



AGENDA

REGULAR BUSINESS MEETING OF CITY COUNCIL

Monday, November 22, 2021

1:00 p.m.

Via Teleconference Hosted in the Council Chamber, Saskatoon 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. CONFIRMATION OF AGENDA

Recommendation

That the agenda be confirmed as presented.

3. DECLARATION OF CONFLICT OF INTEREST

4. ADOPTION OF MINUTES

9 - 37

Recommendation

That the following minutes be adopted:

- Special Meeting of Council- October 8, 2021;
- Regular Business Meeting - October 25, 2021; and
- Special Meeting of Council- October 29, 2021.

5. PUBLIC ACKNOWLEDGMENTS

5.1. 2021-2022 Budz-Guenter Memorial Scholarship [File No. CK 150-5]

5.2. In Remembrance of Norm Heppner [File No. CK 150-1]

6. UNFINISHED BUSINESS

7. QUESTION PERIOD

8. CONSENT AGENDA

Recommendation

That the Committee recommendations contained in Items 8.1.1 to 8.1.3; 8.2.1 to 8.2.3; 8.3.1 to 8.3.2; 8.4.1 to 8.4.2; and 8.5.1 to 8.5.2 be adopted as one motion.

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

8.1.1. Sanitary Sewer Charge Exemption – Heritage Estates Condo Corporation [File No. 1905-2] 38 - 40

Recommendation

1. That the request for a sanitary sewer charge exemption for the Heritage Estates Condo Corporation, located at 415 Heritage Crescent, be approved; and
2. That the Director of Corporate Revenue be requested to remove the sanitary sewer charge from water meter number 60068142, effective July 13, 2021.

8.1.2. High Performance Civic Building Policy [File No. CK 600-0] 41 - 54

Recommendation

1. That the High Performance Civic Building Council Policy, contained in Appendix 1 of this report, be approved.and
2. That once adopted, the High Performance Civic Building Policy be forwarded to the City’s controlled corporations and statutory boards through their boards and directors for their information and that the administrative procedures follow once available.

8.1.3. Dundonald Avenue Solar Farm Project Implementation [File No. CK 2000-5] 55 - 103

A letter from Kevin Bowering, dated November 15, 2021 is provided.

Recommendation

1. That Option 2, Implement Project With Naturalized Landscaping, be approved under Capital Project P.1955 - Utility Solar Scale Energy Implementation;
2. That \$0.2 million from Capital Project P.1286 - Electric System Planning Studies be reallocated to Capital Project P.1955; and
3. That \$0.2 million from Capital Project P. 1281 - Investigate New Power Supply be reallocated to Capital Project P. 1955.

8.2. Standing Policy Committee Transportation

- 8.2.1. Saskatoon Transit Service Standards Approval [File No. CK. 7300-1 x 116-2] 104 - 121**

Recommendation

That the Saskatoon Transit Service Standards be approved as appended to this report.

- 8.2.2. Saskatoon Freeway Project Update – Phase 3 [File No. CK. 6000-1] 122 - 131**

The following letters submitting comments are provided.

1. Meghan Mickelson, dated November 1, 2021; and
2. Jan Norris, dated November 1, 2021;

Recommendation

1. That His Worship the Mayor send a letter to the Minister of Highways documenting the need and importance of completing Phase 3 of the Saskatoon Freeway planning and requesting that the Province reconsider the decision to cancel the planning work for Phase 3 of the Saskatoon Freeway project;
2. That the Mayor’s Office consult with Reeve Harwood and/or the RM of Corman Park regarding the possibility of issuing a joint letter, signed by the Mayor and the Reeve;
3. That the letter be copied to the Premier and all Saskatoon area Government MLA’s; and
4. That the letter from the Mayor ask the Minister to clarify the current direction and the expected timeframe for Phase 3 to be started.

- 8.2.3. Residential Speed Limit Review – School Zones, Playground 132 - 229**

Zones, Senior Zones, and Effective Hours [File No. CK. 5200-5]

The following letters submitting comments are provided.

1. Ken Ladouceur, dated November 1, 2021;
2. Laura Motoziuk , dated November 1, 2021;
3. Brynn Harris-Hamm, dated November 2, 2021;
4. Hanna Sullivan, dated November 5, 2021; and
5. Brigitte Lacelle, dated November 3, 2021.

Recommendation

1. School Zones – Direct the Administration to revise the reduced speed school zone policy to align with TAC guidance and maintain a reduced speed limit of 30 km/h (Option 2);
2. Playground Zones – Direct the Administration to develop a reduced speed playground zone policy to align with TAC guidance and include a reduced speed limit of 30 km/h (Option 2);
3. Senior Zones – Continue to consider potential countermeasures such as increasing pedestrian crossing times at signalized intersections, pedestrian devices, traffic calming, enhanced pavement markings, and improved street lighting where appropriate (Option 1);
4. Zone Operation – Direct the Administration to revise existing hours for school zones and implement hours for playground zones to be in effect all months of the year, 7 days a week, from 7:00 a.m. to 9:00 p.m.: (Option 3);
5. Implementation – That the changes are all made in 2022;
6. That this report be forwarded to the 2022-2023 Multi-Year Budget Review meeting for addition to the Capital Budget Options for potential Reserve for Capital Expenditures (RCE) funding and for addition to the Capital Budget Options funded for RCE and reprioritization of transportation capital from 2022; and
7. That the City Solicitor be requested to prepare the appropriate bylaw amendments to Bylaw No. 7200, The Traffic Bylaw.

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

- 8.3.1. Vacant Lot and Adaptive Reuse Incentive Program – 802B Avenue P North [File No. CK 4110-45]** 230 - 236

Recommendation

1. A five-year tax abatement equivalent to 79% of the incremental municipal, library, and education taxes for the development of 802B Avenue P North, be approved.
2. 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.
3. The five-year tax abatement on the incremental taxes be applied to the subject property, commencing January 1, 2022.

- 8.3.2. Recreation and Sport Grant Program [File No. CK 1965-0]** 237 - 249

Recommendation

That Option 2 - the proposed Recreation and Sport Grant Program be a tax abatement-only program, be approved.

8.4. Standing Policy Committee on Finance

- 8.4.1. Proposed Amendments – Corporate Investment Policy [File No. CK 1790-0]** 250 - 268

Recommendation

1. That the proposed amendments to Council Policy Nos. C12-002, C12-003 and C12-009 as outlined in the report of the Chief Financial Officer dated October 12, 2021 be approved; and
2. That City Clerk be requested to update Council Policy Nos. C12-002, C12-003 and C12-009 as outlined in the report of the Chief Financial Officer dated November 8, 2021.

- 8.4.2. Neighbourhood Land Development Fund Allocation of Profits [File No. CK 1820-1 x 4110-1]** 269 - 271

Recommendation

1. That the \$5.02 million in profits be declared from the Neighbourhood Land Development Fund; and
2. That the 5.02 million in profits from the Neighbourhood Land Development Fund be allocated to the Recreation and Parks - Facilities Game Plan Funding Plan.

8.5. Governance and Priorities Committee

- 8.5.1. Rapid Housing Initiative - Funding Contribution Agreement (CK 750-4) 272 - 276**

Recommendation

1. That the terms and conditions of the agreement with Canada Mortgage and Housing Corporation as outlined in the report of the General Manager, Community Services Division dated November 15, 2021, be approved; 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.

- 8.5.2. 2022 Appointments – Boards, Commissions and Committees (CK 225-1 x 175-1) 277 - 284**

Recommendation

That the recommended appointments to Boards, Commissions and Committees and any further direction, as noted by the City Clerk and attached to this report, be approved.

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**

10. ADMINISTRATIVE REPORTS

- 10.1. Transportation & Construction**
- 10.2. Utilities & Environment**
- 10.3. Community Services**

10.3.1. Rapid Housing Initiative - Funding Contribution Agreement with Proponents (CK 750-4) 285 - 287

A report of the Administration is provided. This is in addition to item 8.5.1 on this agenda.

Recommendation

1. That the City enter into a separate agreement with each of the two successful proponents, based on the terms and conditions outlined in this report; 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.

10.4. Saskatoon Fire

10.4.1. December Update Framework for Measures to Mitigate the Transmission of COVID-19 in Saskatoon [File No. CK 270-7] 288 - 312

A report of the Administration is provided.

10.5. Corporate Financial Services

10.5.1. Natural Infrastructure Fund 313 - 367

A report of Corporate Financial Services is provided.

10.6. Strategy & Transformation

10.6.1. City of Saskatoon - 2022-2025 Strategic Plan - Survey Results [File No. CK 116-1] 368 - 470

A report of the Administration is provided.

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

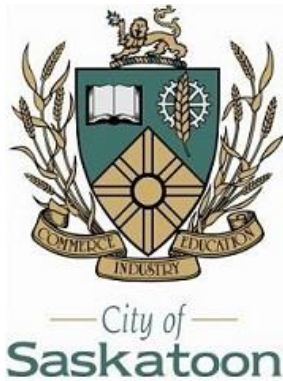
11.2.1. The Traffic Amendment Bylaw, 2021 (No. 2) [File No. CK 6320-1] 471 - 475

A report of the City Solicitor's Office is provided.

Recommendation

That City Council consider Bylaw No. 9788, *The Traffic Amendment Bylaw, 2021 (No. 2)*.

12. OTHER REPORTS
13. INQUIRIES
14. MOTIONS (NOTICE PREVIOUSLY GIVEN)
15. GIVING NOTICE
16. URGENT BUSINESS
17. IN CAMERA SESSION (OPTIONAL)
18. ADJOURNMENT



MINUTES

SPECIAL MEETING OF CITY COUNCIL

Friday, October 8, 2021, 10:00 a.m.

Via Teleconference Hosted in the Council Chamber, Saskatoon City Hall

PRESENT: Deputy Mayor C. Block, in the Chair
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

ABSENT: His Worship, Mayor C. Clark

ALSO PRESENT: City Manager J. Jorgenson
City Solicitor C. Yelland
General Manager, Community Services L. Lacroix
City Clerk A. Tittermore, in Council Chamber
Deputy City Clerk S. Bryant, in Council Chamber

1. CALL TO ORDER

Deputy Mayor Block called the meeting to order on Treaty 6 Territory and the Traditional Homeland of the Métis People. Roll call was confirmed.

2. CONFIRMATION OF AGENDA

Moved By: Councillor Dubois

Seconded By: Councillor Gersher

1. That the request to speak from Amanda Wyman, dated October 7, 2021, be added to item 4.1; and
2. That the agenda be confirmed as amended.

In Favour: (10): Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Jeffries, Councillor Kirton, and Councillor Loewen

Absent (1): Mayor C. Clark

CARRIED UNANIMOUSLY

3. DECLARATION OF CONFLICT OF INTEREST

There were no declarations of conflict of interest.

4. REPORTS

4.1 Proof of Vaccination or Negative Test Requirements for City of Saskatoon Facilities [File No. CK 270-7]

A report of the Administration is provided along with a request to speak from Amanda Wyman, dated October 7, 2021 was provided.

Director of Emergency Planning Goulden-McLeod presented the report.

Amanda Wyman spoke in favour of mandatory vaccinations in civic facilities.

Discussion followed and the Administration responded to questions of Council.

Moved By: Councillor Gough

Seconded By: Councillor Gersher

That the Proof of COVID-19 Vaccination or Negative Test Requirements for City of Saskatoon Facilities as outlined in Appendix 1, be approved.

In Favour: (10): Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Jeffries, Councillor Kirton, and Councillor Loewen

Absent (1): Mayor C. Clark

CARRIED UNANIMOUSLY

Moved By: Councillor Dubois

Seconded By: Councillor Davies

That the Administration report on options to further provide COVID protective controls for the public to access City Hall.

In Favour: (4): Councillor Block, Councillor Dubois, Councillor Gersher, and Councillor Loewen

Against: (6): Councillor Davies, Councillor Donauer, Councillor Gough, Councillor Hill, Councillor Jeffries, and Councillor Kirton

Absent (1): Mayor C. Clark

DEFEATED

City Manager Jorgenson provided an update on the Province's response to the City.

5. ADJOURNMENT

The meeting adjourned at 10:54 a.m.

Deputy Mayor

City Clerk



MINUTES

REGULAR BUSINESS MEETING OF CITY COUNCIL

Monday, October 25, 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. He confirmed roll call.

2. CONFIRMATION OF AGENDA

Moved By: Councillor Hill

Seconded By: Councillor Gersher

1. That the following letters be added to Item 12.1:
 1. Request to Speak
 1. Michelle Laham Szutiak, dated October 13, 2021;
 2. Lori Modrzejewski, dated October 24, 2021.
 2. Submitting Comments:
 1. Don Kossick, dated October 25, 2021;
2. That the request to speak from Darren Hill, dated October 25, 2021, be added to Item 12.3:
3. That Items 12.2 and 12.1 be considered in that order immediately following adoption of the minutes;
4. That the item 12.3 with a speaker be considered following consideration of the Consent Agenda:
5. 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 Hill - Council Code of Conduct Complaints [File No. CK 255-17]

The Code of Conduct complaints involved Councillor Hill and therefore he recused himself from discussion and voting on the matter.

4. ADOPTION OF MINUTES

Moved By: Councillor Davies

Seconded By: Councillor Dubois

That the following minutes be adopted:

- Regular Business Meeting - September 27, 2021
- Special Meeting of Council - September 29, 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)

Item 12.2 was considered next.

5. PUBLIC ACKNOWLEDGMENTS

5.1 In Remembrance of Ronald Regala [File No. CK 150-1]

Mayor Clark expressed condolences on behalf of City Council to the family and colleagues of the late Ronald Regala who was a Building Custodian with the City of Saskatoon. A moment of silence was held in recognition of his contributions.

5.2 City Council - Recognition of Kerry Tarasoff, Chief Financial Officer - Retirement [File No. CK 150-1]

Members of City Council congratulated Kerry Tarasoff, Chief Financial Officer, on his upcoming retirement acknowledging his work and contributions to the City of Saskatoon over the years.

6. UNFINISHED BUSINESS

7. QUESTION PERIOD

7.1 Councillor D. Hill - Damaged Trees - Hanover Avenue [File No. CK 4139-4]

Councillor Hill asked the Administration to provide a description and what investigation has occurred regarding the damage done to trees on both City and private properties on Hanover Avenue.

Director of Parks Crilly provided information on the damage that occurred including the value of the trees and the investigation process.

7.2 Councillor D. Hill - Graffiti on Utility Buildings Near the Weir [File No. CK 5000-3]

Councillor Hill indicated that the utility buildings located on the east side of the river near the weir have had graffiti damage for some time and asked what the timeline is to have them cleaned.

City Manager Jorgenson indicated that regardless if they are civic buildings, the City will work with the building owners to have it looked after.

8. CONSENT AGENDA

Moved By: Councillor Gersher

Seconded By: Councillor Kirton

That the Committee recommendations contained in Items 8.1; 8.2.1 to 8.2.3; 8.3.1 to 8.3.4; and 8.5.1 to 8.5.4 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 12.3 was considered next.

8.1 Standing Policy Committee on Environment, Utilities & Corporate Services

8.1.1 SaskWater Master Service and Transition Agreement [File No. CK 7781-1]

1. That the general terms of the Master Service Agreement between the City of Saskatoon and SaskWater be approved;
2. That the general terms of the tri-party Transition Agreement between the City of Saskatoon, City of Martensville and SaskWater be approved; and
3. That His Worship the Mayor, and the City Clerk be authorized to execute the Master Service Agreement and the Transition Agreement under the corporate seal.

8.2 Standing Policy Committee Transportation

8.2.1 Proposed Amendments to Bylaw No. 7200, The Traffic Bylaw – Schedule No. 4 and Schedule No. 6 [File No. CK. 6320-1]

1. That the speed limit on Spadina Crescent from the West City Limit north to the turn-around be reduced from 60 km/h to 50 km/h;
2. That the speed limit on Spadina Crescent from Windsor Street to a point 100 metres north of Windsor Street be reduced from 60 km/h to 50 km/h;
3. That the speed limit on Highway 41 from College Drive to the East City Limit be increased from 90 km/h to 100km/h;
4. That the proposed freeways and expressways map replace the existing list in Schedule No. 6; and
5. That the City Solicitor be requested to prepare the appropriate bylaw amendments to Bylaw No. 7200, The Traffic Bylaw, effective December 1, 2021.

8.2.2 Technical Services Agreement for Traffic Signal Infrastructure – Pilot Project with City of Martensville – One Year Assessment [File No. CK. 6250-1]

1. That the Administration be authorized to enter into future Technical Services Agreements with the City of Martensville whereby the City of Saskatoon will provide technical services to support their traffic signals; and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

8.2.3 Proposed Amendments to The Traffic Bylaw and the Disabled Parking Zones Policy [File No. CK. 6320-0 x 6120-0]

1. The proposed amendments to Bylaw No. 7200, *The Traffic Bylaw* and Council Policy C07-026, the *Disabled Parking Zones* policy, as outlined in this report be approved;
2. City Council instruct the City Solicitor to make the necessary amendments to Bylaw No. 7200, *The Traffic Bylaw*; and

3. City Council instruct the City Clerk to make the necessary amendments to Council Policy C07-026, the *Disabled Parking Zones* policy.

8.3 Standing Policy Committee on Planning, Development & Community Services

8.3.1 Dogs on Leashes in Riverbank Parks and Along Meewasin Trail [File No. CK 151-15, x4205-1]

1. That the proposed amendment to *Bylaw No. 7860, Animal Control Bylaw, 1999* to permit pets on-leash in Kiwanis Memorial Park, be approved; and
2. That the City Solicitor be requested to make the necessary amendments to *Bylaw No. 7860, Animal Control Bylaw, 1999*.

8.3.2 Funding for Rapid Housing Initiative Construction Monitoring [File No. CK 750-4]

That a post-budget request for a 2021 Capital Project, at a cost of up to \$100,000, funded from the Affordable Housing Reserve, to engage a construction oversight manager for the projects submitted by the City for the Rapid Housing Initiative, be approved.

8.3.3 Renewed Vision for the Urban Design Program [File No. CK 4110-1, x1680-1]

That \$50,000 from the Urban Design – City Wide Streetscape Reserve be transferred to the Urban Design – Business Improvement District Streetscape Reserve to be used for the maintenance and provision of urban design assets within the Sutherland Business Improvement District.

8.3.4 River Landing and Downtown Business Improvement District: Next Steps in Boundary Adjustment [File No. CK 4129-1, x1680-2]

1. That the City Solicitor be directed to prepare amendments to *Bylaw No. 6710, Downtown Business Improvement District Bylaw, 1986* to reflect the boundary alteration as identified in the October 7, 2021 report of the General Manager, Community Services; and

2. That the City Solicitor be directed to prepare amendments to *Bylaw No. 6774, Capital Reserve Bylaw, 1993* to exclude the allocation of parking revenues from River Landing to the Streetscape Reserve – Core Business Improvement District as outlined in the October 7, 2021 report of the General Manager, Community Services.

8.4 Standing Policy Committee on Finance

8.5 Governance and Priorities Committee

8.5.1 Prioritized 2022/2023 Business Plan and Budget Capital Options (CK 430-72 x 1700-1)

That the following strategy be approved in principle for the use of Investing in Canada Program funds reallocated from Utility projects:

1. That \$23,868,300 be held in contingency to offset the COVID-19 financial risk in the 2022 and 2023 fiscal years; and
2. That \$6,963,400 be transferred to the Reserve for Capital Expenditures.

8.5.2 Waste Utility Timing, Phase-In and Affordability Options (CK 7830-3)

That the City of Saskatoon proceed with Option 2: A fixed monthly rate for the curbside organics utility with a January 2023 implementation, and a variable rate for black cart garbage utility with implementation in 2024, as outlined in the report of the General Manager, Utilities and Environment Division dated October 18, 2021.

8.5.3 Board of Police Commissioners – Request Regarding Board Membership (CK 175-23)

That the City Solicitor be instructed to amend Bylaw No. 7531, *The Saskatoon Board of Police Commissioners Bylaw* in accordance with Option 2 as outlined in the report of the City Solicitor dated October 18, 2021, to indicate that preference for one member-at-large position on the Board be given to a qualified applicant from the Indigenous community.

8.5.4 Discounted Leisure Centre Use for Health Care Workers during Health Care Worker Appreciation Week (CK 1720-3 x 205-5)

That during Health Care Worker Appreciation Week (November 1 – 8, 2021), Health Care Workers, and their families, receive a 40% discount on visits to Leisure Centres, in appreciation and gratitude as stated in the Proclamation approved by the City Clerk on October 19, 2021.

9. COMMITTEE REPORTS

9.1 Standing Policy Committee on Environment, Utilities & Corporate Services

9.1.1 Storm Water Management Utility 2021 Stabilization Reserve Funds Allocation [File No. CK 1815-1]

Councillor Gersher introduced the item as Chair of the Standing Policy Committee on Environment, Utilities and Corporate Services.

General Manager, Utilities and Environment Gardiner responded to questions.

Moved By: Councillor Gersher

Seconded By: Councillor Gough

1. That the Storm Water Management Utility Stabilization Reserve cap be reset to 50% of the annual budget of Storm Sewer Maintenance and Drainage; and
2. The funds exceeding the new reserve cap (\$1.6M) be transferred from the Storm Water Management Utility Stabilization Reserve to the Storm Water Capital Reserve to provide support for current capital strategies and upcoming capital maintenance works.

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

Against: (2): Councillor Dubois and Councillor Hill

CARRIED (9 to 2)

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 Governance Review – Board of Revision – Recruitment and Evaluating Performance (CK 175-6)

Councillor Block introduced the item as Deputy Mayor.

Moved By: Councillor Dubois

Seconded By: Councillor Block

1. That an annual ad hoc Recruitment Committee including two members of City Council, the Board of Revision Secretary, and the Board Chair, be established to screen applicants and make recommendations for appointment or reappointment to City Council (Recruitment Option 2);
2. That the Recruitment Committee screen applicants utilizing the process outlined in Option 1: Recruitment;
3. That each Board of Revision member complete an annual performance evaluation in the form attached at Appendix 4 (Performance Evaluation Option 1); and
4. That individuals who have appeared before the BOR on any commercial, industrial, or multi-unit residential appeal be provided the opportunity to complete and submit an annual survey in the form attached at Appendix 5 (Performance Evaluation Option 1).

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 13. was considered next.

10. ADMINISTRATIVE REPORTS

10.1 Transportation & Construction

10.2 Utilities & Environment

10.3 Community Services

10.4 Saskatoon Fire

10.5 Corporate Financial Services

10.6 Strategy & Transformation

10.7 Human Resources

10.8 Public Policy & Government Relations

11. LEGISLATIVE REPORTS

11.1 Office of the City Clerk

11.2 Office of the City Solicitor

12. OTHER REPORTS

12.1 COVID-19 Gathering Size Restrictions [File No. CK 270-7]

A report of the City Solicitor's Office was provided.

The following letters were also provided:

1. Request to Speak:1. Michelle Laham Szutiak, dated October 13, 2021;2. Lori Modrzejewski, dated October 24, 2021
2. Submitting Comments 1. Dan Fleming, dated October 19, 2021; 2. Jason Sears, dated October 19, 2021; and3. Don Kossick, dated October 25, 2021.

City Solicitor Yelland presented the report.

Council heard from speakers Michelle Laham Szutiak and Lori Modrzejewski.

City Solicitor Yelland and Director of Emergency Management Goulden-McLeod responded to questions of Council.

Moved By: Councillor Loewen

Seconded By: Councillor Gough

That the City Solicitor be instructed to develop a bylaw respecting gathering limits consistent with the MHO advice and the advice contained within the report.

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 Block

That the Mayor engage with the Ministry of Health around this proposed bylaw engaging City administration as appropriate.

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

Against: (1): Councillor Hill

CARRIED (10 to 1)

The meeting recessed at 3:00 p.m. and reconvened at 3:10 p.m. with all members of Council in attendance.

Item 5.1 was considered next.

12.2 COVID-19 Update [File No. CK. 270-7]

The following reports from Saskatoon Fire were provided:

- Framework for Measures to Mitigate the Transmission of COVID-19 in Saskatoon
- City of Saskatoon COVID-19 Testing and Proof of Vaccination Requirements

Director of Emergency Management Goulden-McLeod introduced Dr. Jasmin Hasselback, Medical Health Officer, Saskatchewan Health Authority. Dr. Hasselback provided a COVID-19 update with a PowerPoint and responded to questions.

Ms. Goulden-McLeod presented the above-noted administrative reports.

Moved By: Councillor Donauer

Seconded By: Councillor Dubois

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 12.1 was considered next.

12.3 Council Code of Conduct Complaints [File No. CK 255-17]

Reports of the Integrity Commissioner, and a request to speak from Darren Hill, dated October 25, 2021 were provided.

Councillor Hill declared a conflict of interest on this item. The Code of Conduct complaints involved him and therefore recused himself from discussion and voting on the matter.

Councillor Hill left the Teams meeting.

Mayor Clark introduced the item.

Councillor Hill addressed Council via conference call providing a statement in response to the breach and apologized for his actions.

Moved By: Councillor Block

Seconded By: Councillor Donauer

Whereas *The Code of Ethical Conduct for Members of City Council Bylaw, 2019* adopts a code of ethics that applies to all members of Council, and defines the standards and values that the Council expects members of Council to comply with in their dealings with each other, employees of the City, and the public along with rules regarding the censure of a member of Council who has contravened the code of ethics;

Whereas on May 12, 2021 a code of conduct complaint was made to the Integrity Commissioner regarding Councillor Darren Hill and the Integrity Commissioner has determined there were two violations of the Bylaw in relation to this complaint;

Whereas on June 8, 2021 a code of conduct complaint was made to the Integrity Commissioner regarding Councillor Darren Hill and the Integrity

Commissioner has determined there was a violation of the Bylaw in relation to this complaint;

Whereas it is important that all members of Council be held accountable to behave in accordance with the standards and values established for each other pursuant to the Bylaw and that sanctions or corrective actions be imposed for violations of the Bylaw ;

Therefore be it resolved;

That with respect to the May 12, 2021 complaint;

In acknowledgement of Councillor Hill's failure to treat City Staff respectfully in violation of the Bylaw as determined by the Integrity Commissioner, Councillor Hill attend respectful workplace training at his own cost within 180 days of this motion and provide a certificate of attendance issued by the training provider to the City Clerk's Office;

In acknowledgment of the fact that Councillor Hill undertook an unauthorized renovation of the shared meeting and lunchroom adjacent to the City Hall Councillor cubicle area in violation of the Bylaw as determined by the Integrity Commissioner which necessitated that a future planned renovation of the space of approximately \$12,000.00 be moved ahead of schedule, that Councillor Hill be required to pay the City \$2,500.00 within 90 days, which represents damages caused by Councillor Hill that would not have been part of any planned renovation of the space.

That with respect to the June 8, 2021 complaint;

In acknowledgement of Councillor Hill's disclosure of confidential information in violation of the Bylaw, that:

1. a letter of reprimand be addressed to Councillor Hill from the Mayor on behalf of Council censuring him for disclosing confidential information in violation of the Bylaw; and
2. Councillor Hill attend training with respect to ethics, obligations of members of local governments regarding confidentiality, board governance and confidentiality and/or disclosure of confidential information at his own cost within 180 days of this motion and provide a certificate of attendance issued by the training provider to the City Clerk's Office.

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

CARRIED UNANIMOUSLY (10 to 0)

Councillor Hill rejoined the Teams meeting.

Item 9.1.1 was considered next.

13. INQUIRIES

14. GIVING NOTICE

15. MOTIONS (NOTICE PREVIOUSLY GIVEN)

15.1 Councillor C. Block - Sweeping of Pedestrian Walkways [File No. CK 6315-1]

The City Clerk reported that Councillor Block provided the following Notice of Motion at the Regular Business meeting of City Council held on September 27, 2021:

'Whereas pedestrian walkways on bridges do not receive spring sweeping until mid-June, after the residential street sweep.

Whereas the current level of service for sweeping does not include multi-use pathways or raised cycle tracks outside of the downtown.

Whereas there have been multiple concerns raised about safety for pedestrians and cyclists due to gravel and other debris on these facilities.

Therefore be it resolved that:

1. Administration report back on options to accelerate the timing of sweeping on pedestrian walkways on bridges to complete this work earlier in the spring.
2. Administration report back on options to include spring sweeping of raised cycle tracks and multi-use pathways in the sweeping level of service."

Moved By: Councillor Block

Seconded By: Councillor Gough

Whereas pedestrian walkways on bridges do not receive spring sweeping until mid-June, after the residential street sweep.

Whereas the current level of service for sweeping does not include multi-use pathways or raised cycle tracks outside of the downtown.

Whereas there have been multiple concerns raised about safety for pedestrians and cyclists due to gravel and other debris on these facilities.

Therefore be it resolved that:

1. Administration report back on options to accelerate the timing of sweeping on pedestrian walkways on bridges to complete this work earlier in the spring.
2. Administration report back on options to include spring sweeping of raised cycle tracks and multi-use pathways in the sweeping level of service.

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)

15.2 Councillor R. Donauer - Governance of City of Saskatoon Controlled Corporations [File No. CK 255-1 x 175-1]

The City Clerk reported that Councillor Donauer provided the following Notice of Motion at the Regular Business meeting of City Council held on September 27, 2021:

'That the Administration report on the role of City Council versus the role of the boards concerning the governance of the City of Saskatoon Controlled Corporations.'

City Solicitor Yelland provided a timeline when the last governance reporting was presented before Council.

That the Administration report on the role of City Council versus the role of the boards concerning the governance of the City of Saskatoon Controlled Corporations.

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)

16. URGENT BUSINESS

17. IN CAMERA SESSION (OPTIONAL)

18. ADJOURNMENT

The meeting adjourned at 4:28 p.m.

Mayor

City Clerk



MINUTES

SPECIAL MEETING OF CITY COUNCIL

Friday, October 29, 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, at 1:11 p.m.
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
City Clerk A. Tittlemore, in Council Chamber
Deputy City Clerk S. Bryant, in Council Chamber

1. CALL TO ORDER

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

2. CONFIRMATION OF AGENDA

Moved By: Councillor Hill

Seconded By: Councillor Kirton

1. That the following letters be added to Item 4.1:

1. Requests to Speak:

1. Lori Modrzejewski, dated Oct 29, 2021;
2. Chris Guérette, dated October 29, 2021;
3. Paul Blaser, dated October 29, 2021; and
4. Kira DeCoste, dated October 29, 2021.

2. Submitting Comments:

1. Chris Martin, dated October 28, 2021;
2. Keith Pankratz, dated October 28, 2021;
3. Shelley Christian, dated October 28, 2021;
4. Katherine Conkin, dated October 28, 2021;
5. Michelle Nosbush, dated October 28, 2021;
6. Karrie Bradlow, dated October 28, 2021;
7. Fulowka Rudy, dated October 28, 2021;
8. Joel Hominuke, dated October 28, 2021;
9. John Harper, dated October 28, 2021;
10. Joyce Pierce, dated October 28, 2021;
11. Kimberly Blazeiko, dated October 29, 2021;
12. Kristy Hume, dated October 29, 2021;
13. Laura Schwark, dated October 28, 2021;
14. Lisa Frey, dated October 28, 2021;
15. Marian Nelson, dated October 29, 2021;
16. Melody Byblow, dated October 29, 2021;
17. Qiaoquin Yang, dated October 29, 2021;

18. Ruth Bachiu , dated October 29, 2021;
19. Sandra Traill, dated October 28, 2021;
20. Shane Wilkie, dated October 28, 2021;
21. Sheldon Carter, dated October 28, 2021;
22. Terry Brown, dated October 28, 2021;
23. Vanessa Heffner, dated October 28, 2021;
24. Vern Bachiu, dated October 29, 2021;
25. Victoria Calhoun, dated October 28, 2021;
26. Jennifer Rollins, dated October 28, 2021;
27. Genevieve Hildebrandt, dated October 29, 2021;
28. Megan Barabash, dated October 29, 2021;
29. Andrea Barber, dated October 29, 2021;
30. Ari Avivi, dated October 29, 2021;
31. Bryan and Joanne Eros, dated October 29, 2021;
32. Crystal Murfitt, dated October 29, 2021;
33. Dean Del Frari, dated October 29, 2021;
34. Jean Paul Haunjet, dated October 29, 2021;
35. Gary Matchett, dated October 29, 2021;
36. Niea Neudorf, dated October 29, 2021;
37. Reg Bloski, dated October 29, 2021;
38. Rhonda Leier, dated October 29, 2021;
39. Stacey Huard, dated October 29, 2021;
40. Tyrelle Smith, dated October 29, 2021;
41. Wade Friesen, dated October 29, 2021;
42. Liz Marie, dated October 29, 2021;
43. Hollyanna King, dated October 29, 2021;
44. Karen Loeppky, dated October 29, 2021;

45. Leah Beukert, dated October 29, 2021;
46. Leanne King, dated October 29, 2021;
47. Stephane Perrault, dated October 29, 2021;
48. Ron Johnson, dated October 29, 2021;
49. Alexa King, dated October 29, 2021;
50. Ash Reinhart, dated October 29, 2021;
51. Brandi Gateau, dated October 29, 2021;
52. Blenna Logel, dated October 29, 2021;
53. Chovoy Stephanson, dated October 29, 2021;
54. Christina Booth, dated October 29, 2021;
55. Jenna Clark, dated October 29, 2021;
56. Pamela Adam, dated October 29, 2021;
57. Sarah Sontoro, dated October 29, 2021;
58. Carlie Gellesta, dated October 29, 2021;
59. Danielle Letts, dated October 29, 2021;
60. Diane Fluter-Douglas, dated October 29, 2021;
61. Emily Storeder, dated October 29, 2021;
62. Matt Heib, dated October 29, 2021;
63. Nolan Fluter, dated October 29, 2021;
64. Raelene Pasloski, dated October 29, 2021;
65. Tamara Thompson, dated October 29, 2021;
66. Brandie Desautels, dated October 29, 2021;
67. Bryan Assman, dated October 29, 2021;
68. Cherene Assman, dated October 29, 2021;
69. Chris Hicks, dated October 29, 2021;
70. Kroeze Trina, dated October 29, 2021; and
71. Megan Bachiu, dated October 29, 2021.

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

Absent (1): Councillor Dubois

CARRIED UNANIMOUSLY

3. DECLARATION OF CONFLICT OF INTEREST

There were no declarations of conflict of interest.

4. REPORTS

4.1 The COVID-19 Gathering Bylaw, 2021 [File No. CK 270-7]

A report of the City Solicitor was provided along with the following letters:

1. Requests to Speak:

1. Lori Modrzejewski, dated Oct 29, 2021;
2. Chris Guérette, dated October 29, 2021;
3. Paul Blaser, dated October 29, 2021; and
4. Kira DeCoste, dated October 29, 2021.

2. Communication:

1. Chris Martin, dated October 28, 2021;
2. Keith Pankratz, dated October 28, 2021;
3. Shelley Christian, dated October 28, 2021;
4. Katherine Conkin, dated October 28, 2021;
5. Michelle Nosbush, dated October 28, 2021;
6. Karrie Bradlow, dated October 28, 2021;
7. Fulawka Rudy, dated October 28, 2021;
8. Joel Hominuke, dated October 28, 2021;
9. John Harper, dated October 28, 2021;
10. Joyce Pierce, dated October 28, 2021;
11. Kimberly Blazeiko, dated October 29, 2021;

12. Kristy Hume, dated October 29, 2021;
13. Laura Schwark, dated October 28, 2021;
14. Lisa Frey, dated October 28, 2021;
15. Marian Nelson, dated October 29, 2021;
16. Melody Byblow, dated October 29, 2021;
17. Qiaoqin Yang, dated October 29, 2021;
18. Ruth Bachiu, dated October 29, 2021;
19. Sandra Traill, dated October 28, 2021;
20. Shane Wilkie, dated October 28, 2021;
21. Sheldon Carter, dated October 28, 2021;
22. Terry Brown, dated October 28, 2021;
23. Vanessa Heffner, dated October 28, 2021;
24. Vern Bachiu, dated October 29, 2021;
25. Victoria Calhoun, dated October 28, 2021;
26. Jennifer Rollins, dated October 28, 2021;
27. Genevieve Hildebrandt, dated October 29, 2021;
28. Megan Barabash, dated October 29, 2021;
29. Andrea Barber, dated October 29, 2021;
30. Ari Avivi, dated October 29, 2021;
31. Bryan and Joanne Eros, dated October 29, 2021;
32. Crystal Murfitt, dated October 29, 2021;
33. Dean Del Frari, dated October 29, 2021;
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35. Gary Matchett, dated October 29, 2021;
36. Niew Neudorf, dated October 29, 2021;
37. Reg Bloski, dated October 29, 2021;
38. Rhonda Leier, dated October 29, 2021;

39. Stacey Huard, dated October 29, 2021;
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41. Wade Friesen, dated October 29, 2021;
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61. Emily Storeder, dated October 29, 2021;
62. Matt Heib, dated October 29, 2021;
63. Nolan Fluter, dated October 29, 2021;
64. Raelene Pasloski, dated October 29, 2021;
65. Tamara Thompson, dated October 29, 2021;

66. Brandie Desautels, dated October 29, 2021;
67. Bryan Assman, dated October 29, 2021;
68. Cherene Assman, dated October 29, 2021;
69. Chris Hicks, dated October 29, 2021;
70. Kroeze Trina, dated October 29, 2021; and
71. Megan Bachiu, dated October 29, 2021.

Mayor Clark introduced the item and a motion to consider first reading of Bylaw No. 9782 was passed.

City Solicitor Yelland presented the report and responded to questions.

Mayor Clark provided an update regarding discussions with the Province.

Councillor Dubois joined the meeting at 1:11 p.m. during the Mayor's update.

The Administration responded to questions of Council.

Councillor Dubois temporarily excused herself from the meeting.

Council heard from the following speakers:

- Lori Modrzejewski
- Chris Guérette, Saskatoon Real Estate Board
- Paul Blaser

It was noted that Kira DeCoste did not provide a contact number and therefore did not speak.

Discussion followed and the Administration responded to questions of Council.

Moved By: Councillor Block

Seconded By: Councillor Gersher

That permission be granted to introduce *Bylaw No. 9782, The COVID-19 Gathering Bylaw, 2021* and give same its FIRST reading.

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

Against: (4): Councillor Davies, Councillor Donauer, Councillor Hill, and Councillor Kirton

Absent (1): Councillor Dubois

CARRIED

Moved By: Councillor Hill

Seconded By: Councillor Loewen

That Council move *In Camera* to receive Solicitor advice.

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

Absent (1): Councillor Dubois

CARRIED UNANIMOUSLY

Council went *In Camera* at 1:50 p.m. and reconvened publicly at 2:08 p.m. with all members of Council in attendance with the exception of Councillor Dubois.

Discussion followed.

Councillor Dubois rejoined the meeting.

Moved By: Councillor Hill

Seconded By: Councillor Loewen

That Bylaw No. 9782 now be read a SECOND time.

In Favour: (1): Councillor Gough

Against: (10): Mayor C. Clark, Councillor Block, Councillor Davies, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Hill, Councillor Jeffries, Councillor Kirton, and Councillor Loewen

DEFEATED

MOTION ARISING

Moved By: Councillor Jeffries

Seconded By: Councillor Block

That the Mayor write to the provincial government to request clarity around what measures Saskatchewan municipalities may enact to deal with COVID-19.

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

MOTION ARISING

Moved By: Councillor Loewen

Seconded By: Councillor Dubois

That the Administration report back about options for increased public education and communications on the basis of the updates and modeling provided to Council by the Medical Health Office/Saskatchewan Health Authority.

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

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

CARRIED

5. ADJOURNMENT

The meeting adjourned at 3:55 p.m.

Mayor

City Clerk



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES AND CORPORATE SERVICES

Sanitary Sewer Charge Exemption – Heritage Estates Condo Corporation

Recommendation of the Committee

1. That the request for a sanitary sewer charge exemption for the Heritage Estates Condo Corporation, located at 415 Heritage Crescent, be approved; and
2. That the Director of Corporate Revenue be requested to remove the sanitary sewer charge from water meter number 60068142, effective July 13, 2021.

History

The Standing Policy Committee on Environment, Utilities and Corporate Services, at its meeting held on November 1, 2021, considered a report from the Administration regarding the above.

Attachment

November 1, 2021 report of the General Manager, Utilities and Environment.

Sanitary Sewer Charge Exemption – Heritage Estates Condo Corporation

ISSUE

The Heritage Estates Condo Corporation, located at 415 Heritage Crescent, has requested a sanitary sewer charge exemption for one water service meter that is dedicated to their landscaping irrigation system. This water service would be considered a dedicated water service connection that does not return to the sanitary sewer system.

RECOMMENDATION

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

1. That the request for a sanitary sewer charge exemption for the Heritage Estates Condo Corporation, located at 415 Heritage Crescent, be approved; and
2. That the Director of Corporate Revenue be requested to remove the sanitary sewer charge from water meter number 60068142, effective July 13, 2021.

BACKGROUND

Customers that have a dedicated water service connection to provide water that does not return to the sanitary sewer system may apply for a sanitary sewer charge exemption, as per Bylaw No. 9466, The Sewage Use Bylaw, 2017, which states:

“Adjustment for Water Not Discharged to Sanitary Sewer System

60. (1) If a substantial portion of the water purchased by a person is not discharged to the sanitary sewer system, the person may apply to the City for an appropriate adjustment in the sewer service charge.”

The City of Saskatoon has approved sanitary sewer charge exemptions for customers who have a dedicated water service connection that does not return to the sanitary sewer system. This is confirmed by Saskatoon Water Meter Shop staff through an onsite visit.

DISCUSSION/ANALYSIS

On January 21, 2021, Mr. Pat Wallace contacted the Saskatoon Water Meter Shop staff to inquire about a sanitary sewer charge exemption for a water service meter that is used exclusively for landscape irrigation at 415 Heritage Cres. A site visit from the staff confirmed this meter would be eligible for the exemption pending some plumbing work. Once this work was completed, another site visit was undertaken, and it was confirmed that this meter is now used exclusively for irrigation purposes.

Sanitary Sewer Charge Exemption – Heritage Estates Condo Corporation

The request for a sanitary sewer charge exemption from the Heritage Estates Condo Corporation complies with Bylaw No. 9466, The Sewage Use Bylaw, 2017, section regarding “Adjustment for Water Not Discharged to Sanitary Sewer System”. This recommendation recognizes previous approvals for sanitary sewer charge exemptions that have been passed by City Council.

IMPLICATIONS

There will be a minimal impact on the wastewater revenue. There are no legal, social, or environmental implications identified.

NEXT STEPS

Upon approval, the sanitary sewer charge exemption will be effective July 13, 2021.

Report Approval

Written by: Cam LeClaire, Meter Shop Superintendent
Reviewed by: Carlos Bustos, Utility Revenue Services Manager
Russ Munro, Director of Saskatoon Water
Approved by: Angela Gardiner, General Manager, Utilities and Environment

Admin Report - Sanitary Sewer Charge Exemption – Heritage Estates Condo Corporation.docx



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES AND CORPORATE SERVICES

Committee Report - High Performance Civic Building Policy

Recommendation of the Committee

1. That the High Performance Civic Building Council Policy, contained in Appendix 1 of this report, be approved.and
2. That once adopted, the High Performance Civic Building Policy be forwarded to the City's controlled corporations and statutory boards through their boards and directors for their information and that the administrative procedures follow once available.

History

The Standing Policy Committee on Environment, Utilities and Corporate Services, at its meeting held on November 2, 2021, considered a report from the Administration regarding the above.

In addition to the recommendations provided above, your Committee also forwarded the report to the Saskatoon Environmental Advisory Committee for information.

Attachment

November 1, 2021 report of the General Manager, Utilities and Environment.

High Performance Civic Building Policy

ISSUE

The City of Saskatoon (City) is committed to actions which create co-benefits for greenhouse gas (GHG) emissions reductions, climate adaptation, social benefits and economic resiliency. The High Performance Civic Building Policy (Policy) improves triple bottom line outcomes in new City buildings, with a focus on reducing building energy consumption.

RECOMMENDATION

That the Standing Policy Committee on Environment, Utilities and Corporate Services recommend to City Council that the High Performance Civic Building Council Policy, contained in Appendix 1 of this report, be approved.

BACKGROUND

At its meeting held on [January 29, 2018](#), City Council received the Principles for a High Performance Civic Building Policy report and approved the recommendations, in part:

- “1. That the Administration continue to develop a High Performance Civic Building Policy utilizing the principles outlined in this report; and
2. That until a High Performance Civic Building Policy is approved by City Council, the Administration document how the design and construction of all new City-owned facilities respond to these principles, with the goal of compliance unless a documented lifecycle cost analysis demonstrates this is uneconomic.”

Access to water is being included in the Policy as per the recommendation from the May 4, 2020 meeting of the Standing Policy Committee on Environment, Utilities, and Corporate Services (Water Access Considerations for Phasing out Bottled Water Sales at City of Saskatoon Facility – Blue Community Feasibility):

- “1. That the Administration bring forward the business case for the inclusion of drinking water access considerations, fountains, fill stations and sinks, in the development of the City’s High Performance Building Policy for the 2022-2023 Budget deliberations.”

At its meeting held on [June 28, 2021](#), City Council received the High Performance Civic Building Approach report and approved the recommendations:

- “1. That Option 1B – LEED Silver Certification is defined as the minimum standard for the design and construction and major renovation of applicable buildings in the High Performance Civic Building Policy;
2. Mandatory LEED credits for the construction of new civic buildings are permitted in the High Performance Civic Building Policy; and

3. The energy and air tightness targets and timeline recommended in Option 3D are included in the High Performance Civic Building Policy.”

DISCUSSION/ANALYSIS

The purpose of the Policy is to establish a standard so that positive outcomes of the triple bottom line approach are achieved for the construction of new civic buildings, renovations, and building additions. The goal of the policy is to improve energy efficiency, reduce GHG emissions, improve occupant comfort and productivity, and construct resilient and adaptable buildings.

The proposed policy requires new City-owned buildings, additions, or major renovations to meet criteria that would ensure a high standard of environmental sustainability. Specific criteria includes:

- Projects need to attain LEED Silver Certification, as well as City-specific, mandatory LEED credits.
- Projects need to be built as Net-Zero Energy Ready and designed to achieve a maximum air leakage rate.
- Projects need to provide accessibility to drinking water – the Policy addresses this through the inclusion of a minimum requirement for drinking water fountains and water bottle filling stations.
- Projects need to comply with the City’s Accessibility Action Plan.

The proposed policy applies to all new City-owned buildings, additions, and major renovations. New buildings that are constructed on City-owned land or in partnership with the City will be held to the same minimum standards as new City-owned buildings. Specific criteria relating to applicability can be found in Appendix 1 of the proposed policy.

There are exceptions to the proposed policy, which include the exemption of statutory boards as they have their own governance structures and policies. Existing City-owned, leased, or operated facilities are also exempt, including new facilities acquired or purchased by the City.

FINANCIAL IMPLICATIONS

The June 28, 2021 City Council report includes the detailed financial implications of adopting the proposed policy. A range is provided for the incremental cost based on the proposed recommendations. The approved recommendations are estimated to increase the capital cost of future projects by up to 15%. This increase will be offset by reduced risks and operational savings associated with increasing utility rates and carbon charges. Energy consumption is directly linked to the expense of carbon charges since it is a volumetric charge and reducing energy consumption reduces the impact of the rising charges.

Application of the City’s Accessibility Action Plan (Plan) may also increase the capital cost of projects. The incremental costs will be dependent on the standard adopted by the Plan and the size of facility. The Accessibility Advisory Committee is currently in the

processes of reviewing and updating the standards within the Plan. Once a standard is adopted, the financial implications can be assessed.

OTHER IMPLICATIONS

Triple Bottom Line

The project team completed a Triple Bottom Line Assessment, using the City's *Triple Bottom Line (TBL) Decision Making Tool* to comply with *Council Policy C08-001-Triple Bottom Line*. Results from the full TBL analysis are included in Appendix 2 - Triple Bottom Line Review.

The proposed policy met or exceeded expectations for all principles except Social Equity and Cultural Wellbeing. Many of the indicators listed under this principle were considered out of scope for the policy, however each specific construction project will need to complete their own TBL analysis if required.

Environmental Benefits

The proposed policy provides improvements and reduced GHG emissions since the current electrical grid and heating sources primarily rely on fossil fuels. The Low Emissions Community (LEC) Plan sets out 40 emission-reduction actions that are based on the sequence stages of:

- (1) Reduce Energy Consumption;
- (2) Improve Energy Efficiency; and
- (3) Switch to Renewable Energy Supply.

The proposed policy provides a direct link to LEC Action 1 to apply energy efficiency standards to all new municipal buildings. New buildings that are net-zero energy ready will consume less energy than existing buildings and benefit from lower utility costs over the life of the building. Reducing consumption is important for future renewable energy systems since buildings with lower energy consumption will be able to install smaller renewable energy systems.

NEXT STEPS

An Administrative Procedure (Procedure) is being developed to accompany and implement the proposed policy. It will assist project managers with the implementation of the policy, outline the mandatory LEED credits, and include recommendations on other environmental best practices. If approved by City Council, the Administration will continue developing the procedure and other required documents and support for implementation of the proposed policy.

Future program development for a performance standard for existing buildings is included as the Integrated Civic Energy Management Program and Performance Standards for Existing Buildings business plan option in the 2022-2023 Multi-year Budget and Business Plan. The goal of the integrated plan is for continuous improvement of both technical and organizational actions, which complements the implementation of the High Performance Civic Building policy by focusing on operations beyond initial construction.

High Performance Civic Building Policy

Other work that aligns with the proposed policy is the University of Saskatchewan/City Research Junction Heat Pump Feasibility Study, currently underway, and the 2022-2023 Multi-year Budget and Business Plan options for Site-Scale Municipal Solar Pilot and Deep Energy Civic Building Feasibility Study. These projects improve Administration knowledge and experience in improving environmental performance of buildings.

APPENDICES

1. High Performance Civic Building Policy
2. Triple Bottom Line Review

Report Approval

Written by: Mallory Gellner, Project Engineer
Kathryn Theede, Manager, Energy and Sustainability Engineering

Reviewed by: Jeanna South, Director of Sustainability

Approved by: Angela Gardiner, General Manager, Utilities and Environment

Admin Report - High Performance Civic Building Policy.docx

CITY OF SASKATOON COUNCIL POLICY

NUMBER

C0

POLICY TITLE <i>High Performance Civic Building Policy</i>	ADOPTED BY: <i>City Council</i>	EFFECTIVE DATE
ORIGIN/AUTHORITY <i>Report No. XX-2017 of the Standing Policy Committee on Environment, Utilities and Corporate Services – Date, 2021.</i>	CITY FILE NO. <i>CK.</i>	PAGE NUMBER <i>1 of</i>

1. PURPOSE

The purpose of this Policy is to establish a standard so that:

- a) Positive outcomes of the triple bottom line approach are achieved for the construction of new civic buildings, renovations, and building additions.
- b) New civic buildings, renovations, and building additions consider occupant safety, comfort and productivity, energy and water efficiency, waste diversion, green infrastructure, indoor air quality, and environmental impacts.
- c) Asset and financial sustainability are achieved through life cycle accountability, risk management, process quality control, and responsible environmental management.

2. DEFINITIONS

- 2.1. “Administrative Procedure” refers to procedures developed by the General Manager of Utilities and Environment.
- 2.2. “Addition” means any conditioned space that is added to an existing building and that increases the building’s floor space area by more than 10 m².
- 2.3. “Environmental Impacts” means impacts to the surroundings in which a community is located and an organization operates, including air, water, land, natural resources, flora, fauna, humans, and their interrelations. The environment in this context extends from within the community of Saskatoon to the prairie region and the broader global system.
- 2.4. “Leadership in Energy and Environmental Design (LEED) certification” refers to a green building certification program used worldwide.

Developed by the non-profit U.S. Green Building Council, it includes a set of rating systems for the design, construction, operation, and maintenance of green buildings, homes, and neighborhoods, which aims to help building owners and operators be environmentally responsible and use resources efficiently.

- 2.5. “Major Renovation” means a renovation to a City-owned building that exceeds 60% of the existing gross floor area of the building and involves capital replacement, rehabilitation, and retrofits of major building systems that impact 60% or more of the existing gross floor area.
- 2.6. “Net-Zero Energy Building” means that the total amount of energy used by the building on an annual basis is equal to the amount of renewable energy created on the site or by dedicated or assigned renewable energy sources offsite.
- 2.7. “Net-Zero Energy Ready Building” refers to a building that is designed, modelled and constructed the same as one that is net-zero energy but does not yet have on or offsite renewable energy components in place.
- 2.8. “Occupied” means a building where one or more people spend a continuous hour, or more, in a day.
- 2.9. “Process Building” refers to a building specifically designed with the primary use of housing mechanical or electrical process equipment (pump, motor, generator, transformer, etc.). Equipment specific to the building heating, ventilation, air conditioning and lighting is not considered to be process equipment.
- 2.10. “Triple Bottom Line” means an approach to sustainability whereby environmental health and integrity, social equity and cultural well-being, and economic prosperity and fiscal responsibility are integrated into decision making in a way that produces equitable solutions and mitigates undesirable trade-offs.
- 2.11. “Unoccupied” means a building that is not regularly occupied by staff, contractor or visitors and is not occupied for extended periods of time (e.g. storage buildings, lift stations, public washrooms, etc.); or a building that is not occupied year-round (e.g. park pavilion, outdoor pool, etc.).
- 2.12. “Water Access” refers to the availability of drinking water at City-owned facilities. Criteria specified in Section 5.1.3.

3. SCOPE/ EXCEPTIONS

3.1. Scope

3.1.1. This Policy applies to City Council, all City divisions and offices, and corporations wholly owned by the City of Saskatoon.

3.2. Exceptions

3.2.1. Unless otherwise directed, this Policy does not apply to statutory boards directly appointed by City Council.

3.2.2. This Policy does not apply to existing City-owned, leased, or operated facilities or facilities acquired by the City of Saskatoon.

3.2.3. Compliance is mandatory unless directed by City Council.

4. APPLICABILITY

4.1. The policy applies to the design and construction of new City-owned buildings, additions, and major renovations that meet the criteria listed in Table 1.

Table 1: Applicability Criteria

Criteria	Occupied		Unoccupied	
	≥ 500 m ²	< 500 m ²	≥ 500 m ² , Heated	< 500 m ² ,
5.1.1. LEED Silver Certification	X			
5.1.2. Net-Zero Energy Ready and Air Tightness Target	X	X	X	
5.1.3. Water Access	X	X		
5.1.4. Accessibility Requirements	X	X	X	X

4.2. New buildings that are constructed on City-owned land or in partnership with the City of Saskatoon shall meet the same policy standards that are required of new City-owned buildings.

4.3. Process Buildings or buildings with a combination of various space types that are Occupied and greater than 500 meters squared (office, retail, residential, storage, process, etc.) may be evaluated for partial applicability of 5.1.1 LEED Silver Certification and 5.1.2 Net-Zero Energy Ready and Air Tightness Targets. Projects must still demonstrate how the project meets the intent of the Policy as outlined in the Administrative Procedure. City Council shall approve any exceptions to the Policy.

5. POLICY

5.1. For the design and construction of new City-owned buildings, additions, or major renovations that meet the applicability criteria listed in Section 4.0 of this Policy:

5.1.1. Applicable projects shall meet and attain at a minimum LEED Silver Certification and achieve the mandatory LEED credits specified in the Administrative Procedure.

5.1.2. Applicable projects shall be built to Net-Zero Energy Ready and designed to achieve a maximum air leakage rate of 0.5 (L/(s·m²)) @75 Pa. Refer to the Administrative Procedure for guidance related to design, envelope commissioning and recommended energy targets.

5.1.3. Applicable projects shall provide access to water through water fountains, water bottle filling stations or water faucets. Table 2 provides the minimum number that is based on the use of the building and the occupant load as determined by the National Building Code of Canada.

Table 2: Minimum Number of Drinking Fountains Required

Building Type	Number of Drinking Fountains per Number of Occupants
Office/ Fire/ Police Station	1 per 100
Museum/ Performing Arts/ Social/ Meeting Hall/ Library/ Convention Centre/ Workshop/ Maintenance	1 per 500
Recreation (Skating rink, swimming pool, fitness centre, indoor sport courts, etc.)	1 per 1000

5.1.4. Applicable projects shall comply with the City of Saskatoon Accessibility Action Plan and where possible provincial or federal standards.

6. RESPONSIBILITIES

6.1. City Council shall:

6.1.1. Where possible, ensure Council resolutions, bylaws, policies, and long-term plans align with this Policy; and

6.1.2. Approve amendments to this Policy.

6.2. The City Manager shall:

6.2.1. Identify any human or financial resources required to implement this policy; and

6.2.2. Propose amendments to this policy.

6.3. The General Manager of Utilities & Environment:

6.3.1. Is responsible for administering this policy, recommending updates, and maintaining and updating the related Administrative Procedure.

6.4. Chief Financial Officer

6.4.1. Is responsible for ensuring that capital budgets which are impacted by this policy will be budgeted to meet the determined policy standards.

6.5. All City of Saskatoon Employees:

6.5.1. Are responsible for understanding and implementing this policy when they deliver projects;

6.5.2. Shall develop capital budgets to achieve the objectives of this Policy;

6.5.3. Shall ensure purchasing documents identify the requirements of the policy; and

6.5.4. Are responsible for reporting on the outcomes of the project and how the requirements of the policy were achieved.

Triple Bottom Line Review for the High Performance Civic Building Policy

Process and Methodology

Administration used the City of Saskatoon's Triple Bottom Line (TBL) Decision Making Tool in order 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. Business as Usual (BAU): Current construction practices.
2. Option A: The High Performance Civic Building Policy (the Policy).

In conducting the analysis, the Administration relied on the expertise of the Project Team and Subject Matter Experts from the Recreation and Community Development and Sustainability Departments.

This review is meant as a high-level assessment to identify the policy'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 are out of scope, including items that were not contingent on and/or influenced by the construction of a new building such as civic participation, recreation, skills and training, and education.
- The scope of the policy limited the ability to achieve a higher TBL outcome in some areas. Many of these items were project specific and will be addressed in the TBL assessment completed for specific construction projects.

Results & Findings

Overall, the results of the Administration's TBL review indicate that Option A achieves greater TBL benefits than the business-as-usual option.

