lanes 'cause it gets very confusing, especially for trying to make a left hand turn off the Duchess. I know I do 'cause I lived there but there's lots of cars there had do it, in fact it busy times a day I go another different route 'cause it's just not. It's not safe anyways, if you'd like to call me back, I could certainly give you some more input on that. Sorry for the long message, but I wanted to get a point across to take care. Have a good day treasure life.

You received a voice mail from [REDACTED]

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[Set Up Voice Mail](#)



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES AND CORPORATE SERVICES

Fire Station No. 5 Replacement - Capital Budget Adjustment

Recommendation of the Committee

That Capital Project #2508 - Fire Station No. 5 Replacement be increased by \$1,600,000, to be funded from the Civic Facilities Funding Plan for \$1,600,000, or, if external funding is approved, to be funded from the Civic Facilities Funding Plan for \$850,000 and \$750,000 from the Canada Community Revitalization Fund.

History

The Standing Policy Committee on Environment, Utilities and Corporate Services, at its meeting held on September 7, 2021, considered a report from the Administration regarding the above.

Attachment

September 7, 2021 report of the General Manager, Utilities and Environment.

Fire Station No. 5 Replacement - Capital Budget Adjustment

ISSUE

The updated project cost estimate for Capital Project #2508 – Fire Station No. 5 Replacement has increased from the approved budget of \$9,289,000 to \$10,889,000. This report includes an approval request to increase the budget by \$1,600,000 along with an associated funding strategy.

RECOMMENDATION

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

That Capital Project #2508 - Fire Station No. 5 Replacement be increased by \$1,600,000, to be funded from the Civic Facilities Funding Plan for \$1,600,000, or, if external funding is approved, to be funded from the Civic Facilities Funding Plan for \$850,000 and \$750,000 from the Canada Community Revitalization Fund.

BACKGROUND

City Council approved a total budget of \$9,289,000 in 2017 and 2018 for Capital Project #2508 – Fire Station No. 5 Replacement funded entirely through the Civic Facilities Funding Plan (CFFP). Current project estimates show that the project may be over the \$9,289,000 approved budget by \$1,600,000 due to various cost items that were unknown at the project initiation and not included during the budget approval process:

- The extended duration of land negotiations over the past several years has resulted in added inflationary costs;
- Current unprecedented/unpredictable construction material escalation due to the COVID-19 pandemic; and
- Leadership in Energy and Environmental Design (LEED), some energy efficiency targets beyond LEED, and National Energy Code requirements.

The project team recently received the project construction cost estimate submitted by the prime design consultant, aodbt architecture + interior design, followed by further analysis of the other project components' estimated cost at completion compared to the approved budget. As a result, the project team estimates that the overall cost may increase to \$10,889,000.

An application for up to \$750,000 for this project was recently sent into the Canada Community Revitalization Fund (CCRF). The CCRF is administered by Canada's regional development agencies, which for Saskatchewan is Western Economic Diversification Canada (WD). WD will work with communities to identify and provide funding to selected local projects to help rebound from the effects of the COVID-19 pandemic. It is expected that the results on this application will be received by the end of September.

DISCUSSION/ANALYSIS

The project progressed in October/November 2020 upon signing the Fire Station No. 5 site lease agreement with the University of Saskatchewan (USask). The following considerations have increased the estimated project cost:

- The best project site location from operational perspectives is located on the east side of Preston Avenue North within USask's agriculture land. This site is an un-serviced lot with water main and electrical high-tension feeders diagonally crossing the site which required relocation along with greenhouse buildings on the site requiring relocation. The site also requires pre-grading for stormwater management;
- The COVID-19 pandemic and subsequent unpredictable construction material supply has resulted in price escalation and volatility. As well, the extended duration of the lease agreement negotiation period has resulted in additional inflation rate impacts; and
- Additional soft and hard construction costs associated with the building design for LEED, some energy efficiency targets beyond LEED, and National Energy Code requirements. Although this causes some initial extra cost, it leads to reduced life-cycle cost that is considered a priority to the Saskatoon Fire Department.

The following table summarizes the current expected cost overrun:

Item	Item Description	Original Approved Budget – 2017/2018 (\$)	Actual/ Estimated Cost as of August 2021 (\$)	Expected Cost Variance (\$)	Variance Justification
1	Site Servicing, Pre-grading, Building Permit Fees and Land Related Costs	655,000	1,082,000	(427,000)	Site is un-serviced. Site includes water main and electrical high-tension feeders requiring relocation. Site requires pre-grading and relocation of greenhouses.
2	City Project Administration, Lead Prime Consultant and other Design and Contract Admin. Consultation Services	973,000	1,035,000	(62,000)	Site servicing design and contract administration.
3	General Contractor - Main Contract Works	6,568,000	6,663,000	(95,000)	Decontamination (post-call) shower and laundry facilities cost.
4	Further Escalation Allowance on Main Contract Works - New Cost Item - Estimated	-	700,000	(700,000)	Estimated to be 10% of the original construction budget.

Fire Station No. 5 Replacement - Capital Budget Adjustment

5	Additional Costs Related to High Performance Building Design	-	497,000	(497,000)	Additional estimated costs in relation to LEED, some energy efficiency targets beyond LEED, and National Energy Code requirements.
6	Furniture, Fit-up, and Equipment	249,000	249,000	-	
7	General Contingency	844,000	663,000	181,000	Reduced from 10% of the approved budget to about 10% out of Item 3 main contract work.
Overall Approved Budget Versus Expected Cost at Completion		9,289,000	10,889,000	(1,600,000)	17.22% Overall further fund out of the approved budget required.

Currently, the consultant construction documents are over 90% complete and the tentative project timeline update is as follows:

- Request for Pre-Qualification Issued – August 23, 2021
- Construction Tender Documents Ready – September 16, 2021
- Selection of Qualified Respondents – September 24, 2021
- Tender Issued – September 30, 2021
- Bids Submission – October 21, 2021
- Tender Award and Signing the Construction Contract – November 1, 2021
- Construction Completion – December 30, 2022
- Commencement of the Project Operation – first quarter of 2023

FINANCIAL IMPLICATIONS

If the application for funding from the CCRF is successful, the project will require \$850,000 in funding through the Civic Facilities Funding Plan to make up the full amount required. The CFFP is the current source of funds for the project, and it provides flexibility to the Administration and City Council to group similar projects that can then leverage a variety of sources of funding. Including the additional required funds in the CFFP will allow the project to use an existing source of funding and possibly limit the need to borrow or allocate from reserves that could be utilized for other projects.

If the application is not successful, the CFFP will be used to fund the full amount of the project. The CFFP is updated as additional information on timing and amounts for projects are known. The CFFP will have sufficient funding through operating contributions and reallocated funding for this amount. An updated CFFP will be provided to City Council during the 2022 and 2023 Preliminary Corporate Business Plan and Budget meeting.

OTHER IMPLICATIONS

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

NEXT STEPS

Progress forward with main construction contract work.

Fire Station No. 5 Replacement - Capital Budget Adjustment

Report Approval

Written by: Hesham Ibrahim, Senior Project Manager, Technical Services

Reviewed by: Dan Willems, Director of Technical Services

Kari Smith, Director of Finance

Matthew Murray, Acting Assistant Chief – Logistics, Saskatoon Fire Department

Morgan Hackl, Fire Chief, Saskatoon Fire Department

Kerry Tarasoff, Chief Financial Officer

Approved by: Terry Schmidt, General Manager, Transportation and Construction

Admin Report - Fire Station No. 5 Replacement - Capital Budget Adjustment.docx



STANDING POLICY COMMITTEE ON TRANSPORTATION

Walkway Evaluation and Closure – Draft New Policy

Recommendation of the Committee

That the Administration be directed to continue to work with residents to mitigate the effects of walkways with CPTED reviews, improve maintenance, safety plans etc.

History

The Standing Policy Committee on Transportation, at its meeting held on September 7, 2021, considered a report from the Administration regarding the above.

Attachment

September 7, 2021 report of the General Manager, Transportation and Construction.
September 3, 2021 letter from Brad Bourhis.

Walkway Evaluation and Closure – Draft New Policy

ISSUE

This report provides a draft new policy for walkway closure requests based on experiences of residents, and consideration for an additional level of service for walkways that include graffiti removal by the City regardless of associated infrastructure ownership. How should the City proceed to best address the current situations being raised by residents?

BACKGROUND

Walkways

The Active Transportation Plan (AT Plan), approved by City Council in June 2016, identified an action item “to preserve and enhance walkways through neighbourhoods”. Walkways facilitate pedestrian movement, add to the walkability of neighbourhoods by shortening walking distances and provide connections to parks, schools, community centres, and commercial services. The AT Plan stated that the City should avoid closing walkways wherever possible.

At its Regular Business Meeting held on October 28, 2019, City Council considered a notice of motion by Councillor R. Donauer – Possible Changes to Walkway Policy and resolved:

“That the Administration report in the first quarter of 2020 on possible changes to our walkway policy or other policies that addresses maintenance, graffiti, vandalism, crime and enhancing the overall feeling of safety in our neighbourhoods including the data of all existing files.”

The Standing Policy Committee on Transportation, at its meeting held on April 6, 2020, received an information report regarding possible changes to the Walkway Policy, which stated that a follow-up report was tentatively planned for the first half of 2021.

At its Regular Business Meeting held on May 31, 2021, City Council considered the Walkway Policies and Other Program report, and resolved:

1. That Administration draft a new walkway closure policy that enables closure more easily, based on the experiences of residents;
2. That the Administration report back on an additional level of service for walkways that includes graffiti removal by the City regardless of associated infrastructure ownership; and
3. That the Administration report back with the proposed policy no later than September 2021.”

Walkway closures are currently guided by Council Policy C07-017, Walkway Evaluation and Closure, the purpose of which is:

“To establish criteria for a walkway evaluation process to be followed in cases of walkway concerns involving vandalism and threats to public safety.”

Graffiti

City Council, at its Preliminary Business Plan and Budget Meeting held on November 26, 2018, considered the Graffiti Management Program and Service Level Report and resolved:

- “1. That the current service level for graffiti management, as identified in this report, be maintained and approved; and
2. That the Administration report back in 2019 regarding the long-term funding to support the current service level, including social enterprise options.”

The above referenced report did not address graffiti removal on private property adjacent to walkways. This issue is guided by Bylaw No. 8175, Property Maintenance & Nuisance Abatement Bylaw, 2003. The bylaw includes the following direction:

“Graffiti

- 11.1 Notwithstanding the generality of Section 5, no person shall permit graffiti to remain on any building, accessory building, fence or on any other structure on property owned by that person.”

“Fences

20. Fences shall be maintained in a safe and reasonable state of repair and free of graffiti.”

“Enforcement of Bylaw

52. (1) The administration and enforcement of this Bylaw is hereby delegated to the Fire Chief for The City of Saskatoon.”

“Order to Remedy Contraventions

54. (1) If an inspector finds that a person is contravening this Bylaw, the inspector may, by written order, require the owner or occupant of the property to which the contravention relates to remedy the contravention.
- (2) Orders given under this Bylaw shall comply with section 328 of *The Cities Act*.
- (3) Orders given under this Bylaw shall be served in accordance with section 347 of *The Cities Act*.”

The Saskatoon Fire Department receives and triages graffiti complaints on private property. Details on the complaints are summarized below:

Graffiti	2018	2019	2020
Inspection Report Deficiencies Identified	285	213	155
Order to Remedy Contravention Provided	229	142	78

The Saskatoon Fire Department estimates that 85% of the complaints received are related to garages and fences on private property that face lanes.

Under Bylaw No. 8175, the Saskatoon Fire Department issues written orders regarding graffiti. The bylaw does not penalize the property owner as the graffiti is considered vandalism and a crime against them. Details on the current level of service provided by the Saskatoon Fire Department for graffiti removal to property owners is as follows:

- The removal of graffiti is provided at no cost to the property owner.
- The Saskatoon Fire Department has a partnership with Youth Works, who complete the graffiti cover up.
- Two conditions are that it is a graffiti cover up and not removal, and that the colour of paint is singular.
- Information is sent to the property owners with orders so that they are aware that the Saskatoon Fire Department is not charging for non-compliance.
- Some property owners have called the Saskatoon Fire Department pro-actively (prior to any complaints being received), and arrangements have been made with their consent to cover graffiti on their property.

DISCUSSION/ANALYSIS

Proposed Walkway Closure Policy Framework

A proposed new walkway closure policy framework has been developed for Committee's consideration, that endeavours to balance the following:

- experiences of residents;
- length of the time the closure process can take;
- the cost of the process;
- the engagement of neighbours; and,
- consideration of active transportation.

A walkway closure process flowchart was developed and is shown in Appendix 1. The process includes several key components proposed to be required in the walkway closure framework. Details and suggested approaches for each component are as follows:

Stage	Item	Details	Time	Cost to Applicant
Closure request intake	Request from applicant to close walkway	Completes a form and submits	1 month	\$0
	Administration reviews request and decides merit /no merit	Potential reasons for deciding there is no merit include: <ul style="list-style-type: none">• Applicant desires land for development purposes• Not adjacent landowner• Not a walkway• Utility conflicts		

Walkway Evaluation and Closure – Draft New Policy

Stage	Item	Details	Time	Cost to Applicant
Assessment	Potential Issues Review	<ul style="list-style-type: none"> Assign file manager Contact other adjacent property owners Resident provides documents of experiences for a minimum of 1 year Impact assessment of the walkway closure to the active transportation network Internal stakeholder feedback 	1 year to document + 2 months to prepare report and present to SPCT	\$0
	Provide Decision Report to Standing Policy Committee on Transportation (SPCT)	<ul style="list-style-type: none"> Property owners within impacted area to be notified of request to close, specific location, and date of SPCT meeting Notification provided 10 days in advance of SPCT via delivered flyer and a poster notice in the walkway 		
Public Right-of-Way Closure	Applicant action items	<ul style="list-style-type: none"> Retain registered land surveyor Agree to pay the value of the land Notify all utility companies and other stakeholders (land surveyor will complete) Gain approval of plan of subdivision from Planning and Development Provide file manager all the information in a timely manner 	Typically, 4-8 months	<ul style="list-style-type: none"> Land surveyor costs – approx. \$5,000 to \$10,000 Land – assessed value City Solicitors' fees – \$2,000 Admin fee - \$1,000
	Administration action items	<ul style="list-style-type: none"> Prepare public right-of-way closure report for a City Council Public Hearing Advertise publicly 10 days in advance of the hearing Flyer delivered to impacted neighbours 10 days in advance of hearing and notice posted in the walkway 		\$0
Physically close walkway	Receive ownership certificate from ISC	<ul style="list-style-type: none"> Payment of all fees is due Land surveyor completes ISC registration 	Dependant on applicant's payment of fees, and ISC backlog for processing	\$0

The following clarifications are provided:

- Adjacent property owner(s) can apply. Consent from other adjacent property owner(s) is not required.
- The walkway land will be equally offered to adjacent property owners if the SPCT resolves to proceed with the public right-of-way closure process.
- The policy framework references 'impacted area'. This will be determined by the Administration and will typically differ for each request.

There are several benefits to the proposed policy framework:

- It is based on the resident's experiences, removing the requirement for a determination by Saskatoon Police Services before proceeding.
- There is less reliance on the neighbourhood to support the closure thus making it easier to do so. Stakeholders such as neighbours and schools will have an opportunity to provide input.
- Active transportation network is considered.
- There is no cost for the applicant until after the initial report to the Standing Policy Committee on Transportation. If the resolution provided by City Council for the initial report supports closing the walkway, the applicant may have some sense of the outcome before paying the various expenses in the public right-of-way closure process.

There are also potential negative outcomes:

- Contentious debates could occur between people at the initial Standing Policy Committee on Transportation and at the Public Hearing meeting of City Council.
- A viable active transportation connection is closed impacting people who use the connection notably those who use accessibility and mobility infrastructure.
- Requires multiple formal meetings (City Council and Standing Policy Committee on Transportation) for proponents and stakeholders.

Graffiti Vandalism

To establish a new level of service for removal of graffiti on fences adjacent to walkways would require creating a new program. The objectives of the program would be as follows:

- Proactively searching for graffiti on private property, as opposed to waiting for complaints or requests from residents and property owners.
- Allow more flexibility for colours.
- Perhaps provide a quicker cover up graffiti, depending on the uptake of the program by the public.

The following outlines the preliminary identified program components that would require consideration and subsequent approval for resources, prior to starting a new program.

Item	Details	Stakeholders
Staffing requirements	It is estimated that two seasonal staff (or one full-time equivalent) would be required.	<ul style="list-style-type: none">• Department responsible for the program
Equipment requirements	It is estimated that one work truck, a pressure washer, paint, brushes, etc. would be required.	<ul style="list-style-type: none">• Department responsible for the program
Communication Plan	Determined at the appropriate time.	<ul style="list-style-type: none">• Communications• Department responsible for the program
Financial	It is anticipated that the program would cost approximately \$100,000 per season to operate. There is no current funding source; it is anticipated the source of funding would be property taxes.	<ul style="list-style-type: none">• Finance• Department responsible for the program

To deliver the program it is estimated that \$100,000, including two seasonal FTEs would be required. No department has excess capacity in terms of staff, equipment, or funding available to deliver this new program. It is not envisioned that the Saskatoon Fire Department would provide this new program.

The new program could be provided as a pilot project, with a report after one year of providing the enhanced service. The report could include items such as program usage, financial review in terms of was it funded appropriately, and feedback from residents.

FINANCIAL IMPLICATIONS

The financial impact to the Administration if directed to implement the new walkway evaluation and closure policy is the loss of the application fee at the start of the process. The financial impacts to potential residents wishing to close a walkway have been previously detailed in this report. Capital Project #2234 - Walkway Management can fund up-to-two applications per year in the existing budget allocation. Redirecting these funds to address closure requests will reduce the funds available for walkway updates, such as bollards, surface improvements, illumination, drainage repairs, etc. Additional funding may be required if more applications are received.

To develop a graffiti removal program for private property adjacent to walkways, the cost is estimated at \$100,000 annually.

SOCIAL IMPLICATIONS

There are potential positive and negative social outcomes if walkways close due to anti-social behaviour in the walkway. The immediate adjacent landowner(s) will benefit from the closure by eliminating the space where the anti-social behaviour can occur. Counter to this, the benefit of a transportation connection used by people in the neighbourhood would be lost, negatively impacting their life by requiring them to find alternate modes of transportation or requiring longer time to travel to a destination, particularly for people who use accessibility or mobility infrastructure, or children.

LEGAL IMPLICATIONS

To close a walkway, which is public right-of-way, requires a road closure bylaw resolved by City Council through the public hearing process in accordance with *The Cities Act*.

OTHER IMPLICATIONS

There are no environmental or privacy implications identified.

NEXT STEPS

At present no additional steps are planned by the Administration. Several potential next steps available to City Council are:

1. Receive the report as information.
2. Provide a resolution adopting the Proposed Council Policy C07-017 – Walkway Evaluation and Closure attached in Appendix 2.
3. Provide a resolution to bring forward the new graffiti removal program to the 2022-23 Multi-Year Budget Process.

APPENDICES

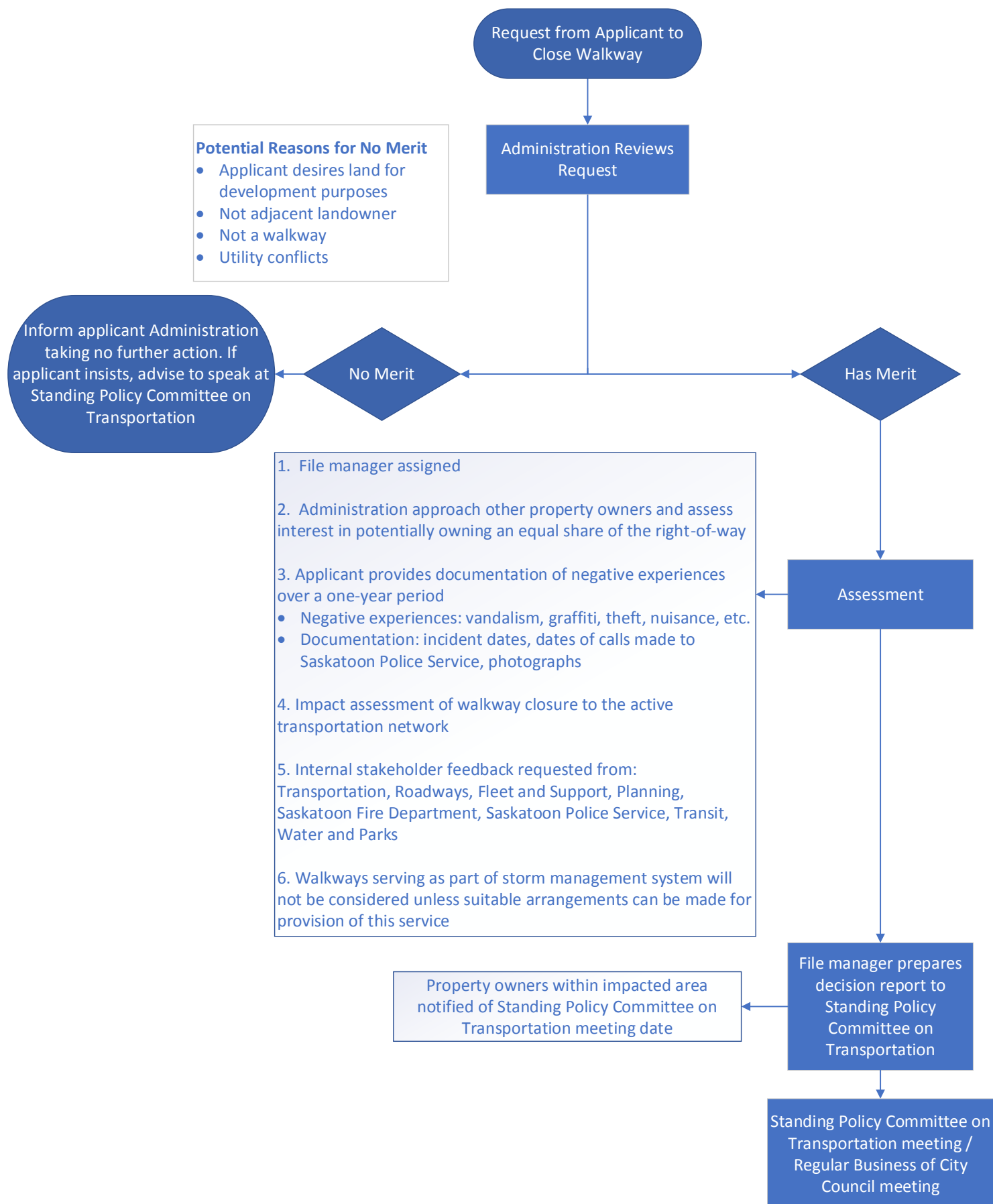
1. Walkway Evaluation and Closure Process Flowchart
2. Proposed Council Policy C07-017 – Walkway Evaluation and Closure

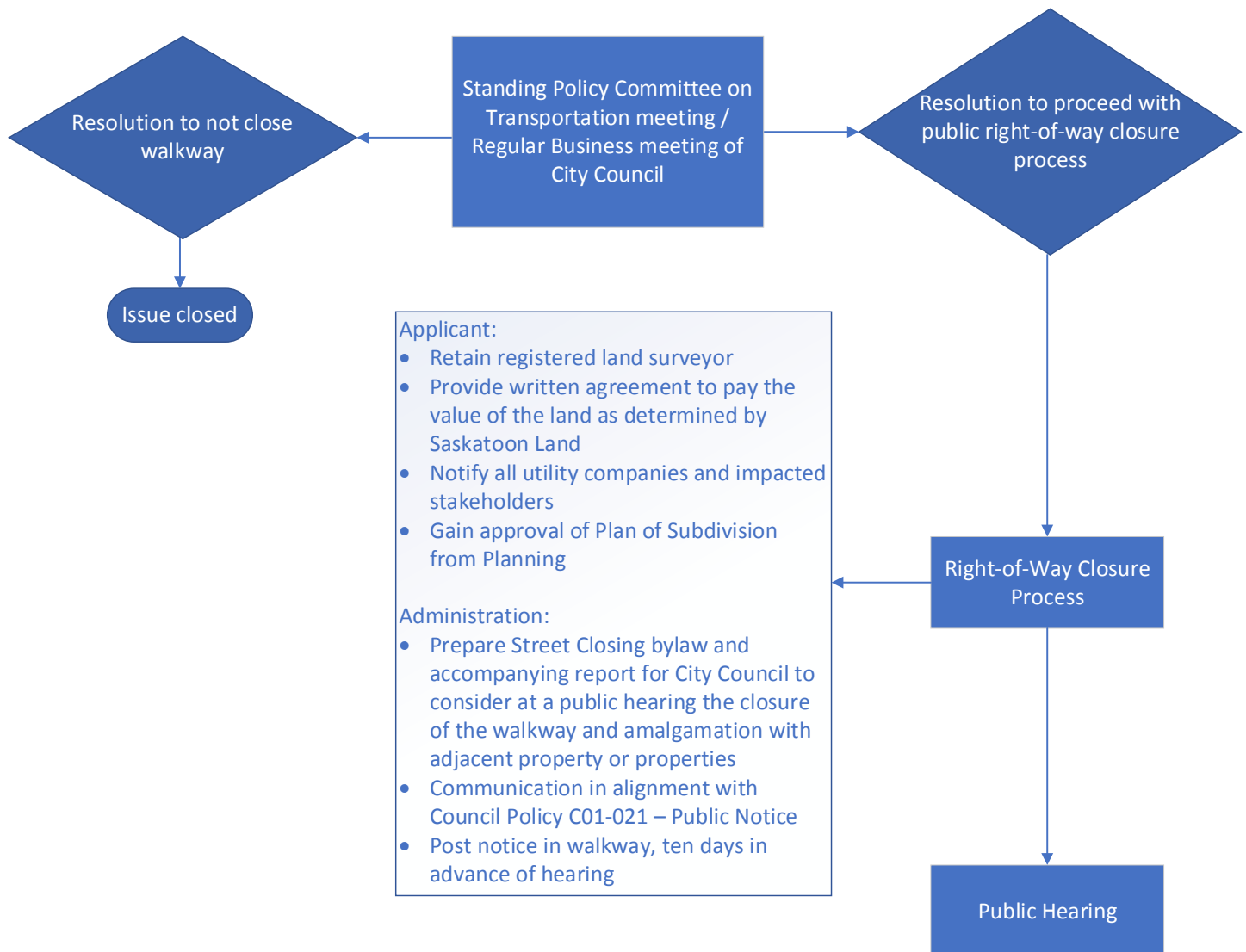
Report Approval

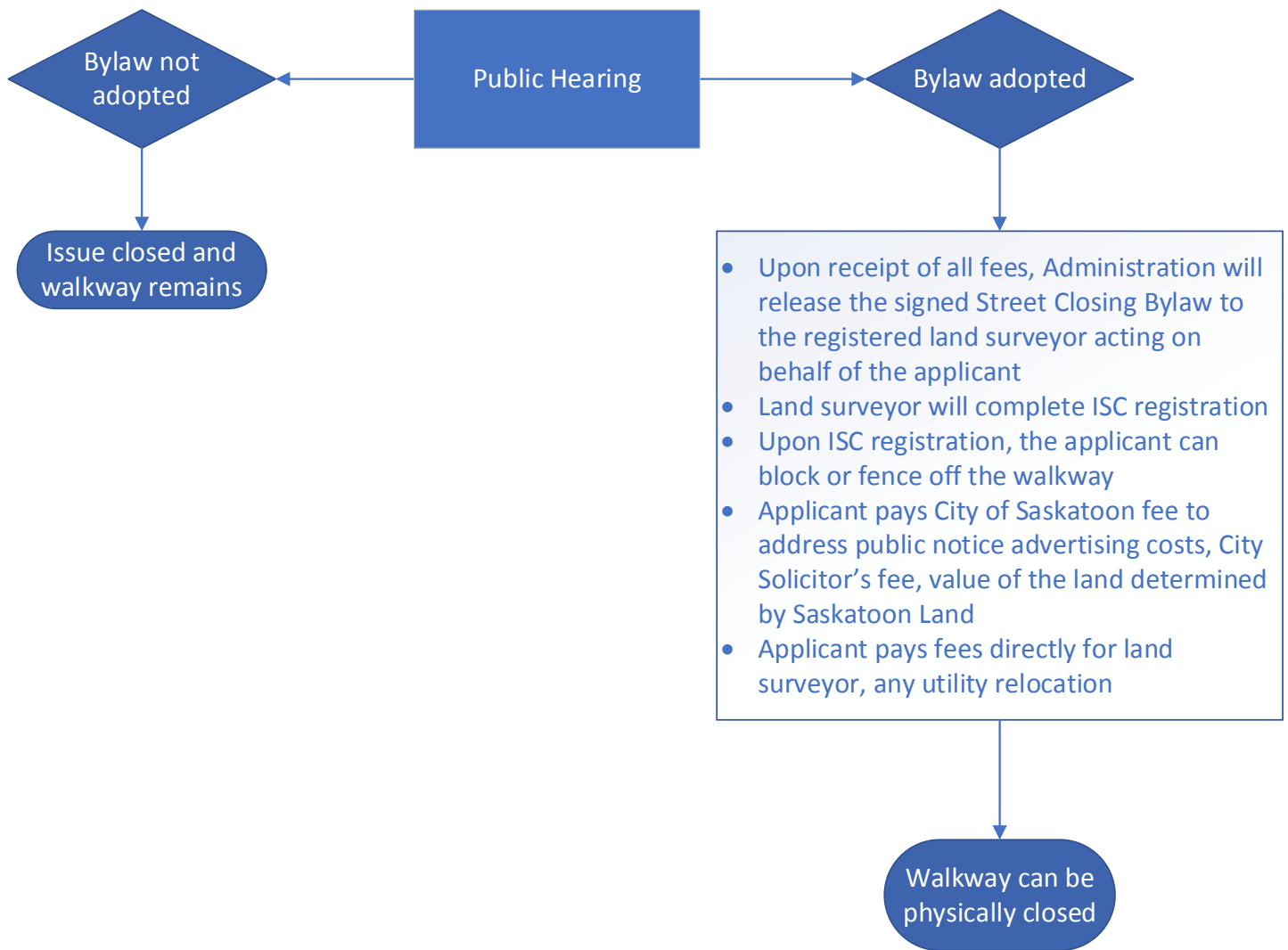
Written by: Jay Magus, Director of Transportation
Reviewed by: Yvonne Raymer, Assistant Chief, Saskatoon Fire Department
Lesley Anderson, Director of Planning
Troy LaFreniere, Director of Facilities Management Department
Lynne Lacroix, General Manager, Community Services
Approved by: Terry Schmidt, General Manager, Transportation and Construction

Admin Report - Walkway Evaluation and Closure – Draft New Policy.docx

Walkway Evaluation and Closure Process Flowchart







CITY OF SASKATOON COUNCIL POLICY

NUMBER C07-017

POLICY TITLE <i>Walkway Evaluation and Closure</i>	ADOPTED BY: <i>City Council</i>	EFFECTIVE DATE <i>August 15, 2005</i>
		UPDATED TO <i>September 27, 2021</i>
ORIGIN/AUTHORITY <i>Planning and Operations Committee Report No. 11-2005; Administrative Reports No. 3-2008 and 22-2008; and Planning and Operations Committee Reports No. 13-2011 and 6-2012</i>	CITY FILE NO. <i>CK. 6295-1</i>	PAGE NUMBER 1 of 4

1. PURPOSE

1.1 To establish a process for a walkway evaluation and closure application.

1.2 To establish the fees for the closure of walkways.

2. DEFINITIONS

2.1 Walkway – a public right-of-way established to facilitate active transportation.

2.2 There are three different types of right-of-way that the City identifies as walkways as follows:

2.2.1 Pathway – A three-metre-wide pathway, either concrete, asphalt, dirt, or grass that was intended to be part of the active transportation network within a neighbourhood.

2.2.2 Lane – A roadway where vehicle traffic is restricted and is designated to be used by pedestrians and cyclists as a walkway.

2.2.3 Easement – Any type of path that has been designed as an easement that can be used as a walkway.

3. POLICY

3.1 Walkways are an integral component of the transportation, and specifically the active transportation network. Walkways can serve as active transportation routes for people to access / egress from specific destinations within neighbourhoods. Some walkways may serve no direct public need.

3.2 All types of walkways will follow the same policy guidelines.

4. PROCEDURE

The Transportation Department shall be the primary point of contact for requests from applicants to close a walkway.

4.1 Closure Request Intake

4.1.1 Applicant submits a request to close walkway to Administration.

4.1.2 Administration reviews request and decides if request has merit, or not. Potential reasons for deciding there is no merit include, but are not limited to: applicant desires land for development purposes; applicant is not the adjacent landowner; there is no walkway; or utility conflicts.

4.2 Assessment

4.2.1 File manager assigned.

4.2.2 Administration approaches other adjacent property owners to assess their interest in potentially owning an equal share of the right-of-way. If interested, the Administration proceeds with assuming equally sharing the closed walkway with adjacent landowners (multiple applicants with shared interest).

4.2.3 Applicant(s), if applicable, provides documentation of negative experiences due to the walkway over a minimum of a one-year period. Negative experiences can include, but are not limited to: vandalism, graffiti vandalism, theft, nuisance, etc. Documentation can be dates of incidents, dates of calls made to Saskatoon Police Service, photographs, etc.

4.2.4 Administration assesses the impact of the walkway closure to the active transportation network.

4.2.5 Internal stakeholder feedback is requested from the following departments: Transportation, Roadways, Fleet and Support, Planning and Development, Saskatoon Fire Department, Saskatoon Police Service, Saskatoon Transit, Saskatoon Water, and Parks, or any other department deemed necessary by the file manager.

4.2.6 Walkways serving as part of the storm water management system will not be considered for closure unless suitable arrangements can be made for the adequate provision of this service.

4.2.7 File manager prepares decision report and presents to Standing Policy Committee on Transportation. Property owners within the impacted area

are notified of the Standing Policy Committee on Transportation meeting date at least ten days in advance of meeting.

- 4.3 Standing Policy Committee on Transportation / Regular Business Meeting of City Council will make a resolution to not close the walkway, or to proceed with the public right-of-way closure process.

- 4.4 Public right-of-way closure

- 4.4.1 Applicant action items, not limited to:

- a) Retain registered land surveyor.
 - b) Provide written agreement to pay the value of the land as determined by Saskatoon Land.
 - c) Notify all utility companies and impacted stakeholders.
 - d) Obtain Certificate of Approval from Planning.

- 4.4.2 Administration action items, not limited to:

- a) Prepare Street Closing Bylaw, and accompanying report for City Council to consider the closure of the walkway and amalgamation with adjacent property, or properties at a Public Hearing.
 - b) Communicate in alignment with Council Policy C01-021 – Public Notice.
 - c) Post notice in walkway at least ten days in advance of hearing.

- 4.5 City Council, at the Public Hearing, resolves to adopt, or not, the Street Closing Bylaw.

- 4.6 ISC Registration

- 4.6.1 The applicant(s) must provide the Certificate of Approval to ISC to approve the plans and obtain a Transform Approval Certificate. The Administration will then be required to sign a Transform Agreement which is then submitted to ISC within one year of issuance. After this occurs, new titles will be issued. Upon receipt of all fees, the Administration will release the signed Street Closing Bylaw to the registered land surveyor acting on behalf of the applicant.

- 4.6.2 Typically land surveyors provide ISC registration services.

4.7 Upon ISC registration the applicant(s) can block or fence off the walkway.

5. FEES

5.1 No fees are required to be paid until the Standing Policy Committee on Transportation / Regular Business Meeting of City Council provides a resolution to proceed with the public right-of-way closure process. If the resolution is to not close the walkway, no fees will be incurred by the applicant(s).

5.2 If the resolution of the Standing Policy Committee on Transportation / Regular Business Meeting of City Council provides a resolution to proceed with the public right-of-way closure process the following fees are applicable:

5.2.1 The applicant(s) shall pay a City of Saskatoon fee of \$1,000 to address public notice advertising costs.

5.2.2 The applicant(s) shall pay City of Saskatoon Solicitor's fees of \$2,000.

5.2.3 The applicant(s) shall pay to the City of Saskatoon the value of the land determined by Saskatoon Land.

5.2.4 The applicant(s) shall pay land surveyor fees directly.

5.2.5 The applicant(s) shall pay for any utility relocation fees directly.

6. RESPONSIBILITIES

6.1 Applicant(s)

a) Providing information in a timely manner

6.2 General Manager, Transportation and Construction Division

The General Manager, Transportation and Construction Division, or designate, shall be responsible for:

a) The administration of this policy.

b) Proposing updates to this policy as required.

6.3 Standing Policy Committee on Transportation shall be responsible for:

a) Considering recommendations from the Transportation and Construction Division regarding proposed amendments to the policy and forwarded a report to City Council as appropriate; and

- b) Reviewing recommendations from the Administration with respect to walkway closure applications and forwarding recommendations to City Council for consideration.

6.4 City Council is responsible for:

- a) Approving walkway closure requests, as appropriate.
- b) Approving amendments to the policy.

Draft

Subject: Email - Communication - Brad Bourhis - Walkway Closure Policy - File CK 6295-0

From: Web NoReply <web-noreply@saskatoon.ca>

Sent: September 03, 2021 8:44 AM

To: City Council <City.Council@saskatoon.ca>

Subject: Email - Communication - Brad Bourhis - Walkway Closure Policy - File CK 6295-0

--- Replies to this email will go to [REDACTED] ---

Submitted on Friday, September 3, 2021 - 08:43

Submitted by user: Anonymous

Submitted values are:

Date Friday, September 03, 2021

To His Worship the Mayor and Members of City Council

First Name Brad

Last Name Bourhis

Phone Number (306) [REDACTED]

Email [REDACTED]

Address [REDACTED] Cochin Place

City Saskatoon

Province Saskatchewan

Postal Code S7K [REDACTED]

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

Subject Walkway Closure

Meeting (if known) Walkway Policy

Comments

Dear Council,

In lieu of Tuesday Walkway Policy meeting we are once again writing council. Today's submission can be added to our long list of correspondence with the City dating back to 2016. For perspective that would include just over a 6 years of dialogue with roughly 6 plus city employees, 2 councilors directly as well as the LHCA in Lawson Heights. Not to be remiss the 48 emails, 4 letters & 2 in person meetings, 10 plus police reports. 1 City Assessment performed deeming our particular pathway as a non-essential corridor and 1 community stakeholder meeting.

With the above please forgive me if we appear to be running out of steam as we now move into Tuesday's call. So on that note today's submission will be directly to a point. We ask Council as the proud home owners of 518 Cochin Place we be considered as one of the two proposed submitted applicants. The issues and concerns surrounding pathways need to be dealt with. The issues and our concerns regarding our pathway need to be dealt with. Offering residents more than one color of paint is not the answer.

Please move to alter the Policy. Please consider the number of applicants so real positive change can happen in our neighborhood. Please allow problem areas to be removed and please consider the time and effort residents have put forth to date.

Lastly, please consider my families well-being and safety and allow us to have our home back. We are completely exhausted with the city's approach and resolution to date.

Regards, Brad, Kerri, Ella & Evan Bourhis

Attachments

Will you be submitting a video to be vetted prior to council meeting? No

[REDACTED]

[REDACTED]



STANDING POLICY COMMITTEE ON TRANSPORTATION

Roadways Emergency Response Plan for Extreme or Unusual Snow Events

Recommendation of the Committee

That the Roadways Emergency Response Plan as provided within the report of the General Manager, Transportation and Construction dated September 7, 2021, be approved in principle.

History

The Standing Policy Committee on Transportation, at its meeting held on September 7, 2021, considered a report from the Administration regarding the above.

Attachment

September 7, 2021 report of the General Manager, Transportation and Construction.

Roadways Emergency Response Plan for Extreme or Unusual Snow Events

ISSUE

This report presents the Roadways Emergency Response Plan for Extreme or Unusual Snow Events.

RECOMMENDATION

That the Standing Policy Committee on Transportation recommend to City Council:
That the Roadways Emergency Response Plan as provided within this report be approved in principle.

BACKGROUND

The Roadways, Fleet and Support Department (RFS) does not currently have a formal plan for responding to extreme or unusual winter storms that cause major disruptions to mobility and safety concerns for the residents of Saskatoon.

Following the November 2020 severe snowstorm that resulted in 30 to 40 cm of snow accumulation, a city-wide snow grading and removal were undertaken to restore mobility and safety in the city. The initial steps of the response to this extreme snow event were undertaken following the current snow event management model, applicable to typical winter snowstorms. The approved service level includes snow grading and removal only on the priority street system. However, it became evident in the early stages of the response to the snowstorm event that due to the severity and magnitude of the snowstorm the current snow management model would not restore safety, mobility, and regular winter driving conditions across the city. Snow grading and removal would be required on all city streets, including local streets in residential neighborhoods. An emergency response plan specific to this snowstorm was developed and implemented while the response operations were in progress. The total cost of the response to the November 2020 snowstorm was approximately \$14.0 million.

The overall response to the November snowstorm provided the Administration with a significant amount of new operational and financial information. Field level operational planning and execution experience, and lessons learned were documented to retain institutional knowledge of the response for future reference.

The Standing Policy Committee on Transportation at its meeting held on May 3, 2021, received as information the Development of an Emergency Response Plan for Extreme or Unusual Snow Events report, which in part states that:

“Unless otherwise directed, the Administration will develop a formal Emergency Response Plan, triggers for initiating the Emergency Response Plan, and a recommended reserve funding strategy for

responding to extreme or unusual snow events and present it to City Council prior to the start of the next winter season.”

DISCUSSION/ANALYSIS

The attached plan provides details of a phased approach for responding to future extreme or unusual snow events that have the potential to severely impact safety and mobility across the city. The plan includes criteria for activation of the emergency response.

The recommended criteria for the activation of the plan are:

- major snowfall with snow accumulation greater than 25 cm and/or combination of snow, freezing rain, and wind; and
- reduced mobility to the point that light vehicles cannot travel on city streets; mobility across the city is severely impacted, and the regular winter maintenance level of service applicable to typical winter snow events can not be met.

The above criteria are considered guidelines. With the anticipated climate changes and variability in winter weather, a combination of snow, freezing rain, ice accumulation, severe temperatures, decreased visibility, and high winds could also result in activation of the plan based on the impact to mobility and safety in the city.

If Saskatoon experiences another extreme snow event in the future, the City will observe conditions and utilize all available information to decide if the plan needs to be activated.

As part of the development of the plan, two engagement sessions coordinated by the City’s RFS Department and Emergency Management Organization (EMO) were held in August 2021 to provide external stakeholders with the opportunities to provide input and feedback on the presented phased approach. The following groups accepted invitations to participate at the sessions: Greater Saskatoon Catholic School Division, Saskatchewan Health Authority (Emergency Management Services), University of Saskatchewan, SaskPower, Environment Canada, Greater Saskatoon Chamber of Commerce, North Saskatoon Business Association, and Riversdale, Downtown, and Broadway Business Improvement Districts. Several other groups were invited but were not able to attend.

These sessions discussed a whole community approach to an emergency response. As part of a whole community response to emergency management, all residents should have a 72-hour plan for emergency events. Public Safety Canada advises Canadians that “If an emergency happens in your community, it may take emergency workers some time to reach you. You should be prepared to take care of yourself and your family for a minimum of 72 hours.”¹

¹ <https://www.getprepared.gc.ca/cnt/rsrscs/pblctns/yprprdnssgd/index-en.aspx>

There were no objections noted to the proposed phased approach to restoring public safety and mobility following the activation of the plan. As discussions with external stakeholders continue in the future, operational elements of the plan may be refined to further address and integrate the needs of the whole community into the plan.

The Administration plans to continue working with the critical infrastructure partners and external stakeholders to raise awareness around the need for a whole community approach to managing emergencies. If approved by City Council, the plan will be made available to all external stakeholders so that it can be considered in their emergency planning.

To recommend a funding strategy for future responses to extreme winter events, three reserve options were considered. The following reserves are currently approved under the City of Saskatoon Council Policy C03-003, Reserves for Future Expenditures (Policy): Snow and Ice Management Contingency Reserve, Major Natural Event Reserve, and Fiscal Stabilization Reserve.

Snow and Ice Management Contingency Reserve

The purpose of this contingency reserve is to accumulate funds and offset any over-expenditures in the Snow and Ice Management budget attributable to variations in normal winter weather conditions, thus stabilizing the effect of weather variations on the mill rate and on the City's year-end financial position. In essence, the purpose of this reserve is meant to offset major variations in snowfalls such as a major snowstorm.

The Policy states that an annual provision will be made from the City's Operating Budget in those years when the reserve is not at the maximum. The Policy requires that the balance of the reserve does not exceed the annual operating budget for the Snow and Ice Management service line.

The annual reserve contribution is currently \$488,500. The Policy allows that the Snow and Ice Management service line surpluses be contributed to the reserve if the overall service line spending is less than the budgeted amount. These surplus transfers are typically considered when there are no pressures in other operating programs that need to be offset.

Prior to the November snowstorm, the balance of the Snow and Ice Management Contingency Reserve was \$3.45 million. Following the November snowstorm, the reserve was depleted, and the current reserve balance is \$0.

Major Natural Event Reserve

This reserve is currently inactive. The purpose of this reserve is to assist in offsetting operational and capital expenditures required due to a major natural event. Major natural events include, but are not limited to blizzards, plough winds/tornadoes, heat wave, severe rain, river flood event and extreme cold. The Policy states that provisions to the reserve shall consist of an annual amount authorized by City Council through the Operating Budget. The current provision from the Operating Budget is \$0 and the

current reserve balance is also \$0. The Policy states that the reserve will be capped at \$250,000.

Fiscal Stabilization Reserve

The purpose of the Fiscal Stabilization Reserve is to offset any tax-supported operating deficits incurred in any year.

Estimated Frequency of Extreme Snow Events

1. Environment Canada Historical Winter Weather Data² - Based on 30 years of historical weather data for Saskatoon, the probability of a single snowfall exceeding 25 cm, is currently approximately 1 occurrence every 10 years.
2. Recent Organizational Experience - Based on organizational experience, the previous severe snow event with snowfall of 36 cm occurred in January 2007, 14 years ago. This event had a significant impact on mobility across the city, similar to the November 2020 snowstorm. Based on this experience, it could be assumed that another extreme snow event may occur in approximately 14 years.
3. Anticipated Climate Change Impact - Environment Canada has indicated that climate change modeling shows there will be increased temperatures and increased precipitation over the next several decades in the Saskatoon area.

The City of Saskatoon Climate Change Plan³ indicates that over the next 80 years, global climate models project that Saskatoon can expect warmer overall temperatures, more hot days, increased precipitation, changes in precipitation timing, increasingly variable seasons, and more intense storms.

As the frequency and severity of inclement weather is predicted to increase with climate change, it could be assumed that the frequency of future extreme snow events may be higher (e.g., 1 occurrence every 7 years) than the estimated frequency based on 30 years of historical data for Saskatoon.

All things considered, the above frequencies of extreme snow events can only be considered an estimate.

² [Canadian Climate Normals 1981-2010 Station Data - Climate - Environment and Climate Change Canada \(weather.gc.ca\)](https://climate.weather.gc.ca/)

³ [Climate Action Plan | Saskatoon.ca](https://climateaction.saskatoon.ca/)

FINANCIAL IMPLICATIONS

The cost of the November 2020 emergency winter storm response was approximately \$14.0 million.

The allocation of dedicated funding for the execution of the plan has been requested through the 2022/2023 Business Plan and Budget Options report (Appendix 1) tabled at the August 23 Governance and Priorities Committee meeting and will be deliberated at the 2022/2023 Business Plan and Budget Review meeting in November 2021.

Based on the cost of \$14.0 million and considered scenarios for the frequency of extreme snow events, three different annual reserve contribution levels are being proposed to accumulate sufficient dedicated funding for the execution of the plan. Administration is recommending using the Snow and Ice Management Contingency Reserve as a funding source for the Roadways Emergency Response Plan to Extreme and Unusual Snow Events.

If \$1.0 million is contributed annually to the Snow and Ice Management Reserve, the required funding would be accumulated over a period of 14 years. This reserve contribution would be sufficient to fully execute the plan once every 14 years.

If \$1.4 million is contributed annually to the Snow and Ice Management Reserve, the required funding would be accumulated over a period of 10 years. This reserve contribution would be sufficient to fully execute the plan once every 10 years.

If \$2.0 million is contributed annually to the Snow and Ice Management Reserve, the required funding would be accumulated over a period of seven years. This reserve contribution would be sufficient to fully execute the plan once every seven years.

If no additional reserve contribution is allocated to the Snow and Ice Management Reserve, the required funding would come from the existing balances of the Snow and Ice Contingency Reserve and Fiscal Stabilization Reserve at the time of an extreme or unusual snow event.

Regardless of the selected reserve contribution level, there is a financial risk that the criteria could be met more frequently than anticipated which would impact the overall City budget. Backfilling the expenditure in this case would be through the use of the general Fiscal Stabilization Reserve which is the purpose of that reserve.

The Administration has also presented several options to the Standing Policy Committee on Transportation, and Governance and Priorities Committee, for an increased level of service for the Snow and Ice Management program. These options include local street snow grading and removal in typical (non-emergency) snow event situations. While residential street grading and removal could be triggered by the Roadways Emergency Response Plan activation, the implementation of any other option for a planned increase in the typical Snow and Ice Management service level is considered separate to the emergency response conditions detailed in this report.

The increased level of service options that include local street snow grading and removal in typical snow event situations, assumed that this work would be completed either every year or approximately twice every five years contingent on the approved option. Having dedicated reserve funding for both 1) an increased level of service that includes a city-wide snow grading and removal, and 2) a response to an extreme snow event that also requires a city-wide clean up that could occur every 7 to 14 years, would provide the highest level of certainty that the required funding would be in place if both options occurred as estimated over a period of approximately 10 years (e.g. residential snow grading and removal three to four times and an extreme snow event once in a period of 10 years). These two options would be triggered by different criteria.

Having dedicated funding for both the approved enhanced level of service and response to an extreme and unusual snow event manages risk if funding is required for both operations within the forecasted frequencies.

Removal of snow from local streets substantially increases the amount of snow hauled to snow management facilities. The Administration is currently completing planning work for new snow management sites to mitigate environmental impacts at the existing non-engineered sites.

OTHER IMPLICATIONS

There are no privacy, legal, social, or environmental implications identified with this report.

NEXT STEPS

The Administration has held initial consultations with internal and external stakeholder groups regarding the phasing and timelines proposed within the plan. If City Council approves the plan, further work is planned with these groups to test the response plan during a tabletop emergency exercise.

Communications will also be prepared to inform the public about the planned approach during the next extreme or unusual snow event and the necessary preparations for residents to have an emergency plan for 72 hours.

APPENDICES

1. City of Saskatoon Roadways Emergency Response Plan

Report Approval

Written by:	Dayna Johnson, Operations Engineer, Technical Services
Reviewed by:	Goran Saric, Director of Roadways, Fleet and Support Kari Smith, Director of Finance Kerry Tarasoff, Chief Financial Officer
Approved by:	Terry Schmidt, General Manager, Transportation and Construction

City of Saskatoon – Roadways Emergency Response Plan

Plan for Responding to Extreme or Unusual Snow Events



8/17/2021

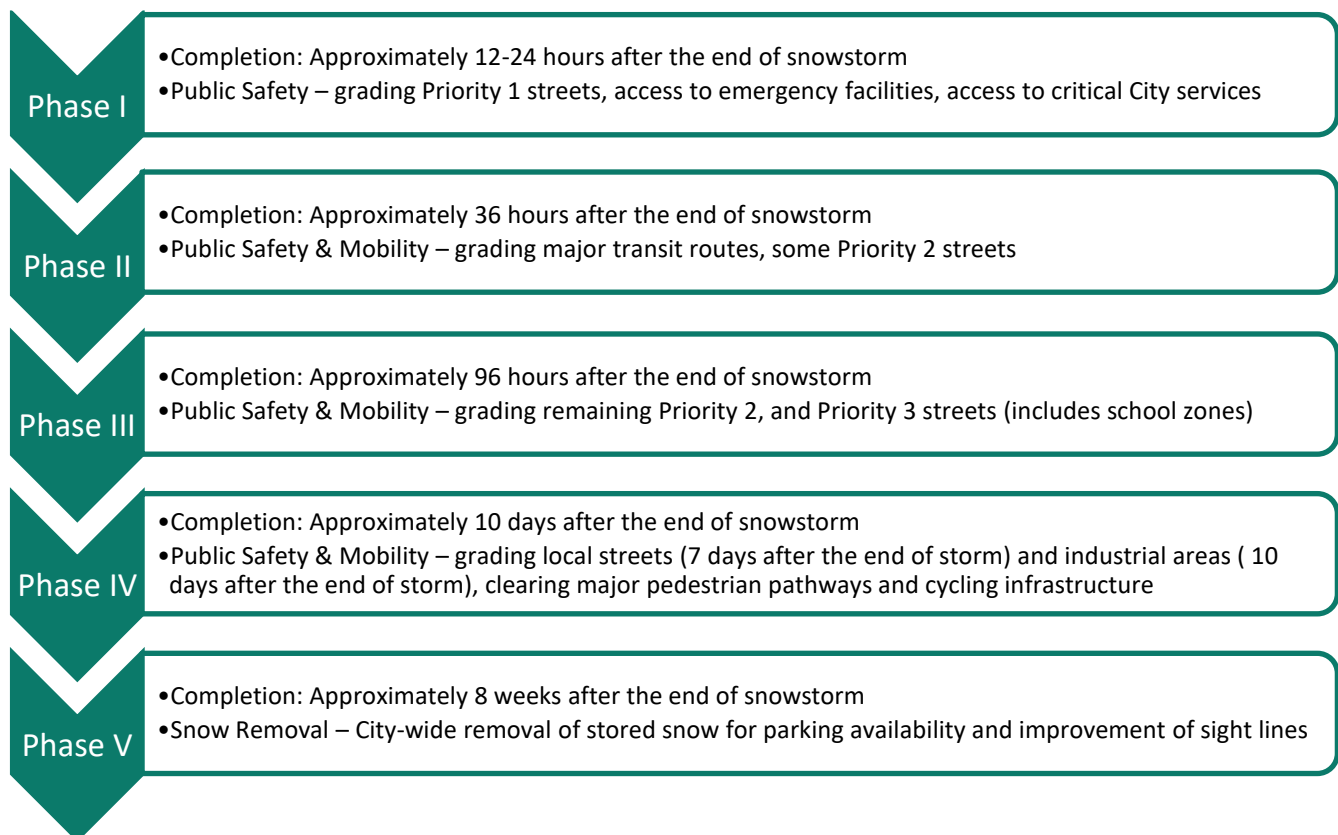
*Prepared by: Roadways, Fleet and Support Department
Transportation and Construction Division*

Executive Summary

In November of 2020, Saskatoon experienced an extreme snowstorm that brought the city to a standstill due to a combination of freezing rain, significant snow accumulation, drifting, and high winds. The snowstorm resulted in impassable streets and safety concerns for citizens. The response to the snowstorm included a city-wide snow grading and removal that included residential streets. Due to the level of coordination that was required by the City of Saskatoon (City) to restore mobility and public safety, City Council requested that a formal plan be developed for responding to extreme or unusual snow events that have the potential to shut down the city and create safety concerns for the public.

This Roadways Emergency Response Plan (ERP) will allow the City's Roadways, Fleet and Support Department (RFS) and Emergency Management Organization (EMO) to activate an immediate and planned response to extreme snow events in the future. It will provide guidance to the RFS team and allow for immediate execution of the response based on a phased approach. The document will reduce the need to plan a response at the time of the event.

A summary of the planned operational strategy and phases of the Roadways ERP is provided below:



The criteria for the activation of the Roadways ERP are:

- major snowfall with snow accumulation greater than 25 cm and/or combination of snow, freezing rain, and wind; and,
- reduced mobility to the point that light vehicles cannot travel on city streets; mobility across the city is severely impacted and the regular winter maintenance level of service applicable to typical winter snow events can not be met.

The above criteria are considered guidelines. With the anticipated climate changes and variability in winter weather, a combination of snow, freezing rain, ice accumulation, severe temperatures, decreased visibility, and high winds could also result in activation of the plan based on the impact to mobility and safety in the city.

If Saskatoon experiences another extreme snow event in the future, the City will observe conditions and utilize all available information to decide if the Roadways ERP needs to be activated.

The City Manager will have authority to activate the plan with input from the City's Executive Leadership Team, General Manager of the Transportation and Construction Division, Director of the RFS Department, and Director of the EMO.

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1. Introduction

The operational strategy and phased approach provided in the Roadways Emergency Response Plan (ERP) are based on the following principles:

- The extreme snow event emergency will be managed by the EMO's Emergency Operation Center (EOC) following the Incident Command System (ICS).
- The Roadways ERP will be executed by the RFS Department with support from other City Departments, as required. The response team will include internal City crews and contracted resources.
- The execution of the phased approach will be preceded by a set of planning and preparedness activities immediately after the City receives Environment Canada's (EC) weather forecast indicating a high probability of an extreme snow event.
- The planning and preparedness activities will include news conferences, use of social media, news outlets and other communication channels to provide the public with advanced notifications of the potential impact of the extreme snow event on mobility and safety in the city. Other planning and preparedness activities will include mobilization and placing on standby the required internal and external resources, equipment, vehicles, materials, and signage.
- All critical infrastructure stakeholders are expected to develop their own Emergency Response Plans to reduce reliance on the RFS Department's activities in the first 72 hours of the extreme snow event. All stakeholders will be able to consider the Roadways ERP in the development of their own plans. This principle reflects best practices for emergency planning and a whole community approach to emergency management. As illustrated in *Figure 1*, it is the shared responsibility of the whole community to build disaster resiliency through understanding and supporting the needs of the community.



Figure 1 - The City of Saskatoon's Whole Community Approach to Emergency Management

As part of the development of the Roadways ERP, two engagement sessions coordinated by the RFS and EMO were held to provide external stakeholders with the opportunities to provide input and feedback on the proposed phased approach. The following groups were represented at the meetings: Greater Saskatoon Catholic Schools, Saskatchewan Health Authority (Emergency Management Services), University of Saskatchewan, SaskPower, Environment Canada, Greater Saskatoon Chamber of Commerce, North Saskatoon Business Association, and Riversdale, Downtown, and Broadway Business Improvement Districts. There were no objections noted to the proposed strategic approach to restoring public safety and mobility following the activation of the plan. As discussions with external stakeholders continue in the future, operational elements of this plan may be refined to ensure that the needs of the whole community are considered and integrated into the plan.

More detailed operational planning experience and lessons learned from the November 2020 snowstorm have been documented to retain institutional knowledge and are available for future reference in the City's corporate quality management system.

2. Definition of an Extreme or Unusual Snow Event

The criteria for the activation of the Roadways ERP are:

- major snowfall with snow accumulation greater than 25 cm and/or combination of snow, freezing rain, and wind; and,
- reduced mobility to the point that light vehicles cannot travel on city streets; mobility across the city is severely impacted and the regular winter maintenance level of service applicable to typical winter snow events can not be met.

The above criteria are considered guidelines. With the anticipated climate changes and variability in winter weather, a combination of snow, freezing rain, ice accumulation, severe temperatures, decreased visibility, and high winds could also result in activation of the plan based on the impact to mobility and safety in the city.

When Saskatoon experiences another extreme snow event, the City Administration will observe conditions and utilize all available information to decide if the Roadways ERP needs to be activated.

The City Manager will have authority to activate the plan with input from the City's Executive Leadership Team, General Manager of the Transportation and Construction Division, Director of the RFS Department, and Director of the EMO.

Dependent on the funding available at the time of the next extreme or unusual snow event, strategic decisions on which phases of the plan to execute may need to be made based on the level of the storm's impact to transportation infrastructure, the time of year, previous snow accumulation, and current and forecasted weather conditions.

Based on 30 years of historical Environment Canada data for Saskatoon, it is estimated that a severe winter storm like the November 2020 storm will occur once every ten years¹.

Environment Canada and other prairie climate models predict that Saskatoon will experience increased temperatures, increased winter precipitation, and increased frequency of extreme weather events in the coming decades².

These climate changes are likely to increase the frequency and severity of extreme or unusual snow events in Saskatoon.

¹https://climate.weather.gc.ca/climate_normals/results_1981_2010_e.html?searchType=stnName&txtStationName=saskatoon&searchMethod=contains&txtCentralLatMin=0&txtCentralLatSec=0&txtCentralLongMin=0&txtCentralLongSec=0&stnID=3328&dispBack=0

²<https://www.saskatoon.ca/community-culture-heritage/environment/climate-adaptation-strategy>

3. RFS and EMO Operations Centers and Communication

Following activation of the Roadways ERP, the EMO will form an Emergency Operations Center (EOC). The EOC will be responsible for the management of the extreme snow event emergency and coordination of a community-wide response.

The EMO uses the Incident Command System (ICS). The ICS is a standardized emergency management system designed to enable effective, efficient incident management by integrating a wide variety of facilities, equipment, personnel, procedures, and communications operating within a common organizational structure. This allows the EMO to provide a standardized and repeatable process through which all responding organizations, both inside and outside the City of Saskatoon, can quickly and effectively exchange information, accurately determine the top priorities, and plan an efficient and coordinated response.

Using the ICS protocol, the EOC will issue an EOC alert. The alert level will depend on the severity of the emergency snow event. The EOC will distribute the alert to all internal and external organizations integrated into the system. The alert will initiate a multi-organizational response based on the coordination of individual activities and priorities, and sharing of critical information.

The EOC alert will trigger the activation of an RFS Tactical Operations Center (TOC). It is anticipated that all participating internal and external organizations impacted by the emergency snow event will form their own TOCs. The structure of the RFS TOC will consist of the following personnel:

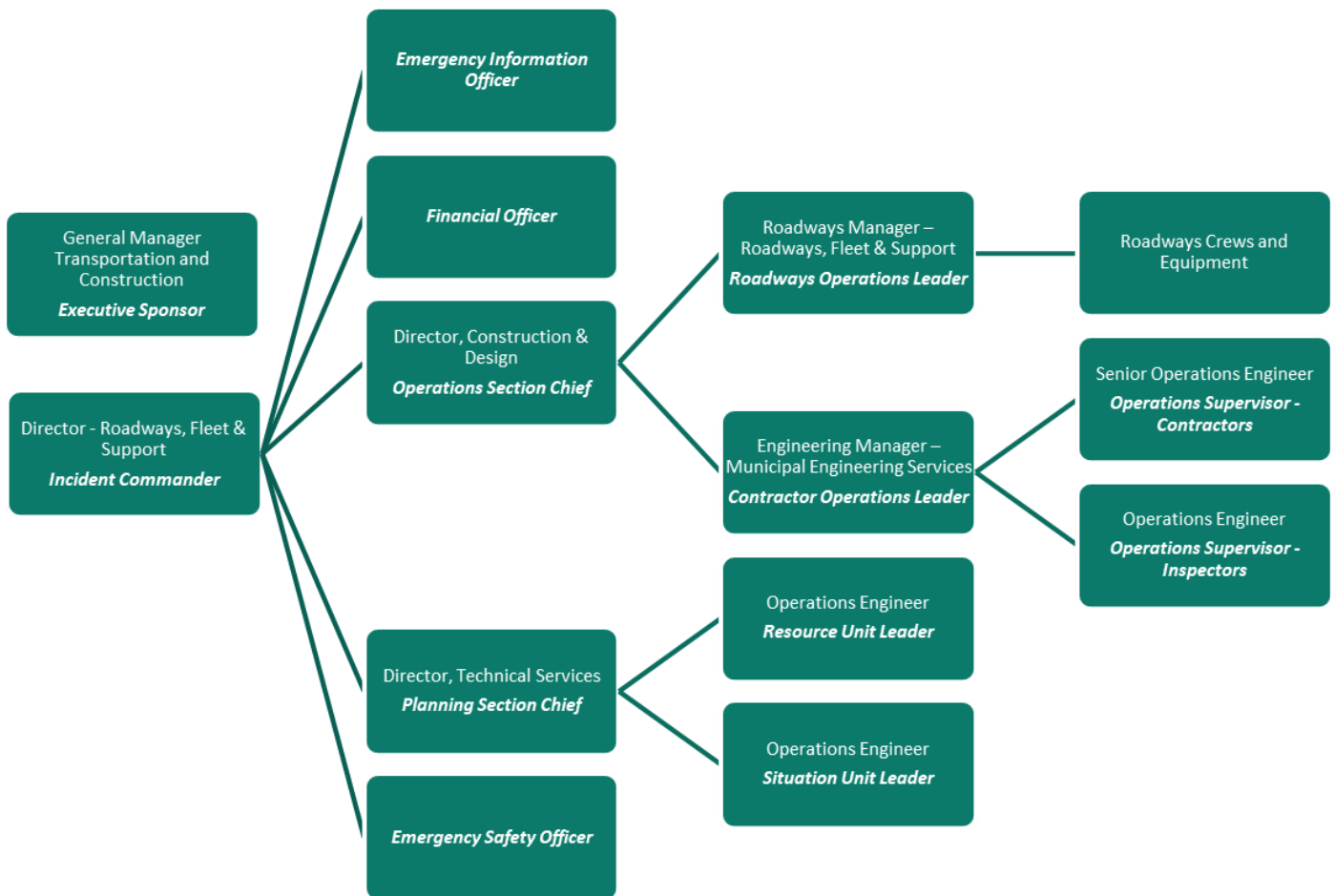


Figure 2 - Roadways, Fleet, and Support TOC Structure

As per the EOC protocol requiring that all impacted organizations provide regular and timely situational updates, the RFS TOC Incident Commander will be responsible for all communication with the EOC and if required, other stakeholders.

The EMO's plan for managing emergencies includes the assignment of an Emergency Information Officer responsible for coordinating information and updates to the Mayor and Council, all media inquiries, and communication with all critical infrastructure partners and other internal and external stakeholders.

Under the assumption of advanced notice from Environment Canada about a pending severe winter event, the RFS Incident Commander and EMO Emergency Information Officer will coordinate early communication efforts to inform the public and suggest reduced citizen movements and proper preparation for the storm.

As part of a whole community response to emergency management all Saskatoon residents should have a 72 -hour plan for emergency events. Public Safety Canada advises Canadians that "If an emergency happens in your community, it may take emergency workers some time

to reach you. You should be prepared to take care of yourself and your family for a minimum of 72 hours.”³

This critical communication to the residents and businesses of Saskatoon will be accomplished through widespread channels such as news conferences, social media, news outlets etc. This approach should mitigate the effects of the timing of the storm as the public will be informed of the approaching severe winter event and provided with advanced notice to prepare accordingly.

As part of the Roadways ERP, specific communication times will be set for updates on operational progress throughout the ERP phases. Mid-shift and shift-end reporting protocols will be established for field inspectors, City crews, and contractors to ensure information provided to the Mayor and Council, general public, and internal and external stakeholders is current and timely.

By the 2021/22 winter season most City and contractor equipment will include Global Positioning System (GPS) technology which will allow for more accurate progress tracking and easier access to information.

³ <https://www.getprepared.gc.ca/cnt/rsrscs/pblctns/yprprdnssgd/index-en.aspx>

4. Work Activities and Prioritization

Following the activation of the Roadways ERP, the following sequence of priorities will be followed:

- the immediate focus will be on the top priority high-speed and high traffic streets to provide safe driving conditions, bridges, routes providing access to emergency facilities, and routes to City facilities providing critical services to citizens; the goal is to start restoring safety, and basic connectivity and mobility through the city while focusing on the highest priority streets;
- the next objective will be restoring mobility through the rest of the city; and
- once public safety and mobility have been restored, the focus of the operations will shift to the removal of snow from all city streets for parking availability and improvement of sight lines.