A summary of results for each option is 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

Business as Usual - Current construction practices

Score Summary

Principle	Score	Max In-Scope Points	% Achieved	Outcomes
Environmental Health and Integrity	1	33	3%	Needs improvement
Social Equity and Cultural Wellbeing	5	27	19%	Needs improvement
Economic Prosperity and Fiscal Responsibility	2	21	10%	Needs improvement
Good Governance	3	18	17%	Needs improvement

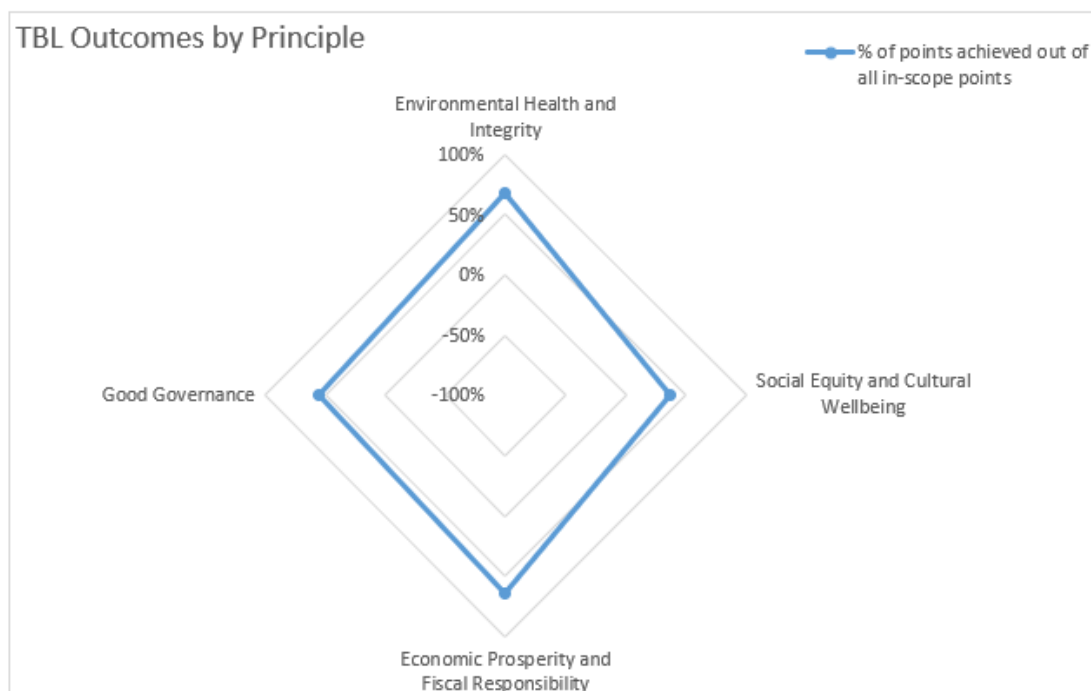


Overall, the BAU option received a “Needs improvement” for all TBL principles. Many of the indicators were given a no impact score because the BAU option doesn’t address many of the indicators in the Tool, however it does not prevent positive outcomes from occurring which is why it did not receive a negative impact score. For example, support renewable energy, the BAU option doesn’t prevent the installation of renewables, however there isn’t currently any mandate to install renewable energy on new buildings.

Option A – High Performance Civic Building Policy

Score Summary

Principle	Score	Max In-Scope Points	% Achieved	Outcomes
Environmental Health and Integrity	49	72	68%	Exceeding expectations
Social Equity and Cultural Wellbeing	10	27	37%	On track
Economic Prosperity and Fiscal Responsibility	25	39	64%	Exceeding expectations
Good Governance	25	45	56%	Meeting expectations



Option A – The policy, received a result of “exceeding expectations” for Environmental Health and Integrity, as well as Economic Prosperity and Fiscal Responsibility. Good Governance received a “meeting expectations”, and Social Equity, and Cultural Wellbeing received an “on track”.

The policy specifically addressed the following indicators shown below.

Environmental Health and Integrity:

- *Conservation of Resources and Climate Change Mitigation and Adaptation* – through the inclusion of specific energy and air tightness targets for new buildings.
- *Green Buildings and Sustainable Land Use, Clean Air, Water, and Land, and Waste Reduction and Diversion* - through the specification of LEED Silver Certification and mandatory LEED credits.

Economic Prosperity and Fiscal Responsibility:

- *Sustainable Procurement* – new construction projects adhering to the policy will need to specify requirements related to TBL criteria in their procurement documents.
- *Financial Planning and Resourcing* – policy requirements will lead to improved life-cycle costs through the reduction of operations and maintenance costs.
- *Asset Management* – policy requirements will increase the quality of construction leading to more resilient, lasting infrastructure and assets.

Good Governance:

- *Ethical and Democratic Governance* – the policy provides accountability and supports the City's actions to ensure that the City of Saskatoon remains consistent between what it says it values and what it practices.
- *Monitoring, Reporting and Compliance* – the policy supports compliance with internal and external regulations and procedures as well as requires reporting requirements to confirm that projects are achieving the policy outcomes.

Social Equity and Cultural Wellbeing:

- *Equity and Opportunity* – inclusion of the City of Saskatoon's Accessibility Action Plan in the policy supports people of all abilities and addresses discrimination based on ability.



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES AND CORPORATE SERVICES

Committee Report - Dundonald Avenue Solar Farm Project Implementation

Recommendation of the Committee

1. That Option 2, Implement Project With Naturalized Landscaping, be approved under Capital Project P.1955 - Utility Solar Scale Energy Implementation;
2. That \$0.2 million from Capital Project P.1286 - Electric System Planning Studies be reallocated to Capital Project P.1955; and
3. That \$0.2 million from Capital Project P. 1281 - Investigate New Power Supply be reallocated to Capital Project P. 1955.

History

The Standing Policy Committee on Environment, Utilities and Corporate Services, at its meeting held on November 1, 2021, considered a report from the Administration regarding the above.

Attachment

November 1, 2021 report of the General Manager, Utilities and Environment.

Dundonald Avenue Solar Farm Project Implementation

ISSUE

City Council has a target of reducing greenhouse gas (GHG) emissions by 80% below 2014 levels by 2050. The Low Emissions Community (LEC) plan identified the need for implementation of a utility-scale solar power plant by 2023.

A feasibility study was completed to explore development of a utility-scale solar project on a previously reserved parcel of land located along Circle Drive South near Montgomery Place (Parcel M). The City of Saskatoon (City) was also successful in receiving approximately \$2.56 million funding for the implementation of this project.

City Council direction is needed to determine next steps on the project.

BACKGROUND

In November 2017, City Council reserved Parcel M, a 13-acre undeveloped parcel for the development of a solar power plant. Administration was requested to explore development options for implementation and conduct community engagement.

In August 2019, City Council received information on the LEC plan which outlined various initiatives including implementation of a utility-scale solar power plant within city boundaries to help achieve desired GHG reduction targets of 80% by 2050. LEC Action No. 30 calls for the implementation of a 1-Megawatt (MW) utility-scale solar system on municipal land, and LEC Action No. 34 calls for the implementation of an additional 20 MW of utility-scale solar by 2030.

In November 2019, City Council reserved \$0.5 million for the implementation of a utility-scale solar farm on Parcel M (Project 1955 – Utility Solar Scale Energy Implementation).

In February 2020, City Council received information on the Green Infrastructure Strategy (GIS), which outlined 15 actions that the City and community can take to reach an interconnected Green Network that provides sustainable habitat for people and nature. Actions related to naturalizing green space include:

- 12.1 - Naturalize parks, storm water infrastructure, and other open space where appropriate.
- 12.3 - Increase the City's use of native species in restoration and naturalization work.

In April 2020, Administration hired the services of an engineering consulting firm to complete a full feasibility study. A portion of the northern part of Parcel M was reserved for future roadways around Montgomery Place. Adjacent vacant land south of Parcel M, which is leftover land from the Circle Drive South project, was included for a revised total of 14 acres for solar implementation.

In April 2021, the City was successful in receiving \$2.56 million of funding from Canada and Saskatchewan governments through the Investing in Canadian Infrastructure Program (ICIP) for this project.

Current Status

A feasibility study has been completed and concluded that the project is technically feasible, meets financial expectations, and is environmentally and socially sustainable.

Key outcomes from the feasibility study are as follows:

- The site is marginal land that has limited access and development opportunities;
- The site can accommodate up to 2.2 MW of solar power, with a lifespan of 30 years;
- The site has good southerly exposure for sunlight and is located close to an existing solar demonstration site at the Landfill Gas Power Generation Facility;
- Has negligible or no impact to the surrounding roadways, flight paths, and neighbourhood area plans; and
- Is located near a connection to the City's power grid.

Visualizations of the project are provided in Appendix 1. An executive summary of the feasibility study is provided in Appendix 2.

The feasibility study explored several development and ownership options as previously identified in the November 2017 report. Following receipt of funding, the utility ownership model was necessary where Saskatoon Light and Power (SL&P) would finance, build, and operate the solar power plant, and supply the electricity to SL&P's distribution system to supply to its customers and offset purchases of bulk electricity from SaskPower.

Administration is currently engaging with CN Rail to finalize temporary and permanent site access requirements. The site landscape will be mowed and sprayed for weed control this fall in preparation for potential solar construction work in summer 2022.

Public Engagement

In June 2021, the City conducted public engagement on the project. Several methods were utilized to connect with the public including:

- Direct mailout of project information to neighbouring residents and businesses;
- Sharing of information and collection of feedback through the City's website and social media platforms; and
- Hosting a live virtual public engagement meeting and answering questions on June 22, 2021.

Key outcomes from the public engagement are as follows:

- The survey conducted online received 49 responses, where 26 of them were residents of Montgomery Place;

- There were 45 responses on the benefits of the project. Of these responses, 28 supported renewable energy initiatives, 12 highlighted the project as a good use of vacant land, and 11 said the City was setting a good example;
- There were 43 responses with concerns about the project. Of these responses, 13 said their concerns were addressed, 7 were interested in the impacts on the green space/wildlife, and 5 were concerned with noise propagation;
- The presentation provided during the virtual engagement session answered most of the questions and concerns; and
- No significant issues were raised or remain that would prevent this project from moving forward.

A summary of the public engagement results is provided in Appendix 3.

An Indigenous group engagement was conducted as part of the ICIP government funding. Eight local Indigenous groups were contacted by mail for comments on the project. Only the Saskatoon Tribal Council (STC) responded, with the desire for the City to consider utilizing indigenous workforce on a portion of the construction phase of the project. The City and STC have collaborated on other projects and opportunities will be explored.

City of Saskatoon's Current Approach

SL&P purchases bulk electricity from SaskPower and provides distribution services to customers within its franchise area. One of the main expenses incurred by SL&P is the cost of purchasing the bulk power (53% of total revenue). Any generation projects undertaken by SL&P are, therefore, required to offset equivalent costs of purchasing bulk power.

Due to the fixed franchise boundary for SL&P, land availability has imposed challenges to initiate utility-owned projects. However, SL&P has owned and operated a 1.6 MW Landfill Gas Power Generation Facility since 2014. SL&P also offers programs for customers to self-generate renewable energy and interconnect with the power grid. So far over 2.7 MW of solar has been approved through these programs.

Other related initiatives that support installation of green infrastructure and renewable energy include:

- The Home Energy Loan Program which provides loans to homeowners for energy improvements, including adding solar panels to their homes.
- A feasibility study is underway to add solar panels to civic buildings and sites. There are eight buildings being studied to find places that will work to install solar panels on City property.
- A feasibility study is planned to explore expansion of the Landfill Gas Power Generation facility to utilize increased gas volumes and generate additional renewable electricity to the power grid within the next four to eight years.
- Continued exploration of other opportunities to implement renewable energy projects within and outside of SL&P's electrical franchise boundary by ownership, co-ownership, or power purchase agreements.

- A GIS Implementation Plan is under development to outline various programs and initiatives in support of the actions identified.

Approaches in Other Jurisdictions

According to Natural Resources Canada, solar accounted for 0.6% of Canada's electricity generation in 2018. It is anticipated that solar generation will increase significantly in future years as utilities across Canada reduce GHG emissions to meet federal environmental commitments.

In Saskatchewan, SaskPower is planning to construct 60 MW of utility-scale solar power in the coming years. The first project is a 10 MW installation (Highfield Solar Project) located near Swift Current that will be operational in the fall of 2021. Other SaskPower solar projects under construction include the 10 MW Foxtail Grove Solar Project, located in northeast Regina; 10 MW Pesâkâstêw Solar Power Project, located near Swift Current; and 10 MW Awasis Solar Power Project, located near Regina. Each of these projects will be built, owned, and operated by independent power producers, and in some cases in partnership with Indigenous groups or businesses.

Alberta has also seen a steady growth in utility-scale solar projects over the past few years and recently approved the 400 MW Travers Solar Project, which is the largest solar project planned in Canada.

TRIPLE BOTTOM LINE EVALUATION

Appendix 4 provides a Triple Bottom Line (TBL) assessment in accordance with Council Policy C08-001 - Triple Bottom Line. The following options were reviewed:

1. Option 1: Implement Project Without Additional Landscaping
2. Option 2: Implement Project with Naturalized Landscaping
3. Option 3: Cancel Implementation of the Project

Option 2 scored the highest in all categories. It meets expectations in Environmental Health and Integrity, Economic Prosperity and Fiscal Responsibility, and Good Governance. Option 2 needs improvement in Social Equity and Cultural Wellbeing, because as a utility-owned and operated project, there are not many opportunities to impact social equity and cultural wellbeing indicators.

	Option 1: Implement Project Without Additional Landscaping	Option 2: Implement Project With Naturalized Landscaping	Option 3: Cancel Project Implementation
Environmental Health	12	21	-3
Social Equity	2	2	1
Economic Benefits	39	41	1
Good Governance	26	31	5
Total TBL Score	79 Points	95 Points	4 Points

OPTIONS

Three options have been proposed for further consideration for the Dundonald Avenue Solar Farm project:

- Option 1: Implement Project Without Additional Landscaping
- Option 2: Implement Project With Naturalized Landscaping
- Option 3: Cancel Project Implementation

Evaluation of the options included the following considerations:

- The City has committed to 80% reduction in GHG by 2050. The City is deciding on the most effective ways to reduce GHG;
- This project achieves, and exceeds, LEC Action No. 30, which calls for the implementation of 1 MW utility-scale solar system on municipal land, and informs LEC Plan Action No. 34, which calls for the implementation of 20 MW of utility-scale solar system on municipal land in Saskatoon and surrounding areas within the next decade;
- This is the first utility-scale solar project in Saskatoon and will show environmental leadership;
- Eligibility for \$2.56 million of funding requires the project to be owned by the City and implemented by summer 2023; and
- Public engagement and feasibility study have not identified any major concerns with project.

Option 1: Implement Project Without Additional Landscaping

Under this option, SL&P would build, own, and operate the 2.2 MW Dundonald Avenue Solar Farm for the 30-year life of the project. The project is estimated to cost \$4.25 million with \$2.56 million covered through government funding, resulting in a net total cost of \$1.7 million that would be funded from Capital Project 1955 – Utility Solar Scale Energy Implementation and budget reallocations that are proposed within SL&P’s submission for the 2022-2023 budget.

Electricity generated from the project would be fed onto SL&P’s electrical distribution system and would reduce bulk energy purchases from SaskPower. This would result in estimated average annual savings of \$300,000 and a simple payback period of 7 years. There will be no impact to customer power rates due to the project.

A solar development contractor would be hired through a competitive tendering process to design and build the solar farm. Construction of the solar farm is anticipated to occur in 2022 and be operational in 2023.

Under this option, the existing landscaping consisting of dryland grass would be retained. This would result in the need to continue mowing the grass to keep it manageable, and result in landscape maintenance costs of \$22,000 per year, or \$0.65 million over the 30-year life of the project, without any escalations in pricing.

Advantages of Option 1 are:

- Helps the City achieve its GHG targets by reducing electricity emissions by approximately 1,400 tonnes of CO₂e in its first year, or 450 tonnes of CO₂e annually

averaged over the 30-year life of the project, which is the equivalent of removing 97 cars from the road each year;

- It would provide over 2.7 million kilowatt-hours (kWh) of clean renewable electricity, which is enough to power over 330 homes;
- Senior government funding will be utilized to reduce initial construction costs and increase savings;
- There will be no impact to customer power rates as a result of the project;
- Savings from the project could be utilized to replenish SL&P's capital reserves and assist in funding asset management projects currently unfunded; and
- It allows the optimization of marginal land.

Disadvantages of Option 1 are:

- Some citizens opposed development of any solar on this site; and
- Retaining existing landscaping results in approximately four times higher operational and maintenance costs for the solar farm when compared with Option 2.

Option 2: Implement Project With Naturalized Landscaping

This is similar to Option 1, with the exception that the existing landscape would be gradually reseeded and naturalized to include native grass and pollinator habitats along with the solar system. An additional upfront cost of approximately \$35,000 would be needed to establish the naturalized landscape and entail reduced mowing, cultivating, planting and weed control.

This option utilizes a combination of naturalized landscaping, Options B and C, identified under the landscaping considerations in Appendix 5. This approach was deemed most suitable to establish the given site, budget and implementation constraints.

Advantages of Option 2 are:

- In addition to the advantages listed in Option 1, this option would lower the operating and maintenance costs for landscaping by approximately three quarters once established, at an estimated cost of \$5,400 each year, or \$0.2 million over the 30-year life of the project without any escalations in pricing;
- Reduces operational GHG emissions associated with landscape maintenance;
- This option not only contributes to the City's sustainable goals and allows for biodiversity, but also aligns with the City's GIS on Naturalized Parks and Features; and
- Improves the visual appeal of the solar farm for observers.

Disadvantages of Option 2 are:

- Some citizens opposed development of any solar on this site;
- Initial establishment of naturalized landscape could interfere with the construction and operational phases of the project; and
- Naturalized landscape and pollinator habitats may be difficult to implement easily.

Option 3: Cancel Project Implementation

Under this option, the project would be cancelled, and Administration would be directed to explore other opportunities to implement solar within the city.

Advantages of Option 3 are:

- Some citizens may be in favour of keeping things the same at the proposed solar site.

Disadvantages of Option 3 are:

- Lost opportunity to implement solar and renewable energy at the largest available marginal land within SL&P's electrical franchise boundary;
- Lost opportunity to utilize available funding to offset capital costs for the project;
- Loss of potential savings that could increase SL&P capital reserves;
- The City would not be meeting its environmental goals. There would be no reduction of greenhouse gases from the current state; and
- The City would continue to purchase all required electricity from SaskPower rather than generate a portion of its own.

RECOMMENDATION

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

1. That Option 2, Implement Project With Naturalized Landscaping, be approved under Capital Project P.1955 - Utility Solar Scale Energy Implementation;
2. That \$0.2 million from Capital Project P.1286 - Electric System Planning Studies be reallocated to Capital Project P.1955; and
3. That \$0.2 million from Capital Project P.1281 - Investigate New Power Supply be reallocated to Capital Project P.1955.

RATIONALE

Positive Impact on City Goals

City Council has identified Environmental Sustainability as one of its priority focus areas. The recommended Option 2 allows the City to move toward these goals and help lower GHG emissions within Saskatoon. Option 2 achieves LEC Action No. 30, which calls for the implementation of a utility-scale solar system on municipally owned land within Saskatoon. The project would also inform LEC Plan Action No. 34 which requires the implementation of 20 MW of utility-scale solar system on municipal land in Saskatoon and surrounding areas within the next decade.

Option 2 also supports naturalized landscaping which would enhance ecosystem services, improve long-term maintenance, and support biodiversity.

Utilization of Government Funding

The utility ownership model will ensure the City remains eligible for the \$2.56 million of government funding for implementation of the project. Access to funding significantly reduces the simple payback period from 15 years to 7 years.

Positive Impact on the Utility

The project is estimated to generate an average of over 2.7 million kWh of clean electricity each year across its 30-year life. This is the equivalent energy needed to power 330 homes.

Optimal Utilization of Land

In 2017, SL&P investigated all available/vacant lands within its franchise boundary and identified Parcel M as the largest and most suitable land for solar development, and subsequently reserved the land for future solar development.

The land is ideal for solar for the following reasons:

- It is marginal land that is not suitable for commercial, residential, or recreational development;
- Has access limitations due to its proximity with the railway line to the west and Circle Drive South freeway to the east;
- Has minimal impact on nearby community local area plans;
- Has excellent south exposure and is located near the City's existing Solar Demonstration site; and
- Is easy to connect with the electrical distribution system nearby.

FINANCIAL IMPLICATIONS

The project is estimated to cost \$4.25 million, with \$2.56 million covered through government funding, resulting in a net total cost to the City of \$1.7 million which would be funded from Capital Project 1955 – Utility Solar Scale Energy Implementation and budget reallocations that are proposed within SL&P's submission for the 2022-2023 budget. Reallocation of funds from two existing capital projects in the amount of \$0.4 million is also proposed to ensure adequate funds are in place.

The project is estimated to have a simple payback period of 7 years taking into account the federal and provincial funding, with estimated annual savings of \$300,000 expected over its 30-year life.

The final cost of the project will be determined through the competitive tender process. Utilization of naturalized, low-maintenance landscapes will reduce associated maintenance costs throughout the project's life.

ADDITIONAL IMPLICATIONS/CONSIDERATIONS

This project needs the collaboration of several civic departments, including Transportation, Saskatoon Land, Sustainability, Parks, Communications, Saskatoon Water, Planning and Development, Solicitors, Saskatoon Fire, and Building Standards. This project's progress is dependent on negotiations with CN Rail for a permanent

access point into the site. Applications are being made to gain a permanent entrance from Dundonald Avenue.

Broader Economic Impacts

SREDA was also consulted to determine economic benefits from the project for the City with the results in Appendix 6. The direct output is \$4.25 million with an indirect output of \$1.27 million, and an induced output of \$0.78 million. There would be about 24 FTE jobs created during construction.

Other Site Considerations

The entire site will be fenced and gated for safety. A glare study was conducted to ensure that there will be no dangerous reflections from the sun. Glare from the solar panels is expected to be less than glare from snow in winter. A noise study was also conducted, and it was concluded that the solar farm will have a neutral impact on sound transmission from traffic on Circle Drive South. The solar farm itself will not produce any discernable noise.

A climate resilience assessment was also conducted as part of the ICIP funding process. Consideration for climate resiliency will be included in the design and construction phases of the project.

A high-level assessment of a Battery Energy Storage System was also performed and deemed not desirable due to added cost and risk associated with the technology.

Montgomery Place Impact Considerations

There will be no impacts to existing local area plans to Montgomery Place. Furthermore:

- Existing Montgomery Place local area plan recommendations for completing a noise study in 2023 remain unchanged;
- Potential future noise mitigation measures are not impacted by the solar farm; and
- Potential future overpass considerations along 11th Street West are accommodated for within the land reserved for future roadways.

COMMUNICATION ACTIVITIES

The following communication activities are planned following direction from City Council:

- The engage website will be updated to reflect the decision of City Council;
- The SL&P website will be set up to inform the public of the progress of the project if implementation is approved;
- Neighbouring community and businesses will be informed prior to and during construction;
- A news release will be issued when construction on the project begins; and
- A news release will be issued when the project is operationalized.

NEXT STEPS

If implementation is approved, the next steps on the project are:

Dundonald Avenue Solar Farm Project Implementation

- Issue a tender document for a design/build contract in Q4 2021;
- Finalize site design in Q1 2022;
- Commence construction in Q2 2022; and
- Complete construction and commission by Q3 2023.

APPENDICES

Appendix 1: Dundonald Avenue Solar Farm Layout and Visualizations

Appendix 2: Dundonald Avenue Solar Farm Stantec Feasibility Study Executive Summary

Appendix 3: Dundonald Avenue Solar Farm Public Engagement Summary

Appendix 4: Dundonald Avenue Solar Farm Triple Bottom Line Assessment

Appendix 5: Dundonald Avenue Solar Farm Landscaping Considerations

Appendix 6: Dundonald Avenue Solar Farm SREDA Economic Impact Study

Report Approval

Written by: Ross Elliott, Meter Services Engineer
Oreva Oboghor, Sustainable Electricity Engineer
Jose Cheruvallath, Metering & Sustainable Electricity Manager

Reviewed by: Trevor Bell, Director of Saskatoon Light & Power

Approved by: Angela Gardiner, General Manager, Utilities and Environment

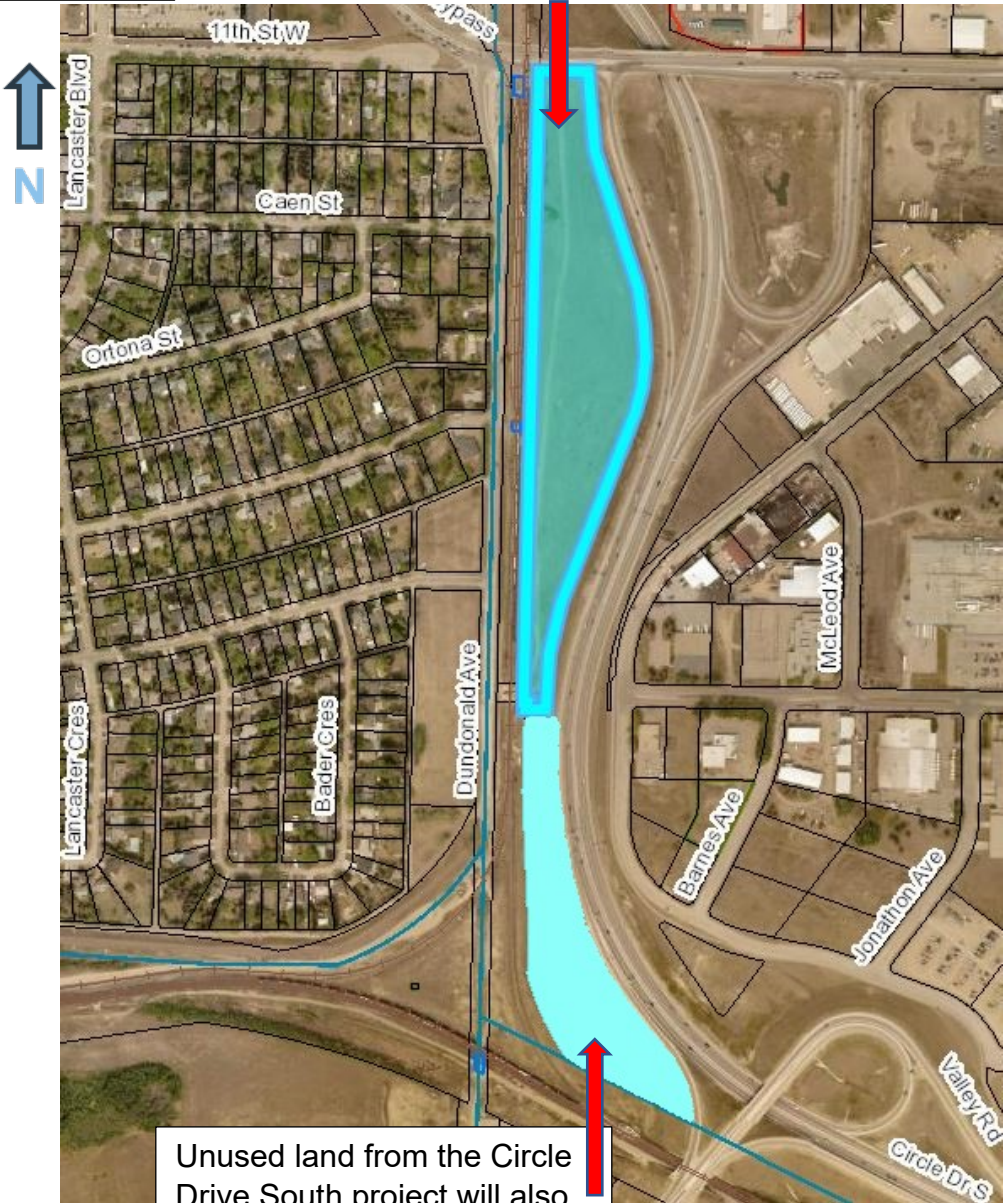
Admin Report - Dundonald Avenue Solar Farm Project Implementation.docx

Dundonald Avenue Solar Farm Layout and Visualizations

Location

The solar site is to the east of Montgomery Place in southwest Saskatoon

Parcel M is a 14 acre site set aside for solar power



Unused land from the Circle Drive South project will also be utilized

Overhead Visualization



Looking south from 11th Street West with Circle Drive on the left. The area in orange foliage shows the area of the solar farm.

Land reserved for future roadways



Ground Level Visualizations



Dundonald Avenue
looking east



On ramp to Circle
Drive looking south

Ground Level Visualizations (continued)





Looking north from
Valley Road overpass

Dundonald Avenue Solar Farm

STANTEC FEASIBILITY STUDY EXECUTIVE SUMMARY

The City of Saskatoon (City) has been actively seeking options for the installation of a solar photovoltaic (PV) system in the area south of 11th Street West, between Circle Drive South and the railway tracks that run parallel to Dundonald Avenue. The City has hired Stantec Consulting Ltd. (SCL) to perform a feasibility analysis which includes technical and financial analysis, and limited stakeholder engagement support.

The study provides a conceptual layout and equipment specification as a basis for technical and financial analysis. The technical portion of the study included review, analysis, and recommendations from each of the solar, electrical, civil, landscape, and environmental services perspectives.

Solar generation design and simulations using PVsyst software resulted in a site-optimized 2.2 MW_{dc} system using fixed 35-degree tilt racks spaced 15 metres apart. The PV modules were portrait oriented and 2 modules high and 12 modules across. This arrangement was selected to minimize shading, reduce snow build-up, and maximize the available land area used. The detailed design stage and future nearby developments may change the space available for panels.

	Horizontal Global Irradiance	Horizontal Diffuse Irradiation	Ambient Temperature	Global Irradiance on Collector Plane	Gross Energy Injected into Inverters (P50)	Net Energy Injected into Grid (P50)
	kWh/m ²	kWh/m ²	°C	kWh/m ²	kWh	kWh
January	34.9	13.95	-14.21	86.0	196,297	189,014
February	59.8	19.14	-13.45	118.4	283,858	273,697
March	104.9	39.77	-6.53	156.4	357,473	344,884
April	136.1	39.77	-6.53	163.4	348,049	335,828
May	177.7	70.49	10.88	184.5	382,911	369,877
June	190.0	72.05	15.11	188.3	390,132	359,593
July	209.6	66.23	19.00	214.4	434,723	420,037
August	166.6	63.77	17.22	191.6	390,689	362,138
September	115.2	42.5	11.73	154.8	321,006	310,053
October	71.4	26.79	3.40	119.9	260,019	250,909
November	36.7	17.22	-4.13	78.3	176,646	164,927
December	26.7	11.51	-13.00	69.2	155,308	149,299
Annual/ Average	1329.7	495.08	2.59	1725.3	3,697,111	3,530,256

Table 1 PVsyst First Year Results

The system anticipated annual capacity factor is summarized in the following table:

Inverter Output (kWh) Ran 100% of year	Energy to Grid (kWh)		Annual Capacity Factor		
	Gross	Net	Before Losses (Average)	After Losses (Average)	Difference (Average)
3,922,807	3,697,111	3,530,256	5.8%	10.0%	4.2%

Table 2 Annual Capacity Factor Results

Inter-connection with the utility-grid was reviewed and deemed to be relatively straightforward. There is a 15kV-750MCM underground distribution feeder running through the north end of the site with concrete pull-vault. Power can be run from this location parallel to the service road to the solar equipment near the access gate.

High-level analysis was performed on a potential Battery Energy Storage System (BESS). While it is a promising technology experiencing increased adoption across North America, it was recognized that a nearly doubling in capital expenditure of the project, negative impact to Levelized Cost of Energy (LCOE), calculated negative life-cycle cost, and lack of vendor/product certainty and standardization was not desirable. However, it was noted that it would be worth monitoring system costs over the next 3 to 5 years and performing deeper study as key technology advancements are realized, system designs become more standardized, systems become more prevalent, costs stabilize, and energy/demand costs rise.

To consider potential glare impacts to neighboring residential and commercial buildings, a Glare Study was performed to assess light reflection impacts on roadways, and overhead flight paths. Overall, the analysis demonstrated that glare levels were found to be within acceptable limits and would not pose any nuisances.

Stantec provided a high-level review of the acoustical impacts in the immediate area. This review showed no notable acoustical concerns to the neighboring residential community.

Civil, landscape, and environmental aspects of the site were reviewed with the City. Analysis resulted in earthworks, site access, service road, equipment area, drainage, landscape, and environmental study recommendations.

Earthworks is anticipated to be minimal for the project. While the sloping of the site presents challenges, earthworks comes with significant cost, so it is preferential from a financial perspective to work with the site topography as opposed to re-shape it. As a result, drainage patterns and run-off rates will remain substantially the same as it is currently. Some site clearing will be required as there are some older ill-maintained trees, which will compromise system performance, and obsolete railway telegraphy poles which present challenges for the site layout. There are other fixed site features

which will be worked around, such as active registered easements for underground cabling/piping and above-ground power/telecom pedestals and a major water valve.

Primary site access was provided through a gate on the west edge of the site at an abandoned rail-crossing, with emergency access gates provided on the north and east perimeters. A service road is recommended from the primary access gate in the west, running along the west perimeter of the site up to the north end of the site, and from the access gate across the site to the east side and down to the south end. Equipment will be located between the north and south sections of the site and is anticipated to include a step-up transformer, Saskatoon Light & Power switch, and possibly a small trailer/building to house monitoring/controls equipment.

Landscaping was discussed at length; considerations included how to improve the aesthetics of the site, and how to increase utility of the site from a sustainability perspective. Recommendations include modifying the existing seed-mix to one which attracts pollinating insects. Implementation of more extreme concepts such as introducing on-site beehives or sheep grazing were not studied in-depth due to anticipated operational complexities and costs. It should be noted that careful selection of grasses and plants that do not grow higher than the leading edge of the solar PV array to prevent any shading issues.

The environmental services team reviewed the project circumstances and recommended a desktop study be performed primary due to the impact of missing available study seasons if further study required. For example, if a desktop study determines that a particular species/environment study is required, it is possible that the study can only occur during a certain time of year, which could delay a project until such study can be performed. Based on the information available, the City felt confident that further study would not be required and elected to not have a desktop study performed.

The City is an organization which highly values proactive engagement with project stakeholders. It is anticipated that the project will garner heightened levels of public interest. Accordingly, it was requested that Stantec provide technical and financial data, along with photo-realistic rendering to assist with engagement activities.

As part of the financial analysis, an Opinion of Probable Cost (OPC) for capital cost and operation and maintenance costs was developed using industry data with verification by Canadian-based wholesalers and contractors. The OPC projected that the capital costs of the system to be approximately \$4.25 million or approximately \$1.88/Wdc. Operation and Maintenance (O&M) costs are projected to be approximately \$27,500/year or \$12.50/kW per year.

The developed CAPEX and OPEX figures were the basis of in-depth financial analysis. Four project implementation cases were studied. Each of the cases included a variation in financing, ownership, and power usage assumptions. Each of the cases, with assumptions, analysis, and commentary are included in the report. The most beneficial case was deemed to be Case 1 where Saskatoon Light & Power finances and builds the solar power plant, and retains the electricity for retail and Demand Charge savings and Carbon Credits are retained. In this case it was determined that the system should

pay itself back in 15 years of operation, or just over 7 years with the receipt of a government grant.

In summary, an acceptable technical solution appears to be feasible given the target design criteria, site conditions, and supporting physical infrastructure. From a financial perspective, analysis indicates that the project is expected to be very beneficial in one case, and moderately beneficial in one other case. Finally, the environmental, glare, and acoustical impacts on the immediate and surrounding areas appear to be acceptable. Overall, the project appears to be technically feasible, meets financial expectations, and is environmentally and socially sustainable.

It should be noted that as the technology continues to improve, newer modules on the market will potentially change the dynamic of which the solar farm is developed. Hardware and costs considered for this assessment should be viewed as a snapshot of the time this report was developed. Newer technology can and will change the assumptions used to develop this assessment and will only continue to become significant the further away from this analysis the project takes to materialize.

Dundonald Avenue Solar Farm

Public Engagement Summary

October 8, 2021



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1 Background

Cleaner ways of generating power is a priority for the City of Saskatoon (the City). As part of the Low Emissions Community Plan, the City aims to reduce its own emissions by 40% below 2014 levels by 2023 and 80% by 2050. Additionally, the long-term plan is to support the Saskatchewan power grid's transition to carbon neutral by 2050. One way to achieve these goals is through clean power generation, such as solar energy.

1.1 Dundonald Avenue Solar Farm

Currently, Saskatoon Light & Power (SL&P) buys most of its electricity from SaskPower, which uses fossil fuels. The Dundonald Avenue Solar Farm (solar farm), a 2.2 megawatt solar power project, will enable SL&P to generate renewable electricity to the power grid for their customers in addition to the 1.6 megawatt Landfill Gas Generation Facility, which was commissioned in 2014.

The Solar Farm will lower annual power emissions by approximately 1,800 tonnes of carbon dioxide equivalent, which is comparable to removing 400 cars from the road.

What is a Solar Farm?

A solar farm is a large collection of photovoltaic (PV) solar panels. These panels absorb the sun's energy, convert it into electricity, and send the electricity to the power grid.

Location

City Council set aside a parcel of land (Parcel M) for solar development. An additional right-of-way immediately south of the parcel has also been included. These 14 acres of land lie east of Montgomery Place and Dundonald Avenue, between the CN railway tracks and the Circle Drive South freeway.

The location of the solar farm would also accommodate a potential future overpass of the railway tracks at 11th Street West. This land has no commercial value. It has excellent sun exposure and is near existing underground electricity lines.

The generated power from the solar farm will be directly tied into the main power feed of Montgomery Place.

Funding

The total cost of the project is estimated to be \$4.25 million. The City has been approved to receive \$2.56 from the government for this project. With this funding, the project will pay itself back in 7 years due to reduced purchasing of electricity from SaskPower.

Feasibility Study

Stantec Consulting Ltd. conducted a feasibility study in 2021 regarding the potential of a solar farm at the proposed location.

2 Engagement Activities

2.1 Marketing

An [Engage webpage](#) for the project was created on the City website.

Residents in Montgomery Place, as well as businesses east of Circle Drive in the proximity of Parcel M, received a mailout with a description of the project including visual renderings, instructions on how to access the project's Engage page and online comment form, instructions on how to take part in the June 22 online meeting, and contact information for Saskatoon Light & Power Customer Service.

City-wide social media ads (Facebook, Twitter) to promote the Engage page and encourage input on the project were posted 1 week in advance of the online meeting.

2.2 Online Comment Form

An online comment form was posted on the Engage page and was open for responses from June 8 to June 30, 2021. In total, there were 49 responses, which includes 26 who indicated they live in Montgomery Place.

2.2.1 Summary of Comments

Please describe any benefits you see to the Dundonald Avenue Solar Farm

Forty-five of forty-nine respondents provided a comment to this question. The table below provides a summary of comments received related to benefits in descending order of common themes.

Comments Provided	Count
• Support "green" friendly initiatives / reduce emissions / renewable energy	28
• Good use of vacant land that has limited other uses	12
• The City taking lead / being example	11
• Cost effective / return on investment / Government funding	10
• Should do more projects that are similar in the future	5
• Not obtrusive on the neighbourhood / less intrusive than other options (e.g. wind turbine)	4
• None / Nothing	4
• Quiet / has potential to dampen freeway noise	3
• Reduction in power bills?	3
• Less electricity purchased from SaskPower	2
• Good to invest in power production	2
• Minimal maintenance	1
• Limited access to the public in this location	1
• May support local business (e.g., installation, maintenance)	1
• Lots of sunshine in Saskatoon	1

Please describe any concerns you would have with the Dundonald Avenue Solar Farm

Forty-three of forty-nine respondents provided a comment to this question. The table below provides a summary of comments received related to concerns in descending order of common themes.

Comments Provided	Count
• None / concerns were addressed in information provided	13
• Green space / impacts to wildlife (e.g., antelope have been sighted in area)	7
• Sound / noise / impacts to sound wall / must accommodate future sound attenuation	5
• Industrial waste / how recyclable are they?	5
• Cost / impact to property tax / not a priority	5
• Landscaping (Shrubbery or trees between the solar farm and Montgomery Place? Wildflowers or native grasses instead of hardscaping?)	5
• Industrial power plant near a neighbourhood / why not elsewhere / already COC, snow dump, etc. in area	5
• Will be an eyesore / will obstruct view to the east from property	4
• Maintenance for the panels (snow removal, cleaning, etc.) / operational costs	4
• Glare	4
• Construction impacts (e.g., noise, disruption to traffic flow)	3
• Will not produce the estimated power / marginal return from solar	2
• Some will oppose this project (i.e., due to location, oppose solar power in general)	2
• Other power needed to balance fluctuations	1
• 2.2 MW is not an ambitious enough project	1
• Land could be used commercially (e.g., rental storage units)	1
• Will this energy production only benefit Montgomery Place customers?	1
• What will be the country of origin of the solar panels?	1
• Reflective heat	1
• Constraints put on other projects nearby (e.g., potential railway crossing on 11 th Street West)	1
• Security of site	1

2.3 Online Meeting

An online meeting was held on the evening of June 22, 2021, through Microsoft Teams Live. At its peak, there were 9 simultaneous attendees.

The meeting included an opening presentation on the project, including the results of the 2021 feasibility study, which was then followed by a question and answer period from attendees. Some comments received through the online comment form and by telephone were also addressed at this time.

The following questions and comments were received from attendees through the meeting’s chat function:

- Please stop calling this “vacant undeveloped marginal land” – this area was the earth berm to provide sound attenuation to Montgomery Place for south Circle Drive – although much of the soil was taken away for other construction sites and it is not an adequate sound berm.
- Did the sound study that performed address any concerns to the sound attenuation? I just want to see if I understand the study properly. The sound appears to be the same or better?

- Will there be community engagement on the landscaping options/opportunity? If so, where in the project timeline would that take place?
- I don't have a question, I just want to say that I think this is a great idea that uses land that is not usable for anything other than a dog park. I had hoped for more in the way of sound attenuation but zero is quite acceptable. Way better than the wind turbine idea from a few years ago.
- Why can't the solar farm be near the Operations Centre or on the landfill? The landfill is already partially capped in order to gather methane now. That area is currently accessed for methane.
- The panels will obstruct my view. And now that it's 12' high on top of the rise along Dundonald. Totally blocks it off.
- Is the 30 year project life realistic, are there any performance guarantees, and are there any similar projects that have been running for over a decade or so?
- Could there be trees along Dundonald beside the track???
- Will there be any requirements for supply of the components from domestic/North American suppliers?

2.4 Other Input

2.4.1 Engage Page Forum

- A commentor strongly opposes the proposed solar farm due to its impact on wildlife (antelope) that utilize the space, as well as the impact on nearby residents. The commentor believes this project should not be a priority for the City.
- A commentor would prefer rooftop solar panels on civic buildings.

2.5 Data limitations

- Due to COVID-19, we were not able to conduct any in-person engagement. Online engagement can be less inclusive as some who would be interested in providing input may have limited to no Internet access. The mailout to residents in Montgomery Park and nearby businesses included a phone number to Saskatoon Light & Power Customer Service to help mitigate that risk.
- Residents of Montgomery Place are key stakeholders for this project and therefore received direct mailouts promoting this engagement. Residents living outside Montgomery Place may be less aware of the project, or feel less impacted, and therefore were less likely to provide their input during.

Dundonald Avenue Solar Farm Triple Bottom Line Assessment

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. Option 1: Implement Project Without Additional Landscaping
2. Option 2: Implement Project with Naturalized Landscaping
3. Option 3: Cancel Project Implementation

In conducting the analysis, the Administration relied on the expertise of the Project Team and Subject Matter Experts from the Saskatoon Light & Power (SL&P) and Sustainability departments.

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.

Results and Findings

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

- Option 2 would achieve greater TBL benefits than the other proposed options.
- No additional resources are required to achieve TBL outcomes.

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

Principle: Environmental Health and Integrity

TBL Outcome - by Principle:

Option 1: On Track
 Option 2: Meeting Expectations
 Option 3: Not Meeting Expectations

TBL Outcomes - by Indicator:

Indicator	Option 1	Option 2	Option 3
Renewable Energy	Leading the Way: <ul style="list-style-type: none"> Solar power is a renewable energy project. 	Same as Option 1.	No Impact: <ul style="list-style-type: none"> Status quo.
Conservation of Resources- Energy	On Track: <ul style="list-style-type: none"> Use low maintenance ground cover to minimize fuel use. 	Exceeding Expectations: <ul style="list-style-type: none"> Further minimization compared with Option 1 due to reduced frequency in mowing. 	Not Meeting Expectations: <ul style="list-style-type: none"> Continue with mowing a few times a year, which uses fuel.
Climate Change Mitigation and Adaptation	Leading the Way: <ul style="list-style-type: none"> The main goal of the project is to mitigate climate change. There should be greenhouse gas reductions of about 450 tonnes CO₂e/year. 	Leading the Way: <ul style="list-style-type: none"> The main goal of the project is to mitigate climate change. There should be greenhouse gas reductions of about 450 tonnes CO₂e/ year. A further impact will be seen in greater soil carbon sequestration. 	No Impact: <ul style="list-style-type: none"> NA
Green Buildings and Sustainable Land Use	Needs Improvement: (Only because some unknown impacts cancel out the positive benefits of the project) <ul style="list-style-type: none"> The solar power will be connected to the SL&P grid. There are plans for engaging with larger business stakeholders who might be interested in purchasing this power. Enhancements to the project will investigate this. The solar farm will be put on land that is under utilized and doesn't have good access. It is leftover from the Circle Drive project. Will adjacent land uses impact solar access? New structures in the area give shading which would impact power production. 	Same as Option 1.	No Impact: <ul style="list-style-type: none"> NA

Indicator	Option 1	Option 2	Option 3
Sustainable Transportation	No Impact: <ul style="list-style-type: none"> • NA 	Same as Option 1.	No Impact: <ul style="list-style-type: none"> • NA
Healthy Ecosystems	On track: <ul style="list-style-type: none"> • Tender will include environmental assessment. • There will be large transformers and equipment, but these are not noisy. The glare study showed no issues. Noise propagation shows no affect. 	Meeting Expectations: <ul style="list-style-type: none"> • Tender will include environmental assessment. Vegetated cover can provide habitat under the solar panels. • There will be large transformers and equipment, but these are not noisy. The glare study showed no issues. Noise propagation shows no affect. • Provides an opportunity to incorporate native species into ground covers surrounding the panels including pollinator plants that can improve habitat for insects and birds and generally improve biodiversity. • Reduced mowing would lead to reduction in pollution from mowing equipment. 	Not Meeting Expectations: <ul style="list-style-type: none"> • The grass that is on the land now would remain. • Wildlife can wander over the area right now but are in danger from cars and trains.
Clean Air, Water, and Land	On Track: <ul style="list-style-type: none"> • This property is not useful for other developments. 	Exceeding Expectations: <ul style="list-style-type: none"> • This property is not useful for other developments. • There is an opportunity to incorporate diverse species as a ground cover surrounding the panels, which could improve the overall ecosystem services of the project area. 	No Impact: <ul style="list-style-type: none"> • NA
Waste Reduction and Diversion	No Impact: <ul style="list-style-type: none"> • NA 	Same as Option 1.	
Storm Water Management	On Track: <ul style="list-style-type: none"> • NA 	Same as Option 1.	No Impact: <ul style="list-style-type: none"> • NA
Sustainable Food System	No Impact: <ul style="list-style-type: none"> • NA 	Same as Option 1.	No Impact: <ul style="list-style-type: none"> • NA

For Further / Future Consideration

- Solar power is necessary for improving the environment in the future.

Principle: Social Equity and Cultural Wellbeing

TBL Outcome - by Principle:

Option 1: Needs Improvement
 Option 2: Needs Improvement
 Option 3: On Track

TBL Outcomes - by Indicator:

Indicator	Option 1	Option 2	Option 3
Equity and Opportunity	On Track: <ul style="list-style-type: none"> Completed Indigenous engagement with all the local groups. Have spoken with Saskatoon Tribal Council (working with them through partnership agreement) NA - will not impact rates. Larger scale projects might in the future. 	Same as Option 1.	No Impact: <ul style="list-style-type: none"> NA
Diversity and Inclusion	On Track: <ul style="list-style-type: none"> SL&P follows City's workforce policies 	Same as Option 1.	No Impact: <ul style="list-style-type: none"> NA
Heritage, Arts, and Culture	No Impact: <ul style="list-style-type: none"> NA 	Same as Option 1.	No Impact: <ul style="list-style-type: none"> NA
Self Sufficiency and Living with Dignity	No Impact: <ul style="list-style-type: none"> NA 	Same as Option 1.	No Impact: <ul style="list-style-type: none"> NA
Health and Wellbeing	Exceeding Expectations: <ul style="list-style-type: none"> NA 	Same as Option 1.	No Impact: <ul style="list-style-type: none"> NA
Safety and Resiliency	Not Meeting Expectations: <ul style="list-style-type: none"> A CPTED review of the site plan, once prepared, is required. NA - such a small amount of power, would not impact disruptions of the SL&P grid. Restricting access to the site with a fence. Roads will be big enough for fire truck access. 	Same as Option 1.	No Impact: <ul style="list-style-type: none"> NA
Civic Participation	Not Meeting Expectations: <ul style="list-style-type: none"> Could have partners and stakeholders. Future work will identify these groups. NA - not a community space 	Same as Option 1.	No Impact: <ul style="list-style-type: none"> NA

Indicator	Option 1	Option 2	Option 3
Recreation	Not Meeting Expectations: <ul style="list-style-type: none"> • NA 	Same as Option 1.	On Track: <ul style="list-style-type: none"> • Mowing the north half makes it look reasonable.

For Further / Future Consideration

- None

Principle: Economic Prosperity and Fiscal Responsibility

TBL Outcome - by Principle:

Option 1: Meeting Expectations
Option 2: Meeting Expectations
Option 3: On Track

TBL Outcomes - by Indicator:

Indicator	Option 1	Option 2	Option 3
Innovation	Exceeding Expectations: <ul style="list-style-type: none"> • The project is looking for best, most innovative technology to increase electricity generation. Project demonstrates leadership in utility scale generation. This is a research and development project that will inform future projects. • This is a business opportunity for renewable energy companies. 	Same as Option 1.	No Impact: <ul style="list-style-type: none"> • NA
Sustainable Procurement	Exceeding Expectations: <ul style="list-style-type: none"> • Looking at qualifications and sustainability practices proponents have in the procurement. • TBL criteria will be considered in procurement. • Purchasing rules will be followed for developing partnerships with Indigenous organizations. 	Same as Option 1.	No Impact: <ul style="list-style-type: none"> • NA

Indicator	Option 1	Option 2	Option 3
Financial Planning and Resourcing	<p>Meeting Expectations:</p> <ul style="list-style-type: none"> The project follows budgeting and cost control processes. Feasibility study includes an economic assessment. The project has a 30-year life span with financial implications considered in the life-cycle costs. Council has provided seed funds (\$500K) and has grant funding of \$2.56 million. Project costs are \$4.25 million and the project will pay for itself within 7 years with the grant. Non-participation customers result in added costs. There is equipment selection to minimize maintenance and operating costs such as stationary panels. The project has a good payback period within 7 years with the ICIP grant. The grant funding of \$2.56 million offsets most costs. The rest of the funding will be through reserves. Clarification is still needed on who can claim the carbon credits. There is sufficient debt limit to cover this project. This will generate carbon credits. Need to determine who gets the credits - City or grant provider. 	<p>Meeting Expectations:</p> <ul style="list-style-type: none"> The project follows budgeting and cost control processes. Feasibility study includes an economic assessment. The project has a 30-year life span with financial implications considered in the life-cycle costs. Council has provided seed funds (\$500K) and has grant funding of \$2.56 million. Project costs are \$4.25 million and project will pay for itself within 7 years with the grant. Non-participation customers result in added costs. There is equipment selection to minimize maintenance and operating costs such as stationary panels. Potential savings for Naturalized Landscaping, because of reduced O&M costs from lesser mowing. The project has a good payback period within 7 years with the ICIP grant. The grant funding of \$2.56 million offsets most costs. The rest of the funding will be through reserves. Clarification is still needed on who can claim the carbon credits. There is sufficient debt limit to cover this project. This will generate carbon credits. Need to determine who gets the credits - City or grant provider. 	<p>No Impact:</p> <ul style="list-style-type: none"> NA
Affordability for Users	<p>No Impact:</p> <ul style="list-style-type: none"> The project is not impacting electricity rates. 	<p>Same as Option 1.</p>	<p>No Impact:</p> <ul style="list-style-type: none"> NA
Support the Local Economy	<p>Meeting Expectations:</p> <ul style="list-style-type: none"> Construction/infrastructure projects are considered economic stimulators. This would be a good model and demonstrating leadership and could encourage companies. Consider sharing as a success story. Many different trades will be involved to build the solar farm. 	<p>Same as Option 1.</p>	<p>No Impact:</p> <ul style="list-style-type: none"> NA

Indicator	Option 1	Option 2	Option 3
Asset Management	Meeting Expectations: <ul style="list-style-type: none"> Life-cycle plan in place. The land was a stranded asset that is being used. The City will try to reduce the rate of deterioration of the assets. There is no existing infrastructure in place. The design needs to be versatile for a potential future railway overpass. The project will be selecting equipment that will last. 	Same as Option 1.	No Impact: <ul style="list-style-type: none"> NA
Skills and Training	Meeting Expectations: <ul style="list-style-type: none"> Legacy meters offer minimal skills, and training will be needed for operating a solar facility. 	Same as Option 1.	No Impact: <ul style="list-style-type: none"> NA
Labour Rights and Employment	On Track: <ul style="list-style-type: none"> Project will be following City OH&S standards. Following City standards. 	Same as Option 1.	On Track: <ul style="list-style-type: none"> NA

For Further / Future Consideration

- None

Principle: Good Governance

TBL Outcome - by Principle:

Option 1: Meeting Expectations
Option 2: Meeting Expectations
Option 3: On Track

TBL Outcomes - by Indicator:

Indicator	Option 1	Option 2	Option 3
Ethical and Democratic Governance	Meeting Expectations: <ul style="list-style-type: none"> Following City standards for procurement, engagement, communications, and decision-making. Following City standards. Improving/increasing City's Sustainability goals. Strategic Plan - show environmental leadership by addressing effects of climate change. 	Same as Option 1.	On Track: <ul style="list-style-type: none"> Following City Standards.

Indicator	Option 1	Option 2	Option 3
Effective Service Delivery	<p>On Track:</p> <ul style="list-style-type: none"> Operations and maintenance have been considered in the feasibility study to ensure reliable operation. Standard operating procedures will be created to ensure we are meeting services levels. Risk analysis was completed and identified risks and mitigation methods. Looking at ways to implement solutions with higher severity and likelihood. 	Same as Option 1.	<p>No Impact:</p> <ul style="list-style-type: none"> NA
Education, Communication, Engagement, Capacity Building	<p>Meeting Expectations:</p> <ul style="list-style-type: none"> Engaging SL&P, Sustainability, Transportation, Saskatoon Land, Saskatoon Water (pipeline and drainage), and employees who will be involved with the project. Public Engagement Plan is being followed. Community feedback will influence outcomes. Communication Plan is being created and will be implemented. Long-term communications will include signage on site. SL&P employees will be trained in maintaining a renewal energy facility. This will be used as a learning opportunity for the corporation to adopt more renewable energy. 	Same as Option 1.	<p>No Impact:</p> <ul style="list-style-type: none"> NA
Monitoring, Reporting and Compliance	<p>On Track:</p> <ul style="list-style-type: none"> An evaluation will be needed to inform future projects (similar to Landfill Gas project). Sustainability has written a business case to do a utility-scale feasibility study which would include lessons learned on this project. Follow City standards. There will be a lot of data produced by this site that will be analyze and used for future projects. (15 min interval data from AMI) Feasibility study used a consultant with subject matter expertise and looked at best practices and research. The project will comply with regulations. SL&P has standard procedures in place. 	Same as Option 1.	<p>On Track:</p> <ul style="list-style-type: none"> Following City Standards.
Agility and Adaptiveness	<p>On Track:</p> <ul style="list-style-type: none"> The system will be designed with flexibility to adapt to changing conditions such as an overpass. Check with Planning about sector plans. Solar farms are new to the City and will be researched. The system will be a robust design that can withstand issues that occur. 	<p>Meeting Expectations:</p> <ul style="list-style-type: none"> Using naturalized landscaping comes as an innovative idea that could use further exploration. The system will be designed with flexibility to adapt to changing conditions 	<p>No Impact:</p> <ul style="list-style-type: none"> NA

Indicator	Option 1	Option 2	Option 3
	<ul style="list-style-type: none"> The City has a solar demonstration site that was used to provide data for this project. 	<p>such as an overpass. Check with Planning about sector plans.</p> <ul style="list-style-type: none"> Solar farms are new to the City and will be researched. The system will be a robust design that can withstand issues that occur. The City has a solar demonstration site that was used to provide data for this project. 	
Roles, Responsibilities and Rewards	<p>Exceeding Expectations:</p> <ul style="list-style-type: none"> There could be some signage and education panels. Information will be published in City documents. Administration will look for other opportunities to share learnings. 	Same as Option 1.	<p>No Impact:</p> <ul style="list-style-type: none"> NA

For Further / Future Consideration

- None

Dundonald Avenue Solar Farm

Landscaping Considerations

Background

The proposed solar site has a grass mix assumed to be a Saskatoon dryland mix. The grass is currently mowed once a month which is expected to be maintained after implementation of the project, resulting in significant Operating and Maintenance (O&M) costs over the 30-year life of the solar project. Various landscaping considerations for new, short native grass and flower species that can be added to the site are explored to reduce O&M costs and achieve additional co-benefits.

Research Findings

Market research has identified four landscaping options that are commonly utilized with solar farms as follows:

Option A: Retain Existing Landscaping

The existing site landscaping can be retained which would require continuation of routine mowing of grass, involving multiple days and workers, while creating risks that are not necessary. Some of the inherent risks imposed by retaining the existing landscaping include:

- High O&M costs;
- Environmentally damaging greenhouse gas from mowing equipment;
- Damage from landscaping equipment running into the solar panels and electrical equipment;
- Projectile damage from the mower's blades, such as a rocks, nuts or bolts, could cause damage to the solar panels and nearby workers;
- Dust and sand could also be picked up by the mowers which could settle on the solar panels, making them less efficient and creates the need for the solar panels to be cleaned more frequently; and
- Shading from overgrown weeds and volunteer trees can result in reduced efficiency or throughput from the solar panels.

Though this method is widely adopted across, many developers are looking for alternative methods to lower O&M costs and to minimize financial risk on each solar farm project.



Solar Farm with Naturalized Landscape being mowed

Option B: Overseed with Native Short Grass

Another alternative option is to overseed the existing landscape with a native “low growing” grass mix which would reduce the interference frequency of grass mowing site. Native low growing grass mixes are generally more expensive than the regular grass mix.

This option has proven to be effective in some areas but will still require weed management. As the grass grows, weeds become an inevitable part of the landscape. Tall weeds can interfere with the operation and maintenance of the solar system and will require some maintenance. Effective weed management using herbicides and chemicals are necessary to control weed growth.

This is a viable option for lowering O&M costs while maintaining a naturalized landscape.

Option C: Overseed with Native Wildflowers

This option presents a more esthetically pleasing alternative, and provides a source of food for pollinators of regional food crops, which has been shown to be on the decline worldwide.



Native Wildflowers Visualized on the Proposed Site

The Stantec Feasibility Study report recommended this option.

The pollinator landscape is described as the use of flowering plants that attracts animals and insects that pollinate these types of plants. This type of landscape would include native and hardy plant species, typically flowers, that thrive in an urban grassland landscape. They are low maintenance, diverse, and attract different insects and small animals. The addition of pollinator plantings will provide color and texture to a predominantly grassed area. The establishment for a pollinator landscape is like the process for native grass (Option B). A seed mix will be determined to include species known to thrive in the Saskatoon area with similar site conditions: soil type, exposure, topography, moisture, existing vegetation, etc. Some seeds can be overseeded directly into the existing grass, but other seeds will prefer exposed soil for the best germination and establishment. Vegetation under the solar panels can contribute to lower soil temperatures and increase solar performance. The establishment of pollinators can be a long process but has biodiversity value. The flowering plants will spread and thrive wherever the conditions are beneficial. The overall site landscaping should focus on low maintenance activities throughout the establishment and operations stages.

Advantages

Adding a native landscape to a solar site creates even greater community benefits:

- *Established Pollinator Habitat:* One-third of our food production requires pollinators, as does livestock forage and most wild plants that produce seeds. However, bees, birds, monarch butterflies, and critical pollinators are disappearing by the hundreds of millions significantly due to habitat loss. Other studies have shown that bees, birds, and butterflies thrive on solar sites planted with a mixture of native grasses and wildflowers. Appropriate species can be used to enhance, mitigate and augment landscaping to minimize the visual impact on the project site.

- *Improved Water Management and Soil Conditions:* A five year storm water study conducted by the U.S. Geological Survey revealed striking differences between turf and prairie vegetation. The study found prairie vegetation had greater median infiltration rates than those with turf grass, and roots in the prairie vegetation plot were found to be deeper than those of the turf. This shows the potential of prairie vegetation in holding soil in place.
- *Reduced Fire Risk:* Though there is not yet enough research available on this subject, some research in the US has shown that non-native invasive grasses can promote fire, creating new fire regimes that are unsuitable for native species, and lead to lower diversity and localized extinctions. The altered fire regimes also create favorable conditions for the invasive grasses, which recover and spread quickly postfire, resulting in a “grass-fire cycle.” From this research, it is expected that a higher percentage of native forbs will help reduce the risk of grass fires in some climates.

Disadvantages

Maintenance requirements will vary as the seeded landscape becomes established. Early in the seed establishment process, spot weed killing will be required regularly to help the new pollinators establish. As the seed establishes, these routines can be minimized and ultimately, the land area would require lesser maintenance.

Options from Other Solar Farm Projects in Canada

In Edmonton, EPCOR is currently constructing a 12 MW Solar Farm just south of their existing E.L. Smith Water Treatment Plant, where completion is scheduled for next spring. The 51-acre land, characterized by non-native plants and noxious weeds, will be replaced with a diverse species mix to grow underneath the solar panels to significantly increase biodiversity. EPCOR has chosen the naturalized option of over-seeding with native short grasses and planting of native wildflowers to enrich habitat for small and medium animals and for pollinators.

Conclusion

Naturalized landscaping, as seen in Options B and C, is suitable to establish with lower associated risks. Increasing plant richness, through the addition of forbs to the native grasses, enhances the functional diversity and stacks benefits provided by these systems. A naturalized landscape on solar sites will hold both the soil in place and significantly improve its quality over the life of the project. If the project is decommissioned, the land would be left better than it was originally.



Dundonald Avenue Solar Farm

Economic Impact Study

September 2021



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About the Study

Objective

The Dundonald Avenue Solar Farm Economic Impact Study analyzes the economic impact from spending on the project's construction, as well as the impact of a local company doing the construction versus an out-of-province company. Note that impact from the construction phase is a one-time impact.

Economic Impact Modelling

Economic impact modelling simulates changes in the economy caused by a specific business activity. This is done using multipliers that show the relationship between an initial increase in investment (input) and the resulting increase in output, GDP, labour income and jobs.

Statistics Canada has developed Input-Output tables for each province. These tables are updated every year but lag behind by three years. Using the most recent multipliers (2017), SREDA estimated the direct, indirect and induced impacts of the solar farm's construction. These impacts can be defined as follows:

- Direct impact: production changes in an economy as a direct result of operational activities.
- Indirect impact: production changes in an economy as a result of the re-spending of the industries receiving revenue from operational activities.
- Induced impact: production changes in economic activity resulting from household spending of incomes earned from the directly and indirectly affected firms.

Limitations

SREDA prepared this economic impact study at Saskatoon Light & Power's request. SL&P provided SREDA with estimated construction costs.

The study's classifications were made using NAICS (North American Industry Classification System) codes, resulting in an overarching industry for multiple sub-sectors.

Assumptions were made for out-of-province local re-spend as SREDA has no access to such data.

The results of this study are subject to limitations generally associated with estimating economic impacts.

Overview

Cleaner power generation is a priority for the City of Saskatoon. As part of the Low Emissions Community Plan (LEC Plan), the City aims to reduce its emissions by 40% below 2014 levels by 2023 and 80% by 2050. Generating electricity through solar energy is one way to help achieve these goals.

Saskatoon Light & Power (SL&P) is proposing a solar farm between Circle Drive West and the railway tracks south of 11th Street West and east of Dundonald Avenue. The Dundonald Avenue Solar Farm, a 2.2-megawatt solar power project, will enable SL&P to generate renewable electricity to the power grid for their customers. An estimated annual emissions reduction of 1,800 tonnes of carbon dioxide equivalent would be comparable to removing 400 cars from the road. Currently, SL&P purchases most of its electricity from SaskPower, which primarily uses fossil fuels.

With the use of Statistics Canada Input-Output Economic Multipliers for the Saskatchewan economy, SREDA estimated the economic impacts of the construction of the Dundonald Avenue Solar Farm project. SREDA also outlined the impact on the Saskatoon Region economy of having a local company build the project as compared to an out-of-province company.

The estimated total cost of the project is \$4.25 million. SL&P has received \$2.5 million of funding from the provincial government for the project. With this funding, the project is forecast to pay itself back in 11 years due to reduced purchasing of electricity from SaskPower.

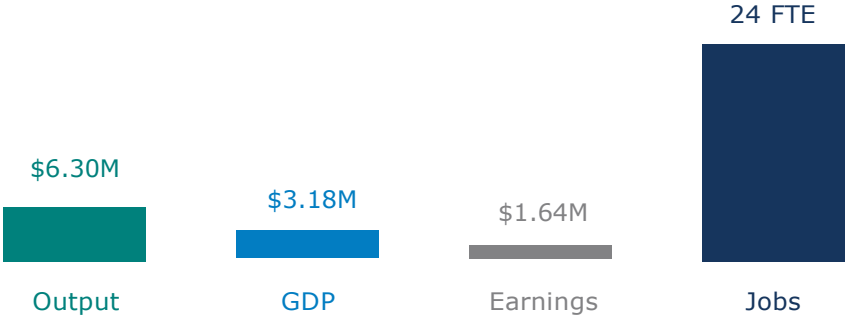
The following is a summary of the economic impact study on Saskatoon Light & Power's solar farm project.

Solar Farm Construction Economic Impact

Solar farm construction costs are estimated to be \$4.25 million. This would lead to an estimated total economic output of \$6.30 million, an increase in GDP of \$3.18 million, 24 full-time equivalent jobs and \$1.64 million in labour income. The project’s total economic output is a combination of direct, indirect and induced output:

- Direct output of \$4.25 million, resulting from expenditure associated with the cost of construction.
- Indirect output of \$1.27 million, resulting from suppliers of the builders purchasing goods and services (to fulfill new incremental spending) and hiring workers (to meet that incremental increased demand).
- Induced output of \$0.78 million, resulting from employees purchasing goods and services at a household level from income earned.

Solar Farm Construction Economic Impact
Based on construction costs of \$4.25M



Impact	Output (\$M)	GDP (\$M)	Earnings (\$M)	Jobs (FTE)	Taxes (\$M)
Direct	4.25	2.03	1.07	14	0.0
Indirect	1.27	0.64	0.37	6	0.01
Induced	0.78	0.51	0.19	4	0.38
Total	6.30	3.18	1.64	24	0.40

Local Re-Spend Economic Impact

Supporting locally-owned businesses strengthens the local economy: dollars recirculate locally, which then supports growth in employment opportunities for people in the community.

If SL&P were to construct the solar farm, SREDA estimates that construction would lead to local re-spend of 100%, or an additional \$1.00 for the local economy from every \$1.00 spent. All \$4.25 million in construction costs would recirculate locally, where they would be spent in other Saskatoon Region businesses and contribute to the growth of local employment opportunities.

Note that this estimate of local re-spend for SL&P's construction is based on the assumption that SL&P would source from other local companies. If not, the local re-spend estimate would need to be reduced.

If an out-of-province company were to construct the solar farm, SREDA estimates a local re-spend of between 16.1% and 66.4%, depending on where equipment and services are sourced. For every \$1.00 spent on the project, an additional \$0.16 to \$0.66 would be available for the local economy; of the \$4.25 million in estimated construction costs, this would translate to between \$680,000 and \$2.82 million.

This study does not account for local re-spend on the supplier side, nor does it account for employees from out-of-province businesses staying in hotels, eating out at restaurants, purchasing food from grocery stores and participating in activities related to recreation and entertainment.



Our Role

The Saskatoon Regional Economic Development Authority (SREDA) strengthens the local economy so that all people can thrive here. We assist entrepreneurs with starting and expanding their businesses, develop Indigenous economic reconciliation strategies, support the rebound and growth of local businesses and coordinate effective collaboration to encourage growth across the Saskatoon Region.

Visit Us

103-202 4th Avenue North | Saskatoon, SK S7K 0K1
P: 306-664-0720 | E: info@sreda.com | SREDA.com

Subject: FW: Email - Communication - Kevin Bowering - Proposed Solar Farm - CK 2000-5

From: Kevin Bowering <[REDACTED]>
Sent: Monday, November 15, 2021 9:29 AM
To: Councillor's Office <Councillors.Office@saskatoon.ca>
Subject: Proposed solar farm

[Warning: This email originated outside our email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

To the City of Saskatoon councilors.
My address is [REDACTED] Ortona street in Saskatoon [REDACTED]

I understand that councilor Gough wants to set up a solar panel farm with the belief of its positive impact on our city.

I am in favor of initiatives that do, positively impact Saskatoon. This proposal, however, has enough negative aspects that have the potential for more harm than good.

In researching online about solar panels there are a number of factors that are cause for concern, especially environmental concerns.

The materials used in the fabricating of the panels require solder, which contains lead. They also contain niandium which is a toxic metal. Both of these have been found to leak into the ground from the panels. Creating ground and ground water contamination.

At present there are no recycling plants for these panels in Canada.

While councilor Gough suggests this solar panel farm will last 30 years. Most studies indicate 25 years maximum for the use of these panels.

The materials used in the manufacturing of these panels, possibly even the panels themselves, are most likely being supplied from China. This causes me deep concern. The reputation of Chinas government for being one of the largest polluters on this plant as well as their governments horrible treatment of people is well documented.

Canada's National Observer wrote an article detailing many concerns regarding solar panels.

.....In 2020, Canada's solar sector is expected to produce 700 metric tonnes of waste from decommissioned solar panels. By 2030, that figure could rise to 13,000 metric tonnes, yet Canada has no dedicated solar panel recycling facility, nor any incentives for sustainable manufacturing. Where do all these dead solar panels go, and what is Canada doing, if anything, to plan for the tsunami of e-waste to come?

.....We are not equipped to properly recycle metals and minerals we use in our daily lives, let alone the massive mineral boom coming up with the energy transition demand (EV cars, wind, solar, storage)," says Ugo Lapointe, the Canadian program co-ordinator of Mining Watch Canada.

.....On Nov. 19, 2020 Canada laid out legislation aiming to achieve net-zero greenhouse gas emissions by 2050. Renewable energy sources, including wind and solar, are key parts of this net-zero strategy, but this push for renewables is unsustainable without regulations governing hazardous e-waste, resource extraction, and recycling to reclaim raw materials for reuse.

.....By 2050, Canada is expected to produce 650,000 tonnes of solar panel waste. Right now, Canada has no capacity to recycle the 350 tonnes produced in 2016 alone.

.....There are also occupational hazards with solar panel installation and maintenance. Birds nests and other debris that can get lodged under the solar panels, which can cause disruptions in the system, lead to fire if there are any loose connections, or just cause the system to degrade over time.[citation needed]

A 2015–2018 study in the UK investigated 80 PV-related incidents of fire, with over 20 "serious fires" directly caused by PV installation, including 37 domestic buildings and 6 solar farms. In ⅓ of the incidents root cause was not established, majority of others was caused by poor installation, faulty product or design issues. The most frequent single element causing fires was the DC isolators.

.....The bbc reported...China uses Uyghur forced labour to make solar panels. It says the material is obtained under a massive system of coercion, a claim denied by the Chinese authorities.

The report urges top panel makers to source the component elsewhere.

Solar panels are in huge demand because of climate change.

Polysilicon is extracted from mined quartz, and the research says the world's four biggest manufacturers use materials tainted by a massive system of coercion.

"The [Chinese] government claims that these programmes are in accordance with PRC [the People's Republic of China] law and that workers are engaged voluntarily, in a concerted government-supported effort to alleviate poverty," the report says.

"However, significant evidence - largely drawn from government and corporate sources - reveals that labour transfers are deployed in the Uyghur Region within an environment of unprecedented coercion, undergirded by the constant threat of re-education and internment."

Baotou, China is the world's biggest supplier of rare earth minerals — the fundamental ingredients used to make today's technologies — and it's hell on Earth. This pastureland turned wasteland on the edge of the Gobi desert is a toxic nightmare, evidence of the horrific effect the pursuit of consumerism has had on Earth. China produces over 95 per cent of the world's rare earth minerals and two thirds of this comes from Baotou.

So these are most of my concerns. These are just a few glaring issues with utilizing solar panels at this present time.

It seems that any positives or perceived positives are outweighed by the serious negative environmental, safety issues and mistreatment of people from the use of these panels.

Thank you for your consideration on this matter.

Regards,

Kevin Bowering



STANDING POLICY COMMITTEE ON TRANSPORTATION

Saskatoon Transit Service Standards Approval

Recommendation of the Committee

That the Saskatoon Transit Service Standards be approved as appended to this report.

History

The Standing Policy Committee on Transportation, at its meeting held on November 1, 2021, considered a report from the Administration regarding the above.

Communications from Peter Gallan, Bus Riders of Saskatoon and Primly Bora were also received. Your Committee resolved that the Administration respond to the writers.

Attachment

November 1, 2021 report of the General Manager, Transportation and Construction.

October 30, 2021 letter from Peter Gallan, Bus Riders of Saskatoon

November 1, 2021 letter from Primly Bora

Saskatoon Transit Service Standards Approval

ISSUE

This report is formally seeking City Council approval of the proposed Service Standards presented in the Saskatoon Transit Proposed Service Standards information report on June 7, 2021 to the Standing Policy Committee on Transportation. Since 2015, Saskatoon Transit has been working toward the development and refining of such standards. These Service Standards have helped guide Saskatoon Transit develop the 2022-2023 budget submission.

RECOMMENDATION

That the Standing Policy Committee on Transportation recommend to City Council:
That the Saskatoon Transit Service Standards be approved as appended to this report.

BACKGROUND

The proposed Saskatoon Transit Service Standards is a comprehensive document containing all Saskatoon Transit levels of service and supports providing appropriate and timely service as per the City's revised Official Community Plan (OCP). The proposed Service Standards are influenced by population growth, neighbourhood development and transit ridership statistics.

Prior to 2015, Saskatoon Transit did not have set Service Standards that could be used to establish a framework for operational service standards, for introducing new service, or to frame budget recommendations.

With these proposed Service Standards, Saskatoon Transit would have a service standard framework that aligns with the OCP and Strategic Plan. The proposed Service Standards also provides a consistent and effective approach for continuous improvement and a framework for introduction and modifications of services in a timely and equitable manner.

In addition, the proposed Service Standards will guide the level of service for indicative budget development and will be used to develop new and/or expanded service requests that will be brought forward for City Council consideration as part of the budget process.

DISCUSSION/ANALYSIS

Saskatoon Transit has been refining and using variations of the proposed Service Standards as a guiding framework since 2015. The proposed Service Standards provide Saskatoon Transit the ability to effectively analyze service levels, identify new service hour packages and present recommendations for those packages, including service for new and developing neighbourhoods. The proposed Service Standards contain all levels of transit service including On Demand Transit (ODT) and support

Saskatoon Transit in fulfilling the requirements for transit in the revised OCP, including where, how, and to what level service is delivered.

This final proposed Service Standards document was developed in consultation with transit agencies in Edmonton, Calgary, Regina and Winnipeg, the Planning and Development Department and is based on transit industry best practise.

In response to feedback and comments from the June 7, 2021 presentation of the proposed Service Standards to the Standing Policy Committee on Transportation, Saskatoon Transit met with the Bus Riders of Saskatoon (BRS). Members of BRS reviewed the document and provided Saskatoon Transit with the following feedback:

- Be consistent with definitions;
- Keep the document in two parts: 1) Service Standards, and 2) Transit Terminology; and
- Provide a complete list of “transit terminology” and “transit concepts”.

These changes have been incorporated into the appended proposed Service Standards for approval. Based on other feedback received, no further substantive changes have been made to the proposed Service Standards presented at the June 7, 2021 Standing Policy Committee on Transportation.

If the proposed Service Standards are approved, as part of implementation and operations, Saskatoon Transit will continue to seek feedback from BRS and transit riders for consideration in future revisions to the Service Standards.

FINANCIAL

Budget implications for the Saskatoon Transit Service Standards will be brought forward in each budget cycle for City Council review and consideration. The Saskatoon Transit proposed 2022-2023 indicative budget request and budget options package for new service has been developed in accordance with the proposed Service Standards.

OTHER IMPLICATIONS

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

NEXT STEPS

If approved by City Council, the Service Standards will guide Saskatoon Transit levels of service, requests for new service hour packages, including expansion of services to new and developing neighbourhoods, and budget implications for each budget cycle. The approved Service Standards will also be posted on the Saskatoon Transit website.

APPENDICES

1. Saskatoon Transit Service Standards
2. Working Definition of Transit Terms

Saskatoon Transit Service Standards Approval

Report Approval

Written by: Cory Shrigley, Customer Support and Engagement Manager,
Saskatoon Transit

Reviewed by: James McDonald, Director of Saskatoon Transit

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

Admin Report - Saskatoon Transit Service Standards Approval.docx

Saskatoon Transit Service Standards

November 1, 2021



SASKATOON TRANSIT SERVICE STANDARDS

REFERENCE:

ADOPTED BY:

SUPERSEDES: **New**

PREPARED BY: **Saskatoon Transit, Planning Department**

DATE: August 13, 2020
Last Revision: November 1, 2021

TITLE: **Saskatoon Transit Service Standards**

Policy Statement: Saskatoon Transit establishes Transit Service Standards as a guide for the level of transit services provided. The standards defined by this document are minimum thresholds and are based on concepts outlined in the Official Community Plan (OCP).

The purpose of this policy is to set service standards to establish and maintain a transit service that recognizes customer needs, equity and ensures the effective use of available resources.

The policy:

- Determines type of service, where/how it is delivered, and at what level.
- Measures and establishes minimum levels of service performance.
- Outlines certain service characteristics.
- Acts as a guideline for the implementation of new service including walking distances to transit and time of service.

Transit Service Standards and Planning Guidelines

Hours of Service

Fixed Route:

- Weekday Peaks: 7:15 a.m. to 9:45 a.m. & 3:00 p.m. to 6:30 p.m.
- Weekday Midday: 9:00 a.m. to 3:00 p.m.
- Weekday Night: 6:30 p.m. to end of service.

- Saturday Morning: start of service (may vary by route) - 11:00 a.m.
- Saturday Midday: 11:00 a.m. to 6:30 p.m.
- Saturday Night: 6:30 p.m. to end of service.

- Sunday & Statutory Holidays: (may vary by route) 8:30 a.m. – end of service.

Access Transit:

- Weekday Service
- Saturday Service
- Sunday & Statutory Holiday Service

Types of Transit Service

Service Type	Service Characteristics
Frequent	15 minute or better frequency during peak hours
Basic	30 to 60 minute frequency on weekdays; may or may not operate throughout the entire day or 7 days per week
Peak Only	Service offered only in peak periods and only on weekdays
Special	Special services that perform unique purposes (e.g., Wanuskewin, downtown loop)
Extras	Added to the regular service on specific routes during AM and PM peak based on the passenger load to provide higher frequency for limited hours.
On Demand Transit (ODT)	Flexible routes from bus stop to bus stop during designated hours and within a designated service area. These schedules are dynamic and depend upon passenger requests. ODT compliments and supports other fixed routes and the overall network.

Types of Transit Routes

1. Bus Rapid Transit (BRT) Lines

These lines are for future BRT, currently designated as red, blue and green. These lines will include enhanced service features such as, dedicated running ways (a roadway only permitting bus travel), Traffic Signal Priority (TSP), enhanced platforms and shelters.

2. Main Lines

Also referred to as Arterial Street; a major thoroughfare, used primarily for through traffic rather than for access to adjacent land, that is characterized by high vehicular capacity, continuity of movement and High Frequency Corridors (HFC).

3. Cross-Town Routes

Typically, this is a transit service route that connects neighbourhoods and which does not enter the Central Business District (CBD).

4. Suburban Connector

These routes provide a localized, frequent service to the neighbourhood and connects riders to BRT lines or Main lines.

5. On Demand Transit Service.

On Demand Transit (ODT) allows passengers to use the transit service for a particular date and time by booking the trip in advance. ODT vehicles may be dispatched to pick up multiple passengers at several different locations before taking them to their destinations. ODT service is a more economical service for low-density populations such as new neighbourhoods because rides are only dispatched when needed and go from a single origin to a single destination. ODT does not operate on first come first serve basis.

6. Community Bus Routes.

Community Bus Routes are designated routes that serve to meet seasonal and/or community needs. They will operate when required. Minimum frequency is 60 minutes or may vary as needed. These routes require ongoing evaluations to determine their feasibility on an ongoing basis. (e.g., Folkfest, Exhibition Week service).

Walking Distances

Residential Areas

- Maximum **1,000 metres** in all time periods due to neighbourhood built form.
- Maintain **450 metre** maximum walking distance, where feasible and where warranted by development levels and demand for service.

Industrial Areas

- Maximum **1,000 metre** walking distance during peak periods, where feasible.

High-Frequency Corridor (HFC)

- Maximum **600 metre** walking distance along HFCs
(e.g., 8th Street, 22nd Street, Attridge Dr., Preston Ave. & College Dr.).

Frequency of Service

Residential

Time of Day	Frequency	
	Minimum	Maximum
Weekday a.m. Peaks	30 minutes	15 minutes
Weekday Midday		
Weekday p.m. Peaks		
Weekday Night	60 minutes	30 minutes
Saturday morning	60 minutes	30 minutes
Saturday midday	30 minutes	15 minutes
Saturday night	60 minutes	30 minutes
Sunday and Statutory Holidays	60 minutes	30 minutes

Industrial

Weekday	60 minutes	30 minutes
Weekday a.m. Peaks	30 minutes	15 minutes
Weekday Midday	30 minutes	30 minutes
Weekday p.m. Peaks	30 minutes	15 minutes
Weekday Night	60 minutes	30 minutes

High-Frequency Corridors

Weekday	15 minutes	10 minutes or less
Weekday a.m. Peaks	15 minutes	10 minutes or less
Weekday Midday	15 minutes	10 minutes
Weekday p.m. Peaks	15 minutes	10 minutes or less
Weekday Night	30 minutes	30 minutes
Community Bus Route	60 minutes max	

Route Performance Standards

To be used to “flag” individual bus routes for further review.

Low Ridership Thresholds

Regular Routes

- Weekday peak periods: *30 boardings per hour.*
- Weekday Midday and Early Evening, Saturday Midday and Sunday Midday: *Combined average of 15 boardings per hour.*
- Weekday Late Night, Saturday Morning and Night, Sunday Morning and Night: *Combined average of 15 boardings per hour.*
- First/last trips carrying 2 passengers or less
 - Future trigger for demand response service: flex or fixed route with limited stops.

Industrial Routes

- Weekday peak periods: *20 boardings per hour.*
- All other time periods: *2 boardings per hour*
 - Future trigger for demand response service: flex or fixed route with limited stops.

Community Bus Routes

- All time periods: *10 boardings per hour.*

Express, School, Extras and Customized Trips

- All time periods: *80% of seated capacity.*

High Ridership Thresholds

All Routes – Peak Periods

- Average boardings per hour more than 60.
- Individual trips greater than 55 at the peak point.
- More than 50 passengers at the peak point on consecutive trips.

All Route – Off-peak Periods

- Average boardings per hour more than 50.
- Individual trips greater than 55 at the peak point.
- More than 50 passengers at the peak point on consecutive trips.

On-Time Performance

- Departures from key timing points from 0 minutes before to 3 minutes after the scheduled departure time on 85% of trips. No vehicles will leave a timing point early.
- Arrival times at key timing points from 5 minutes early to 1 minute late on 90% of trips.

Introducing Service to New Development Areas & Existing Neighbourhoods

Three-Tier Transit Service Model

Transit will be introduced to a new neighbourhood once the built form is transit supportive (i.e., the bus can travel on a street network that allows it to get in and out of the neighbourhood). **A neighbourhood with an incomplete road network will not be considered for transit service introduction and Saskatoon Transit will not put in a budget request for that neighbourhood until the road network supports transit service.**

Tier 1 service can transition to Tier 2 and Tier 3 service based on population threshold numbers, ridership demand and number of boarding per hour in a neighbourhood (e.g., if Transit is consistently seeing a high percentage of full buses in a neighbourhood during peak hours). Service introduction, or movement from one tier to another, will require the recommended budget submissions are approved by Council. The intent of this additional service is to ensure neighbourhoods are connected and customers can navigate onto the main transit network. Connectivity between and inside neighbourhoods will allow transit to meet ridership goals and move towards a more sustainable future by increasing the modal split of those who use transit while supporting the Growth Plan to 500,000.

Tier 1 Service

Tier 1 service can be one of two possible options which will be introduced once the neighbourhood is populated to at least 25%. If warranted, a service may move from ODT to Regular service or from Regular to ODT, depending on demand:

- Tier 1 ODT Service: Introductory service to review service viability:
 - AM and PM peak only Monday to Friday: 7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 6:00 p.m.; or up to 6:30 a.m. to 6:00 p.m.
 - Service Hours breakdown is up to 12 hours x 5 days x 52 weeks.
 - Total Service hours required for Tier 1 service is up to 3,120 hours.
- Tier 1 Regular Service: Introductory service to review service viability:
 - AM and PM peak only Monday to Friday: 7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 6:00 p.m.
 - Service Hours breakdown is 6 hours x 5 days x 52 weeks.
 - Total Service hours required for Tier 1 service is 1,560 hours.

Tier 2 Service

To be introduced if there is growth in transit ridership and demand warrants it. **Tier 2 service will be introduced once the neighbourhood is at approximately 50% population density:**

- Non-stop AM to PM Peak service Monday to Friday: 7:00 a.m. to 7:00 p.m.
- Service Hours breakdown is 12 hours x 5 days x 52 weeks.
- Total Service hours required for Tier 2 service is 3,120 hours.

Tier 3 Service

Tier 3 Service: Full service is introduced once neighbourhood is 90% + developed and high ridership thresholds are being met. **If ridership is not increasing, Tier 3 service may be delayed until build-out reaches 100%:**

- Service starts at 6:00 a.m. and ends at 1:00 a.m. the next day from Monday to Sunday.
- Weekday Service Hours is 19 hours x 5 days x 52 weeks = 4,940 hours.
- Saturday Service Hours is 19 hours x 1 day x 52 weeks = 988 hours.
- Sunday Service Hours is 13 hours x 1 day x 52 weeks = 676 hours (Service starts at 8:00 a.m. and ends at 9:00 p.m.).
- Total Service hours required for Tier 3 service is 6,604 hours.

Implementation Periods & Service Monitoring

New service implementations shall be monitored throughout the implementation period and should achieve stage performance thresholds as follows:

- New services shall be maintained for a minimum of 1 year.
- Peak periods:
 - 50% of the recommended minimum performance level after 6 months;
 - 100% after 1 year.
- All other time periods and peak industrial service:
 - 50% of the recommended minimum performance level after 1 year;
 - 100% after 2 years.

Through the “three tier” process of introducing new levels of transit service, Saskatoon Transit will have the ability to introduce service in neighbourhoods in a timely manner and to reduce service in neighbourhoods when appropriate and/or required. New services that do not meet these thresholds will be reviewed for improvement measures and may be discontinued at the end of the implementation period if performance improvement prospects are not forecasted.

Transit Terms

- **Accessibility** – infrastructure to provide ease of transit access and overall quality of service for users with a variety of mobility devices and/or disabilities and for the overall user experience.
- **Alighting** – getting off a bus
- **Boarding** – getting on a bus.
- **Boarding per revenue hour** – an industry-standard key performance indicator that measures the number of riders compared to the supply of transit service available.
- **Capacity** – the amount of space on a transit vehicle that can carry passengers. Available space not occupied by passengers is called unused capacity.
- **Coverage** – the geographical area that a transit system is considered to service, including acceptable walking distances from loading points.
- **Density** – the amount of given characteristic (e.g., jobs, people, and housing units) present within a given geographic area (usually hectares in Canada).
- **An Extra** – an additional bus added to accompany a regularly scheduled bus, used to handle planned and/or unplanned passenger demand.
- **Fare Recovery Ratio** – measure of the proportion of operating expenses covered by passenger fares; found by dividing revenue by total operating expenses for each of fixed route and access trips.
- **Fare revenue** – value of cash, tickets and passes given by passengers as payment for rides.
- **Frequency** – how often a transit vehicle picks up passengers at a stop; for example, a bus might arrive every 15 minutes during peak commute periods, while off-peak, it might arrive every 30 minutes.
- **High Frequency Corridor (HFC)** – a network of routes along which transit service is provided at least every 15 minutes in both directions, throughout the day and into the evening, Monday to Friday; a high frequency and span of transit service within a corridor, which may be provided by a single route or by a combination of routes within the same corridor (HFC does not refer to a specific route or vehicle type).
- **Level of Service** – service to a neighbourhood or part of the city, usually described as a Tier (i.e., 1, 2 or 3).
- **Number of Boardings** – number of passengers getting onto a bus. May be measured as boardings per route, per stop, per hour, per day, etc.
- **Overload/Full Bus** – when a bus has reached full capacity and can no longer accommodate more passengers. In the event of an overload, the bus will have to pass up the subsequent stops

until it has reached the terminus station and/or enough passengers have alighted the bus to create more capacity.

- **Pass Up** – the event in which a bus passes by a stop and does not board passengers. Examples of a “pass up” would be due to a full bus or the bus is “out of service”.
- **Passenger Demand** – the level of number of riders who want and are expecting transit services in a community or area.
- **Passenger Load** – is a measure of how full a transit vehicle is, on average, at its busiest point or peak on a route. Passenger load helps Saskatoon Transit determine how full or crowded vehicles become while in service. If a bus has a low passenger load, it could mean either there is too much service on a route for current demand or a lower-capacity transit vehicle should be used. If a bus has an overload, it could mean there is not enough service, or a higher capacity transit vehicle is needed, or an extra bus is required. A high passenger load can contribute to a negative riding experience, such as standing for an uncomfortable amount of time, struggling to get on or off the vehicle, or being passed up (due to max capacity being reached), which can lead to customers being late or missing important connections.
- **Peak or Peak Period** – refers to morning and afternoon time periods during the day when demand for transit services are highest and transit ridership is the heaviest.
- **Peak Hours of Service** – refers to the high ridership periods, times during the day when demand for transit service is highest. (i.e., Monday to Friday, peak hours may consist of 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m.).
- **Ridership** – the number of rides taken
- **Stop Spacing** – distance between two transit stops.
- **Transfer Point** – a bus stop location where passengers change from one route or vehicle to another.
- **Walking Distance** – the distance a person must walk to a transit stop.

Subject: 7.2.1 - Submitting Comments - Peter Gallan - Bus Riders of Saskatoon

From: Web NoReply <web-noreply@saskatoon.ca>
Sent: October 30, 2021 10:45 AM
To: City Council <City.Council@saskatoon.ca>
Subject: Form submission from: Write a Letter to Council

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

Submitted on Saturday, October 30, 2021 - 10:44

Submitted by user: Anonymous

Submitted values are:

Date Saturday, October 30, 2021

To His Worship the Mayor and Members of City Council

First Name Peter

Last Name Gallan

Phone Number

Email [REDACTED]

Address [REDACTED] Haight Crescent

City Saskatoon

Province Saskatchewan

Postal Code S7H [REDACTED]

Name of the organization or agency you are representing (if applicable) Bus Riders of Saskatoon, as a Member of the Steering Committee

Subject Agenda item 7.2.1 Saskatoon Transit Service Standards Approval

Meeting (if known) SPC Transportation

Comments

Madame Chair and Members of the Committee:

Bus Riders of Saskatoon is pleased to see that Saskatoon Transit continues to improve the Service Standards document that will provide a clear description of the services that public transit intends to deliver in Saskatoon.

Some entries in the current version continue to puzzle us, however. For example, in the section on Types of Transit Routes, the Bus Rapid Transit (BRT) Lines have not yet been implemented and the Main Lines, Cross-Town Lines and Suburban Connectors seem to be entirely fictional (future oriented?). Also, our prevailing system of Residential and Industrial Routes and the High-Frequency Corridors have not been defined, although they do show up in an important table. Such inconsistencies and lack of explanatory context make the document difficult to understand.

BRS would also point out that citizens who use public transit would appreciate the incorporation into the document of Standards related to their daily experience, e.g., the cleanliness of buses and transit facilities, the availability and distribution of shelters and benches, the accessibility of bus stops (adequacy of snow clearing), responsiveness of the help desk, etc.

We look forward to the next evolution of this living document in the not too distant future.

Attachments

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

[REDACTED]

[REDACTED]

Subject: 7.2.1 - Submitting Comments - Primly Bora

From: Web NoReply <web-noreply@saskatoon.ca>
Sent: November 01, 2021 5:45 AM
To: City Council <City.Council@saskatoon.ca>
Subject: Form submission from: Write a Letter to Council

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

Submitted on Monday, November 1, 2021 - 05:44

Submitted by user: Anonymous

Submitted values are:

Date Monday, November 01, 2021
To His Worship the Mayor and Members of City Council
First Name Primly
Last Name Bora
Phone Number (639) [REDACTED]
Email [REDACTED]
Address [REDACTED] Meadows Boulevard m
City Saskatoon
Province Saskatchewan
Postal Code S7V [REDACTED]
Name of the organization or agency you are representing (if applicable)
Subject On demand service
Meeting (if known) SPC on transportation
Comments

Good morning

I am a regular on the on demand transit service and while I really appreciate the service and the efforts made by the drivers to get us to our destination on time, sometimes they are bound by rules that seem out of place. For example last Friday I had requested to be dropped off at 3:20 pm from Meadows Boulevard/ Stilling lane to Sobeys on 8 th street as I had a shift from 4 pm. The bus came at 3:45 which still gave me enough time to reach on time but the app said first we had to pick up a passenger from McLeod and Fletcher on the other side of town. I requested the driver to drop me off as my stop was on the way but he said he had to follow what the app said and this was confirmed by the supervisor too. So we drove all the way down to the far side of town..the passenger there did not turn up and then we drove back again as a result of which I was on the bus for 40 minutes and late for work. This is only one example I am quoting and there are several such instances. Once I booked to be dropped off at 8:20 am for a 9 am shift and the bus arrived at 6:58 am which means I had to go down to the stop and apologize for not being ready.. anyway I cannot arrive 2 hours early for work and stand outside in the cold as my workplace only opens at 9 am. I live in a place with no regular bus service and don't drive and regular taxi is not financially possible. The supervisor also said we should learn to look at the bigger picture and I am not sure what that meant. The service is a good idea and essential but needs to be programmed better.

Thank you.

Attachments

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



STANDING POLICY COMMITTEE ON TRANSPORTATION

Saskatoon Freeway Project Update

Recommendation of the Committee

1. That His Worship the Mayor send a letter to the Minister of Highways documenting the need and importance of completing Phase 3 of the Saskatoon Freeway planning and requesting that the Province reconsider the decision to cancel the planning work for Phase 3 of the Saskatoon Freeway project;
2. That the Mayor's Office consult with Reeve Harwood and/or the RM of Corman Park regarding the possibility of issuing a joint letter, signed by the Mayor and the Reeve;
3. That the letter be copied to the Premier and all Saskatoon area Government MLA's; and
4. That the letter from the Mayor ask the Minister to clarify the current direction and the expected timeframe for Phase 3 to be started.

History

The Standing Policy Committee on Transportation, at its meeting held on November 1, 2021, considered a report from the Administration regarding the above.

Attachment

November 1, 2021 report of the General Manager, Transportation and Construction.

Saskatoon Freeway Project Update – Phase 3

ISSUE

The Province of Saskatchewan (Province) has decided to cancel Phase 3 of the Saskatoon Freeway Project. The work being cancelled includes the planning of the freeway between Highway 16 and Highway 7 on the west side of the City of Saskatoon. This cancellation has implications to the City of Saskatoon, and the Administration recommends sending a letter to the Province documenting these issues and requesting that they reconsider their decision.

RECOMMENDATION

That the Standing Policy Committee on Transportation recommend to City Council:
That His Worship the Mayor send a letter to the Minister of Highways documenting the need and importance of completing Phase 3 of the Saskatoon Freeway planning and requesting that the Province reconsider the decision to cancel the planning work for Phase 3 of the Saskatoon Freeway project.

BACKGROUND

In 1999, a partnership involving the Saskatchewan Highways and Transportation (now Ministry of Highways (MoH)), the Rural Municipality of Corman Park and the City of Saskatoon (City) embarked on the Saskatoon Long Term Transportation Planning Study. This study was completed in 2001 and resulted in the signing of the Fundamental Principles of Agreement. This study established the general desire of the partners to pursue the development of a highway route around Saskatoon from Highway 11 (south) to Highway 14 (west) via an east and north corridor.

Subsequently, general location studies were undertaken during the years listed below to establish the alignment of this highway, including:

- 2005: East Perimeter Highway Functional Planning Study
 - a) From Highway 11 (south) to Highway 16 (west)
- 2009: Perimeter Highway Study Phase 2
 - b) From Highway 16 (west) to Highway 14 (west)
- 2018: South Saskatoon Freeway General Location Study
 - c) From Highway 14 (west) to Highway 7 (west)
 - d) From Highway 11 (south) to Highway 5 (east)

City Council endorsed these alignments for the Saskatoon Freeway project on February 27, 2006, December 15, 2009, and April 30, 2018, respectively.

In February 2019, the MoH held a kickoff meeting to begin the Saskatoon Freeway Functional Planning Study (Study). MoH's consultant SNC-Lavalin led this meeting.

The primary goals of the Study included:

- Developing a right-of-way plan;
- Producing cost estimates;
- Inclusive stakeholder engagement; and
- Endorsing the Functional Plan including interchange locations and configurations.

The Study is broken into three phases as shown in Appendix 1. Each phase was expected to take one year to complete.

Phase 1 is almost complete, with a project report and formal request of the City of Saskatoon to endorse the phase expected to be provided by the end of October 2021.

Phase 2 is holding public information sessions the first two weeks in November, preparing a draft report in quarter 1 of 2022, and a request of the City of Saskatoon to endorse Phase 2 may follow at a future time.

DISCUSSION/ANALYSIS

In early October 2021, the City of Saskatoon was informed that the Province has cancelled Phase 3 of the Functional Planning Study. MoH noted the following:

- The 500 metre corridor will remain as is;
- Control circles at future interchange locations will remain; and,
- Development restrictions within the corridor will be in effect.

In a verbal update, MoH representatives indicated that there is no timeframe on when Phase 3 would be completed in the future.

This decision by the Province has the following preliminary implications for the City:

1. Transportation
 - a. Circle Drive will continue to attract more traffic as the City grows including local (within the City), regional, provincial, and inter-provincial traffic of both people and goods.
 - b. Circle Drive today experiences congestion during peak periods at specific locations such as the Circle Drive and 22nd Street interchange, and the Circle Drive and Idywlyld Drive interchange. A freeway between Highway 7 and Highway 16 would attract the regional, provincial, and inter-provincial traffic, and extend the usability of Circle Drive as it is configured today. Without a freeway, congestion at specific locations will continue to grow and the traffic impacts will also move upstream from the source over time.
 - c. Cut-through truck traffic on 11th Street West will continue to generate complaints from the public.
 - d. Traffic volumes on Neault Road will continue to grow with a mix of local, regional, provincial, and inter-provincial traffic.

- e. Over time, improvements at all these locations, and others in the transportation network will be required. The lack of a plan for the Saskatoon Freeway in this quadrant of the City will increase the difficulty in determining the appropriate improvements to the transportation network.
 - f. The City has no funding strategy or contingency plans for future issues created by the lack of, or delayed, Saskatoon Freeway in this quadrant of the City. To address these issues in the mid-term, this provincial responsibility of the movement of people and goods throughout and through the province remains on the local municipalities.
2. Planning
- a. Currently an update to the Blairmore Sector Plan is being undertaken. Uncertainty on the configuration of the Saskatoon Freeway and specifically the alignment of the freeway and the location and configuration of the interchanges with urban infrastructure makes planning of the long-term transportation network in the area not possible.
 - b. Uncertainty of the transportation network in this area does not allow for proper land use planning in terms of types and density of land uses.
 - c. Maintaining the control circles and development restrictions in the area in essence sterilizes the area for growth considerations until the transportation network is planned.

Over the past several years the Study has gained significant momentum with the public and many stakeholders, has a large consultant team retained and performing, was part of the original Study scope, and assumingly has funding. The Administration recommends that a letter be sent to the Province asking that the decision to cancel the project be reconsidered.

FINANCIAL IMPLICATIONS

The financial implications have not been determined.

OTHER IMPLICATIONS

Privacy, legal, social and environmental implications have not been assessed as a result of the Province's cancellation of Phase 3 of the Saskatoon Freeway.

NEXT STEPS

If City Council resolves to adopt the recommendation, the Administration will prepare the letter for His Worship the Mayor's review and signature.

APPENDICES

1. Saskatoon Freeway Functional Planning Study Phases

Saskatoon Freeway Project Update – Phase 3

Report Approval

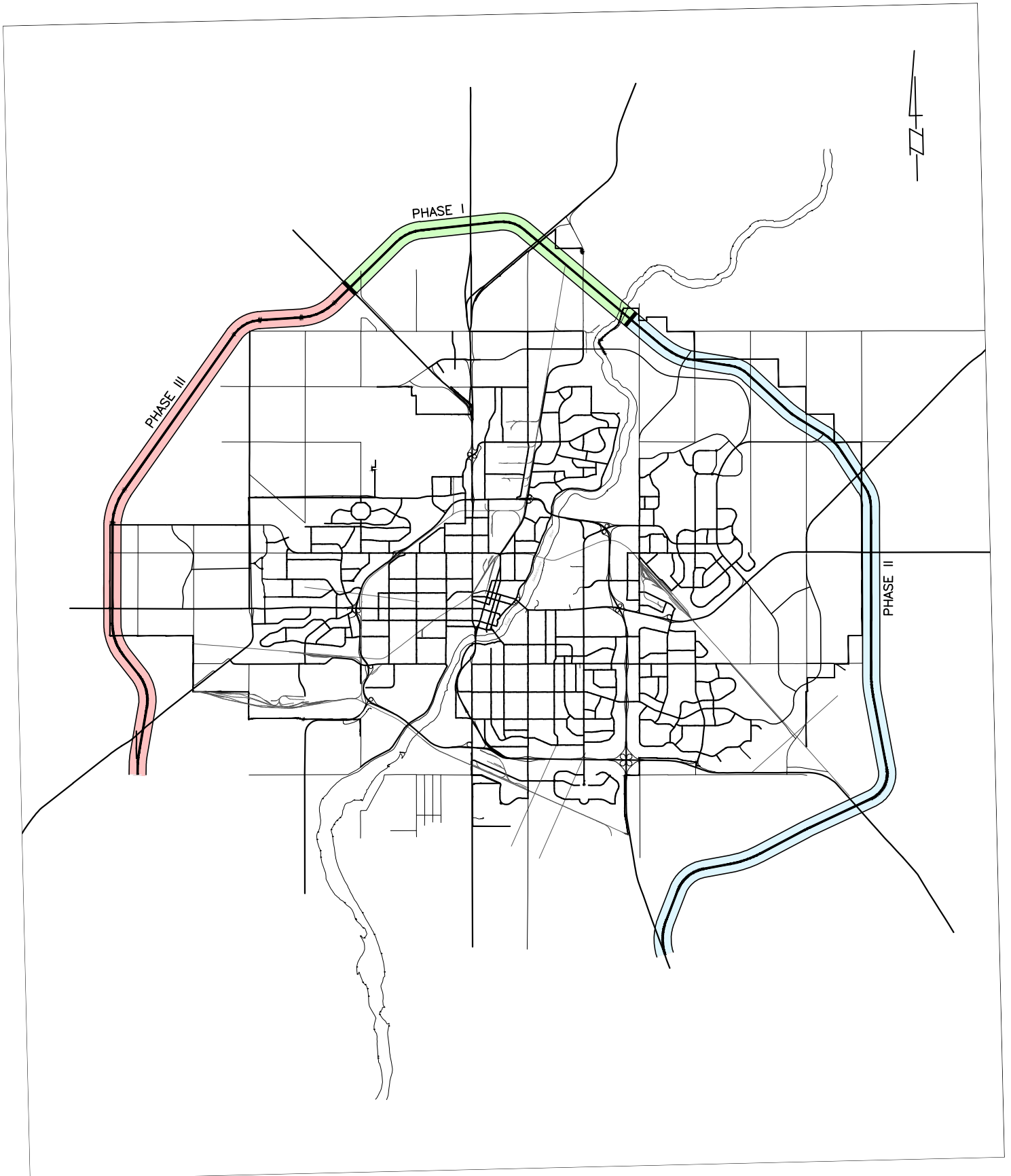
Written by: Jay Magus, Director of Transportation

Reviewed by: Lesley Anderson, Director of Planning and Development,
Community Services

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

Admin Report - Saskatoon Freeway Project Update – Phase 3.docx

Saskatoon Freeway Functional Planning Study Phases



Subject: FW: Email - Communication - Meghan Mickelson - Saskatoon Freeway Project Update – Phase 3 - CK 6000-1
Attachments: spc_transportation_nov_1.docx

From: Web NoReply <web-noreply@Saskatoon.ca>
Sent: November 01, 2021 9:30 AM
To: City Council <City.Council@Saskatoon.ca>
Subject: Email - Communication - Meghan Mickelson - Saskatoon Freeway Project Update – Phase 3 - CK 6000-1

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

Submitted on Monday, November 1, 2021 - 09:30

Submitted by user: Anonymous

Submitted values are:

Date Monday, November 01, 2021
To His Worship the Mayor and Members of City Council
First Name Meghan
Last Name Mickelson
Phone Number
Email [REDACTED]
Address [REDACTED] 2nd St East
City Saskatoon
Province Saskatchewan
Postal Code [REDACTED]
Name of the organization or agency you are representing (if applicable)
Subject Letter to Council
Meeting (if known) SPC - Transportation - 7.2.2
Comments Letter attached
Attachments
[REDACTED]

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

The results of this submission may be viewed at:

[REDACTED]

A recommendation from a Swale lover.

That His Worship the Mayor send a letter to the Minister of Highways documenting the need and importance to protect the Northeast and Small Swale and cancel the Saskatoon Freeway project.

I urge Council and the SPC to consider the implications of this project on such an important natural area in our city. The Swales have value, and the freeway will degrade these areas.

Meghan Mickelson

Subject: FW: Email - Communication - Jan Norris - Saskatoon Freeway Project Update – Phase 3 - CK 6000-1

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

Sent: November 01, 2021 1:12 PM

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

Subject: Email - Communication - Jan Norris - Saskatoon Freeway Project Update – Phase 3 - CK 6000-1

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

Submitted on Monday, November 1, 2021 - 13:11

Submitted by user: Anonymous

Submitted values are:

Date Monday, November 01, 2021

To His Worship the Mayor and Members of City Council

First Name Jan

Last Name Norris

Phone Number [REDACTED]

Email [REDACTED]

Address [REDACTED] 10th St. E.

City Saskatoon

Province Saskatchewan

Postal Code [REDACTED]

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

Subject Saskatoon Freeway Update (item 7.2.2)

Meeting (if known) SPC on Transportation and Council

Comments

I understand there are many in the city who will be disappointed that the provincial government has decided to terminate plans for the Saskatoon Freeway, but I hope Council will also look on the bright side.

Not building 55 kilometres of four-lane highway will save taxpayers billions of dollars. Even more importantly it will save some of our city's precious wetlands and native grasslands, rare intact ecosystems that can help us handle climate change and our own mental health. Now is the time to re-wild, not further destroy nature.

And it looks like the world is at a turning point. COP26 will usher in enormous change as the world pledges to go carbon neutral. Trucks may well be replaced by trains, a more efficient way to move cargo. And building car-dependent suburbs is probably a losing strategy as young people may prefer to invest in mobile homes to escape extreme weather events (hopefully solar powered!)

It's probably time to pause and see which way the wind blows, not to let ourselves be locked into massive debt and an obsolete transportation system.

I urge Council to congratulate the provincial government on its wise decision to stop spending money on the Saskatoon Freeway. It was a project for the 20th, not the 21st, century.

Attachments

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

The results of this submission may be viewed at:





STANDING POLICY COMMITTEE ON TRANSPORTATION

Residential Speed Limit Review – School Zones, Playground Zones, Senior Zones, and Effective Hours

Recommendation of the Committee

1. School Zones – Direct the Administration to revise the reduced speed school zone policy to align with TAC guidance and maintain a reduced speed limit of 30 km/h (Option 2);
2. Playground Zones – Direct the Administration to develop a reduced speed playground zone policy to align with TAC guidance and include a reduced speed limit of 30 km/h (Option 2);
3. Senior Zones – Continue to consider potential countermeasures such as increasing pedestrian crossing times at signalized intersections, pedestrian devices, traffic calming, enhanced pavement markings, and improved street lighting where appropriate (Option 1);
4. Zone Operation – Direct the Administration to revise existing hours for school zones and implement hours for playground zones to be in effect all months of the year, 7 days a week, from 7:00 a.m. to 9:00 p.m.: (Option 3);
5. Implementation – That the changes are all made in 2022;
6. That this report be forwarded to the 2022-2023 Multi-Year Budget Review meeting for addition to the Capital Budget Options for potential Reserve for Capital Expenditures (RCE) funding and for addition to the Capital Budget Options funded for RCE and reprioritization of transportation capital from 2022; and
7. That the City Solicitor be requested to prepare the appropriate bylaw amendments to Bylaw No. 7200, The Traffic Bylaw.

History

The Standing Policy Committee on Transportation, at its meeting held on November 1, 2021, considered a report from the Administration regarding the above. Your Committee received a presentation from Warrick Baijius, Walking Saskatoon regarding the matter.

Your Committee also resolved that the Administration report back on a process for reviewing and adjusting crosswalk signal light timing in areas with a high concentration of seniors.

Attachment

November 1, 2021 report of the General Manager, Transportation and Construction.
November 1, 2021 Letter from Warrick Baijius, Walking Saskatoon

Residential Speed Limit Review – School Zones, Playground Zones, Senior Zones, and Effective Hours

ISSUE

This report provides recommendations to address speed limits for school zones, adjacent to playgrounds and in areas with a high concentration of seniors.

BACKGROUND

History

Since 2013, the Administration has been working closely with local residents, community associations, and area Councillors to complete 73 Neighbourhood Traffic Reviews (NTRs), with another two 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 June 7, 2021, the Standing Policy Committee on Transportation received an information report regarding the Residential Speed Limit Review – Background Information and Feedback Summary. This report included a summary of two surveys that were completed to obtain opinions on revising speed limits in residential areas of Saskatoon. Excerpts of the surveys relevant to school, playground, and senior zones are included as Appendix 1.

At its meeting held on September 7, 2021, the Standing Policy Committee on Transportation received a decision report for the Residential Speed Limit Review – Speed Limit and Eligible Streets. The result of the meeting was no changes to the posted speed limits on neighbourhood streets.

Additional Council and Committee referrals related to this issue are included in Appendix 2.

Current Status

Council Policy C07-015, Reduced Speed Zones for Schools guides the City’s current practice for the creation of school zones (Appendix 3). Highlights of the policy include:

- The speed limit of 30 km/h is posted at all elementary and high schools,
- The speed restriction is in effect from 8:00 a.m. to 5:00 p.m., Monday to Friday from September 1 to June 30, and
- The end of school zone is marked with a sign indicating maximum speed.

Playground area signs (i.e., awareness only) are installed on a by-request basis following an engineering review of the conditions for the playground; however, the posted speed limit is not reduced.

Saskatoon has not established reduced speed limits for areas with a high concentration of seniors.

City of Saskatoon's Current Approach

Saskatoon's current approach to install school zones at all elementary and high schools and no playground zones differs from the national guidelines established by the Transportation Association of Canada (TAC) in the School and Playground Areas and Zones: Guidelines for Application and Implementation (Guidelines). The Guidelines were published after the City implemented school zones and offer guidance on the type of area or zone for a school or playground site dependent on the risk factors involved for each individual site.

There is no national guidance for implementing reduced speed areas or zones for streets with a higher concentration of seniors.

Approaches in Other Jurisdictions

The Residential Speed Limit Review – Background Information and Feedback Summary received as information by the Standing Policy Committee on Transportation at its meeting held on June 7, 2021 included a jurisdictional scan.

OPTIONS

Options for School Zones

Option 1 - No Changes: This option provides no changes to school zones.

Option 2 - Revise the school zone policy to align with TAC guidance: This option will direct the Administration to revise the existing Council Policy C07-015, Reduced Speed Zones for Schools. The existing policy will be revised to align with the national TAC Guidelines. Key features of the TAC Guidelines for school zones are shown in Appendix 4. As a result, the following changes are proposed:

- Elementary school zones will remain with some adjustments to school zone limits in some circumstances (for example, excluding signalized intersections from the zone, distance from school, etc.).
- High school zones will be changed to school areas only (without a reduced speed limit). Pedestrians of high school age are typically better able to understand traffic and to control their own movements. Implementing school areas, accompanied with appropriate wording in the bylaw, will facilitate continuing the practice of not permitting U-turns near high schools. Also, it provides clarity to road operations such as snow clearing adjacent to schools which has a specific level of service.

- School zones established for existing pre-schools will not be removed (pre-schools do not qualify for a reduced speed zone but all pre-schools are currently in a school zone due to adjacent high schools or elementary schools).
- Zone limits will be minimized where possible.
- For local streets in residential areas only, an “End School Zone” sign will replace the maximum speed sign reinstating the original speed limit (i.e., 40 km/h signs in Montgomery Place and 50 km/h signs in the other neighbourhoods).

Appendix 5 shows the proposed school zone limits in each neighbourhood. The precise limits will be subject to change when preparing installation plans, depending on site conditions.

Options for Playground Zones

Option 1 - No Changes: This option provides no changes to the current approach at playgrounds.

Option 2 - Develop a playground zone policy to align with TAC guidance: This option will direct the Administration to develop a playground zone policy. The policy will be developed to align with the national TAC Guidelines. Key features of the TAC Guidelines for playground zones are shown in Appendix 6.

Based on the eligibility points, 69 out of 222 parks would be eligible for a playground zone. Playground zones are to be marked with:

- A new sign denoting a reduced 30 km/h speed limit and the effective times and applicable days; and
- A sign denoting the end of the zone.

Appendix 5 shows the playground zone limits in each neighbourhood. The precise limits will be subject to change when preparing installation plans, depending on site conditions.

Options for Senior Zones

Option 1 - No Reduced Speed Limit: There will be no reduced speed limit for areas with a high concentration of seniors. Rather than a reduced speed limit, the potential countermeasures such as increasing pedestrian crossing times at signalized intersections, pedestrian devices, traffic calming, enhanced pavement markings, and improved street lighting will continue to be considered where appropriate.

Option 2 - Develop a Senior Zone Policy: This option will direct the Administration to develop a senior zone policy. The factors to be considered in the establishment of a reduced speed limit in areas with a high concentration of seniors are:

- Senior facility type (i.e., Saskatchewan Health Authority (SHA) special care and long-term care facilities)
- Road classification

Residential Speed Limit Review – School Zones, Playground Zones, Senior Zones, and Effective Hours

- Fencing characteristics
- Property line separation
- Location of facility entrance
- Location of sidewalks
- Location of traffic control devices

Appendix 5 shows the senior zone limits in each neighbourhood. The limits are subject to change when preparing installation plans, depending on site conditions.

Options for Zone Operation

Option 1 - No Changes: Zones will continue to be in effect from September 1 to June 30, Monday to Friday, from 8:00 a.m. to 5:00 p.m. for school zones and the same hours would be implemented for playground zones, if adopted.

Option 2 - Revise existing hours for school zones and implement hours for playground zones to be in effect: September 1 to June 30, Monday to Friday, from 7:00 a.m. to 9:00 p.m. This option provides coverage over a longer period of the day during the school season as children may be present in school and playground zones.