The following graphic provides a summary of the proposed phasing for the Roadways ERP:

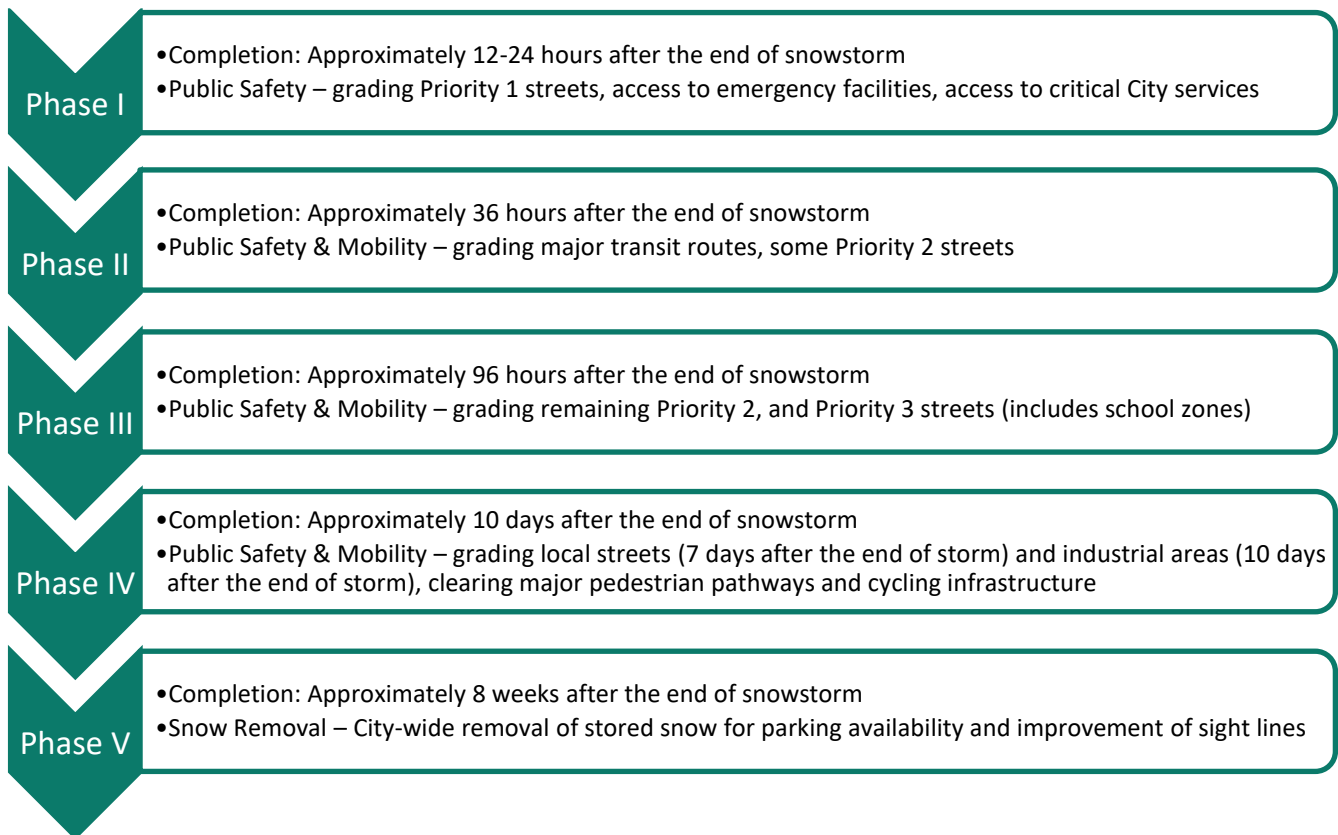


Figure 3 - Summary of Roadways ERP Phasing

Details of this sequence of work and phased approach are provided below.

Phase I – Focus on Public Safety

City of Saskatoon – Roadways Emergency Response Plan

This phase will begin after 3-5 cm of snow has accumulated and will continue until complete.

Targeted completion timeline: approximately 12-24 hours after the snowstorm has ended.

Work to be completed:

- Snow grading on high-speed roadways (ex. Circle Drive, Hwy 7/11/12/16 within city limits, etc.), bridges, arterial roads with high speed and high traffic volumes (ex. College Drive, Idylwyld Drive, Attridge Drive, etc.), and access routes to emergency facilities (Fire/Police/Ambulance/Hospitals).
- Snow grading on all Priority 1 streets in the road network (Figure 3).
- Snow grading on routes that provide access to the City's critical infrastructure for continuation of basic services (power, water, wastewater etc.).

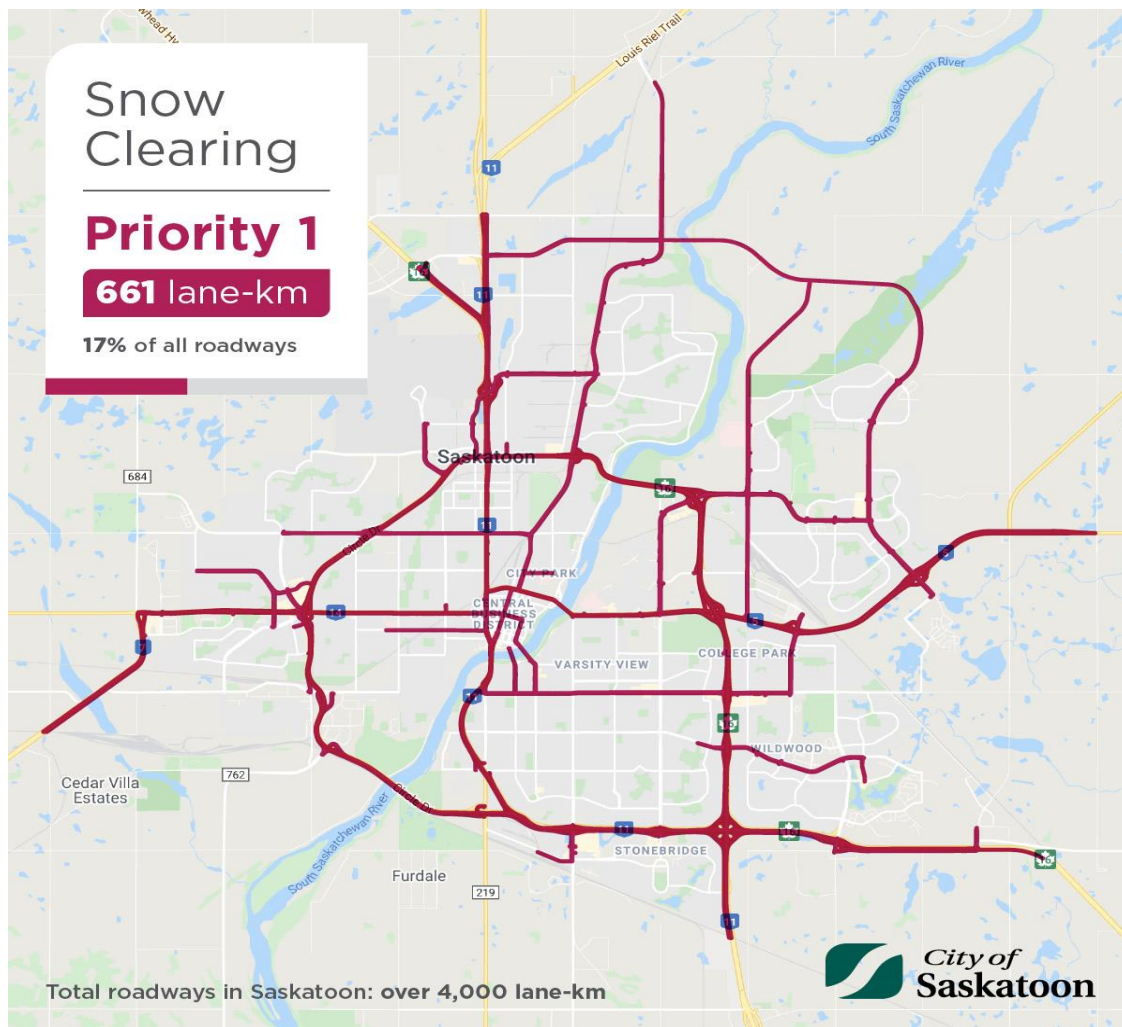


Figure 4 - City of Saskatoon Priority 1 Street Map

Phase II – Public Safety and Mobility on Major Transit Routes and Corridors

This phase will begin after Phase I is complete, or at such time that additional resources are available.

City of Saskatoon – Roadways Emergency Response Plan

Targeted completion timeline: approximately 36 hours after the snowstorm has ended.

Work to be completed:

- Re-establishment of major Saskatoon Transit routes.
- Snow grading on remaining arterial roads.
- Phase II includes a portion of the Priority 2 streets in the road network (Figure 4) that have the greatest impact to restoring public safety and mobility, or that may be required to open a major transit route.
- More detailed mapping and planning will be done annually by the RFS Department in advance of the winter season based on the transportation network growth and other changes that may impact sequencing of the Priority 2 street network.

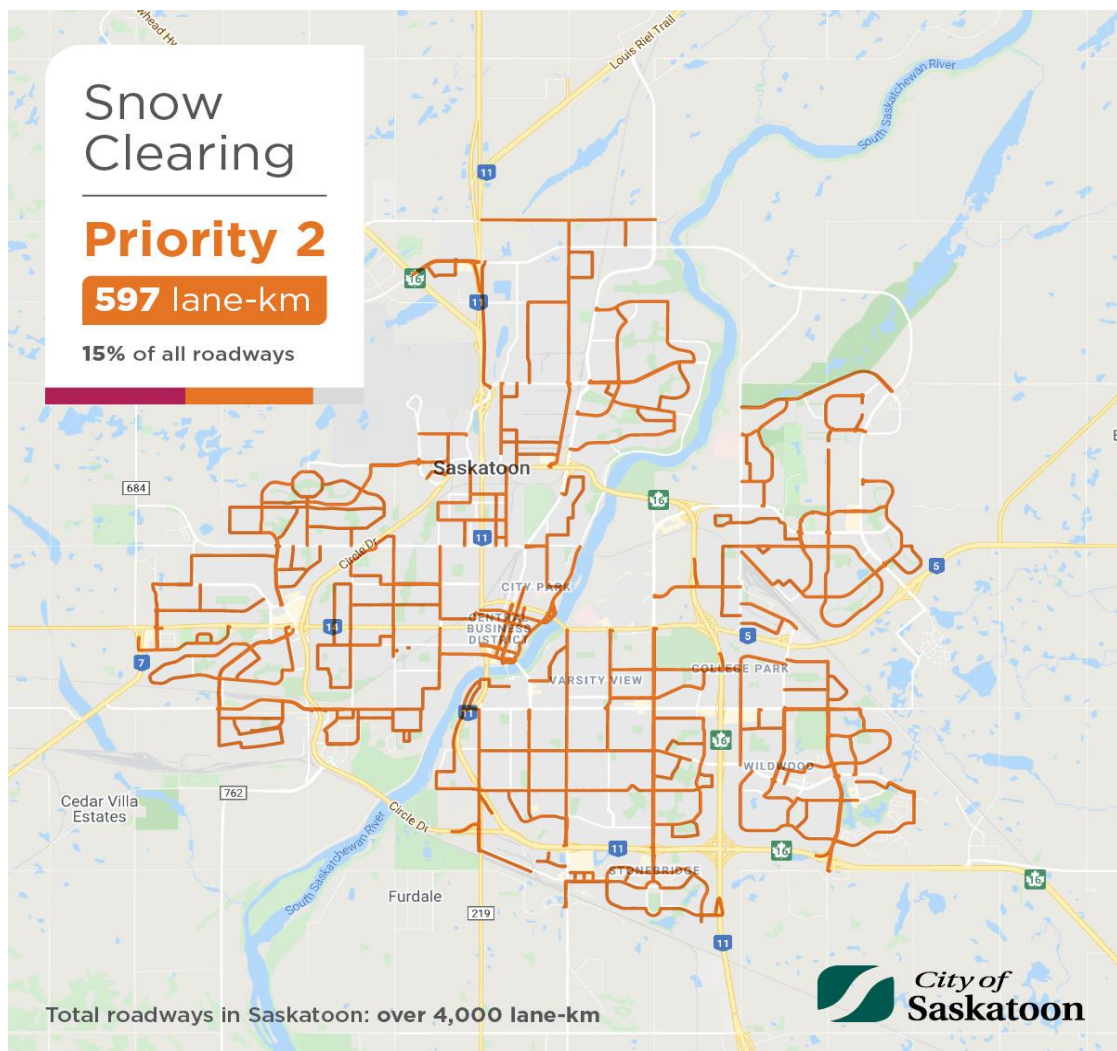


Figure 5 - City of Saskatoon Priority 2 Street Map

City of Saskatoon – Roadways Emergency Response Plan

Phase III – Public safety and Mobility on Remaining Priority Streets

This phase will begin once Phase I and II are complete, or at such time that additional resources are available.

Targeted completion timeline: approximately 96 hours after the snowstorm has ended.

Work to be completed:

- Re-establishment of remaining Saskatoon Transit routes.
- Remaining Priority 2 streets in the road network that were not included in Phase II.
- All Priority 3 streets in the road network (Figure 5).

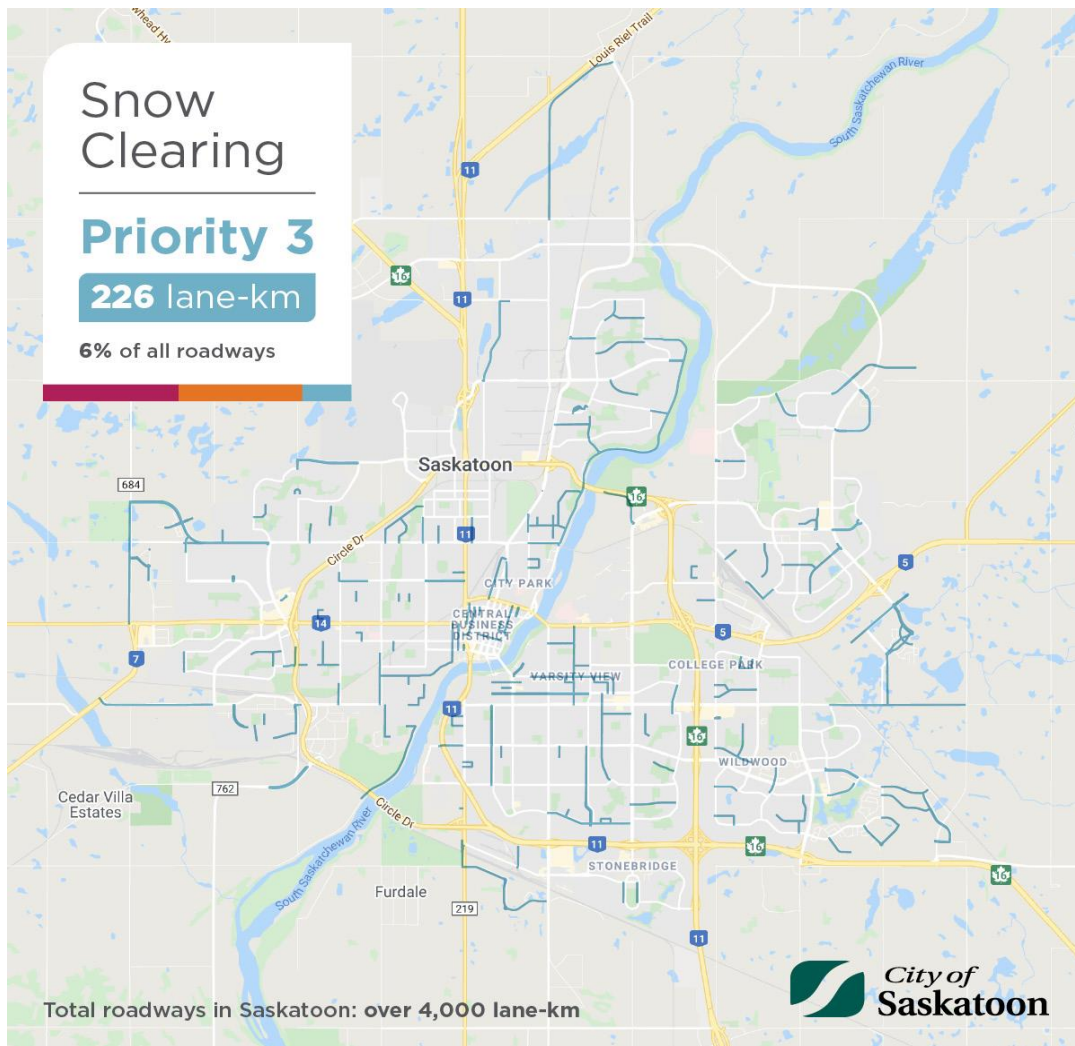


Figure 6 - City of Saskatoon Priority 3 Street Map

Phase IV – Public Safety and Mobility on Local Streets in Residential Neighbourhoods and Industrial Areas

This phase will begin once Phase I, II, and III are complete, or at such time that additional resources are available.

Targeted completion timeline: approximately 7 to 10 days after the snowstorm has ended.

Work to be completed:

- Snow grading on local streets in residential areas.
- Snow grading in industrial areas.
- Snow grading of cycling infrastructure and major pathways for pedestrians and cyclists.
- Removal of snow piles in front of bus stops
- Removal of snow piles over 30 cm in front of driveways, property, or alley entrances that may have been blocked during grading

The method for local street snow grading would involve splitting the city into designated 'pie' piece segments. This method allows crews to start at both the centre of the 'pie' piece and the outer edge of the 'pie' piece (e.g. one snow removal crew starts at the center and two crews start at the outer edge), and work towards each other through the areas until all local streets from that segment are graded. Boundaries of these segments may vary but will follow neighbourhood boundaries when possible.

This method reduces equipment and crew mobilization time, addresses the outlying areas of the city most susceptible to hazards such as drifting snow, while also providing fair and equitable service to the core neighbourhoods. This method also allows crews to continuously work their way through a segment of the city and saves significant crew time required for remobilizing and moving to different parts of the city.

During snow grading for restoration of public safety and mobility (Phases I through IV), snow may be stored in parking lanes, medians, and boulevards. This snow will not be removed until Phase V.

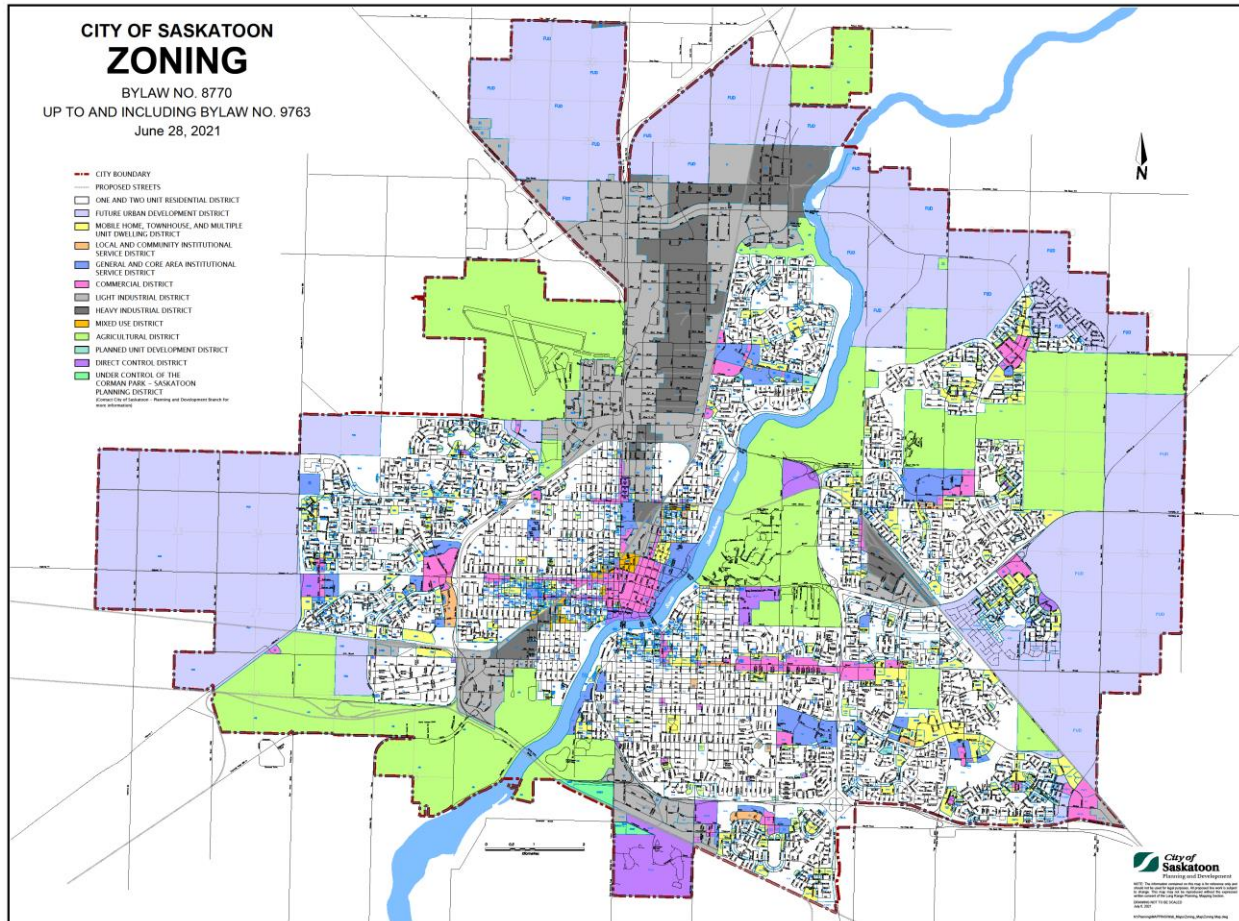


Figure 7 - City of Saskatoon Area Map

Phase V – Removal of Stored Snow

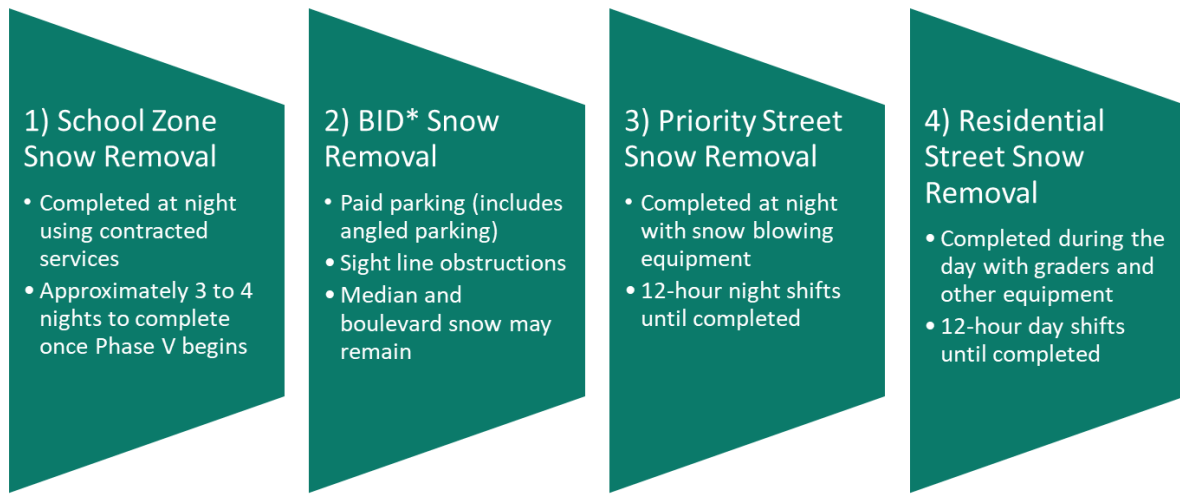
This phase will begin once Phases I through IV are complete, or at such time that additional resources are available.

Targeted completion timeline: approximately 8 weeks after the snowstorm has ended. The removal schedule will be dictated by weather variables including temperature severity, snowfall amount, etc.

Work to be completed:

- Removal of stored snow for parking availability as well as improvement of sight lines and mobility at intersections and crosswalks. This will include all priority streets and local streets in residential neighbourhoods.
- Snow may be left on medians, boulevards, and flankage streets.
- An increased radius may be cleared around regular winter season school zones to facilitate safe transportation to and from school (drop off and pick up of students). The additional clearing requirements will be confirmed with the schools and/or School Boards.

- The sequencing of snow removal in Phase V will be as follows:



*Business Improvement Districts

Figure 8 - Phase V - Sequencing of Snow Removal

After the completion of Phase IV and restoration of public safety and mobility across the city, the emergency nature of the work will be completed, and the remaining Phase V of the Roadways ERP will continue for approximately eight weeks until its completion. The EMO EOC lead may choose to downgrade the alert level at this time.

5. Emergency Level of Service for Priority and Residential Snow Grading and Removal

While undertaking Phases I through IV to address public safety and mobility concerns across the city, the regular level of service provided by the RFS Department in a typical winter season will not apply. The following emergency level of service will apply:

- Priority 1 Streets
 - Will be graded as close as possible to pavement as these are high-speed roads and high hazard locations.
 - All lanes will be graded to provide mobility, reduce the likelihood of a collision and to prevent loss of driving lanes due to drifting snow.
 - Snow is stored in medians, boulevards and parking lanes until removal takes place in Phase V.
- Bridges
 - Will be graded as close as possible to pavement for safety reasons.
 - All lanes will be graded to prevent the loss of driving lanes due to drifting snow.
 - If required, snow will be removed to prevent the possibility of ramping hazards.
 - Major pedestrian and cycling pathways may be impacted until Phase IV.
- All remaining streets (includes Priority 2 and 3 streets, streets in residential neighbourhoods and industrial areas)
 - Will be graded to allow light vehicle traffic. All lanes will be graded to provide mobility, reduce the likelihood of a collision and to prevent loss of driving lanes due to drifting snow.
 - Snow is stored in medians, boulevards and parking lanes until removal takes place in Phase V.
 - Parking availability including home frontages will be reduced until Phase V is complete.
 - Some narrowing of driving lanes may occur due to stored snow in parking lanes.
 - Transit stops may be temporarily impacted until Phase IV.
 - Any ridges under 30 cm that impact access to driveways will remain until Phase V. Owners with mobility challenges may contact the City of Saskatoon Customer Care Centre if earlier removal is needed.
- Pedestrian and Active Transportation Infrastructure

- Mobility on pedestrian and cycling pathways may be impacted until Phase IV.
- Sidewalk mobility may be reduced until Phase V due to stored snow spilling onto sidewalks.

The standard of work for the removal of snow from priority streets will be as per the approved level of service applicable to a typical winter season where bare pavement is mostly achieved and all snow is removed from the median, street or boulevard to provide storage room for future snowfalls.

Snow removal on local roadways will be focused on loading out snow piles and windrows to establish typical winter condition driveability of the street and improve parking availability in front of homes and properties, as well as sight lines at intersections. The quality of completed work will be the same as what is achieved with snow removal in school zones, where most of the snow is removed. Bare pavement conditions are not part of this standard.

To reduce the overall cost of snow removal, snow piles on local roadways that are not impacting drivability or on-street parking in front of houses, such as snow located on boulevards and medians, along vacant lots or parks, and along the flankage (i.e. sides) of lots may remain in place for the duration of the winter. Any snow piles or ridges purposefully left in place will be trimmed to avoid encroachment into driving lanes, crosswalks, or sidewalks. Snow piles left in place will also be trimmed back 5 m from corners and alley entrances.

6. Snow Removal Sequencing for Priority Streets and Snow Removal for Local Streets in Residential Neighbourhoods

Snow from the City of Saskatoon road network will be removed as per the sequence illustrated in Figure 8.

6.1. Priority Street Snow Removal

Removal of snow from priority streets is included in the approved Snow and Ice Management level of service provided by the RFS Department every winter. The sequence of snow removal on priority streets will be in accordance with the typical operations which may be adjusted based on the actual snow accumulation and street conditions around the city.

The following factors will be considered when prioritizing priority streets for snow removal:

- Traffic volume - the probability of safety incidents is higher on streets with more traffic;
- Width of street - snow piles can narrow traffic lanes and increase the probability of safety incidents; and
- Availability of on-site snow storage:
 - Streets with narrow medians will be the first priority as they do not have room for additional snow accumulation. If excess snow spills into the driving lanes, lane width is reduced and melting of the snow can create icy conditions;
 - Streets where snow is stored on parking lanes will be the next priority;
 - The lowest priority for removal will be streets where snow can be stored on boulevards.

Within the priority street sequencing, operational decisions will be made to increase efficiency and make the best use of the resources available.

A schedule will be posted on the City's website for all priority streets where residents will be impacted by parking restrictions. The schedule will have two-week groupings so residents can anticipate when snow removal will take place. On-street parking restriction signage will indicate the specific nights that priority street snow removal will occur. Any changes to the schedule due to additional snowfalls or other variables will be posted on the City's website.

Snow removal on priority streets will be completed primarily by City resources and equipment, with assistance from contractors that can supply snow blowers. The work will be undertaken during the night as less traffic is on the streets resulting in safer operations and higher production rates.

6.2. Local Street Snow Removal

Snow removal on local streets will proceed in parallel with the removal of snow from priority streets and will be resourced by contractors. The work will be undertaken during the day as

fewer cars are typically utilizing on-street parking and to prevent nighttime noise disruption to residents.

A slightly different approach than that used in the November 2020 snowstorm for scheduling neighbourhoods for local street snow removal will be considered. While the random selection of neighbourhoods throughout the city resulted in fair and equitable distribution of snow removal work, balanced by Ward, crews spent significant time mobilizing.

A new approach for scheduling local street snow removal would involve splitting the city into designated 'pie' piece segments. This method allows crews to start at both the centre of the 'pie' piece and the outer edge of the 'pie' piece (e.g. one snow removal crew starts at the center and two crews start at the outer edge), and work towards each other through the areas until all snow from that segment is removed. Boundaries of these segments may vary but will follow neighbourhood boundaries when possible.

This method reduces equipment and crew mobilization time, addresses the outlying areas of the city most susceptible to hazards such as drifting snow, while also providing fair and equitable service to the core neighbourhoods. The method also allows crews to continuously work their way through a segment of the city and saves significant crew time required for remobilizing and moving to different parts of the city.

Once the RFS response team is able to more accurately assess the rate of progress following the first week of snow removal, a schedule will be posted on the City's website for all neighbourhoods indicating the week residents may anticipate snow removal crews in their neighbourhood.

This schedule will be regularly reviewed and updated to reflect any potential changes due to additional snowfalls or other variables that may impose an acceleration or delay to the planned start week for snow removal in each neighbourhood. Residents will be reminded to check the schedule frequently as the sequencing approaches their neighbourhood.

Contractor crews involved in the snow removal work will be provided with a set of documented instructions and photographs illustrating City's snow removal requirements. City inspectors overseeing contractor crews and conducting quality control will use checklist templates for field inspections, and to record contractor production rates and work progress.

The guidelines, neighbourhood maps, and checklists developed in 2020 have been saved for future reference and will be updated as required. One field inspector will be assigned to monitor the field activities of no more than two contractor crews. As these crews will be in the same segment of the city, this will provide sufficient oversight to verify equipment hours and quality of work.

7. Equipment and Staffing Requirements

City resources including management, supervisory staff, city crews and contracted resources normally used to respond to winter storms will be available and will be supplemented with additional contractors, temporary staff and staff re-assignments. Additional contractors and staff are required to deliver the increased services and meet the timeline objectives laid out in this plan. Staffing and equipment requirements will be assessed during the planning and preparedness activities prior to the start of the emergency to ensure that all required personnel and equipment are secured and on standby. The actual number of additional resources required will be determined at the time of the emergency event but are estimated as follows.

Normal levels of city crews and contractor resources include: 32 graders, 10 high-speed snowplows, 20 sanders, 8 loaders, 3 snow blowers, 25 tandem and tri-axial trucks, and numerous smaller pieces of equipment used for clearing sidewalks, the Active Transportation network such as multi-use paths, cycle tracks and protected bike lanes, angled parking and school zones.

This plan will include additional winter maintenance support contracts with a list of contractors and their equipment that can be deployed on short notice when required. The contractors that assist with snow grading will be required to provide approximately 10 additional graders. To ensure timely completion of snow removal on priority streets, options will be explored to secure additional snow blowers.

Due to the Roadways ERP response not taking place every year, contracted resources will be secured to execute the snow removal on local streets in residential neighbourhoods. The number of contracted crews that may be required to complete snow removal on local streets is expected to be 15 to 25 with each crew consisting of 8 to 10 pieces of equipment such as skid steers, loaders, graders, snow hauling trucks and a pilot vehicle for traffic accommodation.

Temporary staff will be hired to place parking restriction signage required during the snow removal phase.

Existing City resources from other groups will be temporarily assigned to the emergency response team within the RFS Department to ensure sufficient management and supervisory capacity, and to minimize the amount of contracted work.

This will include staff from the Technical Services, Municipal Engineering Services, Construction and Design, Communications, Finance, and other City groups, as required. These resources will be required to provide planning and communication support, operational direction and support, contractor oversight and quality control, and financial oversight.

8. Procurement of Contractor Services

The strategy for the procurement of contractor services to ensure timely and cost-effective access to the required resources will be based on the following principles:

- All existing publicly tendered contracts that are in place at the time of the emergency snow event will continue to be utilized to provide additional capacity. This includes area grading contracts, school zone contracts, sidewalk clearing contracts, trucking assistance contract, bike lane contract, and contracts for clearing snow from downtown angle parking, bus terminal, and River Landing.
- At the beginning of every winter, a winter maintenance support contract will be secured through a competitive public procurement process to ensure access to additional resources on short notice, if required. The intent is to have in place a contingency list of contractors and their equipment and rates, which could be used if additional capacity is required on short notice. This contract is in place for the winter of 2021/22.
- Use competitive public procurement process for all work that exceeds internal capacity, including snow removal on local streets in residential neighborhoods.
- Use non-competitive (sole sourcing) procurement only if there are no other more cost-effective options to execute the phased response within the completion timelines.
- Work with local contractors to understand the equipment availability prior to each winter season.

9. Parking Restrictions

During snow grading of streets, posted temporary parking restrictions and the snow routes will not be used. Vehicles will be allowed to remain on streets, but residents will be encouraged to park their vehicles off the streets into parking lots, garages and driveways whenever possible in situations where the City has received advanced warning of a severe winter storm.

The snow routes will not be used because residents would have to move their vehicles from priority streets to local streets that are impassable and will be graded in a later phase.

Parking restrictions were used in the November 2020 snow response during the snow removal phase and this approach will be used again. The temporary parking restrictions allowed room for equipment to work and prevented snow piles from being left in unintended locations.

Signage will be posted in the neighbourhood a minimum of 24 hours in advance of the planned work to allow for planning and certainty for residents. Parking restrictions will be in place for generally one day but up to three days to allow for peak productivity of snow removal crews and earlier completion of the work. Allowing parking restrictions to be in place for more than one day prevents situations where the contractor has completed the planned work and has remaining capacity to work that day, but does not have locations to go to because parking restrictions are not posted. Parking restrictions for local streets are only applicable from 7 am to 7 pm so residents can park on streets overnight. Residents are permitted to return to parking prior to any signage being removed once the snow removal has been completed.

A schedule showing the anticipated week that snow removal will be taking place for each neighbourhood will be available on the City's website and updates will be made based on actual progress.

10. Snow Management Facilities

During the response to the November 2020 severe snowstorm, there were challenges at the three snow management facilities due to the large truck traffic volumes and large volume of snow being hauled in.

In the event on an extreme snowstorm in the future, an additional temporary snow management facility will be opened as soon as possible once the emergency response plan is activated. The temporary snow facility will be helpful to break up the large truck volumes (e.g. 500 trucks per hour) so trucks will be able to unload faster, and the trucks will not be as congested which will reduce the likelihood of a safety incident.

Additional capacity for pushing and distributing dumped snow will be added to the snow management facilities immediately to prevent the situation where the snow dump pushing can not keep up with the snow volume coming in. This occurred in the November 2020 snowstorm and resulted in a short duration closure while the equipment worked on catching up.

In November 2020, due to the constant truck traffic for an extended period of time, concerns were expressed from the public on the issue of tailgate banging at the COC snow management facility. Additional signage has been added to the COC site in an attempt to discourage this behaviour, however, there is currently no bylaw or law that addresses tailgate banging, so it would currently not be possible to ticket offenders. In addition, with heavy snow moving equipment and approximately 500 trucks an hour dumping snow at the COC site at peak times, any form of safe enforcement would be a challenge amid a severe winter storm cleanup operation. To address public concerns, more signs will be erected to remind snow dump users not to bang their tailgate.

The snow management facilities are open to the City of Saskatoon crews and contractors working on City's behalf, as well as members of the public and surrounding municipalities. As such, not all users of the sites are subject to the terms within a City contract, such as using appropriate load sticking prevention to reduce the potential for tailgate banging.

During an activation of the ERP, increased contact with the trucking community members who have signed up for the notifications through the City of Saskatoon alert channel will be facilitated through the EOC communications process. This will serve to better notify contractors if there are unanticipated site closures causing detours to other facilities, or any other factors that may impact their visit to one of the City's snow management facilities.

11. Conclusion

This Roadways Emergency Response Plan is intended to be a guiding document providing the City's Roadways, Fleet, and Support Department, and Emergency Management Organization with a phased approach to the emergency response during the next extreme or unusual snow event.

Given the uncertainty of when the next such event may occur, this plan will be reviewed on a regular basis by the RFS Department to ensure that it remains an appropriate approach during an emergency response.



STANDING POLICY COMMITTEE ON TRANSPORTATION

Residential Speed Limit Review – Speed Limit and Eligible Streets

Recommendation of the Committee

1. That the Administration report back on the costs, grant options, and feasibility of a Speed Watch program, with a plan to adopt such a program or carry out a limited pilot project to help assess its worth; and
2. That additional information about potential capital funding sources be included in the reports to City Council including external sources.

History

The Standing Policy Committee on Transportation, at its meeting held on September 7, 2021, considered a report from the Administration regarding the above, along with correspondence received regarding the matter and heard a presentation from Brent Penner.

Your Committee also defeated a motion to recommend to City Council that the speed limits be reduced to 40 km in residential neighbourhoods.

Attachments

1. September 7, 2021 report of the General Manager, Transportation and Construction.
2. Correspondence from the following:
 - Ken Schultz, dated August 11, 2021;
 - Trevor Neufeld, dated August 11, 2021;
 - Rick Desmarais, dated August 12, 2021;
 - Mike Smith, dated August 12, 2021;
 - Brynn Harris-Hamm, dated August 11, 2021;
 - Nathan Elke, dated August 19, 2021;
 - Glenn Stephenson, dated August 24, 2021;
 - Don Kossick, dated August 27, 2021;
 - Graham Woodworth, dated September 3, 2021;
 - Kevin Dunbar, dated September 4, 2021;



STANDING POLICY COMMITTEE ON TRANSPORTATION

- Peter Gallen, dated September 4, 2021;
- Bryan Cole, dated September 4, 2021;
- Samantha Molle, dated September 4, 2021;
- Braedon Stefanyshyn, dated September 4, 2021;
- Ken Andreen, dated September 4, 2021;
- Ramona Friesen, dated September 5, 2021;
- Naomi Piggott-Suchan, dated September 6, 2021;
- Laurence Thompson, dated September 6, 2021;
- Treyton Zary, dated September 6, 2021;
- Sherry Tarasoff, dated September 6, 2021; and
- Mike Winter, Walking Saskatoon, dated September 6, 2021.

Residential Speed Limit Review – Speed Limit and Eligible Streets

ISSUE

As per the revising speed limits on residential streets project roadmap that was provided in March 2021, and building on the background information and feedback summary that was provided in June 2021, this report provides recommendations to the posted speed limit on residential streets and which streets should be eligible.

BACKGROUND

History

Since 2013, the Administration has been working closely with local residents, community associations, and area Councillors to complete 75 Neighbourhood Traffic Reviews (NTRs), with another 10 currently underway. The most common concern raised by residents is speed of vehicles on neighbourhood streets.

At its Regular Business Meeting held on October 22, 2018, City Council considered the Posted Speed Limit Review report, and resolved:

- “1. That the Administration develop a detailed framework for revising posted speed limits on neighbourhood streets;
2. That the Administration develop a detailed framework for revising posted speed limits in school and playground zones; and
3. That the Administration report on options for addressing speeding and safety in areas of high concentration of seniors.”

At its meeting held on March 1, 2021, the Standing Policy Committee on Transportation received an information report for the Residential Speed Limit Review – Project Roadmap. At its meeting held on June 7, 2021, the Standing Policy Committee on Transportation received an information report for the Residential Speed Limit Review – Background Information and Feedback Summary. Additional Council and Committee referrals related to this issue are included in Appendix 1.

Current Status

Posted speed limits are governed by Bylaw No. 7200, The Traffic Bylaw, which states that the posted speed limit is 50 km/h, with exceptions being specifically listed within Schedule 4. The speed limit is 50 km/h for most residential areas except for Montgomery Place.

City of Saskatoon's Current Approach


The recommended maximum allowable speeds for new and modified roadways are based on road classification, adjacent land use, driver behaviour and familiarity, and safety concerns. The goal is to establish a reasonable and safe speed limit that is appropriate for a particular roadway based on its design and classification.










OPTIONS

Speed Limit Options

A detailed assessment of three options assessed for speed limits in residential areas is provided below:

Legend: Relative Impact Between Options

	None		Little		Some		Most
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Criteria		Speed Limit Options		
		Option 1 50 km/h	Option 2 40 km/h	Option 3 30 km/h
Traffic Safety	Driver and Vehicle Response ¹	No change.	Improves safety by reducing the distance travelled before a driver can react, increasing the field of vision, and reducing stopping sight distance; however, there may be a larger speed differential.	Significantly improves safety by reducing the distance travelled before a driver can react, increasing the field of vision, and reducing stopping sight distance; however, there may be a larger speed differential.
				
	Anticipated Collisions ^{2 3}	No change.	Less collisions anticipated to occur on streets with reduced speed limit.	Significantly less collisions anticipated to occur on streets with reduced speed limit.
				
	Risk of Severe Injury or Fatality ⁴	No change. At 50 km/h the risk of severe injury or death is 85% for pedestrians, 80% for head-on collisions, 40% for opposing turning collisions, and 8% for rear-end collisions.	At 40 km/h the risk of severe injury or death is lowered to approximately 55% for pedestrians, 45% for head-on collisions, 20% for opposing turning collisions, and <5% for rear-end collisions.	At 30 km/h the risk of severe injury or death is lowered to approximately 25% for pedestrians, 15% for head-on collisions, 9% for opposing turning collisions, and 2% for rear-end collisions.
				













¹ [Residential Speed Limit Review – Background Information and Feedback Summary \[File No. CK 6320-1\]](#), Standing Policy Committee Meeting, June 7, 2021, Section 5.1 of Appendix 1

² SWOV Fact Sheet, The relationship between speed and crashes, Leidschendam, the Netherlands April 2012, https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa1304/Resources3/08%20-%20The%20Relation%20Between%20Speed%20and%20Crashes.pdf

³ World Health Organization Fact Sheet, 2004, https://www.who.int/violence_injury_prevention/publications/road_traffic/world_report/speed_en.pdf

⁴ [Residential Speed Limit Review – Background Information and Feedback Summary \[File No. CK 6320-1\]](#), Standing Policy Committee Meeting, June 7, 2021, Section 5.3 of Appendix 1

Residential Speed Limit Review – Speed Limit and Eligible Streets

Criteria		Speed Limit Options		
		Option 1 50 km/h	Option 2 40 km/h	Option 3 30 km/h
	Driver Expectation	Meets driver expectation. Continues current practice.	Initially will be against driver expectation but with time and education drivers will adjust as has happened in other jurisdictions.	Initially will be against driver expectation but with time and education drivers will adjust as has happened in other jurisdictions.
				
Traffic Operations	Travel Time	No change.	Slightly increased travel time for trips along streets with reduced speed limit.	Increased travel time for trips along streets with reduced speed limit.
				
	Equity for Multiple Modes ⁵ ⁶	No change.	Reducing speeds in neighbourhoods makes the road system safer. Increased safety is also perceived, removing a major barrier to people walking or cycling, and can encourage increased physical activity levels.	Reducing speeds in neighbourhoods makes the road system safer. Increased safety is also perceived, removing a major barrier to people walking or cycling, and can encourage increased physical activity levels. Streets with operating speeds of 30 km/h could be considered bikeways.
				
Quality of Life	Vehicle Noise ⁷ ⁸	No change.	Improved quality of life because lower operating speeds would result in lower levels of vehicle noise.	Significantly improved quality of life because lower operating speeds would result in significantly lower levels of vehicle noise.
				










⁵ Safe speed: promoting safe walking and cycling by reducing traffic speed, Dr. Jan Garrard, November 2008
https://www.healthyactivebydesign.com.au/images/uploads/Partners/Resources/Publications/Safe_Speed_Report_Dec_202008.pdf

⁶ Measuring Transport Equity, Karen Lucas and Karel Martens, 2019 https://books.google.ca/books?id=l-GaDwAAQBAJ&pg=PA162&lpg=PA162&dq=speed+limit+and+community+cohesion&source=bl&ots=d1XnFuuVUd&sig=ACfU3U2k3geqKnOVjy_Blm3Cz3_k70Cjdg&hl=en&sa=X&ved=2ahUKEwidsNaZz7XxAhXX7Z4KHVvLBS8Q6AEwEHoECBQQAw#v=onepage&q=speed%20limit%20and%20community%20cohesion&f=false

⁷ Noisy Speeding: Impact of Speed on Noise Level, Camea Technology,
<https://www.cameatechnology.com/articles/noisy-speeding-impact-of-speed-on-noise-level/>

⁸ Speed distribution Influence in Road Traffic Noise Prediction, Gerardo Iannone, Claudio Guarnaccia, Joseph Quartieri, Environmental Engineering and Management Journal, March 2013,
https://www.researchgate.net/publication/256646360_Speed_distribution_influence_in_road_traffic_noise_prediction

Residential Speed Limit Review – Speed Limit and Eligible Streets

Criteria		Speed Limit Options		
		Option 1 50 km/h	Option 2 40 km/h	Option 3 30 km/h
	Perception of Safety	No change.	Improved quality of life because perception of safety would likely increase.	Improved quality of life because perception of safety would likely increase more.
				
Community Support	Survey Feedback ⁹	No change in speed limit was the most preferred option for respondents from the public open house survey regardless of street type. No change in speed limit was the most preferred option for respondents from the statistically representative survey for collector and arterial streets.	There were more respondents who supported a reduction in speed limit to 40 km/h out of those who supported a reduction in speed limit.	There was some support for a speed limit reduction to 30 km/h, the highest of these respondents supported the change for local streets.
				
	Neighbourhood Traffic Review Input	Will not address ongoing safety concerns for streets where speeding has not been verified by traffic data.	May address some of the safety concerns for streets where speeding has not been verified by traffic data.	May address some of the safety concerns for streets where speeding has not been verified by traffic data.
				

Options for Street Eligibility

Option A: Street Classification - Eligibility would be established according to the approved street classification for the street as shown in the Saskatoon Transportation Master Plan. Street classifications that could be eligible for the speed limit reduction are local and collector streets.

Option B: Street Function - Eligibility would be established according to the adjacent land use and function for the street. Streets with residential land use, on-street parking, driveways, and frontage would be eligible for the speed limit reduction.

⁹ [Residential Speed Limit Review – Background Information and Feedback Summary \[File No. CK 6320-1\]](#), Standing Policy Committee Meeting, June 7, 2021, page 10 of Appendix 2

Residential Speed Limit Review – Speed Limit and Eligible Streets

Criteria		Street Eligibility Options	
		Option A Street Classification	Option B Street Function
Safety	Conflict points	Local and collector streets in residential areas have a high number of intersections and driveways.	Streets with residential land use have a high number of intersections and driveways.
		√	√
	Anticipated Compliance	Compliance may vary depending on the street design; however, applying speed limits to local and collector streets only will be more straightforward and easier to understand so better compliance is anticipated. Many local streets are already operating below the 50 km/h speed limit. ¹⁰	Compliance may vary depending on the street design; however, applying speed limits to streets with residential land use will be highly dependent on signage and adjacent street context so compliance may be lower.
		√	
	Driver Expectation	Meets driver expectation because the lower speed limit would align with typical street design. Local and collector streets also aligns with community amenities in most neighbourhoods (i.e. schools, parks, libraries, etc.).	May not meet driver expectation if the street design is not indicative of a lower speed limit (i.e. multi-lane arterial streets or short segments of residential land use).
		√	
Quality of Life	Liveable Streets	Local and collector streets in residential neighbourhoods	All streets with residential properties with frontage, on-street parking, and driveways.
		√	√
Community Support	Survey Feedback	No change in speed limit was the most preferred option for respondents from the public open house survey regardless of street type.	No change in speed limit was the most preferred option for respondents from the public open house survey regardless of street type.
		No change in speed limit was the most preferred option for respondents from the statistically representative survey for arterial and collector streets.	No change in speed limit was the most preferred option for respondents from the statistically representative survey for arterial and collector streets.
		Approximately half of respondents from the statistically representative survey and a third of public open house survey supported a lower speed limit for local streets.	
		√	
	Neighbourhood Traffic Review Input	Will not address ongoing safety concerns for arterial streets with adjacent residential land use.	May address some of the safety concerns for arterial streets with adjacent residential land use.
			√

The street classification map for the City of Saskatoon can be found [here](#).

¹⁰ [Residential Speed Limit Review – Background Information and Feedback Summary \[File No. CK 6320-1\]](#), Standing Policy Committee Meeting, June 7, 2021, Section 3, Table 1 of Appendix 1.

RECOMMENDATION

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

1. That Option 2 – 40 km/h Speed Limit for residential neighbourhoods be approved in principle;
2. That Option A – Street Classification be approved in principle to determine street eligibility for the speed limit reduction in residential neighbourhoods; and
3. That the 40 km/h speed limit in residential neighbourhoods be approved in principle for local streets and collector streets.

RATIONALE

The recommendation is based on a balanced approach between quantitative and community values criteria. An example of a quantitative criteria is traffic safety impacts, while examples of community values include quality of life and perception of safety. The recommendation is also consistent with very recent decisions by the cities of Calgary and Edmonton to lower their residential speed limit to 40 km/h.

Specifically, a 40 km/h speed limit is recommended because:

- It will improve traffic safety resulting in less severe injuries and fatalities.
- It will improve quality of life by lowering vehicle noise and increasing the perception of safety within neighbourhoods.
- Driver compliance for 40 km/h is anticipated to be attainable since it aligns well with the existing operating speeds on local streets and results in very little change to travel time.
- Provides equity for people walking and cycling and can encourage physical activity.

Collector streets were included as:

- They have similar characteristics as local streets in terms of pedestrian activity, driveways, parking, and single-family homes. They do have higher traffic volumes and are quite often transit routes.
- The anticipated impact to driving times on collector streets is minimal and is outweighed by the safety benefits.
- Including collector streets will be easier to implement.

The option of using street classification was recommended because:

- Easier for drivers to understand.
- Will meet driver expectations.
- Aligns well with typical street design so is anticipated to have better compliance than the street eligibility option.
- Easier to implement because it would not result in varying speed limits along a corridor.

A triple-bottom line assessment was completed and is included in Appendix 2.

Impacts to Transit will be provided as part of the implementation strategy, after direction is received regarding the posted residential speed limit, potential changes to the school zones, and potential inclusion of playground zones, senior zones, and/or bikeways. Saskatoon Transit comments are included in Appendix 3.

Emergency services can exceed the posted speed limit when responding to emergencies. However, if the posted speed limit is reduced on arterial streets, which are the primary response routes, there may be a greater impact. If the decision of City Council is to lower the posted speed limits on arterial streets, then through the implementation strategy greater commentary on the impacts to emergency services would be provided.

FINANCIAL IMPLICATIONS

Detailed financial implications of implementing speed limit revisions, playground zones, changes to school zones, and consideration of senior zones will be refined as decisions are made and more certainty is known. At this point order of magnitude cost estimates are provided below, with some considerations yet to be decided.

	50 km/h	40 km/h	30 km/h
Local and Collector Streets	None	\$400,000 - Signs required on arterial streets, and on local and collector streets in non-residential areas Or, \$500,000 - Signs required at all neighbourhood entrances in residential areas	\$400,000 - Signs required on arterial streets and local and collector streets in non-residential areas. Or, \$500,000 - Signs required at all neighbourhood entrances in residential areas
Local Streets Only	None	\$600,000 - Signs required on arterial and collector streets, and on local streets in non-residential areas Or, also \$600,000 - Signs required on all local streets in residential areas	\$600,000 - Signs required on arterial and collector streets and local streets in non-residential areas Or, also \$600,000 - Signs required on all local streets in residential areas

These cost estimates do not reflect potential future changes regarding school zones, playground zones, senior zones, and bikeways.

Cost estimates for education and awareness campaigns, and operational impacts will follow as part of the implementation strategy.

Funding considerations will be provided as part of the implementation strategy, after direction is received regarding the posted residential speed limit, potential changes to the school zones, and potential inclusion of playground zones, senior zones, and/or bikeways.

LEGAL IMPLICATIONS

Option B – Street Function may require a partial re-write of the Traffic Bylaw. There could also be legal implications due to the difficulty of enforcing and prosecuting tickets issued under this option.

ADDITIONAL IMPLICATIONS/CONSIDERATIONS

There are no privacy, social, or environmental implications identified with this report.

COMMUNICATION ACTIVITIES

The following stakeholder meetings have occurred since June:

1. External on July 6, 2021 - Representatives from Medavie Health Services West, Saskatchewan Health Authority, Saskatoon Council on Aging, Greater Saskatoon Catholic Schools, and Saskatoon Public Schools. Regrets received from Saskatoon Safety Council representative, and Saskatchewan Government Insurance.
2. Internal on July 13, 2021 - Representatives from Sustainability, Roadways, Fleet and Support, Planning and Development, Community Standards, Saskatoon Transit, Saskatoon Fire Department, Parks, Saskatoon Police Service and Transportation.

NEXT STEPS

1. Prepare 'approval in principle' reports, if and as required, to address speed limits for schools, playgrounds, areas with a high concentration of seniors, and streets designated as neighbourhood bikeways.
2. Prepare a final report for final approval. This final report will present for final approval all components of the residential speed limit review, including but not limited to:
 - posted speed limits;
 - which streets the posted speed limit will be applicable to;
 - school zones;
 - playground zones;
 - senior zones;
 - impacts to transit;
 - financial considerations;
 - a schedule and process for implementation; and,
 - required bylaw revisions.

Following this approach of several staged 'approvals in principle' reports, closing with a 'final report' for final approval that brings all the information together at the end of the project, provides flexibility if project components have to be revisited, if further information is required, and provides information for consideration and 'approvals in principle' in manageable components.

The planned project schedule is included as Appendix 4.

APPENDICES

1. Council History
2. Triple Bottom Line Assessment
3. Saskatoon Transit Feedback
4. Anticipated Residential Speed Limit Review Project Schedule

Report Approval

Written by: Mariniel Flores, Transportation Engineer
Nathalie Baudais, Senior Transportation Engineer

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

Approved by: Terry Schmidt, General Manager, Transportation and Construction

Admin Report - Residential Speed Limit Review – Speed Limit and Eligible Streets.docx

Council History

At its meeting held on April 16, 2018, the Standing Policy Committee on Transportation considered the matter from Jeff Siemens – Sidewalk and Roadway Concerns (File No. CK 150-1) and resolved, in part:

1. That the Administration report on the possibility of implementing a program to address the roadway safety concerns around facilities for seniors and people with disabilities.

At its Regular Business Meeting held on May 28, 2018, City Council considered the response to the A. Iwanchuk (April 4, 2017) Neighbourhood Traffic Reviews inquiry (Files CK 6320-1 and TS 6320-1) and resolved, in part:

2. That the Administration report back on how posted limits on residential streets may be achieved, including a review of other municipalities with regards to posted speed limits, and how school zones and playground zones are being considered.

At its meeting held on September 10, 2018, the Standing Policy Committee on Transportation considered the Traffic Calming Policy (files CK 6320-0 and TS 6350) and resolved, in part:

2. That the Administration report further on options for the speed component of the technical warrant requirements to deal with the residents' perceptions and geometric design differences of residential streets.

At its meeting held on January 13, 2020, the Standing Policy Committee on Transportation considered the Traffic Enforcement – Complaint report (File No. CK 5300-1) and resolved,

That the information be received and appended to the file on Speed Limit Review on Residential Streets.

At its meeting held on March 2, 2020, the Standing Policy Committee on Transportation, considered the Briarwood Neighbourhood Traffic Review report (File No. CK 6320-1) and resolved,

That at the appropriate time, while the Administration is reviewing the posted speed limit residential review, that the Briarwood Community Center be included for consideration as a playground zone.

At its meeting held on June 1, 2020, the Standing Policy Committee on Transportation considered the Traffic Safety on Spadina Crescent report (File No. CK 375-2) and resolved,

That the information be received, and the letters appended to the appropriate ongoing files.

Triple Bottom Line Review – Residential Speed Limit Review - Speed Limits & Eligible Streets

Process and Methodology

Administration used the City of Saskatoon's Triple Bottom Line (TBL) Decision Making Tool to comply with *Council Policy C08-001 - Triple Bottom Line*.

When conducting a TBL analysis, it is appropriate to compare and/or evaluate multiple options. As such, the following options were reviewed:

1. 50 km/h Speed Limit (Business As Usual)
2. 40 km/h Speed Limit
3. 30 km/h Speed Limit

In conducting the analysis, the Administration relied on the expertise of the Project Team and Subject Matter Experts from the Transportation, Sustainability, and Planning and Development Departments, as well as consulted the following information:

- Residential Speed Limit Review – Background Information and Feedback Summary [File No. CK 6320-1], Standing Policy Committee Meeting, June 7, 2021, Section 5.1 of Appendix 1
- SWOV Fact Sheet, The relationship between speed and crashes, Leidschendam, the Netherlands
- April 2012, https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwas1304/Resources3/08%20-%20The%20Relation%20Between%20Speed%20and%20Crashes.pdf
- World Health Organization Fact Sheet, 2004, https://www.who.int/violence_injury_prevention/publications/road_traffic/world_report/speed_en.pdf
- Noisy Speeding: Impact of Speed on Noise Level, Camea Technology, <https://www.cameatechnology.com/articles/noisy-speeding-impact-of-speed-on-noise-level/>
- Speed Distribution Influence in Road Traffic Noise Prediction, Gerardo Iannone, Claudio Guarnaccia, Joseph Quartieri, Environmental Engineering and Management Journal, March 2013, https://www.researchgate.net/publication/256646360_Speed_distribution_influence_in_road_traffic_noise_prediction
- Safe Speed: Promoting Safe Walking and Cycling by Reducing Traffic Speed, Dr. Jan Garrard, November 2008 https://www.healthylifebydesign.com.au/images/uploads/Partners/Resources/Publications/Safe_Speed_Report_Dec_202008.pdf
- Measuring Transport Equity, Karen Lucas and Karel Martens, 2019 https://books.google.ca/books?id=l-GaDwAAQBAJ&pg=PA162&lpg=PA162&dq=speed+limit+and+community+cohesion&source=bl&ots=d1XnFuuVUd&sig=ACfU3U2k3geqKnOVjy_Blm3Cz3_k70Cjdg&hl=en&sa=X&ved=2ahUKEwidsNaZz7XxAhXX7Z4KHVvLBS8Q6AEwEHoECBQQAw#v=onepage&q=speed%20limit%20and%20community%20cohesion&f=false

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- Vehicle-Based Road Dust Emissions Measurements, <https://www3.epa.gov/ttn/chief/conference/ei12/fugdust/kuhns.pdf>.

This review is meant as a high level assessment to identify the initiative's environmental, social, economic, and governance outcomes, as well as to identify opportunities to achieve even greater sustainability benefits. The results are meant to support ongoing decision making, rather than be relied upon as a fixed sustainability evaluation.

Caveats and Limitations:

- Some TBL areas were considered out of scope, including items that were not contingent on and/or influenced by the initiative:
 - Renewable Energy
 - Conservations of Resources
 - Clear Air, Water, and Land
 - Waste Reduction and Diversion
 - Storm Water Management
 - Sustainable Food System
 - Heritage, Arts, and Culture
 - Innovation
 - Sustainable Procurement
 - Skills and Training
 - Roles, Responsibilities and Rewards

Results & Findings

Overall, the results of Administration's TBL review indicate that:

- Option 3 would achieve greater TBL benefits than the other proposed options.
- There are additional opportunities that could be explored to enhance the TBL outcomes of the initiative (see the "For Further / Future Consideration" sections later in this document).

A summary of results for each TBL principle and indicator are included in the subsequent section of this document. To provide context, a numerical description of the outcomes are shown in the following table:

TBL Score	TBL Outcome
Below 0%	Not Meeting Expectations
0-19%	Needs Improvement
20-39%	On-Track
40-59%	Meeting Expectations
60-79%	Exceeding Expectations
Above 80%	Leading the Way

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Principle: Environmental Health and Integrity**TBL Outcome - by Principle:**

Option 1 – 50 km/h Speed Limit (Business As Usual):

Option 2 – 40 km/h Speed Limit:

Option 3 – 30 km/h Speed Limit:

Not meeting expectations

Not meeting expectations

Needs improvement

TBL Outcomes - by Indicator:

Indicator	Option 1 – 50 km/h Speed Limit (Business As Usual)	Option 2 – 40 km/h Speed Limit	Option 3 – 30 km/h Speed Limit
Renewable Energy			
Conservation of Resources			
Climate Change Mitigation and Adaptation			
Green Buildings and Sustainable Land Use		<ul style="list-style-type: none"> No Impact / Not Applicable: Changes would be applied across the city so it is unlikely to affect changes to infill 	<ul style="list-style-type: none"> No Impact / Not Applicable: Changes would be applied across the city so it is unlikely to affect changes to infill
Sustainable Transportation		<ul style="list-style-type: none"> No Impact / Not Applicable: May affect arterials or collectors where the transit routes are 	<ul style="list-style-type: none"> Positive Impact: All streets become bike-friendly with a 30 km/hr speed limit No Impact / Not Applicable: May affect arterials or collectors where the transit routes are
Healthy Ecosystems	<ul style="list-style-type: none"> Significant Adverse Effect: Any road near greenspace has an impact No Impact / Not Applicable: There are issues with noise pollution 	<ul style="list-style-type: none"> Negative Impact: This only impacts residential streets so it is unlikely to impact ecosystems. Slower speed limits reduce number and severity of wildlife collisions and noise so generally, there would be a benefit from a reduced speed limit for streets adjacent to ecosystems. Minimum Standard: A 40 km/h speed limit reduces potential for collision with wildlife 	<ul style="list-style-type: none"> Negative Impact: This only impacts residential streets so it is unlikely to impact ecosystems. Slower speed limits reduce number and severity of wildlife collisions and noise so generally, there would be a benefit from a reduced speed limit for streets adjacent to ecosystems. Minimum Standard: A 30 km/h speed limit reduces potential for collision with wildlife

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		<ul style="list-style-type: none"> Positive Impact: Reducing the speed limit to 40 km/h would reduce noise pollution 	<ul style="list-style-type: none"> Significant Benefit: Reducing the speed limit to 30 km/h would reduce noise pollution even further
Clean Air, Water, and Land			
Waste Reduction and Diversion			
Storm Water Management			
Sustainable Food System			

For Further / Future Consideration

- Saskatoon-specific GHG emissions implications for each speed limit option are unknown at this time. However, research on reducing speed limits in urban areas indicates that driver behaviour plays a significant role in fuel consumption and associated GHG emissions. Specifically, the fewer starts/stops and the smoother the acceleration/deceleration, the lower the fuel consumption. Speed limit reductions, when coupled with other traffic calming measures and education promoting calm driving behavior, can reduce fuel use and GHG emissions.
- The impacts to protect the air, water, and/or soil from pollution are unknown.

Principle: Social Equity and Cultural Wellbeing

TBL Outcome - by Principle:

Option 1 – 50 km/h Speed Limit (Business As Usual):	No Impact
Option 2 – 40 km/h Speed Limit:	Meeting Expectations
Option 3 – 30 km/h Speed Limit:	Meeting Expectations

TBL Outcomes - by Indicator:

Indicator	Option 1 – 50 km/h Speed Limit (Business As Usual)	Option 2 – 40 km/h Speed Limit	Option 3 – 30 km/h Speed Limit
Equity and Opportunity		<ul style="list-style-type: none"> Positive Impact: A 40 km/h speed limit improves safety in neighbourhoods. This supports people with disabilities as slower 	<ul style="list-style-type: none"> Positive Impact: A 30 km/h speed limit improves safety in neighbourhoods. This supports people with disabilities as slower

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Appendix 2

		<p>speed limits enables more mobility.</p> <ul style="list-style-type: none"> • Positive Impact: This especially supports youth and senior mobility and safety to those who are more vulnerable to injury and fatality • Positive Impact: Supports active transportation modes, especially for people who do not have a car 	<p>speed limits enables more mobility.</p> <ul style="list-style-type: none"> • Positive Impact: This especially supports youth and senior mobility and safety to those who are more vulnerable to injury and fatality • Positive Impact: Supports active transportation modes, especially for people who do not have a car
Diversity and Inclusion		<ul style="list-style-type: none"> • No Impact / Not Applicable: Applied across all neighbourhoods • Minimum Standard: May increase number of available routes to get to work through active transportation. Everyone should have access to a complete and connected network. • Minimum Standard: Could support a change to move away from car-dependent living by increasing attractiveness and safety of active transportation 	<ul style="list-style-type: none"> • No Impact / Not Applicable: Applied across all neighbourhoods • Minimum Standard: May increase number of available routes to get to work through active transportation. Everyone should have access to a complete and connected network. • Minimum Standard: Could support a change to move away from car-dependent living by increasing attractiveness and safety of active transportation
Heritage, Arts, and Culture			
Self Sufficiency and Living with Dignity		<ul style="list-style-type: none"> • Minimum Standard: Supports safer active transportation, particularly for those who cannot afford cars 	<ul style="list-style-type: none"> • Minimum Standard: Supports safer active transportation, particularly for those who cannot afford cars
Health and Wellbeing		<ul style="list-style-type: none"> • Positive Impact: This reduces noise and increases street safety. This makes streets more comfortable and enjoyable for neighbourhoods/residents. 	<ul style="list-style-type: none"> • Positive Impact: This reduces noise and increases street safety. This makes streets more comfortable and enjoyable for neighbourhoods/residents.
Safety and Resiliency		<ul style="list-style-type: none"> • Positive Impact: A 40 km/hr speed limit reduces potential for collisions and severity of collisions 	<ul style="list-style-type: none"> • Significant Benefit: A 30 km/hr speed limit reduces potential for collisions and severity of collisions even further

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		<ul style="list-style-type: none">No Impact / Not Applicable: Saskatoon Fire has adopted a requirement of response times and located stations which should be considered. Most of the primary emergency routes are on arterial streets.	<ul style="list-style-type: none">No Impact / Not Applicable: Saskatoon Fire has adopted a requirement of response times and located stations which should be considered. Most of the primary emergency routes are on arterial streets.
Civic Participation			
Recreation		<ul style="list-style-type: none">Minimum Standard: Encourages mobility to facilities, leisure spaces and outdoor activities. Some streets will be more positively impacted than others (e.g. streets without sidewalks, neighbourhoods with less park space).Positive Impact: More people out walking and biking in their neighbourhood increases opportunities for interactions with neighbourhoods, reduces noise in neighbourhoods	<ul style="list-style-type: none">Minimum Standard: Encourages mobility to facilities, leisure spaces and outdoor activities. Some streets will be more positively impacted than others (e.g. streets without sidewalks, neighbourhoods with less park space).Positive Impact: More people out walking and biking in their neighbourhood increases opportunities for interactions with neighbourhoods, reduces noise in neighbourhoods

For Further / Future Consideration

- The impacts to support community organizations and community-led efforts are unknown. Some community associations may like to see street safety improvements; a reduced speed limit supports those efforts.

Principle: Economic Benefits

TBL Outcome - by Principle:

Option 1 – 50 km/h Speed Limit (Business As Usual):
Option 2 – 40 km/h Speed Limit:
Option 3 – 30 km/h Speed Limit:

No Impact
On Track
On Track

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TBL Outcomes - by Indicator:

Indicator	Option 1 – 50 km/h Speed Limit (Business As Usual)	Option 2 – 40 km/h Speed Limit	Option 3 – 30 km/h Speed Limit
Innovation			
Sustainable Procurement			
Financial Planning and Resourcing		<ul style="list-style-type: none"> • Minimum Standard: There will be signage and communications costs. Policies and standards will be followed. • Negative Impact: Additional signs required • Positive Impact: This will be part of the implementation strategy. Number of neighbourhoods that can be signed per year will be determined. Sign locations will be reviewed to see if they are necessary. A blanket speed limit would need fewer signs, changes to arterial access points, school zones, etc. • Minimum Standard: We will try to minimize number of signs but inventory will increase. Considerations include the number of signs needed to communicate the change, frequency of sign maintenance, legal requirements for signage etc. • Minimum Standard: May have more speed violations and require additional police to enforce lower speed limit • Negative Impact: Operational impacts to Saskatoon Transit and Roadways, Fleet and Support Services 	<ul style="list-style-type: none"> • Minimum Standard: There will be signage and communications costs. Policies and standards will be followed. • Negative Impact: Additional signs required • Positive Impact: This will be part of the implementation strategy. Number of neighbourhoods that can be signed per year will be determined. Sign locations will be reviewed to see if they are necessary. A blanket speed limit would need fewer signs, changes to arterial access points, school zones, etc. • Minimum Standard: We will try to minimize number of signs, but inventory will increase. Considerations include the number of signs needed to communicate the change, frequency of sign maintenance, legal requirements for signage etc. • Minimum Standard: May have more speed violations and require additional police to enforce lower speed limit • Negative Impact: Operational impacts to Saskatoon Transit and Roadways, Fleet and Support Services

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		<ul style="list-style-type: none"> Negative Impact: More locations may require traffic calming to attain compliance 	<ul style="list-style-type: none"> Negative Impact: More locations may require traffic calming to attain compliance
Affordability for Users		<ul style="list-style-type: none"> Positive Impact: Once implementation is complete, ongoing operating costs are reasonable. There will be reduced costs to the health care system and insurance due to reduced collisions. 	<ul style="list-style-type: none"> Positive Impact: Once implementation is complete, ongoing operating costs are reasonable. There will be reduced costs to the health care system and insurance due to reduced collisions.
Support the Local Economy		<ul style="list-style-type: none"> Minimum Standard: Will include business groups as stakeholders in engagement 	<ul style="list-style-type: none"> Minimum Standard: Will include business groups as stakeholders in engagement
Asset Management		<ul style="list-style-type: none"> Minimum Standard: Light poles or similar will be used to affix sign where possible Minimum Standard: Reducing collisions can reduce damage to existing infrastructure Minimum Standard: Sign poles and pedestrian devices will be built to standard during implementation 	<ul style="list-style-type: none"> Minimum Standard: Light poles or similar will be used to affix sign where possible Minimum Standard: Reducing collisions can reduce damage to existing infrastructure Positive Impact: Advance the active transportation plan Minimum Standard: Sign poles and pedestrian devices will be built to standard during implementation
Skills and Training			
Labour Rights and Employment		<ul style="list-style-type: none"> Minimum Standard: OH&S will be followed during installation 	<ul style="list-style-type: none"> Minimum Standard: OH&S will be followed during installation Minimum Standard: Improved options for active transportation may increase access to employment centres

For Further / Future Consideration

- Implications of carbon pricing are unknown

Other Notes

- A high-level budget / financial analysis for each option is included in the body of the report.