Option 3 - Revise existing hours for school zones and implement hours for playground zones to be in effect: All months of the year, 7 days a week, from 7:00 a.m. to 9:00 p.m. This option provides coverage over a longer period of the day, as well as on non-school days as children may be present in school and playground zones throughout the year.

Option 4 - Revise existing hours for school zones and implement hours for playground zones to be in effect: All months of the year, 7 days a week, 24 hours a day. This option provides coverage over the entire day as well as on non-school days as children may be present in school and playground zones throughout the year.

Option 5 - Implement hours for seniors’ zones to be in effect: All months of the year, 7 days a week, 24 hours a day. This option provides coverage over the entire day as seniors may be present at any time during the day throughout the year.

Cost estimates of the options are as follows.

School Zone Option	Costs if Effective Hours Remain	Costs if changes to effective hours are made
Option 1 - No Changes to School Zones	\$0	n/a
Option 2 - Align School Zone Policy with TAC	Signs: \$100,000 Devices: \$380,000*	Signs: \$200,000 Devices: \$380,000*

*These devices are warranted under Council Policy C07-017 – Traffic Control at Pedestrian Crossings and are on the list of devices awaiting funding.

Residential Speed Limit Review – School Zones, Playground Zones, Senior Zones, and Effective Hours

Playground Zone Option	Cost Estimate
Option 1 - No Changes (No Playground Zones)	\$0
Option 2 - Develop Playground Zone Policy	Signs: \$200,000

Seniors Zone Option	Cost Estimate
Option 1 – Do Nothing	\$0
Option 2 – Develop Senior Zone Policy	Signs: \$25,000

Options Implementation

Option 1 – Implement playground zones in 2022 and school zones revisions in 2023. Removal of the school zones from high schools is dependent on having appropriate pedestrian devices in place.

Option 2 – Implement all changes in 2022. Again, removal of school zones from high schools is dependent on having appropriate pedestrian devices in place.

Appendix 7 shows the new school zone, school area and playground zone signs.

RECOMMENDATION
<p>That the Standing Policy Committee on Transportation recommend to City Council:</p> <ol style="list-style-type: none"> 1. School Zones – Direct the Administration to revise the reduced speed school zone policy to align with TAC guidance and maintain a reduced speed limit of 30 km/h (Option 2); 2. Playground Zones – Direct the Administration to develop a reduced speed playground zone policy to align with TAC guidance and include a reduced speed limit of 30 km/h (Option 2); 3. Senior Zones – Continue to consider potential countermeasures such as increasing pedestrian crossing times at signalized intersections, pedestrian devices, traffic calming, enhanced pavement markings, and improved street lighting where appropriate (Option 1); 4. Zone Operation – Direct the Administration to revise existing hours for school zones and implement hours for playground zones to be in effect all months of the year, 7 days a week, from 7:00 a.m. to 9:00 p.m.: (Option 3); 5. Implementation – That the changes are all made in 2022; 6. That this report be forwarded to the 2022-2023 Multi-Year Budget Review meeting for addition to the Capital Budget Options for potential Reserve for Capital Expenditures (RCE) funding; and 7. That the City Solicitor be requested to prepare the appropriate bylaw amendments to Bylaw No. 7200, The Traffic Bylaw.

RATIONALE

School Zones and Playground Zones

School zones or playground zones reduce the risk of conflicts between vehicles and children by providing a warning and requiring drivers to slow down to a defined maximum speed. A lower speed limit improves safety by reducing the distance travelled

before a driver can react, increasing the driver's field of vision, and reducing stopping sight distance.

Revision to Council Policy C07-015, Reduced Speed Zones for Schools and development of a playground zone policy are recommended to align with national guidance as established by TAC Guidelines.

According to TAC, there is a need for a set of uniform guidelines towards the establishment of school and playground areas and zones to:

- Provide direction for practitioners to objectively assess the need for school and playground areas and zones using sound principles and a transparent, repeatable process; and,
- Provide direction on the proper implementation of school and playground areas and zones, including the selection and location of the signs and pavement markings relative to school and playground properties, as well as for various road classifications.

TAC notes the following:

- Children of elementary school age, when without parental supervision, are typically considered to be the most vulnerable due to their limited abilities to understand and anticipate vehicular traffic movements and their tendency to accidentally enter the roadway. Children of middle age and high school age are typically better able to understand traffic and to control their own movements. School zones or areas are unnecessary at post-secondary institutions.
- It is strongly discouraged to continue a school or playground zone through a signalized intersection. If a zone is provided through any intersection, signs should be installed with particular caution to avoid distracting drivers from the intersection traffic control and causing visual obstructions to pedestrian and vehicular traffic at the intersection.
- For local roads in residential areas only, an End School Zone may be provided, in place of a maximum speed limit sign to resume normal speed. While this deviates from the current Manual of Uniform Traffic Control Devices for Canada (MUTCDC) guidelines, it can be considered where there is deemed to be a greater risk of vehicles accelerating to an unsafe speed at the end of the zone.

Areas with High Concentration of Seniors

No changes are recommended in areas with high concentration of seniors. Rather than a reduced speed limit, potential countermeasures such as increasing pedestrian crossing times at signalized intersections, pedestrian devices, traffic calming, enhanced pavement markings and improved street lighting will continue to be considered where appropriate.

The City of Toronto is the only known municipality that has established a reduced speed zone for seniors (posted at 20 km/h less than the adjacent sections of the street). The

Residential Speed Limit Review – School Zones, Playground Zones, Senior Zones, and Effective Hours

creation of new senior zones in Toronto is currently on hold while staff review and evaluate the existing senior zones.

Other municipalities use a variety of countermeasures rather than a speed reduction to improve safety for senior pedestrians.

Zone Operation

The recommendation for zone operation provides additional coverage by including non-school days, and extending existing operating times as children may be present in school and playground zones during these times.

Regular operation for elementary schools is roughly 8:00 a.m. to 4:00 p.m., with some schools varying hours to serve their community and students. Extracurricular and before and after school activities may extend the hours of use of the school both earlier and later in the day.

Many school sites have playground equipment. Children access playground equipment at schools and parks throughout the year; there is no set schedule for play on these structures. Peak use of playgrounds is throughout the week all day for the warmest months of the year as well as after and before school throughout the year.

In recognition that there are some playgrounds not adjacent to schools and that not all parks have playgrounds, it would be beneficial to sign playgrounds so that drivers can be aware in advance that play equipment is present so they can adjust their driving behaviour accordingly.

With the current time of day restrictions, driver habits during non-effective hours can lead to complacency in the zone during non-effective hours when children may still be present.

The simplest, easiest to comprehend, and objective approach is to sign school zones and playground zones in effect year-round, all day, every day. However, this may lead to some non-compliance in the late evening and throughout the night and early morning. Thus, the recommendation extends the current protection of lower speeds for longer periods, but not in effect all the time.

This recommendation is consistent with other municipalities, as summarized below.

Municipality	Posted Speed Limit in School Zones and Playground Zones	Zone Operation
Calgary	30 km/h in playground zones (schools included in playground zones)	All months of the year, 7 days a week, 7:30 a.m. to 9:00 p.m.
Edmonton		
Hamilton	30 km/h or 40 km/h in school zones and playground zones (choice of speed limit used depends on posted speed limit for the street outside the zone)	All months of the year, 7 days a week, 24 hours a day
Regina	30 km/h in school zones and playground zones	All months of the year, 7 days a week, 7:00 a.m. to 7:00 p.m.

Residential Speed Limit Review – School Zones, Playground Zones, Senior Zones, and Effective Hours

Zone Speed Limits

The recommendation of a reduced speed limit of 30 km/h for both school and playground zones is consistent with practice elsewhere in Canada, and also maintains consistency with the existing 30 km/h school zones in Saskatoon. This approach will assist in meeting driver expectations, thus improving the level of safety in these zones.

Implementation

It is recommended to complete the changes to the school zones, and implement the playground zones in 2022 in consideration of:

- Requires a shorter time to communicate the changes to the public.
- Easier to understand for the public if the changes throughout the City are made in one season.
- Increases safety as the changes, if made over a shorter duration, requires less driver awareness and reduces driver uncertainty as to the rules of the road specific to that street.

FINANCIAL IMPLICATIONS

The capital project financial implications of the recommendations are:

		2022	
Costs	School Zones - Signage	\$200,000	
	School Zones – Pedestrian Crossing Devices	\$380,000	
	Playground Zones - Signage	\$200,000	
	Education / Communications	\$50,000	
	TOTAL COSTS		\$830,000
Anticipated Funding Through MYBP ¹	School / Playground Zones Implementation	\$100,000	
	One Pedestrian Device	\$20,000	
	TOTAL ANTICIPATED FUNDING		\$120,000
		FUNDING SHORTFALL	\$710,000

1 Multi-Year Budget Process

If City Council preference is to implement over two years, the financial implications change:

		2022		2023	
Costs	School Zones - Signage			\$200,000	
	School Zones – Pedestrian Crossing Devices			\$380,000	
	Playground Zones - Signage	\$200,000			
	Education / Communications	\$25,000		\$25,000	
	TOTAL COSTS		\$225,000		\$605,000
Anticipated Funding Through MYBP	School / Playground Zones Implementation ¹	\$100,000		\$100,000	
	Pedestrian Devices ²	\$20,000		\$340,000	
	TOTAL ANTICIPATED FUNDING		\$120,000		\$440,000
		FUNDING SHORTFALL	\$105,000		\$165,000

1 Funded from Capital Project #2288 – Transportation Safety

2 Funded from Capital Project #2290 – Traffic Control Systems

To address the capital funding shortfall identified in either the one-year, or two-year, implementation two options are:

1. Provide RCE funding through the 2022-2023 Multi-Year Budget Process, or,
2. The Administration report back in January 2022 with a re-prioritization of transportation projects that will propose deferring other projects to enable completion of this project.

This capital project was not included as part of the Capital Budget Options which City Council has prioritized and will be presented to the 2022/2023 Multi-Year Budget Review meeting at the end of November. If the recommendation is approved, to be forwarded to the 2022/2023 Multi-Year Budget Review meeting, this project can be added by City Council to the consideration list for RCE funding.

Finally, irrelevant of how funding is provided in 2022, if the direction is to implement the changes within 2022, this approach would 'free up' \$440,000 in capital funding for 2023. The Administration would report back in later 2022 with a recommendation on funding other priority transportation projects such as other pedestrian crossing devices, missing sidewalks, pedestrian accessible ramps, etc.

LEGAL IMPLICATIONS

The recommendations require revisions to Council Policy C07-015, Reduced Speed Zones for Schools and Bylaw No. 7200, The Traffic Bylaw. Development of a reduced speed playground zone policy is also required.

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.

In addition to the meetings, ongoing correspondence has been provided to the stakeholders throughout the project.

NEXT STEPS

1. Prepare approval report for a revised Council Policy C07-015, Reduced Speed Zones for Schools.
2. Prepare approval report for a new reduced speed playground zone policy.
3. Prepare a communications strategy and implementation plan.

The planned project schedule is included as Appendix 7.

APPENDICES

1. Survey information
2. Council History
3. Current Council Policy C07-015, Reduced Speed Zones
4. Transportation Association of Canada (TAC) School Zone Guidelines
5. Neighbourhood Maps
6. Transportation Association of Canada (TAC) Playground Zone Guidelines
7. School and Playground Zone Signs
8. 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

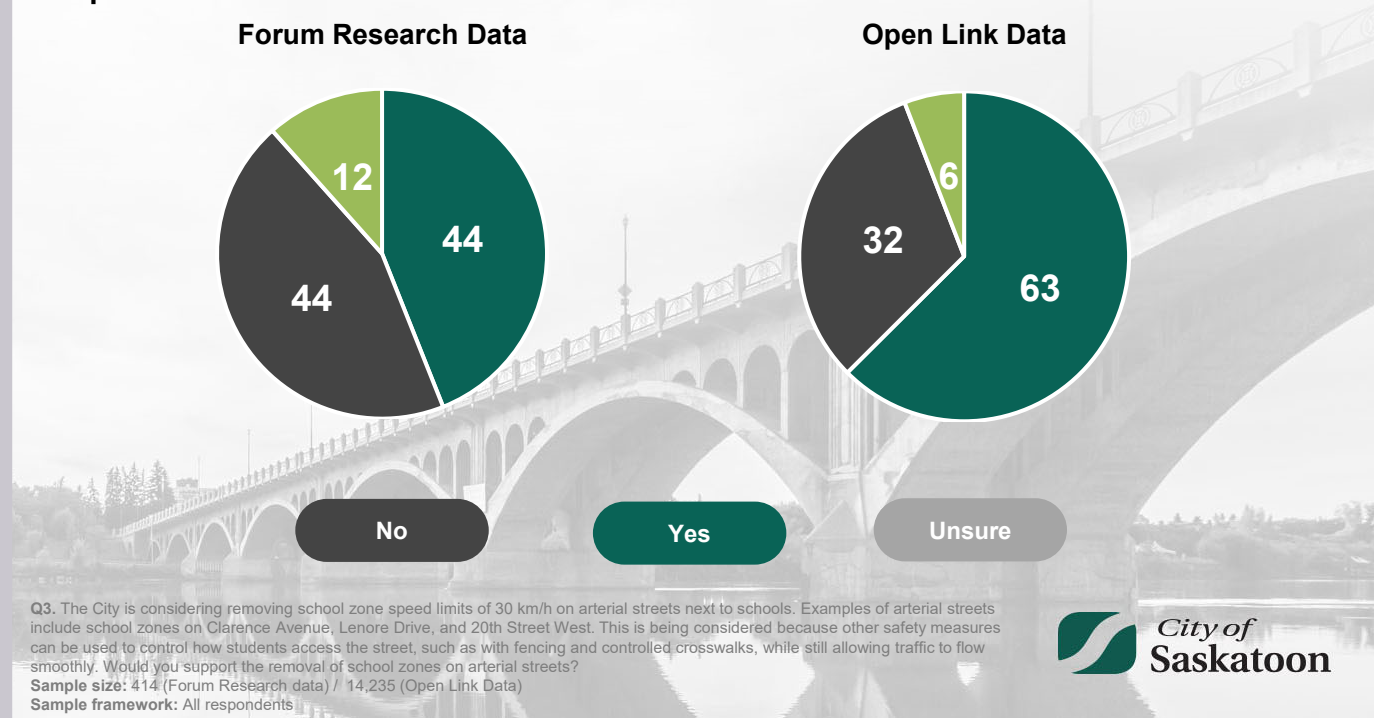
Admin Report - Residential Speed Limit Review – School Zones, Playground Zones, Senior Zones, and Effective Hours.docx

Survey Results - Opinions on Changes of Speed Limits (%)

Removal of school zone speed limits on arterial streets

- 44% of Forum respondents are in favor of the removal of school zone limit of 30km/h on arterial streets, while another 44% do not support the removal
- Almost two thirds (63%) of open link respondents prefer the removal of the school zone speed limit on arterial streets
- In both datasets
 - those who support the removal are more likely to drive daily than to drive almost never or never
 - those who support the removal are less likely to walk/jog or bike daily than to almost never or never walk/jog or bike

There is an equal split between supporters and opponents for the removal of the school zone speed limits for Forum respondents, while the majority of open link respondents prefer the removal

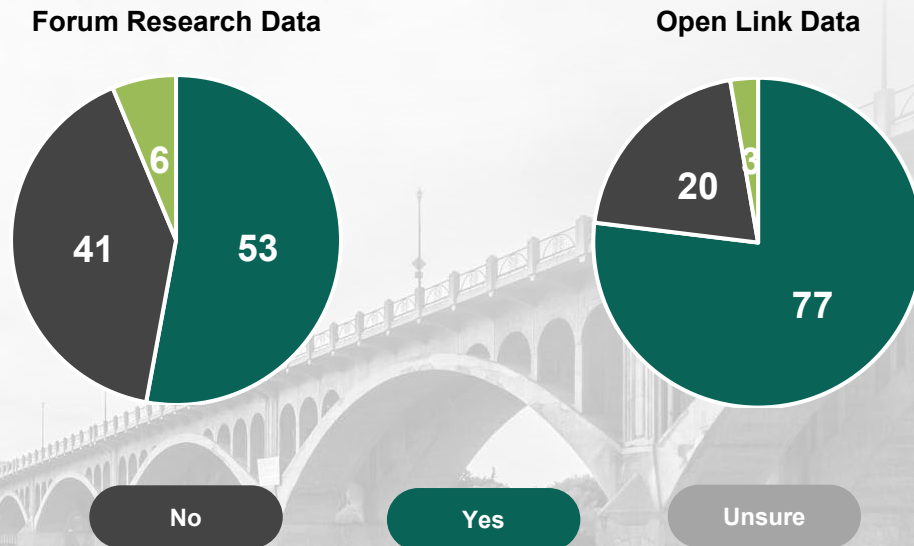


Survey Results - Opinions on Changes of Speed Limits (%)

Removal of school zone speed limits next to high schools

- In both datasets, those who support the removal are more likely to drive daily than to drive almost never or never
- Open link respondents who support the removal are less likely to walk/jog or bike daily than to almost never or never walk/jog or bike

Over half of Forum respondents (53%) and over three quarters of open link respondents (77%) support the removal of the speed limits next to high schools



Q4. The City is considering removing school zone speed limits of 30 km/h next to high schools. Older students are more aware of their surroundings and better able to assess when it's safe to cross the street. Would you support the removal of school zones next to high schools?

Sample size: 414 (Forum Research data) / 14,250 (Open Link Data)

Sample framework: All respondents

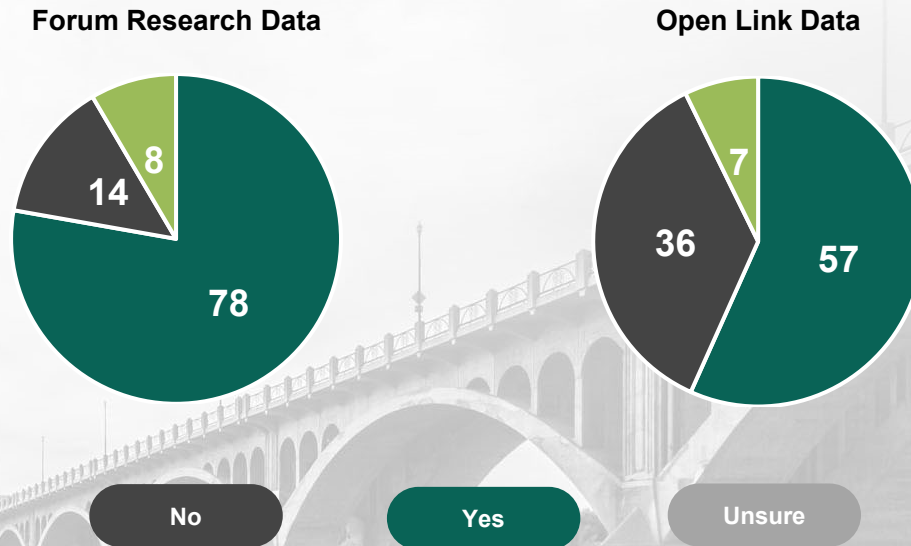


Survey Results - Opinions on Changes of Speed Limits (%)

Adding speed limits next to playgrounds

- Over three quarters of Forum respondents (78%) and over half of open link respondents (57%) support lower speed limits next to playgrounds
- Forum respondents who support the lowering of speed limits are more likely to drive daily and weekly compared to drive monthly or almost never or never drive (81% vs. 53% and 66%)
- Open link respondents who support the lowering of speed limits next to playgrounds are less likely to drive daily than to almost never or never drive (55% vs. 74%)

Majority of both Forum and open link respondents are in favor of lowering speed limits next to playgrounds



Q5. The City is considering adding playground zone speed limits next to parks that are directly beside the street, do not have fencing, and have play equipment structures for younger children. This is being considered because young children at play may not be paying close attention to their surroundings. In general, would you support lower speed limits next to playgrounds geared towards younger children?
Sample size: 414 (Forum Research data) / 14,245 (Open Link Data)
Sample framework: All respondents



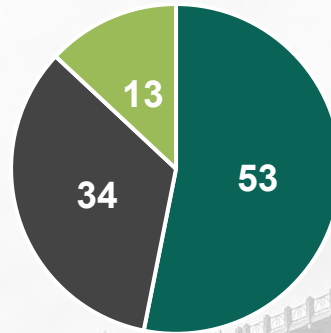
Survey Results - Opinions on Changes of Speed Limits (%)

Lowering speed limits where a high number of seniors live

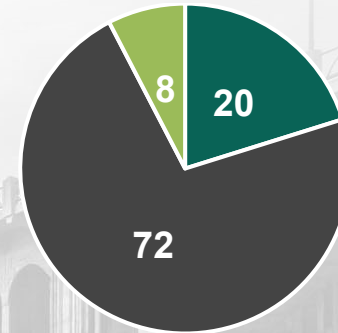
- Just over half of Forum respondents (53%) are in favor of lowering the speed limits in areas where a high number of seniors live
- However, almost three quarters of the open link respondents (72%) do not support a decrease in speed limits where seniors live
- In both datasets, those who support the lowering of the speed limits are less likely to drive daily than to drive almost never or never
- Forum respondents who support the lowering of the speed limits are more likely to walk/jog or bike daily than to almost never or never walk/jog or bike

Forum respondents are more likely to prefer lower speed limits where seniors live than open link respondents

Forum Research Data



Open Link Data



No

Yes

Unsure

Q7. The City is also reviewing speed limits in areas where a high number of seniors live, as some seniors may take longer to cross the street, may have slower reaction times, and may be more prone to injury. In general, would you support lower speed limits in areas where a high number of seniors live?

Sample size: 414 (Forum Research data) / 14,206 (Open Link Data)

Sample framework: All respondents



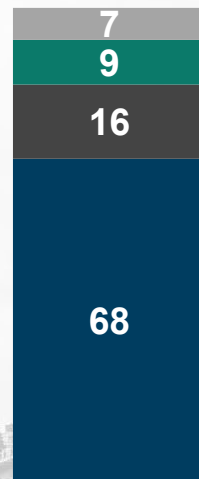
Survey Results - Preferences on times and days (%) School and playground zones

- Almost 7 in 10 Forum respondents (68%) and 8 in 10 (80%) open link respondents would prefer the times and days that school and playground speed limit zones are in effect to remain the same
- Forum respondents are more in favour of extending speed limit zones from 8am-5pm to 8am-10pm compared to open link respondents (16% vs 9%)

In both groups, the majority prefer to keep the same times and days that school and playground speed limit zones are in effect as opposed to changing them

Forum Research Data

Open Link Data



- Unsure
- All day, every day of the year
- 8:00 a.m. to 10:00 p.m., every day of the year
- 8:00 a.m. to 5:00 p.m., Monday to Friday, September through June (including holidays)

Q6. The City is considering extending the times and days that school zones are in effect, which is currently from 8:00 a.m. to 5:00 p.m., Mondays to Fridays, September through June (including holidays). This is being considered because schoolyards can also be used by children in evenings, on weekends, and throughout the year. Any changes to times and days would also apply to playground zones if City Council were to approve them. Which option do you prefer for times and days that school and playground zones would be in effect?
 Sample size: 414 (Forum Research data) / 14,213 (Open Link Data)
 Sample framework: All respondents



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 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.

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 (File No. CK 6320-1).

CITY OF SASKATOON COUNCIL POLICY

NUMBER
C07-015

POLICY TITLE <i>Reduced Speed Zones for Schools</i>	ADOPTED BY: <i>City Council</i>	EFFECTIVE DATE <i>April 7, 2003</i>
ORIGIN/AUTHORITY <i>Clause 1, Report No. 4-2003 of the Planning and Operations Committee</i>	CITY FILE NO. <i>CK. 5200-5 and 6280-1</i>	PAGE NUMBER <i>1 of 1</i>

1. PURPOSE

To establish the criteria for the application of reduced speed limits on streets near schools.

2. DEFINITIONS

2.1 School – an institution recognized by Saskatchewan Learning.

3. POLICY

3.1 Reduced speed limits will be installed at all elementary and secondary schools. No distinction will be made between public and private schools.

3.2 Reduced speed limits will be in effect from 8:00 A.M. to 5:00 P.M., Monday to Friday, September 1 to June 30.

3.3 The speed limit will be 30 km/h.

3.4 The length of reduced speed zones should be minimized giving consideration to localized conditions. Zones that overlap, or nearly overlap, should be combined into one zone.

3.5 The location and extent of each zone will be determine by Infrastructure Services in consultation with the appropriate school board and/or parent council.

3.6 The beginning of a school zone will be marked with signing indicating “SCHOOL AHEAD” and “MAXIMUM SPEED 30 KM/H, 8:00 AM TO 5:00 PM, MONDAY TO FRIDAY, SEPTEMBER TO JUNE”.

3.7 The end of a school zone will be marked with signing indicating “MAXIMUM SPEED” with the normal speed limit of the street indicated.

4. RESPONSIBILITY

4.1 Infrastructure Services will be responsible for the administration of this policy.

Transportation Association of Canada (TAC) School Zone Guidelines

- The factors to be considered in the establishment of school zones are:
 - School type (i.e. elementary school, middle high school, high school)
 - Road classification
 - Fencing characteristics
 - Property line separation
 - Location of school entrance
 - Location of sidewalks
- School zones are generally discouraged along “walk-to-school routes” away from the school vicinity, and on roadways where any of the following conditions exist:
 - School is located on an arterial road or freeway;
 - School grounds are fully fenced;
 - School is located an appreciable distance (e.g. greater than 50 meters) from an intersecting roadway;
 - The candidate roadway does not have a school entrance; and
 - The length of the school frontage is minimal (.e. less than 50 metres)
- The length of a school zone should generally be no less than 100 metres in an urban environment.
- Where two schools are located adjacent to one another and both require school zones, then it is suggested that a single zone be provided.
- Schools and playgrounds are frequently located adjacent to one another. If a school zone and a playground zone are necessary for adjacent sections of the same roadway, a single zone should be provided.
- School zones are unnecessary at post-secondary institutions.
- For local roads in residential areas only, an “End School Zone” sign may be provided. This should be considered where there is a greater risk of vehicles accelerating to an unsafe speed at the end of the zone.

LOCATION:












INSTALLATION CRITERION	MAXIMUM POINT VALUE (MPV)	DESCRIPTION		WEIGHTING FACTOR (WF)
School <u>T</u> ype	40	Elementary		1.0
		Middle / Junior High		0.4
		High School		0.2
		Post Secondary / College / University		0.0
Road <u>C</u> lassification	20	Urban Land Use	Rural Land Use	
		Local		1.0
		Minor Collector	Local Collector	0.75
		Collector	Collector	0.5
		Major Collector / Minor Arterial	Arterial	0.25
		Major Arterial / Expressway	Freeway	0.0
<u>F</u> encing	20	Fully Traversable		1.0
		Partially Traversable		0.5
		Non-Traversable		0.1
Property <u>L</u> ine Separation	10	Abuts Roadway		1.0
		Within 50 metres		0.5
		Further than 50 metres		0.0
School <u>E</u> ntrance	5	Main Entrance / Multiple Secondary Entrances		1.0
		Secondary Entrance		0.6
		None		0.0
<u>S</u> idewalks	5	None or Non-School Side		1.0
		School Side		0.6
		Both Sides		0.0

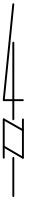
TOTAL SCORE (sum of T,C,F,L,E and S)

ADELAIDE-CHURCHILL

SPEED LIMIT REVIEW

LEGEND





-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  EXISTING PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  EXISTING RECTANGULAR RAPID FLASHING BEACON LOCATION
-  FUTURE RECTANGULAR RAPID FLASHING BEACON LOCATION



ARBOR CREEK

SPEED LIMIT REVIEW

LEGEND

-  PLAYGROUND ZONE
-  PARK
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL



ASPEN RIDGE SPEED LIMIT REVIEW

LEGEND










- NEIGHBOURHOOD BOUNDARY
- EXISTING TRAFFIC SIGNAL



AVALON

SPEED LIMIT REVIEW

LEGEND









-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  EXISTING RECTANGULAR RAPID FLASHING BEACON LOCATION

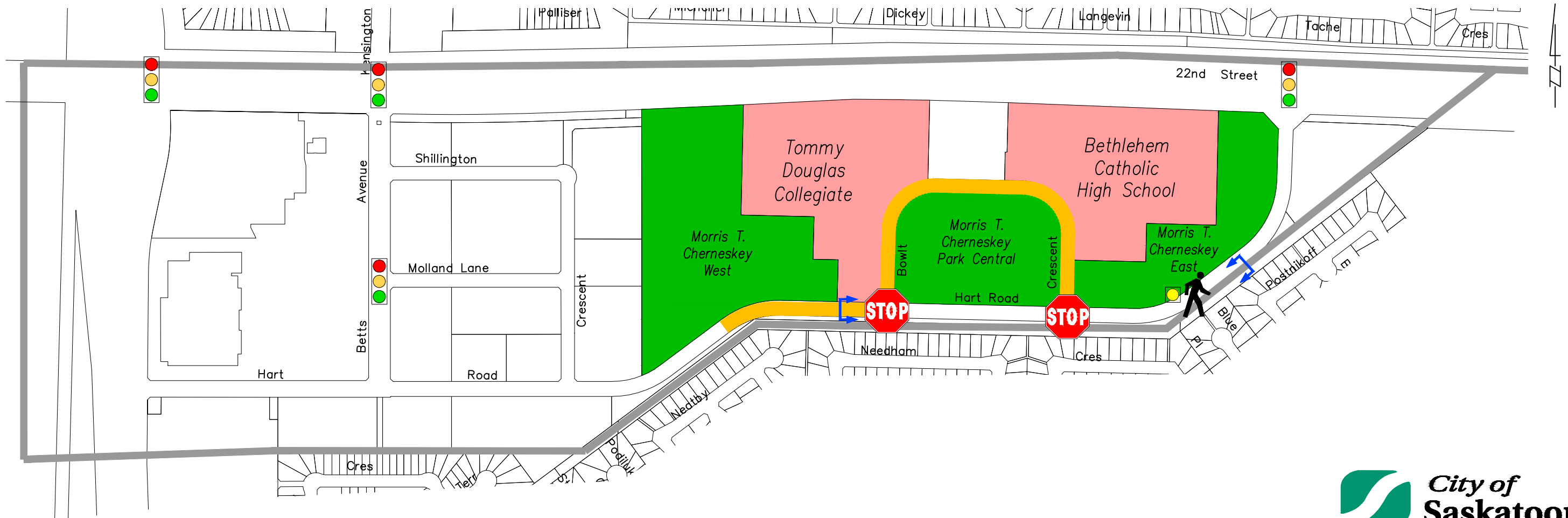


BLAIRMORE SC

SPEED LIMIT REVIEW

LEGEND









-  PLAYGROUND ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  EXISTING ALL WAY STOP



BREVOORT PARK

SPEED LIMIT REVIEW

LEGEND





-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION



BRIGHTON

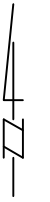
SPEED LIMIT REVIEW

LEGEND











-  PLAYGROUND ZONE
-  PARK
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL



BUENA VISTA SPEED LIMIT REVIEW



LEGEND













-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  EXISTING PEDESTRIAN CORRIDOR SIGNAL LOCATION

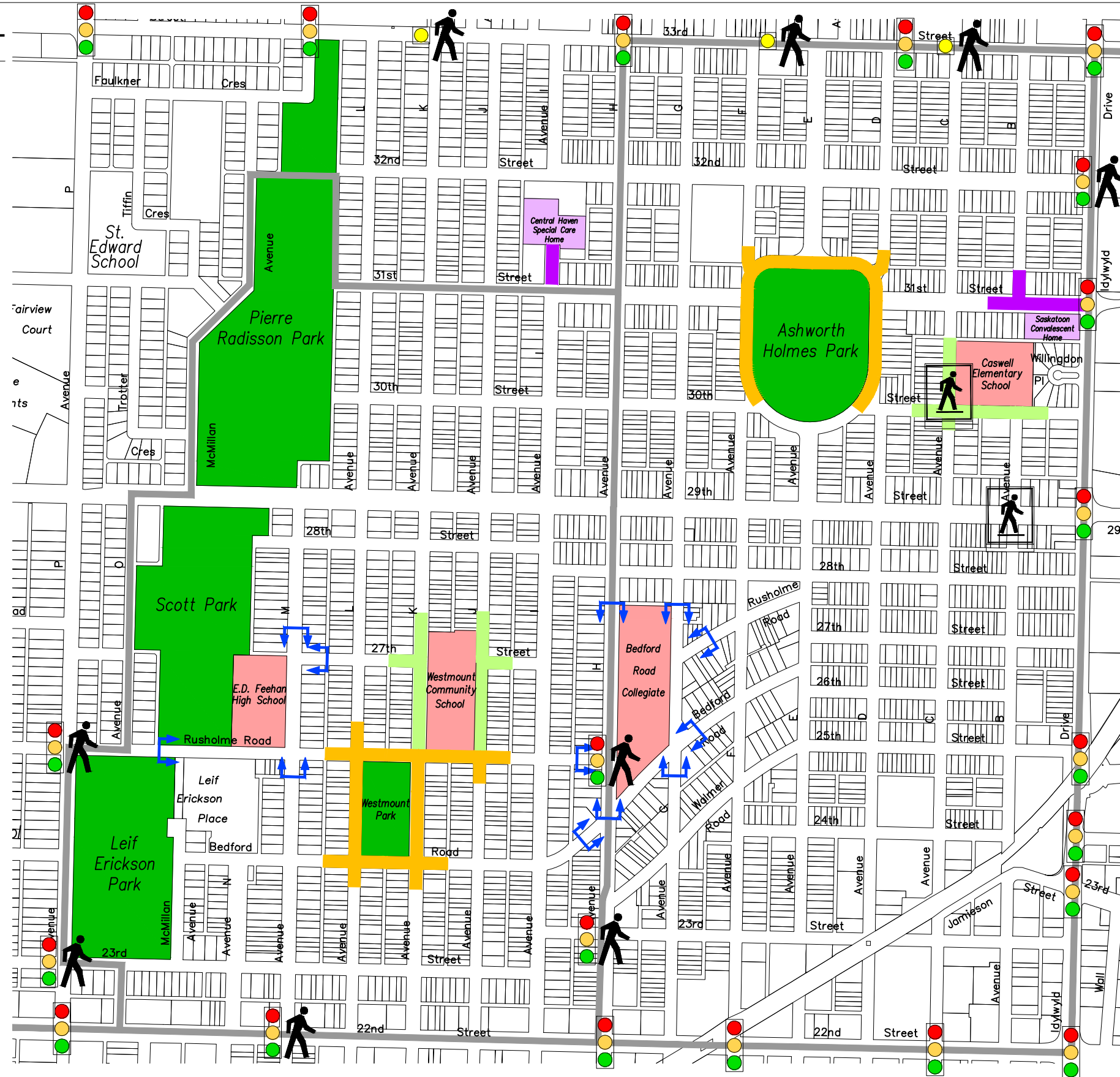


CASWELL HILL/WESTMOUNT

SPEED LIMIT REVIEW












LEGEND

-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  SENIOR ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  CARE HOME
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  EXISTING PEDESTRIAN CORRIDOR SIGNAL LOCATION



CITY PARK SPEED LIMIT REVIEW

LEGEND
















-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  EXISTING PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  EXISTING RECTANGULAR RAPID FLASHING BEACON LOCATION

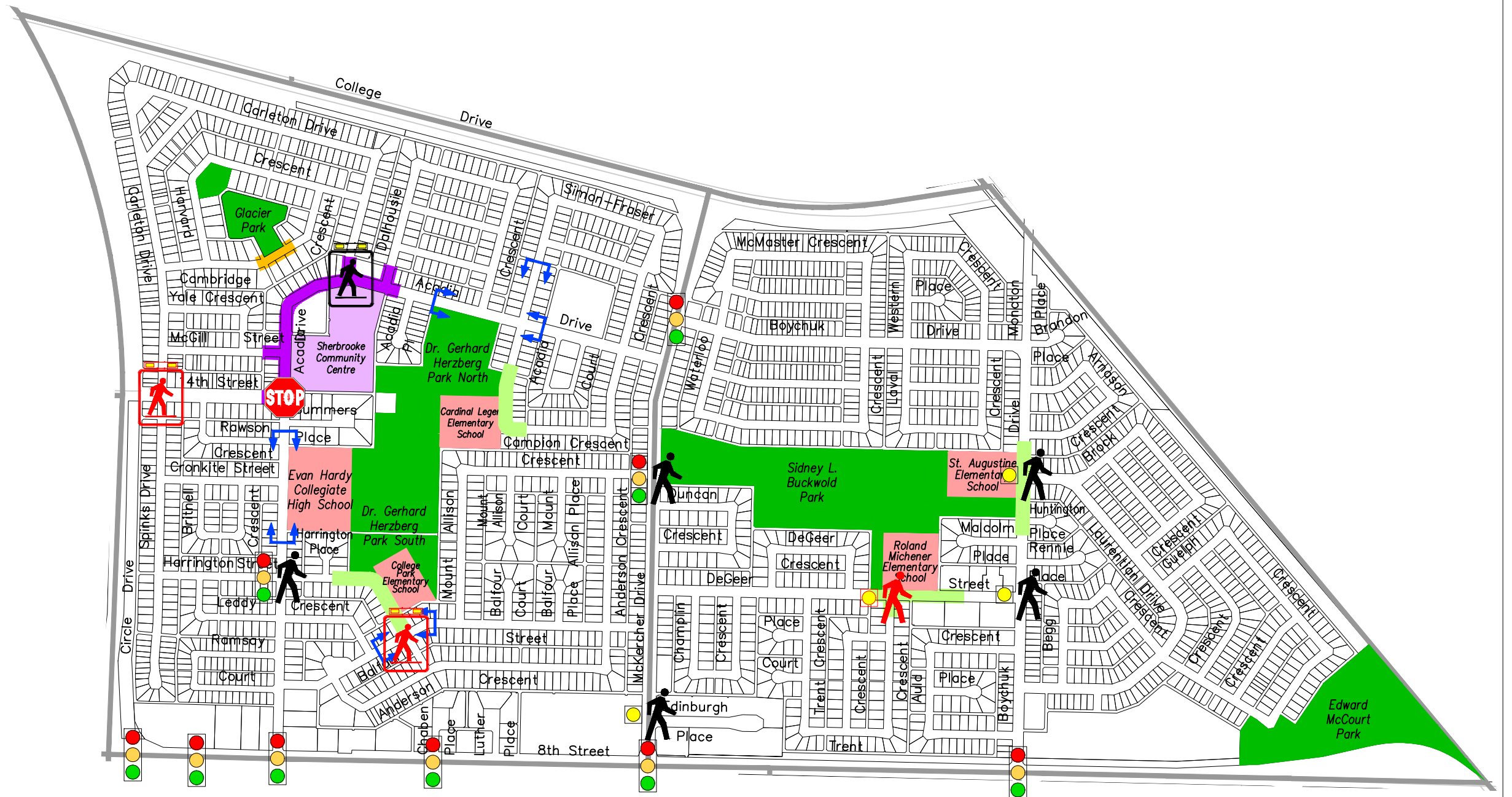


COLLEGE PARK & EAST COLLEGE PARK

SPEED LIMIT REVIEW

LEGEND











-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  SENIOR ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  CARE HOME
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  EXISTING RECTANGULAR RAPID FLASHING BEACON LOCATION
-  EXISTING ALL WAY STOP
-  FUTURE ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  FUTURE RECTANGULAR RAPID FLASHING BEACON LOCATION

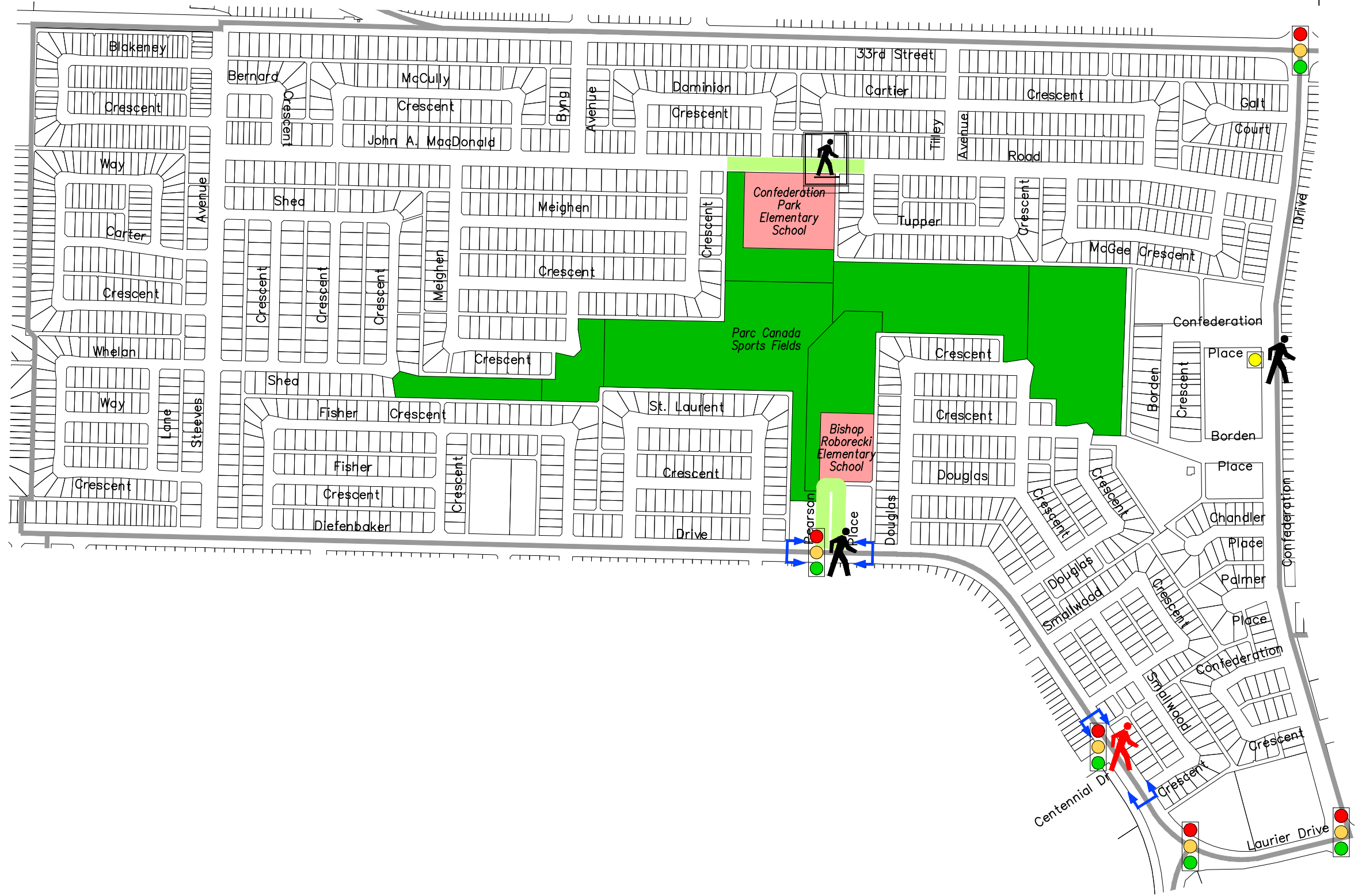


CONFEDERATION PARK

SPEED LIMIT REVIEW

LEGEND

-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  EXISTING PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  FUTURE PEDESTRIAN ACTUATED SIGNAL LOCATION











DUNDONALD

SPEED LIMIT REVIEW



LEGEND









-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION

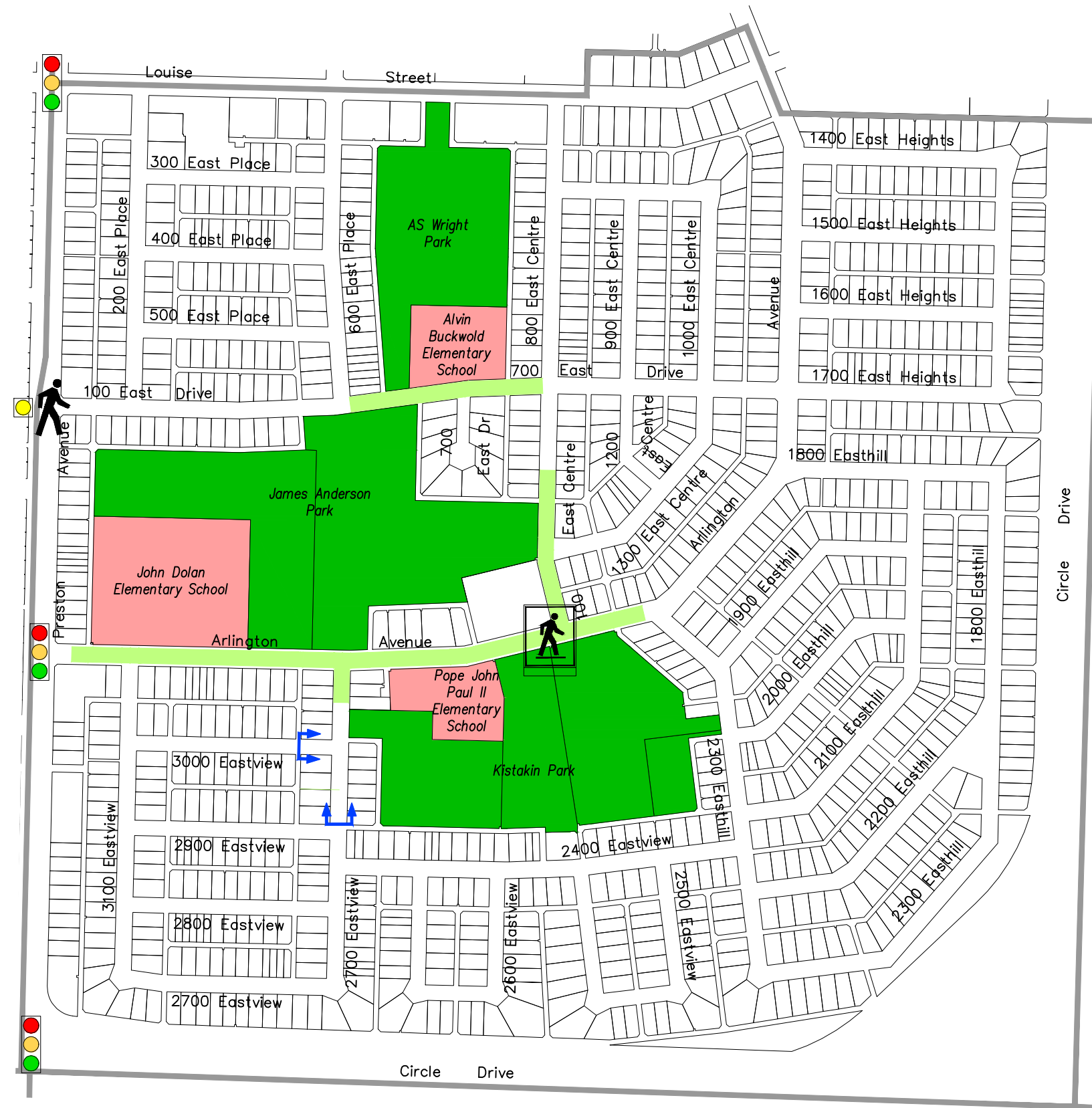


EASTVIEW

SPEED LIMIT REVIEW

LEGEND








-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  EXISTING PEDESTRIAN CORRIDOR SIGNAL LOCATION

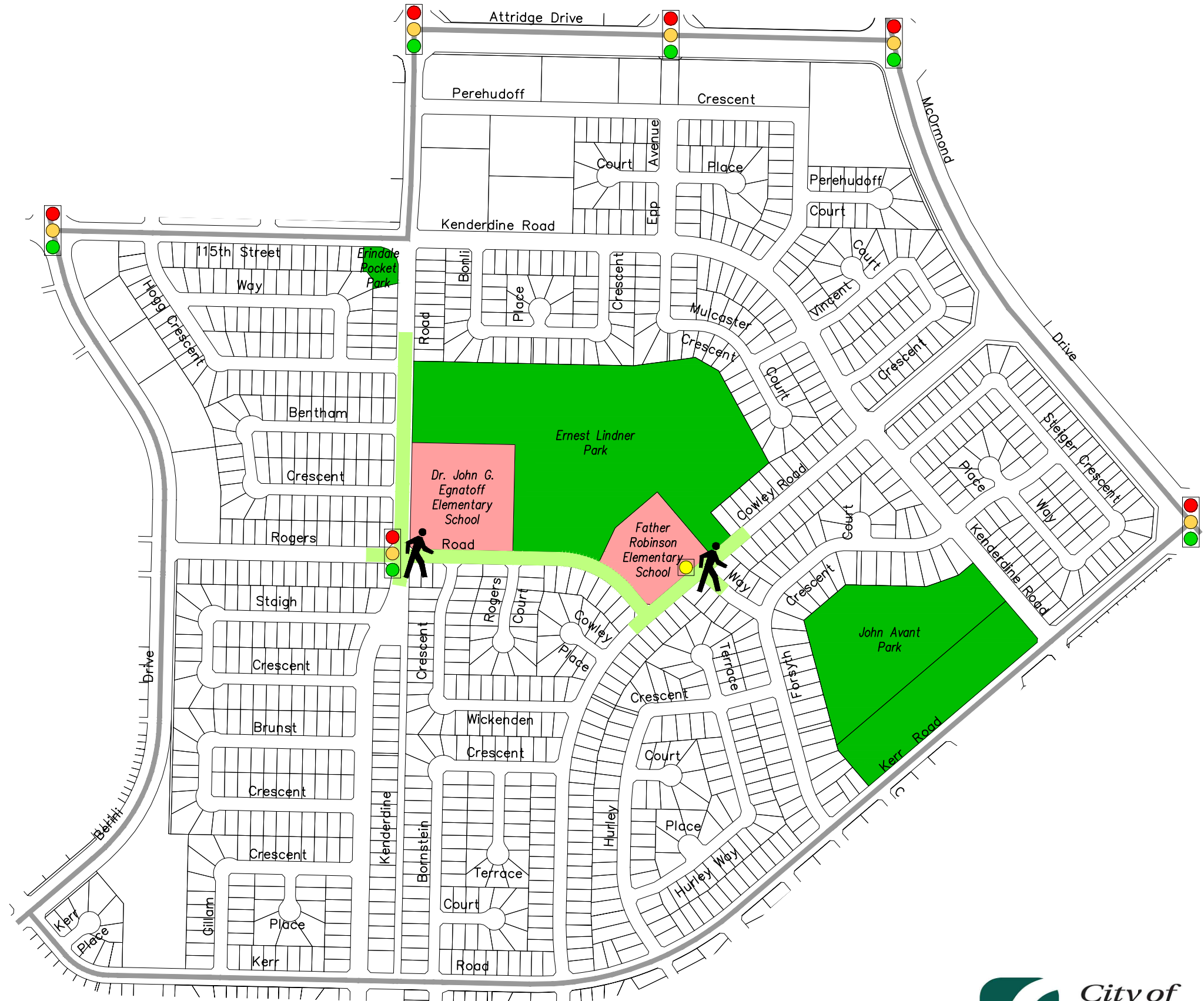


ERINDALE

SPEED LIMIT REVIEW

LEGEND









-  SCHOOL ZONE
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION



EVERGREEN

SPEED LIMIT REVIEW










LEGEND

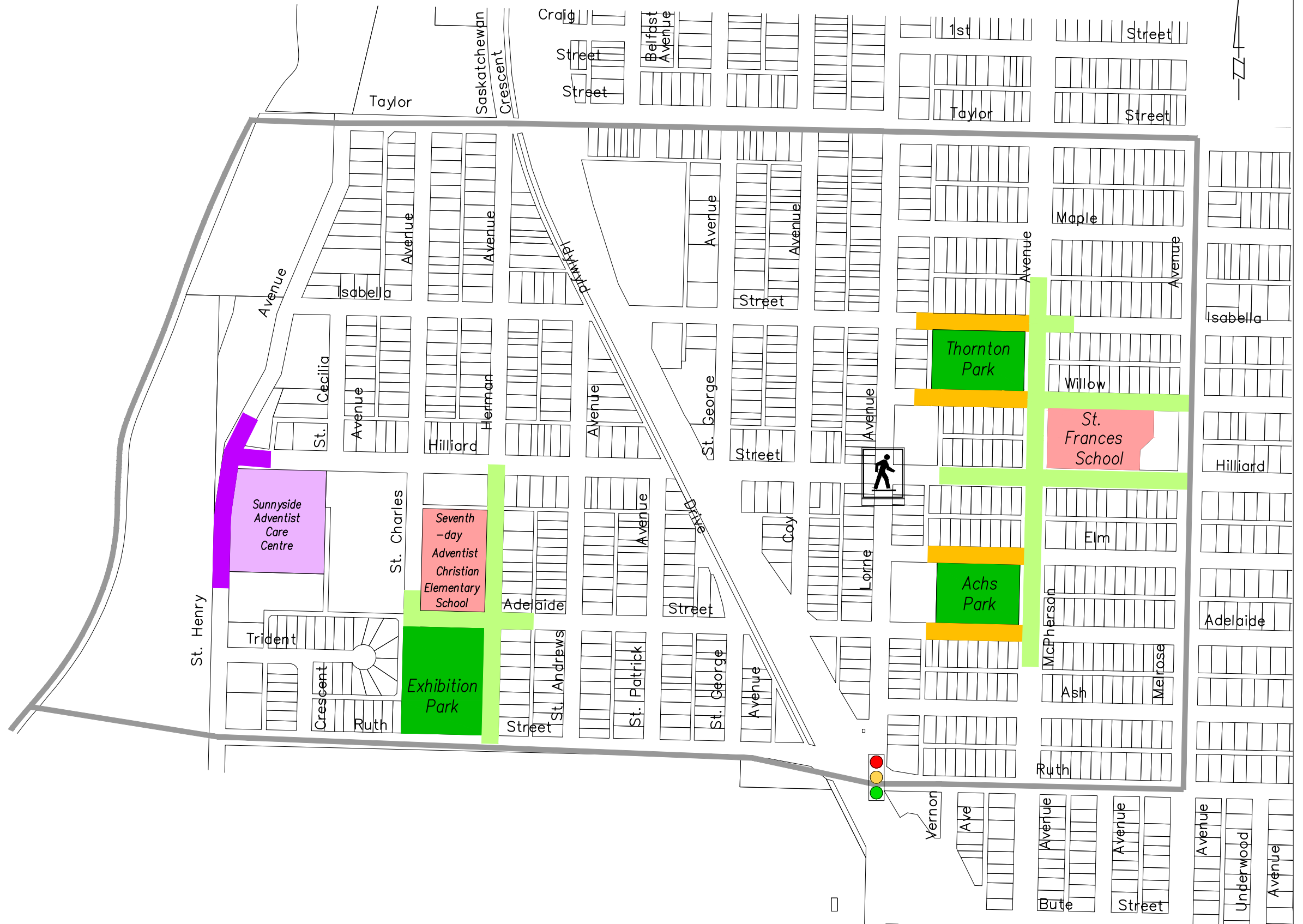
-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  EXISTING RECTANGULAR RAPID FLASHING BEACON LOCATION



EXHIBITION SPEED LIMIT REVIEW

LEGEND










-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  SENIOR ZONE
-  PARK
-  CARE HOME
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN CORRIDOR SIGNAL LOCATION



FAIRHAVEN

SPEED LIMIT REVIEW


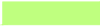







LEGEND

-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  EXISTING PEDESTRIAN CORRIDOR SIGNAL LOCATION



FOREST GROVE SPEED LIMIT REVIEW

LEGEND

-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  EXISTING RECTANGULAR RAPID FLASHING BEACON LOCATION











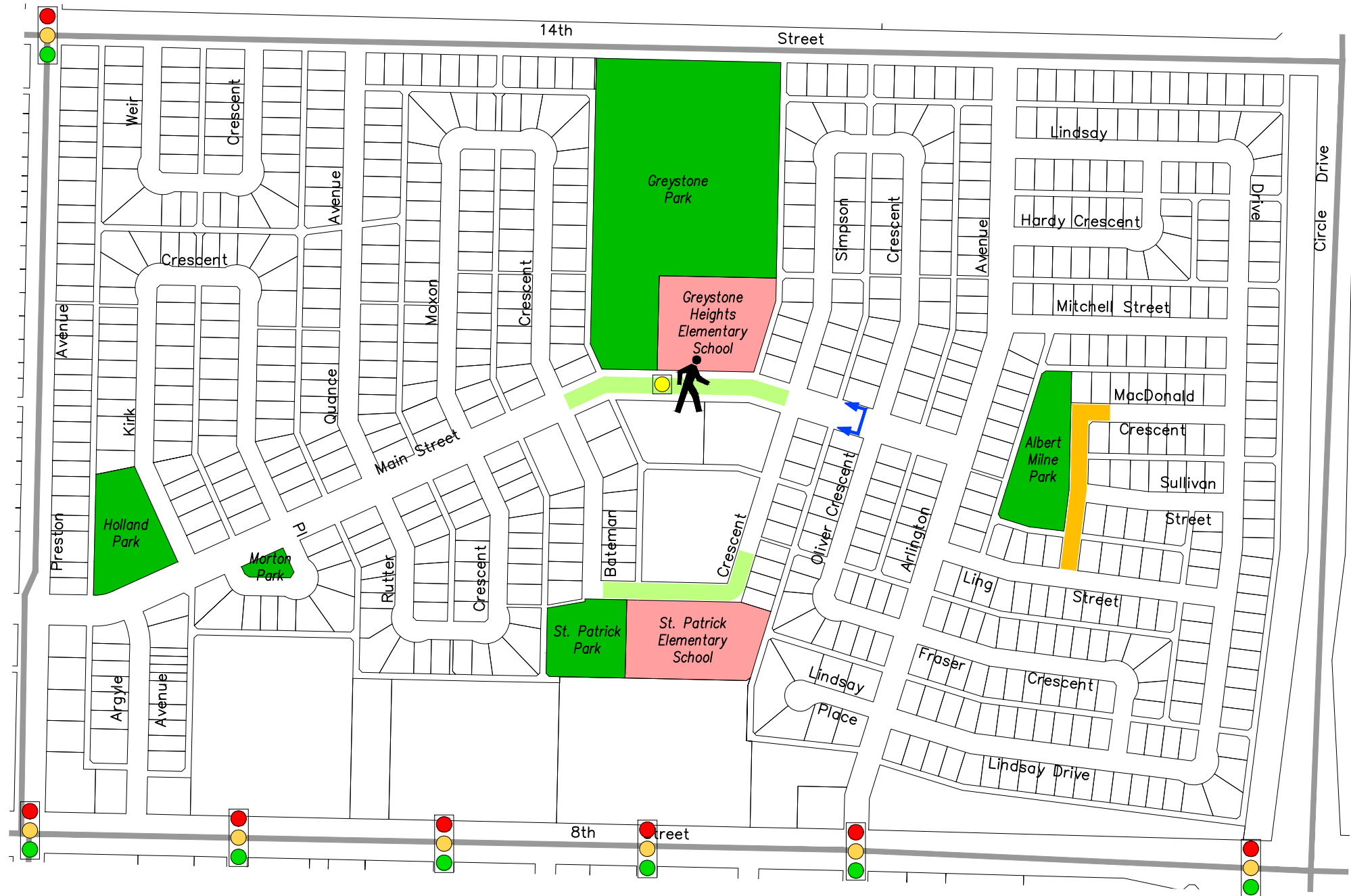
GREYSTONE HEIGHTS

SPEED LIMIT REVIEW



LEGEND

-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION


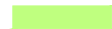







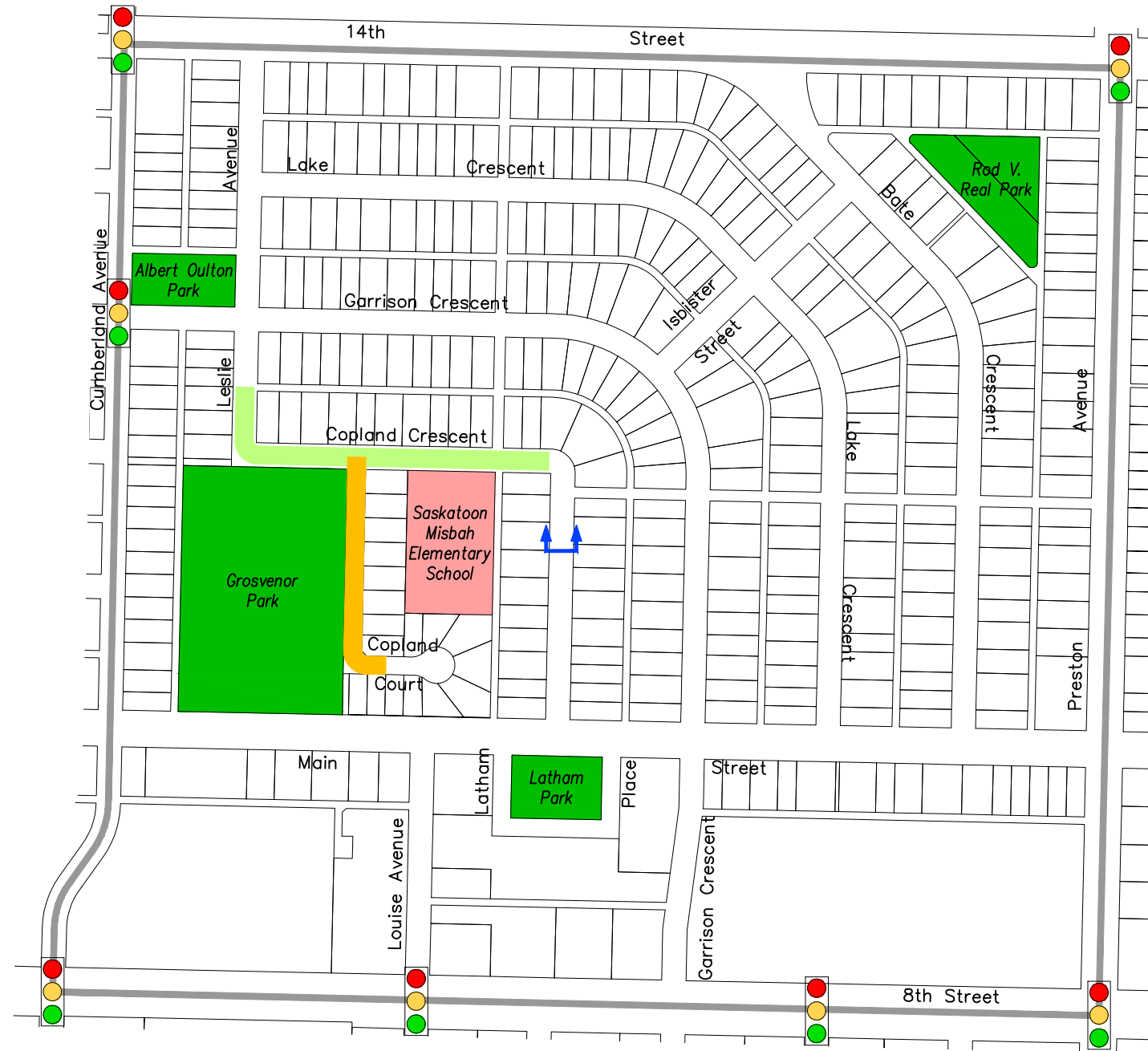
GROSVENOR PARK

SPEED LIMIT REVIEW



LEGEND


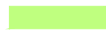





-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL

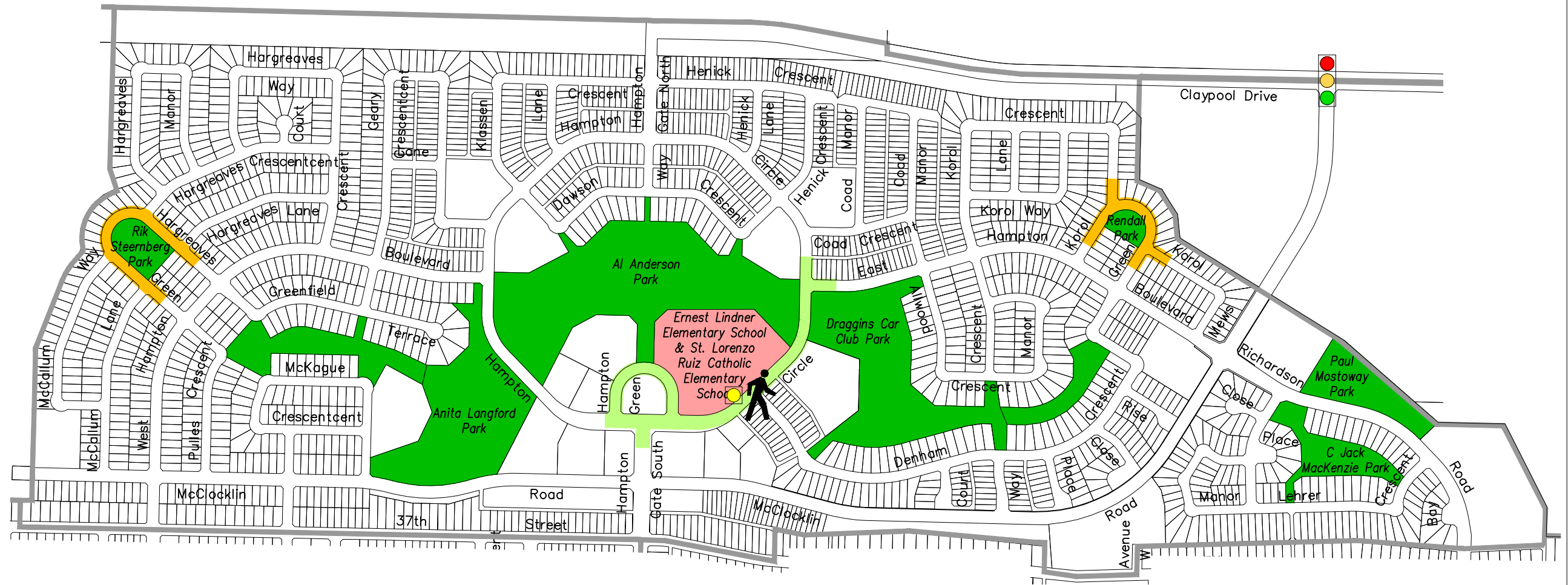


HAMPTON VILLAGE

SPEED LIMIT REVIEW

LEGEND

-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION











HAULTAIN

SPEED LIMIT REVIEW



LEGEND


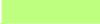






-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION



HOLIDAY PARK

SPEED LIMIT REVIEW

LEGEND








-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN CORRIDOR SIGNAL LOCATION



HOLLISTON

SPEED LIMIT REVIEW

LEGEND

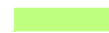








-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION

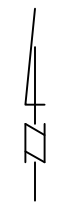
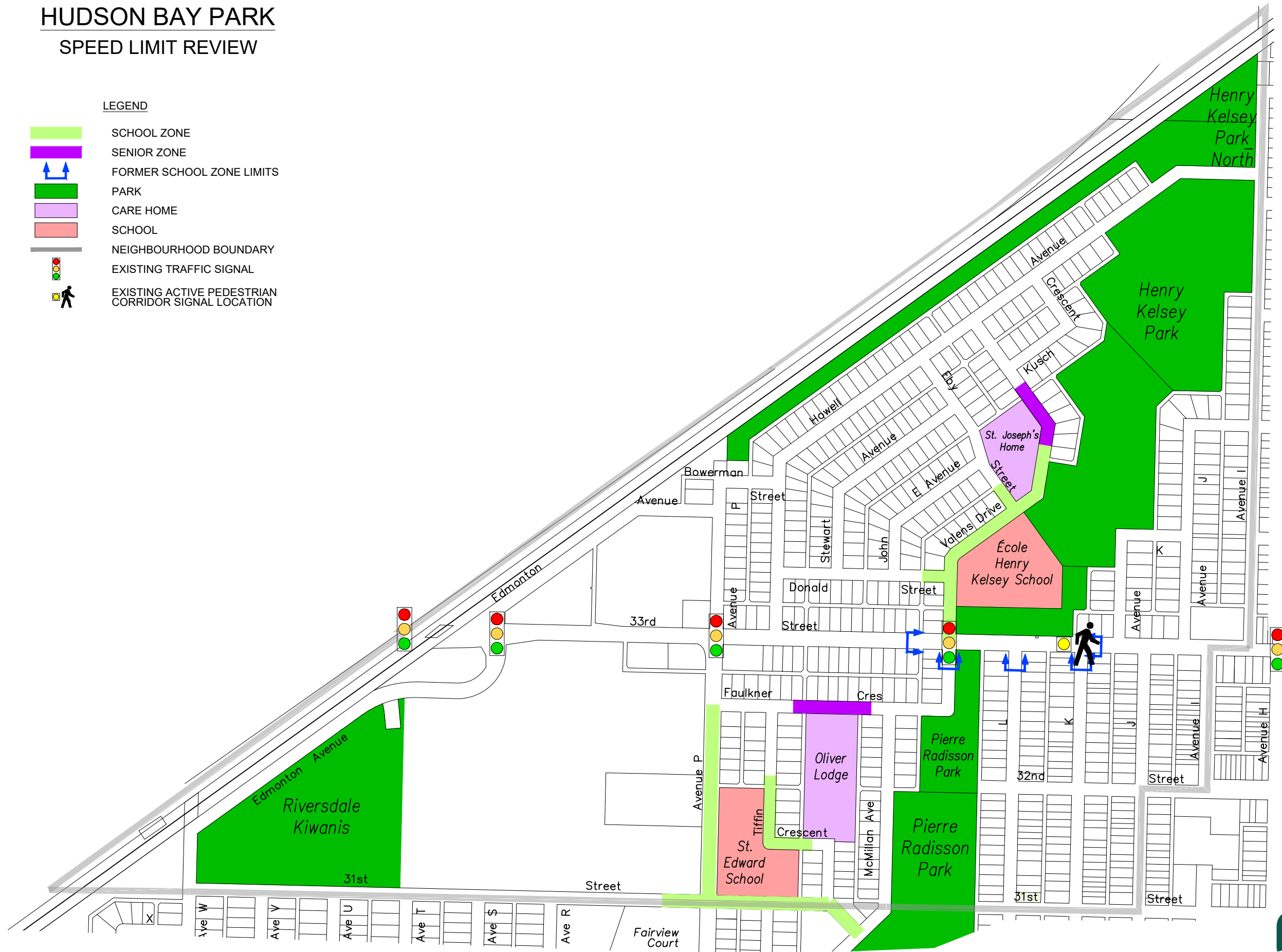


HUDSON BAY PARK

SPEED LIMIT REVIEW

LEGEND








-  SCHOOL ZONE
-  SENIOR ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  CARE HOME
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION



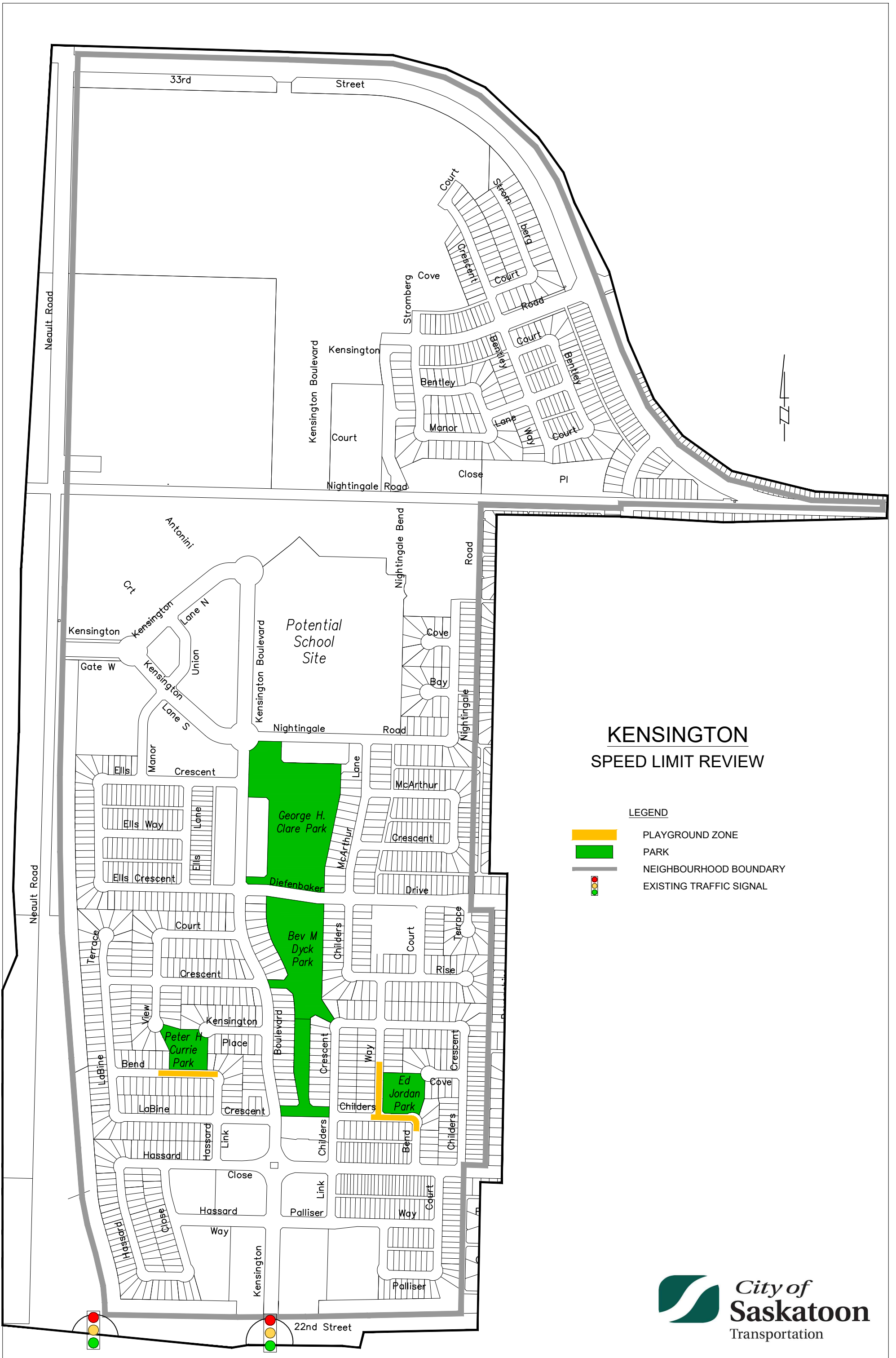
KELSEY WOODLAWN

SPEED LIMIT REVIEW

LEGEND

-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION













KING GEORGE

SPEED LIMIT REVIEW

LEGEND

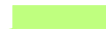


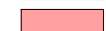



-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
-  EXISTING PEDESTRIAN CORRIDOR SIGNAL LOCATION

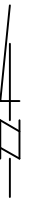


LAKERIDGE

SPEED LIMIT REVIEW

LEGEND





-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING RECTANGULAR RAPID FLASHING BEACON LOCATION



LAKWOOD SC

SPEED LIMIT REVIEW

LEGEND

-  PLAYGROUND ZONE
-  PARK
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL



LAWSON HEIGHTS S.C.

SPEED LIMIT REVIEW












- LEGEND**
- SCHOOL ZONE
 - FORMER SCHOOL ZONE LIMITS
 - PARK
 - SCHOOL
 - NEIGHBOURHOOD BOUNDARY
 - EXISTING TRAFFIC SIGNAL
 - EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
 - FUTURE ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION

LAWSON HEIGHTS

SPEED LIMIT REVIEW

LEGEND









-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  EXISTING PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  FUTURE ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION





MASSEY PLACE SPEED LIMIT REVIEW




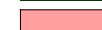



LEGEND

-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION

MAYFAIR

SPEED LIMIT REVIEW








LEGEND

-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION



MEADOWGREEN SPEED LIMIT REVIEW

LEGEND







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-  SCHOOL ZONE
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN CORRIDOR SIGNAL LOCATION



MONTGOMERY PLACE

SPEED LIMIT REVIEW






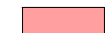




LEGEND

-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL



MOUNT ROYAL SPEED LIMIT REVIEW

LEGEND








-  SCHOOL ZONE
-  SENIOR ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  CARE HOME
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
-  EXISTING PEDESTRIAN CORRIDOR SIGNAL LOCATION



NORTH PARK

SPEED LIMIT REVIEW

LEGEND










-  SCHOOL ZONE
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  EXISTING RECTANGULAR RAPID FLASHING BEACON LOCATION

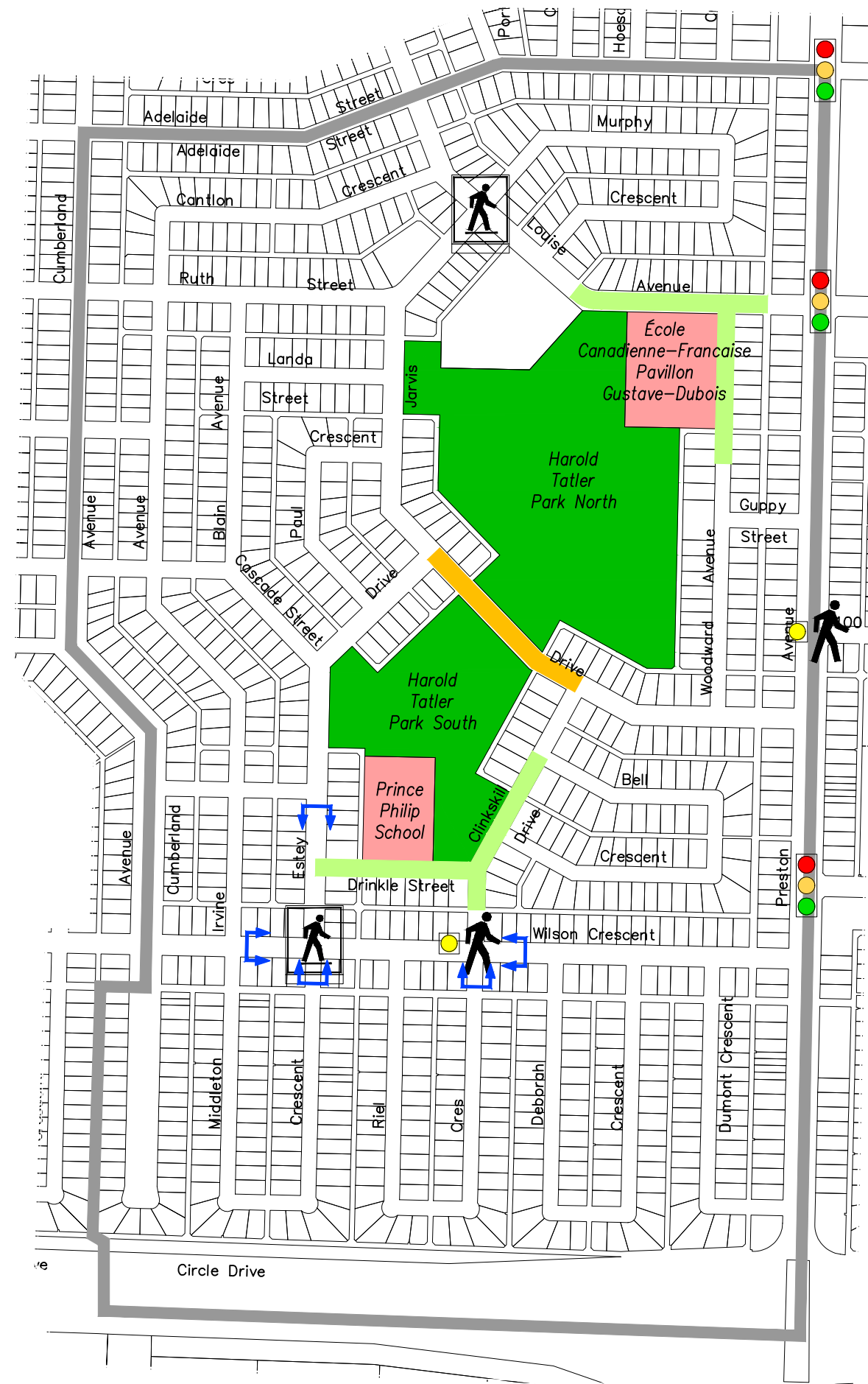


NUTANA PARK

SPEED LIMIT REVIEW










LEGEND

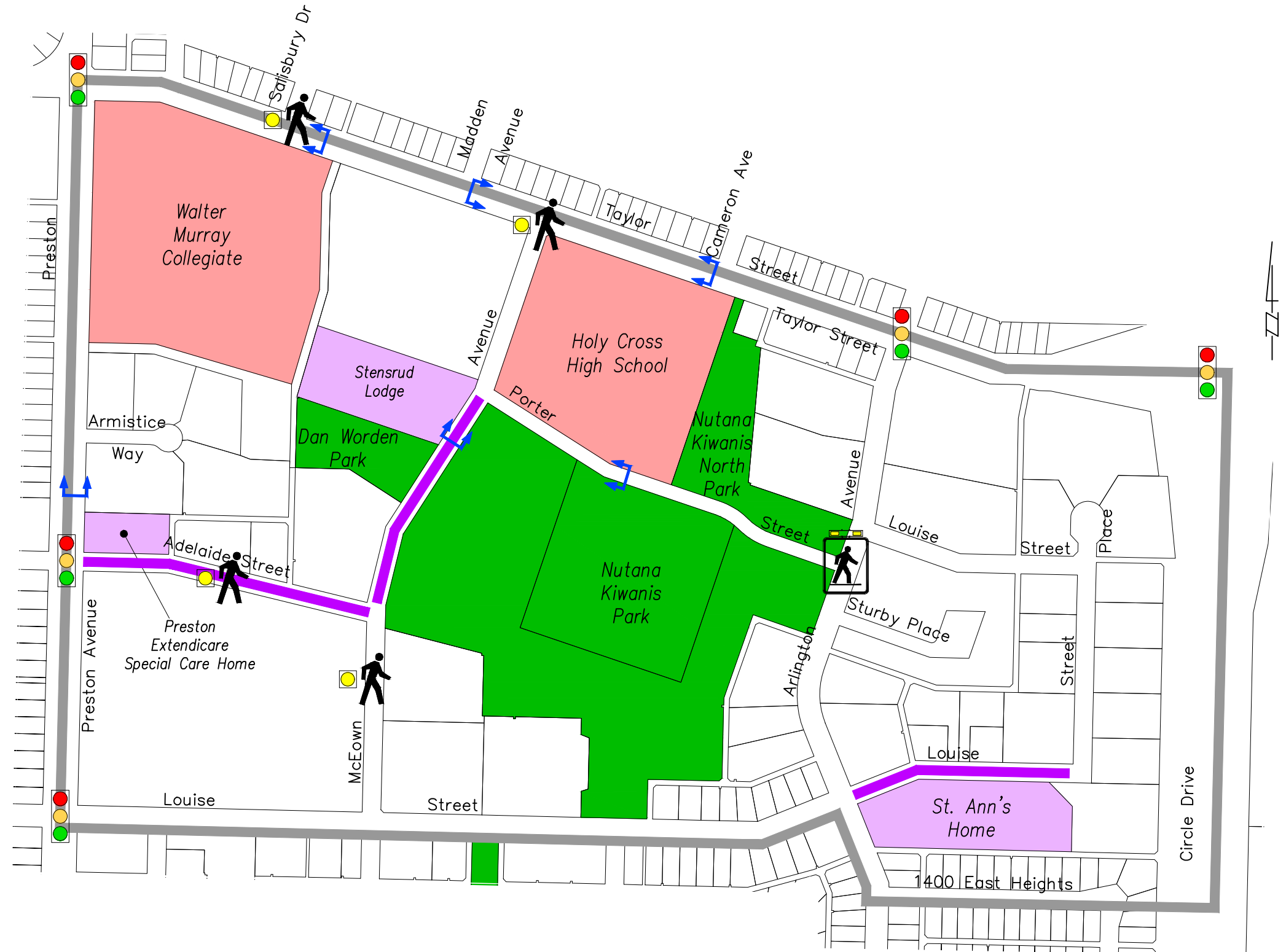
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-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  EXISTING PEDESTRIAN CORRIDOR SIGNAL LOCATION



NUTANA S.C. SPEED LIMIT REVIEW

LEGEND


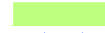







-  SENIOR ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  CARE HOME
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  EXISTING RECTANGULAR RAPID FLASHING BEACON LOCATION

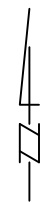
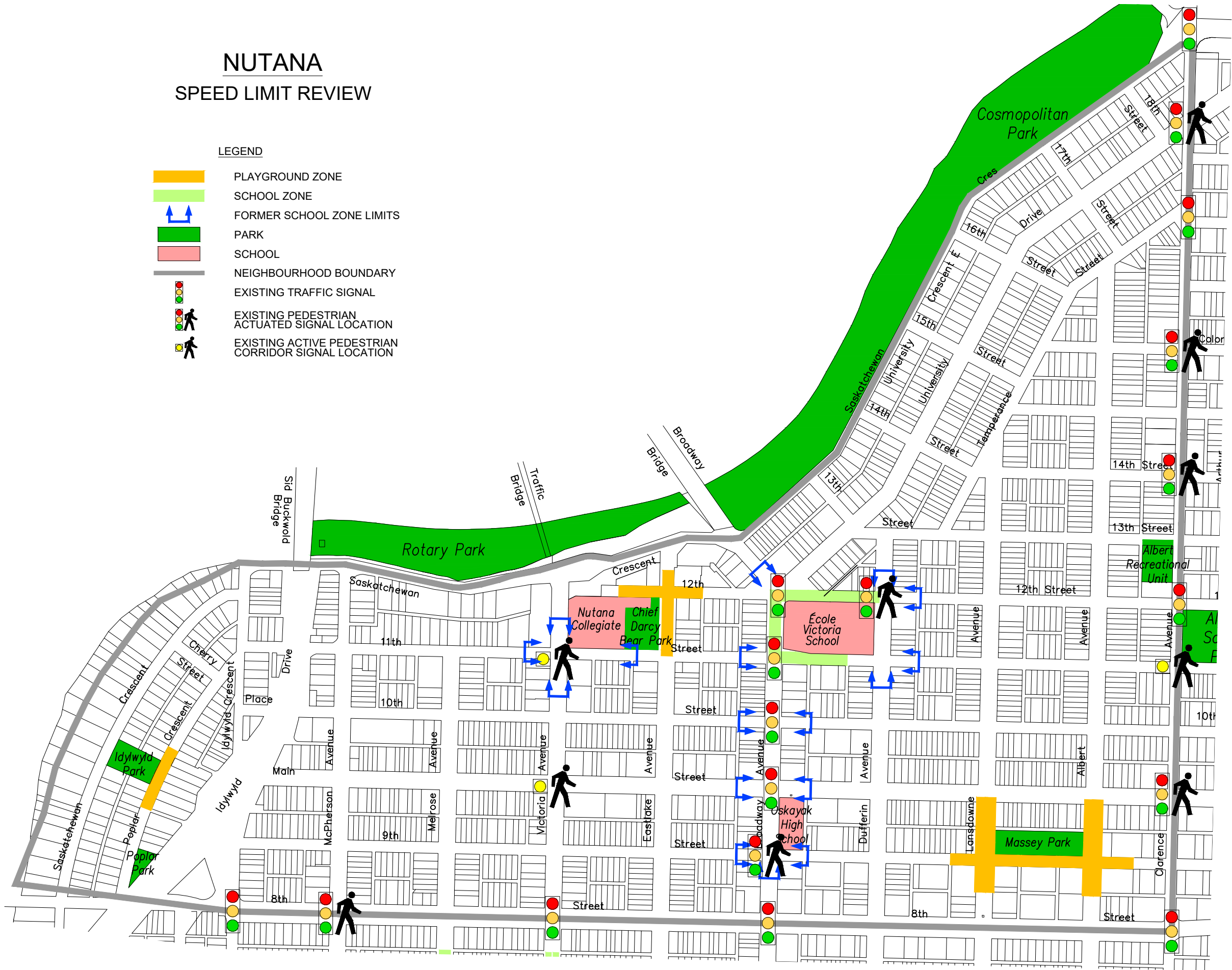


NUTANA

SPEED LIMIT REVIEW

LEGEND

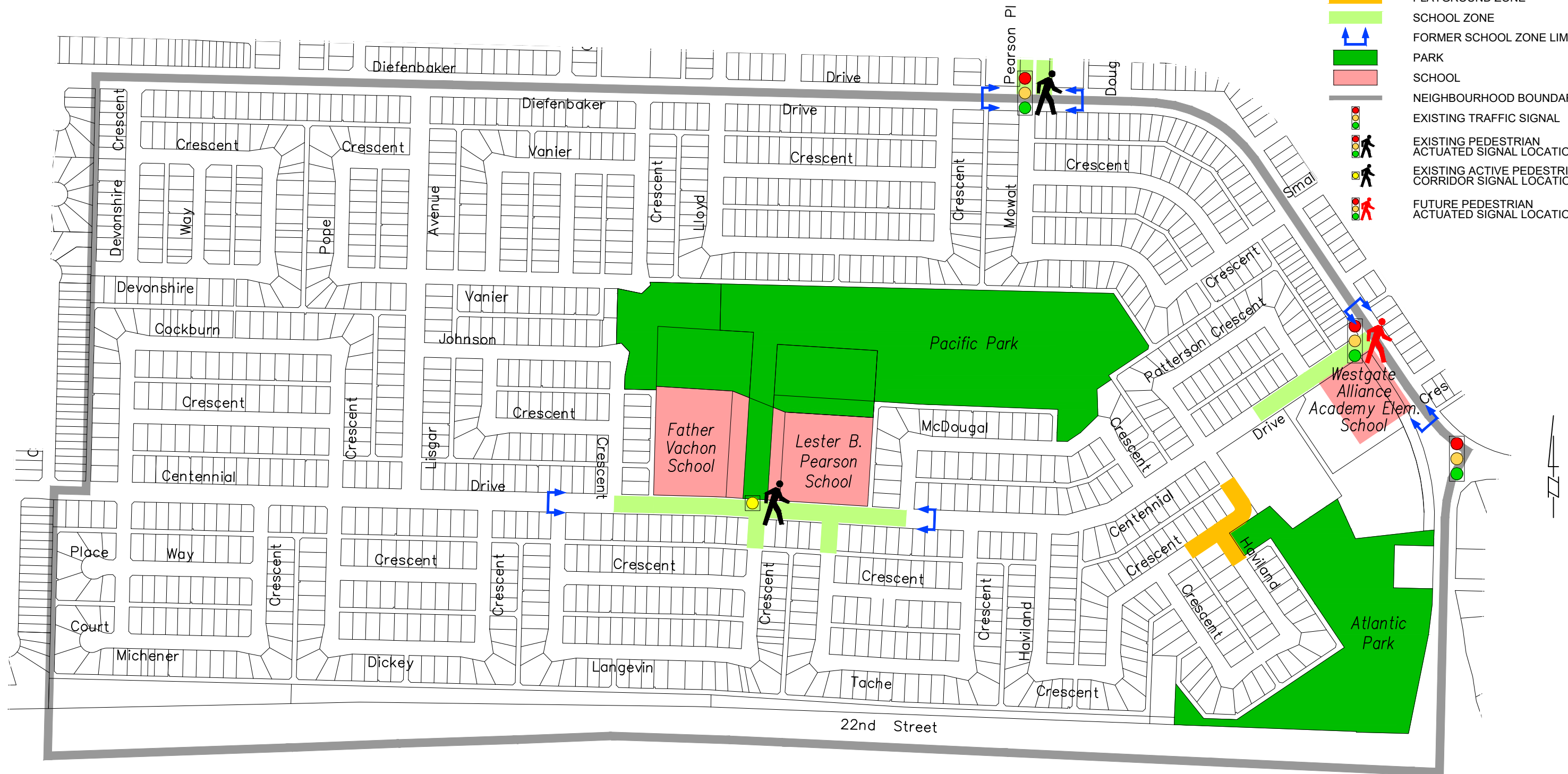
-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION



PACIFIC HEIGHTS SPEED LIMIT REVIEW

LEGEND

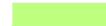




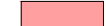



- PLAYGROUND ZONE
- SCHOOL ZONE
- FORMER SCHOOL ZONE LIMITS
- PARK
- SCHOOL
- NEIGHBOURHOOD BOUNDARY
- EXISTING TRAFFIC SIGNAL
- ▶ EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
- ▶ EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- ▶ FUTURE PEDESTRIAN ACTUATED SIGNAL LOCATION



PARKRIDGE

SPEED LIMIT REVIEW










LEGEND

-  SCHOOL ZONE
-  SENIOR ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  CARE HOME
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION



PLEASANT HILL SPEED LIMIT REVIEW










LEGEND

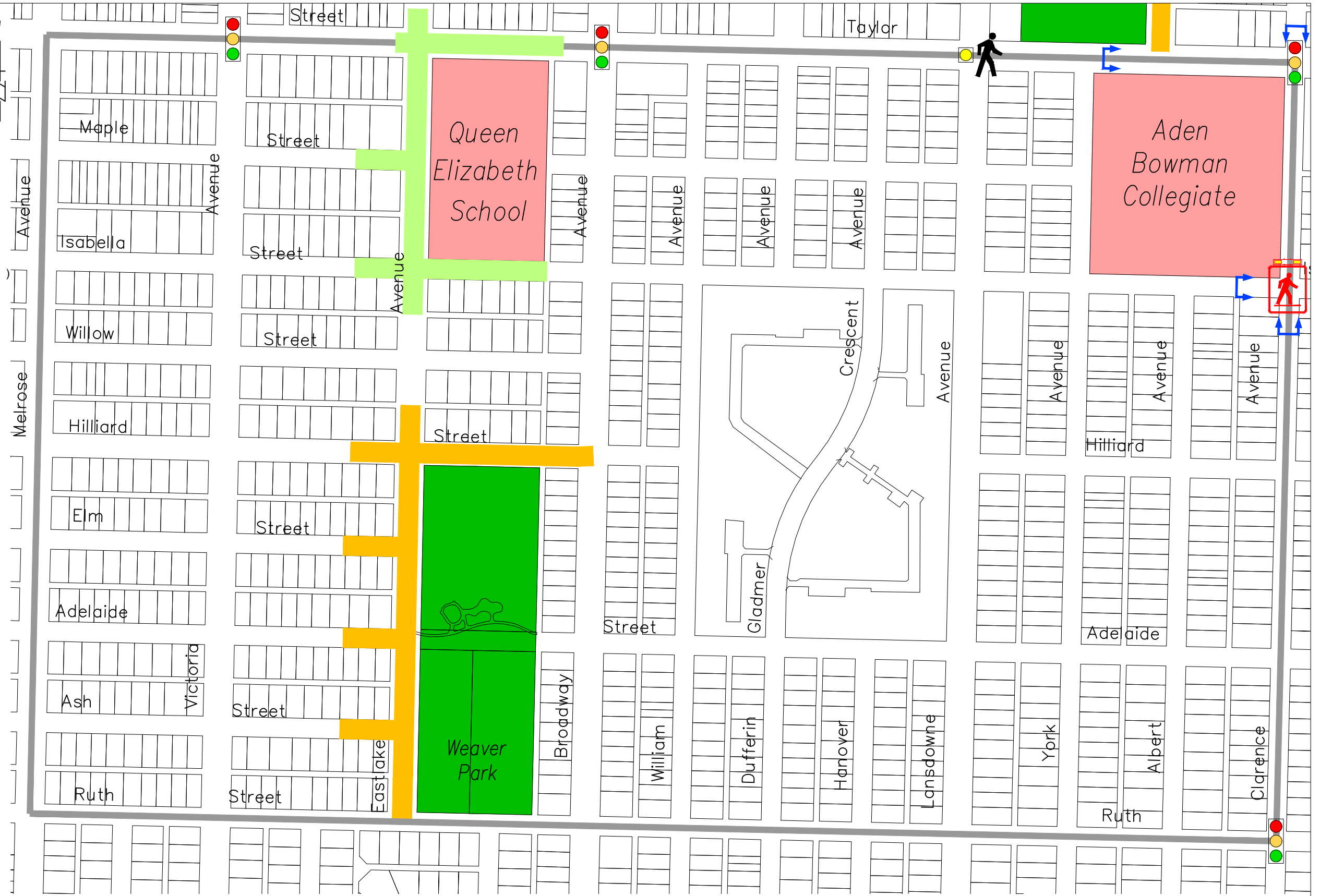
-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION



QUEEN ELIZABETH SPEED LIMIT REVIEW

LEGEND





-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  FUTURE RECTANGULAR RAPID FLASHING BEACON LOCATION



RICHMOND HEIGHTS

SPEED LIMIT REVIEW

LEGEND











-  PLAYGROUND ZONE
-  PARK
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL



RIVER HEIGHTS

SPEED LIMIT REVIEW

LEGEND










-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  EXISTING PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  EXISTING ALL WAY STOP

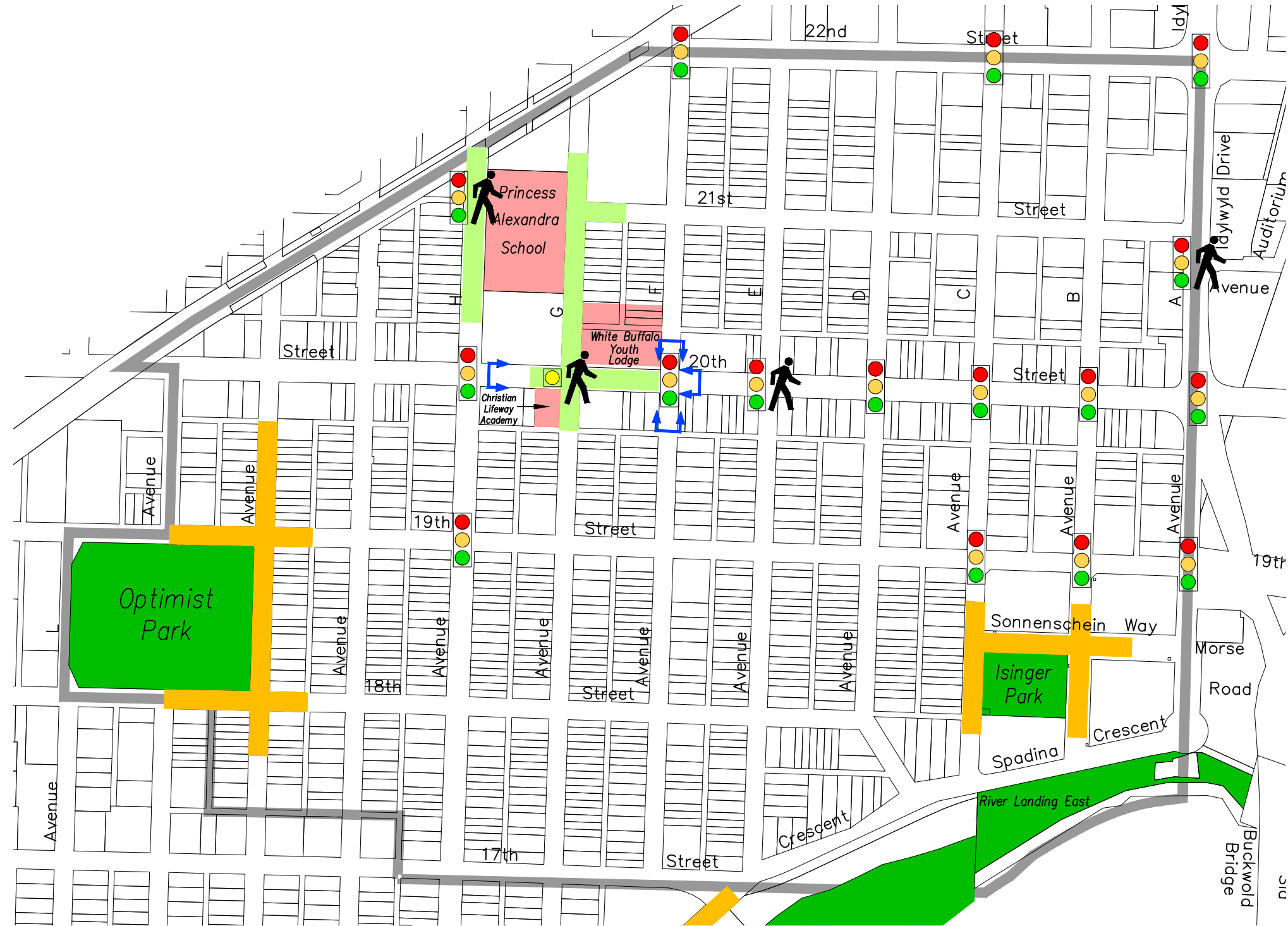


RIVERSDALE

SPEED LIMIT REVIEW

LEGEND









-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION



ROSEWOOD

SPEED LIMIT REVIEW

LEGEND









-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  FUTURE RECTANGULAR RAPID FLASHING BEACON LOCATION

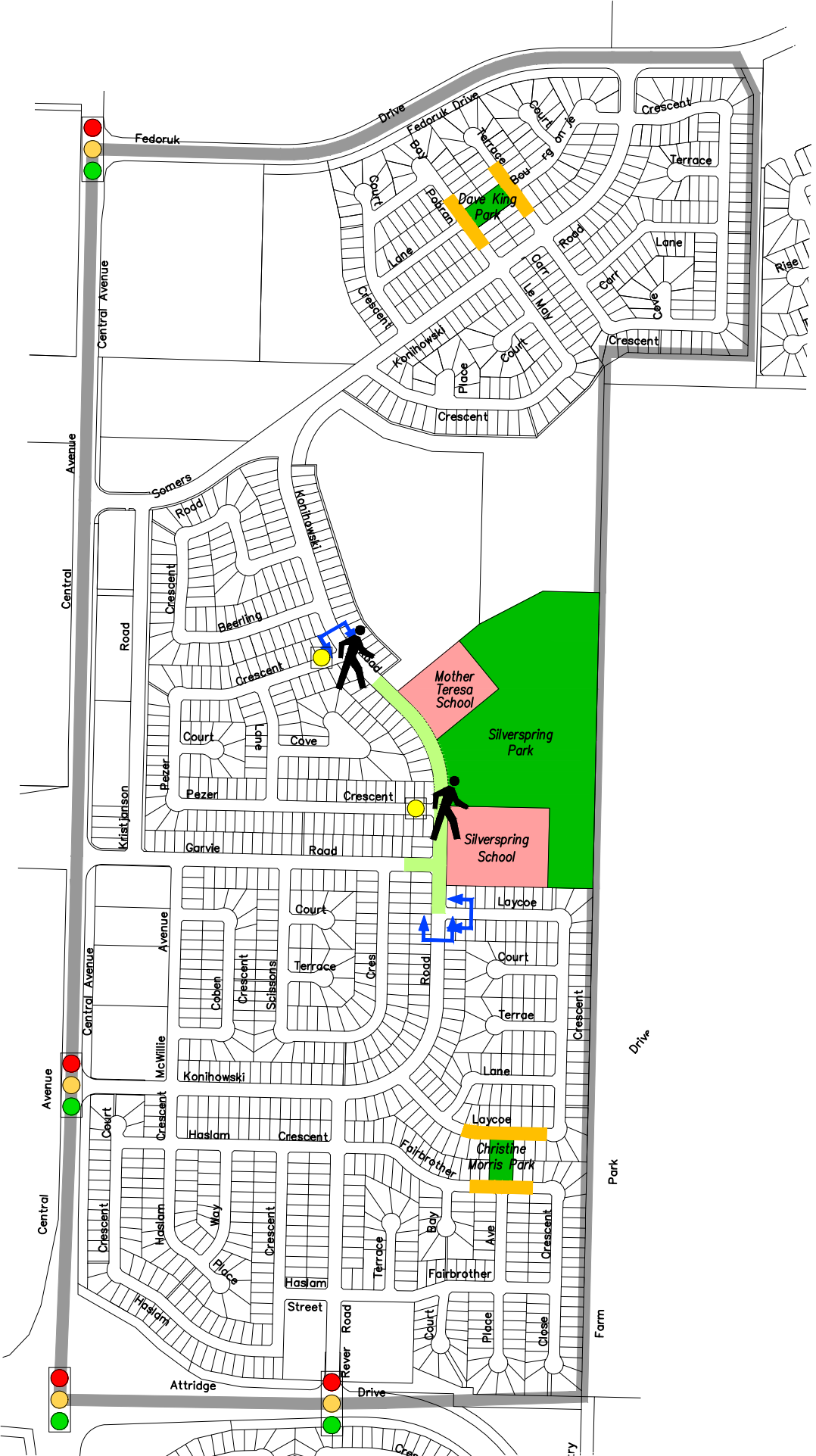


SILVERSPRING

SPEED LIMIT REVIEW

LEGEND










-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION

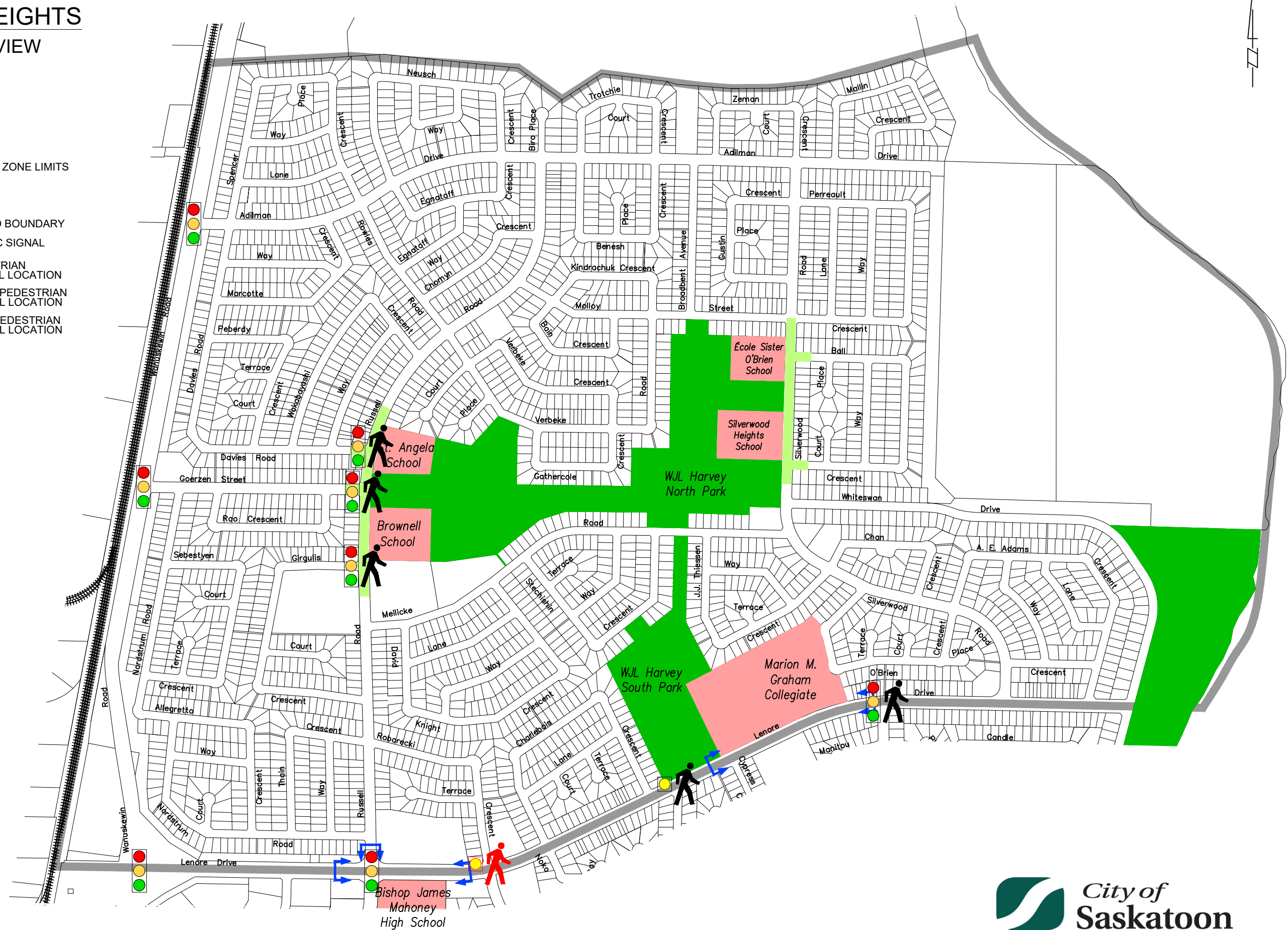


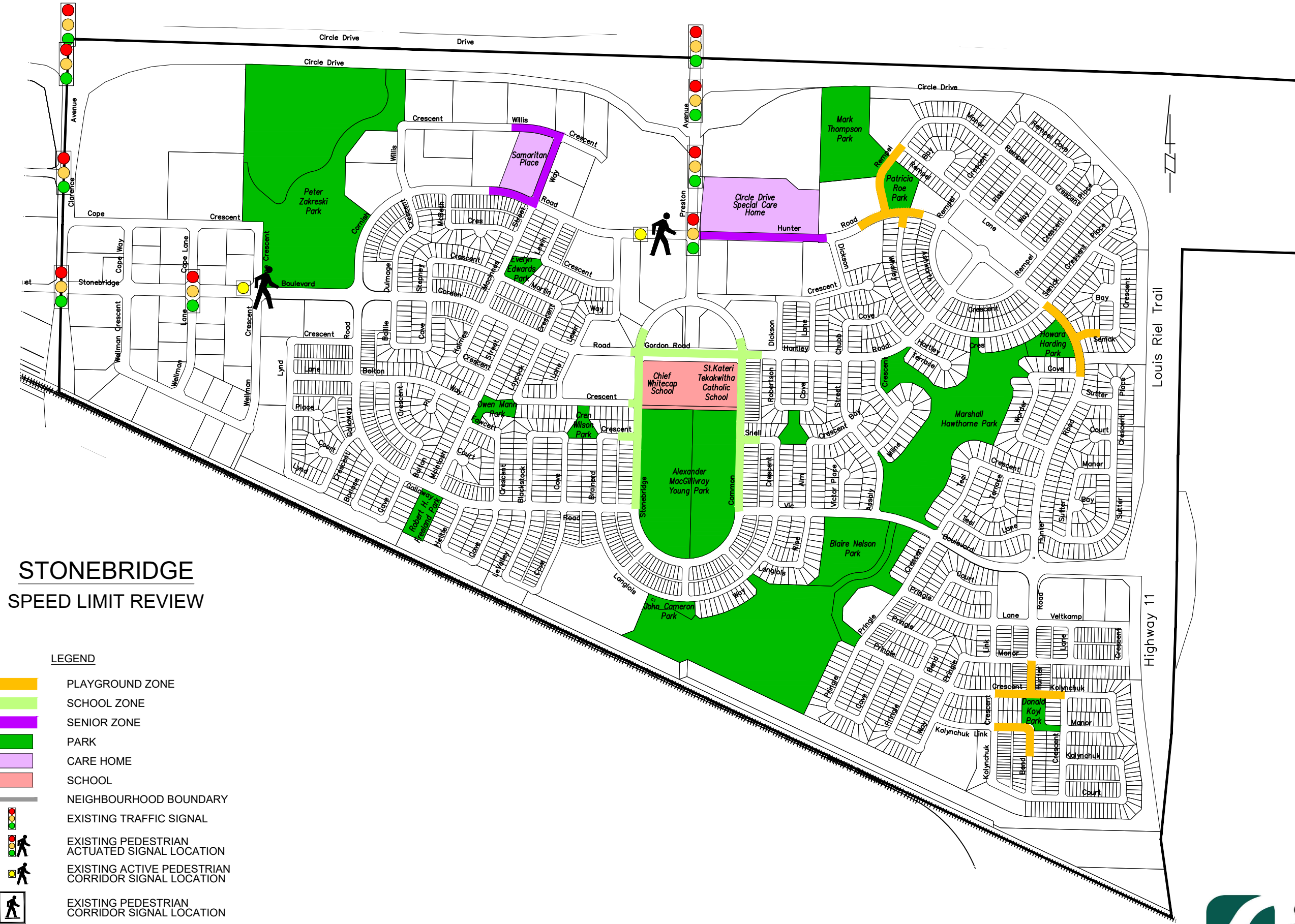
SILVERWOOD HEIGHTS

SPEED LIMIT REVIEW

LEGEND













-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  FUTURE ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION

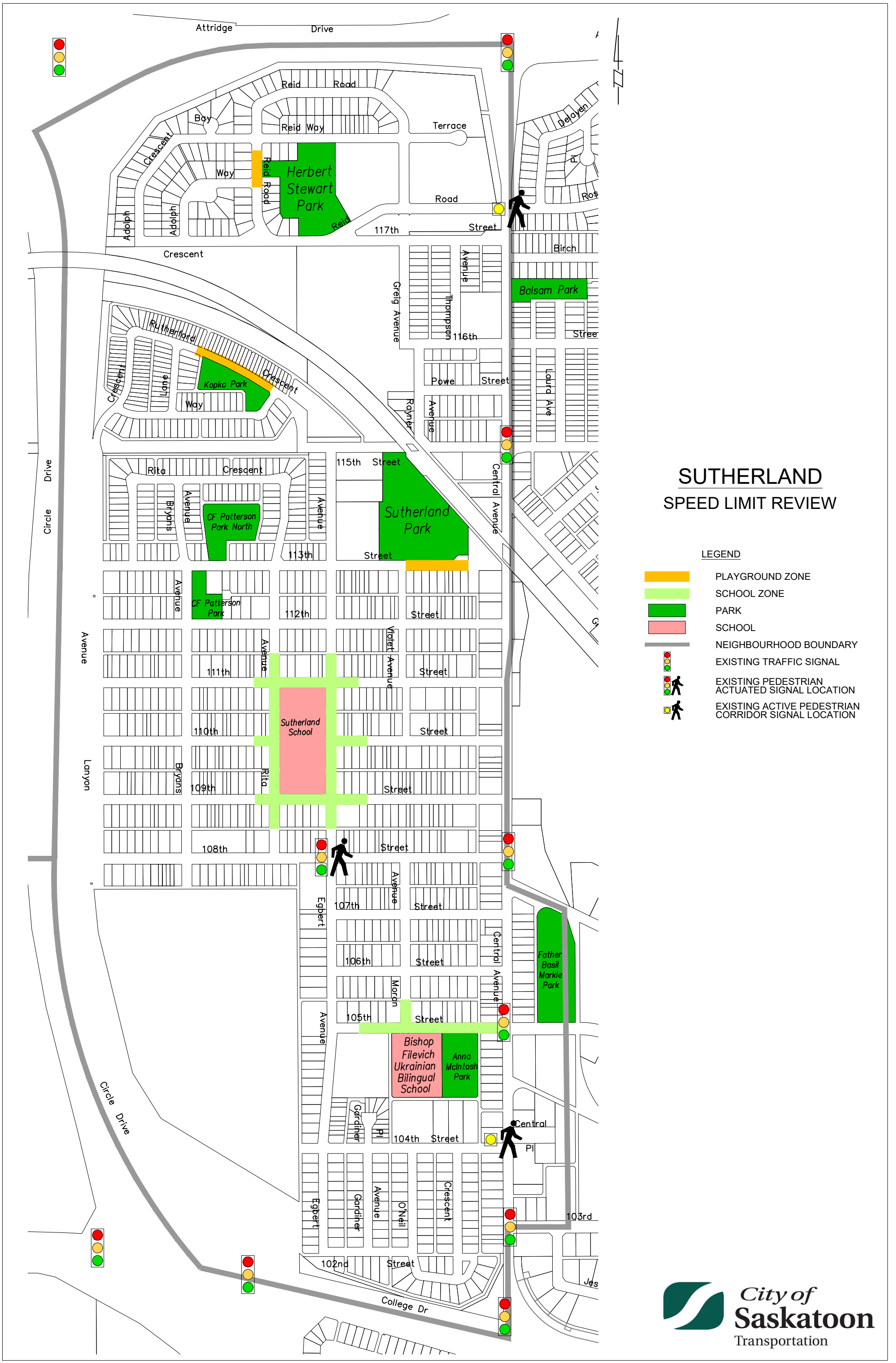




STONEBRIDGE SPEED LIMIT REVIEW


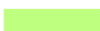






LEGEND

-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  SENIOR ZONE
-  PARK
-  CARE HOME
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  EXISTING PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  EXISTING RECTANGULAR RAPID FLASHING BEACON LOCATION