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Principle: Good Governance**TBL Outcome - by Principle:**

Option 1 – 50 km/h Speed Limit (Business As Usual):

Option 2 – 40 km/h Speed Limit:

Option 3 – 30 km/h Speed Limit:

On Track

Meeting Expectations

Meeting Expectations

TBL Outcomes - by Indicator:

Indicator	Option 1 – 50 km/h Speed Limit (Business As Usual)	Option 2 – 40 km/h Speed Limit	Option 3 – 30 km/h Speed Limit
Ethical and Democratic Governance	<ul style="list-style-type: none"> Minimum Standard: Gather feedback through engagement with stakeholders. Gather feedback through engagement with the public (open survey and statistically relevant survey) 	<ul style="list-style-type: none"> Minimum Standard: Gather feedback through engagement with stakeholders. Gather feedback through engagement with the public (a representative survey and an open public survey). No Impact / Not Applicable: The City of Saskatoon is committed to safety and the options would improve safety. Response to common citizen-driven idea in Neighbourhood Traffic Reviews. Positive Impact: There has been a disconnect between a safe speed limit, posted speed limit and street design, and what is considered an appropriate safe speed by adjacent residents Positive Impact: Engagement with school boards, Saskatoon Police, Saskatoon Fire, Saskatchewan Government Insurance (SGI), accessibility groups, walking groups etc. Minimum Standard: Looking at all neighbourhoods at once and producing a technical analysis. 	<ul style="list-style-type: none"> Minimum Standard: Gather feedback through engagement with stakeholders. Gather feedback through engagement with the public (a representative survey and an open public survey). No Impact / Not Applicable: The City of Saskatoon is committed to safety and the options would improve safety. Response to common citizen-driven idea in Neighbourhood Traffic Reviews. Positive Impact: There has been a disconnect between a safe speed limit, posted speed limit and street design, and what is considered an appropriate safe speed by adjacent residents Positive Impact: Engagement with school boards, Saskatoon Police, Saskatoon Fire, Saskatchewan Government Insurance (SGI), accessibility groups, walking groups etc. Minimum Standard: Looking at all neighbourhoods at once and producing a technical analysis.

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Appendix 2

		This will be applied to all streets equally despite street design which will make some streets seem comfortable and others feel very slow; this could lead to a compliance problem. Traffic calming may be considered to address this issue.	This will be applied to all streets equally despite street design which will make some streets seem comfortable and others feel very slow; this could lead to a compliance problem. Traffic calming may be considered to address this issue.
Effective Service Delivery		<ul style="list-style-type: none"> • Minimum Standard: Stakeholder engagement will identify risks. Saskatoon Police helping to identify compliance issues and procedures to mitigate. A risk assessment for preferred option will be completed to determine procedures. Risks include compliance, education, enforcement, calming measures. • Positive Impact: This work is for the benefit of residents/neighbourhoods. This is being responsive to issues that have been raised. 	<ul style="list-style-type: none"> • Minimum Standard: Stakeholder engagement will identify risks. Saskatoon Police helping to identify compliance issues and procedures to mitigate. A risk assessment for preferred option will be completed to determine procedures. Risks include compliance, education, enforcement, calming measures. • Positive Impact: This work is for the benefit of residents/neighbourhoods. This is being responsive to issues that have been raised.
Education, Communication, Engagement, Capacity Building		<ul style="list-style-type: none"> • Positive Impact: Engagement with internal stakeholders • Positive Impact: Two surveys were completed to obtain opinions on revising speed limits in residential areas. Several stakeholder meetings have occurred to date. • Positive Impact: Communications plan is being used to share information about potential options and impacts of each option • Minimum Standard: Enhances partnerships and buy-in through stakeholder engagement. 	<ul style="list-style-type: none"> • Positive Impact: Engagement with internal stakeholders • Positive Impact: Two surveys were completed to obtain opinions on revising speed limits in residential areas. Several stakeholder meetings have occurred to date. • Positive Impact: Communications plan is being used to share information about potential options and impacts of each option • Minimum Standard: Enhances partnerships and buy-in through stakeholder engagement.

Field Code Changed

Field Code Changed

		Promotes outreach through those organizations.	Promotes outreach through those organizations.
Monitoring, Reporting and Compliance	<ul style="list-style-type: none"> Minimum Standard: Data monitoring related to speed concerns and traffic calming requests will be completed. This will not be used to revisit speed limits. Survey data was used to gather amount of support from the public. 	<ul style="list-style-type: none"> Minimum Standard: Debriefs are typically completed after implementation Minimum Standard: Data monitoring related to speed concerns and traffic calming requests will be completed. This will not be used to revisit speed limits. Survey data was used to gather amount of support from the public. Positive Impact: Researched other cities, best practices etc. Minimum Standard: This will result in a traffic bylaw change and traffic calming policy change Minimum Standard: Procedures will be followed 	<ul style="list-style-type: none"> Minimum Standard: Debriefs are typically completed after implementation Minimum Standard: Data monitoring related to speed concerns and traffic calming needs will be completed. This will not be used to revisit speed limits. Survey data was used to gather amount of support from the public. Positive Impact: Researched other cities, best practices etc. Minimum Standard: This will result in a traffic bylaw change and traffic calming policy change Minimum Standard: Procedures will be followed
Agility and Adaptiveness		<ul style="list-style-type: none"> Minimum Standard: Communication will be adaptive and responsive. The approved option should be applied consistently. Changing speed limits can lead to confusion and lack of compliance. Positive Impact: This is a change/reform to neighbourhood speed limits. This relates to the Safe Systems approach and is a shift in mind-set. Positive Impact: Police enforcement, a communication plan and traffic calming will be used to resolve issues of non-compliance Positive Impact: A pilot can lead to confusion and mixed results. 	<ul style="list-style-type: none"> Minimum Standard: Communication will be adaptive and responsive. The approved option should be applied consistently. Changing speed limits can lead to confusion and lack of compliance. Positive Impact: This is a change/reform to neighbourhood speed limits. This relates to the Safe Systems approach and is a shift in mind-set. Positive Impact: Police enforcement, a communication plan and traffic calming will be used to resolve issues of non-compliance Positive Impact: A pilot can lead to confusion and mixed results.

Field Code Changed

Field Code Changed

		The Montgomery Place neighbourhood changed speed limits but local experience is not necessarily transferable to other neighbourhoods. Edmonton piloted a few streets before implementing fully. Prince Albert, Warman and Martensville already have a 40 km/h speed limit. Lessons will be learned from their experiences. Research around vehicular collisions and speed limits also informs this project and the consequences of the options.	The Montgomery Place neighbourhood changed speed limits but local experience is not necessarily transferable to other neighbourhoods. Edmonton piloted a few streets before implementing fully. Lessons will be learned from their experiences. Research around vehicular collisions and speed limits also informs this project and the consequences of the options.
Roles, Responsibilities and Rewards			

For Further / Future Consideration

- Impacts to take actions to ensure that the organization's policies, initiatives, infrastructure, and services are reliable and effective (over both the short- and long-term) are unknown. Traffic calming measures may be required to ensure compliance. Traffic calming policy may need to be updated.

Field Code Changed

Field Code Changed

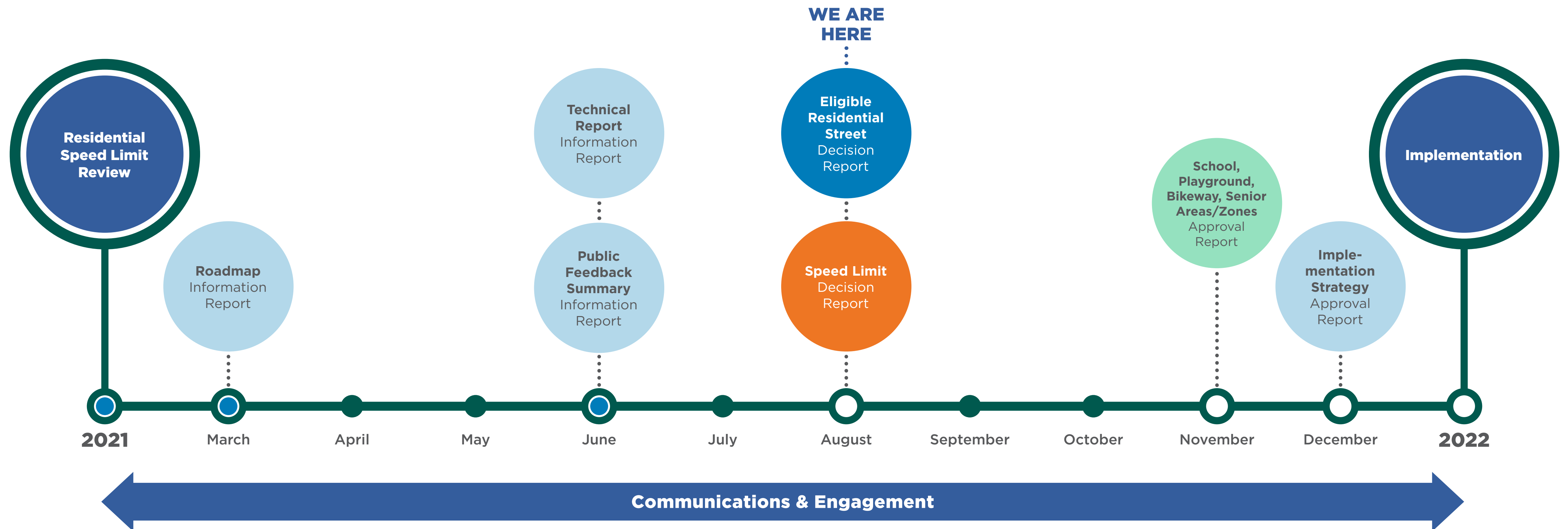
Saskatoon Transit Feedback

A reduction change in speed limit along residential streets and collector streets will impact Saskatoon Transit's delivery of total service hours to the City's overall transit network. Some routes would be impacted to a greater effect than others. In some cases, some routes may be impacted minimally while in other cases with greater impact. Obviously, a speed reduction to 30 km/h would have a greater impact on total service hours delivered than would a reduction to 40 km/h. Transit cannot state at this time to what extent these service hours would be affected with absolute certainty until further data is compiled and analyzed. Based on our initial analysis, there are many factors to consider which all contribute to overall bus travel times, frequency and average bus speeds. This level of data collection and analysis is doable but will require more time.

Saskatoon Transit has begun the process of compiling historical speed data to further conduct such a thorough and accurate analysis. Data has been requested for specific routes and sections of residential and collector streets where buses are travelling 50 km/h or below and where these potential speed reductions would take effect. Once this data has been collected and analyzed, Saskatoon Transit will be in a much better position to comment on the degree to which these changes will impact Transit operations and the amount of additional service hours will be required to maintain the current level of transit service and frequency.

In preparation for a future more detailed response on what these service hour impacts may be, Saskatoon Transit will continue to extract and review this data so that our analysis will be thorough, based on reliable and complete data.

Anticipated Schedule



Subject: Email - Communication - Ken Schultz - Residential Speed Limit - CK 6320-1

From: Web NoReply <web-noreply@Saskatoon.ca>

Sent: Wednesday, August 11, 2021 2:44 PM

To: City Council <City.Council@Saskatoon.ca>

Subject: Email - Communication - Ken Schultz - Residential Speed Limit - CK 6320-1

--- Replies to this email will go to [REDACTED] ---

Submitted on Wednesday, August 11, 2021 - 14:43

Submitted by user: Anonymous

Submitted values are:

Date Wednesday, August 11, 2021

To His Worship the Mayor and Members of City Council

First Name Ken

Last Name Schultz

Phone Number

Email [REDACTED]

Address [REDACTED] Winnipeg Av So.

City Saskatoon

Province Saskatchewan

Postal Code S7M [REDACTED]

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

Subject residential speed limits

Meeting (if known)

Comments

Have heard the recommendation for speed limit reduction to 40k. We've already had this discussion, and the decision was finalized. Why bring it up again? Because a few bike riders complained? If so, many of us drivers have significant complaints about bike riders. Whatever the reason, bad idea. About all it would do is increase speeding ticket revenue. And it will surely earn Saskatoon a bad reputation with visitors. This city has issues of far greater significance than another speed limit discussion.

Attachments

Will you be submitting a video to be vetted prior to council meeting? No

[REDACTED]

[REDACTED]

Subject: Email - Communication - Trevor Neufeld - Residential Speed Limit - CK 6320-1

From: Web NoReply <web-noreply@Saskatoon.ca>
Sent: Wednesday, August 11, 2021 12:30 PM
To: City Council <City.Council@Saskatoon.ca>
Subject: Email - Communication - Trevor Neufeld - Residential Speed Limit - CK 6320-1

--- Replies to this email will go to [REDACTED] ---

Submitted on Wednesday, August 11, 2021 - 12:29

Submitted by user: Anonymous

Submitted values are:

Date Wednesday, August 11, 2021
To His Worship the Mayor and Members of City Council
First Name Trevor
Last Name Neufeld
Phone Number (306) [REDACTED]
Email [REDACTED]
Address [REDACTED] Budz Cr
City Saskatoon
Province Saskatchewan
Postal Code [REDACTED]
Name of the organization or agency you are representing (if applicable)
Subject proposed speed limits
Meeting (if known)

Comments

If you truly appreciate and want the public's feedback regarding speed limits, then it would only be fair to listen to what they have to say. Your report states that the majority of those who replied want the speed limit to remain 50, yet you want to move ahead in reducing the speed limit to 40 because it will make traffic safer. Of course it will, based on that logic you should reduce it even further to make it safer. If you ask for input from those that voted for this city council then you should listen to them and regain their trust otherwise there will be a time when you will have to answer for your actions when the next election comes around.

Attachments

Will you be submitting a video to be vetted prior to council meeting? No

[REDACTED]

[REDACTED]

Subject: Email - Communication - Rick Desmarais - Residential Speed Limit - CK 6320-1

From: Web NoReply <web-noreply@Saskatoon.ca>

Sent: Thursday, August 12, 2021 3:07 PM

To: City Council <City.Council@Saskatoon.ca>

Subject: Email - Communication - Rick Desmarais - Residential Speed Limit - CK 6320-1

--- Replies to this email will go to [REDACTED] ---

Submitted on Thursday, August 12, 2021 - 15:07

Submitted by user: Anonymous

Submitted values are:

Date Thursday, August 12, 2021

To His Worship the Mayor and Members of City Council

First Name Rick

Last Name Desmarais

Phone Number (306) [REDACTED]

Email [REDACTED]

Address [REDACTED] LeValley Cove

City Saskatoon

Province Saskatchewan

Postal Code S7T [REDACTED]

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

Subject Speed Limit

Meeting (if known)

Comments

I am 100% against lowering the speed limit in Saskatoon to 40. Keep the speed at 50

Attachments

Will you be submitting a video to be vetted prior to council meeting? No

[REDACTED]

[REDACTED]

Subject: Email - Communication - Mike Smith - Speed Limit Revision - CK 6320-1

-----Original Message-----

From: Web NoReply <web-noreply@Saskatoon.ca>

Sent: Thursday, August 12, 2021 2:47 PM

To: Web E-mail - City Clerks <City.Clerks@Saskatoon.ca>

Subject: Email - Communication - Mike Smith - Speed Limit Revision - CK 6320-1

--- Replies to this email will go to [REDACTED] ---

Submitted on Thursday, August 12, 2021 - 14:47

Submitted by user: Anonymous

Submitted values are:

==Your Message==

Service category: Bylaws & Policies

Account Number:

Subject: Speed limit revision - waste of time and resources

Message: This city council is so seriously out of touch with the voter base. Stop wasting time and resources on trivial changes such as reducing residential speed limits. People will drive the speed at which conditions are safe. The amount of ridiculously slow speed limits (such as 60 km/h at 22nd St near Hart Road) is a valid safety concern as traffic flows bumper to bumper at an artificially low speed. And SPS wastes taxpayer time and money by ticketing citizens who drive a more natural and speed to flow with traffic. They are posted here many hours each week. How about we save some tax burden and defund the traffic safety division. SPS budget is crazy.

Attachment:

==Your Details==

First Name: Mike

Last Name: Smith

Email: [REDACTED]

Confirm Email: [REDACTED]

Neighbourhood where you live: Kensington

Phone Number: ([REDACTED])

[REDACTED]

Subject: Email - Communication - Brynn Harris-Hamm - Residential Speed Limit - CK 6320-1

From: Web NoReply <web-noreply@Saskatoon.ca>

Sent: Wednesday, August 11, 2021 11:12 AM

To: City Council <City.Council@Saskatoon.ca>

Subject: Email - Communication - Brynn Harris-Hamm - Residential Speed Limit - CK 6320-1

--- Replies to this email will go to [REDACTED] ---

Submitted on Wednesday, August 11, 2021 - 11:11

Submitted by user: [REDACTED]

Submitted values are:

Date Wednesday, August 11, 2021

To His Worship the Mayor and Members of City Council

First Name Brynn

Last Name Harris-Hamm

Phone Number (306) [REDACTED]

Email [REDACTED]

Address [REDACTED] Coldspring crescent

City Saskatoon

Province Saskatchewan

Postal Code [REDACTED]

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

Subject Residential speed limit

Meeting (if known)

Comments

Good morning.

I just read that although residents of Saskatoon resoundingly said they do not want the residential speed limit to change, that's exactly what the city is recommending.

I have to tell you, I'm totally fed up. The way this city administration officials continually asks for resident feedback, even though their minds are already made up, is very very frustrating. Not only it is disrespectful to us because our wishes are never listened to, it's also a huge waste of time, effort and money to go through these false consultation processes all the time. Frankly, the way things are being done in this city lately is absolutely ridiculous.

The recommendation to lower the residential speed limit is not based on any kind of evidence. People being hit or killed on residential streets is not a challenge we've been dealing with, as had been evident in media interviews with Mayor Clark and Jay Magus where they could not present any recent cases which caused them concern. This is all based on the agenda of a few people within the city administration, as has been happening so often in recent years. It's a solution to a problem we don't have, and it's an effort to please a very small group of complainers who are in the minority, which we now know for sure after the consultation process.

When I read that the city is trying to provide “equity” with people walking or cycling, I almost spit out my coffee. That’s an absolutely ridiculous thing to even think, much less implement as an actual policy. Trying to slow down vehicles so that people will choose to walk or bike instead? That’s just beyond illogical. Of course vehicles are faster than bikes or our own two feet. I am a mom of little toddlers. In order to get from point A to point B with them and our stroller and bags etc, we have to drive, especially in winter. We aren’t going to all of a sudden start walking or cycling because the speed limit is lower, and neither are people who are going to work dressed in suits with their laptops in tow, or who have to drop their kids off at daycare first.

Also, as a mom, I care very much about my children’s safety. But I believe strongly that those who speed excessively and are a danger to my children will continue to speed no matter the limit.

All this change would do is frustrates and delay drivers who already obey limits.

I also think slowing things down too much may, in fact, increase texting while driving because people will be impatient.. and this policy may actually end up making us all less safe on the roads, rather than more

This policy is just so out of touch with residents and I would really love to see our city council say enough already... Why don’t you shock us completely and listen to us this time?

If you don’t, why don’t you urge the city to stop insulting us with these disingenuous consultation processes? They are just a slap in the face each time, and we are all getting really REALLY sick of it.

Sincerely,

Brynn Harris-Hamm

Attachments

Will you be submitting a video to be vetted prior to council meeting? No

[REDACTED]

[REDACTED]

Subject: Email - Communication - Nathan Elke - Recommendations on Speed Limits - CK 6320-1

From: Web NoReply <web-noreply@Saskatoon.ca>

Sent: August 19, 2021 8:00 AM

To: City Council <City.Council@Saskatoon.ca>

Subject: Email - Communication - Nathan Elke - Recommendations on Speed Limits - CK 6320-1

--- Replies to this email will go to [REDACTED] ---

Submitted on Thursday, August 19, 2021 - 08:00

Submitted by user: Anonymous

Submitted values are:

Date Thursday, August 19, 2021

To His Worship the Mayor and Members of City Council

First Name Nathan

Last Name Elke

Phone Number (306) [REDACTED]

Email [REDACTED]

Address [REDACTED] Haight Place

City Saskatoon

Province Saskatchewan

Postal Code S7H [REDACTED]

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

Subject Recommendations on Speed Limits

Meeting (if known)

Comments

I am writing to comment on the recommendations being made to council regarding speed limits in the city. I am disappointed with them, especially after reading the results of the surveys that were commissioned...I do NOT support reducing the speed limits at all, and DO support removing the 30 km zones around high schools, and it reading your own survey's results, it seems I'm DEFINITELY not alone on this. So why, if so many are opposed to changing the limits, are you recommending going ahead? Why, if EVEN MORE want limits in high school zones removed, are you NOT going ahead with that? Certainly the survey is not binding, but, if you're going to reject the findings of it, you should a) have damn good reasons and b) articulate them.

Attachments

Will you be submitting a video to be vetted prior to council meeting? No

[REDACTED]

[REDACTED]

Subject: Email - Communications - Glenn Stephenson - Speed Limit Review - CK 6320-1

From: Web NoReply <web-noreply@saskatoon.ca>

Sent: Tuesday, August 24, 2021 12:20 PM

To: City Council <City.Council@saskatoon.ca>

Subject: Email - Communications - Glenn Stephenson - Speed Limit Review - CK 6320-1

--- Replies to this email will go to [REDACTED] ---

Submitted on Tuesday, August 24, 2021 - 12:19

Submitted by user: Anonymous

Submitted values are:

Date Tuesday, August 24, 2021

To His Worship the Mayor and Members of City Council

First Name Glenn

Last Name Stephenson

Phone Number (306) [REDACTED]

Email [REDACTED]

Address [REDACTED] Cartwright Terrace

City Saskatoon

Province Saskatchewan

Postal Code [REDACTED]

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

Subject Speed limit review

Meeting (if known)

Comments

Along with the majority of Saskatoon residents, I do not support the reduction of residential speed limits. The issue is not that 50kph is too fast (in fact the majority of people driving on residential streets are well below that speed). The issue is that a small minority of drivers simply ignore the 50kph limit. If the existing speed limit is rarely enforced, how is a new, lower speed limit going to be enforced any differently? If the city truly wants to solve this perceived problem, enforcement is the only solution. As someone wiser than I once told me "It's not what expected that gets done, but what's inspected". Thank you.

Attachments

Will you be submitting a video to be vetted prior to council meeting? No

[REDACTED]

[REDACTED]

Subject: Email - Communication - Don Kossick - Reducing Speed Limits - File CK 6320-1

From: Web NoReply <web-noreply@saskatoon.ca>

Sent: Friday, August 27, 2021 10:36 AM

To: City Council <City.Council@saskatoon.ca>

Subject: Email - Communication - Don Kossick - Reducing Speed Limits - File CK 6320-1

--- Replies to this email will go to [REDACTED] ---

Submitted on Friday, August 27, 2021 - 10:36

Submitted by user: Anonymous

Submitted values are:

Date Friday, August 27, 2021

To His Worship the Mayor and Members of City Council

First Name Don

Last Name Kossick

Phone Number (306) [REDACTED]

Email [REDACTED]

Address [REDACTED] Albert Ave.

City Saskatoon

Province Saskatchewan

Postal Code [REDACTED]

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

Subject Reducing Speed Limits

Meeting (if known) Full City Council Meeting

Comments

Dear Mayor and City Councillors,

In the debate over lowering the speed limit in Saskatoon neighborhoods there is an additional gain alongside better safety for communities. It is important to recognize the lowering of the speed of cars is a key way to reduce greenhouse gas emissions and air pollution.

Saskatoon has adopted a lower emissions plan and action. The reduction of speed limits certainly fits in that direction.

Other cities in Canada have been lowering speed limits, Saskatoon can do the same.

Attachments

Will you be submitting a video to be vetted prior to council meeting? No

[REDACTED]

[REDACTED]

From: Web NoReply
Sent: September 03, 2021 9:23 PM
To: City Council
Subject: Email - Communication - Graham W - Residential Speed Limit Review - Speed Limit and Eligible Streets - CK 6320-1

Follow Up Flag: Follow up
Flag Status: Flagged

--- Replies to this email will go to [REDACTED] ---

Submitted on Friday, September 3, 2021 - 21:23

Submitted by user: Anonymous

Submitted values are:

Date Friday, September 03, 2021

To His Worship the Mayor and Members of City Council

First Name Graham

Last Name w

Phone Number

Email [REDACTED]

Address Denham Way

City Saskatoon

Province Saskatchewan

Postal Code [REDACTED]

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

Subject Speed limit

Meeting (if known)

Comments

Leave the speed limit unchanged. The people of Saskatoon have told you via survey that they do not want it changed.

There is zero hard evidence to support lowering it to 40k. Listen to those in your community and ignore the wishes of a small, misguided, but vocal tiny minority.

Attachments

Will you be submitting a video to be vetted prior to council meeting? No

[REDACTED]

[REDACTED]

From: Web NoReply
Sent: September 04, 2021 10:35 AM
To: City Council
Subject: Email - Communication - Kevin Dunbar - Residential Speed Limit Review - Speed Limit and Eligible Streets - CK 6320-1

Follow Up Flag: Follow up
Flag Status: Flagged

--- Replies to this email will go to [REDACTED] ---

Submitted on Saturday, September 4, 2021 - 10:34

Submitted by user: Anonymous

Submitted values are:

Date Saturday, September 04, 2021
To His Worship the Mayor and Members of City Council
First Name Kevin
Last Name Dunbar
Phone Number
Email [REDACTED]
Address [REDACTED] Weyakwin Drive
City Saskatoon
Province Saskatchewan
Postal Code [REDACTED]
Name of the organization or agency you are representing (if applicable)
Subject Residential Speed Limit Review
Meeting (if known) SPC ON TRANSPORTATION
Comments

Dear Mayor and City Councillors,

I support the move to lower the residential local and collector street speed limits to 40km/h. While a lower speed is an inconvenience the evidence for decreased injuries and deaths at a lower speed is compelling and I believe that a couple of seconds added to my commute is a small price to pay for a safer more livable community. I would even support a decrease to 30km/h.

I believe that both the local and collector streets need a lower limit they are usually indistinguishable from one another in construction and would be hard to distinguish from one another by users. The streets designated collectors are lined with houses and apartments facing the street and will have pedestrians present in the same way the local streets do as well children from local streets often cross collectors streets on their way to school.

Attachments

Will you be submitting a video to be vetted prior to council meeting? No

[REDACTED]

[REDACTED]

From: Web NoReply
Sent: September 04, 2021 12:34 PM
To: City Council
Subject: Email - Communication - Peter Gallen - Residential Speed Limit Review - Speed Limit and Eligible Streets - CK 6320-1
Attachments: gallensubmission.docx

Follow Up Flag: Follow up
Flag Status: Flagged

--- Replies to this email will go to [REDACTED] ---

Submitted on Saturday, September 4, 2021 - 12:33

Submitted by user: Anonymous

Submitted values are:

Date Saturday, September 04, 2021
To His Worship the Mayor and Members of City Council
First Name Peter
Last Name Gallen
Phone Number (306) [REDACTED]
Email [REDACTED]
Address [REDACTED] Haight Crescent
City Saskatoon
Province Saskatchewan
Postal Code [REDACTED]
Name of the organization or agency you are representing (if applicable)
Subject Lower Speed Limit Review
Meeting (if known) SPC-Transportation & subsequent City Council
Comments

The Chair, Your Worship, Members of Committee and Council: With my arguments in the attached written submission I hope to make a few points that seem to have been missed by the press as well as many submissions in the engagement. I trust that the Committee and Council will carefully weigh the benefits to people in the public realm (i.e., fewer deaths, injuries and livable residential streets) against a small inconvenience for motorists (i.e., potentially slightly longer trip times).

[REDACTED]
Will you be submitting a video to be vetted prior to council meeting? No

[REDACTED]

[REDACTED]

It is remarkable how differently people can look at the same data and reach very different conclusions. A case in point is provided by the City of Saskatoon's current Speed Limit Review.

There are over 7000 collisions involving motor vehicles in Saskatoon every year. More than 150 documented collisions involve a pedestrian or cyclist, resulting in a few fatalities and 10-15 serious injuries. It is seldom mentioned, however, that on top of the known collisions, there are always many more near misses and a still larger, unknown number of people who decide not to walk or cycle because it feels unsafe. In this scenario most people, who are motorists, focus on the fatalities and conclude that maintenance of current speed limits for their own convenience is important enough to justify the current amount of annual 'collateral damage' to pedestrians/cyclists and innocent bystanders.

I disagree with this typical motorist viewpoint and would like to make three points based on the data:

- Regardless of how the collision statistics are classified and analyzed, it is clear that a whopping one-third of all 7,000+ collisions in the city occur on streets where people have their homes, with most collisions occurring on residential streets that should be safe for use by pedestrians, cyclists and people living there. This is a disturbingly high proportion given that the purpose of Local and Collector streets is to provide vehicle access to properties and not necessarily move traffic efficiently. It is easy to see why many Saskatoon families are reluctant to let their children play on the street in front of their home, walk and bike to school, or take transit to get places.
- Some 650 speed measurements conducted to date in Neighbourhood Traffic Reviews (NTRs) consistently point out that motorists do not exceed the posted speed limit on these residential streets. Yet even more significantly, the residents taking part in these reviews insist with equal consistency that the actual speeds are too high. The obvious conclusion from these two facts would seem to be that the posted speed limits do not allow residents to feel comfortable and safe on their neighbourhood streets. The problem is not people driving above the posted speed limit, but the likelihood that posted speed limits are too high.
- Although 150 annual collisions between motor vehicles and pedestrians/cyclists may seem like a comparatively low number to some, the consequences of these collisions are much more severe for the pedestrian/cyclist than they are for the motorist, who typically escapes without a scratch. It is the unprotected pedestrian, cyclist or bystander who risks death or severe injury, and research clearly shows that fatalities and serious injuries are directly correlated with the speed of the vehicle. The slower the vehicle is moving, the fewer the number of collisions and the less serious the collision will be for the pedestrian, cyclist or bystander who is hit. With current speed limits, about 10% of those hit by a vehicle die or are severely injured in Saskatoon and many more are less severely injured, with all the consequences that entails for themselves, their families, friends, employers, etc. This heavy toll of more than fifteen victims every year falls far below the much higher standard of safety put forward by movements like Vision Zero.

Based on this understanding of the data, I strongly advocate for lower posted speed limits in Saskatoon's residential neighbourhoods (which might include prudent exception of certain Collector streets).

From: Web NoReply
Sent: September 04, 2021 2:00 PM
To: City Council
Subject: Email - Communication - Bryan Cole - Residential Speed Limit Review - Speed Limit and Eligible Streets - CK 6320-1

Follow Up Flag: Follow up
Flag Status: Flagged

--- Replies to this email will go to [REDACTED] ---

Submitted on Saturday, September 4, 2021 - 13:59

Submitted by user: Anonymous

Submitted values are:

Date Saturday, September 04, 2021

To His Worship the Mayor and Members of City Council

First Name Bryan

Last Name Cole

Phone Number (306) [REDACTED]

Email [REDACTED]

Address [REDACTED] Michener Crescent

City Saskatoon

Province Saskatchewan

Postal Code [REDACTED]

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

Subject Speed limit changes

Meeting (if known)

Comments

No. Just no.

Stop being the City Council that doesn't listen to the people who live in the city.

We didn't want bike lanes, we didn't want fire pit regulations changed, don't change the speed limits

Attachments

Will you be submitting a video to be vetted prior to council meeting? No

[REDACTED]

[REDACTED]

From: Web NoReply
Sent: September 04, 2021 6:00 PM
To: City Council
Subject: Email - Communication - Samantha Molle - Residential Speed Limit Review - Speed Limit and Eligible Streets - CK 6320-1

Follow Up Flag: Follow up
Flag Status: Flagged

--- Replies to this email will go to [REDACTED] ---

Submitted on Saturday, September 4, 2021 - 17:59

Submitted by user: Anonymous

Submitted values are:

Date Saturday, September 04, 2021
To His Worship the Mayor and Members of City Council
First Name Samantha
Last Name Molle
Phone Number
Email [REDACTED]
Address [REDACTED] Rempel Manor
City Saskatoon
Province Saskatchewan
Postal Code [REDACTED]
Name of the organization or agency you are representing (if applicable)
Subject Speed Limits
Meeting (if known)
Comments

I honestly just wonder why you even survey residents on things if you just go ahead with recommendations that reflect against the public's vote and your surveys. Reducing the residential speed limit to 40 is a waste of time. The speed limits are much lower than they need to be to begin with. Focus on making circle drive and the freeways more consistent with speed limits (90km everywhere). People die on those roads. Residential areas are not the concern, and I hate to break it to you, but no one will listen to your "Max 40km" signs. Unless that's what you want, is to generate revenue from tickets.. In that case, then you've struck gold and I hope you feel good about your motives. Thanks for listening!

Attachments

Will you be submitting a video to be vetted prior to council meeting? No

[REDACTED]

[REDACTED]

From: Web NoReply
Sent: September 04, 2021 6:07 PM
To: City Council
Subject: Email - Communication - Braedon Stefanyshyn - Residential Speed Limit Review - Speed Limit and Eligible Streets - CK 6320-1

Follow Up Flag: Follow up
Flag Status: Flagged

--- Replies to this email will go to [REDACTED] ---

Submitted on Saturday, September 4, 2021 - 18:06

Submitted by user: Anonymous

Submitted values are:

Date Saturday, September 04, 2021

To His Worship the Mayor and Members of City Council

First Name Braedon

Last Name Stefanyshyn

Phone Number

Email [REDACTED]

Address [REDACTED] gillies st

City Saskatoon

Province Saskatchewan

Postal Code [REDACTED]

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

Subject Min speed limit change

Meeting (if known)

Comments

I vote no to a 40k speed limit. This is the opinion of 80% of the people who were polled on this matter.

Attachments

Will you be submitting a video to be vetted prior to council meeting? No

[REDACTED]

[REDACTED]

From: Web NoReply
Sent: September 04, 2021 11:59 PM
To: City Council
Subject: Email - Communication - Ken Andreen - Residential Speed Limit Review - Speed Limit and Eligible Streets - CK 6320-1

Follow Up Flag: Follow up
Flag Status: Flagged

--- Replies to this email will go to [REDACTED] ---

Submitted on Saturday, September 4, 2021 - 23:58

Submitted by user: Anonymous

Submitted values are:

Date Saturday, September 04, 2021
To His Worship the Mayor and Members of City Council
First Name Ken
Last Name Andreen
Phone Number (306) [REDACTED]
Email [REDACTED]
Address [REDACTED] Sauer Crea
City Saskatoon
Province Saskatchewan
Postal Code [REDACTED]
Name of the organization or agency you are representing (if applicable)
Subject 40 km / hour waste of m in eh
Meeting (if known)
Comments
Hello,

Quit wasting tax payers money on this subject. Tax payers DO NOT want to waste money changing the speed limits to 40km/ hr.

Do some research on accidents, number of injuries, fatalities etc These numbers have drastically decreased in the past 10 years. Vehicles have better safety features ! The suggestions to reduce speed limits is strictly a cash grab. Let's move on ! Thanks

Attachments

Will you be submitting a video to be vetted prior to council meeting? No

[REDACTED]

[REDACTED]

From: Web NoReply
Sent: September 05, 2021 2:35 PM
To: City Council
Subject: Email - Communication - Ramona Friesen - Residential Speed Limit Review - Speed Limit and Eligible Streets - CK 6320-1
Attachments: city_council_speed_limits.docx
Follow Up Flag: Follow up
Flag Status: Flagged

--- Replies to this email will go to [REDACTED] ---

Submitted on Sunday, September 5, 2021 - 14:35

Submitted by user: Anonymous

Submitted values are:

Date Sunday, September 05, 2021
To His Worship the Mayor and Members of City Council
First Name Ramona
Last Name Friesen
Phone Number (306) [REDACTED]
Email [REDACTED]
Address [REDACTED] Perreault Lane
City Saskatoon
Province Saskatchewan
Postal Code [REDACTED]
Name of the organization or agency you are representing (if applicable)
Subject Proposed Speed Limit Changes
Meeting (if known)
Comments Thank you for your consideration.
Attachments [REDACTED]
Will you be submitting a video to be vetted prior to council meeting? No

[REDACTED]

[REDACTED]

Ramona Friesen (she/her)
[REDACTED] Perreault Lane
Saskatoon [REDACTED]
Mobile [REDACTED]

Dear Saskatoon City Council,

Firstly, I want to thank you for your leadership throughout this especially challenging time of difficult, necessary, and sometimes unpopular decisions. Saskatoon chose well in the 2020 civic election.

Today, I am writing in regards to the proposed change to residential street speed limits. As a frequent pedestrian, cyclist, and motorist in many areas of Saskatoon, I will share with you some of my pertinent observations and suggestions. In my experience, most drivers are aware of areas where there are pedestrians and cyclists, often slowing down to accommodate cyclists on the roads, and to account for all pedestrians, especially children, who may unpredictably walk out onto the street. It seems most motorists naturally drive at speeds slower than 50kms/hour when in residential areas.

That said, there are some drivers who seem to think any time they bring their vehicle on the road, it is a race, and they have no regard for children who may be playing, or and human or animal pedestrian. In those cases, I am nearly certain that unless the speed limit was enforced with a substantial penalty, they would not be deterred by any numerical changes.

Quite simply, I see that small minority of dangerous drivers as a bigger problem than the speed limit being 50kms or 40kms/hour. I strongly suggest having more reinforcement of speed limits on some of the major residential streets. In Silverwood Heights, where I live, that would include Silverwood Road, Adilman Drive, Lenore Drive, and Molloy to start. It seems to me a more prudent use of funds at this time to have more frequent police patrol at unpredictable times to catch these drivers in the act. This will encourage motorists to be far more mindful of their speeds.

Please consider this letter as a representation of the thoughts of me and my little bubble of friends and family.

Respectfully yours,
Ramona Friesen

From: [Web NoReply](#)
To: [City Council](#)
Subject: Email - Communication - Naomi Piggott-Suchan - In Support of Residential Speed Limit Review - Speed Limit and Eligible Streets - CK 6320-1
Date: Monday, September 6, 2021 10:35:10 PM

--- Replies to this email will go to [REDACTED] ---

Submitted on Monday, September 6, 2021 - 22:35

Submitted by user: Anonymous

Submitted values are:

Date Monday, September 06, 2021
To His Worship the Mayor and Members of City Council
First Name Naomi
Last Name Piggott-Suchan
Phone Number (306) [REDACTED]
Email [REDACTED]
Address [REDACTED] 7th Street East
City Saskatoon
Province Saskatchewan
Postal Code [REDACTED]
Name of the organization or agency you are representing (if applicable)
Subject Support of lower speed limits for residential streets
Meeting (if known) Standing Policy Committee on Transportation
Comments
Your Honour and City Councillors;

I am writing in support of slower speeds for residential streets and residential arterial streets. My husband and I are home owners in the Buena Vista neighborhood of Saskatoon. We have two young children, aged 2 and 5, and we believe that this vital reduction of speed limits for residential streets prioritizes their safety, mental and physical health, and their ability to grow up with freedom, confidence and independence.

Children don't live and sleep at school. I support a 30km/h speed limit on all residential streets for the same reasons that I support a 30km/h in school zones, namely to allow for a neighborhood where multiple safe transportation options are available for users of all ages, including children. It is arbitrary and absurd that we have 30km/h speed limits where children study, but not where they eat, sleep, play, etc.

As parents, we want to help our children grow with resilience, confidence and independence. Part of this includes being able to explore the neighborhood on their own or with their friends, and to be able to walk or cycle to school, to dance class, to soccer practice, to the library, etc. without extraordinary risk to their health and safety. Therefore, when we build streets that are poorly designed and are too dangerous for child cyclists and pedestrians due to high speed limits, we are severely restricting their freedom.

As a 30km/h speed limit creates a significantly lower chance of serious injury or death

following a collision with a car, such decisive action by the City of Saskatoon would bear significant weight in the risk assessment of Safety vs. Independence that all parents must make for their children.

Active, independent children are more resilient, confident, and less obese when they grow up. We don't want our children to experience life and this beautiful city from the back seat of a car. However, if there is significant danger due to car speeds and poorly designed city streets, we and many other parents feel like we don't have any other choice.

As I am sure many others will comment, making Saskatoon (and Buena Vista in our case), more multi-use friendly will require more than just signs. Signs and paint are not infrastructure. We need proper traffic calming installations, modern and data-driven road design, and dedicated space for other road users to make any real progress in this area. In just one example from our area, Macpherson Avenue is wide enough for 6 lanes of traffic but it doesn't even have a sidewalk or a bike lane, even though it goes by a school that already has a 30km/h speed limit!

We strongly encourage you to take action that protects and prioritizes the health and safety of the children of Saskatoon.

Sincerely,

Naomi Piggott-Suchan

Attachments

Will you be submitting a video to be vetted prior to council meeting? No

[REDACTED]

[REDACTED]

From: Web NoReply
Sent: Monday, September 6, 2021 8:42 PM
To: City Council
Subject: Email - Communication - Laurence Thompson - In Support of Residential Speed Limit Review - Speed Limit and Eligible Streets - CK 6320-1

Follow Up Flag: Follow up
Flag Status: Flagged

--- Replies to this email will go to [REDACTED] ---

Submitted on Monday, September 6, 2021 - 20:41

Submitted by user: Anonymous

Submitted values are:

Date Monday, September 06, 2021
To His Worship the Mayor and Members of City Council
First Name Laurence
Last Name Thompson
Phone Number (306) [REDACTED]
Email thompsonlg@sasktel.net
Address [REDACTED] Elm St. Unit [REDACTED]
City Saskatoon
Province Saskatchewan
Postal Code [REDACTED]
Name of the organization or agency you are representing (if applicable)
Subject 40 km/hr residential speed limit proposal
Meeting (if known) Transportation Committee
Comments

I support the proposal for a 40 km/hr residential street speed limit in Saskatoon. As a driver, this is a reasonable speed for a residential street given the driving condition: parked cars, often narrow or curving streets, snow banks in winter, walkers, bikers, and children often on or near the road. As a pedestrian, I certainly support this proposal, especially when trying to cross, or to walk along without sidewalks, residential streets. As a grandfather of 5 little grandchildren, I strongly support this proposal. Prince Albert, Calgary, and Edmonton have such speed limits. So should we, to make this a safer, more walkable, and more liveable city.

Attachments

Will you be submitting a video to be vetted prior to council meeting? No

[REDACTED]

[REDACTED]

From: Web NoReply
Sent: Monday, September 6, 2021 8:19 PM
To: City Council
Subject: Email - Communication - Treyton Zary - In Support of Residential Speed Limit Review - Speed Limit and Eligible Streets - CK 6320-1

Follow Up Flag: Follow up
Flag Status: Flagged

--- Replies to this email will go to [REDACTED] ---

Submitted on Monday, September 6, 2021 - 20:19

Submitted by user: Anonymous

Submitted values are:

Date Monday, September 06, 2021
To His Worship the Mayor and Members of City Council
First Name Treyton
Last Name Zary
Phone Number (306) [REDACTED]
Email [REDACTED]
Address [REDACTED] Middleton Crescent
City Saskatoon
Province Saskatchewan
Postal Code [REDACTED]
Name of the organization or agency you are representing (if applicable)
Subject Speed Limit Review
Meeting (if known)
Comments
Hi all,

Just writing in to say that as a vulnerable road user, I highly support reduced traffic speeds. A speed limit decrease is the best way to get people of all ages and abilities feeling safer about using roadways in an active manner, and I am glad to see Saskatoon following the lead of other Canadian cities in wanting to decrease the speed limit.

It's a minor difference for those that drive cars; it's a significant difference for those that don't. Please institute this change.

Trey Zary
Attachments
Will you be submitting a video to be vetted prior to council meeting? No

[REDACTED]

[REDACTED]

From: Web NoReply
Sent: Monday, September 6, 2021 3:09 PM
To: City Council
Subject: Email - Communication - Sherry Tarasoff - Residential Speed Limit Review - Speed Limit and Eligible Streets - CK 6320-1

Follow Up Flag: Follow up
Flag Status: Flagged

--- Replies to this email will go to [REDACTED] ---

Submitted on Monday, September 6, 2021 - 15:09

Submitted by user: Anonymous

Submitted values are:

Date Monday, September 06, 2021
To His Worship the Mayor and Members of City Council
First Name Sherry
Last Name Tarasoff
Phone Number
Email [REDACTED]
Address [REDACTED] Peterson Cres
City Saskatoon
Province Saskatchewan
Postal Code [REDACTED]
Name of the organization or agency you are representing (if applicable)
Subject 7.3.1 Residential Speed Limit Review – Speed Limit and Eligible Streets
Meeting (if known) SPC on Transportation - September 7, 2021
Comments
I OPPOSE the recommendations to reduce the speed limit.

RATIONALE

In 2011, at Councillor Clark's request, Administration reported back on reducing speed limits on residential streets to 40 km/h. From their report:

- Drivers do not necessarily adjust their speeds to an arbitrarily chosen posted speed limit for a roadway, but to the physical limitations and the prevailing traffic conditions.
- It should be recognised that, while a posted speed can readily be changed after the road is constructed, design speed is reflected in the physical features of the road and cannot be altered without reconstruction. Simply changing legislated speed limits has minimal effect on driver behaviour.
- Arbitrarily lowering the posted speed limit below the intended design speed without concurrent changes to roadway geometry, such as new markings, land use changes or traffic calming techniques, can lead to several disadvantages and safety hazards.

No detailed quantitative criteria for traffic safety impacts was provided.

A report provided to the June 7th meeting reported 2019 collision history on streets with residential land uses. Local streets reported 3 severe injuries. Collector streets reported 1 fatal and 12 severe injuries. How many of these collisions

involved excessive speed? Unfortunately, excess speed will not be mitigated by any posted speed limit. How many collisions involved jaywalkers or distracted pedestrians? There is a responsibility on pedestrians to understand the rules of the road and practice safe crossing.

The City of Saskatoon engaged the public with an online survey that indicated 67% (10,159/14,939) were not concerned with the speed of vehicle in their neighbourhood. Neighbourhood Traffic Reviews (NTRs) are not necessarily reflective of perceived safety issues as there is a very small engagement group. That could likely be why traffic data has NOT supported the perceived issue of speeding. For example, the Nutana Park NTR had 2 public meetings, 9 attendees at the first and 15 attendees at the second. Eleven residents subscribed for email updates. Numerous emails were received, approximately 40. If I assume no overlap, that is a total of 75 people that had input for the NTR. And if I assume that all 75 had perceived speed issues, that is less than 3% of the 2,635 registered voters in Nutana. Is this truly reflective of community values?

Where is the support that speed limit reductions IN URBAN SETTINGS can reduce GHG emissions? There is evidence that reducing from 120 km/h to 100 km/h does have a positive impact. There is no conclusive evidence of a positive impact when going from 50 km/h to 40 km/h.

Saskatoon Transit has indicated that a reduction change in speed limit along residential streets and collector streets will impact their delivery of total service hours to the City's overall transit network. Saskatoon Transit has begun the process of compiling historical speed data to further conduct a thorough and accurate analysis. As Transit is an important City service, this data is required to make an informed decision on speed limits.

Saskatoon IS NOT Calgary or Edmonton. We DO NOT need to be consistent with their decisions.

Attachments

Will you be submitting a video to be vetted prior to council meeting? No

[REDACTED]

[REDACTED]

From: Web NoReply
Sent: Monday, September 6, 2021 1:46 PM
To: City Council
Subject: Email - Communication - Mike Winter - In Support of Residential Speed Limit Review - Speed Limit and Eligible Streets - CK 6320-1

Follow Up Flag: Follow up
Flag Status: Flagged

--- Replies to this email will go to contact@walkingsaskatoon.org ---

Submitted on Monday, September 6, 2021 - 13:45

Submitted by user: Anonymous

Submitted values are:

Date Monday, September 06, 2021
To His Worship the Mayor and Members of City Council
First Name Mike
Last Name Winter
Phone Number
Email contact@walkingsaskatoon.org
Address 113 2nd Street East
City Saskatoon
Province Saskatchewan
Postal Code s7h 1n3
Name of the organization or agency you are representing (if applicable) Walking Saskatoon
Subject 7.3.1 - Residential Speed Limit Review
Meeting (if known) SPC on Transportation.
Comments
On behalf on Walking Saskatoon, an advocacy group for pedestrians in Saskatoon, I am writing to support the city administration recommendation of a 40 km/h speed limit for residential streets.

Lower speed limits reduce the probability of collisions with pedestrians, reduce the likelihood of serious injury or death in case of a collision, and increases the transportation mode share of walking.

Increasing the amount of pedestrian trips should be of primary importance to city council given not only the environmental, health and financial benefits to citizens of Saskatoon but also the financial benefits to the city given the hugely lower capital and maintenance costs of pedestrian traffic as compared to vehicular traffic. In a city that is facing consecutive 5% property tax increases as part of this budget cycle, promoting walking is a great investment in a more fiscally sustainable future for ratepayers.

While Walking Saskatoon strongly supports lower speed limits, the most effective way to make streets safer for all users is to modify street design according to Vision Zero principles. Accordingly, we would like this committee to ask city administration to report on the installation of speed ramps on roads adjoining parks, schools, and other residential streets with high pedestrian-vehicle collision likelihood. This is already done in parts of Saskatoon, including Silverwood and Downtown, and is the most effective way to lower speeds with zero enforcement cost.

Attachments

Will you be submitting a video to be vetted prior to council meeting? No

[REDACTED]

[REDACTED]



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Civic Naming Committee – Third Quarter Report 2021

Recommendation of the Committee

That the information be received.

History

The Standing Policy Committee on Planning, Development and Community Services, at its meeting held on September 13, 2021, considered a letter from the Civic Naming Committee regarding the above.

In addition to providing the information to City Council, your Committee also resolved that 'Hill-Hampson', 'Nazarali', and 'Pepper' be added to the Names Master List (Unassigned).

Attachment

September 7, 2021 Letter from the Civic Naming Committee

September 7, 2021

Standing Policy Committee
on Planning, Development, and Community Services

Dear Committee Members:

**Re: Civic Naming Committee Report – Third Quarter 2021
(File No. CK. 6310-1)**

Please consider the following at your meeting scheduled for September 13, 2021.


At its meeting held on September 2, 2021, the Civic Naming Committee considered the attached report of the General Manager, Community Services Division, requesting the Committee's direction with respect to five new general naming requests.

After *In Camera* deliberations, consideration of the criteria and guidelines set out in the naming policy, and consultation with the administrative resource members, the Committee publicly resolved to recommend to the Standing Policy Committee on Planning, Development and Community Services:

1. That 'Hill-Hampson', 'Nazarali', and 'Pepper' be added to the Names Master List (Unassigned); and
2. That the report of the General Manager, Community Services Division dated September 2, 2021, be forwarded to City Council for information.

The Committee deferred consideration of the 'Kyle' and 'Jinnah' submissions to its fourth quarter meeting, pending further information.

Sincerely,



Janice Hudson
Committee Assistant

JH:

September 7, 2021
Page 2

Attachment

- Report of the General Manager, Community Services Division dated September 2, 2021

cc: Councillor B. Dubois, Chair, Civic Naming Committee
L. Lacroix, General Manager, Community Services Department
A. Wood and T. Halonen, Administrators, Civic Naming Committee

Admin Report - CNC - Third Quarter Report 2021.docx

ISSUE

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

RECOMMENDATION

That the Civic Naming Committee:

1. Recommend to the Standing Policy Committee on Planning, Development and Community Services that this report be forwarded to City Council for information; and
2. Issue direction with respect to the naming submissions contained within this report.

BACKGROUND

According to Policy No. 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 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 Administration for technical review.

DISCUSSION/ANALYSIS

Names Master List

For Committee's review, the Prioritized Names Master List is included as Appendix 1.

Names Applied

Since the previous meeting, no street names have been assigned.

General Naming Requests

The following naming requests have been received and require screening:

1. "Hill-Hampson" – Cheryl Hill-Hampson was an educator, artist, author, and volunteer. Cheryl taught for 32 years for the Saskatoon Board of Education. Her artwork included wood and stone carving, watercolour, and acrylic paintings, which have been displayed in art galleries and have received recognition at various art shows. Cheryl completed "My Healing Journey with Breast Cancer: A Positive Affirmation Book", which was self-published, and copies have been distributed across western Canada and parts of the United States. Cheryl volunteered at Wanuskewin Heritage Park, the Saskatoon Forestry Farm Park and Zoo and for the last 15 years of her life, at the Western Development Museum as a member of the Saskatchewan Pleasure Driving Association. The original submission is included as Appendix 2.

The above submission falls under Naming Criteria 3.3(a)(i) of the Naming Policy to recognize, “A person who has volunteered significant amounts of time, effort and/or resources to support community services or humanitarian causes.”

Please note, “Hill” can be used as a street suffix, this may restrict the opportunity for the use of this name.

2. “Jinnah” – Muhammad Ali Jinnah was a barrister, politician, and the founder of Pakistan. Jinnah served as the leader of the All-India Muslim League from 1913 until the inception of Pakistan on August 14, 1947, then as the Dominion of Pakistan's first Governor-General until his death. He is revered in Pakistan as the Quaid-i-Azam ("Great Leader") and Baba-i-Qaum ("Father of the Nation"). His birthday is observed as a national holiday in Pakistan. The original submission is included as Appendix 3.

The above submission falls under Naming Criteria 3.3(a)(iv) of the Naming Policy “To recognize communities which contribute to the diversity of the city.”

Please note that a similar sounding name, “Jeanneau Way”, is currently being used for a street in the Rosewood neighbourhood. This may restrict the opportunity for the use of this name.

3. “Kyle” – Kaylyn Kyle is a Canadian soccer player who played last as a midfielder for the Orlando Pride in the National Women’s Soccer League. Kaylyn was inducted into the Saskatchewan Sport’s Hall of Fame in 2021, and was a member of the Canadian women’s national soccer team, winning a bronze medal at the 2012 Summer Olympics, and a Right to Play Ambassador. The original submission is included as Appendix 4.

The above submission falls under Naming Criteria 3.3(a)(i) of the Naming Policy to recognize, “A person who has achieved a deed or activity performed in an outstanding professional manner, or of an uncommonly high standard, that brings considerable benefit to the City of Saskatoon, Province of Saskatchewan or Canada.”

Please note a similar sounding name, “Koyl Avenue”, is currently being used for a street in the Airport Business and Management area. This may restrict the opportunity for the use of this name.

4. “Nazarali” – Dr. Adil Nazarali was a dedicated teacher and researcher who worked tirelessly to broaden the minds of students and bring scientific research funds to the University of Saskatchewan. In 2015, he was awarded the Provost’s College Award for Outstanding Teaching and designated Fellow of the Royal Pharmaceutical Society of Great Britain. He brought many grants to the University of Saskatchewan including: the Saskatchewan Health Services Utilization and Research Commission Start-up Grant, the Canadian Institutes of Health Research Grants, Multiple Sclerosis Society of Canada Grants, and many others, in addition to receiving funding from the Natural Sciences and Engineering Council of Canada. He published over 60 papers in refereed journals, 10 reviews/book chapters and presented 50 scientific abstracts at international conferences. At the time of his passing, he was collaborating to

develop a Neuroscience PhD program at the University of Saskatchewan. The original submission is included as Appendix 5.

The above submission falls under Naming Criteria 3.3(a)(i) of the Naming Policy to recognize, “A person who has demonstrated excellence, courage or exceptional dedication to service in ways that bring special credit to the City of Saskatoon, Province of Saskatchewan or Canada.”

5. “Pepper” – Thelma Pepper was a photographer, volunteer reader, educator, and a strong naturalist. Thelma’s photography celebrated the uniqueness and spirit of Saskatchewan people, particularly senior prairie women and the elderly. Thelma’s black and white portraits and large-scale panoramas have been exhibited extensively throughout Saskatchewan, in seven other Canadian provinces and in exhibitions across Europe. Thelma was a recipient of the Saskatchewan Order of Merit in 2018, president of the Brunskill School Parents Advisory Council, in which she was instrumental in establishing the first school library in Saskatoon and was a long-time member of the Saskatchewan Natural History Society serving in many administration roles. The original submission is included as Appendix 6.

The above submission falls under Naming Criteria 3.3(a)(i) of the Naming Policy to recognize, “A person who has achieved a deed or activity performed in an outstanding professional manner, or of an uncommonly high standard, which brings considerable benefit to the City of Saskatoon, Province of Saskatchewan or Canada.”

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. For names that are approved, Administration will provide the Civic Naming Committee with a recommendation on the category and rank for each name.

IMPLICATIONS

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

APPENDICES

1. Prioritized Names Master List
2. Original Submission – Hill-Hampson
3. Original Submission – Jinnah
4. Original Submission - Kyle
5. Original Submission – Nazarali
6. Original Submission – Pepper

REPORT APPROVAL

Written by: Anthony Wood, Planner, Planning and Development
Tanner Halonen, Planner, Planning and Development
Reviewed by: Darryl Dawson, Development Review Manager
Lesley Anderson, Director of Planning and Development
Approved by: Lynne Lacroix, General Manager, Community Services

SP/2021/PD/CNC/Admin Report - CNC - Third Quarter Report 2021.docx/gs

Prioritized Names Master List

Appendix 1

Updated August 8, 2021

[illegible]

Recently Assigned
New
Await Appropriate Time
Naming Conflict

Lorje	Penkala	Larson
Paulsen	Reindl	
Waniska	Mohyla	
Wicihitowin	Mother Theresa	
Atchison	Thiessen	
Freda Ahenakew	Brownell	
	Kathleen	
	Kurdistan	
	Tamke	
	Hilltops	

Original Submission – Hill-HampsonContact Information

Name: Trace Hampson

Company:

Address: [REDACTED] Bayview Crescent

Address:

City/Town: Saskatoon

Province: Saskatchewan

Postal Code: S7V [REDACTED]

Email: [REDACTED]

Phone Number: [REDACTED]

Naming

Requested name: Hill-Hampson

Requested use of name: Street

Background Information (Reason for name request): Mrs. Cheryl Hill-Hampson - Educator, Artist, Author and Volunteer. Cheryl taught 32 years for the Saskatoon Board of Education. Her art work included wood and stone carving, water color and acrylic paintings which have been displayed in art galleries and have received recognition at various art shows. Cheryl completed "My Healing Journey with Breast Cancer" a positive affirmation book which as been self-published and copies have been distributed across western Canada and parts of the United States. Cheryl's volunteerism has evolved over the years spending time as Wanuskewin Heritage Park and the Saskatoon Forestry Park and Zoo. The last 15 years of Cheryl's life was spent volunteering at the Western Development Museum as a member of the Saskatchewan Pleasure Driving Association.

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): Cheryl Hill-Hampson was born May 11, 1956 on Mother's Day during a spring snow storm in Regina, Saskatchewan. She spent her childhood years in Brandon and Winnipeg Manitoba before returning to Saskatchewan. She graduated from Walter Murray Collegiate and then entered the University of Saskatchewan and received a Bachelor of Education degree. She began her teaching career which spanned 32 years with the Saskatoon Board of Education. While teaching she met her husband Trace, also a teacher, and together they raised two children Jennifer and Paul. Cheryl had an appetite for life, she never wasted a minute of time, she was always busy and full of life, it was a challenge just trying to keep up with her. Cheryl as an accomplished artist carving wood and soap stone (she even carved golf balls), as well as painting, she had many, many hobbies and activities she was involved in; she liked learning new things and she liked being busy. She did have one special passion, her horse "Smartie", they spent 17 years together going on many riding and driving adventures throughout Saskatchewan. As a member of the Saskatchewan Pleasure Driving Association Cheryl spent countless hours volunteering at the Western Development Museum and travelling across the province of Saskatchewan with wagons and horses to parades and other special events.

Attachment:

https://www.saskatoon.ca/sites/default/files/webform/street_application_0.pdf

Additional comments:

Looking back at Cheryl's life there wasn't any one great accomplishment however, there are many, many, many bits of good and it's those bits of good put together that overwhelm. The Street Application Document File that was put together is not uploading properly. I have put together a box of information, certificates and samples of art work. The box is addressed to the City of Saskatoon, c/o Dan McClaren Naming Advisory Committee and will be dropped off March 1, 2021. PLEASE, THE ART WORK AND COPIES OF CHERYL'S ACHIEVEMENTS ARE TREASURES TO ME - HANDLE WITH CARE AND WHEN THRU WITH THEM CALL ME AND I WILL PICK THEM UP.

Do you wish to address the Naming Advisory Committee? Yes

Contents:

Sample of Art Work

1 - Water Colour Picture

4 - Wood Carvings

Golfer

Rabbit

Farmer

Santa Claus Tree Decoration

1 - Golf Ball Carving

1 - Soap Stone Carvings

Bird

4 - Water Colour Cards

Trees

Christmas Carollers

Christmas Snowman

Loons

Copy of Book

My Healing Journey With Breast Cancer

Copies of Business Cards

Copies of Volunteer Certifications, Teacher Certification,

Newspaper Articles & Picture of Cheryl working on wood carving

Copy of Application (Biography)

Please contact Trace Hampson [REDACTED] to return items





Original Submission – Jinnah

Contact Information

Name: Abbas Akram

Company:

Address: [REDACTED] Argyle Ave

Address: Saskatoon

City/Town: Saskatoon

Province: Saskatchewan

Postal Code: S7H [REDACTED]

Email: [REDACTED]

Phone Number: [REDACTED]

Naming

Requested name: Jinnah Road and Muhammad Ali Jinnah Park

Requested use of name:

- Street
- Park

Background Information (Reason for name request):

Muhammad Ali Jinnah (born Mahomedali Jinnahbhai; 25 December 1876 – 11 September 1948) was a barrister, politician and the founder of Pakistan. Jinnah served as the leader of the All-India Muslim League from 1913 until the inception of Pakistan on 14 August 1947, and then as the Dominion of Pakistan's first Governor-General until his death. He is revered in Pakistan as the Quaid-i-Azam ("Great Leader") and Baba-i-Qaum ("Father of the Nation"). His birthday is observed as a national holiday in Pakistan. He is also known as a Founder of Pakistan.

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):

Muhammad Ali Jinnah (1876-1948) was the first governor general of Pakistan. His great achievement was the organizing of Indian Muslims to demand a separate state, which culminated in the creation of Pakistan, the world's largest Islamic state.

Muhammad Ali Jinnah was born in Karachi, probably on Dec. 25, 1876, although the day is uncertain. He went to England in 1892 to study law, and after his return in 1896 he practiced in Bombay. He joined the Indian National Congress, giving his support to the moderate faction led by Gopal Krishna Gokhale, whom he greatly admired. Jinnah was also a member of the Muslim League, and he worked for greater Hindu-Muslim unity. He broke with the Congress in 1920 with the advent to leadership of Mahatma Gandhi, whose methods he deplored as unconstitutional and as based on an appeal to the mob. Jinnah's attempts to work with the Muslim League were so frustrating, however, that he concluded its leaders were either "flunkeys of the British or camp followers of the Congress" and went to England in 1931 to take up a law practice there.

In 1934 Jinnah was persuaded to return to India by the changes brought about in the political situation by the proposals for the new constitution, which resulted in the India Act of 1935.

Jinnah's energy, integrity, and relentless logic made him the spokesman of Indian Moslems, earning him the title Quaid-i-Azam, "supreme leader." By 1945, when Indian independence was imminent, neither the British government nor the Indian National Congress could find a political solution for India without Jinnah's agreement. His insistence that Hindus and Moslems constituted two separate nations became the central fact of all discussions, and the partition of India on Aug. 15, 1947, into India and Pakistan was the fruit of his argument that Moslems must have their own homeland.

Jinnah was the first governor general of Pakistan, and while the office in other parts of the British Commonwealth was ceremonial, his enormous popularity and skill made his authority virtually absolute. He tackled the many problems facing the new nation with zeal, but he was already worn out by the long struggles. He died on Sept. 11, 1948, leaving to his successors the task of consolidating the nation he had done so much to create.

Attachment:

https://www.saskatoon.ca/sites/default/files/webform/muhammad_ali_jinnah.jpeg

Additional comments: On the behalf of Pakistani Community of Saskatoon and Pakistan Canada Cultural Association, We are requesting the Naming Advisory Committee and City of Saskatoon to please consider the request to put the name of Street as a Jinnah Road and the park name as a Muhammad Ali Jinnah Park. City of Saskatoon is a City of Diverse Community. We have a strong believe on diversity and multiculturalism. I want to appreciate all the efforts and service of City of Saskatoon and Naming Committee.

Do you wish to address the Naming Advisory Committee? No

Original Submission – Kyle

Contact Information

Name: Daniel

Company:

Address: [REDACTED] Wright Bay

Address:

City/Town: Saskatoon

Province: Saskatchewan

Postal Code: S7N [REDACTED]

Email: [REDACTED]

Phone Number: [REDACTED]

Naming

Requested name: Kaylyn Kyle

Requested use of name: All the below

Background Information (Reason for name request):

Please view the Wikipedia link below, this will get an excellent background history.

https://en.m.wikipedia.org/wiki/Kaylyn_Kyle

As well, Kaylyn was just inducted to the Saskatchewan Sports Hall of Fame for 2021.

I have had a few interactions with Kaylyn and she is a positive female individual with positive energy for young female athletes. I have witnessed this first hand as a coach of female soccer players.

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):

Kaylyn McKenzie Kyle (born October 6, 1988) is a Canadian soccer player who last played as a midfielder for the Orlando Pride in the National Women's Soccer League. She is also a member of Canada women's national soccer team, winning a bronze medal at the 2012 Summer Olympics, and is a Right To Play ambassador.

Please view the Wikipedia link below, this will get an excellent biography of Kaylyn Kyle

https://en.m.wikipedia.org/wiki/Kaylyn_Kyle

Attachment:

Additional comments: I truly believe that we as a city need to do something special like naming a soccer field or street for this model female.

Do you wish to address the Naming Advisory Committee? Yes

Original Submission – Nazarali**Contact Information**

Name: Katherine S. McKort-Nazarali

Company:

Address: [REDACTED] Delaronde Rise

Address:

City/Town: Saskatoon

Province: SK

Postal Code: S7J [REDACTED]

Email: [REDACTED]

Phone Number: [REDACTED]

Naming

Requested name: DR AJ NAZARALI OR "NAZARALI"

Requested use of name: Street

Background Information (Reason for name request):

Dr. Adil Nazarali was a dedicated teacher and researcher who worked tirelessly to broaden the minds of students and bring scientific research funds to the University of Saskatchewan. At the time of his passing, he was collaborating to develop a Neuroscience PhD program at the University of Saskatchewan.

He brought his family from Bethesda MD USA to Saskatoon in 1993.

He loved the community here and saw an opportunity to build a research program at the University of Saskatchewan. He appreciated the hard work ethic of Saskatchewan people and strived to do the same in everything he did.

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):

Dr. Nazarali was born on June 25, 1954 in Kampala, Uganda. He obtained his undergraduate training in Pharmacy from the Portsmouth School of Pharmacy, England and a M.Sc. in Biopharmacy from the Chelsea School of Pharmacy, King's College, University of London, England. He graduated with a PhD in September 1984 from the Faculty of Pharmacy/Pharmaceutical Sciences, University of Alberta (UofA). Following fellowships at the U of A and the University of Nottingham, he moved to the USA in 1987 to be a guest researcher at the National Institute of Mental Health in Bethesda MD where he conducted research on the mapping, distribution and regulation of neurotransmitter and neuropeptide receptors in the brain. This was followed by a visiting associate fellowship in the lab of Nobel Laureate, Dr. Marshall Nirenberg, in the Laboratory of Biochemical Genetics, National Heart, Lung and Blood Institute, Bethesda MD. Dr. Nazarali's project there involved molecular characterization of mammalian homeobox (Hox) genes.

In 1993 Dr. Nazarali began his distinguished career at the University of Saskatchewan first in the Department of Anatomy and Cell Biology, then moving to the College of Pharmacy and Nutrition in 1995 where he remained until his passing. Dr. Nazarali, Professor, Laboratory of Molecular Cell Biology was passionate about research and often spent late nights and weekend hours alongside his graduate students in the lab. He supervised 22 graduate students over his career and was extremely proud of their successes. The focus of his research was to advance

understanding of how the body is able to repair damage to the brain, especially as a function of age.

However, research was not possible without grants and Dr. Nazarali was always working on the "next grant application". Over the years he brought many grants to the University of Saskatchewan including a Saskatchewan Health Services Utilization and Research Commission start-up grant and continued to receive funding from the Natural Sciences and Engineering Council of Canada as well as the Canadian Institutes of Health Research Grants, Multiple Sclerosis Society of Canada Grants, and many others throughout his career.

He published over 60 papers in refereed journals, 10 reviews/ book chapters, and presented 50 scientific abstracts at international conferences. In doing so, he collaborated closely with numerous colleagues at the U of S to raise the profile of the university and develop long-lasting research relationships.

In addition to graduate teaching and research, Dr. Nazarali taught many medical and pharmacy undergraduate students at the U of S, resulting in the Provost's College Award for Outstanding Teaching in 2015. He was very proud and humbled to receive this award.

In 2015 Dr. Nazarali was designated a Fellow of the Royal Pharmaceutical Society of Great Britain and this honor was also very special to him.

While the awards, honors, publications and grants were important to his career, Dr. Nazarali would have been the first to say that none of this would have been possible without the support of the University of Saskatchewan. He was privileged to establish his career there and recognized how lucky he was to call Saskatoon his home.

Attachment:

https://www.saskatoon.ca/sites/default/files/webform/dr_aj_nazarali_royal_pharmaceutical_society_fellow.pdf

Additional comments: Thank you for considering this naming application.
Do you wish to address the Naming Advisory Committee? No

May 28, 2021

Anthony Wood
City of Saskatoon Naming Advisory Committee
Community Services Department, Planning and Development Branch
222 – 3rd Avenue North
Saskatoon, SK
S7K 0J5

Hi Anthony,

Further to our telephone call today, please find attached my submission for Thelma (Stevens) Pepper to the Names Master List for consideration on naming municipally-controlled property. Attached are: Application Form; Background Information; Biography, and pictures with description on back of picture.

I appreciated your help today in determining how I complete the application form. I hope everything is in order, but if not, please do not hesitate to contact me with anything you need. I would appreciate just a short email to confirm receipt of the application, at your convenience.

Thanks very much Anthony.

Regards,



Ron Pepper

Email: [REDACTED]

Mobile: [REDACTED]

[REDACTED] West 17th Ave. Vancouver, B.C. V5Y [REDACTED]

CESS

Request

Form to Planning & Development that a name be added to the

Committee reviews naming request with Council guidelines.

Committee recommends to City Council support or non-support for adding the name to the Master List.

Approves or rejects adding names to the

name from the Names Master List. Planning & Development Branch by street, park, or other Civic

name from the Names Master List to the Mayor's Office who selects the final name to the Master List.

applicant and affected others that are selected for use.

Specific Naming Request

Screening
Naming Advisory Committee reviews naming request in accordance with Council guidelines.

Recommendations
Naming Advisory Committee recommends to City Council the support or non-support for the naming request.

Approval
City Council approves or rejects naming request.

Notification
The Mayor notifies applicant and affected others of City Council's decision.

Re-Naming Request

Consult
The applicant is required to consult property owners affected by the proposed re-naming. Please contact the Planning & Development Branch to determine the consultation requirements.

Suggestion
Submit Application Form to Planning & Development Branch to re-name a specific municipally-owned property. Include written comments from affected property owners.

Comments
Planning & Development Branch contacts all affected civic departments, community associations, property owners, etc. to gather comments and estimate costs.

Screening
Naming Advisory Committee reviews re-naming request in accordance with Council guidelines.

Recommendations
Naming Advisory Committee recommends to City Council the support or non-support for the re-naming request.

Approval
City Council approves or rejects re-naming request.

Notification
The Mayor notifies applicant and affected others of City Council's decision.

APPLICATION FORM To Name Streets, Parks & Civic Properties

Please complete the attached application form for all new name submissions and requests for a street, park, or other civic properties.

Name: RON PEPPER

Address: 100 WEST 17th AVE.

City/Town: VANCOUVER Province: B.C. Postal Code: V5Y 1A5

Phone: [REDACTED] E-mail: [REDACTED]

☒ New Name Submission ☐ Re-naming Request

Requested Name(s) (please print) THELMA (STEVENS) PEPPER

Requested Use of Name

☐ Street ☐ Park ☐ Municipal Facility
☐ Neighbourhood ☐ Other ☒ Any of the Above
☐ Suburban Development Areas

If this is a request for re-naming an existing location, please indicate the current name: _____

PLEASE INCLUDE THE FOLLOWING INFORMATION AS PART OF YOUR APPLICATION
(Indicate which items are attached to the application form)

1. Background Information (Reason for request) (ATTACHED)
2. Short Biography (Given name, date of birth/death, place of birth, contributions, awards, achievements, or other relevant information) (ATTACHED)

Do you wish to speak to the Naming Advisory Committee? ☐ YES ☒ NO

Please send the completed application form to:
City of Saskatoon Naming Advisory Committee
Community Services Department, Planning & Development Branch
222-3rd Avenue North
Saskatoon, SK
S7K 0J5

Background Information

Thelma Pepper is an excellent candidate to be considered for the naming or re-naming of a municipally-controlled property, by the Naming Advisor Committee. Recipient of the Saskatchewan Order of Merit (2018), Thelma has consistently demonstrated excellence, courage and dedication to roles and services that have positively impacted the development of Saskatoon and brought awareness and credit to the City of Saskatoon and Province of Saskatchewan in the following ways.

- As revealed in her biography (attached), Thelma's photography consistently demonstrated excellence and exceptional dedication to celebrating the uniqueness and spirit of Saskatchewan people, particularly senior prairie women and the elderly. All the awards, accomplishments and recognition that Thelma Pepper has received for her photography center around her passion and focus in giving a voice to the people who played a critical role in shaping Saskatchewan. Thelma's documentation of the lives of prairie pioneer women and men put their experiences and resilience into focus for future generations to understand. Thelma illuminated the critical roles prairie women held within their seemingly ordinary, everyday environments. To this day, her work reveals that dignity, courage and happiness exist in the lives of all Saskatchewan senior citizens. Her intimate photographs of elders reveal true compassion coming from her deep curiosity, warmth and understanding. Where others might see sorrow and despair, Thelma saw the spirit, dignity and courage of all these individuals. Thelma was a vibrant spirit and a brilliant storyteller.

Thelma's work has had a substantial impact on the social and cultural well-being of the Province of Saskatchewan. Her photography poignantly documents the economic and social realities of Saskatchewan people and places. Thelma's powerful black and white portraits and large-scale panoramas (printed by herself in her family darkroom) have been exhibited extensively throughout Saskatchewan, in seven other Canadian provinces, and in exhibitions across Europe. Through this reach, Thelma has taught Canadians and an international audience about life in rural Saskatchewan, and about the honesty, creativity and hard-working nature of Saskatchewan people. Although initially apprehensive about moving to Saskatchewan in 1947 she became smitten by its uniqueness and by the spiritual essence she found in its people. Thelma believed that these core values should be recognized and celebrated.

- Thelma had a strong belief in the value of literacy and creativity and was a strong advocate in Saskatoon. As a volunteer reader and educator, she felt strongly that literature and reading could have a direct impact on a citizen's personal wellbeing. As president of the Brunskill School Parents Advisory Council, she was instrumental in establishing the first school library in Saskatoon. Thelma was a long-term supporter of creativity in kids and senior citizens and gave numerous lectures on the topic.
- Thelma was also a strong naturalist and promoted the idea that through nature one could have a better understanding of oneself. She was a long-time member of the Saskatchewan Natural History Society and served in many administration roles. Thelma was an expert bird watcher and botanist and assisted in research to better understand bird migration through Saskatchewan.

Thelma Pepper loved talking to people and learning about their lives and where they came from. She loved travelling from town to town, slough to slough, to understand the people and places of Saskatchewan. In her own quiet but confident way, she made everyone she met feel better about themselves and in their own lives. She loved her adopted home of Saskatchewan – its history and people. She lived an honest, hard-working and engaged life, and is an excellent role model and representative for the naming of municipally-controlled property.

Biography

Thelma Vivian (Stevens) Pepper

Childhood

- Born July 28, 1920 Kingston, Nova Scotia. Died Dec. 01, 2020, Saskatoon Saskatchewan. 100 years old.
- Parents operated L.D. Stevens General Store, Kingston, N.S.
- Grandparents operated S.S. Stevens Lumber Company, Kingston, N.S.
- Both Father and Grandfather passionate photographers and naturalists with major influence on Thelma. Many hours spent hiking and in darkroom printing pictures.

Education

- B.Sc., Acadia University, Wolfville, N.S., 1941. (Acadia Entrance Scholarship, Tennis Team)
- M.Sc., McGill University, Montreal, QC (Major: Botany), 1943.

Family

- Husband Jim (1920 – 2003) – Professor and Head Organic Chemistry Department, University of Saskatchewan.
- Four Children – U of S graduates and varsity athletes. Encouraged children to find something they could excel in to support self-confidence in early formative years.

Volunteer

- Strong literacy and creativity advocate – it improves personal wellbeing.
- President Brunskill Elementary School Parents Advisory Council. Created first public school library in Saskatoon.
- Saskatoon TV Panel Member – “Guidance of Children’s Reading: Pre-school Through the Fifth Grade”.
- Dedicated volunteer reader: Hospitals; senior residences; public schools and to the blind.
- Key role in developing arts program at Saskatoon’s Sherbrooke Community Centre. Thelma was instrumental in promoting the ‘Eden Alternative’ with her photography. The ‘Eden Alternative’ for senior’s care emphasizes that plants, pets, children, companionship and creativity are better than pills for treating the elderly. This approach states that dignity and courage reside in everyone, and that the elderly should be treated with this in mind. The Sherbrooke in-house restaurant was named “Peppers” in honor of Thelma’s contribution to Sherbrooke Centre.

Hobbies

- Passionate sports enthusiast – tennis, curling, bridge (500 Master Points).
- Member Saskatoon Natural History Society – Banded Birds under supervision of Dr. Stuart Houston, “Golden Eagles” hiking club and rare bird alert team member.
- Saskatchewan native plant documentation – Over 150 native plants professionally mounted.

Vocation - Photographer

- Rekindled youth interest in photography at age 60. Photography provided a strong feeling of belonging and a way to celebrate the identity and people of Saskatchewan, her adopted home, that she loved so much as an adult and as a mother and wife.
- Productive and influential Saskatchewan visual artist from age 60 to age 97.
 - Nine Canada Council and Sask. Arts Board grants.
 - Active with The Photographer’s Gallery, an artist-run exhibition and resource center. At the age of 69, first solo exhibition entitled *Decades of Voices: Saskatchewan Pioneer Women* went on to travel across Canada and to Scotland.
 - Four major photography exhibitions documenting the places and people of Saskatchewan. Exhibitions travelled to art galleries and museums across Saskatchewan, to seven provinces and the Yukon Territories, and to the United Kingdom. Exhibitions currently stored in permanent collections across the province including: Remai Modern; The Saskatchewan Arts Board; U of S; Kenderdine Art Gallery; Mackenzie Art Gallery; and Art Placement Gallery.

Biography (Cont'd)
Thelma Vivian (Stevens) Pepper

- 2009 **"Light Unleashed – The Photography of Thelma Pepper"** – a 30-minute documentary film televised on both SCN and Access TV. Winner of SMPA showcase Award.
- 2010 **National Film Board – "A Year at Sherbrooke"** chronicles Thelma's ongoing leadership in creation of arts programming for long-term residents. World premiere 2010 Toronto.
- 2012 Chosen **"Patron"** Of Saskatchewan Libraries Week.
- Numerous Artist Talks at schools and community groups. Latest Amy McClure House, 2017, age 97.
- 2014 **Saskatchewan Book Of the Year finalist** – **"Human Touch – Portraits of Strength, Courage and Dignity"**.
- 2015 **Saskatchewan Arts Council Lifetime Achievement Award**.
- 2017 **Saskatchewan Order of Merit**, the province's highest public honor recognizing excellence and achievements from outstanding citizens. Oldest recipient in the award's history.
- 2018 **These Women Live On** – CBC Sunday morning documentary by producer David Gutnick.
- 2020 **Thelma A Life in Pictures** a biography written by Amy Jo Ehman, published by MacIntrye Purcell.
- 2021 **Thelma Pepper: Ordinary Women. A Retrospective**. Remai Modern Art Gallery, Saskatoon, Sask. Feb 13, 2021 to August 15, 2021, but now extended to October, 2021. The retrospective "highlights the life's work of one of Saskatchewan's pre-eminent senior artists, Thelma Pepper (1920 – 2020), an important photographer, feminist and activist. Known for her black and white photographs.



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

West Industrial Area – Industrial-Residential Interface Study

Recommendation of the Committee

That the information be received.

History

The Standing Policy Committee on Planning, Development and Community Services, at its meeting held on September 13, 2021, considered a report from the Administration regarding the above. Your Committee also received a letter from W2CC Representatives, dated September 13, 2021.

Attachment

1. September 13, 2021 report of the General Manager, Community Services
2. September 13, 2021 letter from W2CC Representatives.

West Industrial Area – Industrial–Residential Interface Study

ISSUE

Historic industrial land uses in the West Industrial area have led to nuisance conditions for residents in surrounding residential neighbourhoods. This report outlines an approach for a comprehensive study, to determine whether there are ways to address existing nuisance conditions in areas of Saskatoon where historic industrial-residential interfaces exist, specifically in the West Industrial area.

BACKGROUND

The [West Industrial Local Area Plan](#) (LAP) was adopted by City Council on July 19, 2004, and included the following recommendation:

Recommendation 4.3 - Performance Standards (pages 14 and 128):
“That the Utility Services Department, Environmental Protection Branch, in conjunction with the Community Services Department, Development Services Branch and City Planning Branch, the Fire and Protective Services Department, and other partner organizations, prepare a terms of reference for a capital project to improve industry related standards for nuisance and/or noxious conditions, expanding on existing performance standards, with a view to incorporating these new standards in the development review and bylaw enforcement processes.”

The following motion was approved by City Council at its [July 27, 2020 meeting](#) (See page 14 and 15, 14.1):

“Whereas, land use adjacency between lands zoned Heavy Industrial and Residential are unique to the West Industrial area of Saskatoon;

Whereas, this land use adjacency naturally creates nuisance conflict; and

Whereas, residents of adjacent neighbourhoods and industrial operators are seeking support from the City of Saskatoon to determine options to mitigate land use conflicts;

Therefore, be it resolved that Administration report back at the earliest opportunity about options and estimated costs to complete a study to identify potential mitigating measures to reduce noise and other nuisance impacts between the West Industrial area and the adjacent residential areas, with particular attention to the adjacent areas of Pleasant Hill, King George and West Industrial and that the option consider partnership with willing industrial operators (e.g. access to land, willingness to contribute to study costs, etc.) and residential stakeholders to ensure a comprehensive study.”

The following motion was approved by the Standing Policy Committee on Planning, Development and Community Services, at its [meeting held on December 8, 2020](#) (8.1.3):

- “1. That the Administration report back to the Standing Policy Committee on Planning, Development and Community Services by second quarter 2021 with a plan for moving forward recommendation 4.3 in the West Industrial Local Area Plan, specifically through a terms of reference for a capital project to improve industry related standards for nuisance and/or noxious conditions, expanding on existing performance standards, with a view to incorporating these new standards in the development review and bylaw enforcement processes. That this report includes potential funding sources for this work and consideration of specific early focus on the nuisances and noxious conditions most impactful to residents in and around the West Industrial area such as noise, vibration, dust, and light. That it also includes opportunities to move forward some of this work in 2021 or as soon as possible; and
2. That the Administration report back on the Industrial Land Incentives policy’s application to industrial operators expanding in inner-city industrial areas and opportunities to embrace this application in support of neighbourhood planning objectives.”

CURRENT STATUS

West Industrial Local Area Plan

The LAP included 52 recommendations related to addressing land use incompatibility, surface deficiencies, site servicing, transportation concerns and economic development opportunities. Conflicts between land uses in the area were recognized and several recommendations and comments were made during the LAP process related to this aspect. Please refer to Appendix 1 for further overview of the LAP and its recommendations.

Nuisance Complaints in the West Industrial Area

Over the last 18 months, an increase in concerns have been raised by residents about nuisance conditions, specifically noise and air quality, from permitted heavy industrial uses in the West Industrial area. Administration has contacted the heavy industrial business operators to make them aware of the complaints. However, the IH - Heavy Industrial District allows for land uses which may generate nuisance conditions beyond the boundary of a site, including noise, dust and vibration. As such, the City does not have the legal ability under the City’s Zoning Bylaw to enforce existing IH land uses to halt operations which generate nuisance conditions or apply new standards to prevent nuisance conditions.

Actions to Date Related to Nuisance Complaints

Bylaw Compliance reviews all noise complaints it receives related to land use. Bylaw No. 8770, Zoning Bylaw, 2009 (Zoning Bylaw) does not prescribe maximum decibel levels and resolving noise-related issues relies on cooperation from the area businesses in addressing the source of the noise. In these situations, staff bring concerns to the attention of the business and encourage the business to consider how

impacts might be lessened. For example, residents in the community recently raised concerns about the noise levels, frequency and duration of alarms associated with the use of conveyor belts at an area business. The business was cooperative in adjusting the alarm noise levels and duration.

Air quality from large scale industrial emitters is regulated by the provincial *Environmental Management and Protection Act* (EMPA). Air quality in Saskatoon is measured by the National Air Pollution Surveillance Program. Specifically, nitrogen dioxide, sulphur dioxide, carbon monoxide, ozone and fine particulate levels are measured. The Province of Saskatchewan conducted an Air Quality Monitoring Study in Saskatoon in 2014/2015. The study included sampling near industrial as well as residential areas and concluded there were no significant air quality concerns in relation to these parameters at the time. Currently, the City does not have a policy tool to prompt investigation of air quality concerns which fall into the nuisance category.

DISCUSSION/ANALYSIS

Implementation of LAP Recommendation 4.3 - Performance Standards

Research work, including discussions with the City Solicitor's Office, to address LAP Recommendation 4.3 – Performance Standards, has determined that applying new performance standards to existing heavy industrial land uses would not improve land use conflicts due to the protection under the *Planning and Development Act, 2007* for non-conforming uses. The current industrial uses in question properly conform with the Zoning Bylaw in its current state. If new performance standards were created in the Zoning Bylaw, the operations would become non-conforming, but would be protected by the *Planning and Development Act, 2007*. Any new City-imposed standards to immediately address nuisances arising from currently lawful uses would therefore need to be imposed through means other than the Zoning Bylaw because of protection of non-conforming uses. However, more information is needed to determine the nature and scope of the nuisances in question and how industrial and residential interests could be properly balanced.

To address City Council's motion to improve industry related standards for nuisance and/or noxious conditions, Administration proposes a comprehensive Industrial-Residential Interface Study (Study) be initiated. Since there are several areas across the City where heavy industrial districts are near to residential areas, the Study would need to engage with residents and business owners in these interface areas to better understand the scale and nature of nuisance conditions. The Study would examine whether there are ways to address the land use conflicts where industrial-residential interfaces exist, including in the West Industrial area. Please refer to Appendix 2 for maps of heavy industrial and residential land use interfaces throughout the city.

Industrial-Residential Interface Study

A comprehensive City-Wide Study is proposed to determine whether there are ways to address the existing nuisance conditions in areas where heavy industrial-residential interfaces exist. A key deliverable of the Study will be to balance quality of life for

residents in proximity to heavy industrial areas and economic prosperity for existing heavy industrial land uses.

Initial research has identified further work is required to:

1. Determine if any new development standards or policy framework (external to the Zoning Bylaw) would improve nuisance conditions for residents.
2. Ensure any new development standard or policy implemented can be easily measured and effectively enforced.
3. Confirm if new development standards or policies would have negative implications on existing businesses across the entire city.

Administration is recommending a phased approach to funding which would require \$150,000 for the first year and \$150,000 for the second year to cover the total estimated costs of \$300,000 required for the development of this comprehensive Study. Consultants with expertise or specialized skills in monitoring and quantifying nuisance conditions will be required at various phases in the Study. In addition, several internal divisions will dedicate staff resources to the Study, and this work will need to be absorbed into existing work programs. Details of the Project and proposed phasing are included in Appendix 3.

Administration has submitted a capital budget request for \$300,000 as part of the 2022-2023 Business Plan and Budget deliberations. If approved, funding would support a dedicated project manager for two years, hiring of external consultants with experience with land use interface issues and to help facilitate engagement with stakeholders, as well as funding for required staff assistance from relevant Divisions. If the capital budget request is supported, Administration will dedicate existing resources to undertake Phase 1 - Baseline and Existing Conditions and would hire a consultant to undertake work from Phase 2 to Phase 4.

The work will include engagement with various levels of government which have jurisdiction over potential performance standards. Please refer to Appendix 4 for an overview of types of nuisance conditions, guiding legislation, act and/or bylaw, as well as the governing authority expected to implement and enforce compliance with the regulations.

The key deliverable of the comprehensive study would be a list of development standards or policy options that could be considered for implementation, along with a description of the anticipated impacts the option would have on the specific nuisance concern. However, if potential options are discovered early in the process, the Administration would be able to bring forward these individual options at any time.

Limited Scope Approach

Given the scale and cost of the full study, Administration could take a focused approach on specific issues such as noise or air quality. Any proposed policy or bylaw changes

would impact residents and businesses in all heavy industrial and residential interface areas of the City.

With respect to air quality, the response to complaints can be complex. There is a need to determine severity and root cause of the incident prior to taking appropriate action addressing the issue. For example, if issues are linked to an industrial emitter, studies may be needed to determine whether there are health risks. Administration estimates costs of such studies to range from \$20,000 to \$75,000, depending on what substance is being sampled, number and type of samples needed, whether the study is focused on short- or long-term health effects, and size of the area to be studied. If there is proof a health risk is present, the City may be able to enlist support from the province to regulate activities of the business. Alternatively, the City could use results of the study to help decide whether other tools, such as suspending a business license or negotiating a mutually beneficial change in location, would be a more effective approach.

In terms of noise mitigation, Administration outlined in a report to the Standing Policy Committee on Planning, Development and Community Services, at its meeting held on December 8, 2020, the estimated cost to complete the study ranged from \$15,000 to \$30,000. It was also noted that in the event any feasible noise reduction measures are identified through the proposed study, Administration would not have any mechanism to require a property owner or business to fund and undertake such improvements. As such, the Committee did not support a noise mitigation study since Administration was unable to identify any local businesses who were willing to partner with the City to fund any portion of the costs associated with a potential study.

Industrial Land Incentives Program

The Industrial Land Incentives Program, administered by Saskatoon Land, offers relocation and or expansion opportunities in new employment areas developed by the City. The program provides willing local businesses with the opportunity to defer the initial capital investment in land costs by offering to lease fully serviced land parcels for a 15-year period. Within the Lease Agreement, there is an option to purchase the land at the price which is fixed upon signing the Agreement. Further details on the program including the terms and conditions of a typical lease can be found at this link, [Industrial Land Incentives Program](#).

While the program typically only applies to industrial land parcels that are available in inventory, Saskatoon Land could entertain direct land lease or sale opportunities from willing West Industrial landowners, subject to approval of the Standing Policy Committee on Finance.

To ensure business and landowners in the West Industrial area are aware of the Industrial Land Incentives Program, a communications plan will be prepared to outline the best approach to sharing information and facilitating discussions about relocation support between Saskatoon Land and West Industrial area landowners.

FINANCIAL IMPLICATIONS

Administration estimates an Industrial-Residential Interface Study would cost up to \$300,000. Administration has submitted a capital budget request as part of the 2022-2023 Business Plan and Budget Options Report for consideration during budget deliberations. Additional funding may be further required to implement the action items and strategies of the Study.

A communications plan for the Industrial Land Incentives Program can be supported using existing operating budget and resources.

OTHER IMPLICATIONS

Depending on the key findings and recommendations of the Study, varying legal, social or environmental implications could be realized; however, further work would need to be completed to fully understand the implications.

NEXT STEPS

If the capital budget request is supported, Administration would begin gathering baseline conditions, undertake detailed research work and engage/consult with stakeholders in 2022.

APPENDICES

1. West Industrial Local Area Plan Overview
2. Industrial-Residential Interface Maps
3. Industrial-Residential Interface Study - Project Phasing Plan
4. Performance Standards Responsibility Chart
5. Confidential-Solicitor/Client Privilege

REPORT APPROVAL

Written by: Paul Whitenect, Manager of Neighbourhood Planning
Melissa Austin, Senior Planner II

Reviewed by: Lesley Anderson, Director of Planning and Development
Jo-Anne Richter, Director of Community Standards
Jeanna South, Director of Sustainability
Frank Long, Director of Saskatoon Land

Approved by: Lynne Lacroix, General Manager of Community Services

SP/2021/PD/PDCS/West Industrial Area – Industrial–Residential Interface Study/mh

West Industrial Local Area Plan Overview

The West Industrial Local Area Plan (LAP) was adopted by City Council on July 19, 2004 and included 52 recommendations related to addressing land use incompatibility, surface deficiencies, site servicing, transportation concerns and economic development opportunities. To date, 37 of the 52 (71%) LAP recommendations have been completed.

Area Vision

At the beginning of the LAP process, residents and stakeholders in the study area work together to create a vision statement that represents local values and long-term objectives. This visioning exercise assists Administration in understanding community priorities and goals, which then lead to the development of LAP recommendations that address issues and guide the neighbourhood/area into the future. The West Industrial LAP included the following vision statement:

“Capitalizing on an affordable, historically central location with efficient transportation access and a skilled labour pool, the West Industrial Area attracts a diverse range of businesses and employment opportunities. Through responsible management of property, environmental stewardship, cooperative mixed land use relationships and the provision of complementary services, the West Industrial Area is a safe, vibrant, aesthetically pleasing, international business centre, which exemplifies a sustainable live/work community, in harmony with surrounding areas.”

Land Use Transition

The LAP noted “it was important to the planning committee that Light Industrial land use be adapted overtime without restricting current property owners or business operators.” The area is intended to remain as an industrial area, but transition to less intensive industrial uses over time as property uses or ownership changes permit. The LAP did not recommend these areas transition to residential uses as remediation costs could be prohibitive for this type of transition. However, the LAP recommended the sites zoned as Heavy Industrial be transitioned to a Light Industrial Zoning District. As noted in Recommendation 4.2(b), the purpose of this transition was to reduce impacts on neighbouring residential areas without impeding the operations of the existing industrial businesses in the area.

“4.2(b) LAND USE REVIEW: That the Community Services Department, City Planning Branch and Development Services Branch undertake periodic reviews of properties designated Transitional Land Use in the West Industrial Area to determine if a Light Industrial land use and zoning designation can be accommodated.”

In 2008, following approval of the West Industrial Concept Plan, the City initiated zoning and land use changes for privately-owned properties in the West Industrial area. These changes were in accordance with the approved land use policies outlined in the West Industrial LAP.

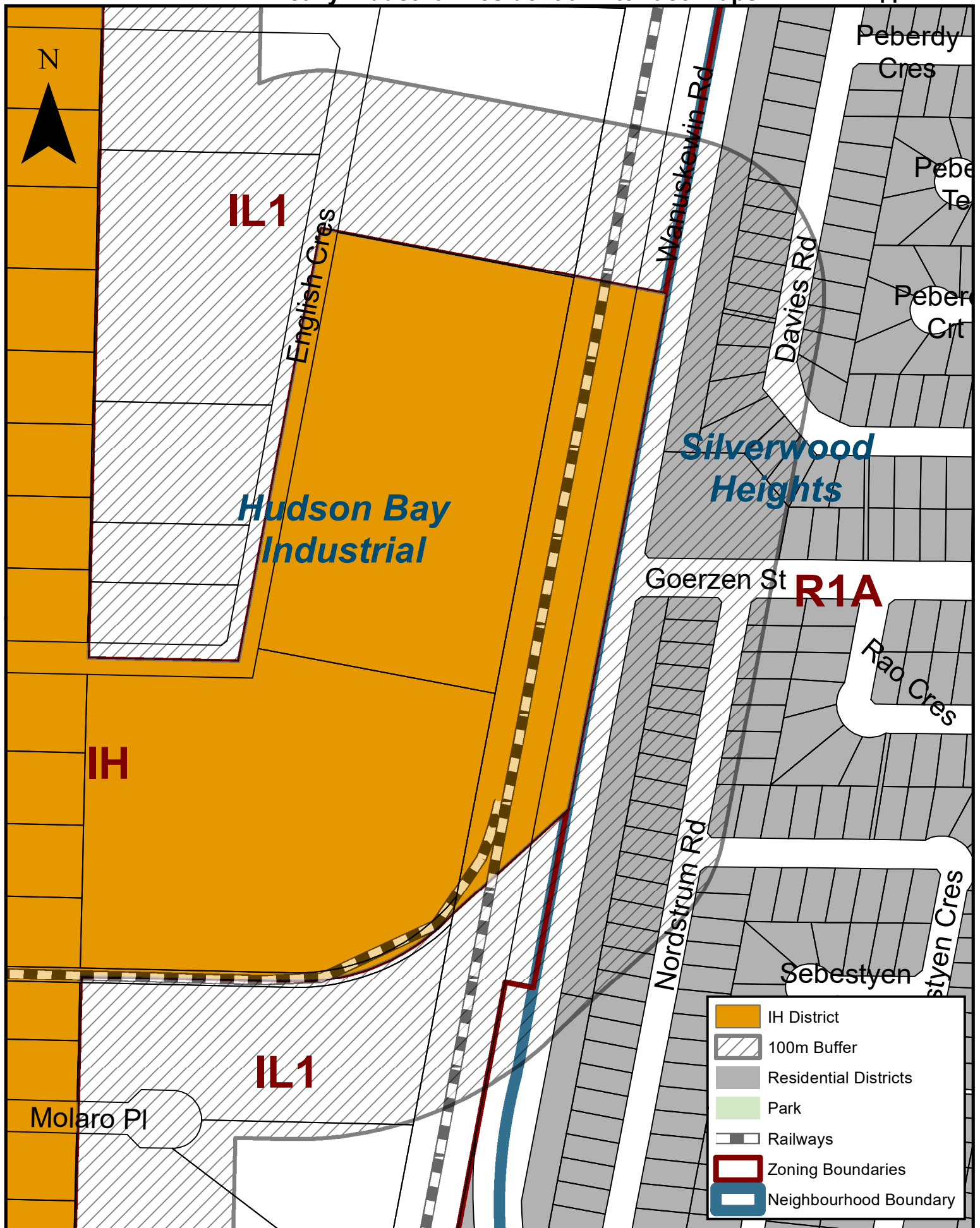
Several historic heavy industrial land uses still exist in the area along the railway, as property owners and business operators had no immediate plans to redevelop their sites and expressed concerns with the proposed zoning changes in 2008 as it could impede their future operations. These IH – Heavy Industrial District zoned sites in the West Industrial area were designated as Transitional ([see OCP Land Use Policy Map](#)) to ensure the area transitions, over time, from historic heavy industrial uses to a land use pattern more compatible with the surrounding area.

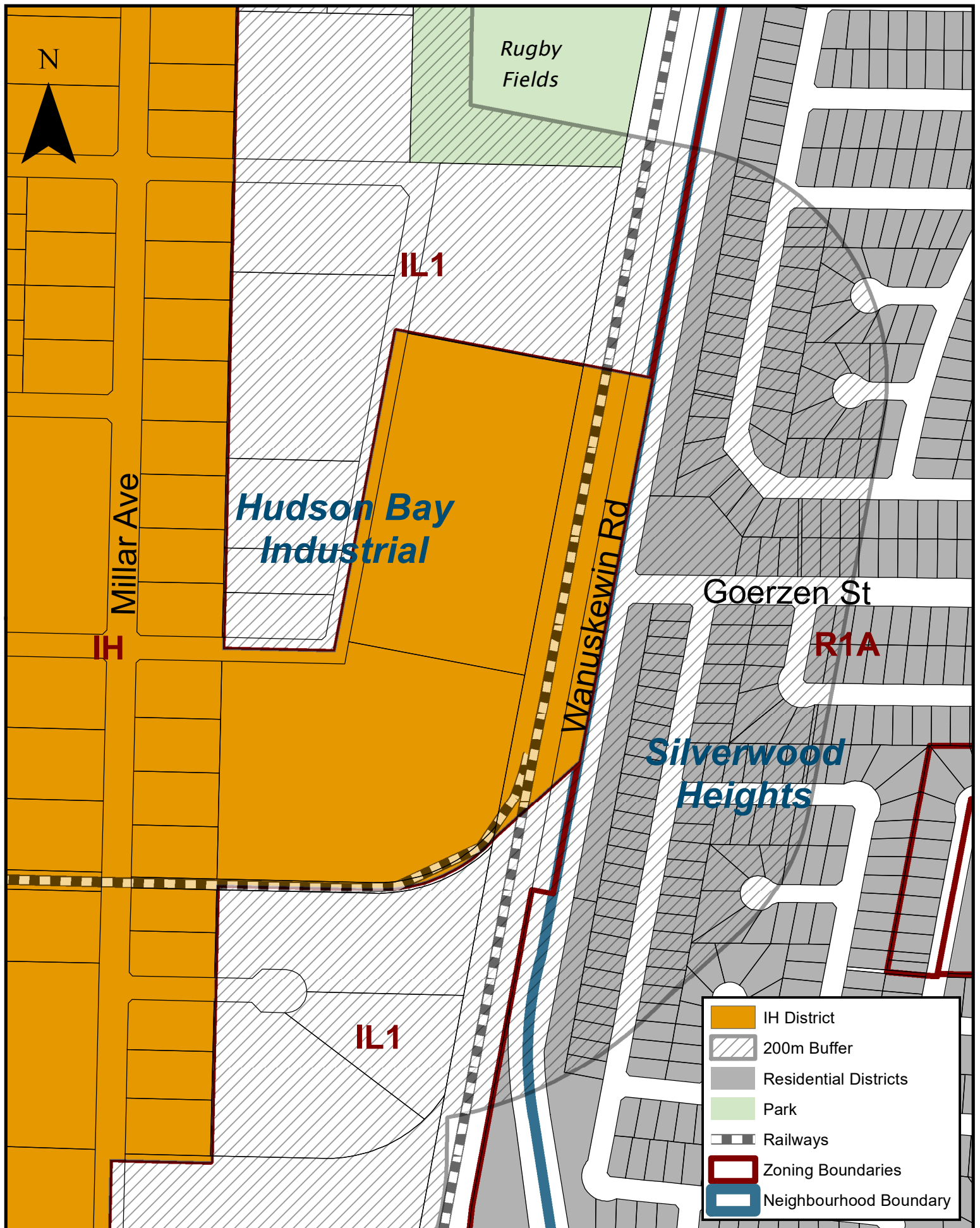
Nuisance Conditions/Performance Standards

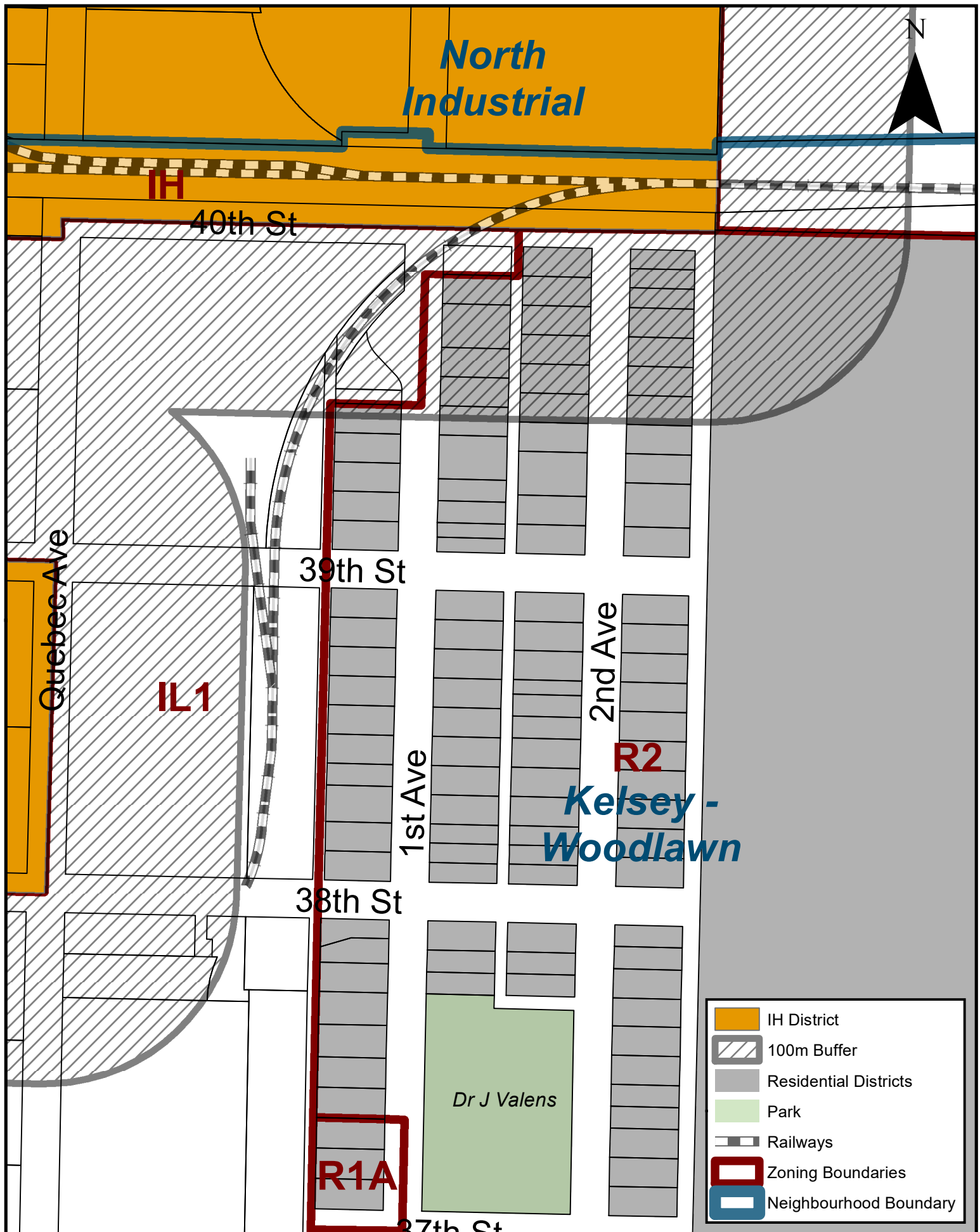
During the LAP process, residents from neighbourhoods near the West Industrial area, including Riversdale, King George and Pleasant Hill identified nuisance conditions related to existing heavy industrial land uses. These include:

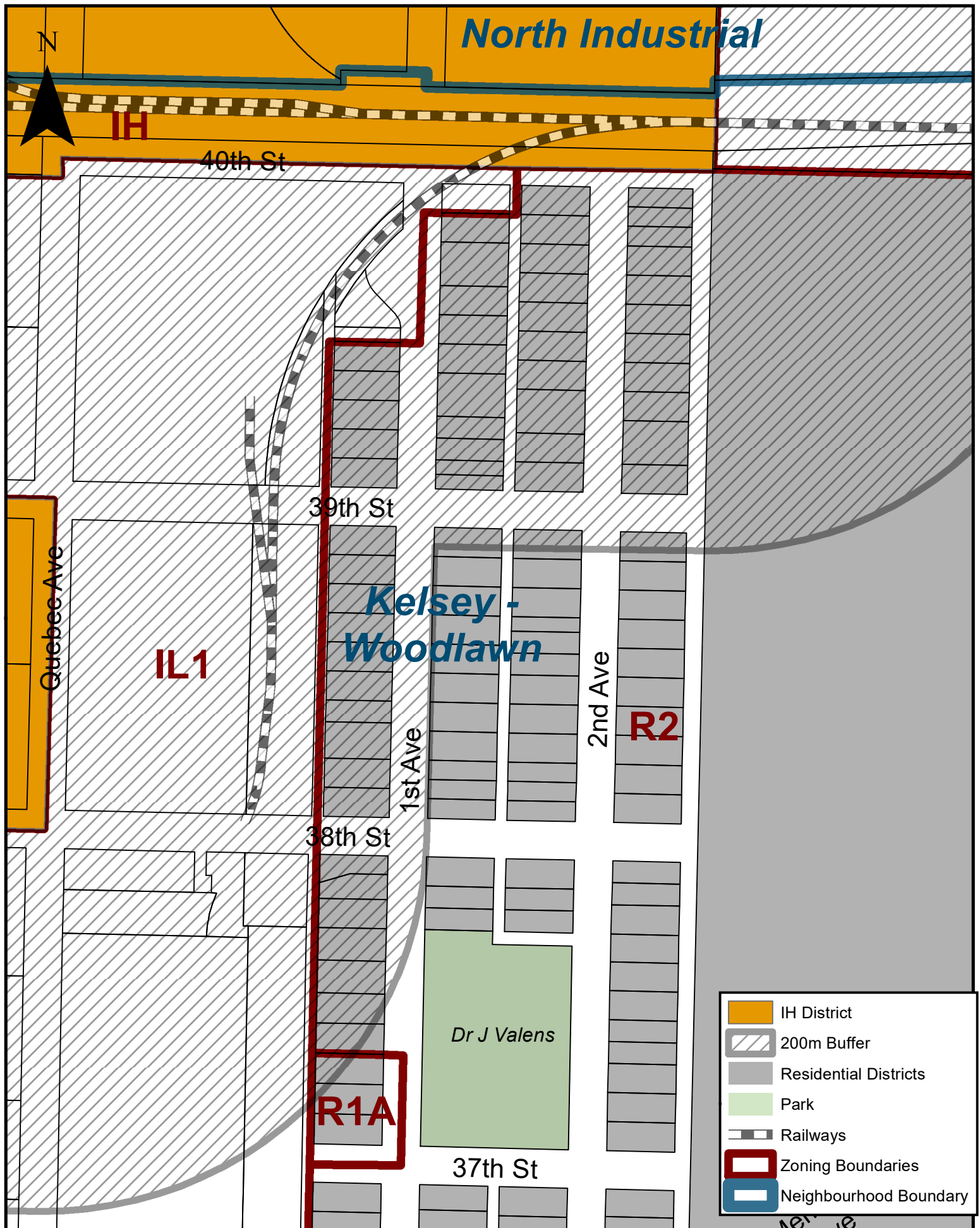
- noise (truck traffic, backup beepers, tailgate slamming, fans/dust collectors and industrial machinery);
- air quality (dust and odour);
- vibration (truck traffic, loading/unloading, rail activity), and
- light (direction, intensity).

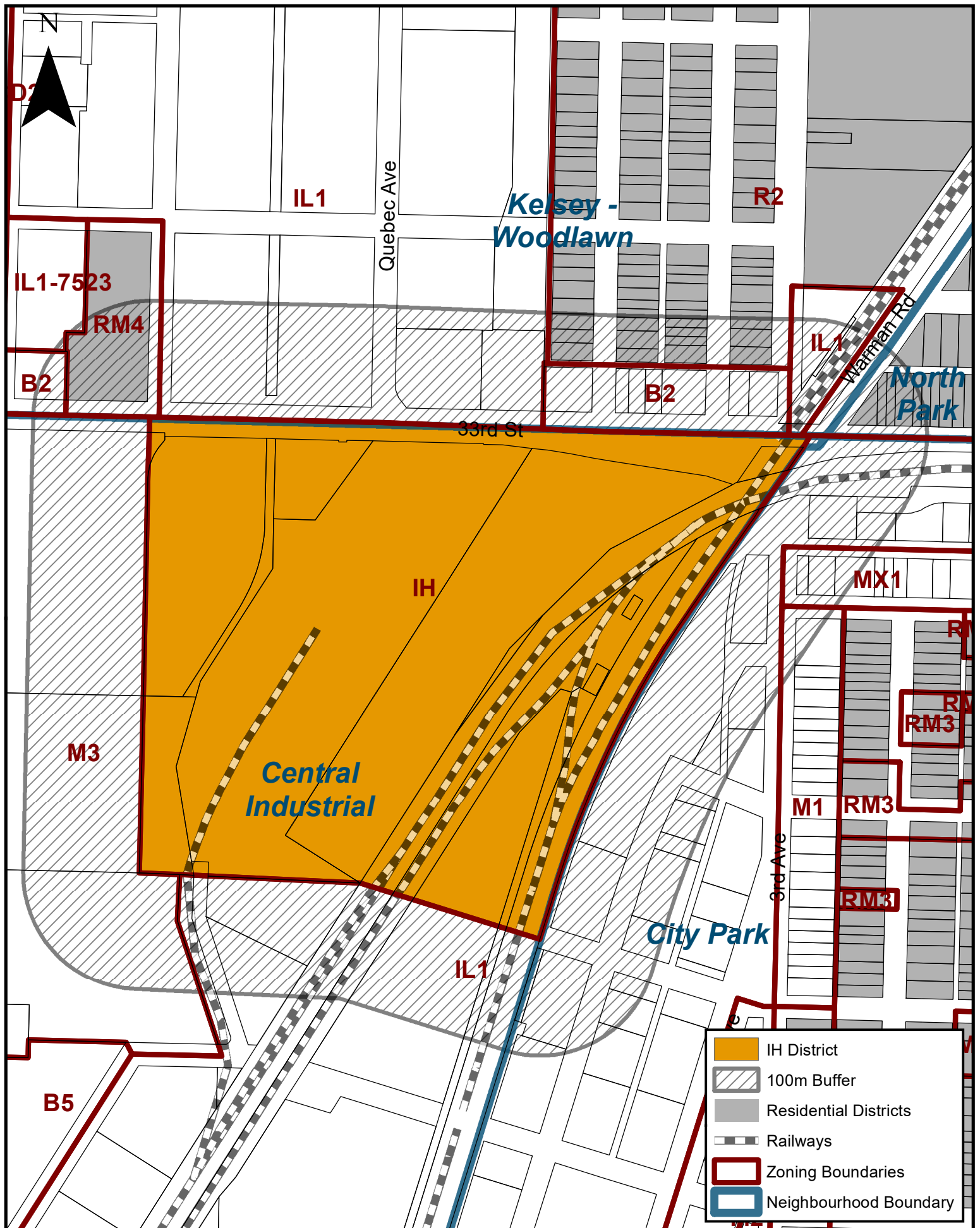
As a means to address these concerns, the LAP recommended that industry-related nuisance and noxious conditions be reviewed and determine whether applying new performance standards to existing heavy industrial land uses would improve the land use conflict situation. The LAP defines performance standards as “land use and zoning controls that regulate the effects or impacts of a proposed development or activity on the community (page 127, 4.5).”

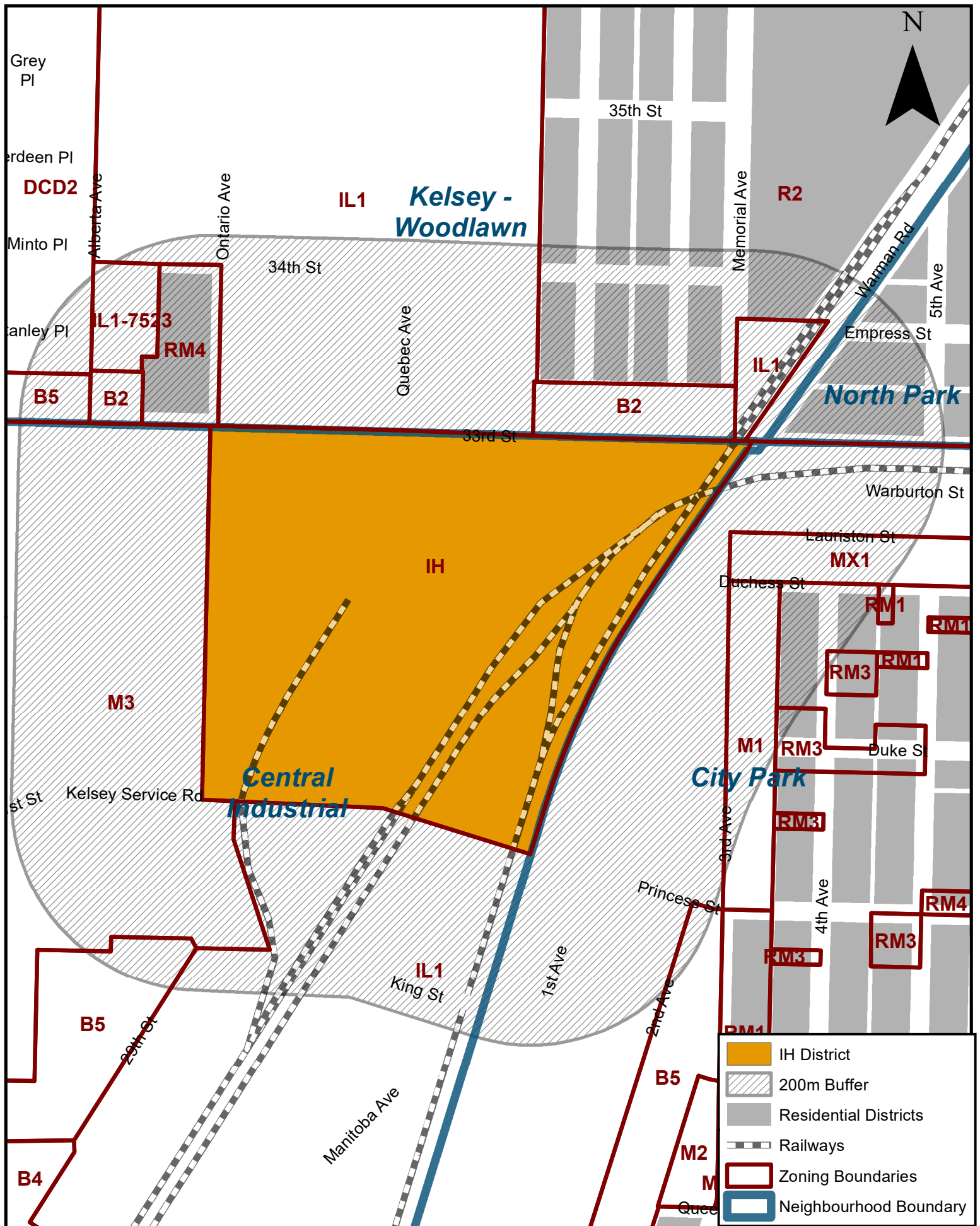


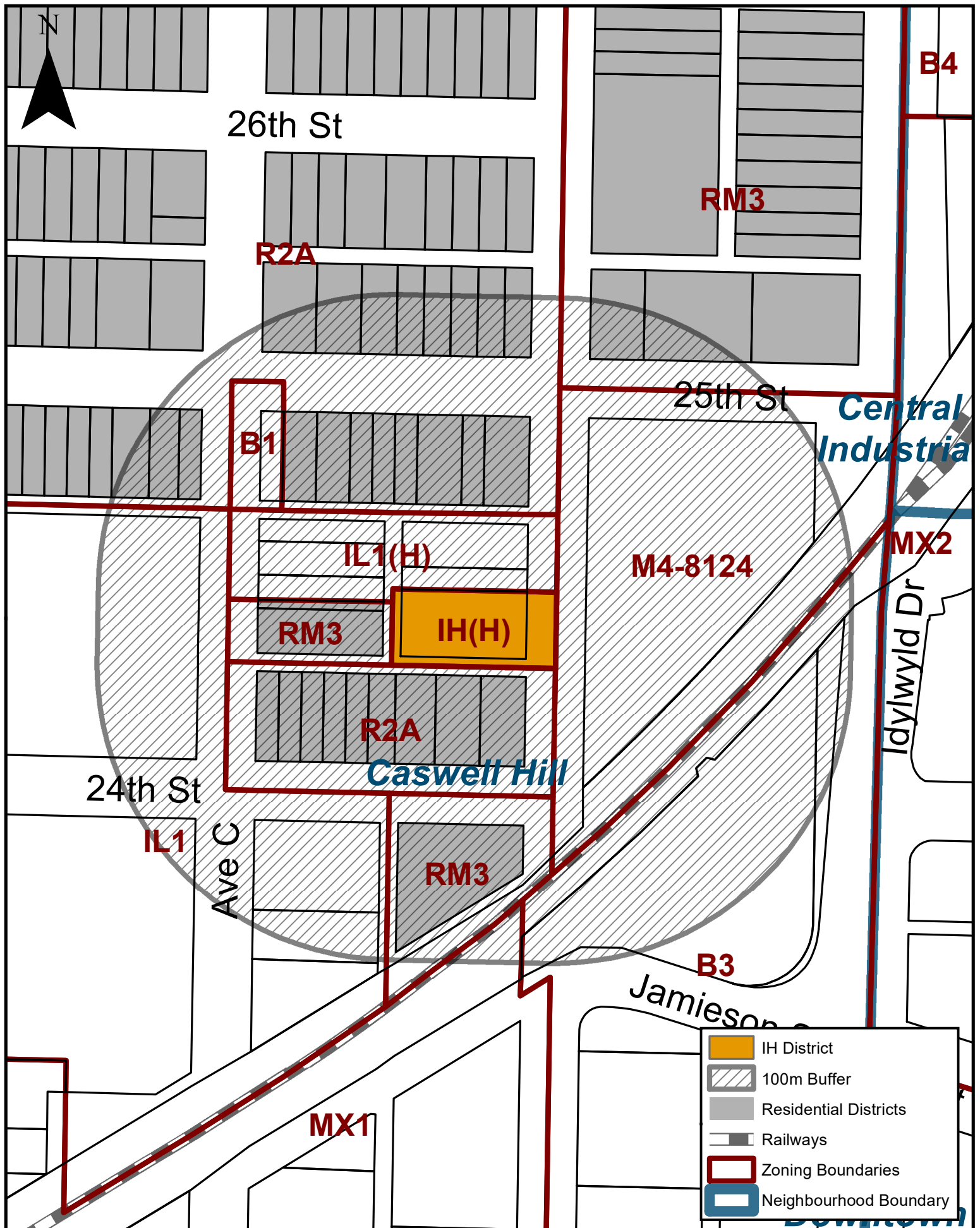


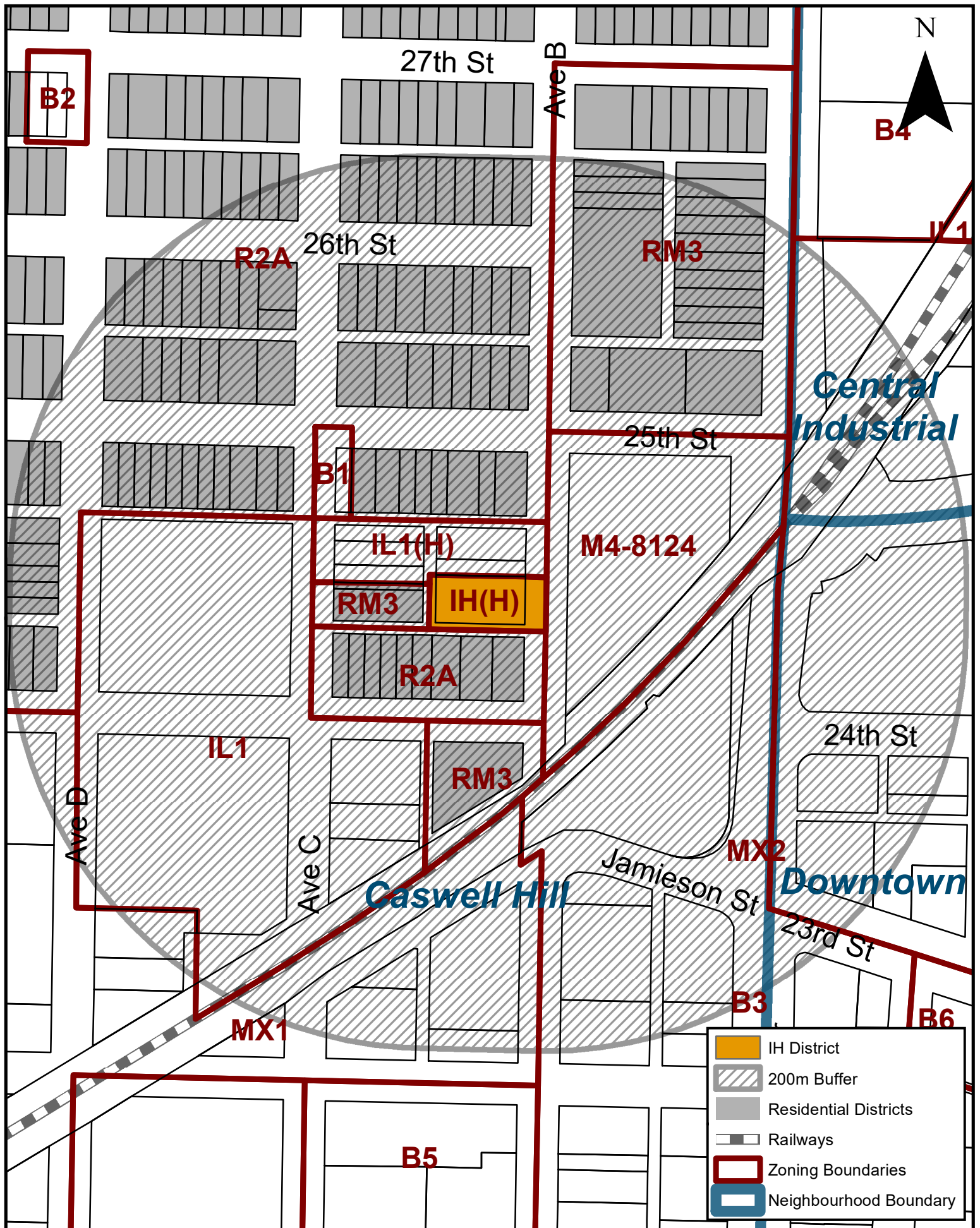


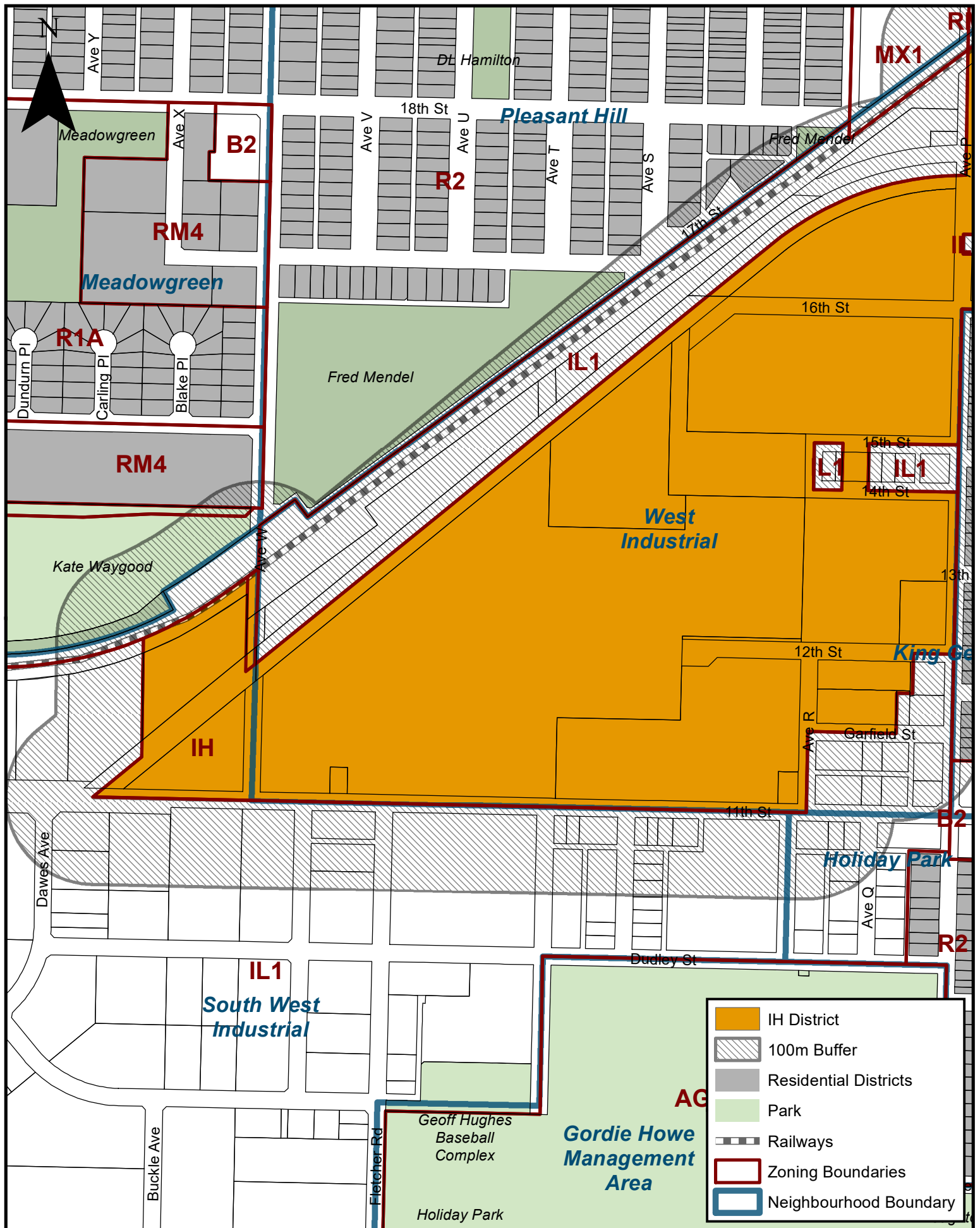


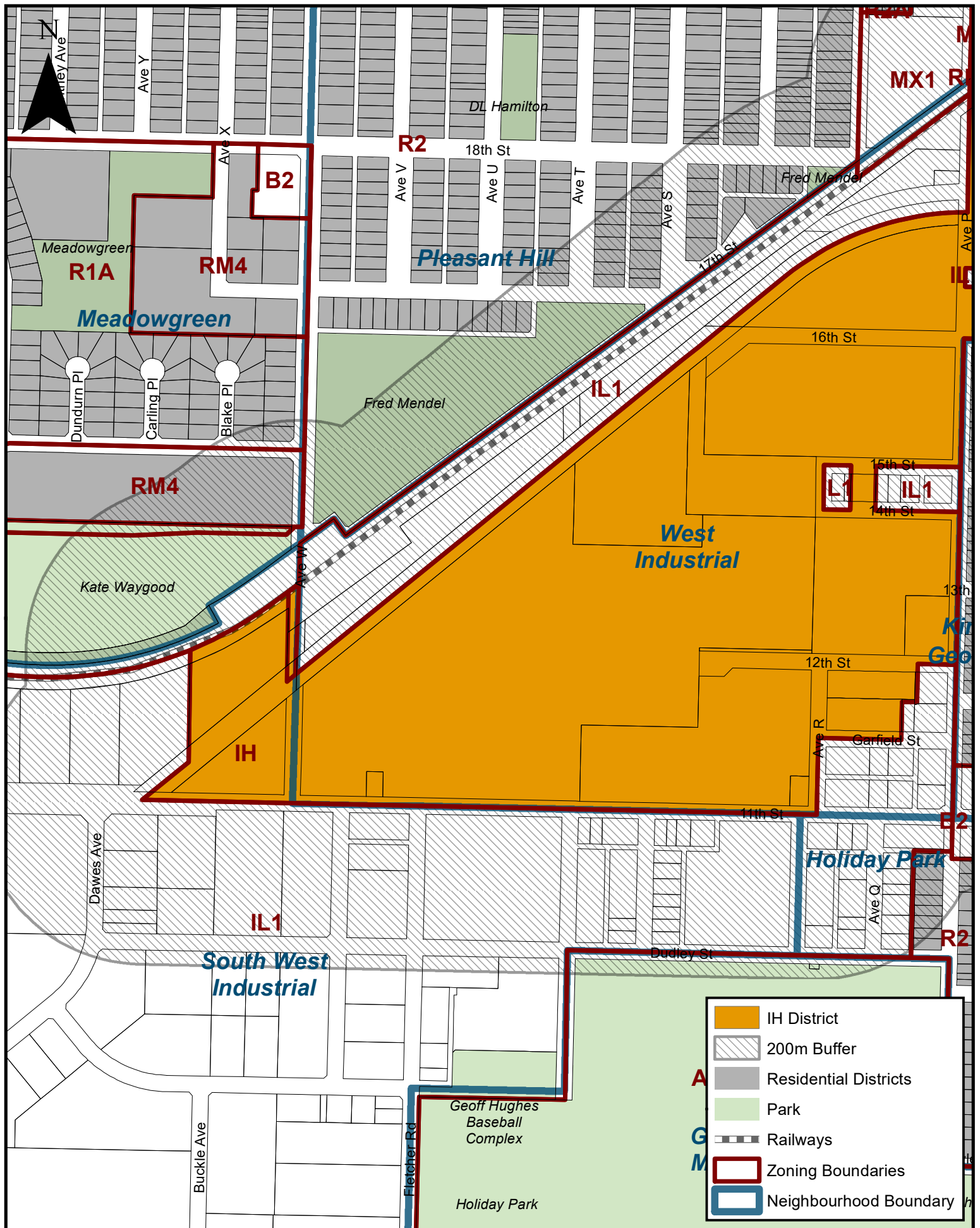












Industrial-Residential Interface Study - Project Phasing Plan

A phased approach is recommended and would involve a consultant being contracted to undertake work from Phase Two to Phase Four.

PHASE 1: Baseline and Existing Conditions

Estimated Cost – to be completed using existing resources; Anticipated Schedule – Quarter 1-Quarter 2, 2022

- This includes but is not limited to: complaint/enforcement files related to nuisance conditions where industrial-residential interfaces exist, land uses, zoning, transportation network, water/sewer infrastructure, environmental screening/studies and previous studies (including the West Industrial LAP and Concept Plan, Southwest Transportation Study, Gordie Howe/West Industrial/Southwest Industrial NTR).
- Conduct research about industry best practices.
- Identify gaps in the data/information.

PHASE 2: Detailed Research and Engagement with Stakeholders

Estimated Cost - \$150,000; Anticipated Schedule – Quarter 3-Quarter 4, 2022

- Funding will be dedicated to hire an internal resource to manage the project, and to hire external engagement and subject matter experts.
- Prepare engagement and communications plan.
- Work with community stakeholders from across the city (where heavy industrial-residential interfaces exist) to fully understand the nuisance conditions they are experiencing in each area and identify priorities.
- Work with heavy industrial landowners/operators across the city to understand their operations and future plans for their property.
- Engage other levels of government which are involved in regulation and enforcement of the performance standards identified in Appendix 4.
- Complete a detailed analysis of the data collected from across the city, including any data provided by residents.
- Complete a detailed analysis of the community input collected during the city-wide engagement effort.
- Draft strategic direction with an associated action plan.

PHASE 3: Framework/Options for Industrial-Residential Interface Issues

Estimated Cost - \$100,000; Anticipated Schedule – Quarter 1-Quarter 2, 2023

- Identify an overall vision, key directions and specific strategies, recommendations, action plan and amended support policies to be delivered to City Council in a future report.
- Engage with technical experts to identify/discuss issues and opportunities, and categorize options based on impact, benefit, cost, feasibility, etc.

- Define how the proposed solution(s) is intended to improve the issue (land use conflict).
- Engage with appropriate stakeholders to discuss the preferred approach.

PHASE 4: Key Findings and Recommendations

Estimated Cost - \$50,000; Anticipated Schedule – Quarter 2-Quarter 3, 2023

- Identify key findings and present options and recommendations.
- Outline implementation plan based on critical path for addressing the solution – including a general timeline based on funding and opportunity.
- Outline operations plan - estimated resource requirements for ongoing operations support after capital work is complete (if required).
- Prepare a funding strategy for expected improvements/implementation actions.
- Present options for direction/approval.

PHASE 5: Implementation of Option(s)

Estimated Cost – unknown; Schedule – TBD

- Implement actions.
- Report out as needed to ensure direction is achieved and or to highlight deliverables and make the switch from capital work to operations work.

Capital Funding Request

For the development of an Industrial-Residential Interface Study, Administration is recommending a phased approach using capital funding. The request for funding is for \$150,000 for the first year and \$150,000 for the second year to cover the total estimated cost of \$300,000 required for the development of the Study. If adopted by City Council, additional funding may be further required to implement the action items and strategies of the Study. If required, additional funding would be requested during the 2024-2025 Business Plan and Budget deliberations.