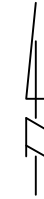
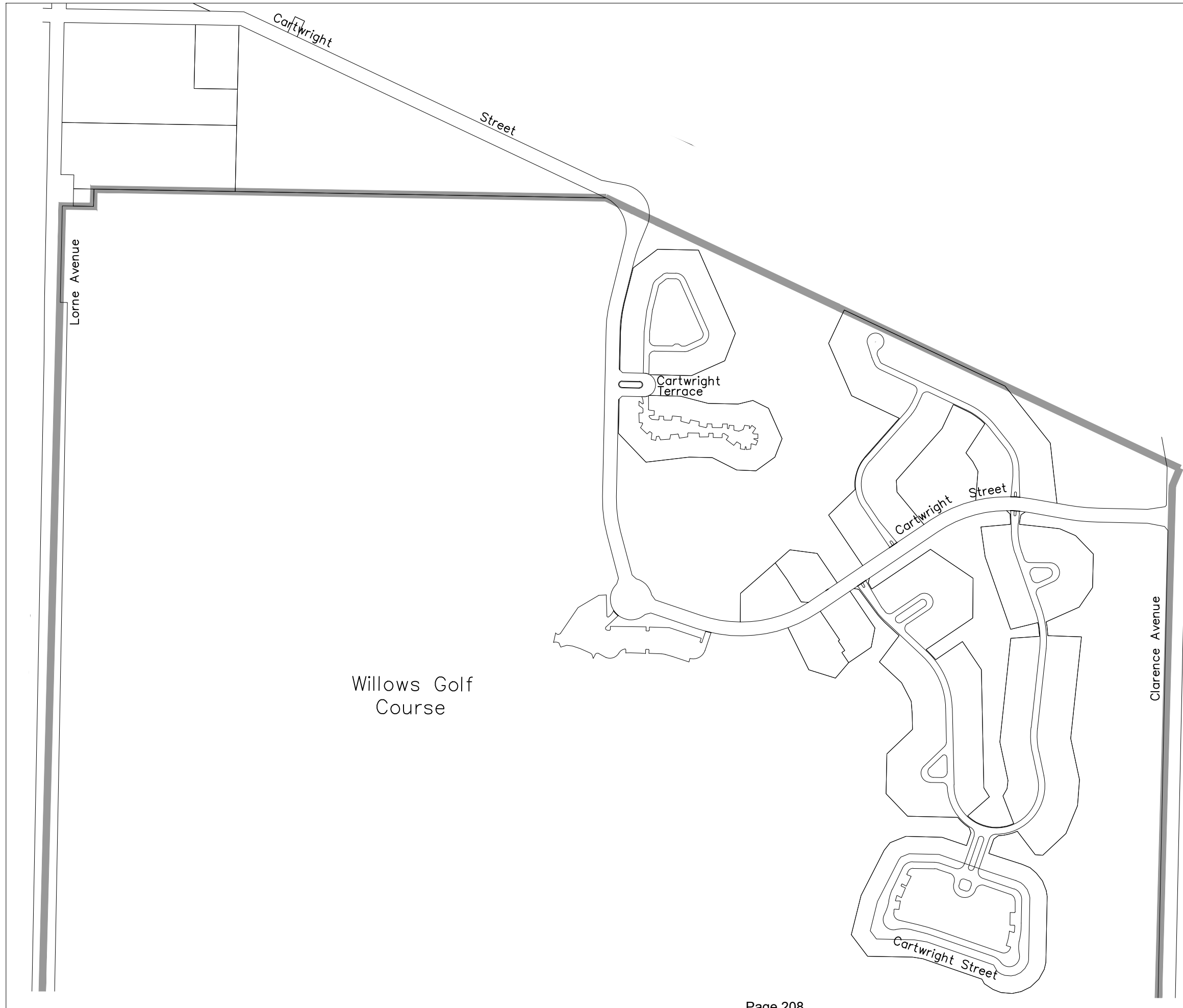


SUTHERLAND SPEED LIMIT REVIEW

LEGEND

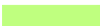







-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION

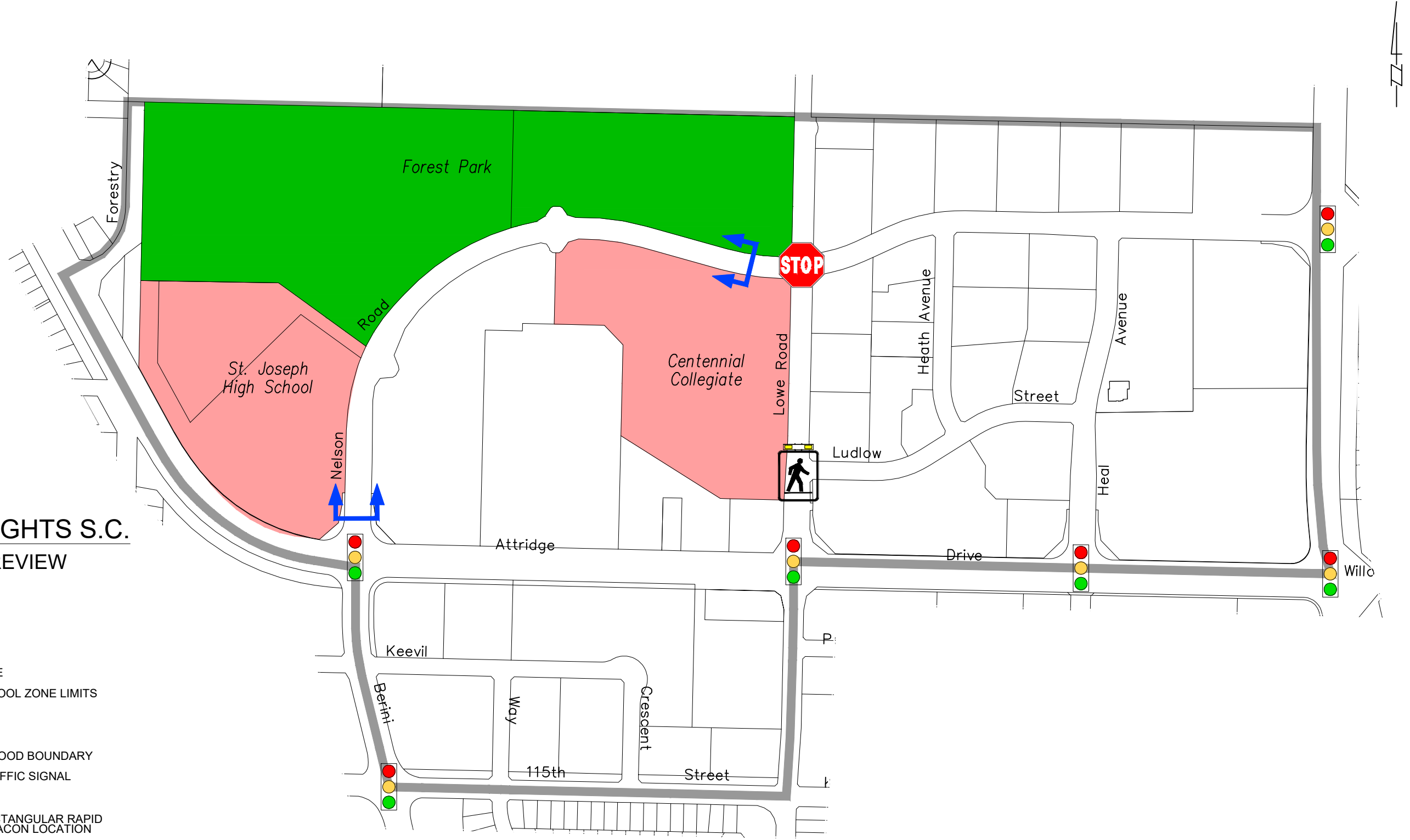
THE WILLOWS
SPEED LIMIT REVIEW



UNIVERSTIY HEIGHTS S.C. SPEED LIMIT REVIEW

LEGEND


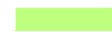




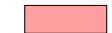




-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING RECTANGULAR RAPID FLASHING BEACON LOCATION
-  EXISTING ALL WAY STOP



VARSITY VIEW

SPEED LIMIT REVIEW

LEGEND








-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  SENIOR ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  CARE HOME
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION













WESTVIEW SPEED LIMIT REVIEW

LEGEND

-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  FORMER SCHOOL ZONE LIMITS
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL

WILDWOOD SPEED LIMIT REVIEW

LEGEND








-  SCHOOL ZONE
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  EXISTING RECTANGULAR RAPID FLASHING BEACON LOCATION



WILLOWGROVE

SPEED LIMIT REVIEW

LEGEND

-  PLAYGROUND ZONE
-  SCHOOL ZONE
-  PARK
-  SCHOOL
-  NEIGHBOURHOOD BOUNDARY
-  EXISTING TRAFFIC SIGNAL
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION



Transportation Association of Canada (TAC) Playground Zone Guidelines

- The factors to be considered in the establishment of playground zones are:
 - Playground type
 - Road classification
 - Fencing characteristics
 - Property line separation
 - Location of playground entrance
 - Location of sidewalks
- Playground zones are generally discouraged for any other recreational uses and for walking routes to playgrounds that are not adjacent to the playground property itself, and along roadways where any of the following conditions exist:
 - Playground is located on an arterial roadway or freeway;
 - Playground or field is fully fenced;
 - Playground is located an appreciable distance (e.g. greater than 50 metres) from an intersecting roadway; and,
 - The playground entrance is not located along the candidate roadway.
- The length of a playground zone should generally be no less than 100 metres in an urban environment.
- For playgrounds for which the utilization and access is closely tied to the school operation, a school zone can be considered to cover both the school and the playground.
- Schools and playgrounds are frequently located adjacent to one another. If a school zone and a playground zone are necessary for adjacent sections of the same roadway, a single zone should be provided.
- For local roads in residential areas only, an “End Playground Zone” sign may be provided. This should be considered where there is a greater risk of vehicles accelerating to an unsafe speed at the end of the zone.

LOCATION:

INSTALLATION CRITERION	MAX POINT VALUE (MPV)	DESCRIPTION		WEIGHTING FACTOR (WF)
Playground <u>T</u> ype	40	Frontage	Playground Capacity (number of children)	
		>= 50m	16 or more	1.0
			5 to 15	0.75
			1 to 4	0.4
			No play equipment: sports field or open field only	0.2
		< 50m	Any Facilities	0.2
Road <u>C</u> lassification	20	Urban Land Use	Rural Lane Use	
		Local		1.0
		Minor Collector	Local	0.75
		Collector	Collector	0.5
		Major Collector / Minor Arterial	Arterial	0.25
		Major Arterial / Expressway	Freeway	0.0
<u>F</u> encing	20	Fully Traversable		1.0
		Partially Traversable		0.5
		Non-Traversable / Indoor Facility		0.1
Property <u>L</u> ine Separation	10	Abuts Roadway		1.0
		Within 50 metres		0.5
		Further than 50 metres		0.0
Playground <u>E</u> ntrance	5	Main Entrance / Multiple Secondary Entrances		1.0
		Secondary Entrance		0.6
		None		0.0
<u>S</u> idewalks	5	None (or Non-Playground Side)		1.0
		Playground Side		0.4
		Both Sides		0.0

TOTAL SCORE (sum of T,C,F,L,E and S)

SCHOOL AREA



PLAYGROUND AREA



<p>PLAN DESCRIPTION/REVISIONS</p>		<p>APPROVED</p>
<p>DRAWN BY <u>JMR</u> DATE <u>2019-FEB-14</u> SCALE : HOR. <u>NTS</u> VERT. _____</p>		<p>ENGINEER _____ ENGINEER _____ PLAN NO. 102-0017-052r001</p>
<p>SIGN SPECIFICATION SCHOOL AREA/PLAYGROUND AREA SIGNAGE</p> <p>Page 216</p>		

SCHOOL ZONE/PLAYGROUND ZONE



MAXIMUM
30

07:00-21:00



ENDS



MAXIMUM
30

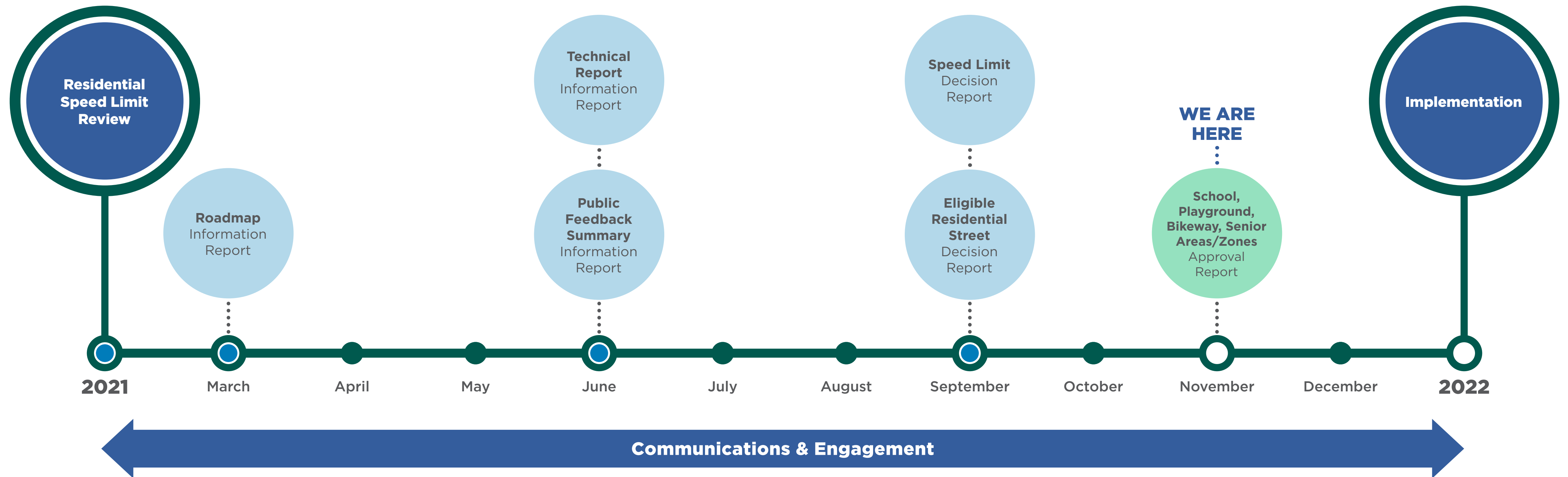
07:00-21:00



ENDS

PLAN DESCRIPTION/REVISIONS 		APPROVED
2 REVISED SIGNS 2021-OCT-15 JMR DRAWN BY JMR DATE 2019-FEB-14 SCALE : HOR. NTS VERT.		SIGN SPECIFICATION SCHOOL ZONE/PLAYGROUND ZONE SIGNAGE Page 217

Anticipated Schedule





Walking Saskatoon Society Inc.

An Advocacy Group for Pedestrians in Saskatoon
contact@walkingsaskatoon.org
walkingsaskatoon.org

November 1, 2021

Members of the Standing Policy Committee on Transportation
City Hall, City of Saskatoon
222 3rd Avenue North
Saskatoon, SK, S7K 0J5

Dear Councillors,

We are writing in regarding the School, Playground, and Senior Zones aspect of the Residential Speed Limit Review. Our mission is to work towards an improved pedestrian experience, and so we are in support of improved pedestrian infrastructure and policies. Given the risks of severe injury or death that face pedestrians young and old in particular, improvements in safety towards a goal of zero injuries and should be prioritized (as per Vision Zero). The issue of safety around schools, playgrounds, and senior zones touches on our organizational values regarding health and social equity.

We generally support the recommendations presented to bring Saskatoon's Reduced Speed Limits for Schools policy into alignment with TAC guidelines, but also caution against strict implementation that does not consider context or existing concerns raised by residents through processes such as the Neighbourhood Traffic Review. For example, for some roadways next to a school there may not be an entrance, but a high volume of pedestrian and school-related vehicular traffic would arguably warrant School Zone designation. We do not support the removal of school zones from high schools.

In addition, some of the countermeasures considered in lieu of speed limit zones for Seniors would also be of benefit in school and playground zones, as they will improve visibility of children and youth who may not be readily seen by drivers. Local needs for these specific measures may be identified through NTRs, but may require additional consultation with school councils and parents.

Regards,

Warrick Baijous
Walking Saskatoon

Subject: FW: Email - Communication - Ken Ladouceur - Residential Speed Limit Review - School Zones - Playground Zones - Senior Zones and Effective Hours - CK 5200-5

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

Sent: November 01, 2021 11:36 AM

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

Subject: Email - Communication - Ken Ladouceur - Residential Speed Limit Review - School Zones - Playground Zones - Senior Zones and Effective Hours - CK 5200-5

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

Submitted on Monday, November 1, 2021 - 11:35

Submitted by user: Anonymous

Submitted values are:

Date Monday, November 01, 2021

To His Worship the Mayor and Members of City Council

First Name Ken

Last Name Ladouceur

Phone Number [REDACTED]

Email [REDACTED]

Address [REDACTED] ave f north, saskatoon

City saskatoon

Province Saskatchewan

Postal Code [REDACTED]

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

Subject school speed zone on 20th Street

Meeting (if known) SPC on Transportation

Comments

I submit that the School Speed Zone on 20th Street is not required due to the 3-4 intersections with pedestrian crosswalks with either traffic lights or pedestrian lights. This is a major arterial road with 4 lanes and parking lanes with either businesses or residential housing/apartments complexes. It usually has a relatively low traffic volume compared to 22nd street where the majority of traffic is. Saint Mary's School is located on Avenue N and what was 19th street. The school or school playground does not come anywhere near the 20th Street School Zone (which I believe is the only one like this in the city). This school zone is one of the longest ones in the city and appears to be there for the purpose of revenue only. I used to be in law enforcement and know when certain areas of the law are exploited for revenue, for that sake only and not safety concerns. Some other school zones mentioned in your earlier report should be discontinued as well. Note: if you want more revenue, get more unmarked pickup trucks with two constables and write 100's of cell phone tickets a day. I could easily write several tickets for cell phone/texting on a short trip across the city twice a week to visit my elderly Dad. Cell phone enforcement should be the #1 priority as more MVA's are caused by this behaviour than anything else beside impaired driving. Thank you for taking the time to read this. Ken Ladouceur

Attachments

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

The results of this submission may be viewed at:



Subject: FW: Email - Communication - Laura Motoziuk - Residential Speed Limit Review - School Zones - Playground Zones - Senior Zones and Effective Hours - CK 5200-5

From: moro@sasktel.net [REDACTED]
Sent: Tuesday, November 2, 2021 1:25 PM
To: Web E-mail - City Clerks <City.Clerks@Saskatoon.ca>
Subject: Email - Communication - Laura Motoziuk - Residential Speed Limit Review - School Zones - Playground Zones - Senior Zones and Effective Hours - CK 5200-5

[Warning: This email originated outside our email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Address is [REDACTED] Acadia Drive Saskatoon [REDACTED]

On Tue, 2 Nov 2021 19:20:05 +0000, Web E-mail - City Clerks <City.Clerks@Saskatoon.ca> wrote:

Hi Laura,

Thank you for your email.

It is City Council's policy that in order for a communication to be seen by City Council, the communication must include the address of the writer. Please provide the information at your earliest convenience, and your email will then be processed.

City Clerk's Office
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5 www.saskatoon.ca

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

From: Web NoReply
Sent: Tuesday, November 2, 2021 12:12 PM
To: Web E-mail - City Clerks
Subject: Proposed speed zones in school and park zones

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

Submitted on Tuesday, November 2, 2021 - 12:11 Submitted by user: Anonymous Submitted values are:

==Your Message==

Service category: Bylaws & Policies

Account Number:

Subject: Proposed speed zones in school and park zones

Message: I do not agree with changing the speed zones in the school and park areas. It is just a money grab for the city.

I do not believe there are a great deal no of kids in the parks after 5 o'clock in the winter and even the summer. I

Attachment:

==Your Details==

First Name: Laura

Last Name: Motoziuk

Email:

Confirm Email:

Neighbourhood where you live: Wildwood

Phone Number:

For internal use only :

Subject: FW: Email - Communication - Brynn Harris-Hamm - Residential Speed Limit Review - School Zones - Playground Zones - Senior Zones and Effective Hours - CK 5200-5

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

Sent: Tuesday, November 2, 2021 1:42 PM

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

Subject: Email - Communication - Brynn Harris-Hamm - Residential Speed Limit Review - School Zones - Playground Zones - Senior Zones and Effective Hours - CK 5200-5

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

Submitted on Tuesday, November 2, 2021 - 13:41

Submitted by user: Anonymous

Submitted values are:

Date Tuesday, November 02, 2021

To His Worship the Mayor and Members of City Council

First Name Brynn

Last Name Harris-Hamm

Phone Number

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 School zones

Meeting (if known)

Comments

Dear Mayor Clark and Saskatoon City Council,

I wanted to send you a quick note expressing my frustration at the fact that you're still debating speed limits in Saskatoon. Residents of the city made it pretty clear we were satisfied with the status quo, so I'm not sure why time, energy and money is being spent to solve problems that don't exist.

Specifically, I don't think school zone speed limits need to be in effect all year long. I understand you may believe limits should be lower for any area in which kids congregate. The thing is, in reality, playgrounds and school areas are pretty deserted during the summer months. A lot of the time, families are up at a lake or otherwise busy.

The whole reason we have school zone limits in place Sept through June is because that's when kids are in those areas, going to and leaving class.

There are some areas of the city where there are popular spray parks that are busier in the summer, but I've never felt unsafe taking my kids there with the regular 50km limit in place, when the traffic volume is so low since there are no parents flooding the streets taking kids to class at that time of year.

Designated crosswalks and lights are always a good idea to enable kids to cross streets safely always.

But a year-round 30km limit really comes across as a "gotcha" tactic designed to ticket ppl who accidentally go 50 in a totally dead school zone in the middle of summer. That is just NOT good policy, no matter how you slice it.

IF you DO go ahead with year-round school zone limits, please consider removing such limits entirely from high school zones and main arterials, since it's absolutely unreasonable to think of having to drive 30 year-round on streets like Taylor and Preston, etc. Again, I think it would be really bad policy to ticket ppl for driving 40 or 50 on Preston in the middle of summer. People who'd be very angry. And I would support increasing signage to, figuratively, slap you across the face when entering a zone, since some of our zones lack adequate signage. I'm sure there are others like me who have a lot on their minds, have kids yelling at them from the back seat, etc. and could use some very obvious reminders.

Anyway. I know you'll do what you'll do, but I just wanted to give my two cents.

Hope you're all well. Have a great holiday season.

Kind regards,
Brynn Harris-Hamm

Attachments

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

The results of this submission may be viewed at:



From: City Council
Sent: Friday, November 5, 2021 3:15 PM
To: Saini, Valerie; Bryant, Shellie
Subject: FW: Email - Communication - Hanna Sullivan - Changing Speeds in School Zones - File CK 5200-5

Follow Up Flag: Follow up
Flag Status: Flagged

From: Web NoReply <web-noreply@Saskatoon.ca>
Sent: Friday, November 5, 2021 2:40 PM
To: City Council <City.Council@Saskatoon.ca>
Subject: Email - Communication - Hanna Sullivan - Changing Speeds in School Zones - File CK 5200-5

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

Submitted on Friday, November 5, 2021 - 14:40

Submitted by user: Anonymous

Submitted values are:

Date Friday, November 05, 2021
To His Worship the Mayor and Members of City Council
First Name hanna
Last Name sullivan
Phone Number [REDACTED]
Email [REDACTED]
Address [REDACTED] Heggie Crescent
City saskatoon
Province Saskatchewan
Postal Code S7L 7B6
Name of the organization or agency you are representing (if applicable)
Subject changing speeds in school zones
Meeting (if known)
Comments

Hello my name is Hanna and I am not very happy with hearing on how school zone speeds may be changing. Now first I would like to mention that lowering school zones has probably saved lives and to think now that it would be a good time is awful. Now I would first like to mention that wanting to get rid of school zones in school is awful and I am not sure

why anyone would think of that. Now I am not sure if you know this but the speed on the university of Saskatchewan property is 40km/hr, not 50km/hr. Now at the university of Saskatchewan these are adults who are well aware of their surrounding but its all for safety. Now I would like to mention that a few years ago a young student who was coming off of the bridge from the parkade that goes across the highway to the university was hit by a car, now if that car had been going faster than 40km/hr she could have been killed. I would also like to mention how tommy Douglas has speed bumps in their parking lot because of reckless driving and you want to get rid of the school zone speed of 30 so people can go race down the road at 50????? I think it is such a reckless. I mean does a child in elementary school life mean more to you than say a 15 year old highschooler??????

I can tell you one thing, you can put up signs saying that you are approaching a school but people won't watch. I am not sure if you are aware but people speed in school zones so they go 50km/hr or even 60km/hr when the speed is 30km/hr and guess what they go when the speed is 50km/hr or 60km/hr they go 70km/hr or 80km/hr. Now are you saying you don't care if people go say 60km/hr or 70km/hr by tommy Douglas or by mount royal. What will it take to not have this go through, will it take a 15 year old to get hit and killed by mount royal or aden bowman or even hardy from a car going say 60km/hr or 70km/hr when the speed was 50km./hr. I mean feel like where is the data that getting rid of school zones in highschools is good??????? I don't believe it is. I hope you really consider this and decide not to get rid of school zones, I mean if you want to lower elementary school zones and extend the time they are in session fine but please don't get rid of school zones. Or you will seriously have to have police by all schools to make sure people go only 50km/hr.

Attachments

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

The results of this submission may be viewed at:



Subject: FW: Changes to school zones

>
> -----Original Message-----
> From: Web NoReply <web-noreply@Saskatoon.ca>
> Sent: Wednesday, November 3, 2021 11:26 AM
> To: Web E-mail - City Clerks <City.Clerks@Saskatoon.ca>
> Subject: Changes to school zones
>
> --- Replies to this email will go to [REDACTED]
>
> Submitted on Wednesday, November 3, 2021 - 11:25 Submitted by user: Anonymous Submitted values are:
> [REDACTED] - 3602 Taylor Street E
>Saskatoon, SK
> ==Your Message==
> Service category: Bylaws & Policies
> Account Number:
> Subject: Changes to school zones
> Message: I would like to give my opinion the proposed changes to
> school zones. I agree with the extension of school zone times for
> elementary schools with a playground. I do not agree with
> eliminating high school zones. I drive down Taylor St E every day
> to bring my daughter to Walter Murray Collegiate. Neither the
> high school students at Holy Cross nor Walter Murray pay
> attention when crossing the street while walking and certainly
> not when biking. Most weeks I witness someone nearly being hit by
> a vehicle. I would strongly suggest you go and sit by these
> school zones and see for yourself. Also, wasn't it a high school
> student who was hit and killed by a vehicle a year or two ago?
> They are highly distracted (phones, friends, and anything else)
> and they do not pay attention to their surroundings. These high
> schools also have many new drivers driving to school and it would
> also cause difficulty for those new drivers if the speeds were
> increased.
> Attachment:
>
>
> ==Your Details==
> First Name: Brigitte
> Last Name: Lacelle
> Email: [REDACTED]
> Confirm Email: [REDACTED] Neighbourhood where you live: Lakeview Phone Number: [REDACTED]
>
>
> For internal use only :
> [REDACTED]

>
>



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Vacant Lot and Adaptive Reuse Incentive Program – 802B Avenue P North

Recommendation of the Committee

1. A five-year tax abatement equivalent to 79% of the incremental municipal, library, and education taxes for the development of 802B Avenue P North, be approved.
2. 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.
3. The five-year tax abatement on the incremental taxes be applied to the subject property, commencing January 1, 2022.

History

The Standing Policy Committee on Planning, Development and Community Services, at its meeting held on November 8, 2021, considered a report from the Administration regarding the above.

Attachment

November 8, 2021 report of the General Manager, Community Services

Vacant Lot and Adaptive Reuse Incentive Program – 802B Avenue P North

ISSUE

Liberty Ventures applied for a five-year tax abatement of the incremental property taxes for the development of a one-unit dwelling and secondary suite located at 802B Avenue P North, in the Mount Royal neighbourhood, under the Vacant Lot and Adaptive Reuse Incentive Program.

RECOMMENDATION

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

1. A five-year tax abatement equivalent to 79% of the incremental municipal, library, and education taxes for the development of 802B Avenue P North, be approved.
2. 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.
3. The five-year tax abatement on the incremental taxes be applied to the subject property, commencing January 1, 2022.

BACKGROUND

The Vacant Lot and Adaptive Reuse Incentive Program (VLAR Program) is designed to encourage infill development on vacant sites and adaptive reuse of vacant buildings within established neighbourhoods in Saskatoon.

Applicants have an incentive choice of a five-year tax abatement on the incremental property taxes or a cash grant. The maximum incentive amount is calculated based on the increment between the existing taxes and the taxes owing upon completion of the project, multiplied by five years. Applications are scored against an evaluation system where points are awarded for features included in a project, which meets a defined set of policy objectives. The total points scored for the project determines what proportion of the incentive amount it will receive, up to a maximum of 100%. Projects which score 100 points or more are eligible for 100% of the incentive. Any residual portion of the maximum incentive amount on projects that earn less than 100% will be redirected into the Vacant Lot and Adaptive Reuse Reserve (Reserve) during the abatement period. The residual portion redirected to the Reserve excludes the education portion of property taxes.

DISCUSSION/ANALYSIS

Description of Development at 802B Avenue P North

Neighbourhood Planning received an application under the VLAR Program from Liberty Ventures for the development of a one-unit dwelling with secondary suite at

Vacant Lot and Adaptive Reuse Incentive Program – 802B Avenue P North

802B Avenue P North, located in the Mount Royal neighbourhood (see Appendix 1 for Project Location).

Construction began in summer 2019, with the final building permit closed in fall 2021. The primary residence measures 917 square feet and secondary suite is 429 square feet.

The estimated investment in the project including the land is approximately \$300,000 (see Appendix 2 for Project Images).

Estimated Incremental Property Tax Abatement

The application was reviewed using the VLAR Program's evaluation system. The project received a total of 79 points, resulting in an earned incentive amount of 79% of the maximum incentive amount (see Appendix 3 for Project Evaluation).

Liberty Ventures requested a five-year tax abatement of the incremental property taxes for the development of 802B Avenue P North. According to the Corporate Financial Services Division, the incremental increase in property taxes (municipal, library and education portions) for the project is \$2,484 based on the 2021 tax year. The maximum incentive amount totals \$12,420 (\$7,860 in municipal and library property taxes and \$4,560 in education property taxes). If the education property tax portion for the site exceeded \$25,000 per tax year, approval from the provincial government would be required to exempt or abate the education tax revenue.

The final abatement amount equals \$1,962.36 per year over 5 years, for a total abatement of \$9,811.80, which is 79% of the maximum incentive amount. This calculation is based on the 2021 tax rates and actual assessment values.

Administration Recommendation

After a review of this application, Administration concluded that this project is consistent with the intent of Policy No. C09-035, Vacant Lot and Adaptive Reuse Incentive Program. Administration is recommending that City Council approve the five-year incremental property tax abatement equal to the earned incentive amount (\$9,811.80) for the development of 802B Avenue P North, commencing January 1, 2022.

FINANCIAL IMPLICATIONS

The incremental property tax abatement for the project at 802B Avenue P North is forgone revenue and will not require funding from the Reserve. The City will forgo an estimated total of \$6,209.40 and the provincial government will forgo an estimated total of \$3,602.40 of education tax revenue over five years, which will be abated to the owner.

OTHER IMPLICATIONS

There are no other implications.

Vacant Lot and Adaptive Reuse Incentive Program – 802B Avenue P North

NEXT STEPS

Construction of the project at 802B Avenue P North is complete, with all applicable building permits closed in fall 2021. The incremental property tax abatement, if approved, will begin January 1, 2022, and continue for five years.

APPENDICES

1. Project Location
2. Project Images
3. Project Evaluation

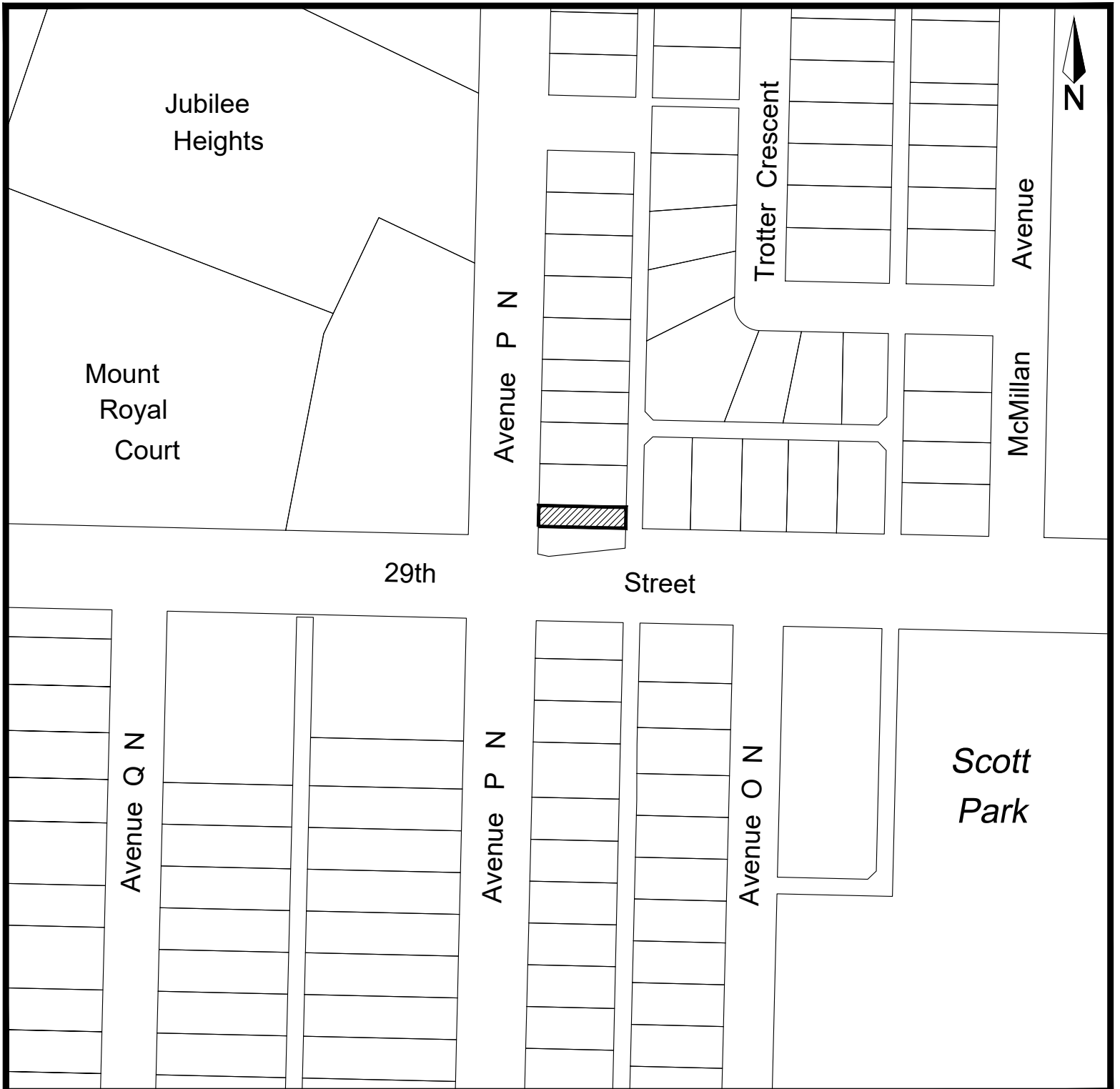
REPORT APPROVAL

Written by: Nik Kinzel-Cadrin, Planner, Neighbourhood Planning
Reviewed by: Paul Whitenect, Manager of Neighbourhood Planning
Lesley Anderson, Director of Planning and Development
Approved by: Lynne Lacroix, General Manager, Community Services

SP/2021/PD/PDCS/VLAR Incentive Program – 802B Ave P N/pg

Project Location

Vacant Lot and Adaptive Reuse Incentive Program – 802B Avenue P North



802B Avenue P N

Project Images

Vacant Lot and Adaptive Reuse Incentive Program – 802B Avenue P North



Project Evaluation

Vacant Lot and Adaptive Reuse Incentive Program – 802B Avenue P North

The awarding of points for the project is outlined as follows:

1. Base Points:	50/50
2. Housing (OUD/TUD):	10/10
3. Energy Efficient Design, other energy efficient features:	6/10
4. Sustainable Development, within 175 metre of transit stop:	5/5
5. Sustainable Development, walkable community:	3/5
6. Sustainable Development, legal secondary suite:	5/5

Total: 79/100



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Recreation and Sport Grant Program

Recommendation of the Committee

That Option 2 - the proposed Recreation and Sport Grant Program be a tax abatement-only program, be approved.

History

The Standing Policy Committee on Planning, Development and Community Services, at its meeting held on November 8, 2021, considered a report from the Administration regarding the above.

Your Committee was informed the Recreation and Sport Tax Abatement Policy will be considered at a future date.

Attachment

November 8, 2021 report of the General Manager, Community Services

Recreation and Sport Grant Program

ISSUE

The City of Saskatoon (City) currently does not have a grant program to address the emerging needs of Recreation and Sport Organizations that own their building and land. This report provides options for a new Recreation and Sport Grant Program.

BACKGROUND

2.1 History

At its May 7, 2018 meeting, the Standing Policy Committee on Planning, Development and Community Services received communications from Kory Kohuch, Board of Directors, Curl Saskatoon on behalf of the four curling rinks. Kory Kohuch asked the City to partner with the curling clubs, either through full property tax abatements for their facilities or through a grant so the clubs can redirect this money to upkeep and modernization of their facilities. The matter was referred to Administration for a report on alternative options.

The following Notice of Motion was approved by City Council, at its Regular Business Meeting, held on January 25, 2021.

“Whereas, curling is a sport with a long and storied history in our City and Province that has produced many national and international champions;

Whereas, curling organizations in Saskatoon also provide important community, cultural, and recreational activities that brings people of all ages and abilities together to enhance their quality of life;

Therefore, be it resolved that the Administration meet with Saskatoon curling organizations to discuss potential policy options to ensure the long term financial and operating sustainability of these organizations;

Be it further resolved that the Administration report back to the appropriate Standing Policy Committee no later than the second quarter of 2021.”

City Council, at its Regular Business Meeting, held on June 28, 2021, received the report of General Manager of Community Services on [“The Financial and Operating Sustainability of Saskatoon Curling Organizations”](#), and resolved:

“...Administration to develop a Recreation and Sport Grant Program similar to the Culture Grant Program that provides annual operating funding to recreation and sport organizations through a combination of grant dollars and tax abatements, be approved and that Administration report back to the appropriate committee in time for the 2022/2023 Multi-Year Business Plan and Budget deliberations; and

That Administration be directed to determine and report back on how many organizations would meet the criteria for a Recreation and Sport Grant Program as outlined in the Administration’s report.”

2.2 Current Status

There currently is no policy or approved grant program which covers tax abatements or cash grants for Recreation and Sport organizations that own their own facility, building and land. Related to other grant programs within recreation and sport, the City does currently have a number of grant programs for community-based organizations, with the most significant being the Youth Sport Subsidy Program that targets youth sport organizations and provides a 40% subsidy on rental costs for all eligible youth sport organizations.

2.3 Approaches in Other Jurisdictions

Administration reviewed similar programs and best practices from other municipalities, which served as a template for the proposed Recreation and Sport Grant Policy. Some key components incorporated into the proposed City's Grant Program, which are outlined in the proposed eligibility requirements and Administrative Guidelines for the policy, include the following principles, the qualifying organization must:

- 1) Be in compliance with Municipal Policies, Bylaws, Codes and Legislation;
- 2) Be a Non-Profit Organization;
- 3) Have alignment with the City's plans and programs including the Official Community Plan and Recreation and Parks Master Plan;
- 4) Own the building and land; and
- 5) Be accessible to the Public.

OPTIONS

Administration has identified three options for consideration with respect to the approach to implementation of the proposed Recreation and Sport Grant Program.

Option 1 – Tax Abatement and Cash Grant Combined

To provide qualifying Recreation and Sport organizations financial support through a combination of tax abatements and cash grants.

Advantages:

This would allow qualifying organizations to apply for either a tax abatement or cash grant depending on their situation. A tax abatement would provide a direct benefit to a qualifying organization by reducing their operating expenses. Cash grants have the added flexibility for the organization to leverage the grant with other sources of funding to address financial needs or for capital investment.

Disadvantages:

- 1) The main disadvantage to this option is it is the most complicated of options to administer, including determining appropriate budget to allocate for the two components of the program and whether one organization can apply for both types of support.
- 2) As with any tax abatement program, there is the risk not all level of taxes would be forgiven. The City would need to obtain prior approval from the Province for any education property tax abatement greater than \$25,000, as this portion of the

tax is subject to the rules contained in *The Education Property Tax Act*. If the Province did not approve, the organization would still be responsible for the education tax portion.

Option 2 – Provide a Tax Abatement Only

To provide qualifying Recreation and Sport organizations financial support through tax abatements.

Advantages:

- 1) The primary advantage of this option is the qualifying organizations would receive a direct benefit from the City tax portion and as is consistent with the practice for other grant programs the City would apply to the Province for an education-portion property tax abatement where it is more than \$25,000.
- 2) Administration of the program is the most straightforward with the tax amount determined through the property tax process and applying the abatement would be handled internally by way of existing processes. This option would not require additional staff resources to administer the program.

Disadvantages:

- 1) The main disadvantage is this does not ensure all level of taxes would be forgiven. The City would need to obtain prior approval from the Province for any education property tax abatement greater than \$25,000, as this portion of the tax is subject to the rules contained in *The Education Property Tax Act*. If the Province did not approve, the organization would still be responsible for the education tax portion.
- 2) The tax abatement may not meet the expressed needs of the organizations and does not provide the flexibility of a cash grant.

Option 3 – Provide a Cash Grant Only

To provide qualifying Recreation and Sport organizations financial support through a cash grant.

Advantages:

The primary advantage of this option is the flexibility of a cash grant that qualifying organizations could use to leverage funding with other sources to support operating costs and/or invest in capital improvements to their facilities.

Disadvantages:

- 1) The main disadvantage is, depending on funding available, the amount of the cash grant provided may not meet the expressed needs of the organizations.
- 2) Organizations would be responsible for their full property tax obligations and would not have the benefit to also access the option to abate the education portion of their property tax.

RECOMMENDATION

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

1. That Option 2 - the proposed Recreation and Sport Grant Program be a tax abatement-only program, be approved as presented; and
2. That the Recreation and Sport Tax Abatement Policy, in Appendix 1, be approved as presented.

RATIONALE

Administration has developed the proposed Recreation and Sport Program Policy (see Appendix 1) and the supporting Proposed Eligibility Requirements and Administrative Guidelines for the Recreation and Sport Grant (see Appendix 2). These guidelines would be used to guide the approach to providing financial support, in the form of a tax abatement, to qualifying organizations in recognition of their contribution to the quality of life in Saskatoon and their role in providing recreation and sport programs for Saskatoon residents and visitors. Should Committee or Council approve a different option for providing funding, Administration would undertake to update the Policy and Administrative Guidelines to reflect the change.

After reviewing the programs and best practices in other municipalities and for the reasons identified in this report, Administration is recommending the tax abatement only option to get this grant program underway. Subject to approval of the proposed grant program and subsequent approval of funding during the 2022/2023 Business Plan and Budget deliberations, Administration would implement the grant program. Administration would also review the effectiveness of the program after two years and report back if needed with any amendments or improvements.

It is important to note that every application for such a tax abatement under this proposed new grant program, as with all tax abatements, still requires City Council approval. This would occur annually during approval of the Operating Budget, similar to other existing grant programs of this nature. The policy merely establishes criteria for the consideration of all such tax abatement requests.

The proposed Recreation and Sport Grant Program provides support to eligible organizations by providing funding to offset the City's portion of their property tax and application for abatement of the education tax portion, thus reducing overall operating expenses. This allows organizations to allocate those funds elsewhere to support their operations through reinvestment. The Policy-based process ensures requests for tax abatements are treated in a fair, consistent and transparent manner.

A funding request to support the Recreation and Sport Grant Program has been submitted for consideration by City Council during the 2022/2023 Business Plan and Budget deliberations. Administration has conducted a review based on the information currently available and now estimates the number of organizations that would qualify for this grant program, to be approximately 6 to 8 with an estimated level of funding

required to be approximately \$200,000. Therefore, the funding request included in the 2022/2023 Business Plan and Budget of \$200,000 in 2022 would be sufficient to fund the program.

FINANCIAL IMPLICATIONS

The financial implication of approving this tax abatement grant program is estimated to be \$200,000 per year. A request for a two-year phase in of the funding at \$200,000 in 2022 and \$200,000 in 2023 has been included for consideration at the 2022/2023 Business Plan and Budget deliberations. This amount was based on a preliminary estimate of the program needs, to meet the timeline for submission of Budget Options, and was prior to the development of the policy and based on other municipalities funding models.

At the upcoming November budget deliberations, Administration will be requesting the second phase of the funding request of \$200,000 be withdrawn. Council could decide to allocate the requested \$200,000 of funding in either 2022 or 2023, this would then determine the effective date of the grant program.

ADDITIONAL IMPLICATIONS/CONSIDERATIONS

There are no environmental, privacy, or CPTED implications or considerations.

This newly proposed Recreation and Sport Grant Program would be targeted to non-profit sport or recreation groups that own their own facilities and land, and would be in addition to the already existing sport related grants, like the Youth Sport Subsidy Program. Applicants would be evaluated on other funding already received from the City including Youth Sport Subsidy.

COMMUNICATION ACTIVITIES

Pending approval by City Council, of the proposed policy, eligibility criteria and the requested funding to support the grant program, Administration would then promote public awareness of the Recreation and Sport Grant Program. This new grant program would also be highlighted and referenced on the Community Services webpages.

APPENDICES

1. Recreation and Sport Tax Abatement Program Draft Policy
2. Eligibility Requirements and Administrative Guidelines for the Proposed Recreation and Sport Grant

REPORT APPROVAL

Written by: Mike Libke, Manager, Special Use Facilities and Capital Planning
Reviewed by: Andrew Roberts, Director of Recreation and Community Services
Approved by: Lynne Lacroix, General Manager, Community Services

CITY OF SASKATOON COUNCIL POLICY

NUMBER

C0

POLICY TITLE <i>Recreation and Sport Tax Abatement Program</i>	ADOPTED BY: <i>City Council</i>	EFFECTIVE DATE <i>January 1, 2022</i>
		UPDATED TO
ORIGIN/AUTHORITY	CITY FILE NO. <i>CK.</i>	PAGE NUMBER <i>1 of 3</i>

POLICY STATEMENT

The City of Saskatoon (the City) supports not-for-profit organizations which help deliver important recreation and sport programs that benefit the residents and visitors of the Saskatoon. To help facilitate this, the City offers financial assistance to eligible organizations so as to encourage broad participation in such programs, with the objective of enhancing the overall quality of life in Saskatoon. Such support is consistent with City Council strategic priorities, the City's Strategic Plans, and other relevant broad policy documents as approved by City Council from time to time.

1. PURPOSE

The purpose of this Policy is to establish conditions and criteria by which the City will accept, evaluate, and approve applications for property tax abatements from eligible organizations that require financial support.

2. DEFINITIONS

For the purposes of this Policy:

- 2.1 Abatement means a cancellation, reduction, refund or deferral of property taxes authorized by section 244 of *The Cities Act*.
- 2.2 Applicant means the organization applying for a tax abatement.

3. SCOPE/EXPECTATIONS

3.1 Scope

- a) To be eligible under this policy the applicant must be a registered non-profit sport or recreation organization that meets the principles

CITY OF SASKATOON COUNCIL POLICY

NUMBER
C01-

POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
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and all requirements of this policy as articulated in the proposed eligibility criteria.

4. GENERAL PRINCIPLES

- 4.1 Fair and Consistent – allows for a fair and consistent approach to assess organizations need for City support.
- 4.2 Transparent and Accountable – Requires organizations to apply for assistance in a transparent manner and provides City Council a process for demonstrating accountability to the taxpayers.

5. RESPONSIBILITIES

5.1 Administration

- 5.2.1 Administration will receive and review applications and send the approved list of eligible organizations, annually to the Standing Policy Committee on Planning, Development and Community Service (SPC on PDCS).
- 5.2.2 The General Manager of Community Services is responsible for the administration and update of this policy. Recommended updates will be presented through the SPC on PDCS.
- 5.2.3 City Council
City Council is responsible to review and consider for approval, any recommended policy updates.

6. REPORTING REQUIREMENTS

- 6.1 For the purposes of transparency, Administration shall provide an annual report, to the SPC on PDCS, on the individual and aggregate tax abatements approved through this policy.

CITY OF SASKATOON COUNCIL POLICY

NUMBER
C01-

POLICY TITLE <i>Recreation and Sport Grant</i>	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER <i>3 of 3</i>
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7. PROCEDURES

7.1 Administrative procedures will be established and maintained to guide the implementation of this policy.

8. REVIEW AND AMENDMENTS

8.1 This Policy shall be reviewed after two years following initial implementation and then every five years after that.

RELATED REFERENCES AND RESOURCES

The Cities Act

REVISION HISTORY

Revision Date	Description

Eligibility Requirements and Administrative Guidelines for the Proposed Recreation and Sport Grant

1. Principles

To be eligible for a tax abatement under this policy, an organization must conform to the following principles and meet all the requirements of the Recreation and Sport Policy (the Policy). Each principle is supported by specific criteria that provides a way of judging whether the principle has been met in practice. Relaxation of any requirement is at the discretion of the General Manager of Community Services or their designate.

Tax abatements may be granted to the portion of a property or a percentage of the assessed value equivalent to the proportion of services provided by the Applicant, that meets all the requirements of this policy.

City Council may provide relief from municipal property taxes, and/or other taxing authorities in accordance with and to the extent permitted by *The Cities Act* and applicable provincial legislation and regulations that govern education and library property taxes.

Tax abatements are dependent on the annual budget set by City Council. The total amount of abated municipal tax dollars will not exceed the budgeted amount approved by City Council through the Operating Budget. City Council, at its discretion, may cancel any or all abatements within a given year.

1.1 **Compliance with Municipal Policies, Bylaws, Codes and Legislation.**

The applicant must support or comply with all applicable legislation, municipal policies, bylaws, codes. The intent of this principle is to ensure that organizations receiving municipal support reflect the goals, policies and general operating principles of the City.

1.1.1 Applicants must support the City's approved Bylaws and Plans including but not limited to:

- a) Bylaw 8770 - Zoning Bylaw, 2009
- b) Bylaw 9455 - Building Bylaw, 2017
- c) 8175 – Property Maintenance and Nuisance Abatement Bylaw
- d) Bylaw 7990 – Fire and Protective Services Bylaw, 2001
- e) Bylaw 9770 – The Official Community Plan Bylaw, 2020
- f) The Recreation and Parks Master Plan

1.1.2 Applicants must be in good standing with the City (i.e. no outstanding accounts such as unpaid taxes, utilities, tickets, permits, or follow-up reports required pursuant to a grant or other funding program)

1.1.3 Applicants must comply with any applicable provincial or federal legislation, including but not limited to:

- a) Section 15 of the Canadian Charter of Rights and Freedoms which prohibits discrimination based on race, national or ethnic origin, colour, religion, sex, age or mental or physical disability except where the object of the Applicant's program is to improve the conditions of disadvantaged individuals or groups as authorized by section 15(2) of the Charter.
- b) *The Planning and Development Act, 2007, The Uniform Building and Accessibility Standards Act and Regulations* (which incorporates the National Building Code)
- c) *The Fire Safety Act and Regulations* (which incorporates the National Fire Code)

1.2 **Applicants must be a non-profit or charitable organization.** The intent of this principle is to ensure that municipal support is not used for commercial or private gain, and that organizations are publicly accountable entities with the authority to manage funds and receive grants from governments and funding agencies.

1.2.1 Applicants must be a charitable or membership non-profit corporation incorporated or registered pursuant to *The Non-profit Corporations Act, 1995* or the *Canada Not-for-profit Corporations Act* and be in operation for at least one year prior to the date of application; or

1.2.2 A non-profit co-operative incorporated or registered pursuant to *The Co-operatives Act, 1996* or the *Canada Co-operatives Act* and be in operation for at least one year prior to the date of application.

1.3 **The Applicant's main services, programs and activities must align with the parks, recreation and open space, health and safety and social development priorities and objectives outlined in the Official Community Plan (OCP).** The intent of this principle is to ensure that tax abatements are used to support organizations that further Council's objectives of enhancing quality of life and delivering services economically as set out in the OCP.

- a) Tax abatements are based on the main use of the property being considered for an abatement, not on the non-profit or charitable service of the Applicant as a whole.

- b) Any portion of the property used by the private sector or an organization not meeting the terms of this policy is not eligible for a tax exemption.

1.4 **Applicant must own their own building and land.** The applicant must provide a copy of the certificate of title.

1.5 **Must be accessible to the public.** The Applicant's services, programs and activities should be equally available to all residents of Saskatoon and visitors. The intent of this principle is to ensure that the organization does not prohibit the public from participating.

1.6 **Duration of the Tax Abatement.** Applicants may receive a tax abatement for: one calendar year; or where it is demonstrated that the services and/or benefits the Applicant offers to the community are of a duration exceeding one year, the tax abatement could be extended with approval by City Council, intended to be undertaken annually during the approval of the Annual Operating Budget.

1.7 **Failure to Comply with Policy.** Where an organization breaches any conditions of the tax abatement, Administration may take one or more of the following actions: revoke the tax abatement with notice; disqualify any future application for tax abatements for a specific period; or require repayment of monies equal to the foregone tax revenue.

1.8 **Cancellation of the Tax Abatement.** A property receiving a tax abatement becomes taxable if the use of the property changes to a use that does not qualify for the tax abatement or the occupant of the property changes and the new occupant does not qualify for the tax abatement.

2. Responsibilities

2.1 Applicant shall:

2.1.1 The application with supporting documentation must be submitted to the City of Saskatoon, using the prescribed application form, by June 30 in the preceding year for which they are requesting the tax abatement;

2.1.2 Application submissions must include:

- a) A copy of the Certification of Incorporation;
- b) If registered in Saskatchewan, a Corporate Registry Profile Report from Information Services Corporation;
- c) A description of the programs, services and/or benefits

delivered from the property including participant numbers, volunteer hours, benefiting groups, individuals, and/or special needs populations, and the fees charged for participation;

- d) A description of any third-party use of the property including user group names, fees charged, and conditions of use
- e) For the last three (3) years, copies of:
 - (i) Audited financial statements, or
 - (ii) Where audited financial statements are not available, financial statements that have been verified as correct by two signing officers from the organization;
- (f) A copy of the certificate of title as applicable; and
- (g) Evidence of funding requests from other sources, if applicable.

2.2 Administration

Administration will receive and review applications in accordance with the Council approved policy and will send the approved list annually to the Standing Policy Committee on Planning, Development and Community Service.



STANDING POLICY COMMITTEE ON FINANCE

Proposed Amendments – Corporate Investment Policy

Recommendation of the Committee

1. That the proposed amendments to Council Policy Nos. C12-002, C12-003 and C12-009 as outlined in the report of the Chief Financial Officer dated October 12, 2021 be approved; and
2. That City Clerk be requested to update Council Policy Nos. C12-002, C12-003 and C12-009 as outlined in the report of the Chief Financial Officer dated November 8, 2021.

History

The Standing Policy Committee on Finance, at its meeting held on November 8, 2021, considered a report from the Administration regarding the above.

Attachment

November 8, 2021 report of the Chief Financial Officer, Corporate Financial Services.

Proposed Amendments – Corporate Investment Policy

ISSUE

The Corporate Investment Policy (Policy) is comprised of Council Policy No. C12-002, Investment Committee; C12-003, Securities Handling; and C12-009, Portfolio Management. Amendments are required to align member titles with corporate structure changes, to help improve the overall diversification of the City of Saskatoon's (City) holdings in each fund, and to align the Portfolio Management Policy with current portfolio requirements.

RECOMMENDATION

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

1. That the proposed amendments to Council Policy Nos. C12-002, C12-003 and C12-0019 as outlined in the report of the Chief Financial Officer dated October 12, 2021 be approved; and
2. That the City Clerk be requested to update Council Policy Nos. C12-002, C12-003 and C12-009 as outlined in this report.

BACKGROUND

The purpose of the Policy is to provide specific guidelines regarding the portfolio management of the City's investment assets. The Policy ensures that City portfolios are invested to primarily achieve the preservation of capital, the maintenance of liquidity sufficient to meet ongoing financial requirements, and to maximize return on investment. The Policy also ensures the orderly retirement of outstanding City Sinking Fund debentures at their maturity dates through portfolio management activities specific to the Sinking Fund.

DISCUSSION/ANALYSIS

Proposed Policy Amendments

The Investment Committee is recommending amendments to align the Policy with current corporate structure to provide the City with better diversification across bond issuers and thereby reducing risk to the City. Also, changes are required to the Sinking Fund term structure to allow for longer term bonds to be purchased to ensure a sufficient interest rate is achieved.

The proposed amendments to Council Policy Nos. C12-002 and C12-003 update member titles to align with corporate structure and are outlined in Appendices 1 and 2 respectively.

The proposed amendments to Council Policy No. C12-009 are summarized as follows and outlined in Appendix 3:

- Member titles have been updated to align with current corporate structure.

- Section 2 subsection 2.6: The definition of Total Portfolio has been added to the definitions and represents the total of both the bond portfolio and money market portfolio other than pension funds, boards, and commissions. This will enable the City to better track exposure limits to issuing entities and help minimize risk of being over invested in a single issuer. Any reference to the bond portfolio has been replaced with total portfolio throughout the policy.
- Section 3.3 subsection (a)(i): The investment limits have been updated to remove the 50% limit of investments in the Province of Saskatchewan and to further update the limits on ratings. This revision recommends the following limits be adopted for each of the following ratings:
 - R-1 High: 100% of the money market portfolio; and
 - R-1 Middle: 25% of the money market portfolio.

Investments rated R-1 High are of the highest credit quality for short term or money market investments. The Investment Committee recommends allowing for 100% exposure of securities with this rating in the money market portfolio as these investments are considered unlikely to be affected by future events according to Dominion Bond Rating Services.