Performance Standards Responsibility Chart

Nuisance and/or Noxious Condition	Level of Government Responsible	Bylaw/Legislation	Enforcement Authority
Dust (Air Pollution, Particulate Matter)	Municipal	Bylaw No. 8770, Zoning Bylaw, 2009 ¹	Community Standards Department
	Provincial	Industrial Source (Air Quality) chapter of the Saskatchewan Environmental Code Environmental Management and Protection (General) Regulations	Ministry of the Environment Western Yellowhead Air Management Zone (WYAMZ)
	Federal	<i>Canadian Environmental Protection Act, 1999</i>	Environment and Climate Change Canada
Light (Glare)	Municipal	Bylaw No. 8770, Zoning Bylaw, 2009 ^{2 3}	Community Standards Department
Vibration	Municipal	Bylaw No. 8770, Zoning Bylaw, 2009 ⁴	Community Standards Department
Noise	Municipal	Bylaw No. 8244, Noise Bylaw, 2003 ⁵ – measurable standards noted for Motor Vehicle noise	Saskatoon Police Service
Odour	Municipal	Bylaw No. 7990, Fire and Protective Services Bylaw, 2001 ⁶	Saskatoon Fire Department
		Bylaw No. 8770, Zoning Bylaw, 2009 ⁷	Community Standards Department
		Bylaw No. 9525, Cannabis Business Licence Bylaw, 2018 - measurable standards noted for Marijuana Production Facilities	Community Standards Department
	Provincial	Industrial Source (Air Quality) chapter of the Saskatchewan Environmental Code Environmental Management and Protection (General) Regulations	Ministry of the Environment

¹ City of Saskatoon Bylaw No. 8770, Zoning Bylaw, 2009: 4.7.4 (a), 6.4 (5), 5.29 (2) (0), 5.38 (2) (c), 6.2 (2) (a), 6.4 (5), 10.9.3 (12), 11.1.3 (15), 11.2.3 (19), 11.3.3 (19), 11.4.3 (1), 12.5.3 (5), 12.6.3 (10),

² City of Saskatoon Bylaw No. 8770, Zoning Bylaw, 2009 : (4.7.4 (a), 5.29 (4) (e), 5.29 (5) (e), 5.38 (2) (e))

³ City of Saskatoon Bylaw No. 8770, Zoning Bylaw, 2009 : (5.4, 6.2 (2) (d) & 12.8.11)

⁴ City of Saskatoon Bylaw No. 8770, Zoning Bylaw, 2009: 5.29 (o), 5.38 (2) (c), 10.9.3 (12), 11.1.3 (15), 11.2.3 (19), 11.3.3 (19), 11.4.3 (1), 12.5.3 (5), 12.6.3 (10),

⁵ City of Saskatoon Bylaw No. 8770, Zoning Bylaw, 2009: 4.7.4 (1) (a), 5.23 (3), 5.29 (2) (o), 5.38 (2) (c), 10.9.3 (12), 11.1.3 (15), 11.2.3 (19), 11.3.3 (19), 11.4.3 (1), 12.5.3 (5), 12.6.3 (10), Appendix C Sections 2.1.17, 2.2.17, 2.3.17,

⁶ City of Saskatoon Bylaw No. 7990, Fire and Protective Services Bylaw: Sections: 18.(2)(e), 18.1

⁷ City of Saskatoon Bylaw No. 8770, Zoning Bylaw, 2009 Sections: 4.7.4 (1)(a), 5.29(2)(o), 5.38(2)(c),

Nuisance and/or Noxious Condition	Level of Government Responsible	Bylaw/Legislation	Enforcement Authority
Blast Overpressure	Municipal	Not referenced in any Municipal Bylaw; internal demolition by explosive procedure document outlines requirements	Building Standards Department Saskatoon Fire Department Saskatoon Police Service
Broadcast Interference	Federal	Various permit, license and/or regulations apply based on industry sector: Spectrum Management Telecommunications Broadcasting	Canadian Radio-Television and Telecommunications Commission
Fire and Explosive Hazards	Municipal	Bylaw No. 7990, Fire and Protective Services Bylaw, 2001	Saskatoon Fire Department
		National Fire Code of Canada, 2015	Saskatoon Fire Department
Heat and Humidity	Municipal	Not referenced in any Municipal Bylaw	N/A
Litter	Municipal	Bylaw No. 8175, Property Maintenance & Nuisance Abatement Bylaw, 2003 ⁸	Community Standards Department Saskatoon Fire Department
	Provincial	<i>Environmental Management & Protection Act, 2010</i> ⁹	Ministry of the Environment
On Street Parking	Municipal	Bylaw No. 8153, Transportation of Dangerous Goods Bylaw, 2002 ¹⁰	Saskatoon Fire Department
		Bylaw No. 7200, Traffic Bylaw, 1991 ¹¹	Community Standards Department Saskatoon Fire Department Saskatoon Police Service
		Bylaw No. 8770, Zoning Bylaw, 2009 ¹²	Community Standards Department
Outdoor Storage and Waste Disposal	Municipal	Bylaw No. 7990, Fire and Protective Services Bylaw, 2001	Saskatoon Fire Department
		Bylaw No. 8175, Property Maintenance & Nuisance Abatement Bylaw, 2003	Community Standards Department Saskatoon Fire Department
		Bylaw No. 8310, Waste Bylaw, 2004	Water and Waste Operations Department
		Bylaw No. 9466, Sewer Use Bylaw, 2017	Community Standards Department
		Bylaw No. 8770, Zoning Bylaw, 2009	Community Standards Department Saskatoon Fire Department
	Provincial	<i>Environmental Management & Protection Act, 2010</i>	Ministry of the Environment

⁸ City of Saskatoon Bylaw No. 8175 Maintenance & Nuisance Abatement Bylaw Sections: 9, 12, 14

⁹ *The Environmental Management & Protection Act* Section 50

¹⁰ City of Saskatoon Bylaw 8153 Transportation of Dangerous Goods Bylaw, 2002 Sections: 11, 14, 15, 16

¹¹ City of Saskatoon Bylaw No. 7200 Traffic Bylaw, 1991 Sections: Various, specific examples available on request.

¹² City of Saskatoon Bylaw No. 8770, Zoning Bylaw, 2009 Sections: 10.2.6 (b), 10.7A.6

Nuisance and/or Noxious Condition	Level of Government Responsible	Bylaw/Legislation	Enforcement Authority
Radiation Emissions	Federal	Various Acts and Regulations applied based on radiation source	Environment and Climate Change Canada
Toxic and Hazardous Materials	Municipal	Bylaw No. 7990, Fire and Protective Services Bylaw, 2001 ¹³	Saskatoon Fire Department
		Bylaw No. 8153, Transportation of Dangerous Goods Bylaw, 2002	Saskatoon Fire Department
		City of Saskatoon Emergency Management Plan	Emergency Management Organization
	Provincial	Hazardous Substances and Waste Dangerous Good Regulations	Ministry of the Environment
		<i>Dangerous Goods Transportation Act</i>	Ministry of Highways and Infrastructure
		<i>Environmental Management & Protection Act, 2010</i> ¹⁴	Ministry of the Environment
Traffic	Municipal	Bylaw No. 7200, Traffic Bylaw, 1991 Bylaw No. 8153, Transportation of Dangerous Goods Bylaw, 2002	Saskatoon Police Service Community Standards Department Saskatoon Fire Department
Unsightly Properties	Municipal	Bylaw No. 8175, Property Maintenance & Nuisance Abatement Bylaw, 2003 ¹⁵	Community Standards Department Saskatoon Fire Department
		Bylaw No. 8770, Zoning Bylaw, 2009 ¹⁶	Community Standards Department
		Bylaw No. 9700, Official Community Plan, 2020 ¹⁷	Community Standards Department
Water Quality Deterioration	Municipal	Bylaw No. 9545, Storm Water Management Utility Bylaw, 2019	Saskatoon Water
	Provincial	<i>Environmental Management & Protection Act, 2010</i> ¹⁸	Ministry of the Environment

¹³ Bylaw No. 7990, Fire and Protective Services Bylaw, 2001, The entirety of Part VI, and Sections: 2(d), 16.2, 21(2), 32(1), 33(1), 44(1)(e), 44(1)(n),

¹⁴ *Environmental Management and Protection Act* Sections: 50(3), 67(1)(a)(i), 98(1)(b), (c), (jj) to (ww) & (cc), 98(3)

¹⁵ City of Saskatoon Property Maintenance & Nuisance Abatement Bylaw No. 8175 Sections: 9, 61.2(1)(b),

¹⁶ City of Saskatoon Bylaw No. 8770, Zoning Bylaw, 2009: Sections 5.17 (5), and 5.30 (1) (j)

¹⁷ City of Saskatoon Bylaw No. 9700, Official Community Plan Bylaw: Section 1.3(b) Safety in the Built Environment pg21

¹⁸ *Province of Saskatchewan Environmental Management and Protection Act, 2010* Sections: 3(2), Part V, 50(1)(b), 67(1)(a), 69(1)(a),

CONFIDENTIAL
SOLICITOR/CLIENT PRIVILEGE

Re: West Industrial Area – Industrial-Residential Interface Study

The Office of the City Solicitor provided confidential, Solicitor/Client Privilege information to Members of City Council regarding this matter. The information will remain In Camera pursuant to Section 21 of LAFOIPP.

Sept 12, 2021

Attn: Members of the Standing Policy Committee on Planning Development and Community Services,

We the undersigned are writing **to request that your committee considers referring item 7.1.3 *West Industrial Area – Industrial–Residential Interface Study* to City Council for its information and review.** This report has been highly anticipated by many in our community. It arises from recommendations made by this Committee and also City Council in 2020, but ultimately from the West Industrial Local Area Plan which was approved by City Council in 2004. As the report outlines, sites of industrial-residential interface are not limited to the West Industrial. We are requesting the referral to provide sufficient time for us, our neighbours, and others impacted to read and engage with this report and its recommendations.

Thank you for your consideration and for your openness to fully exploring the very real and ongoing impact of these interfaces with the Saskatoon community. We look forward to engaging more fully on this at the City Council meeting later this month should this report be referred.

Sincerely,

Donna Leszko – King George Community Association & W2CC Representative

Senos Timon – Meadowgreen resident, W2CC Representative

Lenore Swystun – Caswell Hill resident, W2CC Representative

Adam Pollock – Pleasant Hill resident, W2CC Representative

Barb Biddle – Montgomery Place Community Association & W2CC Representative

Frank Dodd – West Industrial resident, W2CC Representative

Carmen Dell – West Industrial resident, W2CC Representative



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

58th Street Pond – Saskatoon Track “N” Trail Motocross Club

Recommendation of the Committee

That approval be given to the Saskatoon Track “N” Trail Motocross Club to enter into a sub-license agreement with the Saskatoon Water Ski Club for use of the 58th Street North Industrial Pond for winter recreation use.

History

The Standing Policy Committee on Planning, Development and Community Services, at its meeting held on September 13, 2021, considered a report from the Administration regarding the above.

Attachment

September 13, 2021 report of the General Manager, Community Services

58th Street Pond – Saskatoon Track “N” Trail Motocross Club

ISSUE

This report outlines a request for the Saskatoon Track ‘N’ Trails Motocross Club (TNT Club) to utilize the 58th Street North Industrial Pond (North Pond) for winter programming and to enter into a sub-license agreement with the Saskatoon Water Ski Club (Ski Club).

RECOMMENDATION

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that approval be given to the Saskatoon Track “N” Trail Motocross Club to enter into a sub-license agreement with the Saskatoon Water Ski Club for use of the 58th Street North Industrial Pond for winter recreation use.

BACKGROUND

The Ski Club has been operating at the North Pond located south of 58th Street in the Hudson Bay Industrial area for over 25 years. The Ski Club provides water skiing, wakeboarding and other water sport training and competition activities for its members annually throughout the months of May through September.

In 2019, Administration presented a report to City Council requesting approval to enter into a year-round license agreement with the Ski Club. Within this agreement, the Ski Club may enter into a sub-license with any organization, corporation or legal person, subject to City Council approval for use of the North Pond on terms and conditions approved by the City.

The TNT Club, a registered non-profit, was established in the mid 1970’s by a group of enthusiasts with the goal to create a local club to promote and support motocross racing. As one of the largest clubs in Saskatchewan, the TNT Club currently operates at a location on Highway 219 south of Beaver Creek, with a membership exceeding 200 riders, ranging in age from 3 to 70. The TNT Club also has a membership of 10 to 50 winter riders between the ages of 4 to 60 years who have been riding for over 30 years.

Ice riding and racing has been a common winter activity in Saskatchewan and Saskatoon, since the early 1980’s. Occurring on a close-circuit ice track, typically over a body of water, the TNT Club was one of the first clubs to embrace the sport with their base track located at the north end of Blackstrap Lake.

DISCUSSION/ANALYSIS

TNT Club Sub-License Agreement

The TNT Club has been in discussions with the Ski Club to utilize the North Pond throughout winter months for ice riding and racing. Use of the North Pond would provide the TNT Club with a centralized location, a site they can fully secure from

unauthorized vehicles, as well as an opportunity to host interprovincial, national and international events.

Upon approval, the TNT Club will enter into a sub-license agreement with the Ski Club to utilize the North Pond during winter months for ice riding and racing. Please refer to Appendix 1 for a letter of support from the Ski Club. Key terms of the agreement will include:

1. Access is restricted to TNT club members and invitees only;
2. The TNT Club will be responsible for all operating costs related to their usage and will ensure cleanliness of the site at all times; and
3. The TNT Club will be required to maintain general liability insurance naming both the City of Saskatoon and the Ski Club as additional insured parties.

Ice Testing & Safety

The North Pond is part of the pond inventory tested by the Saskatoon Fire Department (Fire) each winter. Through discussions with Fire, they will continue to do the initial testing and it will be up to the TNT Club to complete ongoing testing throughout the season. The TNT Club has adopted the Saskatchewan Ministry of Highways and Infrastructure Ice Roads handbook as their primary guide to ice thickness and testing.

To ensure safety of the riders, the TNT Club has developed a set of rules regarding personal and vehicle safety, equipment, site guidelines, as well as safety rules and practices which all riders must follow to ensure their safety record is maintained. Key safety rules and practices include:

1. Ice thickness testing, done in conjunction with the Saskatchewan Ministry of Highways and Infrastructure Ice Roads handbook, will be completed and recorded once per week.
2. To ensure weight is spread across a broad surface, vehicles are required to be at minimum 2m (15ft) apart when parked in the parking lot/pit area.
3. Vehicles must be in good mechanical condition. Vehicles with fuel leaks are not permitted on the ice surface.
4. All participants must sign required waivers prior to entering the ice track facility.
5. Full safety gear is required including full face helmet, knee and elbow pads, motorcycle riding boots or equivalent, gloves, goggles, and durable riding pants and jacket.

For a complete summary of safety rules and practices, please refer to Appendix 2.

OTHER IMPLICATIONS

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

NEXT STEPS

Subject to approval, the Ski Club will draft a sub-license agreement with the TNT Club and it will be reviewed by the City Solicitor.

APPENDICES

1. Letter of Support – Saskatoon Water Ski Club
2. Saskatoon Track & Trail Motocross Club - Ice Riding Segment

REPORT APPROVAL

Written by: Lindsay Cockrum, Open Space Consultant
Reviewed by: Andrew Roberts, Director of Recreation and Community Development
Approved by: Lynne Lacroix, General Manager, Community Services

SP/2021/RCD/PDCS/58th Street Pond – Saskatoon Track “N” Trail Motocross Club/mh



August 19, 2021

Ms. Lindsay Cockrum
 Open Space Consultant, Open Space Programming & Development
 Recreation & Community Development Department, Community Services Division
 City of Saskatoon | 3130 Laurier Dr | Saskatoon, SK S7L 5J7
Treaty 6 Territory & Homeland of the Métis

Re: Saskatoon Water-Ski Club – Opinion on the use of the 58th Street Storm Pond in the winter

Dear Lindsay,

The Saskatoon Water-ski Club (SWSC) has been serving the Saskatoon & greater community area for nearly 50 years through the sport of waterskiing and has operated at the 58th street storm pond since 1992. The SWSC is a registered not for profit organization that provides access to waterskiing throughout the summer months of June, July & August annually. We have been serving approximately 60 skiers of all ages, seasonally in recent years and conduct an average of over 350 hours of lessons during a summer. As with most club environments, the membership base consists largely of recreational type skiers who enjoy the health and lifestyle benefits of waterskiing; however the club also nurtures competitive able bodied and adaptive skiers who compete both nationally and internationally. The SWSC and its membership are active partners with Water Ski and Wakeboard Canada, and are fully insured by Water Ski and Wakeboard Canada as registered program provider.

Over the past 30 years our volunteer base in concert with corporate sponsors have worked hard to enhance the facility and amenities for the users, spectators and those among the community that enjoy the green space and activities daily.

Expanding the use of the pond during the winter period would provide several benefits beyond the enjoyment of the space by those participants, namely security and presence of additional volunteers who may also contribute to the enhancement and care of the amenities.

On behalf of the SWSC executive we support the request to include the Track and Trail club as a sub-licensee under the umbrella of the SWSC agreement with the City of Saskatoon.

Sincerely,

Toll Free Mobile: 1.866.351.6198
 Email: norm@soasher.com
 Cc: Jim Clunie, President, SWSC
 Jeff Edwards, Past-President, SWSC

Saskatoon Track & Trail Motocross Club – Ice Riding Segment

Rules / Policies / Procedures – Jan 2020 – Version 1.4

Propose: To have a base set of rules and standard to which all active members will understand and adhere too when participating in all activity's incumbent of ice riding. These rules / policies / procedures may / will be updated from time to time.

Ice Preparation, Testing, and Guide reference:

- #1 – Ice thickness and testing will be in conjunction of the Government of Saskatchewan, Ministry of Highways & Infrastructure “Winter Roads Handbook” November 2009 issue.
- #2 - Ice testing to commence once ice thickness has reached 10cm, 2m off shore.
- #3 – Testing to continue once per week and will be recorded in the provided manual binder for the season with test location as per the “Winter Roads Handbook”.
- #4 – Track layout and clearing can commence once a thickness of 30cm (12 inches) of “blue ice” has been achieved with a “mid-sized” (IE: full size passenger truck) of less then 7000bls.
- #5 – No “Mid-sized” equipment (7000lbs – 15,000lbs) can be used on the ice until a thickness of 46cm (18 inches) of “blue ice” has been achieved and reported.
- #6 – No “Heavy” equipment (15,000 – 30,000bls) shall be on the ice until a thickness of 60cm (24 inches) of “blue ice” has been achieved and reported.
- #7 – Ice thickness testing must be conducted prior to any single piece of equipment can be used on the ice surface that is in excess of 30,000 lbs.. The “blue ice” thickness must be compliant with the “Winter Road Handbook” plus a factor of 20%.

Parking lot / Pit Area (PPA):

- #1 – A parking lot / pit area (PPA) will be cleared once the appropriate thickness of “blue ice” has been achieved in accordance of the “Winter Road Handbook”. The PPA will be limited to a specific number of vehicles based on the current confirmed thickness of the ice.
- #2 – **Spacing:** Vehicles will require a spacing of 5m (15 feet) between one another to spread the weight across a broad surface.
- #3 – Using a curb weight average of 6000lbs per vehicle the following “vehicle allowance chart is to be followed in relation to the thickness of the ice.

50cm = up to 5 vehicles	60cm = up to 7 vehicles	70cm = up to 10 vehicles
80cm = up to 14 vehicles	90cm = up to 18 vehicles	100cm = up to 22 vehicles

In the event that there are more vehicle then 22 vehicle entering the ice surface, the PPA ice will required to be tested and must meet the minimum requirement set out in the “Winter Roads Handbook” for the proposed amount of vehicles to the maximum up to 31 vehicles with 120cm (47 inches) of blue ice.

- #3 – If the PPA has reached the maximum number of vehicles riders must unload in the dryland parking lot. If one of the riders has / can unhook their trailer and remove their

Saskatoon Track & Trail Motocross Club – Ice Riding Segment

vehicle from the PPA, then the current parking schedule can be used to the limit in place.

#4 – No vehicles with fluid leaks will be allowed to park on the ice, no exceptions.

#5 – All riders must ensure they have left no garbage behind prior to leaving. “Pack out what you packed in!”.

#6 – Riders must maintain low speeds while in the PPA. Remember there are Children and Adults walking in the PPA. Riders must fully reduce their speed when exiting the track prior to entering the PPA.

General:

#1 – All riders wanting to participate in riding activities on the track MUST purchase a “Day Pass” or “Season Membership” and MUST have signed all required waivers prior to entering the ice track facility.

#2 - Entry gate must be closed at all times. Only club member vehicles allowed on the ice.

#3 - No cars / trucks are to be on the track unless for safety reasons or bike retrieval.

#4 - No riding when the track cleaning equipment is on the track.

#5 - If ice cleaning equipment enters the track, all bikes must exit the track on that lap.

#6 – Riders must use the “Exit” lane and signal they are exiting the track with their hand when exiting to ensure following riders are aware of their intention to exit the track.

#7 – When riders are entering the track, they must use the “entrance merge” lane and check that there is no on coming traffic prior to entering the track.

#8 - Everyone must know and maintain the designated direction on the track prior to entering the track and at all times.

#9 - All riders must partake in the daily riders meeting on organized group ride days.

#10 - No aggressive riding near others. Passing must be in a respectable and safe manor. All riders are responsible for any incidents they have caused. All riders found to be riding in and “aggressive and unsafe” manor will lose all riding privileges and their membership will be cancelled without refund.

#11 – In the event a rider is down all riders are to check and assist any fallen riders.

#12 - Full safety gear is required. Full face helmet, knee and elbow pads, motorcycle riding boots or equivalent, gloves, goggles, and durable riding pants and jacket.

#13 – All vehicles (motorcycle, ATV, Side x Side) using the track must be in good mechanical condition.

#14 – Studded motorcycle tires must be equipped with approved studs and must be in good condition.

#15 - A rear wheel guards mandatory on motorcycles with studded tires. A front wheel guard is recommended.

#16 – In the event that any ATV or SxS's come to ride, we will run those vehicles in separate “motos” from the motorcycles as those vehicles are much larger and may or may not be running studded tires.

#17 – All side x side riders and passengers must use seatbelts when in motion. Four or five point harnesses are recommended.



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Parking Lot Access and Leisure Centre Access Agreements with Saskatchewan Polytechnic

Recommendation of the Committee

1. That the City enter into an agreement with Saskatchewan Polytechnic to provide students and staff access to the parking lot south of Harry Bailey Aquatic Centre, based on the terms and conditions outlined in the September 13, 2021 report of the General Manager, Community Services;
2. That the City enter into an agreement with Saskatchewan Polytechnic to provide students, staff, alumni, Saskatchewan Polytechnic Students' Association and their families, access to City Leisure Centres for rentals and drop-in programs based on terms and conditions outlined in the September 13, 2021 report of the General Manager, Community Services; and
3. That the City Solicitor be requested to prepare the appropriate agreements and that His Worship the Mayor and the City Clerk be authorized to execute the agreements under the Corporate Seal.

History

The Standing Policy Committee on Planning, Development and Community Services, at its meeting held on September 13, 2021, considered a report from the Administration regarding the above.

Attachment

September 13, 2021 report of the General Manager, Community Services

Parking Lot Access and Leisure Centre Access Agreements with Saskatchewan Polytechnic

ISSUE

In fall 2020, an agreement was executed releasing the Province of Saskatchewan (Province) from their contractual obligations and ownership stake of the Harry Bailey Aquatic Centre (HBAC), detailed in the lease agreement dated November 15, 1974. The 2020 agreement transferred the Yarrow Youth Farm property and the title to the HBAC building and adjacent parking lot to the City of Saskatoon (City).

During discussions to negotiate this agreement, the City committed to formalizing an agreement with Saskatchewan Polytechnic (Sask Polytech) to continue to provide its students and staff with access to a portion of the HBAC parking lot, continued access to HBAC for rentals and drop-in programs, and additional access to all other City Leisure Centres for drop-in programs.

This report provides details on the discussions with representatives from Sask Polytech regarding separate agreements for parking lot access and access to the City's Leisure Centres; Administration is seeking approval for development of these agreements based on the key terms and conditions outlined in this report.

RECOMMENDATION

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

1. That the City enter into an agreement with Saskatchewan Polytechnic to provide students and staff access to the parking lot south of Harry Bailey Aquatic Centre, based on the terms and conditions outlined in this report;
2. That the City enter into an agreement with Saskatchewan Polytechnic to provide students, staff, alumni, Saskatchewan Polytechnic Students' Association and their families, access to City Leisure Centres for rentals and drop-in programs based on terms and conditions outlined in this report; and
3. That the City Solicitor be requested to prepare the appropriate agreements and that His Worship the Mayor and the City Clerk be authorized to execute the agreements under the Corporate Seal.

BACKGROUND

The City and the Province previously had a 50-year agreement, effective January 1, 1975, whereby the two parties would construct the HBAC on land owned by the Province and subsequently lease and grant to the City, the 50-metre pool facility, building and portion of the land the building sits on for the term of the agreement.

In exchange, for the province paying 7% of the overall operating costs (in the 2020 and 2021 operating budgets, that amount was approximately \$160,000) of the 50-metre pool

portion of HBAC, students and faculty at Sask Polytech had access to the 50-metre pool for all programs (rentals for swimming classes, kayaking, scuba diving, etc.), plus access to public swimming for students, faculty and their families. Throughout the year, Sask Polytech made payments, to the City, through its various rentals and access fees to public swimming at the facility, which were accrued towards the total 7% commitment. At each year-end, an invoice was sent to the Province to collect any outstanding balance (the difference between the total 7% budget and the payments already made for rentals and admissions).

At its Regular Business meeting on September 28, 2020, City Council authorized Administration to enter into an agreement with the Province to acquire the former Yarrow Youth Farm property on Neault Road and the full ownership interest in HBAC. This agreement has been executed by both parties and the property will become the City's once the property is subdivided, and a separate title is created. The possession date is subject to subdivision of the site to create a new parcel which includes the building and adjacent parking lot to the south. There is also a requirement to dedicate a formal right-of-way along the south edge of the new parcel to accommodate legal access. The required subdivision is in the process of being completed and it is anticipated to be complete in the third quarter of 2021.

During negotiations for the acquisition of the HBAC property, Administration confirmed a commitment from the Province on the financial terms of the historical lease for 2020 and 2021. The financial commitment is equal to the obligation under the previous agreement (approximately \$101,800 in 2020 –reduced due to COVID-19 facility closure, and \$162,000 in 2021) to ensure the City's approved 2020 and 2021 Operating Budgets remain intact.

DISCUSSION/ANALYSIS

At the request of the Province, the City committed to formalizing an agreement with Sask Polytech beginning in fall 2021, to continue to provide its students and staff with access to a portion of the parking lot. In addition, the City committed to negotiating an agreement to provide continued access to HBAC for both rentals and drop-in program access as well as access to all other City Leisure Centres for drop-in programs beginning in January 2022.

Since fall 2020, Administration has been in discussions with representatives from Sask Polytech with regards to terms and conditions to be included in a parking lot access agreement and a Leisure Centre access agreement. The following provides a summary of the two agreements.

Parking Lot Access Agreement

Highlights of discussions regarding the parking lot access agreement are as follows:

- The times of day required for student and staff parking are at a time when usage by patrons at HBAC is much lower, so the request can easily be accommodated. The parking lot is currently being operated by a private parking management firm, and this arrangement is expected to continue going forward.

- There are currently four lots near the Sask Polytech campus including the lot south of HBAC. At the present time, Sask Polytech sells daily, monthly and semester passes that are valid in any of these lots.
- For consistency, Sask Polytech establishes parking fees for all their campuses across the province.
- Except for 2020 and 2021 (due to COVID 19), yearly parking revenues have been very consistent.
- Based on the information above, it was determined rather than having the City operate the HBAC parking lot as a stand-alone lot, it would be mutually beneficial for the lot to continue to be operated by Sask Polytech with the City receiving the agreed upon portion of the overall revenue and paying the related operating expenses for the lot.

Subject to City Council's approval, the key terms and conditions which have been agreed upon between the parties for the parking lot access agreement are as follows:

Access

- Sask Polytech students would have access to the majority of the parking lot south of HBAC during weekdays for designated daytime hours (excluding statutory holidays) by paying a daily, monthly or semester fee.
- HBAC patrons and staff would have free parking, in a portion of the lot during all hours and would have free use of the entire lot after 4:30 pm Monday to Friday and Saturday and Sunday all day.
- Accessible Parking spots and access to these spots along the current roadway between HBAC and EA Davies Building will be maintained.
- Parking spots adjacent to the north side of the HBAC and access to these spots for City staff will be maintained.

Establishment of Parking Passes/Fees

- Sask Polytech would be solely responsible for establishing fees for parking lots.

Services Provided by Sask Polytech

- Sask Polytech will be responsible for providing the following services for the lot south of HBAC:
 - collecting parking fees and selling parking passes;
 - parking monitoring and enforcement through a third-party contracted operator; and
 - purchasing, maintaining, depreciating and replacing parking machines as required.

Services Provided by the City

- The City will be responsible for snow removal, lot sweeping, line painting, pothole filling, repairs to curbs, signs, etc. for the parking lot south of HBAC.

Parking Lot Revenue/ Expenses

- With the exception of the cost of the services provided by the City noted in the section above, Sask Polytech will be responsible to collect all revenue and pay for all expenses associated with the operation of the parking lot south of HBAC and will pay the City \$100,000 (plus GST) on an annual basis for the initial three-year term of the agreement (representing the City's portion of revenue less expenses).
- After the initial three-year term, the parties will review the annual revenue and expenses associated with operating the parking lot and will adjust as agreed, the annual amount paid by Sask Polytech to the City.
- For the period September 1, 2021 to December 31, 2021, Sask Polytech will pay the City a pro-rated fee for each month or partial month the parking lot is open and fees are being charged.

Termination

- Either party may cancel the agreement with six months notice.

Force Majeure

- A clause will be included in the agreement to address unforeseen circumstances such as facility closures by either party or other circumstances that may prevent either party from fulfilling their obligations under the agreement.

Term of Agreement

- Initial term of three years, with the option to renew for two more three-year terms, subject to agreement by both parties.

Leisure Centre Access Agreement

The key points of the Leisure Centre Access Agreement are as follows:

- Sask Polytech is interested in continuing to provide students, staff and alumni and their families with access to HBAC and to expand the relationship to include all City indoor Leisure Centres.
- Leisure Centres have the capacity to accommodate additional patrons.
- Sask Polytech students, staff and alumni live in all areas of the city, so providing access to all Leisure Centres will make it more convenient and has the potential to result in increased usage.
- Students, staff and alumni will have an opportunity to participate in programs at various Leisure Centres, which may establish a lifelong pattern of usage.
- Sask Polytech no longer has a commitment to pay a portion of overall operating costs for HBAC.
- The proposed guaranteed minimum fees are based on historic admission and rental usage of the HBAC competitive pool.

- The Facilities Management Department is currently reviewing a significant capital repair and renovation project to HBAC which may result in a significant closure for 2022 and potentially into 2023. Sask Polytech believes HBAC is the key facility in the agreement based on history of usage and adjacent proximity to campus. As a result of the HBAC upgrade project and the history of usage of this facility, the guaranteed minimum fee will be reduced substantially even though access is available at other Leisure Centres.

Subject to City Council approval, key terms and conditions, which have been agreed upon between the parties for the Leisure Centre Access Agreement, are detailed below:

Admissions

- Beginning January 1, 2022, Sask Polytech, its students, staff, alumni Sask Polytech Students' Association and their families can use any of the City's indoor Leisure Centres at a rate of 20% off the regular general admission rate, subject to Sask Polytech providing the guaranteed minimum fee, set out below.

Rentals

- Beginning January 1, 2022, rentals related to programming for Sask Polytech and the Sask Polytech Students' Association will continue to only be permitted at HBAC.
- For any rentals booked, costs attributed towards the total annual minimum will be the pool rental costs. Lifeguard charges are over and above this, as they are a direct out of pocket additional expense to be cost recovered, so would not be accounted for within the total annual minimum.
- Access to the dedicated storage room at HBAC will continue and will be included as part of the overall access agreement.

Guaranteed Minimum Fees

- The minimum required access payments for Sask Polytech for the initial three-year term would be as follows:
 - 2022 - \$100,000
 - 2023 - \$105,000
 - 2024 - \$110,000
- A significant capital project is tentatively planned for HBAC for 2022 to complete necessary capital improvements and upgrades. Timelines for the project are still being determined. The guaranteed minimum fee noted above would be adjusted on a prorated basis as follows:
 - For every month or partial month, the HBAC Leisure Pool is open, Sask Polytech would pay \$2,800 per month.
 - For every month or partial month, the whole HBAC facility is open, Sask Polytech would pay \$8,300 per month.

In the event HBAC is closed for all of 2022, the guaranteed minimum fee would be reduced to \$10,000, as Sask Polytech students and staff would still have discounted access to other Leisure Centres.

Force Majeure

- A clause will be included in the agreement to address unforeseen circumstances, such as facility closures by either party or other circumstances that may prevent either party from fulfilling their obligations under the agreement.

Term of Agreement

- Initial term of three years with the option to renew for two more three-year terms.
- Fees would be established in three-year increments for the future, based on mutual agreement between the parties following the approval of City Council.

Termination

- Either party may cancel the agreement with 90 days notice.

FINANCIAL IMPLICATIONS

Based on the terms and conditions proposed for the parking lot agreement, the City would receive \$100,000 in revenue from the parking lot each year in the initial three-year term. This revenue would be offset by the annual cost of parking lot maintenance and parking lot reserve contributions. An annual contribution to the Facilities Management Department's asphalt reserve, and funding for parking lot cleaning and maintenance completed by the Facilities Division would be included in the City's annual operating budget for HBAC.

Based on the terms and conditions proposed for the Leisure Centre Access Agreement, the City would receive \$100,000 in 2022 (adjusted based on HBAC closure), \$105,000 in 2023 and \$110,000 in 2024. This revenue will be included in the annual Leisure Centre operating budget and will offset annual operating expenditures.

OTHER IMPLICATIONS

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

NEXT STEPS

Following City Council's approval, the Office of the City Solicitor will be requested to develop the agreements, to be signed by the Mayor and City Clerk. Administration will proceed to implement the agreements based on the terms and conditions noted.

REPORT APPROVAL

Written by: Jody Hauta, Recreation Programs & Facilities Manager
Reviewed by: Andrew Roberts, Director of Recreation and Community Development
Approved by: Lynne Lacroix, General Manager, Community Services



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Winter Parking Patio Pilot

Recommendation of the Committee

That the Sidewalk Café and Parking Patio Guidelines be amended to permit parking patios to operate year-round, subject to development standards, as outlined in Appendix 1 of the September 13, 2021 report of the General Manager, Community Services.

History

The Standing Policy Committee on Planning, Development and Community Services, at its meeting held on September 13, 2021, considered a report from the Administration regarding the above.

Your Committee also resolved that the Administration report on options for the asphalt patios prior to spring 2022.

Attachment

September 13, 2021 report of the General Manager, Community Services

Winter Parking Patio Pilot

ISSUE

Council Policy No. C09-013 - Use of Sidewalks, Boulevards and Parking Stalls - Vending (Policy), permits on-street parking stalls to be temporarily used by a restaurant for the purpose of operating a parking patio. The Policy directs that parking patios be subject to further regulation outlined in the Sidewalk Café and Parking Patio Guidelines, which currently permit their operation between April 1 and October 31. Should the guidelines be amended to permit parking patios to operate throughout the year?

RECOMMENDATION

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that the Sidewalk Café and Parking Patio Guidelines be amended to permit parking patios to operate year-round, subject to development standards, as outlined in Appendix 1 of this report.

BACKGROUND

In response to the COVID-19 pandemic, at its Regular Business Meeting held on June 29, 2020, City Council adopted several resolutions aimed at making parking patios more financially viable for businesses. City Council resolved, in part:

- “2. That parking patio fees be waived and current permit holders' fees be adjusted to reflect this discount for 2020 and 2021;
3. That a trial be engaged for the 2020/2021 winter season whereby patio owners be permitted to leave patios in place if they are to be used at least periodically through the fall and winter.”

DISCUSSION/ANALYSIS

Results of the 2020/2021 Pilot

The City of Saskatoon (City) issued seven parking patio licenses in 2020; three patios operated during the winter. The following comments were offered by operators:

1. Parking patios were used frequently in the Fall, but were used infrequently in December, January and February.
2. Public health restrictions, such as reduced capacity and social distancing requirements, limited opportunities for patio usage during the winter months.
3. Heating the parking patios was a challenge because propane and other fuel heaters are prohibited on wood surfaces. Installing an outdoor 220-volt electrical outlet needed to operate most models of electric heaters is cost-prohibitive.
4. There were no issues related to safety, vandalism, or crime.

While utilization in the core winter months was limited, businesses were able to operate parking patios later into the fall and earlier in the spring than in previous years. Even though the program typically runs from April to October, most patios were installed in June and removed in September. Extended operations in March, April, May, October, and November are the primary benefit of permitting winter parking patios. With the patio infrastructure in place, businesses can take advantage of warm weather when it occurs.

The pandemic and related restrictions, early snowfall, and extreme cold conditions presented challenges for businesses that contributed to reduced outdoor dining opportunities. Underutilized patios have a negative impact on streetscapes. It is anticipated that with parking patio fees being reinstated in 2022, patios are more likely to be removed if the business is not intending to utilize it during the winter. Administration is recommending the guidelines include a requirement that the parking patio be used periodically.

The guidelines require that the business clear snow and ice from the parking patio. Administration did not receive any complaints related to the parking patios which remained in place in the winter of 2020. City equipment removing snow on streets were unaffected by winter parking patios.

Permitting parking patios to operate throughout the year will reduce the number of paid parking spaces available to vehicles in the business improvement districts. Further, permanent parking patios that increase seating capacity may impact building requirements, such as washrooms. Administration is recommending the guidelines be amended to include the Building Standards Department in the application review group, to ensure applications for parking patios are in compliance with the National Building Code and existing permitting requirements for decks constructed on private property. Additional administrative amendments updating the names of divisions and departments are also identified in Appendix 1.

Engagement with Business Improvement Districts

Business Improvement Districts were also contacted to provide feedback on the pilot program. Downtown Saskatoon and the Riversdale Business Improvement District advised they support winter parking patios and do not have concerns with their operation.

The Business Improvement Districts (BIDs) also wished to express their support for a permanent asphalt patio program to allow operators to utilize protective barriers in lieu of constructing a deck or boardwalk, and to allow businesses, other than restaurants, to participate.

Asphalt parking patios were permitted on a temporary basis during the COVID-19 pandemic. A permanent program would require amendments to the Council Policy and Bylaw No. 8770, Zoning Bylaw, 2009. Administration requires direction from Committee to conduct further research and reporting on possible amendments.

The BIDs also expressed concerns with the parking patio fees and noted that the fees are a barrier to participation. The parking fees are based on a resolution of City Council and are approximately 50% of the fee schedule for the Temporary Reserve Parking Program. The fees will be reviewed as part of the future Temporary Reserve Parking Policy review and update.

Winter Parking Patios Support City Initiatives

In September 2020, the WintercityYXE Strategy (Strategy) was received for information by the Standing Policy Committee on Planning, Development and Community Services; the Implementation Plan was received in May 2021. The Strategy is an intentional effort by the City and community to celebrate what makes Saskatoon an inviting, vibrant, safe and prosperous place during the winter, while also recognizing the challenges vulnerable populations face during winter months. An objective of the Strategy is to develop a strong winter economy. One of the actions identified to achieve this objective is to develop and support winter and shoulder-season outdoor cafés. During engagement activities for the WintercityYXE Implementation Plan development, community members identified this action as a medium priority. Winter parking patios will support this objective.

FINANCIAL IMPLICATIONS

The Business License Program is not supported by the mill rate and is funded through business license application fees. The staff time to review parking patio applications and monitor for compliance with the approved site plan will be covered by the parking patio fees and carried out as part of the Business License Program.

OTHER IMPLICATIONS

No other legal, social, or environmental implications are identified.

NEXT STEPS

Bylaw or policy amendments are not required to permit year-round parking patio operation. If approved, Administration will update the City website and Sidewalk Café and Parking Patio Guidelines accordingly. Information will also be provided to stakeholders including the application review group, Business Improvement Districts, and current parking patio operators.

APPENDICES

1. Sidewalk Café and Parking Patio Guidelines

REPORT APPROVAL

Written by: Zoe Hagen, Planner
Reviewed by: Mark Wilson, Licensing and Permitting Manager
Approved by: Lynne Lacroix, General Manager, Community Services

SIDEWALK CAFE AND PARKING PATIO GUIDELINES

The following guidelines establish requirements for the licensing and operation of Sidewalk Cafes and Parking Patios located on City of Saskatoon right-of-way (ROW). Applications must be submitted to the Community Services Division and must be approved prior to issuance of a Sidewalk Cafe or Parking Patio License. The Sidewalk Cafe **and Parking Patio** Guidelines are intended to be used as a companion document to Bylaw No. 8770 (Zoning Bylaw) and Policy C09-013 (Use of Sidewalks, Boulevards and Parking Stalls – Vending). All laws and regulations, bylaws and resolutions governing right-of-way activity must be abided by, including Bylaw No. 2954 (Street Use Bylaw) and Bylaw No. 7200 (Traffic Bylaw).

1.0 Definitions:

Boulevard – that portion of the right of way that extends from the edge of the street to the property line of the adjacent property not including the sidewalk.

Parking Patio – a sidewalk cafe which has been extended to include the temporary conversion of designated parking stall (s) located on public streets.

Parking Stall – any portion of a parking area marked by one or more painted lines, number, meter, pole, sign or other device to indicate that it is intended for the parking of a vehicle.

Sidewalk – portion of the right-of-way designed and intended for or used by pedestrians.

Sidewalk Cafe - a group of tables and chairs and other accessories situated and maintained upon a public sidewalk or boulevard for the consumption of food and beverages sold to the public from, or in, an adjoining indoor restaurant, lounge or tavern.

Street – a road, alley or other place designed and intended for or used by the general public for the passage of vehicles and pedestrians, but does include a parking lot, which is either privately or publicly owned.

2.0 General Guidelines:

- 2.1 License Required: The operator of a Sidewalk Cafe or Parking Patio must apply for and obtain, annually, a Sidewalk Cafe or Parking Patio License prior to commencement of operations.
- 2.2 Existing Sidewalk Cafes: Businesses which are renewing their existing Sidewalk Cafe License will not be required to have their application reviewed by the agencies listed in Section 2.7, provided the business has not changed ownership or the design of their Sidewalk Cafe has not changed from the previous year.
- 2.3 License Fee: No additional fee is charged for the operation of a Sidewalk Cafe or Parking Patio; the license is considered an extension of the business' existing Commercial Business License.

- 2.4 Parking Fee: Parking Patios must pay all required parking fees ~~through purchase of a meter hood(s)~~ prior to the issuance of a license.
- 2.5 License Conditions: The operator shall agree to abide by the terms and conditions set forth in these guidelines, in addition to the regulations outlined in Policy C09-013 (Use of Sidewalks, Boulevards and Parking Stalls - Vending) and Bylaw No. 8770 (Zoning Bylaw). The General Manager of Community Services (or designate) reserves the right to cancel a Sidewalk Cafe or Parking Patio License upon 24 hours' notice if the terms and conditions are violated.
- 2.6 Information Requirements: The applicant shall submit a site plan, drawn accurately to scale, which shows the delineated area of the proposed Sidewalk Cafe or Parking Patio and proposed location and placement of planters, awnings, tables, chairs, fences and all other accessories in relation to the public sidewalk and/or public street and to the indoor business associated with it. The plan must indicate the location of utility poles, hydrants, bus shelters, parking meters, and any other utility or infrastructure related installations. The site plan must also clearly delineate pedestrian passageways and dimensions as described in Section 3.8, 4.5 and 5.9 of these guidelines. Plans which are not drawn accurately and to scale, or do not include all information required, will not be accepted.
- 2.7 Approval: New Sidewalk Cafe applications (or those with changes from a previous year) and all new and pre-existing Parking Patios, will be referred to relevant agencies for review and approval. The applicant will be required to submit any missing or additional information required by the approving agencies. Once approval has been confirmed, the Sidewalk Cafe or Parking Patio license can be issued. All applications will be referred to the following agencies:
- a) Saskatchewan Health Authority;
 - b) Saskatoon Police Services;
 - c) Saskatoon Fire Department;
 - d) Saskatoon Light and Power;
 - e) City of Saskatoon – Right-of-way Approval (Transportation and Construction Division);
 - f) City of Saskatoon – Planning and Development and Building Standards Departments (Community Services Division);
 - g) Business Improvement Districts (BIDs) - If the proposed Sidewalk Cafe **or Parking Patio** is located in a BID;
 - h) Saskatchewan Liquor & Gaming Authority - If the proposed Sidewalk Cafe or Parking Patio is to serve alcoholic beverages.

3.0 General Conditions of Approval:

- 3.1 Commercial Business License: The business must hold a valid City of Saskatoon Commercial Business License.
- 3.2 Insurance: The operator of a Sidewalk Cafe must carry a minimum of \$2,000,000 liability insurance for the operation of the Sidewalk Cafe. A minimum of \$2,000,000 liability insurance is required for the operation of a Parking Patio. This liability must indemnify the City of Saskatoon safe and harmless from any and all claims of injury to persons or damage to property attributable, in whole or in part, to the existence, location and operation of a Sidewalk Cafe or Parking Patio in the public right-of-way.
- 3.3 Performance: Sidewalk Cafes and Parking Patios shall contribute positively to the street activity and perception of the surrounding area. Inappropriate patron or staff behaviour or management practises or increases in calls for service from Police, Fire, or any other agency shall be grounds for immediate termination of the license.
- 3.4 Accessory Use: Sidewalk Cafes and Parking Patios shall be located adjacent to an existing restaurant and shall be considered an accessory use. Where Sidewalk Cafes or Parking Patios are proposed to extend across the frontage of adjacent uses (neighbouring businesses) and/or temporarily convert on-street parking stall(s) adjacent to neighbouring businesses, written approval from the adjacent business owner must be provided. Proposed extensions beyond the frontage of the restaurant, lounge or tavern are subject to approval from all approving authorities.
- 3.5 Alcoholic Beverages: Alcoholic beverages may be served with food provided the adjacent restaurant to which it is an accessory use is licensed to serve alcohol and the operator has received the approval of the Saskatchewan Liquor and Gaming Authority.
- 3.6 Hours of Operation: A Sidewalk Cafe or Parking Patio shall be operated for no longer than the operating hours of the principle use to which it is an accessory.
- 3.7 Waste & Storage: The Sidewalk Cafe or Parking Patio operator shall maintain the Sidewalk Cafe or Parking Patio area and the immediately adjacent area in a clean and safe condition at all times **and kept clear of ice and snow**. Waste receptacles and workstations should be located along the building wall of the adjoining restaurant.
- 3.8 Pedestrian Pathway: A minimum clear passageway of not less than 2.0 metres for pedestrians shall be maintained and free of any physical obstruction such as utility poles, fire hydrants, bus shelters, parking metres, trees, temporary signs, sandwich boards, benches or garbage receptacles. Tree grates must be in good condition and flush to the sidewalk surface if they are located within the 2.0 metre passageway.
- 3.9 Screening: Visual screening may be allowed at the discretion of the Transportation and Construction Division.

- 3.10 Umbrellas: Any umbrellas shall be located entirely within the approved Sidewalk Cafe or Parking Patio area.
- 3.11 Lighting: Any lighting of the Sidewalk Cafe or Parking Patio shall be of a temporary nature and shall not project onto adjacent properties.
- 3.12 Signs & Advertising: Any permanent signs or advertising within the Sidewalk Cafe or Parking Patio area require a Sign Permit and shall conform to the Sign Bylaw and Zoning Bylaw.
- 3.13 Furnishings: All tables, chairs and decorative accessories in the Sidewalk Cafe or Parking Patio should be constructed using weather resistant materials and must be arranged neatly and fully contained within the approved Sidewalk Cafe or Parking Patio area at all times.
- 3.14 Removal of Improvements: Sidewalk Cafe or Parking Patio furnishings, fences, awnings, screens, signs, lighting and other Sidewalk Cafe or Parking Patio improvements must be removable and not permanently fixed in place. All objects must be contained within the approved Sidewalk Cafe or Parking Patio area and removed during the off-season or after the Sidewalk Cafe or Parking Patio ceases operation.
- 3.15 Utility Access and Infrastructure Improvements: The City of Saskatoon and public utility agencies retain the right of access to the approved Sidewalk Cafe or Parking Patio area for the installation, maintenance and repair of pipes, cables, wires, poles, hydrants, sidewalks, streets or any other utility or infrastructure installation as necessary. In case of emergency, no notice may be given. For scheduled work, a minimum notice of one week will normally be given. Sidewalk Cafe or Parking Patio improvements shall be removed and reinstalled at the Sidewalk Cafe or Parking Patio operator's expense. Sidewalk Cafe and Parking Patio operators shall ensure that drainage to catch basins remains unrestricted and that catch basins are kept clear of debris and refuse at all times.
- 3.16 Electrical Vaults: A Sidewalk Cafe or Parking Patio or any portion of a Sidewalk Cafe or Parking Patio shall not be located above an underground electrical vault.

4.0 **Additional Conditions of Approval – Sidewalk Cafes:**

- 4.1 **Operating Season: A Sidewalk Cafe is permitted to operate year-round from April 1st to March 31st, or any portion thereof.**
- 4.2 Fencing: Sidewalk Cafes may be fenced around the perimeter, but fences shall not exceed 1 metre in height. Open fencing is preferred to solid fencing, but fabric insert panels may be used. Fence extensions above the 1 metre height limit may be considered, provided the extension material is transparent and sturdy. Any fencing located within 6 metres of an intersection shall not obstruct the vehicular view angles as determined by the Transportation and Construction Division. In some cases, fencing may be required at the discretion of the approving authorities.

- 4.3 Awnings: The installation of awnings requires a Building Permit and shall conform to the requirements of the Building Bylaw (No. 7036).
- 4.4 Surface Treatment: All ground surface area within the approved Sidewalk Cafe area shall be hard surfaced with unit pavers, concrete or asphalt, whichever is consistent with the immediately adjacent areas. Indoor/outdoor carpeting may be used at the discretion of the Transportation and Construction Division.
- 4.5 Landscaping: Landscaping of the Sidewalk Cafe is encouraged and must be of a temporary nature. Plant material must be contained within the approved Sidewalk Cafe area.
- 4.6 Access: The operator shall maintain an unobstructed walkway at a minimum width of 1.5 metres to the entrance of the building and entrance of the sidewalk café if relevant. The Sidewalk Cafe shall be wheelchair accessible.
- 4.7 Additional Regulations: The Community Services Division and Transportation and Construction Division reserve the right to require additional regulations to ensure that safety regulations are met.
- 4.8 Denial: Not all sidewalks or locations are suitable for a Sidewalk Cafe. The Community Services Division maintains the right to refuse issuance of a Sidewalk Cafe license in instances where it is felt that a Sidewalk Cafe may impact public welfare or safety and/or constitute a nuisance.

5.0 Additional Conditions of Approval – Parking Patios:

5.1 ~~Seasonal: A Parking Patio is permitted to operate seasonally from April 1st to October 31st~~

- ~~a) For the 2020-2021 vending seasons, Parking Patios are permitted to operate year-round, provided they are used at least periodically through the fall, winter and spring.~~

Operating Season: A Parking Patio is permitted to operate, year-round from April 1st to March 31st, or any portion thereof. The parking patio must be used at least periodically throughout the license term.

- a) A Parking Patio shall be licensed for a minimum of two months. The license may be extended in increments of at least one month.**

5.2 Building Permits:

- a) A building permit for a year-round parking patio may be required if:**

- i. The deck surface is greater than 200mm from grade; or**
- ii. More than 10 seats will be provided, to address additional washrooms for the principal use.**

- b) A building permit for a seasonal parking patio may be required if:**

- i. The deck surface is greater than 200mm from grade; or
- ii. More than 50 seats will be provided, to address additional washrooms for the principal use.

- 5.3 Designated Space: A Parking Patio must operate solely within the confines of the designated parking space(s). The use of nose-in or angled parking spaces for Parking Patios may be permitted, subject to review and approval.
- a) Up to four parking spaces per block face may be approved for the use of parking patios or reserved through the Temporary Reserve Parking Program. An additional four parking spaces for parking patios may be approved at the discretion of the Manager of Parking Services.
- 5.4 Separation: 6 metres must be maintained between the nearest edge of the Parking Patio and the nearest edge of any intersection, bus shelter or bus stop.
- 5.5 Barriers: Barriers shall be approved by the Transportation and Construction Division and be placed at both ends of the Parking Patio. The barrier that faces oncoming traffic must be angled in such a way that any potential impact will divert vehicular traffic onto the roadway and away from pedestrians.
- 5.6 Fencing: Fencing, no greater than 1 metre in height, is required around the perimeter of the Parking Patio. Fencing material shall be robust in nature as determined by the Transportation and Construction Division. Fence extensions above the 1 metre height limit may be considered, provided the extension material is transparent and sturdy.
- 5.7 Traffic Posts: Traffic glow posts must be placed along the length of the Parking Patio to alert traffic and to serve as a traffic calming measure. All traffic control devices (including fencing, concrete barriers and traffic glow posts) must be contained within the approved Parking Patio area. All costs for traffic control devices are borne by the Parking Patio operator.
- 5.8 Surface Treatment: Any Parking Patio platform or decking must not be attached to the street, must be flush with the curb, and must allow proper drainage. On wood or other combustible surfaces, electric powered heaters are permitted; gas and propane heaters are prohibited.
- 5.9 Landscaping: Landscaping of the Parking Patio is required and must be of a temporary nature. Plant material must be contained within the approved Parking Patio area.
- 5.10 Access: Access to the parking patio must be restricted to the sidewalk or boulevard. Parking Patios must be wheelchair accessible.
- 5.11 Additional Regulations: The Community Services Division and Transportation and Construction Division reserve the right to require additional regulations to ensure that safety regulations are met.

- 5.12 Denial: Not all streets or locations are suitable for a Parking Patio. The Community Services Division maintains the right to refuse issuance of a Parking Patio license in instances where it is felt that a Parking Patio may impact public welfare or safety, result in a negative impact on the provision of on-street parking, and/or constitute a nuisance. The issuance of a Parking Patio license in a given year does not guarantee the issuance of a Parking Patio license in subsequent years.



STANDING POLICY COMMITTEE ON FINANCE

Meewasin Valley Authority - March 31, 2021 Financial Statements

Recommendation of the Committee

That the Meewasin Valley Authority Financial Statements dated March 31, 2021 be received for information.

History

The Standing Policy Committee on Finance, at its meeting held on September 13, 2021, considered a submission from the Meewasin Valley Authority and in accordance with Section 80(2) of *The Meewasin Valley Authority Act*, is being forwarded to City Council for information.

Attachment

March 31, 2021 report of the Meewasin Valley Authority Financial Statements.



Meewasin Valley Authority
402 - 3rd Avenue South
Saskatoon, Saskatchewan
S7K 3G5
Phone (306) 665-6887
Fax (306) 665-6117

Meewasin

July 12, 2021

Mayor & Council
City of Saskatoon
222 Third Avenue North
Saskatoon, SK S7K 0J5

Dear Mayor & Council;

Section 80(2) of the Meewasin Valley Authority Act states that a copy of the annual audit shall be furnished to each of the participating parties; as the elected officials of the City of Saskatoon, please accept the enclosed copy of the Meewasin Valley Authority Financial Statements, March 31, 2021, satisfying this requirement.

Sincerely,

Andrea Lafond
Chief Executive Officer

Enclosure



MEEWASIN VALLEY AUTHORITY
FINANCIAL STATEMENTS
MARCH 31, 2021

Management's Responsibility

To the Participating Parties of Meewasin Valley Authority:

Management is responsible for the preparation and presentation of the accompanying financial statements, including responsibility for significant accounting judgments and estimates in accordance with Canadian public sector accounting standards. This responsibility includes selecting appropriate accounting principles and methods, and making decisions affecting the measurement of transactions in which objective judgment is required.

In discharging its responsibilities for the integrity and fairness of the financial statements, management designs and maintains the necessary accounting systems and related internal controls to provide reasonable assurance that transactions are authorized, assets are safeguarded and financial records are properly maintained to provide reliable information for the preparation of financial statements.

The Board of Directors and Audit Committee are composed entirely of Directors who are neither management nor employees of the Meewasin Valley Authority. The Audit Committee is appointed by the Board to review the financial statements in detail with management and to report to the Board prior to their approval of the financial statements for publication.

MNP LLP is appointed by the Board of Directors to audit the financial statements and report directly to the Participating Parties; their report follows. The external auditors have full and free access to, and meet periodically and separately with, both the Audit Committee and management to discuss their audit findings.

June 4, 2021



Chief Executive Officer



Director of Operations

Independent Auditor's Report

To the Participating Parties of Meewasin Valley Authority:

Opinion

We have audited the financial statements of Meewasin Valley Authority (the "Authority"), which comprise the statement of financial position as at March 31, 2021, and the statements of operations and changes in fund balances, cash flows and the related schedules for the year then ended, and notes to the financial statements, including a summary of significant accounting policies.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the Authority as at March 31, 2021, and the results of its operations and its cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are independent of the Authority in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with Canadian public sector accounting standards, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Authority's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Authority or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Authority's financial reporting process.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

Independent Auditor's Report

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Authority's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Authority to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Saskatoon, Saskatchewan

June 4, 2021

MNP LLP

Chartered Professional Accountants

MNP

MEEWASIN VALLEY AUTHORITY

1.

Statement of Financial Position

As at March 31, 2021

	<u>2021</u>	<u>2020</u>
Assets		
<i>Current</i>		
Cash	\$ 3,827,980	3,391,026
Accounts receivable (note 3)	239,804	154,557
Prepaid expenses	69,199	55,494
	<u>4,136,983</u>	<u>3,601,077</u>
Long-term investments (note 4)	77,605	77,605
Tangible capital assets (note 5)	<u>1,819,357</u>	<u>1,873,982</u>
	<u>\$ 6,033,945</u>	<u>5,552,664</u>
Liabilities		
<i>Current</i>		
Accounts payable and accrued charges	\$ 386,695	170,865
Deferred revenue (note 6)	304,127	421,311
Due to Partners FOR the Saskatchewan River Basin (note 7(c))	102,190	89,832
	<u>793,012</u>	<u>682,008</u>
Deferred revenue (note 6)	<u>89,271</u>	<u>217,046</u>
	<u>882,283</u>	<u>899,054</u>
Fund Balances		
General fund – unrestricted	489,758	334,043
Construction projects fund – internally restricted	255,978	174,005
Donations fund – unrestricted	1,231,083	1,021,494
Capital assets – invested in capital assets	1,819,357	1,873,982
Land access fund – internally restricted	314,365	289,365
Capital assets replacement fund – internally restricted	1,030,816	950,416
Restricted contributions fund – externally restricted (note 2(a))	10,305	10,305
	<u>5,151,662</u>	<u>4,653,610</u>
Commitments (note 14)		
	<u>\$ 6,033,945</u>	<u>5,552,664</u>

The accompanying notes form an integral part of the financial statements.

ON BEHALF OF THE BOARD:

 Director

 Director

MEEWASIN VALLEY AUTHORITY

2.

Statement of Operations and Changes in Fund Balances

For the year ended March 31, 2021

	General Fund (Schedule 1)	Construction Projects Fund (Schedule 2)	Donations Fund (Schedule 3)	Capital Assets Fund	Land Access Fund	Capital Assets Replacement Fund	Restricted Contributions Fund	2021 Total	2020 Total
Revenues									
Statutory	\$ 371,322	185,381	-	-	-	-	-	\$ 556,703	556,700
Participating Party Funding	1,097,623	805,047	-	-	-	-	-	1,902,670	1,869,780
Grants	384,336	232,653	-	-	-	-	-	616,989	162,754
Donations	-	-	615,550	-	-	-	-	615,550	676,203
Other	103,220	401,011	-	-	-	-	-	504,231	589,545
	<u>1,956,501</u>	<u>1,624,092</u>	<u>615,550</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>4,196,143</u>	<u>3,854,982</u>
Expenditures	1,828,013	1,427,831	358,734	-	-	-	-	3,614,578	3,455,788
Amortization	-	-	-	83,513	-	-	-	83,513	76,583
	<u>1,828,013</u>	<u>1,427,831</u>	<u>358,734</u>	<u>83,513</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>3,698,091</u>	<u>3,532,371</u>
Excess (deficiency) of revenues over expenditures	128,488	196,261	256,816	(83,513)	-	-	-	498,052	322,611
Fund balance, beginning of year	334,043	174,005	1,021,494	1,873,982	289,365	950,416	10,305	4,653,610	4,330,999
Inter-fund allocations:									
Purchase of capital assets	-	(28,888)	-	28,888	-	-	-	-	-
To general fund	37,227	-	(37,227)	-	-	-	-	-	-
To land access fund	-	(25,000)	-	-	25,000	-	-	-	-
To capital assets replacement fund	(10,000)	(60,400)	(10,000)	-	-	80,400	-	-	-
Fund balance, end of year	<u>\$ 489,758</u>	<u>255,978</u>	<u>1,231,083</u>	<u>1,819,357</u>	<u>314,365</u>	<u>1,030,816</u>	<u>10,305</u>	<u>\$ 5,151,662</u>	<u>4,653,610</u>

The accompanying notes are an integral part of these financial statements.

MEEWASIN VALLEY AUTHORITY

3.

Statement of Cash Flows

For the year ended March 31, 2021

	<u>2021</u>	<u>2020</u>
Cash provided by (used in) the following activities:		
<i>Operating</i>		
Excess of revenues over expenditures	\$ 498,052	322,611
Adjustments for items not affecting cash:		
Amortization	<u>83,513</u>	<u>76,583</u>
	<u>581,565</u>	<u>399,194</u>
Change in non-cash operating working capital:		
Accounts receivable	(85,247)	39,850
Prepaid expenses	(13,705)	(5,350)
Accounts payable and accrued charges	215,830	(28,283)
Deferred revenue	(244,959)	952
Due to <i>Partners FOR the Saskatchewan River Basin</i>	<u>12,358</u>	<u>6,979</u>
	<u>465,842</u>	<u>413,342</u>
<i>Investing</i>		
Purchase of capital assets	<u>(28,888)</u>	<u>(71,328)</u>
Net change in cash during the year	436,954	342,014
Cash, beginning of year	<u>3,391,026</u>	<u>3,049,012</u>
Cash, end of year	<u>\$ 3,827,980</u>	<u>3,391,026</u>

The accompanying notes form an integral part of the financial statements.

Notes to the Financial Statements

Year ended March 31, 2021

1. Purpose and Objective of Meewasin Valley Authority

The Meewasin Valley Authority is incorporated under a special act, The Meewasin Valley Authority Act, of the Legislature of the Province of Saskatchewan.

The Meewasin Valley Authority ("Meewasin") is a conservation agency established to protect and develop the natural and heritage resources of the Meewasin Valley and promote a better understanding of these resources. The three participating parties provide funding and appointments to the Board of Directors: the City of Saskatoon, University of Saskatchewan, and Government of Saskatchewan. Statutory funding represented 13% of total revenue in the current year (2020 - 14%). In addition to statutory funding the participating parties provided an additional 45% of the revenue in the current year (2020 - 49%).

2. Accounting Policies

These financial statements are the representations of management, prepared in accordance with Canadian public sector accounting standards using the standards applicable to government not-for-profit organizations and include the following significant accounting policies:

(a) Fund Accounting**i) General Fund**

Revenues and expenses related to program delivery and administration activities are reported in the General Fund.

ii) Construction Projects Fund

Meewasin charges construction project expenditures to the construction projects fund as incurred. Construction project expenditures include all costs associated with landscaping or construction of a service facility on land owned by either Meewasin or a participating party. These costs include expenditures for planning and research and allocations of salaries.

When a project is completed and retained by Meewasin, the project cost is recorded as a tangible capital asset with a credit to the capital assets fund.

iii) Donations Fund

Meewasin records revenues and expenditures related to fundraising activities in the donations fund. Periodically, the net proceeds of these activities are allocated to the general fund or the construction projects fund where they are used to support Meewasin programs.

iv) Capital Assets Fund

Meewasin charges tangible capital asset purchases to the general fund and construction projects fund as incurred. In order to maintain a record of tangible capital assets, all purchased and constructed tangible capital assets are recorded at cost as tangible capital assets with a corresponding credit to the capital assets fund. When tangible capital assets are sold the proceeds on disposal are included in revenue and the related net book value of the asset is removed from both the tangible capital asset account and the capital assets fund.

Notes to the Financial Statements

Year ended March 31, 2021

2. Accounting Policies - *continued*(a) Fund Accounting - *continued*iv) Capital Assets Fund - *continued*

Independent appraisals are undertaken when new conservation easements are acquired. The results are vetted with Canada Revenue Agency prior to acquisition. These easements are recorded as a separate class of asset at the appraised value with a corresponding credit to the capital assets fund.

Amortization is charged to the capital assets fund using the straight-line method over the following estimated useful lives:

<u>Asset</u>	<u>Useful Life</u>
Building	20 years
Equipment and office furniture	10 years
Electronic data processing equipment	3.33 years
Vehicles	3.33 years

No amortization is recorded in the year an asset is acquired or for assets under construction.

It is expected that this policy will charge the capital assets fund with the total cost of the assets over the useful lives of the assets.

v) Land Access Fund

Meewasin has established a land access fund to secure public access to riverbank land as opportunity and need arise.

vi) Capital Assets Replacement Fund

A capital assets replacement fund has been established to provide for the eventual replacement of major tangible capital assets.

vii) Restricted Contributions Fund

Donations and other funds that are subject to externally imposed stipulations are kept in the fund until such time as they are spent as stipulated.

(b) Financial instruments

Meewasin recognizes its financial instruments when it becomes party to the contractual provisions of the financial instrument. All financial instruments are initially recorded at their fair value.

All financial assets and liabilities are subsequently measured at amortized cost.

Notes to the Financial Statements

Year ended March 31, 2021

2. Accounting Policies – *continued*(b) Financial instruments - *continued*

Transaction costs and financing fees are added to the carrying amount for those financial instruments subsequently measured at amortized cost.

All financial assets are tested annually for impairment. Management considers recent collection experience for the financial assets, such as a default or delinquency in interest or principal payments, in determining whether objective evidence of impairment exists. Any impairment, which is not considered temporary, is recorded in the statement of operations. Write-downs of financial assets measured at amortized cost to reflect losses in value are not reversed for subsequent increases in value.

(c) Revenues and Expenditures Recognition

Restricted contributions are recognized as revenue of the appropriate fund in the year in which the related expenses are incurred.

Unrestricted contributions are recognized as revenue of the appropriate fund in the year received or receivable if the amount to be received can be reasonably estimated and collection is reasonably assured.

All tax-receipted contributions are recognized as revenue of the Donations Fund in the year they are receipted.

Investment income is recognized in the General Fund, except investment income (loss) related to the Restricted Contributions Fund, which is recognized in that fund.

Grants in the form of donated services from government agencies are recorded at the contracted amount. Pledges are recorded as the donation is received.

Revenue is allocated between the various funds based on statutory and contractual requirements or as specified by donors.

The Board of Directors approves allocations between funds.

(d) Use of Estimates

The preparation of financial statements in conformity with Canadian public sector accounting standards requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements, and the reported amounts of revenues and expenses during the reporting period. These estimates and assumptions are reviewed periodically and, as adjustments become necessary, they are reported in excess of revenues over expenditures in the periods in which they become known.

(e) Government assistance

Meewasin recognizes government assistance for the Temporary Wage Subsidy when there is reasonable assurance that it will comply with the conditions required to qualify for the assistance, and that the assistance will be received. Meewasin recognizes government assistance as a reduction in the related expenses.

(f) Contributed materials and services

Contributions of materials and services are recognized both as contributions and expenses in the statement of operations when a fair value can be reasonably estimated and when the materials and services are used in the normal course of Meewasin's operations and would otherwise have been purchased.

Notes to the Financial Statements

Year ended March 31, 2021

3. Accounts Receivable

Meewasin had \$25,952 in accounts receivable at March 31, 2021 from a related party, the City of Saskatoon relating to ongoing projects (2020 - \$65,821).

4. Long-Term Investments

Long-term investments consist of three (2020 - three) donated whole life insurance policies, the amortized cost of which are \$77,605 at March 31, 2021 (2020 - \$77,605).

5. Tangible Capital Assets

	2021			2020
	Cost	Accumulated Amortization	Net Book Value	Net Book Value
Land	\$ 1,218,293	-	1,218,293	1,218,293
Conservation easement	257,200	-	257,200	257,200
Building	1,204,912	953,549	251,363	304,293
Equipment and office furniture	110,515	59,732	50,783	48,577
Electronic data processing equipment	126,796	101,366	25,430	23,345
Vehicles	<u>91,925</u>	<u>75,637</u>	<u>16,288</u>	<u>22,274</u>
	<u>\$ 3,009,641</u>	<u>1,190,284</u>	<u>1,819,357</u>	<u>1,873,982</u>

6. Deferred Revenue

Deferred revenue includes the following categories:

- (a) Meewasin has deferred revenue of \$90,000 from the City of Saskatoon for the Northeast Swale Master Plan funding (2020 - \$390,000).
- (b) Meewasin has deferred revenue of \$138,879 from the Weston Family Foundation that relates to the Canadian Prairie Grasslands Program Grant (2020 - \$nil).
- (c) Meewasin has deferred revenue of \$9,000 from Trans Canada Trail that relates to the Kinsmen Parking Lot Grant (2020 - \$nil).
- (d) Meewasin has deferred revenue of \$9,600 from Tourism Saskatchewan that relates to the Destination Experience Development Grant (2020 - \$nil).
- (e) Meewasin has deferred revenue of \$122,919 from the City of Saskatoon for the Northeast Swale Storm Pond Restoration (2020 - \$136,157). Of this, \$89,271 is expected to be recognized subsequent to 2022 and has been recorded as long-term deferred revenue.
- (f) Meewasin has deferred revenue of \$23,000 from the Community Foundation of Canada for the Facility Development Grant (2020 - \$nil).
- (g) Meewasin has deferred revenue of \$nil from RBC Foundation that relates to the Blue Water Grant (2020 - \$95,000).
- (h) Meewasin has deferred revenue of \$nil from TD Friends of the Environment that relates to Bioblitz 2020 (2020 - \$16,000).

Notes to the Financial Statements

Year ended March 31, 2021

6. Deferred Revenue – *continued*

- (i) Meewasin has deferred revenue of \$nil from Saskatoon Nature Society that relates to expenditures to be made in the subsequent period for the Dark Skies Program (2020 - \$1,200).

7. Related Party Transactions

(a) Participating parties

In addition to the statutory assessments in Schedule 1 and 2 and deferred contributions in Note 6, Meewasin received the following grants and other payments during the year from its participating parties:

		<u>2021</u>	<u>2020</u>
Province of Saskatchewan	Construction projects fee for service and grants	\$ 28,576	26,578
Province of Saskatchewan	General fund grants	20,252	16,000
City of Saskatoon	Construction projects fund grants	50,000	-
City of Saskatoon	Construction projects fee for service	339,472	382,037
City of Saskatoon	General fund grants and other	55,879	47,954

(b) Meewasin Foundation Inc.

Since August 1, 1999, the former operations of Meewasin Foundation Inc. are being reported within Meewasin's Donation Fund. The Foundation continues as the beneficial owner of life insurance policies provided by donors.

(c) Partners FOR the Saskatchewan River Basin ("PFSRB")

PFSRB is a non-profit environmental corporation operating under its own Board of Directors. Financial accountability resides with that Board of Directors. The Meewasin Valley Authority is engaged under contract to provide PFSRB with management services and program delivery.

As at March 31, 2021, the net value of assets and liabilities held by Meewasin on behalf of PFSRB is shown on the Meewasin Statement of Financial Position as \$102,190 due to PFSRB (2020 - \$89,832).

During the year, Meewasin Valley Authority provided grants to PFSRB of \$16,000 (2020 - \$16,000). Meewasin provided a donation in-kind to PFSRB of \$46,000 representing staff support and office space (2020 - \$46,003).

Financial statement users interested in the activities of PFSRB for the year ended March 31, 2021 are referred to that entity's own financial statements.

8. Contractual Obligations

The Meewasin Valley Authority entered into an agreement with the Leisureland Community Co-operative Ltd. whereby the public use of certain lands (Maple Grove) owned by Meewasin is limited. The agreement was a condition of the purchase of the property by Meewasin and will expire December 31, 2022.

Notes to the Financial Statements

Year ended March 31, 2021

9. Government Grants

Included in grant revenue is \$221,185 received by Meewasin in cash grants from the Government of Canada (2020 - \$68,600).

10. Government Assistance

During the year, Meewasin recognized \$23,295 in Temporary Wage Subsidy ("TWS") as a reduction in payroll expense. TWS, introduced in response to the COVID-19 pandemic, provided eligible employers with a subsidy to cover a portion of wage costs paid to eligible employees during the prescribed claim periods. There are no unfulfilled conditions related to amounts recognized. However, amounts claimed under the program are subject to validation and detailed verification by the Federal Government.

11. Defined Contribution Plan

Meewasin participates in a multi-employer defined contribution plan on behalf of its employees. Contributions are based on 7.25% of salary up to 18% of the participant's pensionable earnings per annum. Meewasin's contributions and corresponding expense totalled \$108,270 in 2021 (2020 - \$117,823).

12. Endowment Funds

- (a) The Saskatoon Community Foundation, a registered charitable foundation, under an agreement with Meewasin has established an endowment fund called *The Meewasin Naturally Fund* for the benefit of Meewasin.

At The Saskatoon Community Foundation's fiscal year end December 31, 2020, the balance of The Meewasin Valley Fund was \$1,174,679 (2019 - \$1,117,146). The Saskatoon Community Foundation manages these funds within the parameters established by the fund agreement.

- (b) The Saskatoon Community Foundation, under an agreement with Meewasin has established an endowment fund called *The Wes Bolstad Fund* for the benefit of Meewasin. At the Saskatoon Community Foundation's fiscal year end December 31, 2020, the balance of the fund was \$25,442 (2019 - \$23,455).
- (c) The Saskatoon Community Foundation, under an agreement with Meewasin has established an endowment fund called *The Susan Lamb Fund* for the benefit of Meewasin. Meewasin made an initial contribution of \$10,000 on November 26, 2012. At the Saskatoon Community Foundation's fiscal year end December 31, 2020, the balance of the fund was \$33,129 (2019 - \$29,973).

13. Pledged Donations

Outstanding pledges were not recorded in revenue. The outstanding pledges receivable within five years, as at March 31, 2021, were \$1,280,767 (2020 - \$252,242). The pledges by year going forward are: \$389,555 - 2022; \$390,392 - 2023; \$304,492 - 2024; \$99,991 - 2025; \$96,337 - 2026.

Donation Fund expenditures represent the cost of fundraising activity. The costs relate to actual donations received and to the pledged donations achieved.

14. Commitments

At March 31, 2021, Meewasin Valley Authority has outstanding commitments of \$690,473 related to on-going projects (2020 - \$358,712).

Notes to the Financial Statements

Year ended March 31, 2021

15. Financial Instruments

All significant financial assets and financial liabilities of Meewasin are either recognized or disclosed in the financial statements together with other information relevant for making a reasonable assessment of future cash flows, interest rate risk, and credit risk.

The Meewasin Valley Authority's financial instruments include cash, accounts receivable, long-term investments, and accounts payable and accrued charges. The carrying amounts of these instruments approximate their respective fair values. Financial instruments also include due to Partners FOR the Saskatchewan River Basin. The fair values of these instruments cannot be estimated, as the timing of future cash flows is not determinable.

As at March 31, 2021, the Meewasin Valley Authority does not have any outstanding contracts or financial instruments with embedded derivatives.

(a) Risk Management Policy

Meewasin, as part of operations, has established the risk management objective of preserving the value of its financial instruments to ensure that they can be used in support of the Meewasin purpose. Risks are controlled because the *Meewasin Valley Authority Act* requires that investments are made in compliance with the *Financial Administration Act (SK)*.

(b) Interest rate risk

Interest rate risk is the risk that the value of a financial instrument might be adversely affected by a change in interest rates. Changes in market interest rates may have an effect on the cash flows associated with some financial assets and liabilities, known as cash flow risk, and on the fair value of other financial assets or liabilities, known as price risk. Meewasin is not currently exposed to interest rate risk.

(c) Credit risk

Credit risk is the risk of financial loss because a counter party to a financial instrument fails to discharge its contractual obligations. Financial instruments that potentially subject Meewasin to credit risk consist principally of cash.

Meewasin's cash is maintained at major financial institutions, therefore Meewasin considers the risk of non-performance of these instruments to be remote.

(d) Credit concentration

Financial instruments that potentially subject Meewasin to concentrations of credit risk consist of accounts receivable. 100% (2020 – 99%) of accounts receivable is comprised of amounts due from federal, provincial, and municipal governments, other public institutions such as the University of Saskatchewan and school boards, and financial institutions. Meewasin believes that there is minimal risk associated with the collection of these amounts. Meewasin performs regular credit assessments of its debtors and provides allowances for potentially uncollectible accounts receivable.

16. Comparative figures

Certain comparative figures have been reclassified to conform to current year presentation.

Notes to the Financial Statements

Year ended March 31, 2021

17. Significant Event

During the year, there was a global outbreak of COVID-19, which has had a significant impact on businesses through the restrictions put in place by the Canadian, provincial and municipal governments regarding travel, business operations and isolation/quarantine orders.

At this time, it is unknown the extent of the impact the COVID-19 outbreak may have on Meewasin as this will depend on future developments that are highly uncertain and that cannot be predicted with confidence. These uncertainties arise from the inability to predict the ultimate geographic spread of the disease, and the duration of the outbreak, including the duration of travel restrictions, business closures or disruptions, and quarantine/isolation measures that are currently, or may be put, in place by Canada and other countries to fight the virus.

On March 11, 2020, COVID-19 was declared a global pandemic. Subsequent to this declaration, Meewasin has made the following changes:

- Closed the Beaver Creek Conservation Area ("BCCA") and the onsite interpretive centre on March 16, 2020. BCCA has since re-opened in September 2020 with restrictions on visitor numbers. The onsite interpretive centre remains limited to bathroom facilities.
- Closed the main office on March 20, 2020. The main office continues to remain closed to the public and staff continue to work remotely when possible.
- The Meewasin Skating Rink operations were significantly adjusted to ensure both staff and public safety.
- Construction, horticulture and resource management crews have been limited by internal per vehicle maximums imposed.
- Meewasin applied for and received the Temporary Wage Subsidy, as discussed in Note 10.

Meewasin continues to assess the situation as it evolves and make changes to their operations in response. While the extent of the impact is unknown, this outbreak has caused the changes as discussed above, and possibly other changes not yet known, all of which may negatively impact Meewasin's business and financial condition.

MEEWASIN VALLEY AUTHORITY

12.

Statement of General Fund

Schedule 1

Year ended March 31, 2021

	<u>2021</u>	<u>2020</u>
Revenues		
Statutory Funding		
City of Saskatoon	\$ 371,322	371,319
Participating Party Funding		
City of Saskatoon	328,518	314,160
Government of Saskatchewan	333,350	333,350
University of Saskatchewan	435,755	431,467
Grants	384,336	129,524
Fee for service and other	90,646	110,737
Interest	12,574	47,586
	<u>1,956,501</u>	<u>1,738,143</u>
Expenditures		
Administrative	760,240	657,162
Development review	61,704	60,512
Facility operation	236,173	230,158
Marketing and communication	125,506	163,822
Planning and conservation	140,977	118,305
Public education and involvement	299,229	189,289
Beaver Creek programming	187,184	230,076
Special projects	17,000	17,000
	<u>1,828,013</u>	<u>1,666,324</u>
Excess of revenues over expenditures	128,488	71,819
Fund balance, beginning of year	334,043	272,224
Allocations		
To capital assets replacement fund	(10,000)	(10,000)
From donations fund	37,227	-
Fund balance, end of year	<u>\$ 489,758</u>	<u>334,043</u>

The accompanying notes form an integral part of the financial statements.

MEEWASIN VALLEY AUTHORITY

13.

Statement of Construction Projects Fund

Schedule 2

Year ended March 31, 2021

	<u>2021</u>	<u>2020</u>
Revenues		
Statutory Funding		
City of Saskatoon	\$ 185,381	185,381
Participating Party Funding		
City of Saskatoon	420,552	408,420
Government of Saskatchewan	166,650	166,650
University of Saskatchewan	217,845	215,733
Grants	232,653	33,230
Fee for service and other	401,011	431,222
	<u>1,624,092</u>	<u>1,440,636</u>
Expenditures		
Beaver Creek	82,376	94,029
Chief Whitecap Trail	278,887	21,947
Chief Whitecap restoration	9,166	5,290
Cosmopolitan Park	2,297	-
Diefenbaker Park	-	23,709
Maple Grove	-	10,184
Meewasin Facility Development	22,914	100,812
Meewasin Swale	48,985	18,552
Meewasin Swale Trail Development Plan	208,501	296,373
Meewasin Valley Centre	-	18,583
Meewasin Valley Trail	-	65,306
Meewasin Valley Trail Infrastructure	253,150	295,433
Natural Areas	7,420	1,718
North East Swale Resource Management (Drypond)	-	9,989
Park signage	16,564	21,316
Patterson Garden	-	6,197
Peggy McKercher Conservation Area	-	26,329
Riverbank restoration	343,833	254,893
River Landing - Riverfront I and II	1,028	21,140
Rotary Park	416	689
St. Joseph High School	849	23,247
Tree planting	90,756	180,439
Wanuskewin	60,689	-
	<u>1,427,831</u>	<u>1,496,175</u>
Excess (deficiency) of revenues over expenditures	196,261	(55,539)
Fund balance, beginning of year	174,005	333,648
Allocations		
To purchase capital assets	(28,888)	(71,328)
To land access fund	(25,000)	(25,000)
To capital assets replacement fund	(60,400)	(7,776)
Fund balance, end of year	<u>\$ 255,978</u>	<u>174,005</u>

The accompanying notes are an integral part of these financial statements.

MEEWASIN VALLEY AUTHORITY

14.

Statement of Donations Fund

Schedule 3

Year ended March 31, 2021

	<u>2021</u>	<u>2020</u>
Revenues		
Non-campaign donations		
General	\$ 162,334	30,950
Gift Club	1,490	500
Planned giving	24,779	438,929
Dedication programs		
Bricks	3,813	3,450
Bench/Nodes	63,869	34,960
Plant-A-Tree	9,200	10,708
Campaigns		
Capital	308,174	-
Direct mailer, Giving Tuesday and other	2,916	86,060
Endowments	38,975	38,927
40th Anniversary	-	31,719
	<u>615,550</u>	<u>676,203</u>
Expenditures		
General administration	109,149	247,190
Dedication programs		
Bricks	1,084	4,287
Bench/Nodes	2,736	4,766
Plant-A-Tree	1,140	3,781
Campaigns		
Capital	242,398	-
Direct mailer, Giving Tuesday and other	-	13,463
Saskatoon Community Foundation - Wes Bolstad Fund	733	733
Saskatoon Community Foundation - Susan Lamb Fund	1,494	1,219
40th Anniversary	-	17,850
	<u>358,734</u>	<u>293,289</u>
Excess of revenues over expenditures	256,816	382,914
Fund balance, beginning of year	1,021,494	648,580
Allocations		
To capital assets replacement fund	(10,000)	(10,000)
To general fund	(37,227)	-
Fund balance, end of year	<u>\$ 1,231,083</u>	<u>1,021,494</u>

The accompanying notes are an integral part of these financial statements.



STANDING POLICY COMMITTEE ON FINANCE

SREDA Funding Agreement 2022-2023

Recommendation of the Committee

1. That the City Solicitor be instructed to prepare the Funding Agreement as outlined in the report of Chief Financial Officer dated September 13, 2021, for 2022-23; and
2. That His Worship the Mayor and the City Clerk be authorized to execute and deliver the Saskatoon Regional Economic Development Authority Funding Agreement.

History

The Standing Policy Committee on Finance, at its meeting held on September 13, 2021, considered a report from the Administration regarding the above. Your Committee is recommending that the funding agreement be prepared for a two-year period versus the recommended four years as outlined in the administrative report.

Attachment

September 13, 2021 report of the Chief Financial Officer, Corporate Financial Services.

SREDA Funding Agreement 2022-2025

ISSUE

The current Funding Agreement with the Saskatoon Regional Economic Development Authority (SREDA) expires December 31, 2021.

RECOMMENDATION

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

1. That the City Solicitor be instructed to prepare the Funding Agreement as outlined in the report of the Chief Financial Officer dated September 13, 2021; and
2. That His Worship the Mayor and the City Clerk be authorized to execute and deliver the Saskatoon Regional Economic Development Authority Funding Agreement.

BACKGROUND

At its 2017 Preliminary Business Plan and Budget meeting on November 30, 2016, City Council approved the current Funding Agreement between the City of Saskatoon (City) and SREDA for 2017-2020.

In the 2017-2020 Funding Agreement, a formula of \$3 per capita was used which estimated a population of 295,184 by 2020 to reach funding of \$885,500.

At its meeting on December 21, 2020, when considering a report regarding an amendment to the Funding Agreement between the City and SREDA, City Council resolved:

- “1. That the term of the Funding Agreement with SREDA be amended to end December 31, 2021;
2. That the payment to SREDA be amended to add 2021 at \$885,500; and
3. That His Worship the Mayor and the City Clerk be authorized to execute the amending agreement.”

DISCUSSION/ANALYSIS

The City's estimated population for 2021 is 282,900 which is lower than the population estimate used for the previous agreement. The Administration is recommending keeping the same annual payment of \$885,500 until such time as the population catches up to the previous forecast which, using an annual growth rate of 1.75%, is estimated to be in 2024. The proposed payments in the agreement are as follows:

- 2022: \$885,500;
- 2023: \$885,500;
- 2024: \$894,000; and
- 2025: \$909,700.

A bonus payment of up to \$125,000 per year based on the performance targets set by SREDA and approved by City Council remains in the proposed terms of the agreement. This amount is paid from industrial land sales proceeds in the Property Realized Reserve. City Council reviews and approves SREDA's performance measures and targets and bonus payment annually.

All terms and conditions for the performance targets remain the same as the previous agreement.

FINANCIAL IMPLICATIONS

Approval of the agreement will increase the mill rate by the following amounts for a total impact of \$24,200 over the four years:

Year	Increase	Total Amount
2022	\$ 0	\$885,500
2023	\$ 0	\$885,500
2024	\$ 8,500	\$894,000
2025	\$15,700	\$909,700

OTHER IMPLICATIONS

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

NEXT STEPS

If approved, the Funding Agreement will be prepared by the City Solicitor for signature by His Worship the Mayor, the City Clerk, and the President/CEO of SREDA.

REPORT APPROVAL

Written by: Kari Smith, Director of Finance

Approved by: Kerry Tarasoff, Chief Financial Officer

Subject: FW: Email - Request to Speak - Alex Fallon - Saskatoon Regional Economic Development Authority
Funding Agreement - CK 1870-10

From: Web NoReply <web-noreply@Saskatoon.ca>

Sent: Friday, September 17, 2021 8:58 AM

To: City Council <City.Council@Saskatoon.ca>

Subject: Email - Request to Speak - Alex Fallon - Saskatoon Regional Economic Development Authority Funding Agreement - CK 1870-10

--- Replies to this email will go to [REDACTED] ---

Submitted on Friday, September 17, 2021 - 08:58

Submitted by user: Anonymous

Submitted values are:

Date Friday, September 17, 2021

To His Worship the Mayor and Members of City Council

First Name Alex

Last Name Fallon

Phone Number [REDACTED]

Email [REDACTED]

Address [REDACTED] -202 Fourth Ave N

City Saskatoon

Province Saskatchewan

Postal Code [REDACTED]

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

Subject SREDA Funding Agreement

Meeting (if known) Council Meeting - Sept 27

Comments

Please accept this request to speak at Council in regard to SREDA's funding agreement.

Attachments

Will you be submitting a video to be vetted prior to council meeting? No

The results of this submission may be viewed at:

[REDACTED]



STANDING POLICY COMMITTEE ON FINANCE

Approval of Fraud Policy

Recommendation of the Committee

That the Fraud Policy contained in Appendix 1 of the report of the Chief Financial Officer dated September 13, 2021, be approved.

History

The Standing Policy Committee on Finance, at its meeting held on September 13, 2021, considered a report from the Administration regarding the above.

Attachment

September 13, 2021 report of the Chief Financial Officer, Corporate Financial Services.

Approval of Fraud Policy

ISSUE

As recommended by the former internal auditor in the Fraud Risk Program Assessment internal audit report, the Administration has prepared a draft Fraud Policy for City Council approval.

RECOMMENDATION

That the Standing Policy Committee on Finance recommend to City Council that the Fraud Policy contained in Appendix 1 of the report of the Chief Financial Officer dated September 13, 2021, be approved.

BACKGROUND

An audit of the City of Saskatoon's (City) fraud risk management program was conducted by the former internal auditor (PricewaterhouseCoopers) as part of the 2019 Internal Audit Plan. The audit assessed the City's maturity in designing and implementing an effective fraud risk management program, including consideration of the City's exposure to fraud risk, by assessing fraud management policies, culture and awareness, risk assessment and response, investigation and remediation, and reporting and monitoring.

Although the audit report remains In Camera due to the security-related information, a number of opportunities were identified for the City to improve its approach to fraud risk management, including strengthening governance and culture through the development of a well-defined fraud risk framework, supported by fraud risk management policies and procedures.

DISCUSSION/ANALYSIS

Fraud can happen in any organization no matter the industry, size or location. Fraud in a government organization can result in the loss of public money or property, erosion of employee morale and deterioration of citizens' confidence in public services.

A fraud policy is a common proactive anti-fraud control that communicates an organization's position with respect to fraud and how it will be dealt with. The draft Fraud Policy (Appendix 1) acknowledges the City's duty to safeguard all types of corporate assets from fraud or wrongdoing and commits to implementing measures to prevent, detect and investigate suspected fraud.

It is important to note that the draft Fraud Policy does not apply to members of City Council as their obligations are contained in Bylaw No. 9537, The Code of Ethical Conduct for Members of City Council Bylaw, 2019. The draft Fraud Policy also does not apply to directors and employees of the City's controlled corporations (i.e., SaskTel Centre, TCU Place and Remail Modern) and directors and employees of the City's statutory boards (i.e., Saskatoon Board of Police Commissioners and the Saskatoon

Public Library Board). The controlled corporations and statutory boards are independent entities who adopt their own policies. However, the City does encourage these bodies to adopt similar policies where appropriate.

FINANCIAL IMPLICATIONS

The financial implications of implementing additional fraud risk management controls will be incorporated into future business plan and budget submissions of each responsible department as required. The costs associated with conducting investigations of suspected acts of fraud or wrongdoing will be funded through the City Internal Audit Office.

OTHER IMPLICATIONS

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

NEXT STEPS

Upon City Council approval, the Fraud Policy will be posted on the City's website and will be incorporated into future fraud awareness training opportunities.

APPENDICES

1. Draft Fraud Policy

REPORT APPROVAL

Written by: Nicole Garman, Corporate Risk Manager

Approved by: Kerry Tarasoff, Chief Financial Officer

Admin Report - Approval of Fraud Policy.docx

CITY OF SASKATOON COUNCIL POLICY

NUMBER

C0

POLICY TITLE <i>Fraud Policy</i>	ADOPTED BY: <i>City Council</i>	EFFECTIVE DATE
ORIGIN/AUTHORITY	CITY FILE NO. <i>CK.</i>	PAGE NUMBER <i>1 of</i>

POLICY STATEMENT

The City of Saskatoon (City) is committed to protecting its revenue, property, information and other assets from any attempt, either by members of the public, contractors, agents, intermediaries or its own employees, to improperly gain financial or other benefits to the detriment of the City or its stakeholders.

To this end, the City will take appropriate measures to prevent, detect and investigate suspected fraud, and create and maintain an environment in which employees can report incidents without fear of retaliation in accordance with Council Policy No. C04-028 - Whistleblower Protection Policy. The City will fully investigate any suspected acts of fraud or wrongdoing in an objective and impartial manner regardless of the suspected person's length of service, position, title or relationship to the City.

The City will make every reasonable effort to recover losses resulting from fraudulent activity, including criminal charges resulting in court ordered restitution, civil action, or third-party services aimed at recovery of losses.

1. PURPOSE

The purpose of this Policy is to:

- Safeguard the assets, funds and information of the City from fraudulent activity or wrongdoing;
- Ensure consistent processes are in place for the prevention, detection, reporting and investigation of any act or suspected act of fraud or wrongdoing; and
- Improve awareness among employees of what fraud or wrongdoing is and provide guidance regarding what steps should be taken when fraud or wrongdoing is suspected.

Fraud as defined for the purposes of this Policy can be perpetrated by internal (employees) or external (customers, vendors, etc.) parties. As a result, this Policy applies to all City employees, contractors, suppliers, customers,

CITY OF SASKATOON COUNCIL POLICY

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POLICY TITLE	EFFECTIVE DATE:	PAGE NUMBER
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beneficiaries, partners and agencies over which City Council has the authority to require that this Policy be followed.

This Policy does not apply to members of City Council as their obligations are contained in [Bylaw No. 9537, The Code of Ethical Conduct for Members of City Council Bylaw, 2019](#). Nor does it apply to directors and employees of the City's controlled corporations and statutory boards.

2. **DEFINITIONS**

For the purposes of this Policy:

- 2.1 Assets: all tangible and intangible property of the City including, but not limited to, equipment, financial resources, land, vehicles, material, supplies, tools, computers, information and work time.
- 2.2 Controlled Corporation: a not-for-profit Corporation created by the City under the authority of *The Cities Act* and whose members are appointed by City Council. Specifically, this refers to the controlled corporations operating as SaskTel Centre, TCU Place and Remai Modern Art Gallery.
- 2.3 Embezzlement: the taking of money or property by someone to whom it was entrusted.
- 2.4 Employee: any individual engaged in providing paid or unpaid services for the City and includes full-time, part-time, temporary, permanent, seasonal and casual employees, as well as interns, contractors and consultants working for the City.
- 2.5 Forgery: making, altering, use or possession of a false document, signature, or other imitation of an object of value with the intent to deceive another.
- 2.6 Fraud: any intentional act or omission designed to deceive others, resulting in the victim suffering a loss and/or the perpetrator achieving a gain.

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- 2.7 Irregularities: occur when the normal or appropriate procedure for a given situation or activity is intentionally violated.
- 2.8 Misappropriation: the intentional or illegal use of the property or funds of another person or an organization for one's own use or other unauthorized purpose.
- 2.9 Statutory Board: a board to which the City of Saskatoon must establish through provincial statute. Specifically, this refers to the Saskatoon Board of Police Commissioners and the Saskatoon Public Library Board.
- 2.10 Unauthorized: not having official permission to do, or omit to do, an act whether specifically granted (whether or not in writing) or designated by policy.
- 2.11 Wrongdoing (see also "fraud"): illegal, harmful or inappropriate conduct.

3. **POLICY**

- 3.1 The City has a zero-tolerance policy regarding fraud and will not tolerate any level of fraud or corruption under any circumstances. The City expects all people and organizations associated with it to be honest and fair in their dealings with the City.
- 3.2 Management (i.e., directors, managers and supervisors) will safeguard the City's assets within their area of responsibility by being familiar with the types of fraud scenarios that might occur within their area of responsibility and implementing and maintaining effective controls to prevent and detect fraud, misappropriation and other irregularities.
- 3.3 All employees are to report observed or suspected acts of fraud or wrongdoing immediately to a supervisor, manager, the City Internal Auditor or the Whistleblower Hotline.

CITY OF SASKATOON COUNCIL POLICY

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- 3.4 All employees are to bring control weaknesses, unusual situations or opportunities that increase the risk of fraud or wrongdoing to the attention of a supervisor, manager or the City Internal Auditor, whether the issue is within their area of responsibility or not.
- 3.5 Individuals reporting suspected fraud should not, under any circumstances, perform investigative or other follow-up steps on their own.
- 3.6 Any suspected case of fraud or wrongdoing will be thoroughly investigated.
- 3.7 Any person found responsible for fraud or other violations of this Policy will be subject to disciplinary action up to and including dismissal and may also be subject to criminal charges. Decisions regarding disciplinary action will be made in conjunction with the Human Resources Division. Decisions to prosecute or refer the investigation results to the appropriate law enforcement agency for independent investigation will be made in conjunction with the City Solicitor's Office.
- 3.8 Weaknesses in the systems, controls and procedures to prevent and detect fraud will be corrected following detected cases of fraud, as recommended by the City Internal Auditor, whether as a result of a scheduled internal audit or an investigation.
- 3.9 Actions constituting fraud and wrongdoing at the City include, but are not limited to:
- a) Forgery or alteration of cheques, drafts, promissory notes, securities, timesheets, purchase orders and other blank documents of value (e.g., invoices, permits, licenses, etc.), whether electronic or paper based;
 - b) Any misappropriation, embezzlement, unauthorized use/misuse/acquisition/disposal of cash, funds, securities, supplies, furniture, equipment, materials, records (including confidential or proprietary information) or any other City asset for personal gain or purposes unrelated to City business;
 - c) Any irregularity in the handling and/or reporting of money transactions;

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- d) Any intentional, false representation or concealment of a material fact for the purpose of improperly obtaining or impairing a City asset;
- e) Demanding, requesting or accepting anything of value from vendors, consultants, contractors or anyone doing business with the City as a condition of their doing business with the City or in order for them to receive preferential treatment from the City;
- f) Offering or providing anything of value to clients, vendors, consultants, contractors or anyone doing business with the City as a means of obtaining preferential treatment or benefit for the employee, any other person or the City;
- g) Any intentional violations of the Employee Conflict of Interest Policy (A04-006), Code of Conduct or any other Council or Administrative policies;
- h) Failure to follow any civic policies regarding monetary transactions, cash handling, use of signing authority, competitive bidding, purchasing, or procurement;
- i) Any computer-related activity involving the alteration, destruction, forgery or manipulation of data for fraudulent purposes or misappropriation of City-owned software or hardware;
- j) Any claim for reimbursement of expenses that were not incurred as a recognizable business expense for the City's benefit or that are in violation of any civic policy regarding monetary transactions;
- k) Authorization or receipt of payments for goods not received, services not performed, or hours not worked;
- l) Crime or suspected criminal activity;
- m) The violation of public trust or duty;
- n) The misuse of position, authority or gross mismanagement of City funds or assets for personal gain; and
- o) Knowingly directing or counseling a person to commit fraud or wrongdoing.

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4. **RESPONSIBILITIES**

4.1 **City Council**

City Council is responsible for:

- a) Approving the corporate risk appetite regarding fraud.
- b) Acting in accordance with [Bylaw No. 9537, The Code of Ethical Conduct for Members of City Council Bylaw, 2019](#).
- c) Approving updates to this Policy.

4.2 **Standing Policy Committee on Finance**

The Standing Policy Committee on Finance is responsible for:

- a) Carrying out its delegated authorities as specified in the Committee Terms of Reference as they relate specifically to fraud prevention and detection and safeguarding corporate assets.
- b) Reviewing updates to this Policy.

4.3 **Executive Leadership**

Executive leadership (i.e., City Manager, General Managers and Chiefs) is responsible for:

- a) Contributing to the creation of a workplace culture that does not tolerate fraud or wrongdoing.
- b) Ensuring that any incidents of fraud and unethical behavior are investigated and that appropriate action is taken.
- c) Ensuring that whistleblowers do not suffer from retribution, reprisal or retaliation.

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4.4 Management

In addition to employee responsibilities, management (i.e., directors, managers and supervisors) are responsible for:

- a) Establishing and maintaining adequate controls to prevent and detect fraud, misappropriation and other irregularities, in accordance with this Policy.
- b) Ensuring employees understand how their work procedures help minimize the risk of fraud.
- c) Encouraging, supporting and assisting employees to report suspected fraud or wrongdoing to the City Internal Auditor or the Whistleblower Hotline.
- d) Periodically reporting to the Standing Policy Committee on Finance on what actions have been taken to manage fraud risk.

4.5 Employees

All employees are responsible for:

- a) Adhering to the requirements of this Policy.
- b) Attending training opportunities to gain a basic understanding of what fraud is and be able to identify warning signs that indicate a fraud could occur (or has occurred).
- c) Cooperating fully with the City Internal Auditor, investigators and/or other relevant authorities, as required, as they investigate and resolve any suspected acts of fraud or wrongdoing.

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4.6 Corporate Risk Manager

The Corporate Risk Manager is responsible for:

- a) Designing and overseeing the fraud risk management program, including leading the fraud awareness training program and other fraud awareness activities.
- b) Managing the fraud risk assessment process at regular intervals and when there are significant changes to a program or the operating environment.
- c) Facilitating periodic reporting to the Standing Policy Committee on Finance on what actions have been taken to manage fraud risk.
- d) The administration and update of this Policy.

4.7 City Internal Auditor

The City Internal Auditor is responsible for:

- a) Examining and evaluating the adequacy and effectiveness of the controls that management has put in place to prevent and detect fraud, misappropriation and other irregularities.
- b) Managing and administering the Whistleblower Program.
- c) Investigating reports of suspected fraud or wrongdoing, in coordination and consultation with the Human Resources Division as appropriate, unless the City Internal Auditor is alleged to be involved, in which case the report will be investigated by the City Manager's Office.

CITY OF SASKATOON COUNCIL POLICY

NUMBER

C0

POLICY TITLE	EFFECTIVE DATE:	PAGE NUMBER
		9 of 9

4.8 Human Resources Division

The Human Resources Division is responsible for:

- a) Determining, in consultation with management as required, appropriate disciplinary actions for employees who have committed fraud or wrongdoing or retaliated against another employee who reported suspected fraud or wrongdoing.

5. REVIEW AND AMENDMENTS

- 5.1 This Policy shall be reviewed five years after its enactment by City Council.
- 5.2 Notwithstanding subsection 5.1, the City Internal Auditor may propose amendments to this Policy prior to the review date.



STANDING POLICY COMMITTEE ON FINANCE

2021 Financial Forecast - City of Saskatoon's Corporate Business Plan and Budget

Recommendation of the Committee

That the Province of Saskatchewan funds received for prior years highway maintenance in the amount of \$1.25 million be held in contingency to offset the financial risk in the 2021 fiscal year.

History

The Standing Policy Committee on Finance, at its meeting held on September 13, 2021, considered a report from the Administration regarding the above.

Attachment

September 13, 2021 report of the Chief Financial Officer, Corporate Financial Services.

2021 Financial Forecast – City of Saskatoon’s Corporate Business Plan and Budget

ISSUE

This report presents the most current information for the City’s 2021 Corporate Business Plan and Budget.

RECOMMENDATION

That the Standing Policy Committee on Finance recommend to City Council that the Province of Saskatchewan funds received for prior years highway maintenance in the amount of \$1.25 million be held in contingency to offset the financial risk in the 2021 fiscal year.

BACKGROUND

As outlined in the Multi-Year Business Plan and Budget Policy (Council Policy No. C03-036), the Administration will provide the Standing Policy Committee on Finance a mid-year and third-quarter update on the approved Business Plan and Budget.

At its meeting on April 26, 2021 when considering a report of the Governance and Priorities Committee, City Council resolved:

“That the following strategy be approved in principle for use of future Canada Community Building Funds (CCBF):

1. That 25% of the expected funds be held in contingency to offset the financial risk in the 2021 fiscal year;
2. That 25% of the expected funds be transferred to the Fiscal Stabilization Reserve; and
3. That 50% of the expected funds be transferred to the Reserve for Capital Expenditures.”

DISCUSSION/ANALYSIS

The Administration prepares regular financial forecasts. This forecast is based on the most current information known to the Administration at the time of preparing this report, using the July 2021 general ledger actual revenues and expenditures as well as any other significant changes to date.

Details of the variances to the 2021 budget for the major affected areas are included in Appendix 1. Each of these items are based on assumptions that may change over the course of the fiscal year and have a high degree of volatility due to ongoing COVID-19 pandemic impacts. While these figures are preliminary and are based on data to date, the Administration will continue to follow fiscal restrictions in place to minimize the year-end deficit. These include spending and hiring restrictions that have been in place since

2020, balanced with the need to continue providing all civic services and drive forward the City’s transformational change agenda.

The gross year-end deficit is projected to be \$5.7 million, which is driven primarily by the \$3.0 million overage in the Transportation business line due to the cleanup of the November 2020 blizzard and city-wide snow removal. This includes an estimated \$2.0 million in savings from the discretionary spending and hiring protocols in place, and additional costs of \$315,000 for the addition of the National Day for Truth and Reconciliation statutory holiday.

As part of a strategy to ensure there was funding to offset any deficit in 2021, an amount of \$3.7 million from the CCBF reallocation was put into contingency. The City also received \$1.25 million from the Province of Saskatchewan as payment for prior years maintenance on highways that were maintained by the City. The Administration is recommending that these funds also be held in contingency to offset the financial risk in the 2021 fiscal year. Use of these contingencies would bring the year-end deficit to \$781,300.

At this time, the Administration has not included any potential reductions to transfers to reserves to offset the remaining projected deficit; however, this option will be reviewed and reported on at year-end if necessary.

Forecasted Financial Impact – Controlled Corporations

The financial forecasts of the controlled corporations (Remai Modern, TCU Place and SaskTel Center) are not included in the City’s forecast in Table 1 of Appendix 1.

SaskTel Centre is forecasting a deficit of \$3.1 million for 2021 due to revenue losses from cancelled events as a result of the pandemic. This loss has been partially offset by reductions to the work force, employees’ work schedules, and discretionary spending. In addition, continued focus remains on ensuring overhead costs are optimized. The current year deficit for SaskTel Centre will be covered by its Stabilization Reserve as well as through transfers from its Capital Reserve fund subject to Board approval.

TCU Place is projecting a deficit of approximately \$2.7 million in 2021 due to revenue losses from cancelled and/or deferred events. Management is working to offset the deficit by energetically pursuing revenues and staying mindful of expenses. The deficit for TCU Place will be covered by its Stabilization Reserve and/or transfers from its Capital Reserve.

The Remai Modern is currently projecting to break even for 2021.

FINANCIAL IMPLICATIONS

The financial implications are outlined in this report.

OTHER IMPLICATIONS

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

NEXT STEPS

The Administration will present the third-quarter projections in November.

APPENDICES

1. 2021 Year-End Projection by Business Lines

REPORT APPROVAL

Written by: Kari Smith, Director of Finance

Reviewed by: Kerry Tarasoff, Chief Financial Officer

Approved by: Jeff Jorgenson, City Manager

Admin Report - 2021 Financial Forecast – City of Saskatoon's Corporate Business Plan and Budget.docx

2021 Year-End Projection by Business Lines

After applying transfers from utility reserves, the reallocation from the Canada Community Building Fund, and contingency from the Province of Saskatchewan for highway maintenance conducted by the City of Saskatoon (City), the year-end projection for 2021 based on actual revenues and expenditures as of July 31, 2021 is indicating an approximate 0.15% unfavourable variance from budget. It is cautioned that this forecast relies on seven months of performance and is subject to substantial variance as the remainder of the year proceeds including the impacts from the COVID-19 pandemic. A summary of this projected deficit is shown in Table 1.

Table 1 – Year to Date/Annual Variance

Business Line	July YTD Actuals	2021 YTD Budget	YTD Variance (Surplus) /Deficit	Year-End Forecast	2021 Budget	Variance (Surplus) /Deficit
Arts, Culture & Events Venues	3.4	5.1	(1.7)	8.7	8.7	0.0
Community Support	13.2	9.3	3.9	15.8	16.0	(0.1)
Corporate Asset Mgmt.	13.9	8.3	5.6	14.0	14.2	(0.2)
Corporate Governance & Finance.	(16.3)	39.0	(55.3)	69.00	66.9	2.1
Environmental Health	11.9	10.9	1.0	19.2	18.7	0.6
Fire & Protective Services	34.8	21.2	3.6	54.1	53.5	0.7
Land Development	0.1	0.0	0.0	0.0	0.0	0.0
Policing	68.7	60.8	7.9	104.2	104.2	0.0
Recreation & Culture	21.4	22.2	(0.9)	38.3	38.1	0.2
Taxation & General Revenues	(300.8)	(266.8)	(34.0)	(456.9)	(457.3)	0.4
Transportation	70.3	76.2	(5.9)	134.5	130.7	3.8
Urban Planning & Development	4.4	3.7	0.7	6.4	6.4	0.0
Operating Deficit (Surplus)	(75.0)	0.0	(75.0)	7.4	0.0	7.4
Discretionary Spending	0.0	0.0	0.0	(2.0)	0.0	(2.0)
Addition of Statutory Holiday	0.0	0.0	0.0	0.3	0.0	0.3
CCBF and Provincial Contingency ¹	0.0	0.0	0.0	(4.9)	0.0	(4.9)
Operating Deficit (Surplus) After Transfers from Reserves and Contingency	(75.0)	0.0	(75.0)	0.8	0.0	0.8
Utilities	(6.8)	0.0	(6.8)	(4.3)	0.0	(4.3)
Utility Reduction to Capital Contribution	0.0	0.0	0.0	(0.0)	0.0	(0.0)
Transfer from Utility Res. ²	(0.0)	0.0	(0.0)	4.3	0.0	4.3
Operating Deficit³ (Surplus)	(\$81.8)	\$0.0	(\$81.8)	\$0.8	\$0.0	\$0.8

In millions (000,000's)

1-3 calculated for annual forecast only

1 Canada Community Building Fund and Province of Saskatchewan

The YTD columns in Table 1 include all revenue and expenditures to date. These three columns are not an indication of the variance to be expected at year-end as the revenue expected may not have been received or expenditures projected to year-end have not been incurred. Additionally, the YTD budget is an estimate of when expenditures and revenue may occur, but this may not be an accurate timing of when actuals amounts will be incurred or received. The financial forecasts of the controlled corporations (Rimai Modern, TCU Place, and SaskTel Centre) are not included in Table 1.

Significant Variances

The City of Saskatoon (City) has been transparent regarding base operating budget challenges that have presented themselves over the past several years. These challenges included budgetary gaps in waste services, transit, traffic violations, parks maintenance and leisure centre admissions to name a few. Significant strides have been made over the past several years in addressing these gaps, including service level reports, base budget adjustments and other initiatives. Additionally, although the 2021 budget includes COVID-19 impacts, the amounts were a best estimate at the time of producing the budget, and as detailed further in this appendix, there are variances on those projected amounts in some areas.

Community Support – Projected \$130,000 Surplus

An overall favourable variance is expected due to savings in grants not paid for joint school rental as there was no winter/spring programming, reduced accessibility admissions and registrations, and temporary staff vacancies. Part of these surpluses are offset by lower revenue from the Leisure Centres within Recreation and Culture Business Line.

Corporate Asset Management – Projected \$170,800 Surplus

An overall favourable variance is expected due to savings in electricity from energy performance measures and from staff working from home, as well as savings in facilities maintenance from reduced usage at civic facilities. These savings are partially offset from unfavourable variances in the water usage at spray pads due to structural budget issues and increased use of spray pads during the summer, due to the extremely hot weather.

Corporate Governance and Finance – Projected \$2.1 Million Deficit

Insurance premiums are expected to be \$500,000 over the budgeted amount. The rise in insurance costs is a global correction and is not specific to the City. An unfavourable variance exists from administrative recoveries from the water and wastewater utilities due to an excessive budgeted recovery amount to the general account of \$1.2 million. This correction affects 2021 but will also be impacted over the next few years as a phased approach to bringing into line with current recovery rates.

Costs related to equipping boardrooms for meetings that accommodate both at-home and in-the-office employee meetings are expected to be \$175,000 over budget. Additional unfavourable variances for staffing and overtime costs within the Corporate Support, Financial Services and Service Saskatoon service lines are partially offset in office supplies and training savings.

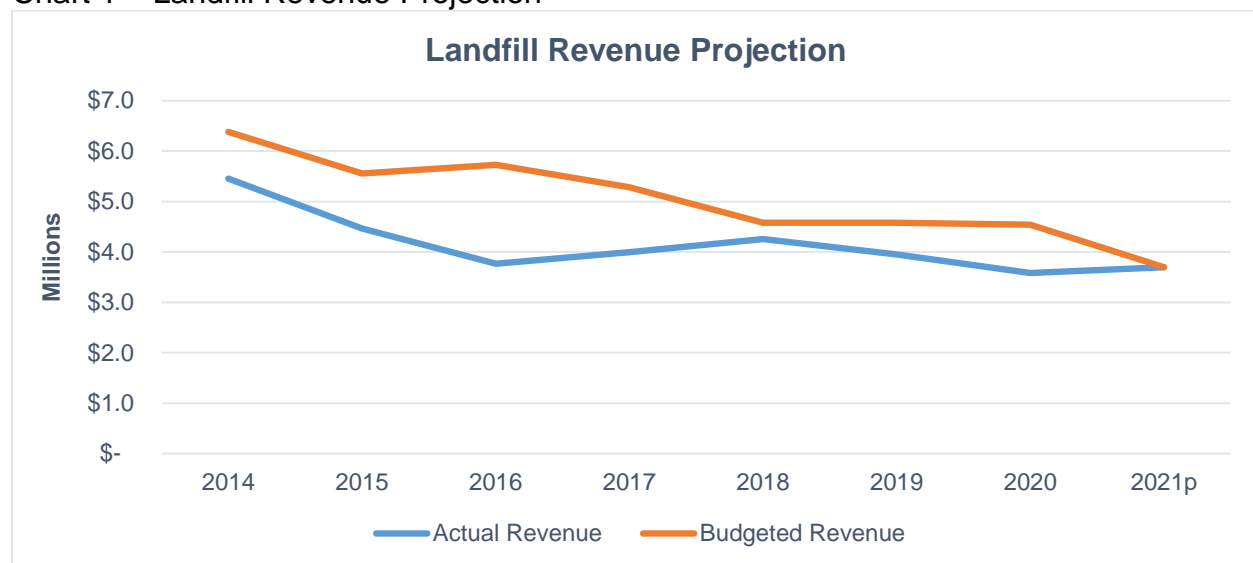
Environmental Health – Projected \$563,000 Deficit

Sustainability is projecting an unfavourable variance of \$147,900 due to the increased loan payments for the internal loan for the Energy Performance Contracting. This deficit is offset by savings within the Corporate Asset Management service line.

Waste Handling Services, which includes Landfill Operations, has traditionally been over budget due to reduction in tipping fee revenues. Over the past number of years due to increased regional competition, tonnages of waste received at the Landfill has

decreased, resulting in reduced tipping fee revenues. Prior budget adjustments have been made to reduce the budgeted revenue to align with actual revenues more closely, and it is expected that this service line will come in very close to budget with only a slight overage of \$26,500. Chart 1 shows the reduction in the budgeted revenue over time to meet actual revenues.

Chart 1 – Landfill Revenue Projection



Waste Reduction, which includes Waste Minimization and Compost Depots, is projecting an unfavourable variance of \$388,600 due to additional labour, maintenance costs, processing costs, signage and traffic control plans and environmental monitoring that are over the budgeted amounts.

Fire Services – Projected \$685,000 Deficit

Fire Services is projecting an unfavourable variance of \$685,000 due to Fire Fighter overtime required for support at the management level, higher apparatus maintenance, and two temporary EMO coordinators hired to address COVID-19 related situations. These overages are partially offset with savings in fire prevention due to staff vacancies.

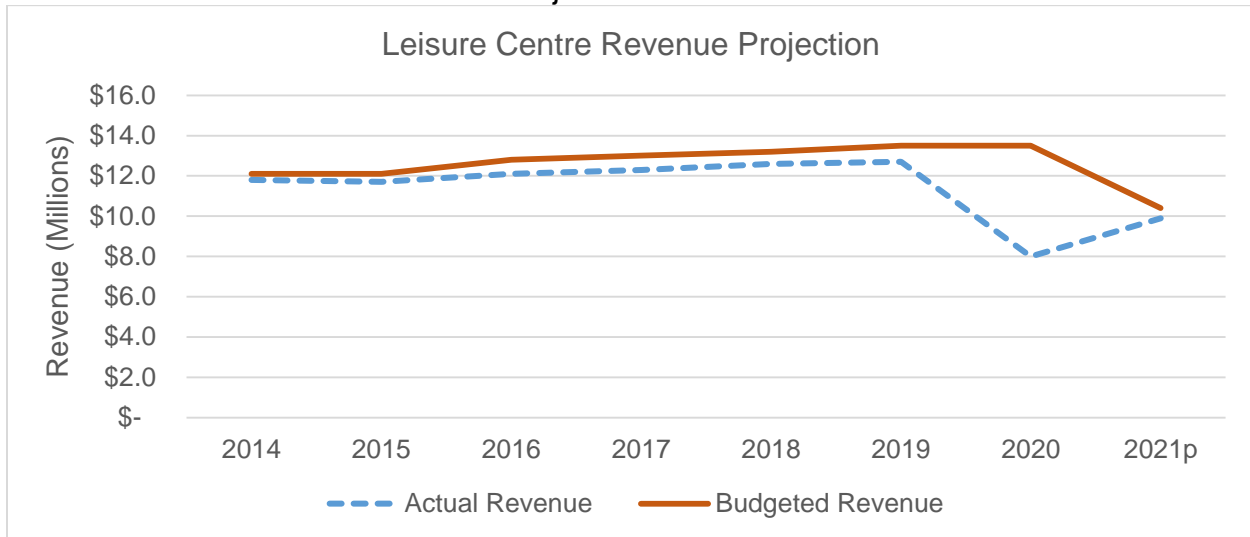
Recreation and Culture – Projected \$174,700 Deficit

The Leisure Centres budgets for 2021 were reduced due to COVID-19 related impacts on revenues at the Preliminary Corporate Business Plan and Budget Review on December 2 and 3, 2020. The budget reduction and these projections were done using a best estimate as to when full service of these programs will be achieved. It is expected that the revenues for leisure centres as well as Nutrien Playland, outdoor pools and indoor rinks will still be below budget. These unfavourable variances are

offset, in part, by higher revenue within River Landing and savings in Outdoor Sportsfields from the Clarence Downey skating oval building savings on operations as the commission of the building is expected to be in August.

Chart 2 show the impact of the COVID-19 related impacts on both the budgeted, actual and projected revenue.

Chart 2 – Leisure Centre Revenue Projection

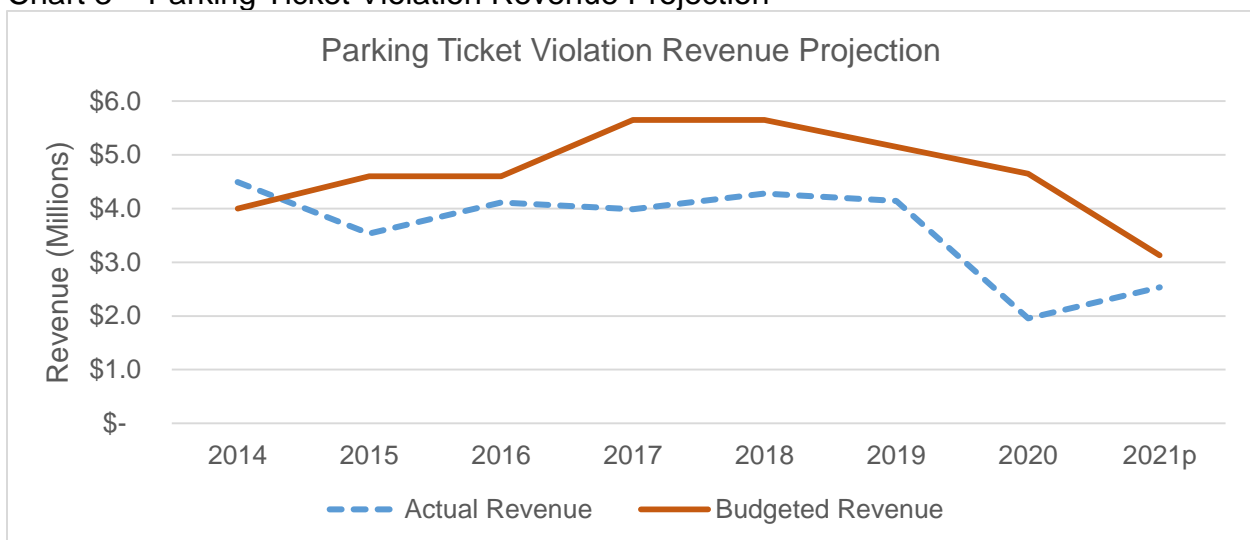


Taxation and General Revenue - Projected \$455,300 Deficit

The Fines and Penalties program is projecting a \$600,000 deficit, due to less than budgeted Parking Ticket Violation revenue. This budget was also reduced in 2021 due to COVID-19 related impacts but the projected amount remains below budget.

Chart 3 shows the ongoing budgetary issue of budgeted revenues being higher than actual revenue received for parking ticket violations. It also shows the COVID-19 impact to the actual revenues in 2020 and projected revenues in 2021.

Chart 3 – Parking Ticket Violation Revenue Projection

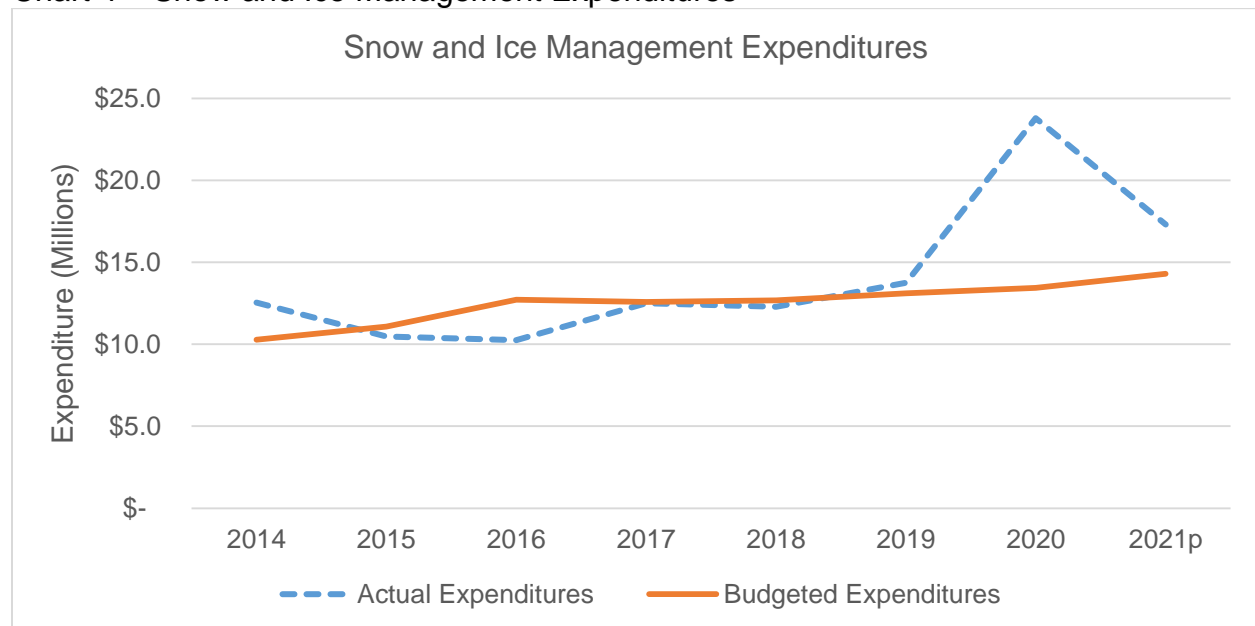


Municipal Revenue Sharing (MRS) revenue is received from the provincial government and is based on Provincial Sales Tax revenue. The amount that will be received in 2021 will be \$747,300 lower than budgeted. The unfavourable variances in the parking ticket violations and the MRS revenues are partially offset by higher-than-expected investment income of \$892,000.

Transportation – Projected \$3.8 Million Deficit

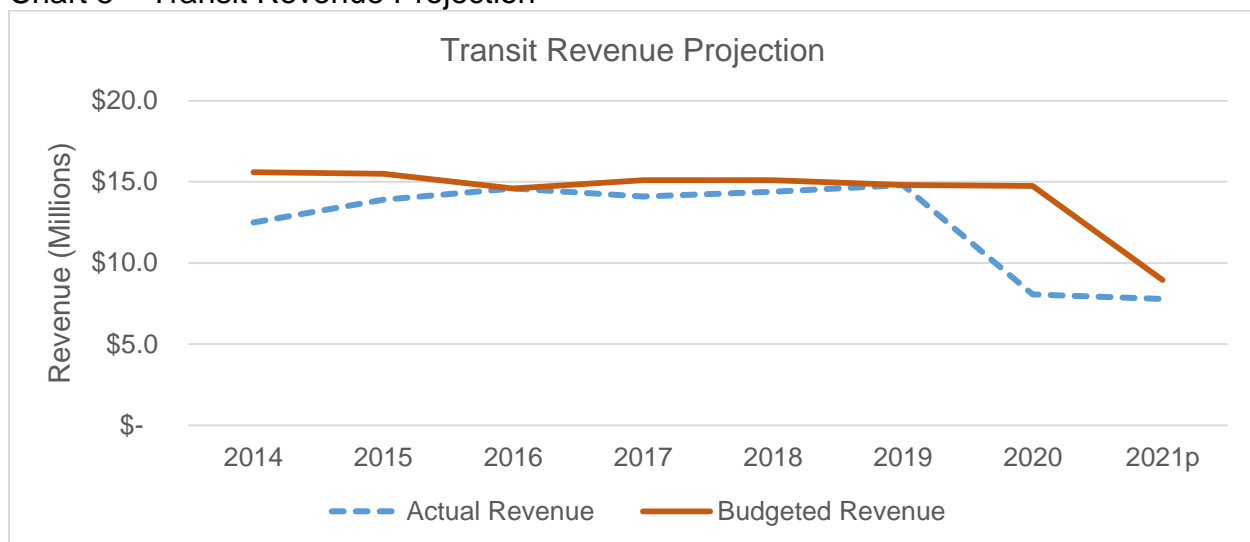
The cleanup of the November 7, 2020 major snow event continued into 2021. A \$3.0 million unfavourable variance is expected within the Snow and Ice Management service line due to these additional costs. Chart 4 shows the variability in a program that is weather dependant and the effect of the snow event in both 2020 and 2021.

Chart 4 – Snow and Ice Management Expenditures



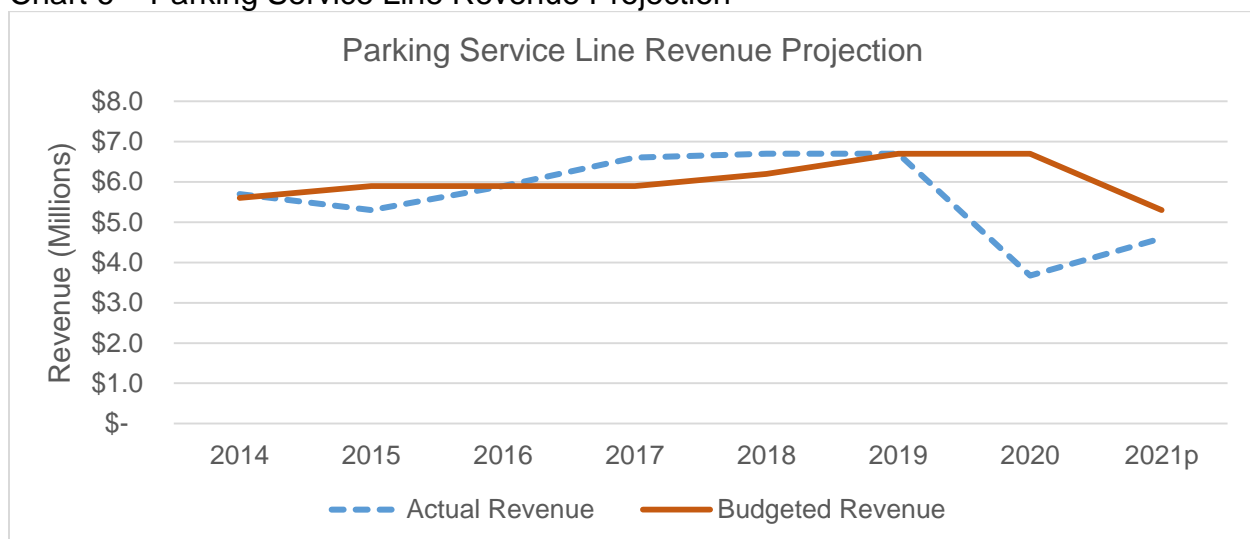
Saskatoon Transit budgeted revenues were reduced in the 2021 budget due to the impact from COVID-19, but the projected revenues remain lower than the revised budget by \$1.2 million due to lower ridership than expected. This is partially offset with saving in fuel and maintenance of \$750,000 for a net projected deficit of \$450,000. Chart 5 shows the impact of COVID-19 on Transit revenues.

Chart 5 – Transit Revenue Projection



Parking revenues are projecting a \$595,000 deficit due to the continued impact of COVID-19 such as residents continuing to work from home, and in some cases reduced business operations, in core business areas. Chart 6 shows the impact of COVID-19 on the parking revenues in both 2020 and 2021.

Chart 6 – Parking Service Line Revenue Projection



Favourable variances of \$224,000 within Access Transit due to fuel savings, impound lot due to additional revenue and savings expected in street lighting help to partially offset the unfavourable variance in the Transportation business line.

Urban Planning and Development – Projected \$76,000 Surplus

A favourable variance from a reduced transfer to the Streetscape reserve due to reduced parking revenue is offset by lower sign permit revenue and lower development permit application revenue for a net expected surplus of \$76,000.

Utilities – Projected \$4.3 Million Surplus (will be offset through transfers to reserves)

The majority of this surplus is in water and wastewater due to the water usage through the hot and dry weather. A surplus is also expected in waste services due to increased revenue in the leaves and grass subscriptions, savings in salaries due to implementing operational efficiencies in green bin collections, and savings in fuel and vehicles and equipment costs. These surpluses will be offset through transfers to reserves to support asset management.

Additional Savings or Expenditures

At the beginning of the COVID-19 pandemic in 2020, the Administration implemented spending and hiring restrictions in 2020 and those continue into 2021, it is anticipated that the overall deficit will be offset by \$2.0 million in savings in 2021 as shown in Table 1.

At its meeting on August 30, 2021, City Council resolved that the Administration observe the National Day for Truth and Reconciliation (September 30) for civic employees as a holiday beginning in 2021 to recognize and commemorate the legacy of residential schools. The estimated cost in that report for the direct costs was approximately \$405,400. This amount includes boards and corporations as well as utility-supported staffing costs. The direct mill rate impact of this decision is estimated to be approximately \$315,000 unfavourable variance which includes an adjustment to parking and ticket revenue that will not be collected due to the holiday. This amount is shown in Table 1 as an addition to the projected deficit.

Canada Community Building Funds (formerly Gas Tax) Contingency

At the April 26, 2021 City Council meeting, it was reported that the Canada Community Building Fund would provide a top-up to the annual amount and it was expected the City would receive approximately \$16.0 million in additional funding. At that meeting it was resolved:

“That the following strategy be approved in principle for use of future Canada Community Building Funds:

1. That 25% of the expected funds be held in contingency to offset the financial risk in the 2021 fiscal year;
2. That 25% of the expected funds be transferred to the Fiscal Stabilization Reserve; and
3. That 50% of the expected funds be transferred to the Reserve for Capital Expenditures.”

Since that time, the Administration received information that the City will receive \$14.8 million in Canada Community Building Funds top-up funding. This means that \$3.7 million is held in contingency to offset the financial risk in the 2021 fiscal year. This amount is shown in Table 1 as partially offsetting the projected deficit.

Province of Saskatchewan Contingency

In 2021 the City received \$1.25 million from the Province of Saskatchewan as payment for prior years maintenance on highways that were maintained by the City. The Administration is recommending that these funds be held in contingency to offset the financial risk in the 2021 fiscal year. This amount is shown in Table 1 as partially offsetting the projected deficit.



STANDING POLICY COMMITTEE ON FINANCE

Amendments to Council Policy No. C02-032 - Internal Audit Charter

Recommendation of the Committee

1. That the proposed amendments to Council Policy No. C02-032 Internal Audit Charter, as outlined in the report of the City Internal Auditor dated August 16, 2021, be approved; and
2. That the City Clerk be requested to update the Council Policy No. C02-032.

History

The Standing Policy Committee on Finance, at its meeting held on September 13, 2021, considered a report from the Administration regarding the above.

Attachment

September 13, 2021 report of the Chief Financial Officer, Corporate Financial Services.

Amendments to Council Policy No. C02-032 - Internal Audit Charter

ISSUE

Council Policy No. C02-032, Internal Audit Charter, requires amendments to capture changes resulting from the establishment of the Office of the City Internal Auditor (Internal Auditor's Office), current trends in internal auditing and materials published by the Institute of Internal Auditors (IIA).

RECOMMENDATION

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

1. That the proposed amendments to Council Policy No. C02-032, Internal Audit Charter, as outlined in the report of the City Internal Auditor dated August 16, 2021, be approved; and
2. That the City Clerk be requested to update Council Policy No. C02-032.

BACKGROUND

The Internal Audit Charter first came into effect on January 19, 2004 and was last updated to October 26, 2015. The Internal Audit Charter defines the purpose, authority, and responsibility of the Internal Auditor's Office. It authorizes access to records, personnel and physical properties relevant to the performance of engagements and defines the scope and nature of internal audit activities.

DISCUSSION/ANALYSIS

As part of the Internal Audit Charter update process, the following considerations were made:

- The Internal Audit Charter was last updated when the City's internal audit services were fully outsourced to a service provider. With the creation of the Internal Auditor's Office, it was important to reflect the change and context when updating the Internal Audit Charter.
- The proposed policy amendments were determined by comparing the current Internal Audit Charter with the materials published by the Institute of Internal Auditors (IIA) which includes the IIA's *International Standards for the Professional Practice of Internal Auditing (Standards)*, model Internal Audit Charter, Core Principles, Code of Ethics and related guidance.
- The Internal Audit Charter was also compared with other Cities' Internal Audit Offices (Edmonton, Calgary, Hamilton, and Toronto) and other industries.

The following are key changes and highlights of the proposed amendments to the Internal Audit Charter:

- The Policy Objective (Section 2) has been revised to establish the purpose, authority and responsibility of the Internal Auditor's Office.
- In Section 3, several new definitions have been added and some definitions have been revised.
- Section 5.2, Independence and Objectivity, is new, which clearly defines the independence and objectivity of the Internal Auditor's Office. Key points indicate that the Internal Auditor's Office will be free from interference in carrying out responsibilities, and that Internal Auditor's Office will have no direct operational responsibility or authority over any of the activities audited.
- Under Section 5.8, Role of Internal Audit in Fraud Investigations, a new subsection has been added to indicate that the City Internal Auditor will manage the City's Whistleblower Program and will ensure that all complaints received related to the wrongdoing are investigated in a fair, confidential and timely manner.
- Under Section 5.10, Internal Audit Plan, the Internal Audit Plan will change from a long-range multi-year plan to an annual flexible Internal Audit Plan and will be continuously assessed for adjustment to respond to changes in the City's business, risks, operations, programs, systems and controls. The Internal Audit Plan will be prepared with input from the Administration and the Standing Policy Committee on Finance. The Internal Audit Plan will be subject to Standing Policy Committee on Finance approval.
- Section 5.13, Status Update Reports and Follow-up, has been expanded to clearly define the role of the Internal Auditor's Office in obtaining regular status updates on the implementation status of past internal and external audit recommendations, and conduct follow-up audits to assess whether the audit recommendations have been effectively implemented.
- Section 5.16, Annual Report, has been added to include the submission of an annual report to the Standing Policy Committee on Finance, providing a summary of internal audit activities, trend analysis and achievements.
- Section 5.18, Quality Assurance and Improvement Program, has been added that highlights the requirement to maintain a Quality Assurance and Improvement Program for the internal audit activity.

Appendix 1 provides a comprehensive overview of the recommended amendments to the Internal Audit Charter.

OTHER IMPLICATIONS

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

NEXT STEPS

Upon City Council approval, the Internal Audit Charter Policy will be amended and posted on the City's website.

APPENDICES

1. Proposed Amendments – Council Policy No. C02-032, Internal Audit Charter

REPORT APPROVAL

Written and

Approved by: Sohail Saleem, City Internal Auditor

Admin Report - Amendments to Council Policy No. C02-032 - Internal Audit Charter.docx

Proposed Amendments – Council Policy No. C02-032 – Internal Audit Charter

CITY OF SASKATOON COUNCIL POLICY

NUMBER
C02-032

POLICY TITLE <i>Internal Audit Charter</i>	ADOPTED BY: <i>City Council</i>	EFFECTIVE DATE <i>January 19, 2004</i>
		UPDATED TO <i>October 26, 2015</i>
ORIGIN/AUTHORITY <i>Clause 2, Report No. 1-2004 of the Audit Committee; Clause 2, Report No. 1-2012 of the Audit Committee; and Item 8.2.3 of the Standing Policy Committee on Finance – October 26, 2015.</i>	CITY FILE NO. <i>CK. 1600-1</i>	PAGE NUMBER <i>1 of 10</i>

1. PREFACE

- 1.1 ~~Section 1000 of the IIA Standards for the Professional Practice of Internal Auditing require that the purpose, authority and responsibility of the Internal Audit Function be formally defined in a Charter, consistent with the Standards, and approved by the governing body.~~
- 1.21 This **document constitutes the Internal Audit Charter of the City of Saskatoon and sets out the** formalizes the Internal Audit Function, defines the scope **purpose, authority and responsibility of the Office of the City Internal Auditor (Internal Auditor's Office).** It authorizes access to records, personnel and physical properties relevant to the performance of engagements; and defines the scope and responsibilities of the Internal Auditor, and provides the Internal Auditor with the necessary authority to fulfill his/her responsibilities **and nature of internal audit activities.**
- 1.32 This document draws extensively on material published by the Institute of Internal Auditors (**IIA**) including, but not necessarily limited to, the **IIA's** International Standards for the Professional Practice of Internal Auditing (hereafter referred to as the IIA Standards), **Core Principles, Code of Ethics** and related **guidance** Practice Advisories.

2. POLICY OBJECTIVES

- 2.1 To **establish the** ensure **purpose, authority and responsibility of the** independence and objectivity of the Internal **Auditor's Office** Audit Function.

CITY OF SASKATOON COUNCIL POLICY

NUMBER

C02-032

POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
<i>Internal Audit Charter</i>	<i>January 19, 2004</i>	<i>October 26, 2015</i>	<i>2 of 17</i>

2.2 — ~~To ensure the Internal Audit Function adheres to the Standards for the Professional Practice of Internal Auditing.~~

3. DEFINITIONS

- 3.1 Assurance Audit Services – An objective examination of evidence for the purpose of providing an independent assessment on risk management, control, and governance processes for ~~City Council~~. Examples of ~~assurance audits are provided in section 5.8 of this policy~~ **include performance/value for money audits, internal controls audits (including Information Technology audits) and compliance audits.**
- 3.2 Code of Ethics – Institute of Internal Auditors Code of Ethics. **Principles relevant to the profession and practice of internal auditing; rules of conduct that describe behavior expected of internal auditors.**
- 3.23 Compliance – The ability to reasonably ensure conformity and adherence to legislation, regulations, contracts, agreements, policies, plans, and procedures **or other requirements.**
- 3.34 Consulting Services – Advisory and related client service activities, the nature and scope of which are agreed upon with ~~City Council~~, the Standing Policy Committee on Finance, or the City Manager, and which are intended to add value and improve the ~~City's operations~~ **risk management, control and governance processes, and efficiency of operations.** Examples include counsel, advice, facilitation, process design and training.
- 3.5 Core Principles – Institute of Internal Auditors Core Principles for the Professional Practice of Internal Auditing. **Principles that articulate internal audit effectiveness in achieving its mission.**
- 3.6 External Auditor – An external individual or firm that performs audit procedures in order to issue an opinion on whether the financial statements fairly present the financial position of the organization in accordance with the relevant accounting standards.