- Section 3.3 subsection (a)(iii): The Investment Committee recommends adding this section to combine the money market securities and bonds issued by a single entity to represent the City's overall exposure to that entity as a percentage of the total portfolio. This will help to reduce the likelihood of the City being over exposed to a single issuer and help promote diversification across the money market and bond portfolios combined.
- Section 3.3 subsection (b)(i): The Province of Saskatchewan (Province) and the City were removed to place restrictions on the purchase of securities issued from these entities. The Investment Committee recommends treating the Province and the City as other provincial and municipal entities in terms of overall restriction limits. Since the City is already impacted by the economies of Saskatoon and Saskatchewan, it would not be prudent to also have the investment portfolio 100% invested in either of these issuers. This will promote diversification in both the City's investment portfolio and revenues overall.
- Section 3.3 subsection (b)(ii): The requirement to hold a minimum of 30% of the portfolio in securities offered by or unconditionally guaranteed by the Government of Canada and/or the Province and/or the City of Saskatoon was removed, which will improve diversification within the City's investment portfolio by allowing the City to invest more in other issuing entities.

- Section 3.3 subsection (b)(ii): Removed the exclusion of the Province of Saskatchewan and gave investments in this issuer a maximum of 20% of the total portfolio. Since the City is impacted by Saskatchewan’s economy, it would not be prudent to allow for 100% investment in Province of Saskatchewan securities. This change will help to promote diversification in both the City’s investment portfolio and revenues.
- Section 3.3 subsection (b)(iii): Removed the exclusion of the City and gave investments in this issuer a maximum of 10% of the total portfolio. Since the City is impacted by Saskatoon’s economy, it would not be prudent to allow for 100% investment in the City’s external debt. This change will help to promote diversification in both the City’s investment portfolio and revenues. The exception will be internal loans held by the City. Only external debt issued by the City will have a 10% maximum of the total portfolio value, similar to other municipalities.
- Section 3.3 subsection (b)(vi): Included money market securities in the aggregate of securities held by or unconditionally guaranteed by an individual corporation in the total portfolio, as this will reduce the exposure to the City of over investing in a single issuer and promote diversification.
- Section 3.4 subsection (b)(i): The limit on the term structure of the Sinking Fund was increased from 10 years to 30 years. With the Sinking Fund maturing in 2043, it is necessary to invest beyond 10 years, especially if the City is to meet the 3.5% targeted yield on investments. This target for return on investments is not possible with a 10-year term limit and currently, the Sinking Fund is not in compliance as a result.
- Section 3.5: The liquidity requirement for the General Account short-term portfolio was updated to be no less than 5% and shall not exceed 50% of the total portfolio. Since the City’s total portfolio value has increased over the years, 75% of the total value is no longer a reasonable target. Therefore, the Investment Committee recommends the range be changed to 5%-50%, which will give the City approximately a \$20 million - \$225 million range based on current portfolio value for liquidity purposes which will be sufficient.

FINANCIAL IMPLICATIONS

The recommended policy revisions are expected to reduce the City’s risk of over investing in a single issuing entity and to help maximize the growth of the Sinking Fund for maturity in 2043.

OTHER IMPLICATIONS

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

NEXT STEPS

Pending City Council approval, Policy Nos. C12-002, C12-003 and C12-009 will be amended.

APPENDICES

1. Proposed Amendments – Council Policy No. C12-002, Investment Committee
2. Proposed Amendments – Council Policy No. C12-003, Securities Handling
3. Proposed Amendments – Council Policy No. C12-009, Portfolio Management

REPORT APPROVAL

Written by: Spencer Janzen, Investment Manager
Reviewed by: Investment Committee
Approved by: Jeff Jorgenson, City Manager

Admin Report - Proposed Amendments – Corporate Investment Policy.docx

Proposed Amendments – Council Policy No. C12-002, Investment Committee

CITY OF SASKATOON COUNCIL POLICY

NUMBER
C12-002

POLICY TITLE <i>Investment Committee</i>	ADOPTED BY: <i>City Council</i>	EFFECTIVE DATE <i>October 22, 2001</i>
ORIGIN/AUTHORITY <i>Legislation and Finance Committee Report No. 31-1990 and Administration and Finance Committee Report No. 14-2001</i>	CITY FILE NO. <i>CK. 1790-0</i>	PAGE NUMBER <i>1 of 2</i>

1. PURPOSE

To establish a committee with the responsibility and authority of supervising and coordinating the City of Saskatoon's (City) investment activities.

2. POLICY2.1 Constitution

- a) Committee members shall consist of:
 - i) ~~General Manager, Corporate Services~~ **Chief Financial Officer** (Chair);
 - ii) ~~Director of Finance~~ **Manager**;
 - iii) City Treasurer;
 - iv) City Manager (ex officio).
- b) Committee meetings shall be held on an "as required" basis, as indicated by the Committee Chair.
- c) A quorum for meetings shall consist of three members present in person.
- d) In the Chair's absence, a replacement shall be appointed, for that meeting, from the Committee members present.
- e) The Investment ~~Manager~~ **Coordinator** shall serve as Secretary to the Committee.

CITY OF SASKATOON COUNCIL POLICY

NUMBER

C12-002

POLICY TITLE	EFFECTIVE DATE:	PAGE NUMBER
<i>Investment Committee</i>	<i>October 22, 2001</i>	<i>2 of 2</i>

2.2. Duties and Responsibilities

The Committee shall be responsible for:

- a) Setting operating procedures for the various investment portfolios.
- b) Providing recommendations to City Council.
- c) Establishing and reviewing the criteria used for the selection of securities approved for purchase.
- d) Reviewing and approving investment transactions conducted by the **Investment Manager** ~~City Treasurer~~.
- e) Establishing the interest rate to be paid on the City's internal/external borrowings and reviewing the City's borrowing strategy.
- f) Acting upon any other investment matters as may come before the Committee.

2.3 Delegation of Authority

To ensure that timely investment decisions are made in the most expedient manner, the ~~City Treasurer~~ **Investment Manager** may approve investment transactions, subject to the investment guidelines as stated in Policy C12-009: *Portfolio Management*. All investment transactions approved by the ~~City Treasurer~~ **Investment Manager**, must be subsequently approved and ratified by the Investment Committee.

3. RESPONSIBILITIES

- 3.1 ~~General Manager, Corporate Services~~ **Chief Financial Officer** - is responsible for recommending policy revisions as may be periodically appropriate.
- 3.2 Investment Committee - is responsible for reviewing and updating this policy as may be required subject to City Council's concurrence.
- 3.3 ~~Investment Manager—Coordinator~~ - is responsible for providing full-time administrative support to the Investment Committee and for ensuring the Committee's decisions are recorded.

Proposed Amendments – Council Policy No. C12-003, Securities Handling

CITY OF SASKATOON COUNCIL POLICY

NUMBER
C12-003

POLICY TITLE <i>Securities Handling</i>	ADOPTED BY: <i>City Council</i>	EFFECTIVE DATE <i>October 22, 2001</i>
ORIGIN/AUTHORITY <i>Legislation and Finance Committee Report No. 31-1990 and Administration and Finance Committee Report No. 14-2001</i>	CITY FILE NO. <i>CK. 1790-0</i>	PAGE NUMBER <i>1 of 2</i>

1. PURPOSE

To ensure the secured movement and custody of the City of Saskatoon's (City) investment assets.

2. DEFINITIONS

2.1 Custodian - a chartered bank or trust company appointed by the City for the purpose of holding in safekeeping securities owned by the City, its Boards and Commissions.

3. POLICY3.1 Settlement of Transactions

- a) Investment transactions undertaken by the City are to be settled on a C.O.D. basis. Securities may only be delivered or received with a simultaneous payment of the cash involved in the transaction.

To facilitate this procedure, the Custodian may accept from the vendor a Letter of Undertaking. Such a letter shall be worded in a manner that, in the opinion of the Custodian, fully protects the City in the event of non-performance by the vendor or purchaser of the securities.

- b) Securities settlements are to be for the full amount of the contracted transaction. No partial deliveries are to be completed.

CITY OF SASKATOON COUNCIL POLICY

NUMBER
C12-003

POLICY TITLE	EFFECTIVE DATE:	PAGE NUMBER
<i>Securities Handling</i>	<i>October 22, 2001</i>	<i>2 of 2</i>

3.2 Registration

To the extent possible, securities are to be registered in the nominee name selected by the Custodian. If this is not possible, securities need to be registered directly in the City's name, such securities shall be "fully" registered wherever possible.

To facilitate the settlement of securities transactions, the Custodian is authorized to utilize book-based registration facilities, when and where appropriate.

3.3 Custody of Securities

The City Treasurer shall ensure that all securities certificates are held in safekeeping by the custodian, at such location(s) as may be most appropriate to the expeditious settlement of securities transactions.

4. RESPONSIBILITIES

4.1 ~~General Manager, Corporate Services~~ **Chief Financial Officer** - is responsible for the recommendation of policy revisions as may be periodically appropriate.

4.2 Investment Committee - is responsible for the review and update of this policy as may be required subject to City Council's concurrence.

4.3 City Treasurer - is responsible for the reconciling of securities held as indicated by City record-keeping systems to the securities positions held as reported by the City's custodian. The frequency of such reconciliations will be as follows:

- a) Money Market Securities - reconciled on a monthly basis;
- b) Bonds - reconciled on a quarterly basis.

Proposed Amendments – Council Policy No. C12-009, Portfolio Management

CITY OF SASKATOON COUNCIL POLICY

NUMBER
<i>C12-009</i>

POLICY TITLE <i>Portfolio Management</i>	ADOPTED BY: <i>City Council</i>	EFFECTIVE DATE <i>October 22, 2001</i>
		UPDATED TO <i>March 7, 2011</i>
ORIGIN/AUTHORITY <i>Administration and Finance Report No. 14-2001; City Council Order of Business - Matters Requiring Public Notice - Item 8a) - May 10, 2010 and Item 4a) – March 7, 2011</i>	CITY FILE NO. <i>CK. 1790-0</i>	PAGE NUMBER <i>1 of 10</i>

1. PURPOSE

The purpose of this policy is to provide specific guidelines regarding the portfolio management of the City of Saskatoon's (City) investment assets. This policy ensures that City portfolios are invested to primarily achieve the preservation of capital, the maintenance of liquidity sufficient to meet on-going financial requirements, and to maximize return on investment. A secondary purpose of this policy is to ensure the orderly retirement of outstanding City of Saskatoon sinking fund debentures at their maturity dates through portfolio management activities specific to the Sinking Fund.

2. DEFINITIONS

- 2.1 Bonds - evidence of indebtedness carrying a fixed term to maturity of one year or longer, but not including mortgages.
- 2.2 Money Market Securities - evidence of indebtedness carrying a fixed term to maturity of 364 days or less.
- 2.3 City Portfolios - refers to the investment portfolios managed by the City Treasurer, and include:
- a) General Account
 - b) Sinking Fund
 - c) Cemetery Perpetual Care Fund
 - d) Transit Vehicles Replacement Reserve
 - e) Public Library Capital Expansion Reserve
 - f) Public Library Equipment Replacement Reserve
 - g) Group Insurance Trust Fund

CITY OF SASKATOON COUNCIL POLICY

NUMBER <i>C12-009</i>

POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
<i>Portfolio Management</i>	<i>October 22, 2001</i>	<i>March 7, 2011</i>	<i>2 of 10</i>

- 2.4 Bond Portfolio - represents all bonds held within City portfolios other than the pension funds, boards and commissions.
- 2.5 Money Market Portfolio - represents all money market securities held within City portfolios other than the pension funds, boards and commissions.
- 2.6 **Total Portfolio – represents the total of both the bond portfolio and the money market portfolio other than pension funds, boards and commissions.**
- 2.76 “Prudent Person Principle” - a “prudent person” must act in all matters regarding investments with the care, skill, prudence, and diligence under the circumstances then prevailing that a prudent person acting in a like capacity and familiar with such matters would use in the conduct of an enterprise of a like character and with like aims.
- 2.87 Bond Rating Service - a corporation whose primary business mandate is to analyze the credit-worthiness of debt securities issued by all levels of government and corporations and make recommendations as to the risk level of such debt. Debt ratings refer to the ratings issued by Dominion Bond Rating Service (DBRS) (~~Standard & Poor’s~~ **S&P Global**, Moody’s Investor Services).
- 2.98 Rating Definitions - (rating categories as per DBRS):
 - a) Money Market Ratings
 - i) R-1 High - highest credit quality, unquestioned ability to repay current liabilities as they fall due.
 - ii) R-1 Middle - superior credit quality, above average strength in key areas of consideration for debt protection.
 - iii) R-1 Low - satisfactory credit quality, considerations for debt repayment still respectable.
 - b) Bond Ratings
 - i) AAA - bonds rated AAA are of the highest credit quality, exceptionally strong protection for the timely payment of principal and interest; establishment of a creditable track record of superior performance.

CITY OF SASKATOON COUNCIL POLICY

NUMBER
C12-009

POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
<i>Portfolio Management</i>	<i>October 22, 2001</i>	<i>March 7, 2011</i>	<i>3 of 10</i>

- ii) AA - bonds rated AA are of superior credit quality and protection of interest and principal is considered high; they differ from bonds rated AAA only to a small degree.
- iii) A - bonds rated A are of satisfactory credit quality as protection of interest and principal is still substantial; the degree of strength is less than with AA rated entities.

3. POLICY

3.1 Investment of all City investment assets, with the exception of pension funds, boards, and commissions, are subject to the legislative and regulatory restraints under municipal and trustee legislation by the Province of Saskatchewan.

3.2 Approved Investments - the following securities are approved for purchase:

a) Money Market Securities

- i) Obligations of the Government of Canada or of a crown corporation guaranteed as to payment of principal and interest by the Government of Canada.
- ii) Obligations of any of the following issuers provided such issuer is assigned a credit rating by DBRS of not lower than R-1 Low, or equivalent rating assigned by a recognized bond rating service:
 - (a) A Province of Canada or of a provincial crown corporation guaranteed as to payment of principal and interest by a province;
 - (b) A municipality or city in Canada;
 - (c) A chartered bank, credit union, or trust company;
 - (d) A Canadian corporation.

CITY OF SASKATOON COUNCIL POLICY

NUMBER
C12-009

POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
<i>Portfolio Management</i>	<i>October 22, 2001</i>	<i>March 7, 2011</i>	<i>4 of 10</i>

b) Bonds

- i) Obligations of the Government of Canada, or of an agency of the Government of Canada which carries the guarantee of the government;
- ii) Obligations of a Province of Canada or of a provincial crown corporation carrying the guarantee of its province, provided that the obligations to be purchased are assigned a credit rating of “A” or higher from a recognized bond rating service;
- iii) Obligations of a municipal government (excluding the Cities of Saskatoon and Regina), school unit or school district in Saskatchewan, or in debentures issued under *The Union Hospital Act*;
- iv) Obligations of other Canadian municipalities (including the Cities of Regina and Saskatoon) or their associated school boards, provided that the obligations to be purchased are assigned a credit rating of “A “ or higher from a recognized bond rating service;
- v) Obligations of a Canadian corporation, provided that the obligations to be purchased are assigned a credit rating of “A” or higher from a recognized bond rating service; and
- vi) In cases where recognized bond rating services do not agree on a credit rating, eligibility for investment purposes will be determined by the following:
 - (a) if two recognized bond rating services rate a security, use the lower credit rating to determine eligibility;
 - (b) if three recognized bond rating services rate security, use the most common credit rating to determine eligibility;
 - (c) if all three recognized bond rating services disagree on a credit rating, use the middle rating to determine eligibility.

CITY OF SASKATOON COUNCIL POLICY

NUMBER <i>C12-009</i>

POLICY TITLE <i>Portfolio Management</i>	EFFECTIVE DATE <i>October 22, 2001</i>	UPDATED TO <i>March 7, 2011</i>	PAGE NUMBER <i>5 of 10</i>
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c) Other Investments

i) Investment in the Equity Building Program (EBP) which specifically refers to a housing assistance program formed through the partnership between the City of Saskatoon and Affinity Credit Union. The terms and conditions of the EPB investment are as follows:

- a) the maximum amount of investment in the EPB shall not exceed \$3,000,000.00;
- b) the investment shall remain in effect for the full duration of the program;
- c) the investment shall earn a five-year rate of return based on the qualifying five-year mortgage rate less 1.75%; the investment rate shall be reviewed and reset on an annual basis for new applicants to the EBP; and
- d) the Affordable Housing Reserve, an existing reserve approved by City Council, shall guarantee any default of monthly principal and interest payments accruing to the EBP investment.

3.3 Investment Limitations - all securities approved in this policy are subject to City policy, statutory regulations, and the “prudent person” principle.

a) Money Market Securities

i) Obligations of issuers qualified under Section 3, Subsection 3.2 a ii) are subject to the following restrictions, on a per individual issuer basis:

<u>Rating</u>	<u>Investment Limit</u>
Government of Canada or agency of the Government of Canada	100% of the money market portfolio
Province of Saskatchewan	50% of the money market portfolio

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- R-1 High **20100%** of the money market portfolio
- R-1 Middle **125%** of the money market portfolio
- R-1 Low 10% of the money market portfolio.
- ii) Short term notes issued by Canadian corporations (excluding bankers' acceptances) shall not exceed 60% of the money market portfolio.
- iii) **The aggregate of money market securities and bonds issued by a single entity shall not exceed 5% for Corporate Issuers, 10% for municipalities, and 20% for provincial issuers of the total portfolio value.**
- iiiv) In the event the rating of a money market security is downgraded below the minimum acceptable credit rating [Section 3, Subsection 3.2 a) ii)] or exceeds the percentage limits [Section 3, Subsection 3.3 a) i)] as outlined in this policy, the City Treasurer shall sell the investment, during a reasonable period of time, to mitigate the negative impact of the money market investment.
- b) Bonds
 - i) There shall be no restrictions on the purchase of securities offered by or unconditionally guaranteed by the Government of Canada, ~~Province of Saskatchewan, and the City of Saskatoon.~~
 - ii) ~~A minimum of 30% of the bond portfolio must be invested or shall be comprised of securities offered by or unconditionally guaranteed by the Government of Canada and/or the Province of Saskatchewan and/or the City of Saskatoon.~~
 - iii) The aggregate of securities offered by or unconditionally guaranteed by an individual province ~~(excluding the Province of Saskatchewan)~~ shall not exceed 20% of the **bond total** portfolio.

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- iii) The aggregate of securities offered by or unconditionally guaranteed by an individual municipality (excluding **internal loans held by** the City of Saskatoon) shall not exceed 10% of the **bond total** portfolio.
- iv) Obligations of a municipal government (excluding the Cities of Saskatoon and Regina), school unit or school district in Saskatchewan, or in debentures issued under *The Union Hospital Act* may be purchased to a maximum of \$500,000 for each issuing municipality, school unit or school district; provided that the total of such holdings does not exceed 10% of the **bond total** portfolio.
- vi) The aggregate of municipal securities held (excluding **internal loans held by** the City of Saskatoon) shall not exceed 40% of the **bond total** portfolio.
- vii) The aggregate of **money market securities and bonds** offered by or unconditionally guaranteed by an individual corporation shall not exceed 5% of the **bond total** portfolio.
- viii) The aggregate of corporate securities held shall not exceed 25% of the **bond total** portfolio.
- ixviii) Obligations of a Canadian corporation, which are assigned a credit rating of “A”, shall not exceed 12.5% of the **bond total** portfolio.
- ix) In the process of bond trading, it may be advantageous to accept book losses on the sale of existing bond holdings. It is permissible to accept book losses in the bond portfolio subject to the following restrictions:
 - (a) Capital losses, net of offsetting capital gains, shall not exceed 0.5% of the book value of the bond portfolio in any one year; and
 - (b) Where the capital loss is realized as part of a trade to increase yield, the loss must be recoverable through increased yield in not more than half the term to maturity of the bond to be purchased.

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- xi) In the event the rating of a bond is downgraded below the minimum acceptable credit rating [Section 3, Subsection 3.2 b)] or exceeds the percentage limits [Section 3, Subsection 3.3 b)] as outlined in this policy, the City Treasurer shall sell the investment, during a reasonable period of time, to mitigate the negative impact of the bond.

3.4 Term Structure

The investment portfolios will be structured with the objective of attaining a rate of return throughout budget and economic cycles commensurate with the City's investment risk constraints and the cash flow parameters specific to each portfolio.

- a) General Account Bond Portfolio - The term structure of bonds held in the General Account shall be subject to the following criteria:
 - i) The term structure of each security held in the portfolio shall not exceed ten (10) years;
 - ii) The weighted average term to maturity of the portfolio shall not exceed six (6) years; and
 - iii) A maximum of 20% of the authorized portfolio limit shall be placed in securities maturing in the same calendar year.
- b) Sinking Fund Bond Portfolio - The term structure of bonds held in the Sinking Fund shall be subject to the following criteria:
 - i) The term structure of each security held in the portfolio shall not exceed ~~ten (10)~~ thirty (30) years; and
 - ii) The maturity term of Sinking Fund investments will recognize the cash flow requirements specific to the Sinking Fund debentures outstanding.

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- c) Cemetery Perpetual Care Fund Bond Portfolio - The term structure of bonds held in the Cemetery Perpetual Care Fund shall be subject to the following criteria:
 - i) The term structure of each security held in the portfolio shall not exceed thirty (30) years; and
 - ii) The weighted average term to maturity of the portfolio shall not exceed fifteen (15) years.

- d) Other Bond Portfolios - The term structure of bonds held in other civic reserves or funds shall be subject to the following criteria:
 - i) The term structure of each security held in the portfolio shall not exceed five (5) years;
 - ii) The weighted average term to maturity of the portfolio shall not exceed three (3) years; and
 - iii) Investments shall consider the cash flow parameters specific to each civic reserve or fund.

3.5 Liquidity

To ensure that there are sufficient funds available to offset the corporation's daily cash flow requirements, the General Account short-term portfolio shall not be less than **15%** nor shall it exceed **750%** of the short-term and long-term General Account portfolios combined.

4. RESPONSIBILITIES

4.1 ~~General Manager, Corporate Services~~ Chief Financial Officer - is responsible for recommending policy revisions as may be periodically appropriate.

4.2 Investment Committee - is responsible for the following:

- a) Reviewing and updating this policy as may be required subject to City Council's concurrence;
- b) Approving and monitoring investment strategies developed for all civic portfolios; and

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- c) Ensuring compliance with the provisions of this policy.

4.3 City Treasurer - is responsible for the following:

- a) Developing and implementing investment strategies for each specific portfolio;
- b) Providing compliance reports as directed by the Investment Committee; and
- c) Preparing and distributing the ~~City Treasurer's~~ **Annual** Report on Investments.



STANDING POLICY COMMITTEE ON FINANCE

Committee Report - Neighbourhood Land Development Fund Allocation of Profit

Recommendation of the Committee

1. That the \$5.02 million in profits be declared from the Neighbourhood Land Development Fund; and
2. That the 5.02 million in profits from the Neighbourhood Land Development Fund be allocated to the Recreation and Parks - Facilities Game Plan Funding Plan.

History

The Standing Policy Committee on Finance, at its meeting held on November 8, 2021, considered a report from the Administration regarding the above.

Attachment

November 8, 2021 report of the Chief Financial Officer, Corporate Financial Services.

Neighbourhood Land Development Fund Allocation of Profits

ISSUE

The Administration requires City Council approval to declare a \$5.02 million dividend from the Neighbourhood Land Development Fund (NLDF) for allocation to the Recreation and Parks – Facilities Game Plan Funding Plan (Game Plan Funding Plan). The Game Plan Funding Plan, including a future year NLDF dividend as a source of funding, was approved by City Council at their March 26, 2018 meeting.

RECOMMENDATION

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

1. That \$5.02 million in profits be declared from the Neighbourhood Land Development Fund; and
2. That \$5.02 million in profits from the Neighbourhood Land Development Fund be allocated to the Recreation and Parks – Facilities Game Plan Funding Plan.

BACKGROUND

To date, \$134.1 million has been allocated from the NLDF of the Hampton Village, Willowgrove, Evergreen, and Rosewood developments. These allocations have funded various capital projects and operating programs for the City of Saskatoon.

DISCUSSION/ANALYSIS

Return on Investment and Allocation

Financial proformas are prepared for every Saskatoon Land development project and reviewed initially by the Standing Policy Committee on Finance. Annual updates on project performance are prepared for the Chief Financial Officer. The proformas are prepared using current information based on present-day cost estimates, and require certain judgments. Net investment returns between 15% - 30% are targeted for each development project with actual results dependent on overall market conditions experienced throughout the life of the project.

In determining profit allocations, the Administration projects cash inflows and outflows to determine the overall NLDF cash position. This includes a review of accounts receivable, projecting the amounts due from customers in the current year and the monies to be collected in future periods. When considering only revenues and expenses, a positive fund balance of \$26.5 million is anticipated for the NLDF at the end of 2021.

Recreation and Parks – Facilities Game Plan Funding Plan

City Council at the 2020/2021 Multi-Year Preliminary Corporate Business Plan and Budget received the Neighbourhood Land Development Fund Update Report that outlined the proposed the future use of Land Dividends. The report stated that approximately \$25.0 million would be required in the future with allocations of \$10.0 million to the Chief Mistawasis Bridge and North Commuter Parkway Project, \$5.0

million to the Game Plan Funding Plan, \$6.2 million to Property Realized Reserve for future land development acquisitions, and \$3.9 million to the Bus Rapid Transit Funding Plan. Dividends to these projects are based on cash flow projections and availability of funds. Currently the Game Plan Funding Plan is in need of the funds to proceed with City prioritized projects in 2021 to 2023.

The purpose of this plan is to fund prioritized recreation and parks amenities, including consideration of partnership project opportunities. This plan has funded projects such as Merlis Belsher Place, Gordie Howe Sports Complex Master Plan and the Children's Discovery Museum. With the addition of the NLDF dividend as described in the report, additional projects will be presented to City Council at the 2022 – 2023 Multi-Year Preliminary Corporate Business Plan and Budget for approval.

FINANCIAL IMPLICATIONS

As previously mentioned, the NLDF balance is anticipated to be in a \$26.5 million surplus position at the end of 2021. However, it is important to note this is largely dependent on the collection of receivables in the amount of approximately \$21.2 million that is currently due in 2022. The surplus (net of the receivables) equates to \$5.3 million allowing a dividend in the amount of \$5.02 million to be declared, which is equal to the remaining amount left in the Hampton Village Neighbourhood. This dividend will close the Hampton Village Neighbourhood project. The difference of \$248K between the net surplus and the dividend declared will remain in the NLDF for future dividends. Despite the dependence on the collection of the outstanding receivables to maintain the current projected surplus, the Administration is confident that the receivables will be collectible as planned based on the outstanding agreements and current market conditions.

Prior to making future allocations, Administration will continue to monitor the overall fund balance and any potential impact from current outstanding receivables.

OTHER IMPLICATIONS

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

NEXT STEPS

There is currently \$10.0 million planned to be declared and allocated to the Chief Mistawasis Bridge and North Commuter Parkway Project, and \$3.9 million planned for the Bus Rapid Transit Project as part of the approved project funding plan. The Administration will bring forward a report in 2023 to declare this dividend pending the sufficiency of the NLDF.

Report Approval

Written by: Chelsea Hartmann, Staff Accountant
Reviewed by: Matt Noordhof, Finance and Sales Manager
Frank Long, Director of Saskatoon Land
Jeremy Meinema, Senior Financial Business Partner
Approved by: Kerry Tarasoff, Chief Financial Officer



GOVERNANCE AND PRIORITIES COMMITTEE

Rapid Housing Initiative - Funding Contribution Agreement

Recommendation of the Committee

1. That the terms and conditions of the agreement with Canada Mortgage and Housing Corporation as outlined in the report of the General Manager, Community Services Division dated November 15, 2021, be approved; 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.

History

The Governance and Priorities Committee, at its meeting held on November 15, 2021, considered a report from the Administration regarding the above.

Attachment

Report of the General Manager, Community Services Division dated November 15, 2021

Rapid Housing Initiative – Funding Contribution Agreement

ISSUE

During Budget 2021, the Government of Canada announced an additional \$1.5 billion for the creation of permanent affordable housing under the Rapid Housing Initiative (RHI). Under the Cities Stream of funding, the City of Saskatoon (City) has been allocated \$7,563,036 to create a minimum of 36 new permanent affordable housing units, with housing availability to be within 12 months of receiving the funding, while also requiring that affordability be maintained for a minimum of 20 years. The City is required to enter into a Contribution Agreement with Canada Mortgage and Housing Corporation (CMHC) to access this funding and must commit to meeting the terms and conditions required by CMHC.

RECOMMENDATIONS

1. That City Council approve the terms and conditions of the agreement with Canada Mortgage and Housing Corporation as outlined in this report; 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

BACKGROUND

Round 2 of the RHI was announced in June 2021 and consisted of \$1.5 billion in additional money for the program, with \$0.5 billion going to the Cities Stream, and \$1.0 billion for the Project Stream. The program is being expanded to create an additional 4,500 new affordable housing units across Canada, with 25% of that funding being allocated for woman and/or women and their children.

Administration was notified the City would receive \$7,563,036 under the Cities Stream to create a minimum of 36 new permanent affordable housing units, allocating at least nine units for women and/or women and their children. Through subsequent discussions, the City was permitted to reduce the required minimum number of units to 32. Based on estimated construction costs, the funding allocation was found to be insufficient to provide 36 units.

DISCUSSION/ANALYSIS

Contribution Agreement with CMHC

In order to receive the funds, the City is required to enter into a Contribution Agreement with CMHC (CMHC/City Agreement) for the 20-year period that the housing units must remain affordable. The City is responsible for administering the RHI funds to successful applicants and ensuring all requirements of the CMHC/City Agreement are met.

Key points of the CMHC/City Agreement are as follows:

- The funds are used for defined capital costs;
- Accessibility and energy efficiency standards are met;
- Construction is carried out in a diligent and professional manner;
- All legislation and regulations are complied with;
- Construction is completed on time and on budget, with reports on this being provided to CMHC quarterly throughout the construction period;
- Occupancy occurs within 12 months; and
- The ongoing affordability criteria is met for the 20-year period, reported to CMHC annually, and the units are used for defined vulnerable populations.

Agreements with Project Proponents

The City will enter into separate agreements with each successful proponent outlining the ongoing obligations of the parties for the 20-year affordability requirement, consistent with the provisions in the CMHC/City Agreement.

As the City is not the final owner or operator of the housing units, but is responsible to ensure their continued operation as affordable units for a 20-year period, the City is preparing agreements to address this and will bring those forward in a subsequent report.

FINANCIAL IMPLICATIONS

To meet the City's obligations under the CMHC/City Agreement with respect to reporting to CMHC, the City will be engaging a construction oversight manager for the projects. This was approved by City Council, at its meeting on October 25, 2021, as a 2021 post-budget capital project. Up to \$100,000 from the Affordable Housing Reserve is available to support this work.

OTHER IMPLICATIONS

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

NEXT STEPS

Should City Council approve the recommendations within this report, the Office of the City Solicitor will then forward the agreement to be signed by the Mayor and City Clerk. Administration will proceed to implement the agreement based on the terms and conditions noted.

Separate agreements will be required between the City and each of the proponents approved for this funding. A future report will bring these agreements forward for approval.

APPENDICES

1. Confidential-Solicitor/Client Privilege

REPORT APPROVAL

Written by: Lesley Anderson, Director of Planning and Development
Reviewed by: Jodi Manastyrski, Senior Solicitor, City Solicitor's Office
Jeremy Meinema, Senior Financial Business Partner
Approved by: Lynne Lacroix, General Manager, Community Services

Admin Report - Rapid Housing Initiative – Funding Contribution Agreement.docx/dh

CONFIDENTIAL SOLICITOR/CLIENT PRIVILEGE

Re: Rapid Housing Initiative – Funding Contribution Agreement

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 LAFOIPP.



GOVERNANCE AND PRIORITIES COMMITTEE

2022 Appointments – Boards, Commissions and Committees

Recommendation of the Committee

That the recommended appointments to Boards, Commissions and Committees and any further direction, as noted by the City Clerk and attached to this report, be approved.

History

Each year, the City of Saskatoon invites applicants to apply to serve on its various boards and committees. Advertising was placed in the local newspaper on September 11 and 13, 2021, as well as on the City's website, supplemented by social media. Electronic posters were provided to the Saskatoon Public Libraries, civic facilities, various agencies and educational institutions. Applications were accepted online until October 12, 2021.

At its meetings held on October 18 and November 15, 2021, the Governance and Priorities Committee considered the applications received for appointment recommendations to City Council's Boards, Commissioners and Committees, with the exception of citizen appointments to the controlled corporations, statutory boards, and the Saskatoon Airport Authority. A further report in this regard will be submitted to Council's December Regular Business meeting.

The attached recommendations are for City Council's consideration at this time.

Attachment

Recommendations of the Governance and Priorities Committee – 2022 Appointments to Boards, Commissions and Committees

2022 Appointments to Boards, Commissions and Committees (CK 225-1 x 175-1)

Recommendations from the Governance and Priorities Committee (October 18, 2021 and November 15, 2021) to City Council's Regular Business Meeting November 22, 2021

Diversity, Equity and Inclusion Advisory Committee (DEIAC) (CK 225-83)

1. That Pamela Beaudin be reappointed to the DEIAC to the end of 2023;
2. That the following be appointed the DEIAC to the end of 2023:
 - Hillary Gamelin, Ministry of Social Services representative
 - Rhonda Johansson, Ministry of Corrections, Policing & Public Safety representative; and
3. That the City Clerk be instructed to re-advertise for the First Nations community representative vacancy on the Committee.

Municipal Heritage Advisory Committee (MHAC) (CK 225-18)

1. That Jessica Gibson be appointed to the MHAC to the end of 2023;
2. That Cera Youngson be reappointed to the MHAC to the end of 2023;
3. That the following agency representatives be (re)appointed to the MHAC to the end of 2023:
 - Danielle Byl, Tourism Saskatoon
 - Michael Williams, Saskatoon Archaeological Society
 - Stevie Horn, Saskatoon Public Library
 - Alan Otterbein, Meewasin
 - Kamanashis Deb, Saskatchewan REALTORS Association
 - Sarah Marchildon, Downtown BID; and
4. That the City Clerk be instructed to re-advertise for the two First Nations or Métis community representative vacancies on the Committee.

Public Art Advisory Committee (PAAC) (CK 175-58)

1. That Cheryl Thorson be appointed to the PAAC to the end of 2023; and
2. That the City Clerk be instructed to re-advertise for the First Nations or Métis community representative vacancy on the Committee.

Saskatoon Accessibility Advisory Committee (SAAC) (CK 225-70)

1. That Dao Duong and Bill Lehne be reappointed to the SAAC to the end of 2023; and
2. That Debra Funk and Dave Pantano be appointed to the SAAC to the end of 2023.

Saskatoon Environmental Advisory Committee (SEAC) (CK 175-9)

1. That Anita Masse and John Paul Wasan be reappointed to the SEAC to the end of 2023;
2. That the following be appointed to the SEAC to the end of 2023:
 - Diane Bentley;

- Mostofa Kamal
 - Palash Sanyal
 - Angela Spence; and
3. That Matthew Shumaker be reappointed the Saskatchewan Health Authority representative on the SEAC to the end of 2023.

Civic Naming Committee (CNC) (CK 225-66)

That the following be reappointed to the CNC for 2022:

- Councillor Troy Davies
- Councillor Bev Dubois
- Councillor Mairin Loewen

Municipal Planning Commission (MPC) (CK 175-16)

1. That Councillor Zach Jeffries be reappointed to the MPC for 2022;
2. That the following be reappointed to the MPC to the end of 2023:
 - Jenn Penny
 - Stan Laba, Board of Education for Saskatoon Public Schools
3. That the following be appointed to the MPC to the end of 2023:
 - Joshua Delainey
 - Kreg Harley
 - Sheldon Winter; and
4. That the City Clerk be instructed to re-advertise for the citizen vacancy on the Commission.

P4G Saskatoon North Partnership for Growth (P4G) – District Planning Commission (CK 4250-1)

1. That Councillors Randy Donauer and Bev Dubois be appointed to the P4G District Planning Commission to the end of 2024; and
2. That the following be nominated for appointment as the Joint members for the terms indicated:
 - John Mathison – 1 year term, to the end of 2022
 - Bruce Richet – 2 year term, to the end of 2023
 - Brad Sylvester – 3 year term, to the end of 2024

Social Services Sub-Committee - Assistance to Community Groups: Cash Grants Program (CK 225-2-4)

That the following be reappointed to the Social Services Sub-Committee for 2022:

- Om Kochar
- Janet Simpson, Board of Education for Saskatoon Public Schools
- Andrea Howe, United Way
- Emily Martell, Board of Education for Greater Saskatoon Catholic Schools

Board of Police Commissioners (BPC) (CK 175-23)

1. That Councillor Zach Jeffries be reappointed to the BPC for 2022; and
2. That Councillor Hilary Gough be appointed to the BPC for 2022.

Note – Citizen (re)appointments to be made in December.

Remai Modern Art Gallery of Saskatchewan (The Art Gallery of Saskatchewan Inc.) and Saskatoon Gallery and Conservatory Corporation Board of Trustees (CK 175-27)

1. That the City's representative be instructed to vote the City's proxy at the 2022 Annual General Meetings for the reappointment of Councillor Mairin Loewen to the The Art Gallery of Saskatchewan Inc. and Saskatoon Gallery and Conservatory Corporation Board of Trustees throughout a term expiring at the conclusion of the 2023 Annual General Meetings; and
2. That the City's representative be instructed to vote the City's proxy at the 2022 Annual General Meetings for the appointment of Councillor Sarina Gersher to the The Art Gallery of Saskatchewan Inc. and Saskatoon Gallery and Conservatory Corporation Board of Trustees throughout a term expiring at the conclusion of the 2023 Annual General Meetings.

Note – Citizen (re)appointments to be made in December.

Saskatoon Public Library Board (CK 175-19)

That Councillor Hilary Gough be reappointed to the Saskatoon Public Library Board for 2022.

Note – Citizen (re)appointments to be made in December.

SaskTel Centre (Saskatchewan Place Association Inc.) Board of Directors (CK 175-31)

That the City's representative be instructed to vote the City's proxy at the 2022 Annual General Meeting for the reappointment of Councillors Troy Davies and Randy Donauer to the Saskatchewan Place Association Inc. Board of Directors throughout a term expiring at the conclusion of the 2023 Annual General Meeting.

Note – Citizen (re)appointments to be made in December.

TCU Place (Centennial Auditorium & Convention Centre Corporation) and Saskatoon Centennial Auditorium Foundation Board of Directors (CK 175-28)

1. That the City's representative be instructed to vote the City's proxy at the 2022 Annual General Meeting for the reappointment of Councillor David Kirton to the Centennial Auditorium and Convention Centre Corporation and Saskatoon Centennial Auditorium Foundation Board of Directors throughout a term expiring at the conclusion of the 2023 Annual General Meeting; and

2. That the City's representative be instructed to vote the City's proxy at the 2022 Annual General Meeting for the appointment of Councillor Mairin Loewen to the Centennial Auditorium and Convention Centre and Saskatoon Centennial Auditorium Foundation Board of Directors throughout a term expiring at the conclusion of the 2023 Annual General Meeting.

Note – Citizen (re)appointments to be made in December.

Board of Revision and Licence Appeal Board (BOR and LAB) (CK 175-6 and 175-56)

1. That the following be reappointed to the BOR and LAB for 2022:
 - Lola Ayotunde
 - Rodney Antonichuk
 - Bob Gilewicz
 - Adrian Deschamps
 - Marvin Dutton
 - Asit Sarkar
 - June Bold
 - Cameron Choquette
 - Satpal Viridi
 - Lois Lamon
 - Madasan Yates; and
2. That Albert Lavoie be appointed to the BOR and LAB for 2022.

City Mortgage Appeals Board and Access Transit Appeals Board (CMAB and ATAB) (CK 175-54 and 225-67)

That the City Clerk be instructed to re-advertise for the vacancy on the Boards.

Development Appeals Board (DAB) (CK 175-21)

1. That Len Kowalko and Lois Lamon be reappointed to the DAB to the end of 2023; and
2. That the City Clerk be instructed to re-advertise for the vacancy on the Board.

Property Maintenance Appeals Board, Fire Appeals Board, Private Swimming Pools Appeals Board, and Environmental Management Appeal Board (CK 225-54 and 175-52)

That the following be reappointed to the above Boards to the end of 2023:

- Michael Brockbank
- Donald Stiller
- Dan Wiks

33rd Street Business Improvement District Board of Management (CK 175-59)

That Councillor Hilary Gough be reappointed to the 33rd Street Business Improvement District Board of Management for 2022.

Broadway Business Improvement District Board of Management (CK 175-47)

That Councillor Darren Hill be reappointed to the Broadway Business Improvement District Board of Management for 2022.

Downtown Business Improvement District (Downtown Saskatoon) Board of Management (CK 175-48)

That Councillor Cynthia Block be reappointed to the Downtown Saskatoon Board of Management for 2022.

Riversdale Business Improvement District Board of Management (CK 175-49)

That Councillor David Kirton be reappointed to the Riversdale Business Improvement District Board of Management for 2022.

Sutherland Business Improvement District Board of Management (CK 175-50)

That Councillor Zach Jeffries be reappointed to the Sutherland Business Improvement District Board of Management for 2022.

Canadian Urban Transit Association Board (CUTA) (File No. CK. 225-1)

That Councillors Sarina Gersher and Bev Dubois be confirmed as appointees to the CUTA Transit Board Members Committee.

Federation of Canadian Municipalities (FCM) National Board of Directors and Standing Committees (File No. CK. 155-2)

1. That Councillor Mairin Loewen be nominated to put her name forward for election to the FCM National Board of Directors in 2022;
2. That all City Councillors be nominated to apply for appointment to the FCM Standing Committees; and
3. That any costs incurred to attend the above meetings will be covered by the City of Saskatoon in accordance with Policy No. C01-023, City Councillors' Travel and Training.

Freeway Steering Committee (CK 215-6)

That Councillor Randy Donauer be reappointed to the Freeway Steering Committee to the end of 2024.

International Council for Local Environmental Initiatives - Local Governments for Sustainability (ICLEI) (CK 155-22)

That Councillor Sarina Gersher be nominated for reappointment as Saskatoon City Council's sponsor on the ICLEI for 2022.

Leadership in Brownfield Renewal Program (LiBRe) (CK 155-2)

That Councillor Sarina Gersher be nominated for reappointment as Saskatoon City Council's champion on the LiBRe for 2022.

Meewasin Valley Authority City Representatives (CK 180-6)

That the following be reappointed Meewasin Valley Authority – City Representatives for 2022:

- Councillor Bev Dubois
- Councillor Sarina Gersher
- Councillor David Kirton

Partners for the Saskatchewan River Basin (CK 225-64)

That Twyla Yobb, Environmental Protection Manager, be reappointed to the Partners for the Saskatchewan River Basin for 2022.

Regional Oversight Committee (ROC) (CK 225-82)

That the following reappointments to the ROC be confirmed for 2022:

- Mayor Charlie Clark
- Councillor Zach Jeffries
- Councillor Randy Donauer

Saskatchewan Assessment Management Agency (SAMA) - City Advisory Committee (CK 180-11)

That the following be nominated for (re)appointment to the SAMA – City Advisory Committee for 2022:

- Councillor Bev Dubois (Member)
- Councillor Darren Hill (Member)
- Bryce Trew, City Assessor (Observer)

Saskatchewan Urban Municipalities Association (SUMA) Board of Directors – City Representatives (CK 155-3)

That the following be nominated for (re)appointment to the SUMA Board of Directors for 2022:

- Councillor Randy Donauer
- Councillor Bev Dubois
- Councillor Sarina Gersher (Alternate)

Saskatoon Airport Authority - Community Consultative Committee (CK 175-43)

That Councillor Zach Jeffries be nominated for reappointment as a member of the Saskatoon Airport Authority Community Consultative Committee throughout a term expiring at the conclusion of the 2023 Public Annual Meeting of the Corporation.

Saskatoon Housing Initiatives Partnership (SHIP) (CK 155-1)

That Councillor David Kirton be nominated for reappointment to the SHIP for 2022.

Saskatoon Ideas Inc. Board of Directors (CK 180-14)

That Councillor Sarina Gersher be reappointed to the Saskatoon Ideas Inc. Board of Directors to the conclusion of the 2022 Annual General Meeting of the Board.

Saskatoon Prairieland Exhibition Corporation - City Representatives (CK 175-29)

That Councillor Loewen be nominated for reappointment as the City Representative on the Saskatoon Prairieland Exhibition Corporation to the conclusion of the 2022 Annual General Meeting of the Corporation.

Saskatoon Regional Economic Development Authority (SREDA) (CK 175-37)

That the following be nominated for reappointment to the SREDA for 2022:

- Councillor Bev Dubois
- Councillor Darren Hill
- Councillor Jeffries

South Saskatchewan River Watershed Stewards Inc. (CK 225-1)

That Councillor Hilary Gough be reappointed to the South Saskatchewan River Watershed Stewards for 2022.

Tourism Saskatoon Board of Directors (CK 175-30)

That the following be nominated for (re)appointment to the Tourism Saskatoon Board of Directors for 2022:

- Councillor Cynthia Block
- Councillor Bev Dubois

Wanuskewin Heritage Park Board of Directors (CK 175-33)

That Councillor Zach Jeffries be appointed to the Wanuskewin Heritage Park Board of Directors for 2022.

Firefighters' Pension Fund Trustees (Original) (CK 175-17)

That Councillor Darren Hill be appointed a Firefighters' Pension Fund Trustee (Original Plan), replacing Councillor Troy Davies.

Saskatoon Fire Fighters' Pension Plan – Board of Trustees (New) (CK 175-61)

That Marno McInnes be reappointed a Saskatoon Fire Fighters' Pension Plan Trustee (New Plan) to the end of 2024.

Rapid Housing Initiative – Funding Contribution Agreements with Successful Proponents

ISSUE

As part of the Federal Government’s Rapid Housing Initiative (RHI) program, the City of Saskatoon (City) was recently award \$7,563,036, under the Cities Stream of funding. This funding is to create a minimum of 32 new permanent affordable housing units, with housing availability to be within 12 months of receiving the funding, while also requiring that affordability be maintained for a minimum of 20 years. The City is required to enter into a Contribution Agreement with Canada Mortgage and Housing Corporation (CMHC/City Agreement) to access this funding.

Two separate projects were submitted by the City for the RHI funding, and both have been approved. As the City will not be the ultimate builder, owner or operator of these housing units, the City must now enter into separate funding contribution agreements with each successful proponent outlining the ongoing obligations of the parties for the 20-year affordability requirement, consistent with the provisions in the CMHC/City Agreement. This report provides details on the funding contribution agreements with the two proponents. Administration is seeking approval to enter into these agreements based on the key terms and conditions outlined in this report.

RECOMMENDATION

1. That the City enter into a separate agreement with each of the two successful proponents, based on the terms and conditions outlined in this report; 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.

BACKGROUND

At its November 15, 2021 meeting, the Governance and Priorities Committee received a report of the General Manager, Community Services Division on the Rapid Housing Initiatives – Funding Contribution Agreement outlining the key terms and conditions of the CMHC/City Agreement. The report also signaled that a subsequent report would be forthcoming from Administration outlining the key terms and conditions of the separate funding contribution agreements with the successful proponents. The Committee resolved to recommend to City Council approval of the following recommendations:

1. That City Council approve the terms and conditions of the agreement with Canada Mortgage and Housing Corporation as outlined in this report; 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.

City Council will receive and consider these recommendations at its meeting today, November 22, 2021.

Time is of the essence as occupancy of these affordable housing units is required within 12 months of the signing date of the CMHC/City Agreement. Thus Administration is presenting this report at the same meeting. Should Council approve the CMHC/City Agreement, Administration is subsequently seeking approval to enter into the separate funding contribution agreements with the two successful proponents.

The City is required to keep confidential the names of the successful proponents and the details of the planned projects until such time as a formal joint public announcement occurs, as scheduled, this week with the City and the Federal Government.

DISCUSSION/ANALYSIS

Contribution Agreements with the Proponents

A separate agreement with each successful proponent is required by the City. These agreements outline the ongoing obligations of the parties for the 20-year period and that the housing units must remain affordable, consistent with that contained in the CMHC/City Agreement.

As the City is not the final owner or operator of the housing units but is responsible to ensure their continued operation as affordable units for a 20-year period, the City will address this through appropriate terms and conditions in the Contribution Agreements (City/Proponent Agreements).

Subject to City Council approval, key terms and conditions for the City/Proponent Agreements, which have been agreed upon between the parties and are consistent with the CMHC/City Agreement are as follows:

- Term being 20 years as required by CMHC;
- The type of construction including appropriate accessibility and energy efficiency standards;
- The amount of the capital contribution and the process for payments;
- Construction being carried out in a professional and diligent manner;
- Compliance with legislation and regulations;
- Remedial action should timelines not be met including ability for City to step-in;
- Restriction on registering encumbrances on title;
- Maintaining ongoing affordability and meeting reporting requirements for the period in which the units must remain affordable for defined vulnerable populations;
- Occupancy requirements;
- Option to repurchase should affordability requirements not be met; and
- Provisions to address information sharing and communications.

The provisions adequately set out the expectations, obligations and relationship between the City and the proponents and meet the needs of both parties.

FINANCIAL IMPLICATIONS

To meet the City’s obligations under the CMHC/City Agreement with respect to reporting to CMHC, the City will be engaging a construction oversight manager for the projects. This was approved by City Council at its meeting on October 25, 2021, as a 2021 post-budget capital project. Up to \$100,000 from the Affordable Housing Reserve is available to support this work.

OTHER IMPLICATIONS

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

NEXT STEPS

Pending City Council’s approval, the Office of the City Solicitor will draft the City/Proponent Agreements which will then 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: Lesley Anderson, Director of Planning and Development
Reviewed by: Jodi Manastyrski, Senior Solicitor, City Solicitor’s Office
Approved by: Lynne Lacroix, General Manager Community Services

SP/2021/PD/Council/Rapid Housing Initiative – Funding Contribution Agreements with Successful Proponents/mh

December 2021 Update Framework for Measures to Mitigate the Transmission of COVID-19 in Saskatoon

ISSUE

At its September 27, 2021 Regular Business meeting, Saskatoon City Council approved the “Framework for Measures to Mitigate the Transmission of COVID-19 in Saskatoon” (“Framework”) (Appendix 1). This report provides the monthly update to City Council on the current levels and corresponding measures for consideration as outlined in the Framework.

BACKGROUND

COVID-19 transmission, now driven by the highly infectious Delta Variant of Concern, 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 workplace and community. The Framework assists Administration and City Council in making evidence and scientific-based decisions regarding measures to mitigate the transmission of COVID-19 in Saskatoon. The Framework was developed using public health and epidemiology expertise to inform how and when to implement and relax various risk mitigation measures

CURRENT STATUS

Following the Framework, the indicator analysis conducted for the Thursday prior to the next regularly scheduled City Council meeting shall be the one used to determine the status and potential measures that may be enacted. For the month of December, the indicators from the current analysis reveal a “Yellow” or caution level (Appendix 2). The level for November was an “Orange” or high-risk level.

DISCUSSION/ANALYSIS

Administration consulted with the Saskatchewan Health Authority Saskatoon Medical Health Officer regarding the current level and measures. Following the guidance of the Saskatoon Medical Health Officer, the Public Health Orders currently in place and the considerations for measures in the framework, adjustments have been made in the areas below. The health, safety and well-being of employees and facility patrons are top priorities for the City of Saskatoon.

Recreation and Community Development

In accordance with the Public Health Order that came into effect October 1, 2021 proof of vaccination or negative test is required for public access to a list of establishments, businesses and event venues that bring groups of people together including indoor fitness centres and gyms. Individuals over the age of 12 must show proof of full vaccination or negative COVID-19 test for public access. Effective October 15, by resolution of City Council, the requirement for proof of vaccination or negative test was expanded to include all areas within Leisure Centres and indoor arenas.

As per the current Provincial Public Health Order, individuals 18 years of age and older and on-ice/on-court officials do not require masks while participating in sports activities, for the duration of the sport or activity only, so long as they provide proof of vaccination or negative test. Individuals who are under the age of 18 years while participating in sports, for the duration of the sport only, are exempt from wearing masks.

To ensure the City continues to be aligned with the most current public health orders, recent consultations with the Provincial Business Response Team, has resulted in a change to masking policies at the Leisure Centres. Effective November 17 patrons who are 18 & older utilizing weight rooms, fitness classes and the walking tracks are permitted to remove their masks for the duration of the activity. All patrons must wear masks when moving to and from activity spaces.

Public Engagement Events and Activities

Communications & Public Engagement tabled an Information Report to Governance & Priorities Committee on May 19, 2020 titled "[Modifying Public Engagement in Saskatoon During the COVID-19 Pandemic](#)". Using the five phased approach outlined in the 2020 report, and recognizing the risk for transmission is low, the Administration will continue to offer public and stakeholder engagement online as outlined in Phase 3 (Online Engagement). In some situations, where deemed necessary, engagement may be offered in-person as outlined in Phase 4 (In-Person Engagement with Measures). The Public Engagement Section will begin developing comprehensive plans to more fully activate Phase 4 beginning in January 2022, pending no significant changes in the risk level. Measures may include health and safety protocols including the use of non-medical face masks, exposure plans, and the requirement that participants will require proof of vaccination or a negative test within 72 hours with proof of identification for ages 12 or over, for all in-person events. During Phase 4, in-person public engagement will continue to be supplemented with online/virtual engagement to provide as many opportunities for stakeholders and the public to participate."

Facilities

As a result of increased covid activity in the fall, cleaning standards were increased in September from a Level 2 to Level 3 cleaning for all civic sites in accordance with the Facilities Cleaning Standards, dated June 25, 2020. In alignment with the intent of Level 3 cleaning standards, adjustments have been made in some facilities to ensure coordination with operational needs.

Return to the Workplace

The Framework indicates that in the "yellow-caution" level there should be consideration for "staff who can effectively work from home will work from home" and "meetings to occur virtually when possible." These considerations have been reviewed with the Saskatchewan Health Authority Saskatoon Medical Health Officer and with the additional layer of protection provided by the Employee Mandatory COVID-19 Proof of Vaccination or Proof of Negative Administration has determined that starting on December 1 staff who have been working from home may begin returning to the workplace with all staff being required to be back in the workplace by February 1, 2022.

NEXT STEPS

Administration will continue to monitor and report to City Council, City staff, and the public on a weekly basis with the updates on the Indicators for Monitoring COVID-19 risk in Saskatoon and current risk and corresponding measures for consideration. This information will be shared on the City website.

APPENDICES

1. Framework for Measures to Mitigate the Transmission of COVID-19 in Saskatoon
2. A Review of COVID-19 Framework Statistics – Week Ending November 17, 2021
3. Public Engagement Approach using the Framework for Measures to Mitigate Risk





Report Approval

Written by: Pamela Goulden-McLeod, Director Emergency Management
Reviewed by: Mike Jordan, Chief Public Policy and Government Relations Officer
Morgan Hack, Fire Chief
Approved by: Jeff Jorgenson, City Manager

Admin Report - December 2021 Update Framework for Measures to Mitigate the Transmission of COVID-19 in Saskatoon.docx

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
 <p>Critical</p>	<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.
 <p>High Risk</p>	<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
 <p>Caution</p>	<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.
 <p>Minimum Risk</p>	<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. 		

FRAMEWORK INDICATORS A REVIEW OF COVID-19 STATISTICS UPDATED TO NOVEMBER 17, 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 November 17, 2021

The data charts and trends on the subsequent slides.

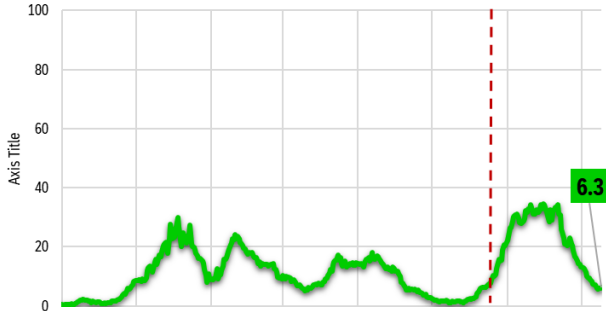
Primary Indicator	Status as of November 17, 2021
7 Day Average Weekly Cases Per 100,000 persons	6.3
7-Day Average Test Positivity Rate (%)	6.3%
Effective Reproduction Rate (Sample Mean)	0.87
Vaccination Rates of Total Population (%)	67.5%
Status	Yellow (Caution)



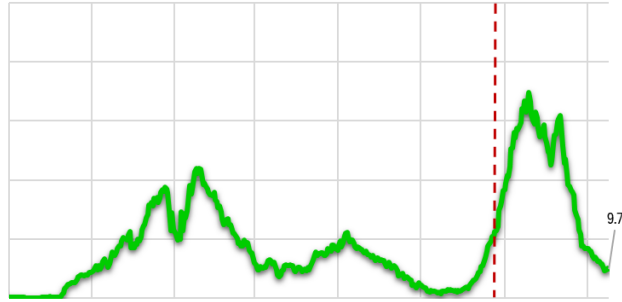
Primary COVID-19 Transmission Risk Indicators - Saskatoon

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.