CITY OF SASKATOON COUNCIL POLICY

NUMBER

C02-032

POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
<i>Internal Audit Charter</i>	<i>January 19, 2004</i>	<i>October 26, 2015</i>	<i>3 of 17</i>

- 3.47 Fraud – Any illegal acts characterized by deceit, concealment, or violation of trust. These acts are not dependent upon the application of threat of violence or of physical force. Frauds are perpetrated by individuals and organizations to obtain money, property or services; to avoid payment or loss of services; or to secure personal or business advantage.
- 3.58 Governance Processes – The **combination of procedures and structures implemented** utilized by City Council and its Committees, Boards, and Commissions to **inform, direct, manage and monitor the activities of the organization toward the achievement of its objectives.** ~~provide oversight of risk and control processes administered by management.~~
- 3.69 IIA Standards – Institute of Internal Auditors **International Standards** for the Professional Practice of Internal Auditing. **A set of principles-based, mandatory requirements consisting of statements of core requirements for the professional practice of internal auditing and for evaluating the effectiveness of performance that are internationally applicable at organizational and individual levels.**
- 3.710 Internal Auditing – **An independent, objective assurance and consulting activity designed to add value and improve an organization's operations. It assists** ~~helps an organization to~~ accomplish its objectives by bringing a systematic, **and** disciplined approach to evaluate and improve the effectiveness of **an organization's governance, risk management, and control, and governance processes.**
- 3.811 Risk – ~~The uncertainty of an event occurring~~ **chance of something happening** that could have an impact **effect** on the achievement of objectives. Risk is measured in terms of ~~consequences and likelihood~~ **and impact.**
- 3.12 Whistleblower Program - **A program managed by the Internal Auditor's Office to receive and investigate concerns of wrongdoing.**

CITY OF SASKATOON COUNCIL POLICY

NUMBER

C02-032

POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
<i>Internal Audit Charter</i>	<i>January 19, 2004</i>	<i>October 26, 2015</i>	<i>4 of 17</i>

3.13 Wrongdoing - Illegal, harmful, or inappropriate conduct including, but not limited to:

- a) **Crime or suspected criminal activity, including theft, fraud, and embezzlement;**
- b) **Breach of Code of Conduct or any other City Council or Administrative Policies;**
- c) **The wrongful or unauthorized acquisition, use, appropriation, or disposal of City assets, including cash, information, data, records, materials, labour, or equipment;**
- d) **The violation of public trust or duty;**
- e) **The misuse of position, authority or gross mismanagement of City funds or City assets for personal gain;**
- f) **Failure to follow any civic policies regarding monetary transactions, cash handling, use of signing authority, competitive bidding, purchasing, or procurement;**
- g) **Any claim for reimbursement of expenses not incurred for the exclusive benefit of the City; and**
- h) **Knowingly directing or counseling a person to commit wrongdoing.**

4. POLICY STATEMENT

- 4.1 City Council shall ~~has retain an Internal Auditor~~ **established an Internal Audit Office** independent of management, to provide internal assurance ~~audit~~ and consulting services designed to add value and improve the City's operations.

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NUMBER

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- 4.2 The mission of the Internal **Auditor's Office** ~~Audit Function~~ is to help the City accomplish its objectives by bringing a systematic, disciplined approach to evaluate and improve the efficiency and effectiveness of risk management, control, and governance processes **enhance and protect organizational value by providing risk-based and objective assurance, advice and insight to City Council and the Administration.**

5. POLICY REQUIREMENTS

5.1 Standards

- a) **The Internal Auditor's Office** ~~The Internal Auditor will~~ shall adhere to the **relevant provisions of IIA Standards, Standards for the Professional Practice of Internal Auditing** and the Code of Ethics of the Institute of Internal Auditors **and legislative requirements as applicable.**

5.2 Reporting Relationship-Independence and Objectivity

- a) **To provide for the independence of the internal audit activity and to ensure that audit results receive adequate consideration, the City Internal Auditor will** ~~shall~~ report to and be accountable to City Council through the Standing Policy Committee on Finance of City Council.
- b) ~~Appointment and dismissal of the Internal Auditor shall be based on recommendations from the Standing Policy Committee on Finance and shall require the approval of a majority of City Council.~~
- b) **The Internal Audit activity will be free from interference by any element at the City of Saskatoon that may prevent the City Internal Auditor from carrying out its responsibilities on matters of audit selection, in determining the scope of an individual audit, performing work, timing of the audit and communicating results. The City Internal Auditor will consult with the Administration and the Standing Policy Committee on Finance for input into the objectives and scope of each audit.**

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- c) Internal Audit will have no direct operational responsibility or authority over any of the activities audited. Accordingly, Internal Auditors will not implement internal controls, develop or implement policies or procedures, install systems, prepare records, approve transactions external to Internal Audit or engage in any other activity that may impair the Internal Auditors' judgment.
- d) Internal Auditors will exhibit the highest level of professional objectivity in gathering, evaluating, and communicating information about the activity or process being examined. Internal Auditors will make a balanced assessment of all the relevant circumstances and not be unduly influenced by their own interests or by others in forming judgments.
- e) In known circumstances that will or may impair the objectivity and independence of the Internal Auditor's Office, the City Internal Auditor will inform the Standing Policy Committee on Finance, and appropriate actions will be undertaken to preserve Internal Audit's objectivity and independence.

5.3 Authority

- a) ~~The Internal Auditor~~ **Internal Auditor's Office will** ~~shall~~ have authority to audit all aspects of the City's operations, including governance processes, departments, programs, business processes, systems, ~~functions~~, activities, policies, **procedures**, etc.
- b) **The Internal Auditor's Office will have unrestricted and timely access to all records, personnel and physical property relevant to the performance of each audit, subject to accountability for confidentiality and safeguarding of records and information.** ~~In accordance with IIA Standard 1110, the Internal Auditor shall be free from interference in determining the scope of internal auditing performing work, and communicating results. Subject to complying with the requirements of IIA Standard 1110, the Internal Auditor shall consult with management and the Standing Policy Committee on Finance for input into the lines of enquiry to be pursued in each audit.~~

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- c) The City Internal Auditor will work collaboratively with City Administration to obtain the necessary assistance of personnel, as well as other specialized services from within or outside of the City of Saskatoon, provided the expenditures are supported by the Internal Auditor's Office budget approved by the Standing Policy Committee on Finance. ~~The Internal Auditor shall have unrestricted access to all records, personnel and physical property relevant to the performance of audits.~~

5.4 Communications with and Access to the City Internal Auditor

- a) The City Internal Auditor will attend Standing Policy Committee on Finance meetings to provide an update on the internal audit activity, including in camera meetings without management present, as requested by the Chair of the Standing Policy Committee on Finance.
- b) The Chair of the Standing Policy Committee on Finance will consult and/or meet with the City Internal Auditor prior to any scheduled Standing Policy Committee on Finance meeting for the purpose of discussing any matter of interest, including review of proposed agenda and materials.
- c) Individual members of City Council will have unrestricted authority to meet at any time with the City Internal Auditor but will have no authority to direct the City Internal Auditor to undertake any audit work.
- d) Only the Standing Policy Committee on Finance will have authority to approve internal audits pursuant to this policy. Any requests by individual Councillors to engage internal audit services must be referred to the Standing Policy Committee on Finance for approval.

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5.45 Scope of Internal Audit Activities

- a) ~~The Internal Auditor shall utilize a methodology that links internal audit practices to the City's risk management systems, so as to provide assurance to Council that risk management practices and processes are managing risk effectively. The~~ **scope of the Internal Auditor's Office encompasses, but is not necessarily limited to, independent assessments on** ~~Internal Auditor shall determine and report on the extent to which the City's network of risk management, control, and governance processes, as designed and represented by management and City Council the~~ **Administration, is are adequate and functioning operating effectively. These processes should be functioning** in a manner to ensure:
- i) ~~With respect to financial systems, that risks are appropriately identified and are effectively managed;~~
 - ii) ~~In accordance with an audit plan, that significant financial, managerial, and operating information, and the~~ **systems/means used to identify, measure, analyze, classify and report such information, is accurate, reliable, and timely and secure;**
 - iii) ~~In accordance with an audit plan, due diligence is exercised in the development and implementation of computer systems and system changes;~~
 - iviii) ~~With respect to financial systems~~ **established processes and systems enable, and employees' actions demonstrate, are in compliance with policies, standards, procedures and applicable laws and regulations;**
 - iv) ~~In accordance with an audit plan, that resources~~ **and assets** are acquired economically, used efficiently, and adequately protected/**safeguarded;**
 - vi) **the results of operations and programs are consistent with established plans, goals and objectives;**
 - vi) **operations and programs are being carried out effectively and efficiently; and**

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- vii) ~~With respect to financial systems,~~ that quality and continuous improvement are fostered in the organization's control process.

5.56 Role of Internal Audit in Providing Consulting Services

- a) The Internal **Auditor's Office** Auditor ~~will~~ shall have authority to perform consulting services where such services do not represent a conflict of interest, **in fact or appearance**, or detract from the Internal Auditor's **program's** assurance services obligations.
- b) ~~The performance of consulting services by the Internal Auditor shall be governed by the IIA Standards.~~

5.67 Role of Internal Audit in the Risk Management Process

- a) Risk management is a key ~~management~~ **responsibility of the Administration**. This responsibility includes identifying, assessing, mitigating, and monitoring risks on a continuous basis.
- b) ~~Consistent with IIA Standard 2110, the~~ **The Internal Auditor Internal Auditor's Office will** shall assist the **City** organization by identifying and evaluating significant exposures to risk and contributing to the improvement of risk management and control systems.

5.78 Role of Internal Audit in Fraud Investigations

- a) ~~Management~~ **The Administration** is responsible for establishing and maintaining controls to discourage the perpetuation of fraud and limit the exposure if fraud does occur.
- c) The Internal **Auditor's Office** Auditor ~~will~~ is responsible for assisting in the deterrence of fraud by examining and evaluating the adequacy and the effectiveness of the **City's** system of internal control, with due consideration to the extent of the potential exposure/risk in the various segments of the City's operations.

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- c) **The City Internal Auditor will manage the City's Whistleblower Program and will ensure that all complaints received related to the wrongdoing are investigated in a fair, confidential and timely manner.**

- ~~e) The Internal Auditor shall be notified of all fraud allegations or potential conflict of interest situations. The Internal Auditor may provide assistance in investigating and documenting the nature, extent, and effect of any allegations, ensuring sensitivity and confidentiality throughout the process.~~

5.89 Types of Assurance Audits

- a) The types of assurance audits to be undertaken by the **Internal Auditor's Office** ~~Internal Auditor shall~~ **will** include, but not necessarily be limited to:
- iv) **Performance/Value for Money Audits – to evaluate performance in terms of assess the efficiency, effectiveness and economy of operations, activities or programs;**
 - ii) **Financial-Internal Control Audits – to determine if adequate systems, practices and controls are in place to mitigate the risks, safeguard the City's financial resources including conducting Information Technology audits;**
 - iii) **Compliance Audits – to assess compliance with relevant legislation, regulations, contracts, agreements, policies, plans, procedures or other requirements;**
 - iiiv) **Fraud investigations – to determine whether fraud has occurred, identify the perpetrator(s), identify the extent of the fraud, and determine the techniques used and cause of the fraud investigate the circumstances surrounding the suspected incidents of fraud, misuse of assets or violations of polices in order to determine the extent of loss, assess gaps in controls and make recommendations for corrective actions;**

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- iiiiv) Follow-up audits – to **obtain regular status updates from the Administration on the implementation status of past audit recommendations and assess whether** the actions taken by management and City Council **the Administration** in response to significant **past internal audit findings** observations and recommendations **are effective**.

5.910 Corporate Internal Audit Plan

- a) ~~The Internal Auditor shall establish a long-range~~ **A flexible annual Internal Audit Plan** for assurance audits **will be prepared, with** The input of ~~from management~~ **the Administration** and the Standing Policy Committee on Finance ~~shall be considered in this process.~~
- b) The long-range plan **Internal Audit Plan will** shall be based on an **assessment of risks** assessment and **will** shall be updated at least annually **on a continuous basis**. The actual cycle for specific departments, programs, or functions appearing in the long-range plan shall be based on weightings assigned to various risk factors including, but not necessarily limited to, materiality (e.g. the size of the budget), staff levels, type of organization (e.g. Board vs. department), findings from previous audit, extent of public exposure, funding source, relevant legislative requirements, and complexity/diversity.
- c) **The Internal Audit Plan will be regularly reviewed and adjusted in response to changes in the City's business, risks, operations, programs, systems and controls.**
- ed) The **Internal Audit Plan and any ongoing changes will** shall be subject to **Standing Policy Committee on Finance** City Council approval.

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5.4011 Coordination of Internal Audit with External Parties

- a) ~~The Internal Auditor shall meet with the City's External Auditor on~~ at least a semi-annual basis, **the City Internal Auditor will meet with the City's External Auditor** to share information and coordinate activities for the purpose of ensuring proper audit coverage and minimizing duplication of efforts.
- b) **The City Internal Auditor will interact with other municipal internal audit functions to learn and share internal audit best practices.**

5.4112 Reporting Results of Internal Audits

- a) ~~The Internal Auditor~~ **The City Internal Auditor will** shall document the results of each assurance audit in a formal report. **The report will include the analysis, findings, conclusions and recommendations for improvement in relation to each approved audit objective.** The report ~~will~~ shall be discussed with management ~~the Administration~~, shall incorporate **or accompany** management responses, **action plans** and target dates for implementation of recommendations, and shall be ~~tabled with and~~ presented to the Standing Policy Committee on Finance.
- b) **The determination of whether audit reports should be placed on the public or in camera agenda of the Standing Policy Committee on Finance will be made in accordance with the process as established in Bylaw No. 9170, The Procedures and Committees Bylaw, 2014, and The Local Authority Freedom of Information and Protection of Privacy Act.** ~~All information systems and cash handling audit reports shall remain in camera, shall not be tabled with City Council, and shall not be made available to the public.~~
- c) The City's External Auditor ~~will~~ shall have access to all information systems and cash handling audit reports after they have been ~~tabled with, presented to, and cleared through~~ the Standing Policy Committee on Finance, **subject to accountability for confidentiality and safeguarding of records and information.** ~~Distribution of information systems and cash handling audit reports~~

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~~to any and all other external parties shall be subject to the prior approval of the Standing Policy Committee on Finance.~~

- ~~d) Notwithstanding (d) above, the Internal Auditor shall have authority to release copies of any information systems or cash handling audit report to other municipal Internal Auditors on the understanding that recipients respect the confidentiality of these documents. The Internal Auditor shall inform the Standing Policy Committee on Finance of any such requests that have been received and reports released.~~

5.12 Management Response to Assurance Audit Findings

- ~~a) After being provided with draft audit observations, the manager with authority to and responsibility for taking corrective action shall, in a timely manner, provide a written response to the Internal Auditor on the recommendations contained in the report.~~
- ~~b) Management shall, in a timely manner, following receipt of the audit report, provide the Internal Auditor with a plan of action, including target dates, for implementing the audit recommendations.~~
- ~~c) The Internal Auditor shall have authority to set the timelines for the receipt of a response or action plan, with respect to (a) and (b) above, when, in the opinion of the Internal Auditor, it is necessary to set the timelines, and may grant any such extensions to the same.~~
- ~~d) Management shall provide the Standing Policy Committee on Finance with progress reports, until action has been taken on all audit recommendations.~~

5.13 Status Update Reports and Follow-up

- a) The Internal Auditor's Office will obtain regular updates from the Administration on the implementation status of the internal and external audit recommendations. The status update reports will be provided to the Standing Policy Committee on Finance on a periodic basis.**

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- ab) ~~The Internal Audit will~~ shall include all **conduct** follow-up audits in the ~~Corporate Audit Plan to assess the implementation effectiveness of the internal and external audit recommendations. The audit recommendations will remain open until the City Auditor has determined that the Administration has taken appropriate actions to implement the recommendations.~~
- bc) ~~The~~ follow-up audits procedure and reporting **will** shall be performed in accordance with the process approved by the Standing Policy Committee on Finance.

5.14 Audit Working Papers

- a) ~~Audit working paper files are the property of the Internal Auditor. They shall remain under the control of, and shall be accessible only to personnel authorized by, the Internal Auditor.~~
- b) ~~Access to working paper files shall be governed by the IIA Standards for the Professional Practice of Internal Auditing and related Practice Advisories.~~

5.14 ~~14~~ Consulting Legal Counsel & Labor Relations Expertise

- a) ~~The Internal Auditor~~ **City Internal Auditor will** shall consult with the City Solicitor's **Office** before including results and issuing opinions in audit reports regarding legal or regulatory violations or other legal issues.
- b) The **City** Internal Auditor **will** shall consult with the City's Human Resources Division before including results and issuing opinions in ~~assurance engagement~~ **audit** reports that could have **human resource and/or** labour relations implications.

5.14 ~~15~~ Accountability Reporting Requirements

- a) ~~The Internal Auditor shall provide the Standing Policy Committee on Finance~~ **will be provided** with periodic reports, **at least on a quarterly basis,** ~~(no less than quarterly)~~ on performance and progress relative to the **approved internal** ~~Corporate Audit Plan.~~

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- b) The Internal Auditor shall disclose to the Standing Policy Committee on Finance, the nature and extent of all consulting engagements undertaken at the request of the City Manager.

5.16 Annual Report

The City Internal Auditor will submit an annual report to the Standing Committee Policy on Finance that will include:

- a) A summary of activities undertaken by the Internal Auditor's Office;
- b) An analysis of the trends that can be drawn from the audits, investigations and other activities undertaken; and
- c) A summary of achievements and any other matter that the City Auditor deems relevant.

5.17 Periodic Assessment of the Charter

- a) The Internal Auditor ~~Audit Charter will~~ **shall be** periodically assessed, **at least once every three years, as to** whether the purpose, authority, and responsibility of the **Internal Auditor's Office** ~~internal audit function, as defined in the Charter, continues to be adequate to enable the Internal Auditor's Office internal audit function to accomplish its objectives. The Internal Auditor shall communicate the results of the assessments~~ **will be submitted** to the Standing Policy Committee on Finance **for approval.**

5.18 Quality Assurance and Improvement Program

- a) The City Internal Auditor will maintain a quality assurance and improvement program that covers all aspects of the Internal Audit activity. The program will include an evaluation of the Internal Audit activity's conformance with the definition of Internal Auditing, IIA Standards and Code of Ethics. The program also assesses the efficiency and effectiveness of the Internal Audit activity and identifies opportunities for improvement.

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- b) **The City Internal Auditor will communicate to the Standing Policy Committee on Finance on the Internal Audit activity's quality assurance and improvement program, including results of ongoing internal assessments and external assessments conducted at least every five years.**

~~5.18 Communications with and Access to the Internal Auditor~~

- ~~a) The Chair of the Standing Policy Committee on Finance may consult and/or meet with the Internal Auditor prior to any scheduled Standing Policy Committee on Finance meeting for the purpose of preparing the Standing Policy Committee on Finance agenda.~~
- ~~b) Individual members of City Council shall have unrestricted authority to meet at any time with the Internal Auditor but shall have no authority to direct the Internal Auditor to undertake any audit work.~~
- ~~c) Only the Standing Policy Committee on Finance, or the City Manager, shall have authority to engage the Internal Auditor to perform audits pursuant to this policy. Any requests by individual Councillors to engage the services of the Internal Auditor must be referred to the Standing Policy Committee on Finance for decision. This does not preclude the opportunity for the applicable Councillor to consult and/or meet in confidence with the Internal Auditor prior to the matter being brought before the Committee.~~

~~6. ENQUIRIES~~

~~All enquiries concerning this Charter should be referred to the Internal Auditor /or the Chair of the Standing Policy Committee on Finance.~~

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6. RESPONSIBILITIES

- a) The City Internal Auditor is responsible for:
 - i) Carrying out the internal audit function as outlined in this Policy;
 - ii) Responding to all enquiries; and
 - iii) The Administration and update of this Policy.
- b) The Standing Policy Committee on Finance is responsible for:
 - i) Carrying out its role as outlined in this Policy;
 - ii) Responding to enquiries about this Policy; and
 - iii) Recommending revisions to this Policy.
- c) City Council is responsible for approving revisions to this Policy.



GOVERNANCE AND PRIORITIES COMMITTEE

2022 Appointments of Deputy Mayor

Recommendation of the Committee

That the 2022 appointments of Deputy Mayor, as described in the report of the City Clerk dated September 20, 2021 and detailed in Appendix 1, be approved.

History

The Governance and Priorities Committee, at its meeting held on September 20, 2021, considered a report of the City Clerk regarding the above.

Attachment

Report of the City Clerk dated September 20, 2021

2022 Appointments of Deputy Mayor

ISSUE

This report reviews and seeks approval for the 2022 Appointments of Deputy Mayor.

RECOMMENDATION

That this report be submitted to City Council's Organizational meeting, as part of the September 27, 2021, Regular Business meeting, recommending approval of the 2022 appointments of Deputy Mayor, as described in this report and detailed in Appendix 1.

BACKGROUND

Section 7 of Bylaw No. 9170, *The Procedures and Committees Bylaw, 2014* provides for an organizational meeting to be held each year as part of the Regular Business Meeting in September (November in the year of a general election).

At the organizational meeting, Council shall establish the term and rotation schedules for the positions of Deputy Mayor and Acting Mayor.

DISCUSSION/ANALYSIS

Pursuant to *The Cities Act*, City Council is required to appoint a Deputy Mayor.

The Deputy Mayor is to act as the Mayor if the Mayor is unable to perform the duties of Mayor, or the office of Mayor is vacant. Council shall appoint an Acting Mayor if both the Mayor and the Deputy Mayor are unable to perform the duties of Mayor, or both the office of the Mayor and the office of Deputy Mayor are vacant. The Acting Mayor shall be the Council member who was last elected as Deputy Mayor.

In the past, City Council has appointed the Deputy Mayor on a reverse alphabetical basis with a monthly rotation. Continuing in this manner, Appendix 1 is a listing of proposed Deputy Mayor appointments for 2022.

IMPLICATIONS

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

NEXT STEPS

The 2022 Appointments for Deputy Mayor will be considered by City Council at its organizational meeting, as part of the Regular Business meeting to be held on September 27, 2021.

APPENDICES

1. Proposed appointments of Deputy Mayor – 2022

Report Approval

Written by: Janice Hudson, Assistant to the City Clerk
Reviewed and approved by: Adam Tittermore, City Clerk

Admin Report - 2022 Appointments of Deputy Mayor.docx

Appointments of Deputy Mayor – 2022

January 2022	-	Councillor Z. Jeffries
February 2022	-	Councillor D. Hill
March 2022	-	Councillor H. Gough
April 2022	-	Councillor S. Gersher
May 2022	-	Councillor B. Dubois
June 2022	-	Councillor R. Donauer
July 2022	-	Councillor T. Davies
August 2022	-	Councillor C. Block
September 2022	-	Councillor M. Loewen
October 2022	-	Councillor D. Kirton
November 2022	-	Councillor Z. Jeffries
December 2022	-	Councillor D. Hill



GOVERNANCE AND PRIORITIES COMMITTEE

2022 City Council and Committee Meeting Schedule

Recommendation of the Committee

That the 2022 Council and Committee meeting calendar, as set out in Appendix 1 to the report of the City Clerk dated September 20, 2021, be approved.

History

The Governance and Priorities Committee, at its meeting held on September 20, 2021, considered a report of the City Clerk regarding the above.

Attachment

Report of the City Clerk dated September 20, 2021

2022 City Council and Committee Meeting Schedule

ISSUE

This report reviews and seeks approval for the 2022 Council and Committee Meeting Schedule.

RECOMMENDATION

That the Governance and Priorities Committee recommend to City Council at its organizational meeting to be held on September 27, 2021, that the 2022 Council and Committee meeting calendar, as set out in Appendix 1 to this report, be approved.

BACKGROUND

Bylaw No. 9170, *The Procedures and Committees Bylaw, 2014*, provides for an organizational meeting to be held each year as part of City Council's Regular Business meeting in September (November in the year of a general election).

At the organizational meeting, Council shall establish dates, times and places for regularly scheduled meetings of Council and Council Committees.

A Council and Council Committee meeting calendar is generated annually for approval by City Council. Recent schedules have provided for one scheduled regular business and public hearing meeting of Council in every month; a scheduled Governance and Priorities Committee (GPC) meeting in every month; scheduled Standing Policy Committee (SPC) meetings in every month (except July); and scheduled Special/Joint GPC meetings held quarterly.

The following changes should be noted - New in 2021, GPC and morning SPC meetings commence at 9:30 a.m.; New for 2022, SUMA Convention has moved from February to April.

DISCUSSION/ANALYSIS

Appendix 1 to this report outlines a meeting calendar similar to the standard scheduling previously followed. Key elements include:

- Strategic Planning session in January;
- No meetings the first week of January to allow for preparation and circulation of agendas by Administration and the City Clerk's Office over the holiday season;
- Regular business and public hearing meetings of Council in all months;
- GPC meetings in all months;
- SPC meetings in all months, except July;
- Quarterly Special/Joint GPC meetings in March, June, September and December;
- Regular meeting of Council to deal with the Business Plan and Budget (three days reserved);

2022 City Council and Committee Meeting Schedule

- No meetings the beginning of April (SUMA Convention); and
- No meetings the beginning of June (FCM Conference)

Council and Committee meetings addressed in this report are hosted from the Council Chamber, City Hall.

IMPLICATIONS/CONSIDERATIONS

There are no financial, environmental, social, legal or privacy implications or considerations with the proposal.

NEXT STEPS

The 2022 City Council and Committee meeting schedule will be considered by Council at its organizational meeting, as part of the Regular Business meeting on September 27, 2021. Once the schedule is approved, it will be posted to the City's website and circulated accordingly.

APPENDICES

1. Proposed 2022 Council and Committee Meeting Calendar

Report Approval

Written by: Janice Hudson, Assistant to the City Clerk
Reviewed and Approved by: Adam Tittlemore, City Clerk

Admin Report - 2022 City Council and Committee Meeting Schedule.docx



2022 Council and Committee Meeting Calendar

January	February	March	April
S M T W T F S 1 2 (3) 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 (21) 22 23 24 25 26 27 28	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 (15) 16 17 (18) 19 20 21 22 23 24 25 26 27 28 29 30
May	June	July	August
S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 (23) 24 25 26 27 28 29 30 31	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
September	October	November	December
S M T W T F S 1 2 3 4 (5) 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 (30)	S M T W T F S 1 2 3 4 5 6 7 8 9 (10) 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	S M T W T F S 1 2 3 4 5 6 7 8 9 10 (11) 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 (26) (27) 28 29 30 31

SPC – **EU&CS** 9:30 a.m. – 1:00 p.m. / **Transportation** 2:00 p.m. – 5:30 p.m.

SPC – **PD&CS** 9:30 a.m. – 1:00 p.m. / **Finance** 2:00 p.m. – 5:30 p.m.

Governance and Priorities Committee – 9:30 a.m. – 5:30 p.m.

City Council – Regular Business 1:00 p.m. / Public Hearing 6:00 p.m.

Strategic Planning Session – 9:00 a.m.

Business Plan and Budget Review – 1:00 p.m.

SUMA Convention & Tradeshow April 3 – 6 (Regina)

FCM Conference & Tradeshow June 2 – 5 (Regina)

○ Stat Holidays (or day in lieu) ★ Special /Joint GPC (if required) – 1:00 p.m.



GOVERNANCE AND PRIORITIES COMMITTEE

Framework for Measures to Mitigate the Transmission of COVID-19 in Saskatoon

Recommendation of the Committee

That the COVID-19 Mitigation Framework as proposed in Appendix 2 to the report of the Administration dated September 20, 2021, be approved.

History

The Governance and Priorities Committee, at its meeting held on September 20, 2021, considered a report from the Administration regarding the above, and received a presentation from Dr. Simon Kapaj, Medical Health Officer, Saskatchewan Health Authority.

Attachment

Report from the Administration dated September 20, 2021

Framework for measures to mitigate the transmission of COVID-19 in Saskatoon

ISSUE

The emergence of the SARS CoV-2 Novel Coronavirus (COVID-19) resulted in several adjustments to the City of Saskatoon's Occupational Health and Safety and Business Continuity Plans. These adjustments followed the public health directions from the Government of Canada, the Government of Saskatchewan, and local medical health officers to mitigate the transmission of COVID-19 in the workplace and community.

COVID-19 transmission, now driven by the highly infectious Delta Variant of Concern (VOC), continues to affect the delivery of City programs and services and thus requires ongoing Health and Safety measures to limit the transmission of COVID-19 in the workplaces and community. To assist the Administration and City Council in making evidence-based decisions, the Administration is proposing a COVID risk mitigation framework that uses leading epidemiology statistics to inform how and when to impose or relax various risk mitigation measures within the City's legislative jurisdiction.

RECOMMENDATION

That the Governance and Priorities Committee recommend to City Council the approval of the proposed COVID-19 Mitigation Framework as proposed in Appendix 2.

BACKGROUND

On March 18, 2020, the Government of Saskatchewan declared a provincial State of Emergency, giving it broad powers to address the COVID-19 pandemic. As a result, the government, in consultation with the Chief Medical Health Officer, issued several public health orders in an attempt to mitigate the risk to Saskatchewan people by preventing transmission and protecting health care services. In compliance, the City of Saskatoon implemented several mitigation measures to prevent workplace and community transmission, while protecting essential program and service delivery.

For example, at its August 31, 2020 meeting City Council considered a [report](#) from the Administration recommending non-medical face coverings in City facilities. At the time, there was no provincial Public Health Order mandating the use of non-medical face masks in public places. Thus, City Council resolved in part

That Option 2 as outlined in the report of the Fire Chief dated August 24, 2020, be implemented such that:

- *Effective September 1, 2020, the City requires all users of Saskatoon Transit services wear a non-medical face mask; and*
- *Effective September 1, 2020, the City recommends that all persons accessing all City operated facilities and indoor City of Saskatoon services wear a non-medical face mask.*

At that same meeting, City Council unanimously supported a set of measures triggers to monitor COVID-19 transmission in Saskatoon. As resolved, in part, by City Council:

Therefore, be it resolved that the Administration report regularly to City Council or Governance and Priorities Committee on the status of COVID-19 within the Saskatoon Zone similar to that outlined in Appendix 3, and in particular when the status changes.

On July 11, 2021, the Government of Saskatchewan rescinded its COVID-19 State of Emergency Declaration and removed all existing public health orders. As a result, the City of Saskatoon relaxed some of its own COVID-19 risk mitigation measures, only having to reinstate many of them due to high virus transmission in Saskatoon.

On September 16, 2021, the Premier of Saskatchewan and Saskatchewan's Chief Medical Health Officer announced the immediate imposition of a new Public Health Order, mandating the use of non-medical face masks in all public spaces effective September 17, 2021. Given this direction, the City of Saskatoon will be following the direction of that order.

Council and Committee meetings have been held virtually since March of 2020, and although a return to in-person meetings was contemplated to resume beginning in September of 2021, in response to increasing Covid numbers in the region the following resolution was passed at the August 23, 2021 GPC meeting:

That virtual/remote meetings resume until further notice – working with the Emergency Measures Organization and Saskatchewan Health Authority to determine when in-person meetings resume.

Based on current circumstances, it is not anticipated that a return to in-person meetings will occur until at least January of 2022. Administration will provide updates to Council as needed in order to plan for an eventual return. In response to questions raised regarding the current preregistration process required for members of the public to attend Public Hearings, Administration is investigating alternative methods which would allow for a more open ability for public to attend and make comment in these meetings. More information will be shared as details are finalized, with the intent to implement potential changes for the October 25, 2021 meeting, if feasible.

DISCUSSION/ANALYSIS

The City's response to COVID-19 is guided by federal and provincial public health direction. Specifically, the City's approach follows provincial public health orders and the advice from the local medical health officers employed by the Saskatchewan Health Authority. What can the City do to mitigate the risk of COVID-19 transmission in the workplace and in the community, subject to legislative or jurisdictional constraints?

As shown in Appendix 1, many leading and lagging indicators show that Saskatoon and predominantly the northern half of the province are facing high rates of COVID-19 transmission. The question is what does this data mean? How does the City know

when to act by either increasing or relaxing its mitigation measures? What indicators should the City consider in implementing potential measures that have the potential to reduce virus transmission in the absence of any public health order or to fill gaps in any such orders?

Given those questions, the Administration is proposing a COVID-19 risk mitigation framework in Appendix 2, that includes both indicators and measures so that the City can use the best available data to inform its decision-making processes. Again, this framework is both complementary and supplementary to any provincial public health direction and focuses on mitigating transmission in city-owned facilities. It operates only in the absence of formal public health orders or to fill any potential gaps in such orders. It is used to inform business continuity, employee, and public safety plans.

The objective for this proposed framework is to help City employees and residents accessing City services and programs understand the current level of risk and the measures in place to mitigate the risk. It also aims to provide a degree of accountability to staff and residents accessing services by providing information on what will trigger a change in measures.

With that in mind, the primary indicators listed in Appendix 2 are the leading epidemiology statistics that can be easily calculated by the using available data. They were developed by consulting leading epidemiology journals and organizations and more importantly, with the guidance and consultation of the following stakeholders:

- Saskatchewan Health Authority Medical Health Officer
- The University of Saskatchewan Computational Epidemiology and Public Health Laboratory, Department of Computer Science

As such, the proposed framework includes four primary indicators:

- 7-Day average of weekly reported cases for every 100,000, persons. This indicator measures the intensity of COVID-19 transmission in a jurisdiction. Daily case data is noisy, so the 7-day average of new reported cases smooths that data. The per capita adjustment reflects the case intensity and helps to show transmission on a comparative perspective.
- 7-Day average of test positivity rate. This indicator is expressed as percentage and measures the number of positive reported cases relative to the number of reported COVID tests. To calculate this indicator, we take the 7-Day average of newly reported cases and divided it by the 7-Day average newly reported tests. According to the World Health Organization a test positivity rate of 5% or less indicates that the virus is under control. However, given the emergence of the Delta VOC, a test positivity rate of three percent or less may be needed for minimal risk.
- The effective reproduction rate (R_t). This indicator is defined as the mean number of secondary cases generated by a typical primary case at time “t” in a population, calculated for the whole period over a 5 or 7-day moving average.

When an R_t decreases below 1 for a given disease in a given place, disease spread slows and the epidemic has the potential to be controlled. An R_t above 1 indicates exponential growth of the virus. For example, an R_t of 1.1 suggests that 100 infected persons would infect another 110 persons.

- Vaccination rates of the total population. Now that vaccines are available, Saskatchewan and the Public Health Agency report various vaccination statistics. We now have vaccination numbers by age and health zone. Because cases are reported for the full population, this indicator measures vaccination rates, expressed as percentage for the entire population, although children under the age of 12 are ineligible for vaccinations.

The framework also includes some secondary (watching) indicators to monitor the impact that the COVID-19 may be having on the health care system and the community. For example, these secondary indicators include the wastewater effluent analysis, hospitalizations including intensive care patients, fatalities, and cases by age. These secondary indicators are not used in determining the corresponding measure to be implemented by the framework. .

As Appendix 2 shows, the indicators and measures are colour coded and based on a four-level risk assessment with green being a minor risk and red being critical risk. As the City moves up or down the risk continuum measures are added or subtracted. For example, as the City moves from yellow to orange, the yellow measures remain in place, but they are supplemented by the orange measures. If the indicators suggest that the risk is lower, then the orange measures would be removed and the yellow would remain. In other words:

- A rising risk level should lead to stronger measures;
- Measures for each risk level are flexible and proportionate to the risks involved;
- Core services should be available during all risk levels; and
- Regular monitoring and reporting of indicators of COVID-19 risk in Saskatoon.

The measures are based on Public Health recommendations and the Occupational Health and Safety Hierarchy of Controls (Appendix 3).

Based on the data in appendix 1 and using the indicators as outlined above the results show that Saskatoon would be at the High-Risk Orange Level. If the proposed framework is adopted, the Administration would report a weekly statistical analysis package of information on the primary and secondary indicators. The enactment of various measures in the framework would remain in place for at least 30 days and then be reviewed with City Council at its next regularly scheduled meeting.

Importantly, this framework respects the authority of the role of the City and the Province and acknowledges the areas of responsibility of each. In recognition of that, the measures are divided into three sections:

- City-operated facilities (see Appendix 4), programs and services
- Municipal
- Provincial requests

City-operated facilities, programs, and services

Here, staff and operational measures are adjusted based on the Hierarchy of Controls and the level of risk. Measures in this area align with Occupational Health and Safety and Business Continuity.

Saskatoon Transit is a critical service for many residents of Saskatoon. As a critical services Saskatoon Transit will be monitored and planned for separately from this framework. The safety of the riding public and staff are of paramount concern and Saskatoon Transit is following industry best practices regarding COVID-19 safety.

Municipal

Municipal measures align with processes and bylaws currently in place. These relate to special events, public gatherings, rentals and the declaration of a Local State of Emergency.

Provincial Requests

There are some measures that would require a formal request from City Council to the province and these requests would be made in consultation with the Saskatchewan Health Authority Saskatoon Medical Health Officer(s). In this case, the Mayor would write a letter on behalf of City Council to the Premier and relevant cabinet ministers asking for the implementation of measures within provincial jurisdiction.

FINANCIAL IMPLICATIONS

There are no financial implications to the approval of the implementation of the indicators for monitoring COVID-19 risk and the framework for measures to mitigate the transmission of COVID-19 in Saskatoon.

Moving to the higher levels of the indicators (orange and red) would have financial implications.

NEXT STEPS

Administration will continue to monitor and report to City Council and City staff on a weekly basis with updates on the Indicators for Monitoring COVID-19 risk in Saskatoon and current risk level and corresponding measures. This information will also be shared on a weekly basis on the City website.

APPENDICES

1. A review of COVID-19 Statistics – Week ending September 15, 2021
2. Framework for measures to mitigate the transmission of COVID-19 in Saskatoon
3. Hierarchy of Controls
4. City-operated facilities included in this framework and facilities excluded from this framework

Report Approval

Written by: Pamela Goulden-McLeod, Director of Emergency Management
Mike Jordan, Chief Public Policy and Government Relations Officer

Reviewed by: Cindy Yelland, City Solicitor
Morgan Hackl, Fire Chief

Approved by: Jeff Jorgenson, City Manager

Admin Report - Framework for measures to mitigate the transmission of COVID-19 in Saskatoon.docx



“THE DELTA FILES” A REVIEW OF COVID -19 STATISTICS WEEK ENDING SEPTEMBER 15, 2021

REVISED & CONDENSED VERSION

Prepared by Mike Jordan
Chief Public Policy & Government Relations Officer

Table A shows various COVID statistics by Saskatchewan Health Zones. The table shows both case counts (the raw numbers as reported) and rates adjusted for 100,000 population in each zone. It also shows testing data, with rates adjusted to 100,000 persons. The reason for the adjustments is to show per capita comparisons on the various indicators and their intensity. Over the past seven days Saskatchewan reported 2,914 new cases, with over 700 in Saskatoon. The highest per capita case rate is in the Far North East at 957 new cases per 100,000 persons over the last 7 days. The following slides expand on this data and conduct trend analysis on some of the indicators. A row called “unassigned” means that some cases/tests have not been assigned a location.

Table A: Saskatchewan COVID-19 Data by Health Zone (Cumulative Data as of September 15, 2021)

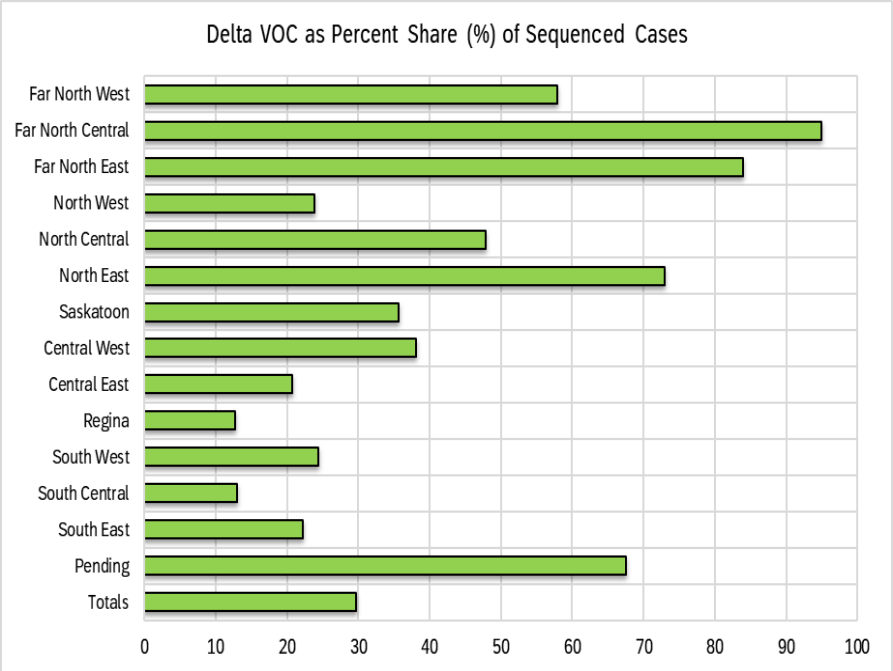
Source: Author Calculations from <https://dashboard.saskatchewan.ca/health-wellness>

Location	Demographics		Cases						Hospitalizations		Recoveries	Fatalities		Tests		
Zone	Population Estimates (2021)	Share of Population (%)	Total Cases	Total Case Rate*	Active Cases	Active Case Rate*	Weekly Cases	Weekly Case Rate*	Inpatient	ICU	Count	Deaths	Death Rate*	Total Tests	Test Rate*	Test Positivity Rate (%)
Far North West	29,813	2.5	3,507	11,763	198	664.1	132	442.8	5	0	3,274	35	117.4	27,193	91,212	12.9
Far North Central	2,649	0.2	520	19,630	25	943.8	17	641.8	0	0	491	4	151.0	2,666	100,642	19.5
Far North East	24,249	2.0	3,457	14,256	388	1600.1	232	956.7	0	0	3,049	20	82.5	24,455	100,850	14.1
North West	82,386	6.8	5,989	7,269	593	719.8	412	500.1	28	2	5,309	87	105.6	56,614	68,718	10.6
North Central	88,991	7.4	6,090	6,843	615	691.1	385	432.6	33	5	5,405	70	78.7	71,940	80,840	8.5
North East	41,560	3.4	2,185	5,257	222	534.2	154	370.5	7	0	1,944	19	45.7	29,440	70,837	7.4
Saskatoon	338,106	28.1	14,539	4,300	997	294.9	702	207.6	74	18	13,417	125	37.0	287,845	85,135	5.1
Central West	36,962	3.1	1,069	2,892	82	221.8	62	167.7	0	0	981	6	16.2	19,778	53,509	5.4
Central East	98,368	8.2	2,794	2,840	143	145.4	110	111.8	4	3	2,632	19	19.3	65,175	66,256	4.3
Regina	273,351	22.7	12,798	4,682	235	86.0	183	66.9	17	9	12,403	160	58.5	221,212	80,926	5.8
South West	38,670	3.2	1,399	3,618	97	250.8	69	178.4	4	2	1,292	10	25.9	22,549	58,311	6.2
South Central	60,459	5.0	2,151	3,558	86	142.2	64	105.9	5	1	2,040	25	41.4	49,308	81,556	4.4
South East	89,294	7.4	3,252	3,642	165	184.8	134	150.1	7	0	3,038	49	54.9	57,900	64,842	5.6
Unassigned (Pending)	0	0.0	399	0.0	170	0.0	258	0.0	0	0	229	0	0.0	138,279	0	0.0
Total Saskatchewan	1,204,858	100.0	60,149	4,992.2	4,016	333.3	2,914	241.9	184	40	55,504	629	52.2	1,074,354	89,169	5.6

* indicates rates are per 100,000 persons

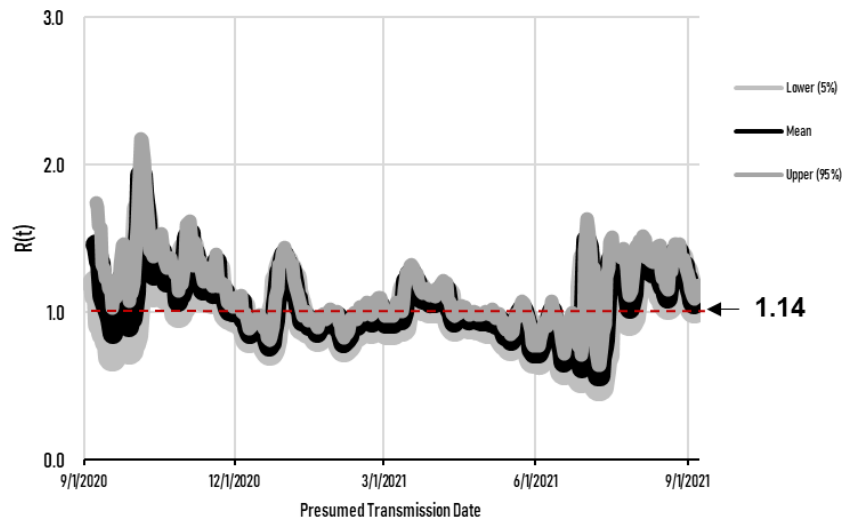
VOCs - COVID-19 Cases in Saskatchewan are being driven by Variants of Concern (VOC), especially the Delta Variant. The VOC are mutations of the COVID-19 virus and can be more contagious than the original SARS-COV2. Table B illustrates the VOC cases by various types. The chart of the right shows the percent share of the Delta Variant by zone relative to the total known VOCs. In the Far North Central and Far North East the Delta Variant comprises over 80% of all known VOC cases.

Table B: Saskatchewan Variants of Concern by Zone (September 15, 2021)				
Source: Author Calculations from https://dashboard.saskatchewan.ca/health-wellness				
Location	Variants of Concern			
Zone	B.1.1.7 (Alpha)	B.1.351 (Beta)	P.1 (Gamma)	B.1.617.2 (Delta)
Far North West	211	0	23	321
Far North Central	4	0	0	75
Far North East	56	0	12	356
North West	350	0	249	187
North Central	344	9	26	348
North East	66	0	2	184
Saskatoon	1,135	1	125	700
Central West	107	0	2	67
Central East	405	0	5	107
Regina	2,836	0	5	411
South West	251	0	26	89
South Central	636	0	2	95
South East	691	0	1	197
Unassigned	31	0	4	73
Total Saskatchewan	7,123	10	482	3,210

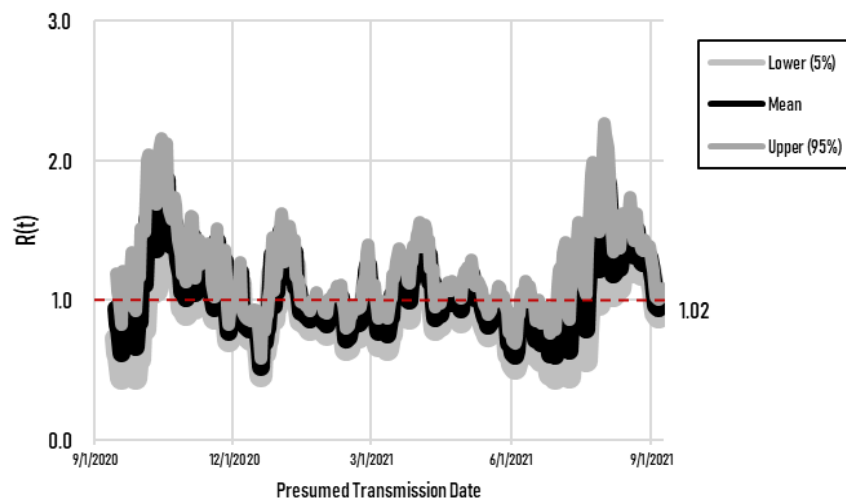


Given the data in the previous slide, this slide estimates the Effective Reproduction Number (R_t) for Saskatchewan (left) and Saskatoon (right). A few points to note here. (1) The dates are lagged because R_t uses recent case history to estimate the infection rate that caused them, referred to as the “presumed transmission date”. This date occurs about 7 days prior to reporting of new cases. (2) An R_t above 1 means that COVID-19 is growing exponentially. An R_t below 1 means that cases will eventually die out. (3) R_t is based on the SEIR epidemiological model with assumptions. I use the Cori, et.al method to determine the R_t (described here: <https://doi.org/10.1093/aje/kwt133>). (4) The R_t is estimated as the mean using 95% confidence intervals.

Saskatchewan-
Estimated Effective Reproduction Rate (R_t) = 1.14
Range (Lower = 1.11 - Upper = 1.28)

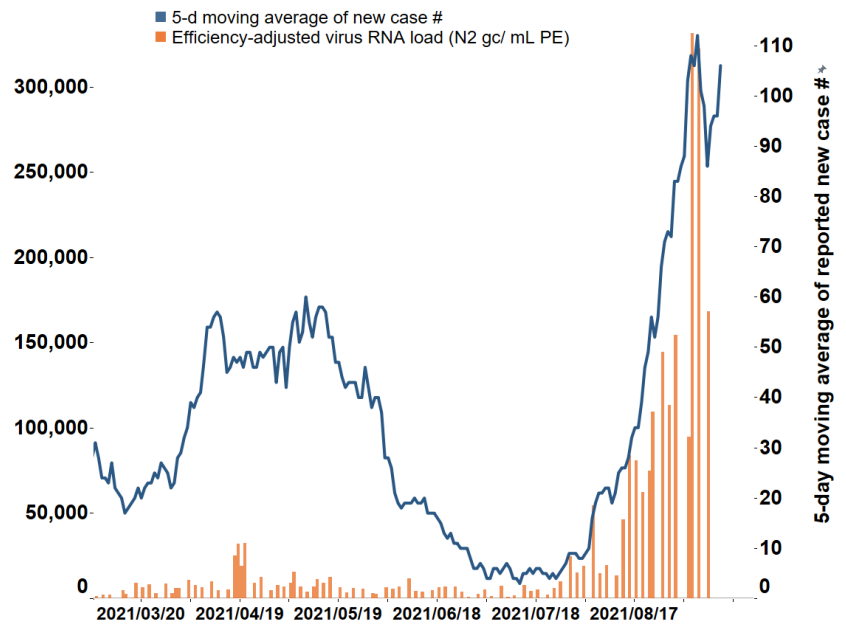


Saskatoon Zone
Estimated Effective Reproduction Rate (R_t) = 1.02
Range (Lower = 0.96 - Upper = 1.09)

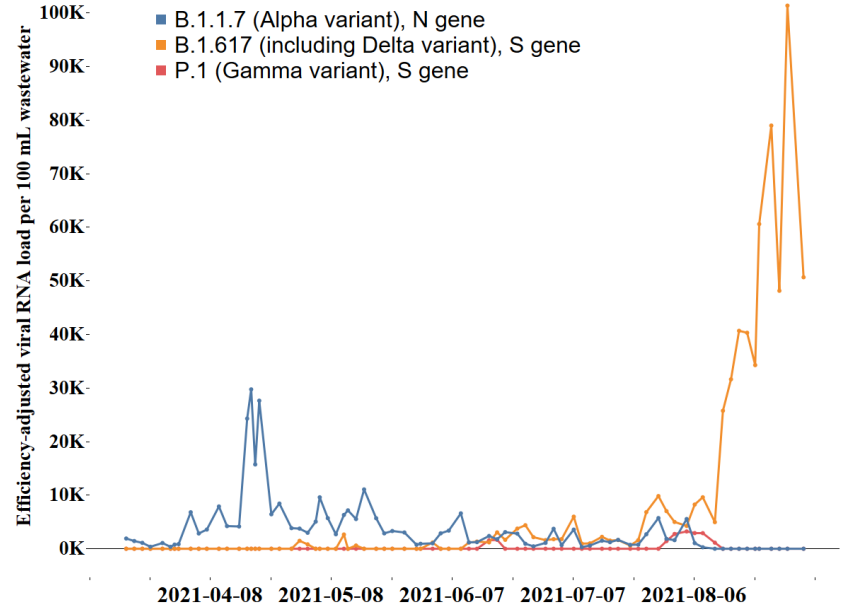


Wastewater Testing: The charts on this slide show the wastewater samples collected in Saskatoon. This is a predictive model that tests wastewater samples to determine the concentration of SARS-CoV-2 and its variants. The chart on the left shows the wastewater test sample against the 5-day rolling average of new reported cases (blue line). The samples are a leading indicator of the emergence of the COVID-19 virus. The chart on the right shows the percentage of samples that contain the VOCs. As the chart shows, there is a very high concentration of the Delta VOC in the wastewater. Variant tracking data should be seen merely as an indicator of trends within one variant, rather than for comparison among variants. Due to differences in sensitivity of the underlying tests and epidemiology, comparisons of absolute viral loads among variants are not straightforward.

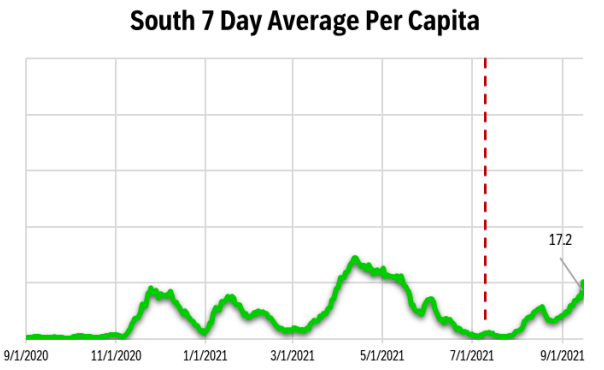
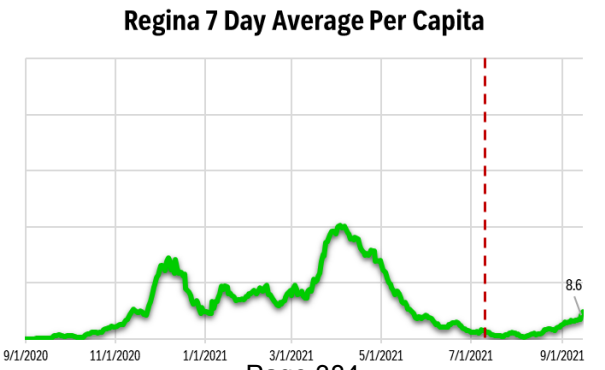
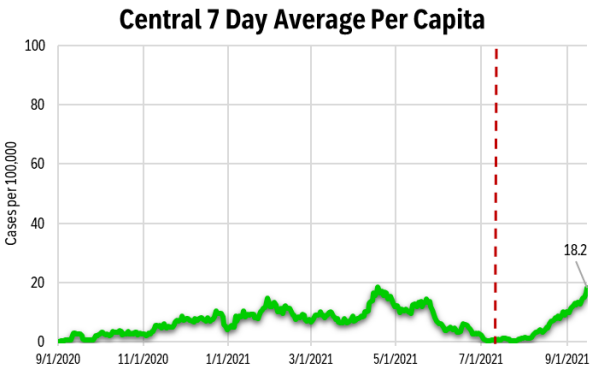
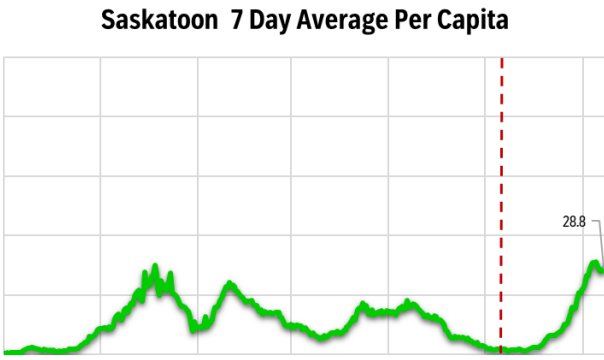
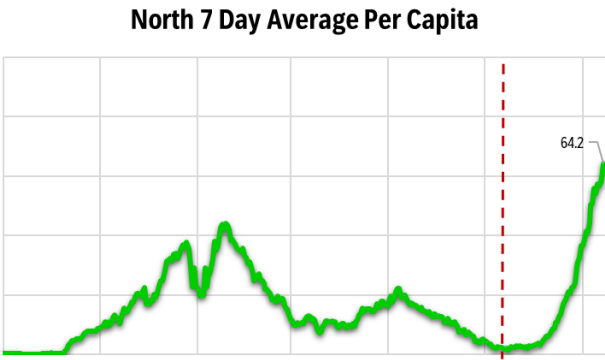
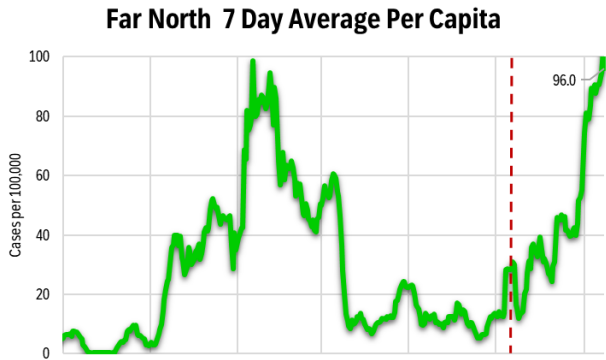
Viral RNA load of SARS-CoV-2 in wastewater, City of Saskatoon



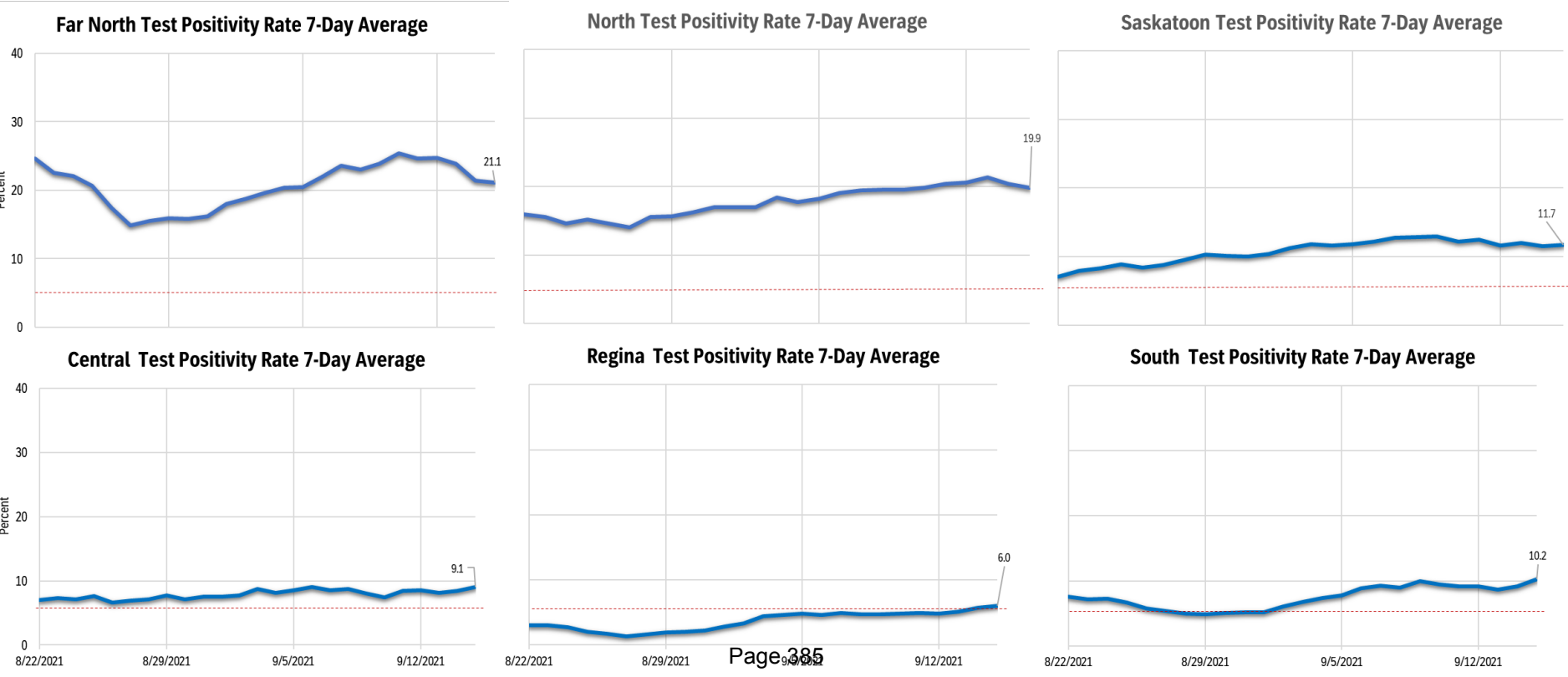
Viral RNA load of key variants in wastewater, City of Saskatoon



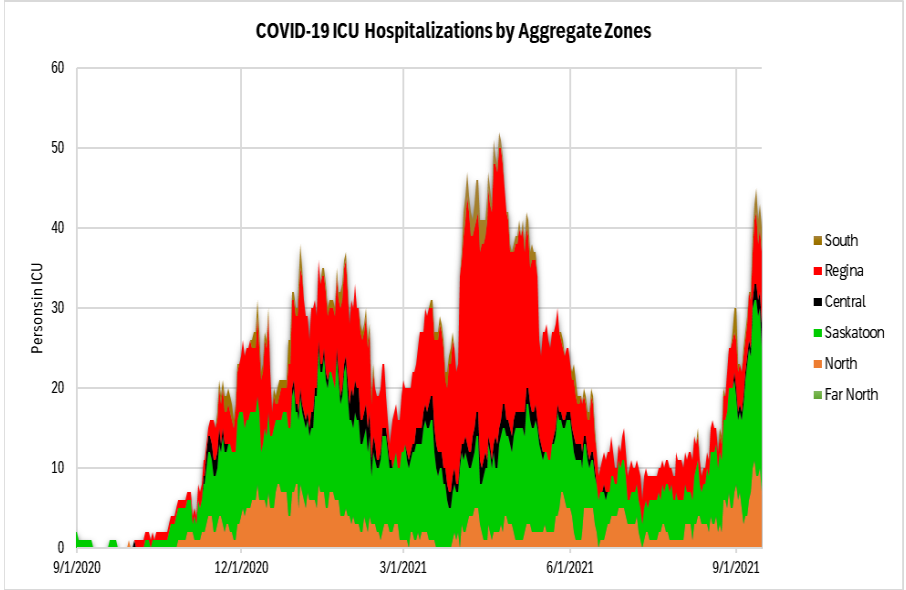
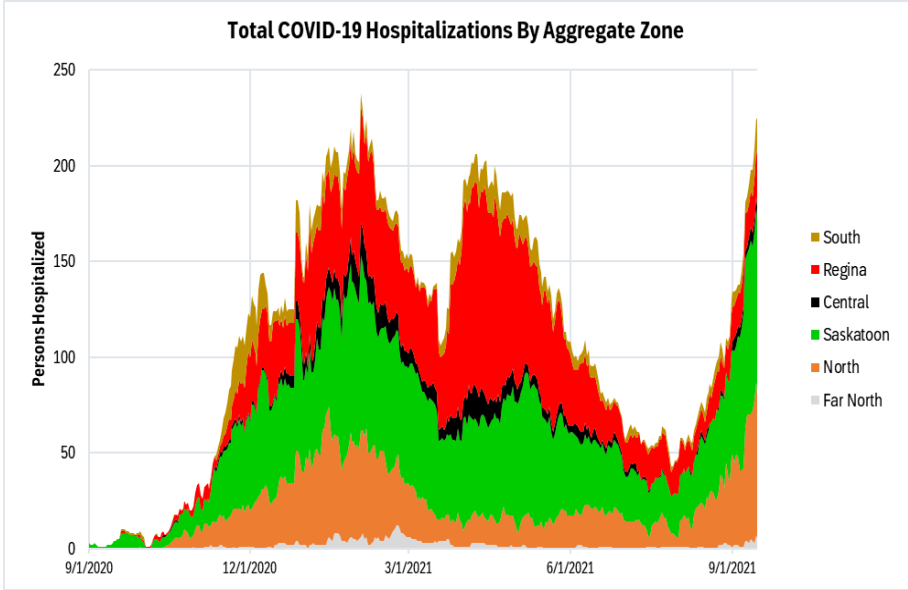
CASE COUNTS PER CAPITA: This slide shows panel charts using the 7 day average of cases adjusted for 100,000 population. It uses the same y-axis scale so that better comparisons about the COVID-19 impact on each aggregate zone can be made. Note that only the first two charts on each row have the y-axis labelled and the same scale is used on each chart. The charts are ordered in the same way as the previous tables. The Saskatoon zone has its highest per capita case rate on record. The red dotted line indicates when the provincial public health order was lifted on July 11, 2021. Clearly, Saskatoon and North zones are seeing substantial rises in new COVID cases, driven largely by the Delta VOC.



Test Positivity Rates 7 Day Average: This slide shows panel charts using the 7 day average the test positivity rate for each aggregate zone. It is calculated by the 7 day Average of new cases divided by the 7 day average of new tests. The data starts on August 22, 2021 because there is no testing data by zone for late June, all of July and the first two weeks of August. The red line indicates the World Health Organization Standard of 5% for a controlled level of positive cases. A test positivity rate of less than 5% typically means the transmission is under control.

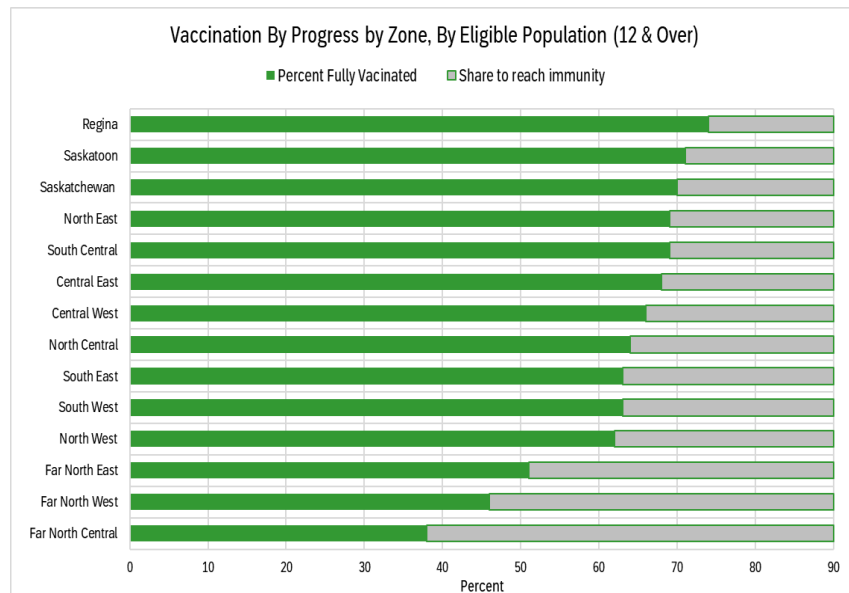


Hospitalizations. This slide shows total hospitalizations and ICU hospitalizations by aggregate zone. Total hospitalizations and ICU hospitalizations are nearing the record peaks. ICUs are about 18% of total hospitalizations for COVID-19.



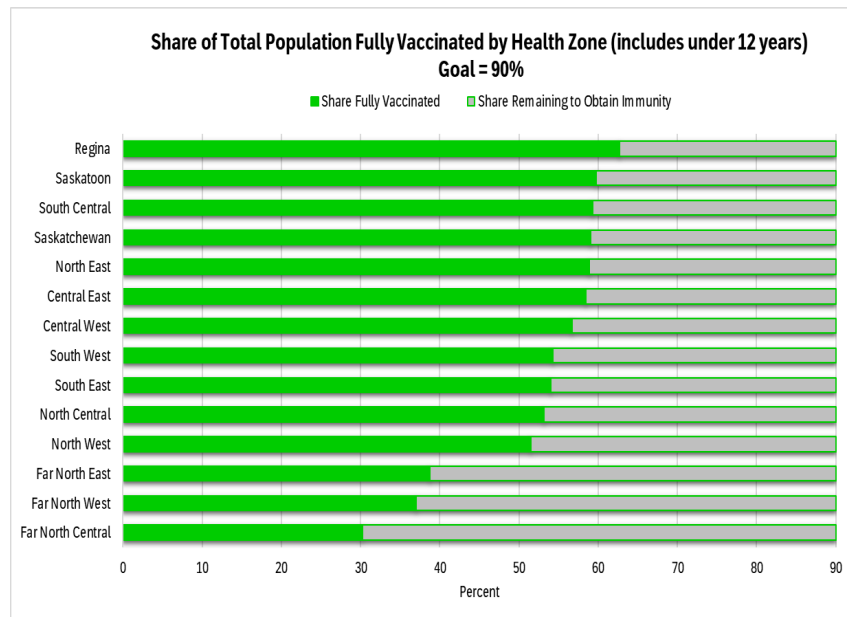
Vaccine Progress by Age. This slide shows vaccinations by zone and age group in Saskatchewan. That is, the table on the left shows the percent share of the population of those persons fully vaccinated for each age cohort in each zone. The color coding shows lower to higher rates. This is for persons 12 years of age and older, so it will show higher percentage than including the total population. The Far North has substantially lower vaccination rates than the rest of the zones. For Saskatchewan, the lowest rates are in the 12-17 and 18-29 age cohorts. The chart on the right shows the progress to reach the generally accepted immunity target of 90%, given the strength of the Delta VOC. Saskatchewan needs to fully vaccinate 20% more of the eligible population to reach that target.

Saskatchewan: Percent of Fully Vaccinated Persons 12 Years of Age and Older By Zone									
As of September 15, 2021									
Zone	12-17	18-29	30-39	40-49	50-59	60-69	70-79	80+	Total
Far North West	31	32	38	48	57	65	78	81	46
Far North Central	15	28	35	48	58	71	71	64	38
Far North East	37	37	42	56	64	78	82	70	51
North West	43	44	49	64	73	79	87	94	62
North Central	48	49	54	61	73	79	87	90	64
North East	56	57	57	66	72	81	85	89	69
Saskatoon	64	61	64	71	76	83	84	83	71
Central West	49	50	53	61	67	81	87	93	66
Central East	51	52	55	62	71	80	87	90	68
Regina	69	62	65	73	80	87	89	89	74
South West	49	47	52	60	66	76	80	81	63
South Central	55	55	57	63	73	82	86	90	69
South East	48	49	51	58	69	78	85	91	63
Saskatchewan	57	56	61	69	76	84	88	90	70

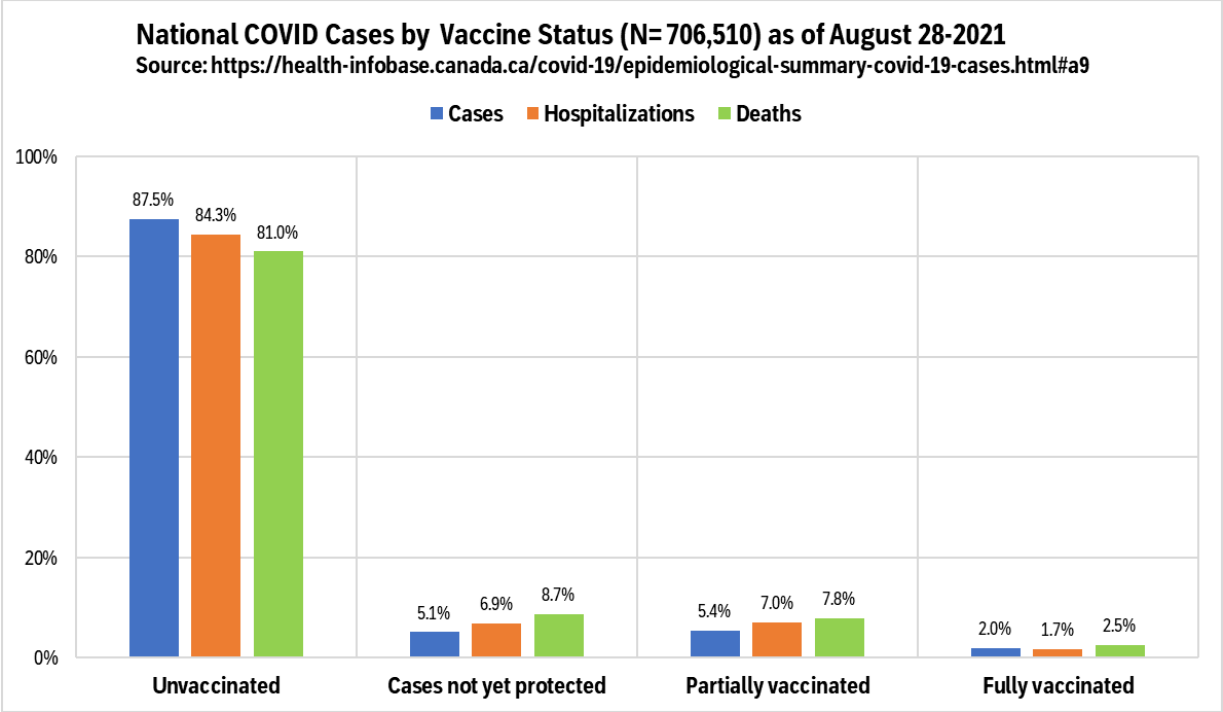


Vaccine Progress by Zone. This slide shows vaccinations by zone and relative to the total population. There are about 711,000 persons fully vaccinated in Saskatchewan or 59%. Saskatoon is slightly below 60%. The chart on the rights shows the progress to reach immunity if we included the total population. The difference between this slide and the previous one is that this one includes the population under 12 years old.

Saskatchewan Vaccine Status By Zone (September 15, 2021)					
Location	Vaccines Administered				
Zone Name	1st Dose	Fully Vaccinated	Total Doses	Share (%) of Population With 1st Vaccine	Share (%) of Population Fully Vaccinated
Far North West	13,347	11,032	24,379	44.8	37.0
Far North Central	1,115	800	1,915	42.1	30.2
Far North East	11,962	9,388	21,350	49.3	38.7
North West	52,123	42,458	94,581	63.3	51.5
North Central	53,883	47,280	101,163	60.5	53.1
North East	27,093	24,482	51,575	65.2	58.9
Saskatoon	220,855	202,102	422,957	65.3	59.8
Central West	23,023	20,950	43,973	62.3	56.7
Central East	62,720	57,469	120,189	63.8	58.4
Regina	186,525	171,362	357,887	68.2	62.7
South West	23,016	20,998	44,014	59.5	54.3
South Central	39,340	35,878	75,218	65.1	59.3
South East	53,108	48,197	101,305	59.5	54.0
Unassigned	26,305	18,620	44,925	N/A	N/A
Total Saskatchewan	794,415	711,016	1,505,431	65.9	59.0







Cases by Vaccination Status. This slide shows the composition of cases, deaths and hospitalizations by vaccine status as published by the Public Health Agency of Canada. The data clearly shows the vaccine efficacy in preventing cases and serious outcomes. About two percent of the cases, hospitalizations, and deaths in Canada recorded since early December 2020 are in fully vaccinated persons. The data is lagged by about three weeks and the sample size (N) is over 706,000 cases.



**QUESTIONS, COMMENTS OR
SUGGESTIONS?**
email: mike.jordan@Saskatoon.ca

Indicators for Monitoring COVID-19 Risk in Saskatoon



1. Primary Indicators

Indicator	 Green Minimal Risk	 Yellow Caution	 Orange High Risk	 Red Critical
7-Day Average Weekly Cases Per 100,000 Persons	0 – 10	11 – 20	21 – 30	> 30
7-Day Average Test Positivity Rate (%)	0 – 3.0%	3.1 – 6.0%	6.1 – 10%	> 10%
Effective Reproduction Rate	< 1.0	1.01 – 1.2	1.21 – 1.4	> 1.4
Vaccination Rates of Total Population (%)	> 90%	75 – 90%	60 – 75%	< 60%



2. Secondary Indicators (Watching)

- Hospitalizations
- Cases by age cohort
- Deaths
- Wastewater effluent analysis

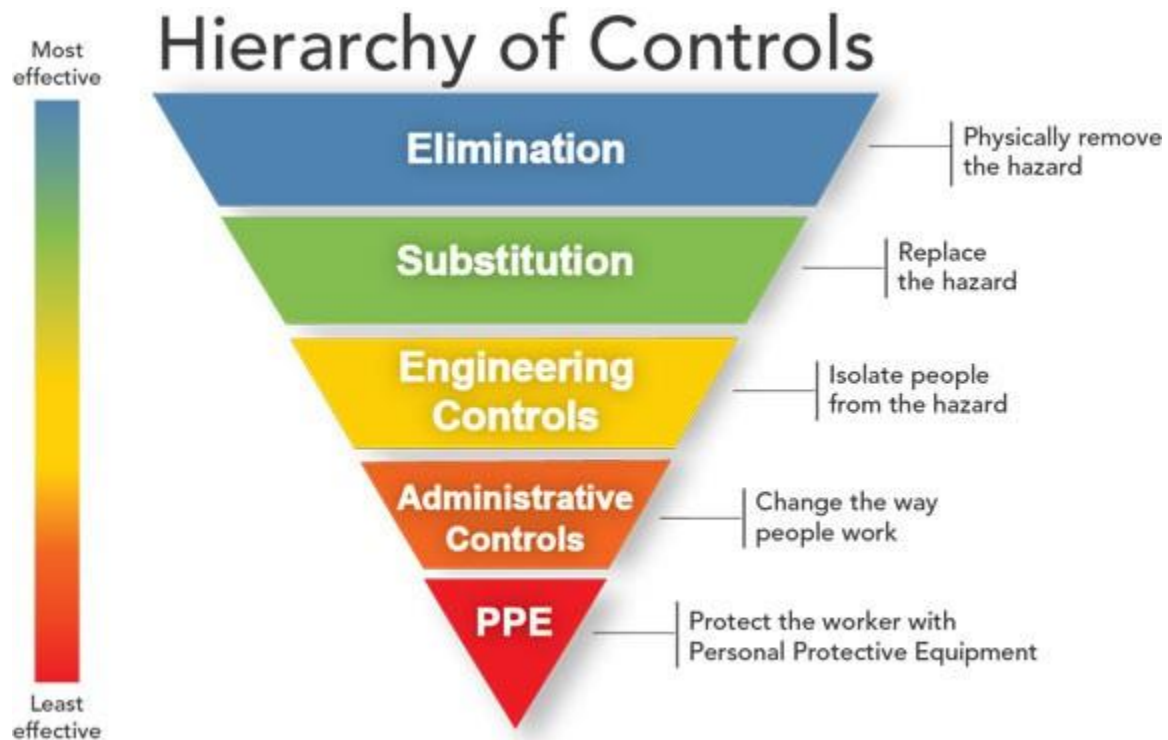
Framework for measures to mitigate the transmission of COVID-19

Levels	City-operated Facilities, Programs and Services	Municipal	Provincial Requests
 Critical	<p>All measures in place during the level below with the addition of:</p> <ul style="list-style-type: none"> • Recreation facilities closed and all programs and services suspended. • City Hall closed. • Mandatory testing for all staff reporting to the workplace with no option for exemption based on vaccination status. • Core services operations continue – with enhanced COVID safety protocols that could include staff segregated to prevent transmission including alternative shifts. 	<p>All measures in place during the level below with the addition of:</p> <ul style="list-style-type: none"> • State of Emergency Declaration. • No approvals of outdoor special events and public gatherings on Civic property (parks, streets, public squares, etc.) • No rentals of City-operated indoor facilities for special events and public gatherings. 	<ul style="list-style-type: none"> • Request for Approval of State of Emergency Declaration.
 High Risk	<p>All measures in place during the level below with the addition of:</p> <ul style="list-style-type: none"> • Physical distancing requirements in place for the public in City-operated facilities: <ul style="list-style-type: none"> ○ Includes limits on participants and availability of recreational programs and services at City-operated facilities. ○ Reduce front facing customer service. ○ Enact alternative shifts/start times, and remote start locations for essential/core service staff. ○ Close essential locations (WTP, SL&P, WWTP, JD etc) to outside staff and the public. • Virtual meetings required. • Enhanced PPE for outdoor close contact work. 	<p>All measures in place during the level below with the addition of:</p> <ul style="list-style-type: none"> • Approvals for rentals in City-operated indoor facilities and outdoor special events on Civic property will require protocols for physical distancing requirements and provision of COVID safety plans for the City's review and approval. 	<ul style="list-style-type: none"> • Request for gathering size restrictions.

Framework for measures to mitigate the transmission of COVID-19

Levels	City-operated Facilities, Programs and Services	Municipal	Provincial Requests
<div> Caution</div>	<p>All measures in place during the previous level with the addition of:</p> <ul style="list-style-type: none">• Masks required in City-operated facilities and Saskatoon Transit.• Staff who can effectively work from home will work from home.• Mandatory rapid point-of-care testing for staff reporting to the workplace with option for testing exclusion for fully vaccinated.• Mandatory medical grade masking for all staff in the workplace.• Full exposure control plans in place.• Enhanced PPE for indoors close contact work.• Enhanced COVID cleaning and disinfecting (Level 3).• Meetings to occur virtually whenever possible.• All contractors working in City-operated facilities to follow City Exposure Control plans.	<ul style="list-style-type: none">• All applications for permits to have special events and public gatherings in public spaces required to have COVID exposure control plans.• Outdoor special events required to have a COVID safety plan.• Consistent public messaging that COVID-19 pandemic is not over yet.	<ul style="list-style-type: none">• Request for mandatory proof of vaccination or negative COVID-19 test for non-essential services in Saskatoon.• Request to province to implement mandatory mask bylaw in all indoor public spaces in Saskatoon.
<div> Minimum Risk</div>	<ul style="list-style-type: none">• All staff are in the workplace.• Voluntary rapid point-of-care testing for staff.• Recommendation of medical grade masking for staff.• Health and Safety protocols based on specific hazard assessment. COVID-19 safety protocols may be in place based on the task and risk level. In some close-contact work this could include a medical grade mask.• Enhanced COVID cleaning and disinfecting (Level 2).• Fit for Duty form completed prior to coming to work.• Normal/full programming and services at City-operated facilities.• In-person meetings.• Consistent messaging to staff that COVID-19 pandemic is not over yet.		

Infographic by the National Institute for Occupational Safety and Health Agency



City-operated Facilities included in the framework:

- Saskatoon City Hall
- City-operated Worksites & Office Spaces
 - City Archives/Purchasing Offices
 - City Assessment Office
 - City Inventory & Asset Disposal Office
 - City Yards Buildings
 - Civic Operations Centre & Surrounding Buildings
 - Civic Square East
 - Community Standards (Bylaw) Offices
 - Impound Lot Office
 - John Deere Building
 - Nicholson Yards
 - Parks Satellite Sites (various locations city-wide)
 - Saskatoon Land Office
 - Saskatoon Landfill Buildings
 - Saskatoon Light & Power Offices & Substations
 - Saskatoon Tower
 - Saskatoon Waste Water Buildings & Substations
 - Saskatoon Water Buildings
 - Vic Rempel Yards (Avenue P) Buildings
 - York Building Offices
 - Others
- Recreation Facilities
 - Leisure Centres
 - Cosmo Civic Centre (excluding Carlyle King Library)
 - Harry Bailey Aquatic Centre
 - Lakewood Civic Centre (excluding Cliff Wright Library)
 - Lawson Civic Centre (excluding Rusty Macdonald Library)
 - Saskatoon Field House
 - Shaw Centre
 - Terry Fox Track (track only)
 - Indoor Arenas
 - ACT
 - Archibald
 - Cosmo
 - Gordie Howe Kinsmen
 - Lions
 - Saskatoon Forestry Farm Park & Zoo (indoor buildings)
 - Golf Courses (indoor buildings, seasonal)
 - Holiday Park

- Silverwood
 - Wildwood
 - Gordon Howe Campground (indoor buildings, seasonal)
 - Seasonal Recreational Unit Buildings (various locations city-wide)
- Saskatoon Fire Stations
 - Fire Station No. 1 (Headquarters) - 125 Idylwyld Drive South
 - Fire Station No. 2 - 3111 Diefenbaker Drive
 - Fire Station No. 3 - 2613 Clarence Avenue South
 - Fire Station No. 4 - 2106 Faithfull Avenue
 - Fire Station No. 5 - 421 Central Avenue
 - Fire Station No. 6 - 3309 Taylor Street East
 - Fire Station No. 7 - 3550 Wanuskewin Road
 - Fire Station No. 8 - 207 Slimmon Road
 - Fire Station No. 9 / Emergency Management Organization Headquarters - 870 Attridge Drive
 - Fire Prevention Station - 1906 York Avenue
 - Staff Development Centre - 116 Avenue W South
- Saskatoon Transit Customer Service Centre
- Saskatoon Transit South Building
- Woodlawn Cemetery (indoor buildings)

Not included in the framework:

- Albert Community Center
- Marr Residence
- Mendel Building (Nutrien Wonderhub)
- Saskatoon Police Service Headquarters
- Saskatoon Public Library locations
- Sasktel Centre
- Remai Modern
- TCU Place



GOVERNANCE AND PRIORITIES COMMITTEE

Deferred Recommendation - Leave of Absence Policy

Recommendation of the Committee

That the leave of absence policy provide that each member of Council prepare a written plan setting out the details of how the member's duties will be covered during the leave and submit the plan to the Mayor and City Manager, in the case of members of Council, and, in the case of the Mayor, the City Manager for review and feedback.

History

The Governance and Priorities Committee, at its meeting held on September 20, 2021, considered the following deferred recommendation (#4 in the Administration's report dated August 23, 2021 - see [Item 8.3.2](#)):

"4. That the leave of absence policy provide that each member of Council prepare a written plan setting out the details of how the member's duties will be covered during the leave and submit the plan to the Mayor and City Manager, in the case of members of Council, and, in the case of the Mayor, the City Manager for review and feedback (Recommendation 5 of the SMRC);"

In addition to the above, your Committee requested the Administration prepare a draft plan to be appended to the future policy.



GOVERNANCE AND PRIORITIES COMMITTEE

2022 Appointments – Members of City Council to Standing Policy Committees

Recommendation of the Committee

1. That all members of City Council be appointed to the Governance and Priorities Committee for 2022; and
2. That the following appointments of members of City Council to each Standing Policy Committee (SPC) for 2022, be approved:

SPC Environment, Utilities and Corporate Services

Councillor T. Davies
Councillor S. Gersher
Councillor H. Gough
Councillor D. Hill
Councillor M. Loewen

SPC on Transportation

Councillor R. Donauer
Councillor B. Dubois
Councillor D. Hill
Councillor Z. Jeffries
Councillor D. Kirton

SPC on Planning, Development and Community Services

Councillor C. Block
Councillor T. Davies
Councillor S. Gersher
Councillor H. Gough
Councillor M. Loewen

SPC on Finance

Councillor C. Block
Councillor R. Donauer
Councillor B. Dubois
Councillor Z. Jeffries
Councillor D. Kirton



GOVERNANCE AND PRIORITIES COMMITTEE

History

The Governance and Priorities Committee, at its meeting held on September 20, 2021, considered the matter of appointments of members of City Council to the Standing Policy Committees for 2022.

It should be noted that as per *The Procedures and Committees Bylaw*, the Governance and Priorities Committee shall consist of all Council members.



GOVERNANCE AND PRIORITIES COMMITTEE

2022 Appointments – Personnel Subcommittee

Recommendation of the Committee

That Mayor C. Clark and Councillors T. Davies, R. Donauer, and B. Dubois be reappointed to the Personnel Subcommittee for 2022.

History

The Governance and Priorities Committee, at its meeting held on September 20, 2021, considered the matter of appointments to the Personnel Subcommittee for 2022.

The Discounts and Penalties Amendment Bylaw, 2021

ISSUE

This report submits Bylaw No, 9781, *The Discounts and Penalties Amendment Bylaw, 2021* (the “Bylaw”) for City Council’s consideration. The Bylaw implements City Council’s decision to implement a 50% reduction to the penalty incurred for non-payment of 2021 property taxes for all properties that saw an increase to their assessed values, solely due to reassessment, of at least 70%.

RECOMMENDATION

That City Council consider Bylaw No. 9781, *The Discounts and Penalties Amendment Bylaw, 2021*.

BACKGROUND

At its [August 30, 2021 Regular Business Meeting](#), City Council considered the report of the Chief Financial Officer dated August 23, 2021 (the “Report”) and resolved:

That Option 1: Implement a 50% Reduction to the Penalty Incurred for Non-Payment of 2021 Property Taxes for All Properties That Saw an Increase to Its Assessed Value, Solely due to Reassessment, of at Least 70%, be approved.

The Report provided that any change to property taxes would require amendments to Bylaw No. 6673, *The Discounts and Penalties Bylaw*.

DISCUSSION/ANALYSIS

In accordance with City Council’s direction, we are pleased to submit Bylaw No. 9781, *The Discounts and Penalties Amendment Bylaw, 2021* for City Council’s consideration.

APPENDIX

1. Proposed Bylaw No. 9781, *The Discounts and Penalties Amendment Bylaw, 2021*.

Report Approval

Written by: Reché McKeague, Solicitor
Approved by: Cindy Yelland, City Solicitor

Admin Report - The Discounts and Penalties Amendment Bylaw, 2021
File No. 227.5570

BYLAW NO. 9781

The Discounts and Penalties Amendment Bylaw, 2021

The Council of the City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as *The Discounts and Penalties Amendment Bylaw, 2021*.

Purpose

2. The purpose of this Bylaw is to amend *A bylaw of the City of Saskatoon to provide for the payment of taxes and the application of discounts and penalties thereto* to implement a 50% reduction to the penalty incurred for non-payment of 2021 property taxes for all properties that saw an increase to their assessed values, solely due to reassessment, of at least 70%.

Bylaw No. 6673 Amended

3. *A bylaw of the City of Saskatoon to provide for the payment of taxes and the application of discounts and penalties thereto* is amended in the manner set forth in this Bylaw.

Section 3.4 Amended

4.
 - (1) Section 3.4 is amended by renumbering it as subsection 3.4(1).
 - (2) Subsection 3.4(1) is amended by striking out “Should” and substituting “Subject to Subsection (2), should”.
 - (3) Section 3.4 is amended by adding the following subsection after subsection (1):

- “(2) Should any taxes imposed in 2021 on land and improvements whose assessed value increased by at least 70% solely due to the 2021 reassessment not be paid as provided in Section 1.2, an additional penalty charge of 0.625 per cent per month, compounded monthly until December 31, shall be imposed upon the unpaid taxes as penalty for default in payment and the penalty charge shall be added to and form part of the taxes.”

Coming into Force

5. This Bylaw comes into force on the day of its final passing, but is retroactive and is deemed to have been in force on and from July 1, 2021.

Read a first time this _____ day of _____, 2021.

Read a second time this _____ day of _____, 2021.

Read a third time and passed this _____ day of _____, 2021.

Mayor

City Clerk

Implementation Plan for the Framework for Measures to Mitigate the Transmission of COVID-19 in Saskatoon

ISSUE

The emergence of the SARS CoV-2 Novel Coronavirus (COVID-19) resulted in several adjustments to the City of Saskatoon's Occupational Health and Safety and Business Continuity Plans. These adjustments followed the public health directions from the Government of Canada, the Government of Saskatchewan, and local medical health officers to mitigate the transmission of COVID-19 in the workplace and community.

COVID-19 transmission, now driven by the highly infectious Delta Variant of Concern (VOC), continues to affect the delivery of City programs and services and thus requires ongoing Health and Safety measures to limit the transmission of COVID-19 in the workplaces and community. To assist the Administration and City Council in making evidence-based decisions, the Administration proposed a COVID risk mitigation framework that uses leading epidemiology statistics to inform how and when to impose or relax various risk mitigation measures within the City's legislative jurisdiction at the September 20, 2021 Governance and Priority Committee meeting.

This implementation plan outlines the details of the governance and activation of the framework for measures to mitigate the transmission of COVID-19 in Saskatoon.

BACKGROUND

At the September 20, 2021 Governance and Priority Committee meeting a recommendation was passed that the COVID-19 Mitigation Framework as proposed in Appendix 2 to the report of the Administration dated September 20, 2021, be approved.

DISCUSSION/ANALYSIS

The implementation of the framework includes details regarding governance, how the levels are determined, how the measures will be activated, and the process for requesting support for measures under provincial jurisdiction.

Determining Current Level

Risk levels are determined by the primary indicator statistics outlined in the framework. The indicators are then used to determine the overall status in Saskatoon. No indicator has any greater level of influence in determining status, although higher vaccination rates tend to result in lower case transmission, thereby potentially influencing the results of the other primary indicators.

Determining status levels are relatively simple when three or more indicators emerge with the same colour. However, it becomes less clear when no dominant colour emerges from the analysis. Because the framework offers four primary indicators with four different threshold levels, there is a possibility of several unique combinations emerging. For example, a possible combination could exist wherein each indicator could

achieve a different colour threshold during the reporting period. In this case, no clear risk level emerges so it is less intuitive to determine the status level. In such cases, consideration is given to the previous threshold level, the strength or weakness of the indicator threshold (meaning is it on the margin or is it clearly within the range of the indicator), a review of secondary indicators listed in the framework, and consultation with the Saskatchewan Health Authority Local Medical Health Officers and/or epidemiology experts at the University of Saskatchewan.

Activating Measures

This framework is data driven to address risk mitigation with measures for consideration at each level and follow the hierarchy of controls for increasing risk. Prior to any measure being activated a review of existing Saskatchewan Public Health Orders, the current COVID-19 situation in Saskatoon and a consultation with the Saskatchewan Health Authority Saskatoon Medical Health Officer(s) would occur. In addition, other key stakeholders (ie. Leaseholders, rental groups) will be consulted as part of the review process. As in the past, leaseholder and rental groups will be responsible for their own COVID-19 safety planning when they are not in the public areas of City of Saskatoon facilities or acting in conjunction with City of Saskatoon staff. Measures indicated in the framework are not automatically activated without a review process to determine their necessity and applicability in reducing COVID-19 transmission risk.

At any level, measures directly affecting City of Saskatoon staff safety will be reviewed and implemented by Administration. However, for measures at any level that have a significant impact on residents, Administration will report to City Council regarding the activation of the measure. This report would be informed by a consultation with the local Saskatchewan Health Authority Medical Health Officer(s), any current Public Health Orders, and the current COVID-19 situation in Saskatoon. City Council would provide direction to Administration on the activation of these measures.

The only time that Administration would act without direction from City Council on measures that would impact customers would be if there was a Provincial Public Health Order that supersedes municipal measures. As an example, if a Provincial Public Health Order is activated that requires proof of vaccination or negative COVID-19 test to access specific locations, programs or services provided by the City, Administration will follow this Provincial direction and provide an information report to City Council.

Process for a Request for Measures from the Provincial Government

The framework for measures to mitigate the transmission of COVID-19 in Saskatoon includes items that are best enacted by the province. Therefore, should the City resolve that such a measure should be implemented, the City's first action would be to submit a formal request to the Province.

Administration would first consult with the Saskatchewan Health Authority local Medical Health Officer(s). This consultation would include a review of any current Public Health Orders in place, the current COVID-19 situation in Saskatoon, the impact the proposed request would have on the lowering of transmission of COVID-19 in Saskatoon, and any

other relevant information from the Medical Health Officers. If this consultation determines that the proposed request for specific measures to Saskatoon should occur, Administration will bring a decision report to City Council with this background information and the details of the proposed measure. City Council would then provide direction to Administration on whether this request should be forwarded to the Province.

Saskatoon Transit

Saskatoon Transit is a critical service for many residents of Saskatoon. As a critical service Saskatoon Transit will be monitored and planned for separately from this framework. The safety of the riding public and staff are of paramount concern and Saskatoon Transit is following industry best practices, Occupational Health and Safety processes and consultation with the Saskatchewan Health Authority, regarding COVID-19 safety. The Saskatoon Transit COVID-19 safety protocols are reviewed regularly and will be formally reviewed the last week of each month.

FINANCIAL IMPLICATIONS

There are no financial implications to the approval of the implementation of the indicators for monitoring COVID-19 risk and the framework for measures to mitigate the transmission of COVID-19 in Saskatoon.

Activating measures in higher levels of the indicators (orange and red) would have financial implications.

NEXT STEPS

Administration will continue to monitor and report to the public, City Council, and City staff on a weekly basis with updates on the Indicators for Monitoring COVID-19 risk in Saskatoon and current risk level. Information about measures currently in place will be provided. This information will be shared on a weekly basis on the City website.

The reporting will typically occur every Thursday, unless otherwise stated, and covers the status up to the end of day Wednesday. For example, the indicators reported on September 22, 2021 are current to September 21, 2022 (Wednesday).

The indicator analysis conducted for the Thursday prior to the next regularly scheduled City Council meeting shall be the ones that are used to determine the status and potential measures that may be enacted. So, for its September meeting, City Council would consider the indicator status as reported in the September 22, 2021 analysis. The indicators from this analysis reveal an 'Orange' or high-risk level.

Once approved, the measures will be activated starting on the first day of the next month and would remain in place until a review at the next regularly scheduled City Council meeting. For example, at its September meeting City Council would approve the measures for activation that would take place on October 1. These measures would remain in place until October 31. However, at its October meeting, City Council will review the indicator status and either enact maintain existing measures, reduce them, or add additional restrictions to effect for November 1.

Special Council meetings would be initiated as required, should there be a significant event or change to information that would warrant immediate changes in direction.

APPENDICES

1. A Review of COVID-19 Statistics – week ending September 22, 2021

Report Approval

Written by: Pamela Goulden-McLeod, Director, Emergency Management
Reviewed by: Mike Jordan, Chief Public Policy and Government Relations Officer
Approved by: Jeff Jorgenson, City Manager

Admin Report - Implementation Plan for the Framework for Measures to Mitigate the Transmission of COVID-19 in Saskatoon.docx



FRAMEWORK INDICATORS A REVIEW OF COVID -19 STATISTICS UPDATED TO SEPTEMBER 22, 2021

Prepared by Mike Jordan
Chief Public Policy & Government Relations Officer

Risk Indicators for Monitoring COVID-19 Transmission in Saskatoon

Indicator	Green Minimal Risk	Yellow- Caution	Orange High Risk	Red Critical
7 Day Average Weekly Cases Per 100,000 persons	0 to 10	11 to 20	21 to 30	Greater than 30
7-Day Average Test Positivity Rate (%)	0 to 3.0%	3.1 to 6.0 %	6.1% to 10%	Greater than 10%
Effective Reproduction Rate	Less Than 1.0	1.01 to 1.2	1.21 to 1.4	Greater than 1.4
Vaccination Rates of Total Population (%)	90% or greater	75 to 90%	60 to 75 %	Less than 60%

Saskatoon's Status as of September 22, 2021

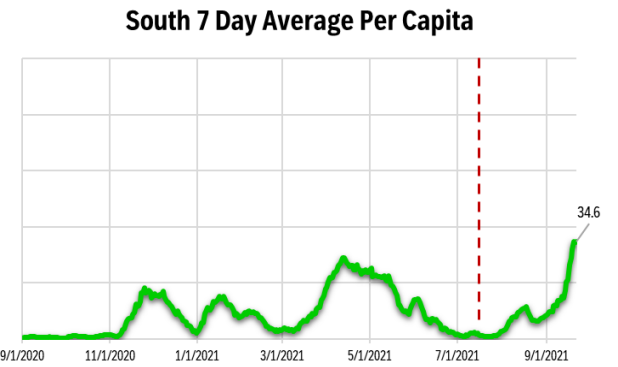
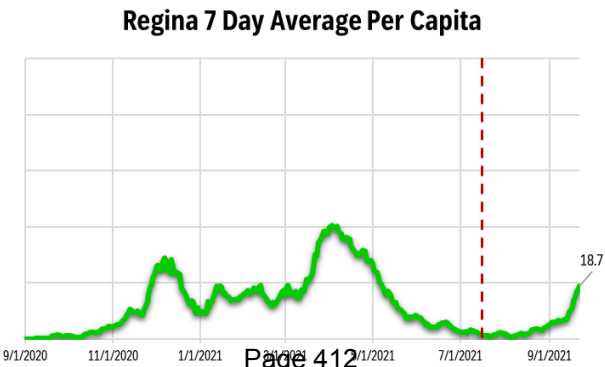
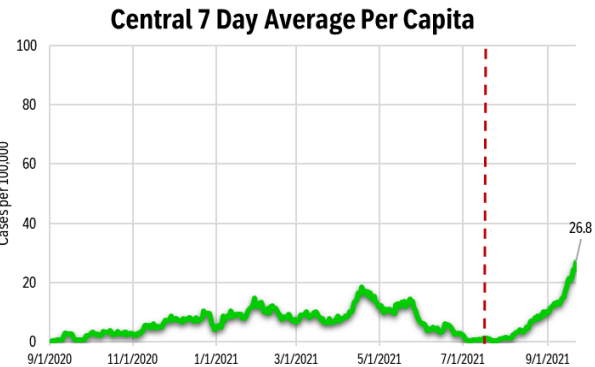
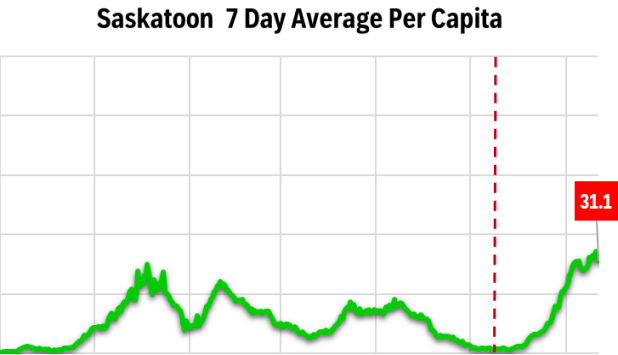
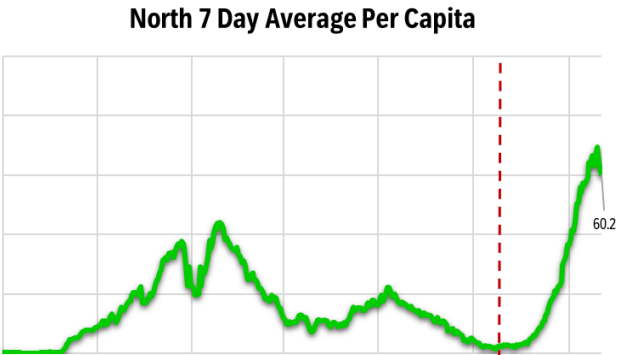
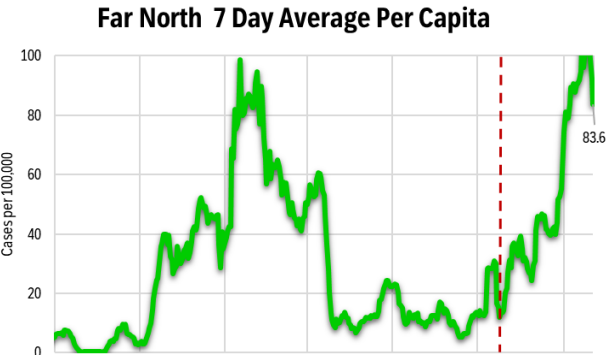
The data charts and trends on the subsequent slides.

Primary Indicator	Status as of September 22, 2021
7 Day Average Weekly Cases Per 100,000 persons	31.1
7-Day Average Test Positivity Rate (%)	11.8%
Effective Reproduction Rate (Sample Mean)	0.97
Vaccination Rates of Total Population (%)	60.5%
Status	Orange

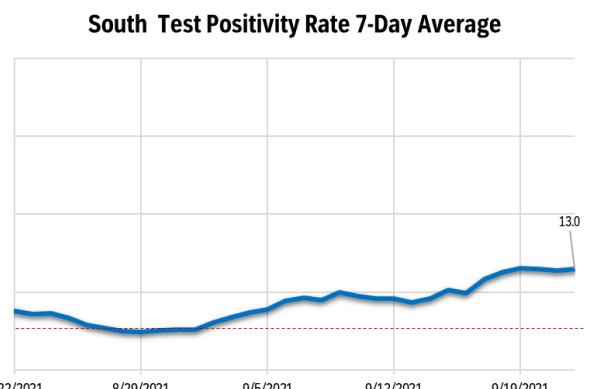
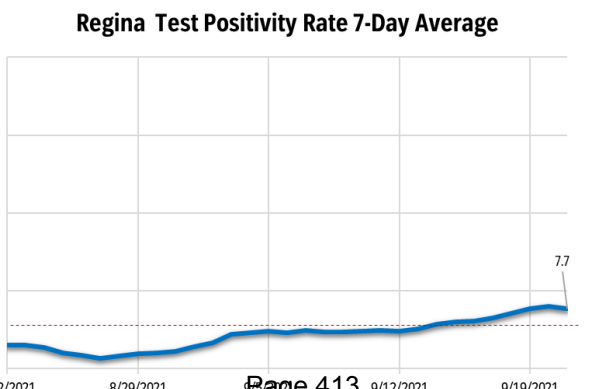
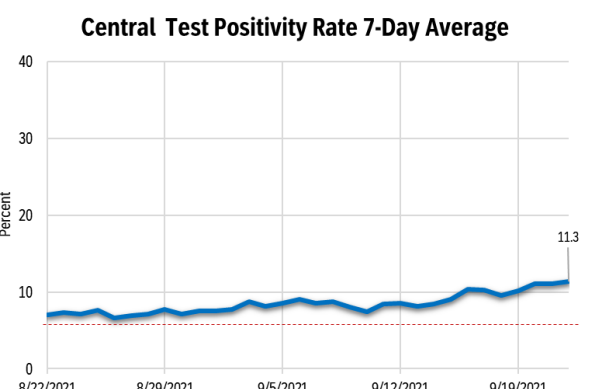
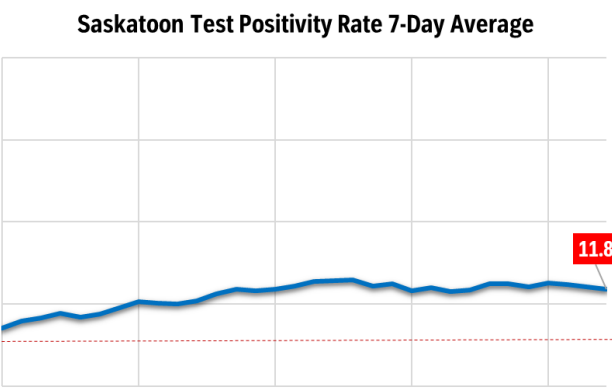
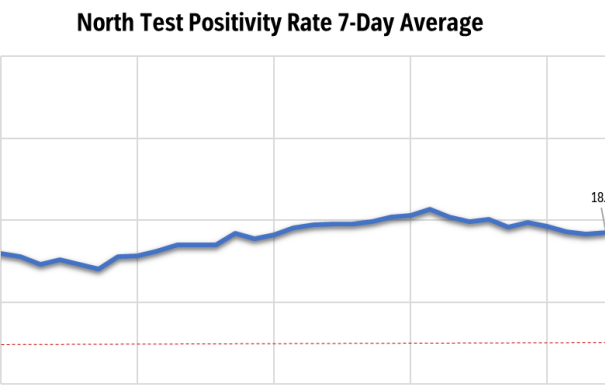
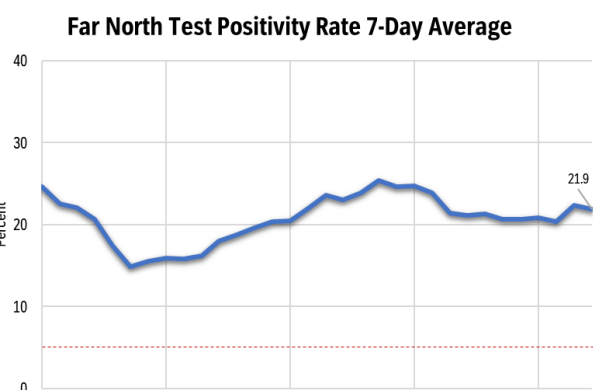


Primary COVID-19 Transmission Risk Indicators - Saskatoon

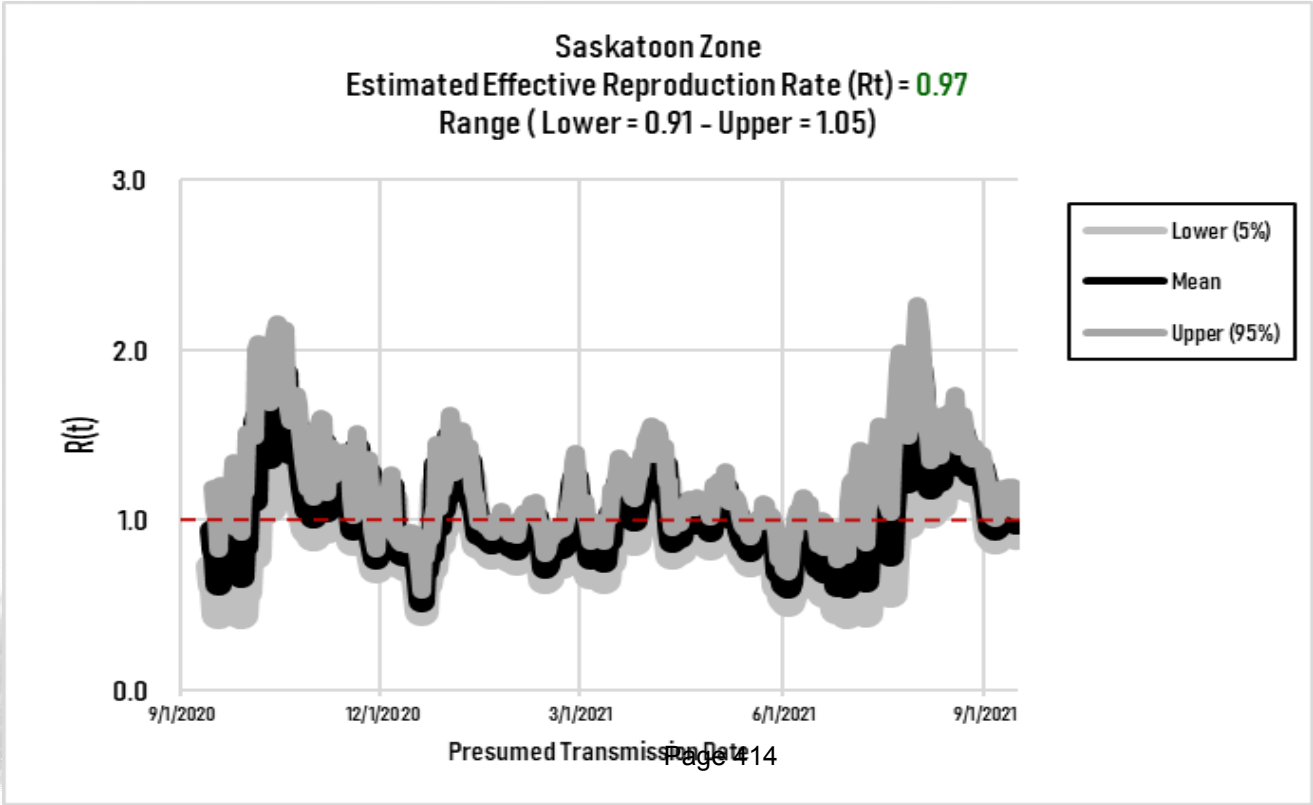
CASE COUNTS PER CAPITA: This slide shows panel charts using the 7 day average of cases adjusted for 100,000 population. It uses the same y-axis scale so that better comparisons about the COVID-19 impact on each aggregate zone can be made. Note that only the first two charts on each row have the y-axis labelled and the same scale is used on each chart (to a maximum of 100). All zones are experiencing high per capita case counts. The red dotted line indicates when the provincial public health order was lifted on July 11, 2021.



Test Positivity Rates 7 Day Average: This slide shows panel charts using the 7 day average the test positivity rate for each aggregate zone. It is calculated by the 7 day Average of new cases divided by the 7 day average of new tests. The data starts on August 22, 2021 because there is no testing data by zone for late June, all of July and the first two weeks of August. The red line indicates the World Health Organization Standard of 5% for a controlled level of positive cases. A test positivity rate of less than 5% typically means the transmission is under control.

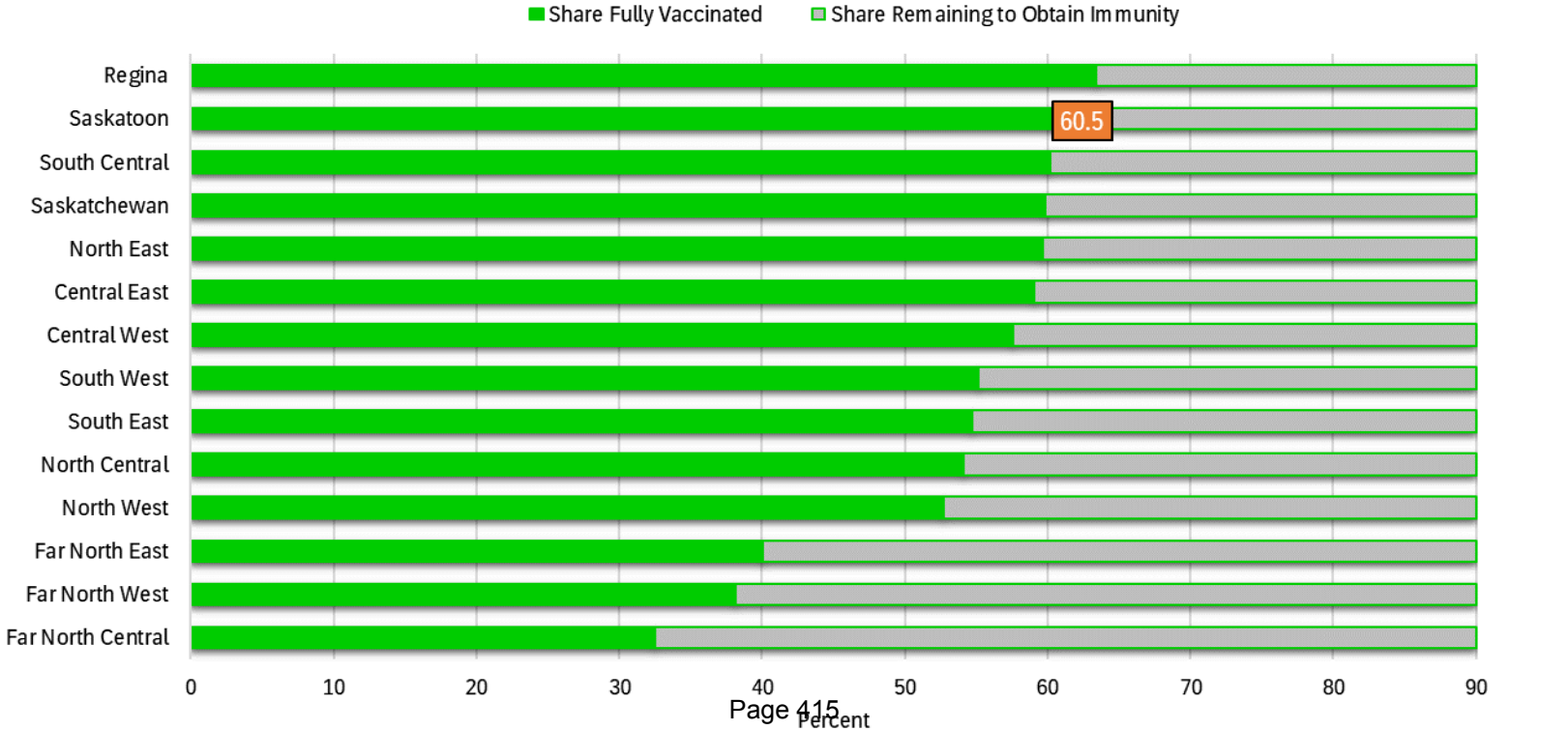


This slide estimates the Effective Reproduction Number (R_t) for Saskatoon. A few points to note here. (1) The dates are lagged because R_t uses recent case history to estimate the infection rate that caused them, referred to as the “presumed transmission date”. This date occurs about 7 days prior to reporting of new cases. (2) An R_t above 1 means that COVID-19 is growing exponentially. An R_t below 1 means that cases will eventually die out. (3) R_t is based on the SEIR epidemiological model with assumptions. I use the Cori, et.al method to determine the R_t (described here: <https://doi.org/10.1093/aje/kwt133>). (4) The R_t is estimated as the mean using 95% confidence intervals.

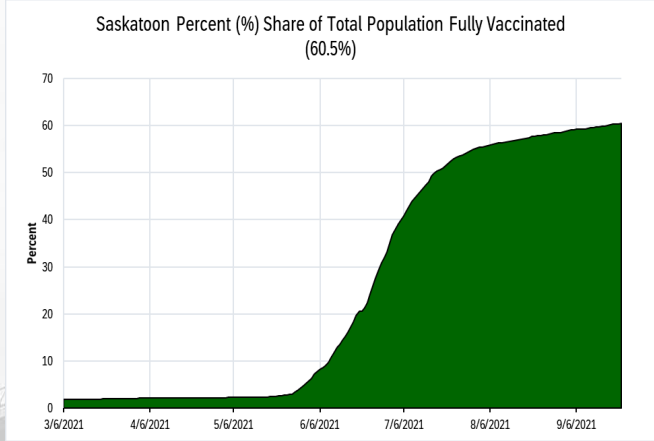
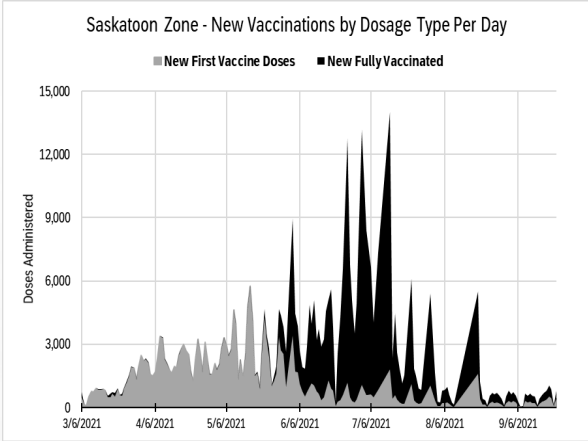
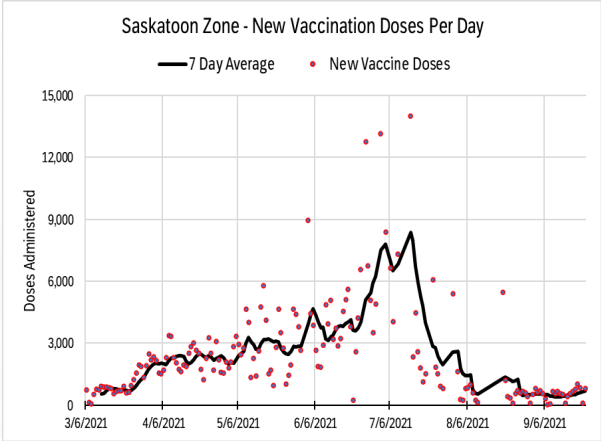


Vaccine Progress by Zone. This slide shows vaccinations by zone as percentage of the total population. There are about 721,000 persons fully vaccinated in Saskatchewan or 59.6%. In Saskatoon, 204,000 persons are fully vaccinated or slightly above at 60.5%. The chart on this slide shows the progress to reach immunity, which is suggested to be 90%.

Share of Total Population Fully Vaccinated by Health Zone (includes under 12 years)
Goal = 90%



Vaccines progress Saskatoon Zone. This slide shows vaccinations for the Saskatoon zone in a few different ways. The first chart shows new vaccination doses per day and smoothed by a 7-day average. The second chart shows new first and fully vaccinated doses in Saskatoon. The black area is the second dose or fully vaccinated dose. The third chart shows a time series of percent share of the Saskatoon population fully vaccinated.

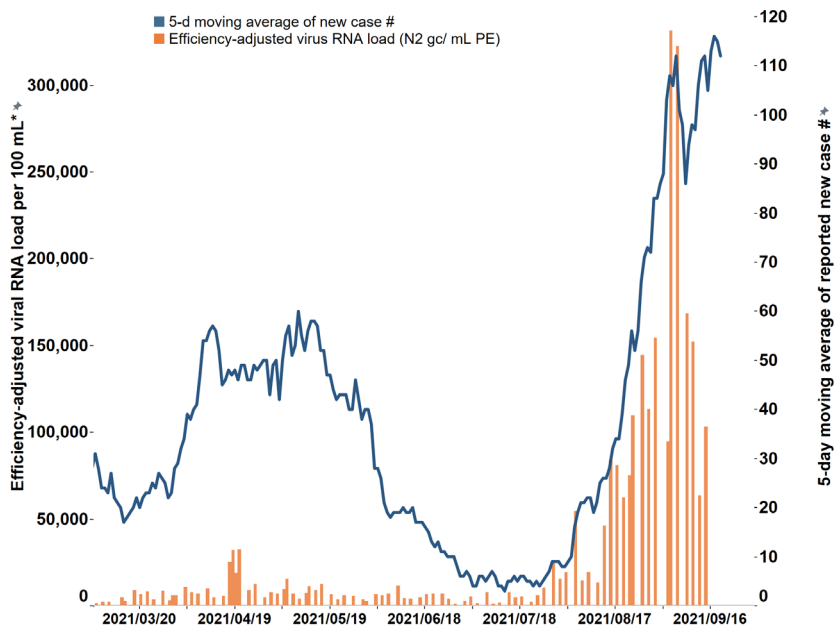




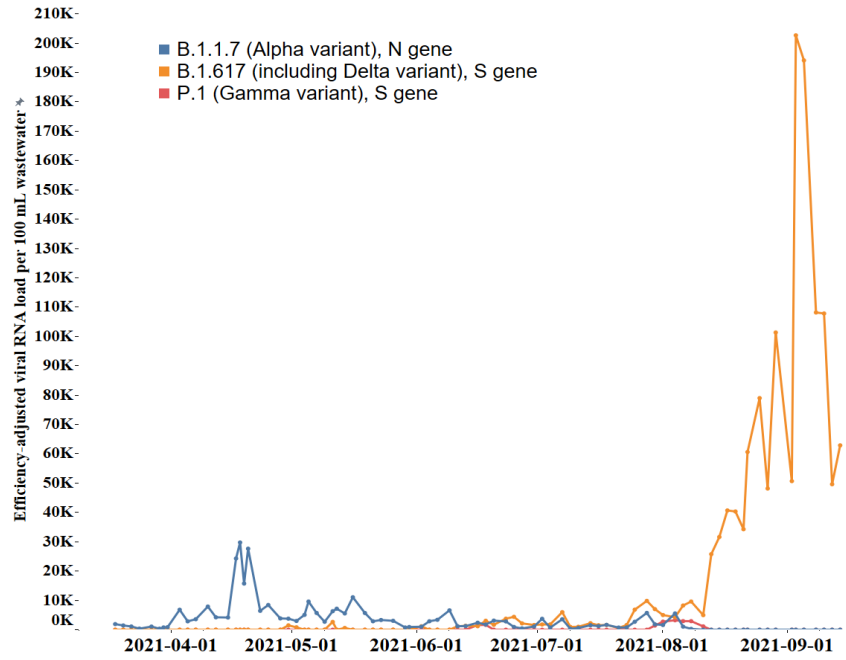
Secondary COVID-19 Transmission Risk Indicators - Saskatoon

Wastewater Testing: The charts on this slide show the wastewater samples collected in Saskatoon. This is a predictive model that tests wastewater samples to determine the concentration of SARS-COV-2 and its variants. The chart on the left shows the wastewater test sample against the 5-day rolling average of new reported cases (blue line). The samples are a leading indicator of the emergence of the COVID-19 virus. The chart on the right shows the percentage of samples that contain the VOCs. As the chart shows, the concentration of the Delta VOC in the wastewater has fallen sharply relative to previous dates. Variant tracking data should be seen merely as an indicator of trends within one variant, rather than for comparison among variants. Due to differences in sensitivity of the underlying tests and epidemiology, comparisons of absolute viral loads among variants are not straightforward.

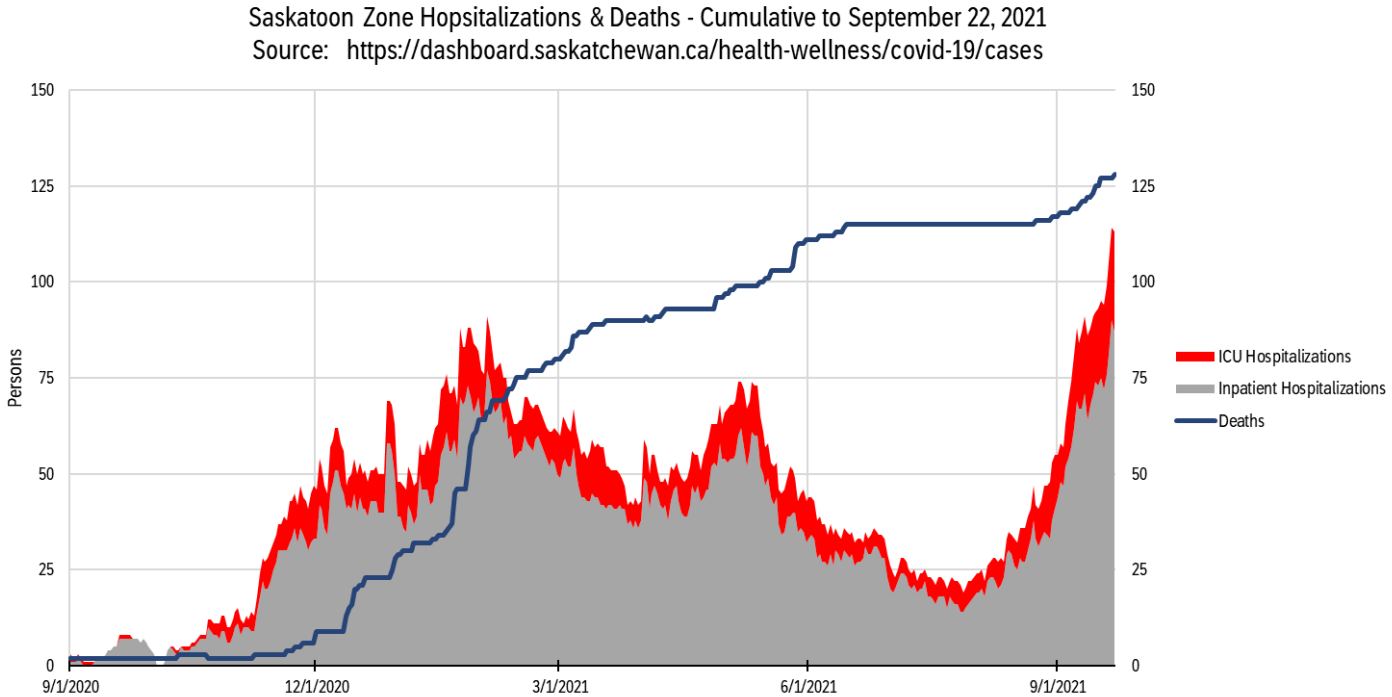
Viral RNA load of SARS-CoV-2 in wastewater, City of Saskatoon



Viral RNA load of key variants in wastewater, City of Saskatoon



Hospitalizations & Deaths. This slide shows total hospitalizations and ICU hospitalizations for the Saskatoon zone. Total hospitalizations and ICU hospitalizations are at record peaks. ICUs are about 23% of total hospitalizations for Saskatoon. Fatalities tend to follow an increase in hospitalizations as shown by the blue line on the chart.

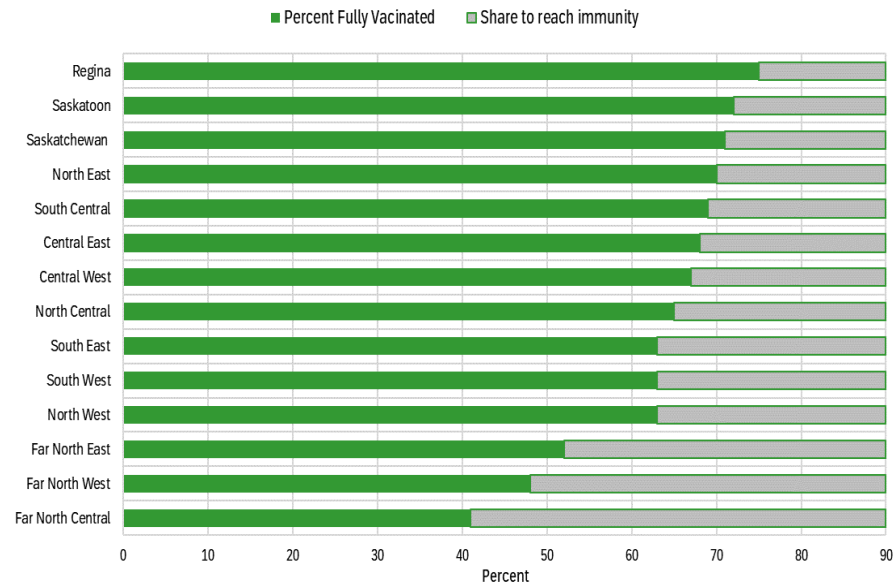


Vaccine Progress by Age. This slide shows vaccinations by zone and age group in Saskatchewan. The table on the left shows the percent share of the population of those persons fully vaccinated for each age cohort in each zone. The color coding shows lower to higher rates. This is for persons 12 years of age and older, so it will show higher percentage than including the total population. The Far North has substantially lower vaccination rates than the rest of the zones. For Saskatchewan, the lowest rates are in the 12-17 and 18-29 age cohorts. The chart on the right shows the progress to reach the generally accepted immunity target of 90%, given the strength of the Delta VOC. Saskatchewan needs to fully vaccinate 20% more of the eligible population to reach that target.

Saskatchewan: Percent of Fully Vaccinated Persons 12 Years of Age and Older By Zone
As of September 22, 2021

Zone	12-17	18-29	30-39	40-49	50-59	60-69	70-79	80+	Total
Far North West	33	34	39	50	57	66	78	81	48
Far North Central	19	31	37	50	60	73	72	64	41
Far North East	40	39	44	58	66	79	82	70	52
North West	45	46	51	65	74	80	87	95	63
North Central	50	51	55	62	73	80	87	90	65
North East	57	59	59	67	72	81	86	89	70
Saskatoon	65	62	65	71	76	84	85	84	72
Central West	51	52	54	62	68	81	88	93	67
Central East	52	53	56	63	71	80	87	90	68
Regina	71	64	66	73	80	88	89	89	75
South West	51	49	53	61	67	76	80	82	63
South Central	56	56	58	64	73	82	87	90	69
South East	50	51	52	59	69	78	85	91	63
Saskatchewan	58	58	62	70	77	84	88	90	71

Vaccination By Progress by Zone, By Eligible Population (12 & Over)



General Monitoring Statistics

Table A shows various COVID statistics by Saskatchewan Health Zones to show the incidence of COVID in various parts of Saskatchewan. The table shows both case counts (the raw numbers as reported) and rates adjusted for 100,000 population in each zone. It also shows testing data, with rates adjusted to 100,000 persons and the cumulative test positivity rate. The reason for the adjustments is to show per capita comparisons on the various indicators and their intensity. A row called "unassigned" means that some cases/tests have not been assigned a location.

Table A: Saskatchewan COVID-19 Data by Health Zone (Cumulative Data as of September 22, 2021)

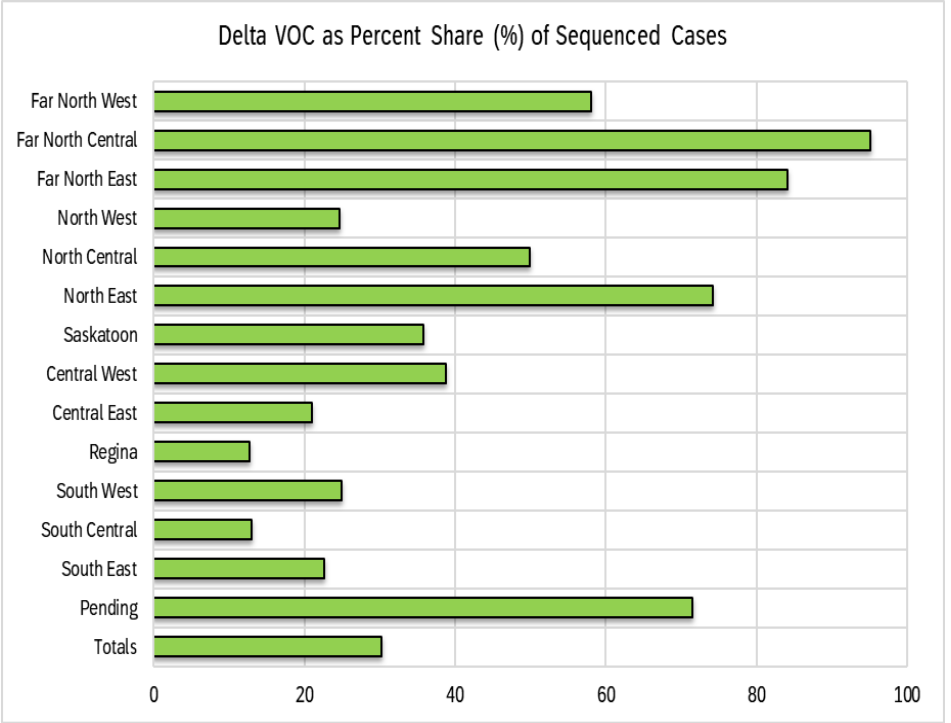
Source: Author Calculations from <https://dashboard.saskatchewan.ca/health-wellness>

Location	Demographics		Cases				Hospitalizations		Recoveries	Fatalities		Tests		
Zone	Population Estimates (2021)	Share of Population (%)	Total Cases	Total Case Rate*	Active Cases	Active Case Rate*	Inpatient	ICU	Count	Deaths	Death Rate*	Total Tests	Test Rate*	Test Positivity Rate (%)
Far North West	29,813	2.5	3,654	12,256	219	734.6	6	0	3,398	37	124.1	27,772	93,154	13.2
Far North Central	2,649	0.2	525	19,819	13	490.8	0	0	508	4	151.0	2,704	102,076	19.4
Far North East	24,249	2.0	3,668	15,126	342	1410.4	0	0	3,305	21	86.6	25,352	104,549	14.5
North West	82,386	6.8	6,413	7,784	670	813.2	22	3	5,654	89	108.0	58,329	70,800	11.0
North Central	88,991	7.4	6,457	7,256	528	593.3	20	7	5,856	73	82.0	74,165	83,340	8.7
North East	41,560	3.4	2,355	5,667	256	616.0	5	0	2,079	20	48.1	30,333	72,986	7.8
Saskatoon	338,106	28.1	15,294	4,523	1,079	319.1	87	26	14,087	128	37.9	294,079	86,978	5.2
Central West	36,962	3.1	1,143	3,092	97	262.4	5	0	1,039	7	18.9	20,342	55,035	5.6
Central East	98,368	8.2	2,980	3,029	242	246.0	6	3	2,717	21	21.3	66,854	67,963	4.5
Regina	273,351	22.7	13,168	4,817	467	170.8	30	9	12,540	161	58.9	225,426	82,468	5.8
South West	38,670	3.2	1,518	3,926	164	424.1	15	3	1,338	16	41.4	23,170	59,917	6.6
South Central	60,459	5.0	2,309	3,819	194	320.9	7	3	2,090	25	41.4	50,543	83,599	4.6
South East	89,294	7.4	3,455	3,869	262	293.4	8	0	3,144	49	54.9	59,567	66,709	5.8
Unassigned (Pending)	0	0.0	476	0.0	173	0.0	0	0	303	0	0.0	143,338	0	0.0
Total Saskatchewan	1,204,858	100.0	63,415	5,263.3	4,706	390.6	211	54	58,058	651	54.0	1,101,974	91,461	5.8

* indicates rates are per 100,000 persons

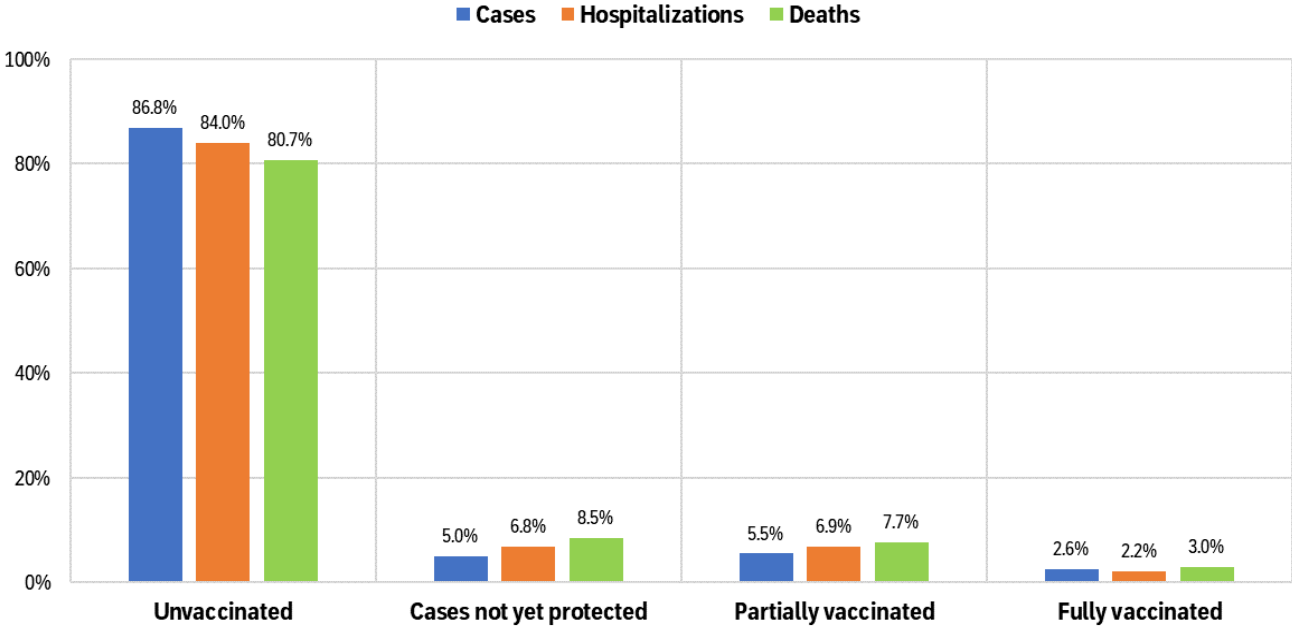
VOCs – Recent COVID-19 cases in Saskatchewan are being driven by Variants of Concern (VOC), especially the Delta Variant. The VOC are mutations of the COVID-19 virus and can be more contagious than the original SARS-COV2. Table B illustrates the VOC cases by various types in each zone. The chart of the right shows the percent share of the Delta Variant by zone relative to the total known VOCs. In the Far North Zones, the Delta Variant comprises over 50% of all known VOC cases, with at

Table B: Saskatchewan Variants of Concern by Zone (September 22, 2021)				
Source: Author Calculations from https://dashboard.saskatchewan.ca/health-wellness				
Location	Variants of Concern			
Zone	B.1.1.7 (Alpha)	B.1.351 (Beta)	P.1 (Gamma)	B.1.617.2 (Delta)
Far North West	212		23	325
Far North Central	4			78
Far North East	56		12	362
North West	351		249	196
North Central	345	9	26	378
North East	66		2	196
Saskatoon	1,137	1	125	706
Central West	107		2	69
Central East	405		5	109
Regina	2,837		5	416
South West	251		26	92
South Central	636		2	95
South East	691		1	203
Unassigned	25		4	73
Total Saskatchewan	7,123	10	482	3,298



Cases by Vaccination Status. This slide shows the composition of cases, deaths and hospitalizations by vaccine status as published by the Public Health Agency of Canada. The data clearly shows the vaccine efficacy in preventing cases and serious outcomes. About three percent of the cases, hospitalizations, and deaths in Canada recorded since early December 2020 are in fully vaccinated persons. The data is lagged by about three weeks and the sample size (N) is over 725,000 cases.

National COVID Cases by Vaccine Status (N= 725,291) as of September 4,-2021
Source: <https://health-infobase.canada.ca/covid-19/epidemiological-summary-covid-19-cases.html#a9>



**QUESTIONS, COMMENTS OR
SUGGESTIONS?**
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