Saskatoon 7 Day Average Per Capita



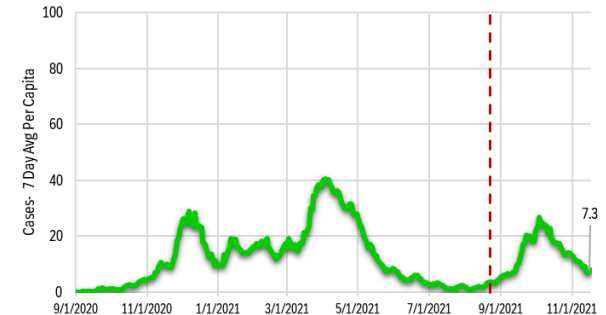
North 7 Day Average Per Capita



Far North 7 Day Average Per Capita



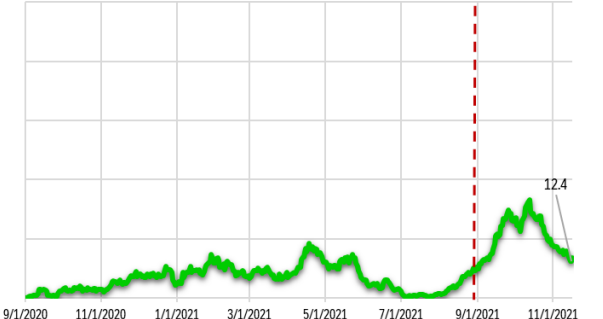
Regina 7 Day Average Per Capita



South 7 Day Average Per Capita

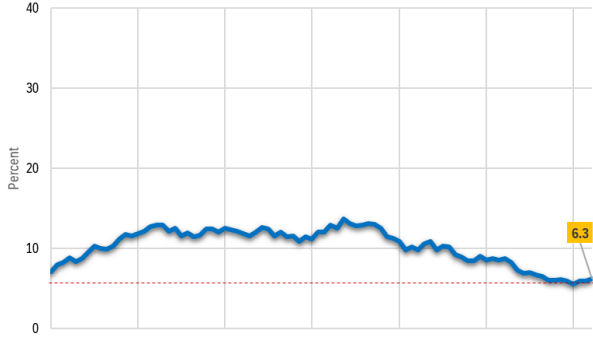


Central 7 Day Average Per Capita

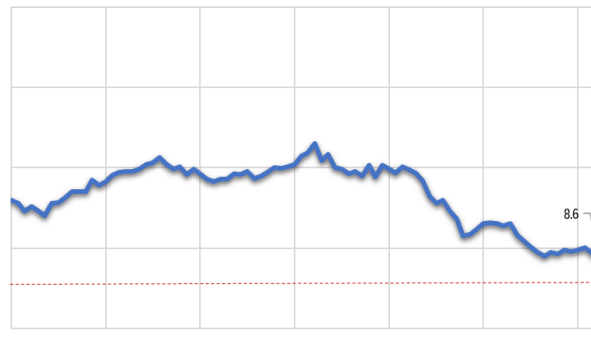


Test Positivity Rates 7 Day Average: This slide shows panel charts using the 7 day average the test positivity rate for each aggregate zone. It is calculated by the 7 day average of new cases divided by the 7 day average of new tests. The data starts on August 22, 2021 because there is no testing data 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.

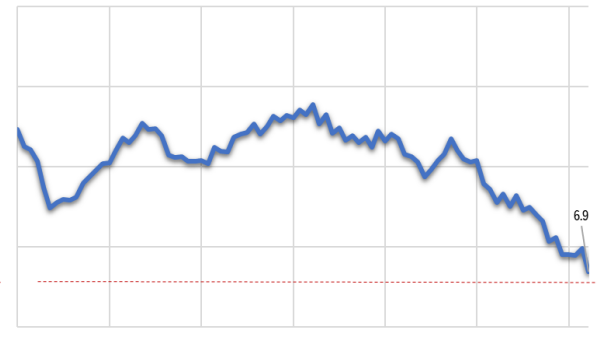
Saskatoon Test Positivity Rate 7-Day Average



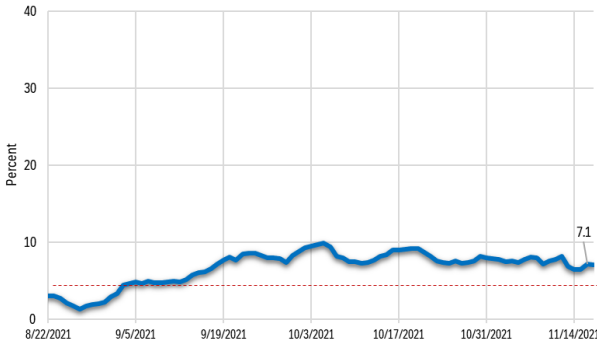
North Test Positivity Rate 7-Day Average



Far North Test Positivity Rate 7-Day Average



Regina Test Positivity Rate 7-Day Average



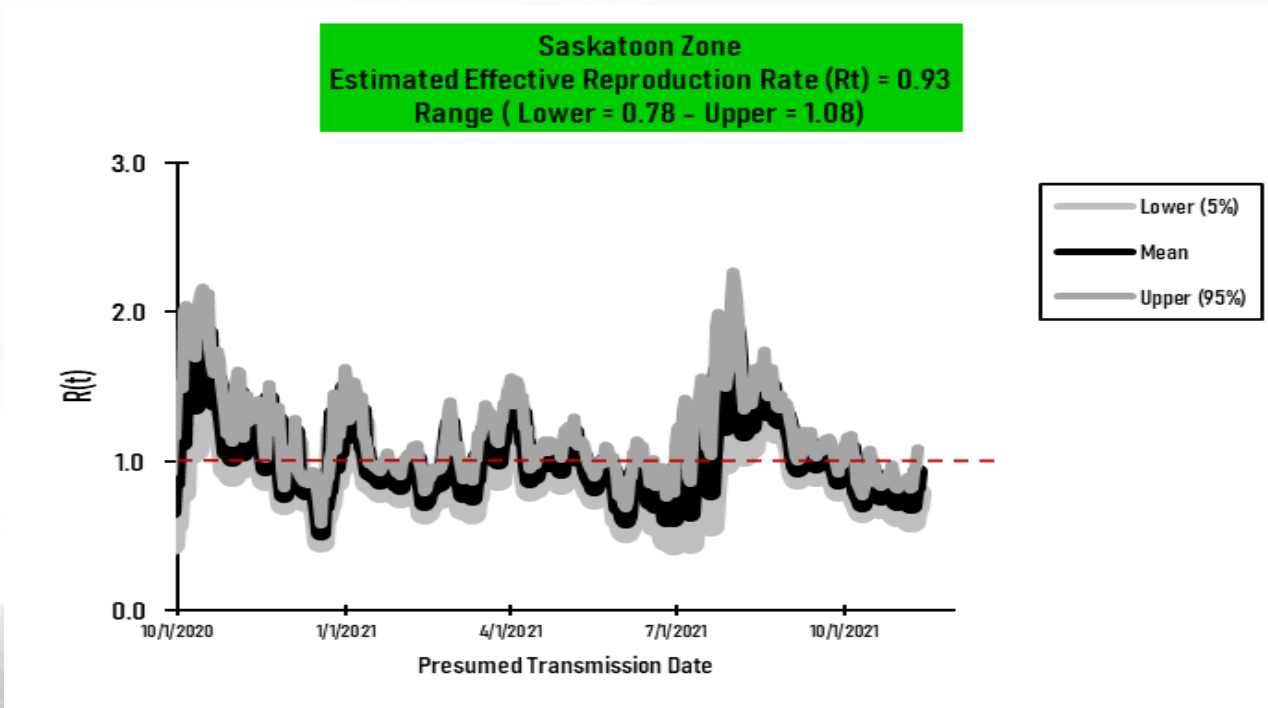
South Test Positivity Rate 7-Day Average



Central Test Positivity Rate 7-Day Average

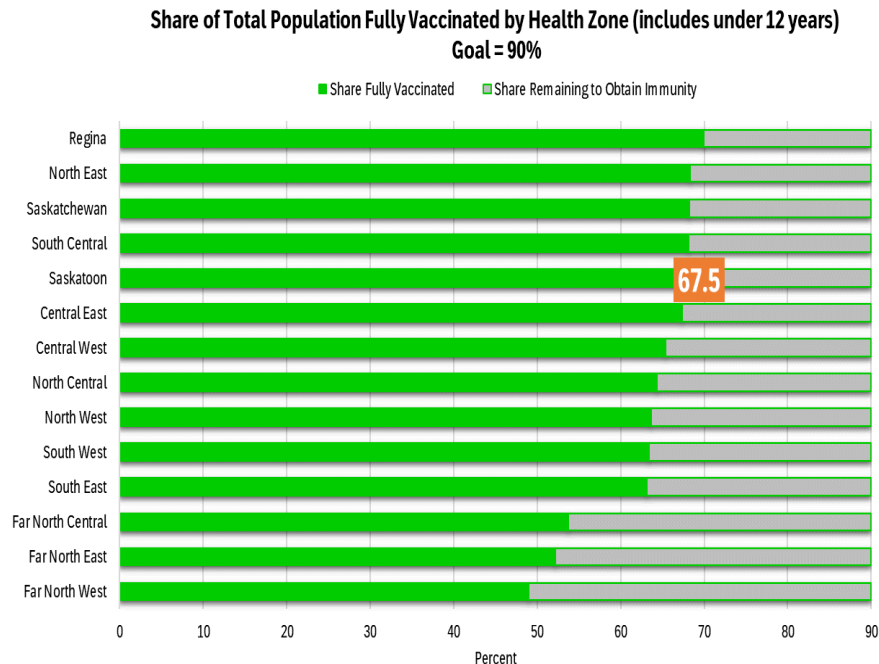


This slide estimates the Effective Reproduction Number (R_t) for Saskatoon. A few points to note here. (1) The dates are lagged because R_t uses recent case history to estimate the infection rate that caused them, referred to as the “presumed transmission date”. This date occurs about 7 days prior to 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.

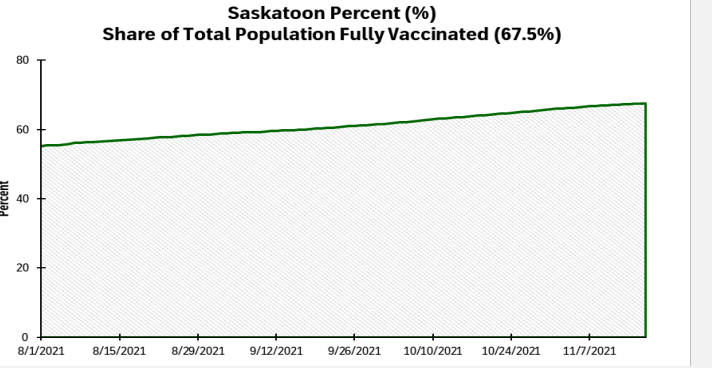
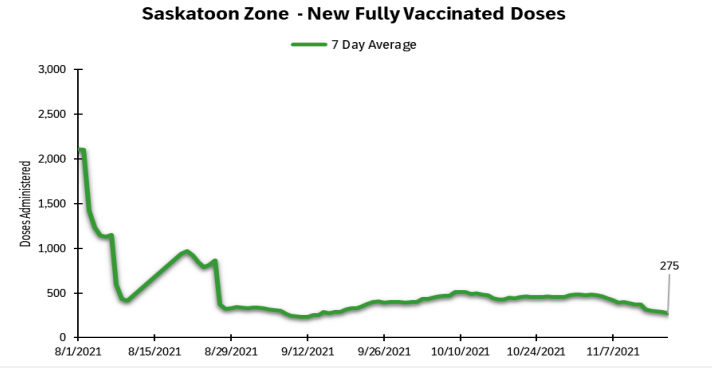
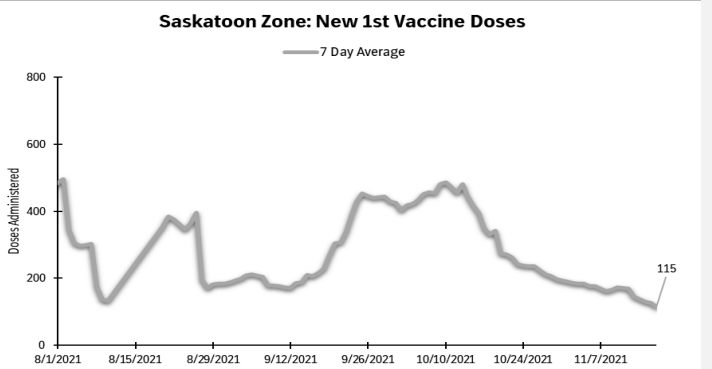
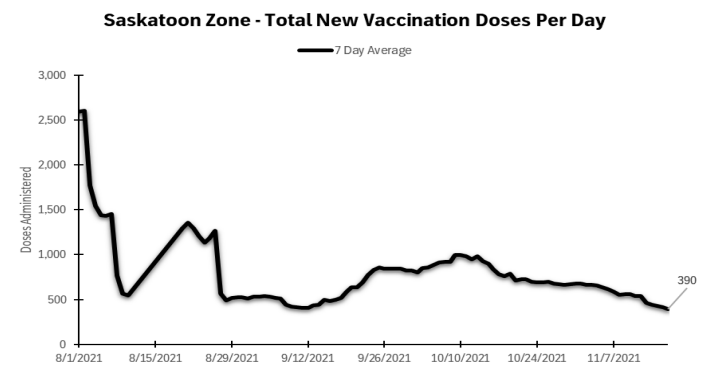


Vaccine Progress by Zone. This slide shows vaccinations by zone in table and chart formats. The table shows counts and first and second doses while the bar chart shows the percentage of the total population fully vaccinated. In Saskatoon, over 228,000 persons are fully vaccinated translating into to 67.5% of the zone's total population. Saskatoon's vaccination rate grew by 0.5 percentage points this week relative to last. The chart on this slide shows the progress to reach immunity, which is suggested to be 90%, given the transmissibility of the Delta Variant of Concern.

Saskatchewan Vaccine Status By Zone (as of November 17 , 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	16,990	14,600	31,590	57.0	49.0
Far North Central	1,772	1,424	3,196	66.9	53.8
Far North East	14,600	12,643	27,243	60.2	52.1
North West	60,915	52,442	113,357	73.9	63.7
North Central	61,977	57,242	119,219	69.6	64.3
North East	30,263	28,393	58,656	72.8	68.3
Saskatoon	239,653	228,378	468,031	70.9	67.5
Central West	25,563	24,158	49,721	69.2	65.4
Central East	70,340	66,289	136,629	71.5	67.4
Regina	200,491	191,188	391,679	73.3	69.9
South West	26,054	24,499	50,553	67.4	63.4
South Central	43,620	41,200	84,820	72.1	68.1
South East	60,001	56,396	116,397	67.2	63.2
Unassigned	29,875	22,807	52,682	N/A	N/A
Total Saskatchewan	882,114	821,659	1,703,773	73.2	68.2



Vaccines Trends Saskatoon Zone. This slide is revised and shows vaccinations for the Saskatoon zone in a few different ways, since August 1, 2021. The line charts use 7-day averages for vaccination doses. The first chart shows new total vaccination doses. The second chart shows new first vaccination doses and the third chart shows fully vaccinated doses. There is a noticeable uptick in the first dose vaccines in late September, but that has fallen off. Full vaccination doses have fallen to 275 per day, while first doses are averaging 115 per day over that past week. Finally, the fourth chart shows a time series of percent share of the Saskatoon population fully vaccinated, which has slowed.





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. This slide has been revised and now combines the overall wastewater samples and the variants of concern in the wastewater samples. The analysis reveals that the entire wastewater load is of the Delta VOC. The measurement period shows a drop of 25% in the virus load relative to the last sample and a 65% drop in the Delta VOC relative to the last reporting period.

Saskatoon - Current Numbers

SARS-CoV-2



Wastewater Virus Load
(normalized)

13,217 /100 ml

▼ 27%*



Delta Variant

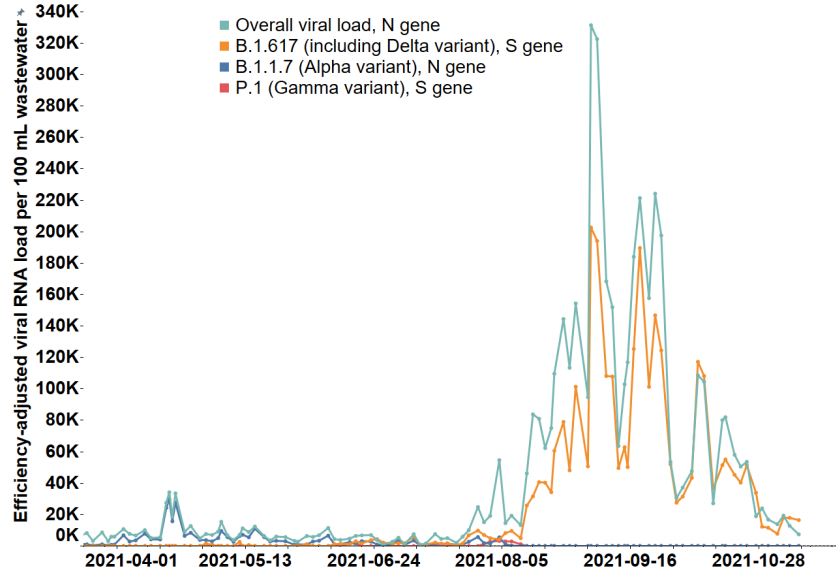
17,468 /100 ml

▲ 65%*

🕒 Average of 3 individual measurements from the period Nov 4 - Nov 10, 2021

* Percentages are relative to average of individual measurements from previous week

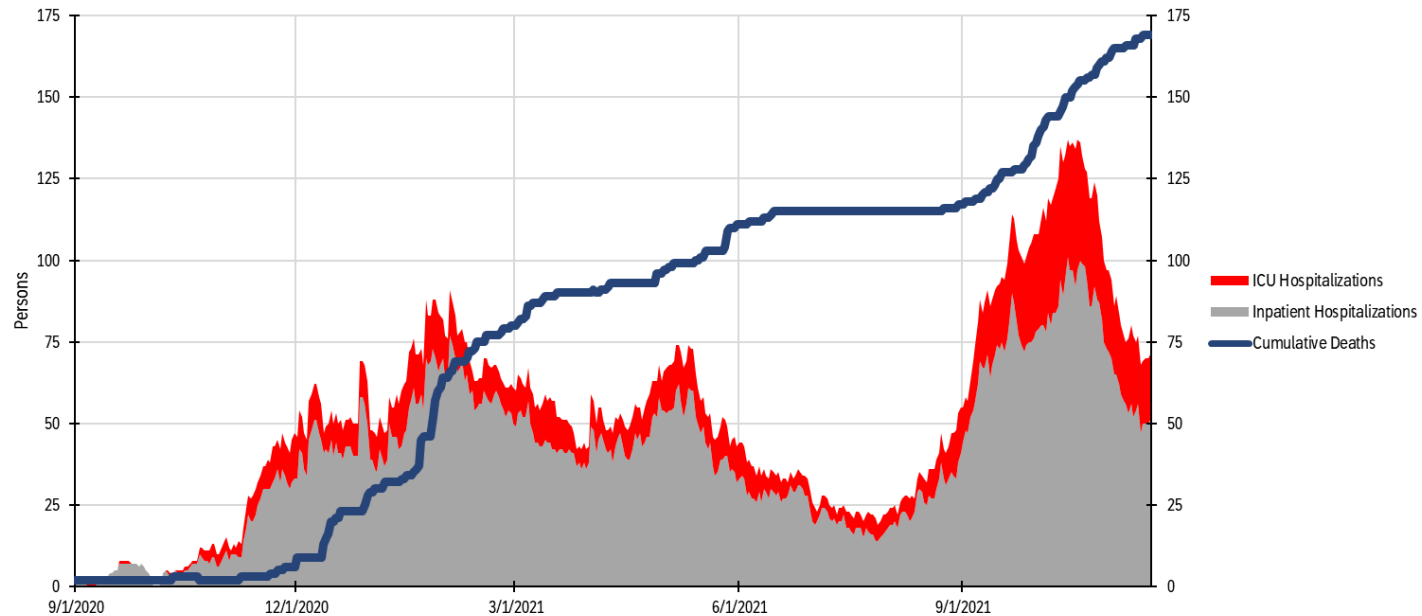
Viral RNA load of key variants in wastewater, City of Saskatoon



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 28% of total COVID hospitalizations for Saskatoon. Fatalities tend to follow an increase in ICU hospitalizations but lagged by about one week, as shown by the blue line on the chart. Hospitalizations and ICU Census are following a sharp downward trend.

Saskatoon Zone Hospitalizations & Deaths - As reported on November 17, 2021

Source: <https://dashboard.saskatchewan.ca/health-wellness/covid-19/cases>



Vaccine Progress by Age. The table on this slide shows vaccinations by zone and age group in Saskatchewan for persons aged 12 and over (vaccine eligible population). It shows the percent share of the population of those persons fully vaccinated for each age cohort in each zone. The color coding illustrates lower to higher rates with green being highest and red being lowest. For Saskatoon, the lowest rates remain in the 18-29 and 30-39 age cohorts.

Saskatchewan: Percent of Fully Vaccinated Persons 12 Years of Age and Older By Zone As of November 17, 2021									
Zone	12-17	18-29	30-39	40-49	50-59	60-69	70-79	80+	Total
Far North West	51	51	56	62	69	74	81	89	61
Far North Central	51	63	66	74	83	89	84	68	68
Far North East	59	60	64	73	76	86	86	75	68
North West	65	66	66	79	84	86	92	99	76
North Central	69	71	72	74	81	85	89	94	77
North East	73	76	74	79	80	86	88	92	80
Saskatoon	80	76	74	79	82	87	87	86	80
Central West	68	67	67	72	75	86	90	95	76
Central East	68	71	70	74	78	84	89	92	78
Regina	85	77	75	80	84	91	91	91	82
South West	70	64	66	72	75	80	84	84	73
South Central	74	73	70	74	79	86	90	92	79
South East	70	67	65	70	76	82	88	94	74
Saskatchewan	75	74	75	80	83	89	90	92	81

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, except Hospitalizations, as of November 17, 2021)

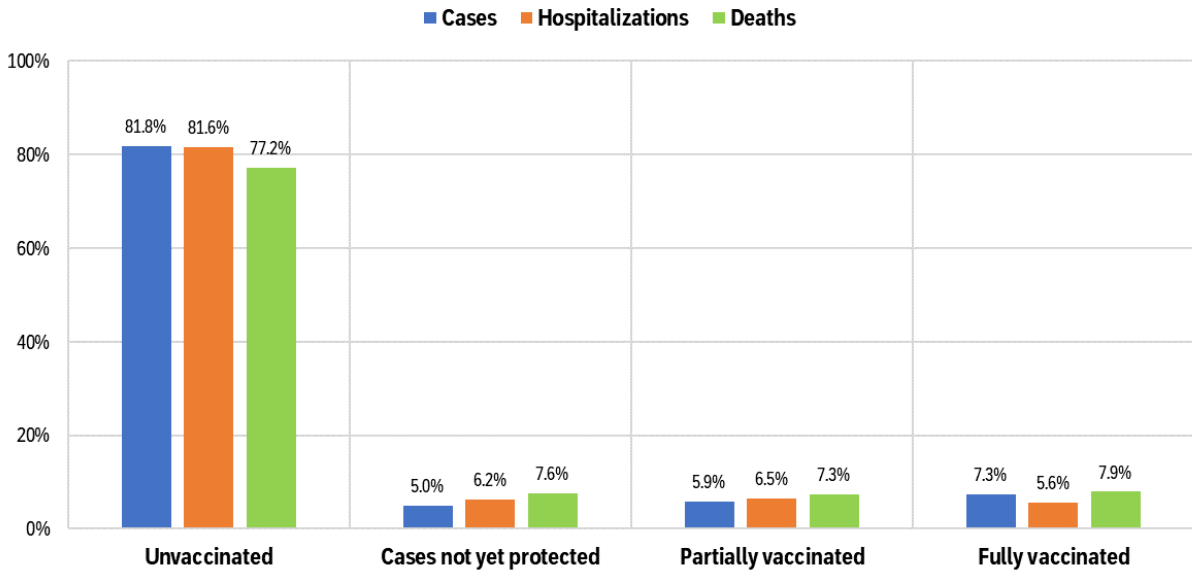
Source: Author Calculations from <https://dashboard.saskatchewan.ca/health-wellness>

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	4,353	14,601	33	110.7	1	0	4,270	50	167.7	30,673	102,885	14.2
Far North Central	2,649	0.2	541	20,423	0	0.0	0	0	535	6	226.5	2,850	107,588	19.0
Far North East	24,249	2.0	4,364	17,997	13	53.6	0	0	4,326	25	103.1	28,152	116,096	15.5
North West	82,386	6.8	8,665	10,518	91	110.5	5	0	8,453	121	146.9	68,194	82,774	12.7
North Central	88,991	7.4	8,016	9,008	112	125.9	8	3	7,818	86	96.6	82,913	93,170	9.7
North East	41,560	3.4	2,810	6,761	9	21.7	1	0	2,767	34	81.8	34,025	81,870	8.3
Saskatoon	338,106	28.1	19,094	5,647	210	62.1	51	20	18,715	169	50.0	330,452	97,736	5.8
Central West	36,962	3.1	1,418	3,836	16	43.3	1	0	1,388	14	37.9	22,489	60,844	6.3
Central East	98,368	8.2	4,437	4,511	166	168.8	9	5	4,217	54	54.9	76,778	78,052	5.8
Regina	273,351	22.7	15,666	5,731	191	69.9	42	13	15,272	203	74.3	255,342	93,412	6.1
South West	38,670	3.2	2,153	5,568	34	87.9	1	1	2,085	34	87.9	26,474	68,461	8.1
South Central	60,459	5.0	2,911	4,815	53	87.7	2	0	2,821	37	61.2	56,689	93,764	5.1
South East	89,294	7.4	4,801	5,377	158	176.9	5	0	4,579	64	71.7	67,958	76,106	7.1
Unassigned (Pending)	0	0.0	554	0.0	18	0.0	0	0	532	4	0.0	173,431	0	0.0
Total Saskatchewan	1,204,858	100.0	79,783	6,621.8	1,104	91.6	126	42	77,778	901	74.8	1,256,420	104,280	6.4

* indicates rates are per 100,000 persons

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. Less than 8% of all cases, hospitalizations, and deaths in Canada recorded since early December 2020 are in fully vaccinated persons aged 12 and over. The data is lagged by about three weeks and the sample size (N) is about 845,000 cases.



National COVID Cases by Vaccine Status (N= 845,177) as of October 30, 2021
Cases are 12 years of age and older.
Source: <https://health-infobase.canada.ca/covid-19/epidemiological-summary-covid-19-cases.html#a9>



**QUESTIONS, COMMENTS OR
SUGGESTIONS?**
email: mike.jordan@Saskatoon.ca



Public Engagement Approach Applying the Framework for measures to mitigate the transmission of COVID-19

Aligning the framework with the May 19, 2020 report to GPC titled "Modifying Public Engagement in Saskatoon during the COVID-19 Pandemic" https://www.saskatoon.ca/sites/default/files/documents/modifying_public_engagement_in_saskatoon_during_the_covid-19_pandemic.pdf

Levels	City-operated Facilities, Programs and Services	Municipal	Public Engagement
 <p>Critical</p>	<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"> • Phase 3 - Active Online Public and Stakeholder Engagement Only
 <p>High Risk</p>	<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"> • Phase 3 - Active Online Public and Stakeholder Engagement Only

Public Engagement Approach Applying the Framework for measures to mitigate the transmission of COVID-19

Aligning the framework with the May 19, 2020 report to GPC titled "Modifying Public Engagement in Saskatoon during the COVID-19 Pandemic" https://www.saskatoon.ca/sites/default/files/documents/modifying_public_engagement_in_saskatoon_during_the_covid-19_pandemic.pdf

Levels	City-operated Facilities, Programs and Services	Municipal	Public Engagement
 <p>Caution</p>	<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"> • Phase 3 - Active Online Public and Stakeholder Engagement where possible. • Phase 4 - Active In-Person Public Engagement if required, supplemented with online. In Person engagement must be approved by Public Engagement <p>All in-person public engagement events require a customized exposure control plan in place. Would request proof of vaccination from public.</p>
 <p>Minimum Risk</p>	<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. 		<ul style="list-style-type: none"> • Phase 5 - Public Engagement is fully restored. <p>Note: a new normal of maintaining virtual engagement options will be required.</p>

Natural Infrastructure Fund

ISSUE

The City of Saskatoon (City) has been invited to apply for up to \$20 million in funding through the Large Project Stream of the Government of Canada's new Natural Infrastructure Fund (NIF) to help with implementation of the Green Infrastructure Strategy (Strategy). The purpose of this report is to introduce the City's Green Network Project, which, through funding from the NIF, will implement many priorities identified in the Strategy, and help Saskatoon reach the vision for an interconnected Green Network. The Administration is providing City Council details on the initiatives within the Green Network Project application that will be submitted and welcomes any redirection from City Council.

BACKGROUND

The NIF is a new grants and contributions program announced in June 2021. Through the Large Project Stream, six major cities with innovative natural infrastructure strategies are invited to apply for funding of up to \$20 million each. Eligible projects involve the creation, expansion, restoration, improvement, or enhancement of tangible natural infrastructure or hybrid infrastructure that is primarily for public use or benefit. The Government of Canada is providing \$200 million in funding over the next three years, with \$120 million allocated to the Large Project Stream. The objective of the NIF is to:

- Increase the uptake/use of natural infrastructure that delivers multiple community services and benefits across the country; and,
- Build community awareness of the value and opportunities offered by natural infrastructure.

At its meeting on February 24, 2020, City Council received the *Green Infrastructure Strategy: Towards an Interconnected Green Network* report as information. The Strategy outlines 15 actions the City and community can take to establish an interconnected Green Network that provides sustainable habitat for people and nature.

At its meeting on June 7, 2021, the Standing Policy Committee on Environment, Utilities, and Corporate Services received the [Green Infrastructure Strategy Implementation Plan, Near Term Actions and Financing](#) report as information, which proposed four capital initiatives for the purposes of near-term implementation and budget planning: Natural Areas Management, Grey to Green, Growing Community, and Sustainable Food.

CURRENT STATUS

As a normal course of business, the Administration looks for additional funding opportunities to leverage and optimize the use of the City's funds. This allows the City to fund and complete additional work that would otherwise not be possible without

additional funding sources, or to expand the scope of planned work to increase benefits to our community.

The City has been invited by Infrastructure Canada to be one of six cities to make a Large Project Stream application. The deadline to apply is December 15, 2021.

The Green Infrastructure Strategy Implementation Plan is nearing completion and will be brought forward to the Standing Policy Committee – Environment, Utilities and Corporate Services in Q1 2022. Near-term actions and programs are proposed in the 2022-2023 Business Plan and Budget deliberations.

DISCUSSION/ANALYSIS

Saskatoon's Green Network Project

As described in the Strategy, Green Infrastructure is a system of natural, enhanced, and engineered assets that provide municipal and ecosystem services by protecting, restoring, or emulating nature. Saskatoon's Green Network Project advances the implementation of green infrastructure comprehensively, through the lenses of Community, Governance, Open Space, Ecology, and Storm Water. Saskatoon's Green Network is defined through a series of interconnected initiatives that work to restore the urban environment and ecosystems, support climate action and nature-based solutions, and improve the quality of life for residents and visitors.

Natural Infrastructure Funding Criteria

The NIF Large Project Stream supports cities that demonstrate leadership through innovative Natural Infrastructure Strategies. In the case of Saskatoon, this is the Green Infrastructure Strategy as defined through Saskatoon's Green Network Project. Eligible projects may bundle smaller initiatives into a single proposal but must be part of an overall approach to implementing natural infrastructure. Cities can receive 60% of eligible costs for a project ranging from \$3,000,000 to \$20,000,000. Eligible costs must be incurred between May 1, 2021, and March 31, 2024.

The NIF supports communities to build a variety of natural infrastructure or hybrid infrastructure projects that demonstrate the provision of valuable services and benefits for communities such as climate change resilience, access to nature, protection of biodiversity, and climate change mitigation.

Eligible projects must reflect at least one of the following categories:

- Planting and restoring green space (e.g., urban forests, street trees, green roofs, living walls, parks, and community gardens)
- Construction or restoration of naturalized water retention or detention systems (e.g., naturalized stormwater ponds, wetlands, riparian restoration)
- Naturalized water diversion and infiltration (e.g., rain gardens, bioswales, permeable land cover)
- Natural infrastructure or hybrid infrastructure projects supporting biodiversity and connectivity (e.g., natural wildlife crossings)

- Design elements that enhance access to greenspace or water bodies that are clearly connected to the broader natural infrastructure project (e.g., trails, signage, lighting)

Additional eligible costs may also include salaries, wages, incremental costs, and Indigenous consultation and engagement.

Selection of Initiatives for Saskatoon's Green Network

The Green Network Project has been defined following a review of planned City capital projects which support actions from the Green Infrastructure Strategy Implementation Plan and are eligible for submission to the NIF. These include initiatives that are identified as a near-term action of the Green Infrastructure Strategy, or that otherwise support green infrastructure enhancements, and which have scopes that could be expanded through the funding to include additional green/natural infrastructure.

Initiatives considered for submission are included in this report based on the following criteria:

1. The initiative meets all NIF eligibility requirements (e.g., falls within one of the above categories; is shovel ready and can be completed before March 31, 2024; and has a capital funding source that can provide the City's 40% contribution already available or will be considered at the 2022-2023 Business Plan and Budget deliberations).
2. The initiative fulfills one or more actions or outcomes from the Green Infrastructure Strategy and other guiding documents (e.g., Strategic Plan, Official Community Plan, Corporate Climate Adaptation Strategy).
3. The initiative showcases or pilots a new or innovative approach for natural infrastructure that could be scaled up in future.
4. The initiative achieves multiple co-benefits such as climate adaptation and mitigation; reconciliation, equity, diversity, and inclusion; storm water management; biodiversity conservation; and improved tourism or other economic outcomes.

A summarized list of proposed initiatives, including capital project numbers, is provided in Appendix 1 – Summary of Saskatoon's Green Network Initiatives and Funding Status, and will be included in the Saskatoon's Green Network Project application unless redirection is provided. Some of the initiatives proposed in the project include:

- Park Upgrades, Enhancements & Repairs (P.00901);
- Natural Areas Management – Pilots and Policy Development (P.02390);
- Storm Sewer Trunk and Collection Capacity Program (P.01619.06);
- Urban Design – BIDS (P.02162): 20th Street East Streetscape; and
- Traditional Knowledge and Land Use Assessment (P.02390).

The initiatives listed in Appendix 1 will be bundled and submitted as one proposal per the requirements of the NIF. There is currently approximately \$400,000 left available of the maximum \$20 million funding. If additional initiatives are identified before the December 15 application deadline, they may be included. As well, if the outcomes of the 2022-2023 Business Plan and Budget deliberations change the anticipated City contribution, initiatives may be re-scoped or additional initiatives may be added to the

final application. A detailed description of the initiatives including eligibility, funding source, and expected outcomes is provided in Appendix 2 – Natural Infrastructure Funding Submissions.

Several additional initiatives were considered that fulfill criteria 2 through 4 but were not included because they do not meet the NIF criteria (e.g., will not proceed within the funding timeframe).

Benefits

The Natural Infrastructure Fund is a significant opportunity to implement the vision for an interconnected Green Network. Saskatoon's Green Network Project will achieve multiple co-benefits such as improved access to nature for the community, equity and reconciliation, climate mitigation, and habitat.

Initiatives within the application will make tangible progress towards implementing the Green Infrastructure Strategy, pilot new approaches that could be scaled up in future and build capacity at the City to support additional work. The project showcases a range of natural infrastructure opportunities across Saskatoon, including in parks and open green spaces, natural areas, and built-up areas such as Downtown. Multiple departments are represented in the initiative list, highlighting a one-city approach to implementing the Green Network Project. Most initiatives are City-led, however Meewasin has an eligible initiative and a funding source that is included in the proposed submission.

There is a significant opportunity to embed partnerships, reconciliation, equity, diversity, and inclusion into all initiatives within this funding submission, therefore, initiatives intended to build capacity and partnerships have also been included.

Selected initiatives will result in multiple co-benefits such as nature-based climate solutions, asset management capacity, and water conservation. Selected initiatives fulfill outcomes from multiple guiding policies and documents including the Strategic Plan and Official Community Plan.

FINANCIAL IMPLICATIONS

The NIF program will cover up to 60% of eligible costs on projects up to \$20,000,000. For the City's 40% contribution, funds are already secured in some cases. However, as shown in Appendix 1, the eligibility of other initiatives will be contingent upon approval in the 2022-2023 Business Plan and Budget deliberations.

OTHER IMPLICATIONS

There are no privacy implications identified.

Legal Implications

If the Green Network Project is approved, the City and Infrastructure Canada would begin negotiations and enter into a contribution agreement prior to the City receiving the federal funds. One initiative may proceed in partnership with the Meewasin Valley

Natural Infrastructure Fund

Authority (MVA) and includes a 40% contribution from MVA. If the submission is successful, the City would enter into a contribution agreement with the Meewasin Valley Authority as well.

Social, Environmental, Economic, and Governance Implications

Initiatives selected for funding will undergo a Triple Bottom Line review prior to implementation, to maximize environmental, social, economic, and governance outcomes. The Equity Toolkit will also be utilized to inform all stages of project implementation.

NEXT STEPS

The Administration will submit the application on or before the December 15, 2021, deadline based on secured funding and any redirection provided. Notification of the results of the application are anticipated during the first quarter of 2022.

APPENDICES

1. Summary of Saskatoon's Green Network Initiatives and Funding Status
2. Saskatoon's Green Network Project: Defined Initiatives

Report Approval

Written by: Kole Paziuk, Staff Accountant
Jessie Best, Project Manager (Environmental), Sustainability

Reviewed by: Jeremy Meinema, Senior Financial Business Partner
Kari Smith, Director of Finance
Angela Gardiner, General Manager, Utilities and Environment
Lynne Lacroix, General Manager, Community Services

Approved by: Clae Hack, Chief Financial Officer

Admin Report - Natural Infrastructure Fund.docx

Summary of Saskatoon's Green Network Initiatives and Funding Status

Initiative Name and Project Number	Proposed City or Partner Contribution (40%)	City or Partner Contribution Status	Proposed NIF Contribution (up to 60%)
1.0 Planting, enhancing, and restoring green space			
1.1 Park enhancements, tree planting, naturalization, and community partnerships <ul style="list-style-type: none"> Park Upgrades, Enhancements & Repairs (P.00901) 	\$3,800,000	Subject to approval at 2022 budget (Infra-Parks Reserve)	\$5,700,000
1.2 Natural Infrastructure Pilots for Water Conservation Co-Benefits <ul style="list-style-type: none"> Water Conservation Capital Project (P.02197) 	\$631,829	Funded (Past years' funding)	\$947,743
1.3 Natural Areas Management – Implementation and Restoration <ul style="list-style-type: none"> Natural Areas Management – Pilots and Policy Development (P.02390) 	\$949,614	Subject to approval at 2022 budget (within RCE prioritization cut-off)	\$1,424,421
1.4 Meewasin-led projects – Prairie Restoration and Accessibility in the Meewasin Valley	\$656,000	Approved within Meewasin's budget	\$984,000
1.5 Natural Areas Connectivity and Access <ul style="list-style-type: none"> Aspen Ridge – Greenway Landscaping (P.01411) Aspen Ridge – Linear Park and Drainage Channel (P.01411/P.01574) 	\$1,836,253	Subject to approval at 2022 budget (Property Realized reserve and P&D-D15 NP-Aspen Rdg)	\$1,152,995*
1.6 Dundonald Solar Farm Naturalization <ul style="list-style-type: none"> Utility Solar Scale Energy Implementation (P.01955) 	\$80,000	Subject to approval at Council and 2022 budget (RFE-Elec Distrb Ext)	\$120,000

2.0 Naturalized water retention and diversion			
2.1 Bioswale Expansion and Habitat Enhancements in an Industrial Area <ul style="list-style-type: none"> Storm Sewer Trunk and Collection Capacity Program (P.01619.06) 	\$2,576,000	Subject to approval at 2022 budget (RR Infra-Storm Water)	\$3,864,000
2.2 Naturalizing Storm Ponds for Improved Habitat and Water Quality <ul style="list-style-type: none"> Kensington– Storm Pond and Area Grading (P.01407) Brighton– Municipal Reserve and Storm Pond (P.01576) Elk Point– Elk Point Storm Pond (P.01410) 	\$601,200	Subject to approval at 2022 budget Property Realized Reserve and P&R-HD-Brighton Nbh)	\$464,720*
2.3 Pond Naturalization and Natural Infrastructure at the Fire Training Grounds <ul style="list-style-type: none"> Regional Fire Training Facility (P.1971) 	\$250,000	Funded (Past years' funding)	\$375,000
3.0 Hybrid infrastructure in urban areas for improved access and ecosystem services			
3.1 Road Diet for Enhanced Downtown Tree Canopy <ul style="list-style-type: none"> Urban Design – BIDS (P.02162): 20th Street East Streetscape 	\$1,038,692	Subject to approval at 2022 budget (RFE- Streetscape-BID)	\$1,558,038
3.2 Piloting natural infrastructure solutions in empty tree wells <ul style="list-style-type: none"> Streetscape Rehabilitation Project (WSB P.02162.17) 	\$20,000	Subject to approval at 2022 budget (RFE- Streetscape-BID)	\$30,000
3.3 Enhancing green spaces in Corridor projects through natural infrastructure pilots <ul style="list-style-type: none"> Corridor Planning Program (P.2541) 	\$100,000	Subject to RCE approval at budget (within prioritization cut-off))	\$150,000

3.4 Sustainable tree planting sites in berms, buffers, and other hard-to-grow areas <ul style="list-style-type: none"> Park Development – Boulevard Development (P.00668) 	\$240,000	Subject to approval at 2022 budget (P&R Levy Capital Res)	\$360,000
3.5 Greener Roadways to Reduce the Urban Heat Island Effect <ul style="list-style-type: none"> Aspen Ridge – McOrmond Drive Streetscape: Roadway Streetscaping/Entrance Signs (P.01411) 	\$2,493,553	Subject to approval at 2022 budget (Property Realized Reserve)	\$864,400*
3.6 Community-led restoration of degraded medians and rights-of-way <ul style="list-style-type: none"> Street Gardens Expansion (P.02390) 	\$51,500	Funded** (2021 Sustainability Reserve)	\$77,250
3.7 Lighting for people and wildlife in a winter city <ul style="list-style-type: none"> Wintercity YXE (P.2519) 	\$50,000	Funded (Past years' funding)	\$75,000
4.0 Community partnership initiatives towards reconciliation and equity in the Green Network			
4.1 Indigenous Ceremonial Spaces in the Green Network <ul style="list-style-type: none"> Indigenous Initiatives – Urban Ceremonial Spaces (P.10042) 	\$50,000	Subject to RCE approval at budget (within prioritization cut-off)	\$75,000
4.2 Traditional Land Uses and Partnerships for Natural Infrastructure Restoration <ul style="list-style-type: none"> Traditional Knowledge and Land Use Assessment (P.02390) 	\$225,000	Funded (2021 Sustainability Reserve)	\$337,500
4.3 Community-led pilots towards a sustainable food system <ul style="list-style-type: none"> Sustainable Food Pilots – New Capital Project (P.10013) 	\$120,000	Funded** (2021 Sustainability Reserve)	\$180,000
5.0 City capacity building, policy work, oversight, and project support			

5.1 Green Infrastructure Strategy Implementation – Oversight and Sustainment	\$200,000	Funded (Past years' funding)	\$300,000
<ul style="list-style-type: none"> Green Infrastructure Strategy Implementation (P.0239 0.03 and P.02390.04) 			
5.2 Urban Forest Management Plan Implementation	\$132,000	Funding secured: Parks Deferred Tree Replacement	\$198,000
<ul style="list-style-type: none"> Urban Forest Management Plan Implementation (Deferred Tree Replacement Account) 			
5.3 Indigenous partnerships, engagement, and consultation through a cultural liaison pilot	\$119,000	Subject to RCE approval at budget (within prioritization cut-off)	\$178,500
<ul style="list-style-type: none"> Indigenous Initiatives – Cultural Resource Liaison (P.10042) 			
5.4 Natural Infrastructure Policy Support – Zoning Bylaw Updates	\$100,000	Subject to RCE approval at budget (within prioritization cut-off)	\$150,000
<ul style="list-style-type: none"> Comprehensive Zoning Bylaw Review (P.02300) 			
5.5 Natural Asset Management Capacity and Level of Service Framework	\$20,000	Subject to RCE approval at budget (within prioritization cut-off)	\$30,000
<ul style="list-style-type: none"> Corporate Asset Management Capacity (P.10043) 			
TOTAL	\$16,340,641		\$19,596,567
Remaining unallocated			\$403,433

*Project is not proposing to use the full 60% allowable NIF contribution.

**Initiative funding ask could be increased if additional funds were secured from the following projects:

- Street Garden Program – Centre Median Expansion (2022-2023 Business Plan and Budget Operating Options)
- Sustainable Food Pilots 2.0 (2022-2023 Capital Expenditure Options)

Saskatoon's Green Network Project: Defined Initiatives

Background

This appendix summarizes the eligible initiatives contributing to Saskatoon's Green Network project, which is planned for the City's Natural Infrastructure Fund (NIF) Large Project Stream application.

Green infrastructure is a system of natural, enhanced, and engineered assets that provide municipal and ecosystem services by protecting, restoring, or emulating nature. Saskatoon's Green Network project advances the implementation of green infrastructure comprehensively, through the lenses of Community, Governance, Open Space, Ecology, and Storm Water. Saskatoon's Green Network is defined through a series of interconnected initiatives that work to restore the urban environment and ecosystems, support climate action and nature-based solutions, and improve the quality of life for citizens and visitors.

As stated in the NIF guidance document, eligible City initiatives must be bundled into a single project proposal with a total funding request between \$3 million and \$20 million and submitted on or before December 15, 2021. For the purposes of this report, Saskatoon's Green Network is comprised of initiatives using the City's capital projects and project numbers.

Saskatoon's Green Network organizes initiatives into the following categories to align with the eligible project categories and expenditures provided in the NIF application guidance document:

1. Planting, enhancing, and restoring green space;
2. Naturalized water retention and diversion;
3. Hybrid infrastructure in urban areas for improved access and ecosystem services;
4. Community partnership initiatives towards reconciliation and equity in the Green Network; and
5. City capacity building, oversight, and project support.

For each initiative, the following information is provided:

- The capital project connected to the proposed NIF initiative;
- How the initiative contributes to Saskatoon's Green Network, implements the Green Infrastructure Strategy, and fulfills the NIF eligibility requirements;
- The proposed amount of the City's contribution, the maximum NIF contribution, and the total adjusted project cost;
- The status of the City's proposed funding contribution; and
- Expected outcomes and co-benefits of each initiative.

Saskatoon's Green Network: Summary of Initiatives

1.0 Planting, enhancing, and restoring green space	3
1.1 Park enhancements, tree planting, naturalization, and community partnerships	3
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1.0 Planting, enhancing, and restoring green space

The following initiatives will enhance, restore, and naturalize existing green spaces in the Green Network including parks, natural areas, and other open spaces.

1.1 Park enhancements, tree planting, naturalization, and community partnerships

Project: Park Upgrades, Enhancements & Repairs (P.00901)

Green Infrastructure Strategy Themes and Actions:

This project aligns with the following themes and actions from the Green Infrastructure Strategy:

Theme: Community – The Green Network facilitates placemaking, honours culture, and inspires community-led transformation.

Community Actions:

- Action 1: Design the Green Network to reflect our collective history, honour cultural diversity, and create a sense of belonging for all.
 - 1.3: Continue meaningful engagement with affected groups to design the Green Network through an equity and inclusion lens.
- Action 3: Increase food production in the Green Network.
 - 3.3: Work with and support partners to incorporate food and fruit production or traditional food systems into high priority urban areas.

Theme: Open Space – The Green Network links all Saskatoon residents to high quality, interconnected green space.

Open Space Actions:

- Action 7: Renew formal and informal green space in the Green Network to meet residents' needs.
 - 7.1: Identify high priority formal and informal green space to upgrade or redevelop.
 - 7.3: Implement Park upgrade plans starting in high priority areas.
- Action 10: Protect and grow the urban forest.
 - 10.4: Design sustainable tree planting sites to ensure adequate soil volume, quality, and space for trees.
 - 10.5: Develop community education and outreach programs to increase public awareness, stewardship, and partnerships.

Project Eligibility for Natural Infrastructure Fund:

The Park Enhancement and Naturalization work that is being proposed for the Natural Infrastructure Fund is eligible under the following categories of the fund:

- Planting and restoring greenspace
- Design elements that enhance access to greenspace

For example, the initiative meets multiple objectives:

- Increased vegetation – through tree planting, the establishment of new naturalized garden beds, and native plantings – will support biodiversity, create habitat for local wildlife, and sequester carbon;

<ul style="list-style-type: none"> • Trees will be planted to improve shading and mitigate temperature extremes in key locations – such as seating areas; • Storm water management will be improved in areas that have experienced drainage or grading issues; • Park upgrades to pathways, lighting, and furniture will improve access to nature and ecosystem services; • The quality of the parks selected for this work will be improved, and will benefit surrounding neighbourhoods and the community at large; • Programming will be developed to focus on the value of park, naturalized plantings, and the urban forest. • Partnerships will be developed to implement creative and community-oriented green infrastructure initiatives. 	
<p>Current Scope: The current scope of the 2022 and 2023 capital ask is to reduce the current backlog of park renewal and rehabilitation requirements associated with pathways, lighting, site furnishings, irrigation infrastructure, and play equipment. It will also fund some amenity building upgrades and drainage/grading improvements. The work includes one park in 2022 (Parkridge), and four in 2023 (John Avant, Forestry Farm Linkage, Robert Hunter West, and Balsam).</p> <p>Saskatoon’s parks are assessed on a 5-to-7-year cycle. Using this information, Administration selected the parks with the lowest quality rating scores for the 2022 and 2023 upgrades.</p>	<p>Revised Project with Additional Scope: The additional federal funding would support multiple landscaping enhancements, such as: 140+ trees planted; approx. 28 new naturalized garden beds (1120 m² total) plus additional native plantings in key locations; park entry and educational signage; and improved drainage, grading, and storm water management, such as the installation of subsurface drainage systems (including swales). It will also allow Parks to work with the Sustainability Department and other internal and external partners to design and implement: community, school, and/or Indigenous partnership projects; stewardship initiatives; and education and outreach. A portion of the funding had also been identified for a green infrastructure pilot and a raw/grey water feasibility study.</p> <p>If federal funding is in place by early 2022, Parks may also be able to fast-track some of its work and add another park to the 2022 or 2023 upgrade schedule.</p>
<p>Total Costs Current Project: 1,900,000 in 2022 1,900,000 in 2023 TOTAL 3,800,000</p>	<p>Total Cost Revised Project: 4,750,000 in 2022 4,750,000 in 2023 TOTAL \$9,500,000</p>
<p>Total City Eligible Contribution (40%): \$3,800,000</p>	
<p>Maximum Natural Infrastructure Grant Contribution (60%): \$5,700,000</p>	
<p>City Eligible Contribution Status and Project Readiness:</p> <ul style="list-style-type: none"> • Requires approval of 2022-2023 budget. 	

- Parks can meet the timelines and requirements of the Natural Infrastructure Fund and will be able to fulfill the Park Enhancement and Naturalization workplan, including future operating requirements.

Project Outcomes and Co-Benefits:

The Park Enhancement and Naturalization work will:

- Enable Parks to support multiple City objectives as outlined in, for example, the Strategic Plan, Urban Forestry Management Plan, Green Infrastructure Strategy, and Recreation and Parks Master Plan.
- Helps the City move towards achieve its 15-20% canopy cover by 2060 target, as recommended in the Urban Forestry Management Plan.
- Improve the quality of Saskatoon's Park infrastructure.
- Increase amount of and enhance access to naturalized areas throughout Saskatoon.
- Reduce maintenance costs related to mowing, weeding, and watering by transitioning more green space to naturalized plantings.
- Reduce flooding risks by improving drainage and storm water management.
- Provide more shaded locations through the establishment of additional trees.
- Enable community members to become involved in protecting, enhancing, and experiencing our city parks through education, programming, and stewardship initiatives.

1.2 Natural Infrastructure Pilots for Water Conservation Co-Benefits

Project: Water Conservation Capital Project P.02197:

1. Spray Pad and Paddling Pool Water Re-use Pilot
2. Naturalization to reduce irrigated areas

Green Infrastructure Strategy Alignment

This project aligns with the following themes and actions from the Green Infrastructure Strategy, the Water Conservation Program, Low Emissions Community (LEC) Plan, and Local Actions: Saskatoon's Adaptation Strategy (Adaptation) near-term priorities:

Theme: Community – The Green Network facilitates placemaking, honours culture, and inspires community-led transformation.

Community Actions:

- Action 1: Design the Green Network to reflect our collective history, honour cultural diversity, and create a sense of belonging for all.
 - 1.3: Continue meaningful engagement with affected groups to design the Green Network through an equity and inclusion lens.

Theme: Open Space – The Green Network links all Saskatoon residents to high quality, interconnected green space.

Open Space Actions:

- Action 7: Renew formal and informal green space in the Green Network to meet citizen needs.
 - 7.3: Implement park upgrade plans starting in high priority areas.
- Action 10: Protect and grow the urban forest.

- 10.4: Design sustainable tree planting sites to ensure adequate soil volume, quality, and space for trees.

Theme: Ecology - The Green Network conserved biodiversity, supports high quality habitat, and increased climate change resilience.

Ecology Actions:

- Action 12: Connect and naturalize the Green Network in built-up areas.
 - 12.1: Naturalize parks, storm water infrastructure, and other open space where appropriate.
 - 12.3: Increase the City's use of native species in restoration and naturalization work.

Theme: Storm Water – More rain is managed where it falls. Storm water is recognized as an important resource.

Storm Water Actions:

- Action 15: Increase the use of Low Impact Development.
 - 15.1: Incorporate Low Impact Development pilots into City projects to show leadership, prioritizing high-pedestrian areas such as BRT corridors and Downtown.
 - 15.5: Pilot raw water use projects.

Theme: Water Conservation Alignment – The City will lead by example, and outdoor City water use has a high potential for return on investment. Spray pad improvements are being explored from both a conservation and equity lens. Naturalized parks require little or no supplemental water after establishment. Transitioning 5% of current irrigated park area to a naturalized state could save 40 million litres of water per year. Optimizing irrigation equipment while maintaining healthy turf and vegetation could reduce water use in City parks by 10-20%.

- Action 3: Parks Watering Efficiency
- Action 4: Spray Pads Water Efficiency
- Action 5: Park Naturalization

Theme: LEC Alignment – Reduce water use

- Action 25: Decrease water use through efficiency, monitoring, and leak reduction.

Theme: Adaptation Alignment – Consider Green Infrastructure on Par with Grey Infrastructure

- Action 28: Species selection for resiliency - Support increased use of drought and pest-resistant and native plant species to reduce watering requirements, pest impact and improve biodiversity.
- Action 29: Retain moisture - Support increased soil and mulch/compost cover in planted areas to improve storm water retention and enhance plant viability

Project Eligibility for Natural Infrastructure Fund:

This project is eligible under the following categories of the Natural Infrastructure Fund:

- Planting and restoring green space
- Construction or restoration of naturalized water retention (naturalized storm water ponds, wetlands, and riparian restoration)
- Naturalized water diversion and infiltration (permeable land cover)

<p>Current Scope: The Water Conservation Strategy has identified 2 projects that are included in this proposal:</p> <ol style="list-style-type: none"> 1. Identify efficiency improvements that could reduce water use at spray pads without reducing service levels. 2. Conduct audits of 25 irrigation systems of a total of 391 to determine if service levels and design standards are exceeded, find over-spray and areas to naturalize 	<p>Revised Project with Additional Scope: <u>Spray Pad and Paddling Pool Water Re-Use Pilot:</u> The scope of the new project would identify and implement a water re-use system for irrigation to increase naturalized areas and shade trees adjacent to an existing spray pad. Options include exploring the use of bioswales to capture and treat water with natural/green infrastructure and exploring water capture via a cistern for re-use in the landscape. The project would include installing a bioswale or planting beds and shade trees to be watered from the adjacent spray pad. This would set a precedent for water reuse and landscape enhancements at all 51 spray pads and paddling pools in the city.</p> <p><u>Naturalization to reduce irrigated areas</u> The scope of the new project would include replacing irrigated green spaces with naturalized landscaping through modification of current irrigation systems to optimize watering efficiencies. With the additional funding we expect to transition some irrigated areas in approximately 6 parks to naturalized areas with native and drought tolerant plantings. This would be the first phase of transitioning 5% of irrigated area to naturalized area, approximately 30 hectares of park area.</p>
<p>Total Costs Current Project: \$631,829</p>	<p>Total Cost Revised Project: \$1,579,572</p>
<p>Total City Eligible Contribution (40%): \$631,829</p>	
<p>Maximum Natural Infrastructure Grant Contribution (60%): \$947,743</p>	
<p>City Eligible Contribution Status and Project Readiness: Funding of \$631,828.80 is secured to conduct this work. Implementation can begin as soon as grant funding approval is received.</p>	
<p>Project Outcomes and Co-Benefits: The project will:</p> <ul style="list-style-type: none"> • Enable Parks, Facilities and Sustainability to support multiple City objectives as outlined in, for example, the Strategic Plan, Urban Forestry Management Plan, Green Infrastructure Strategy, Draft Water Conservation Strategy, Recreation and Parks Master Plan, and the Corporate Climate Adaptation Strategy. • Help the City achieve its 15% water use reduction target, as set out in the Parks Business Plan 2020-2022 by re-using water from spray pads for landscape irrigation and contribute to the City's greenhouse gas reduction targets. 	

- Help the City achieve its goal to maximize water efficiency of spray pads and paddling pools
- Improve the quality of Saskatoon’s park infrastructure.
- Increase amount of and enhance access to naturalized areas throughout the City.
- Provide more shaded locations through the establishment of more trees.
- Transition 5% of irrigated park area to a naturalized state to save 40 million litres of water per year

1.3 Natural Areas Management – Implementation and Restoration

<p>Project: Natural Areas Management – Pilots and Policy Development (P.02390)</p>	
<p>Green Infrastructure Strategy Themes and Actions: This project aligns with the following themes and actions from the Green Infrastructure Strategy:</p> <p>Ecology: The Green Network conserved biodiversity, supports high quality habitat, and increased climate change resilience.</p> <p>Ecology Actions:</p> <ul style="list-style-type: none"> • Action 11: Protect, restore, and manage significant natural areas. <ul style="list-style-type: none"> ○ 11.2: Protect significant natural areas using a variety of available protection tools. ○ 11.4: Develop and implement site-specific management plans, including restoration of natural areas when required. 	
<p>Project Eligibility for Natural Infrastructure Fund: This project is eligible under the following categories of the Natural Infrastructure Fund:</p> <ul style="list-style-type: none"> • Planting and restoring green space • Construction or restoration of naturalized water retention (naturalized storm water ponds, wetlands, and riparian restoration) • Naturalized water diversion and infiltration (permeable land cover) 	
<p>Current Scope: The Natural Areas Management – Pilots and Policy Development business plan option covers a portion of work from the Green Infrastructure Strategy Implementation Plan’s Natural Areas Management Program. The overall program will work towards protecting, managing, and restoring natural assets and ecosystems in the Green Network. The deliverables for this business plan option include:</p> <ol style="list-style-type: none"> 1. The completion of two pilot Natural Area Management Plans; 2. Planning policy development to support natural area protection; 	<p>Revised Project with Additional Scope: With the addition of Natural Infrastructure Funding, we will be able to increase the scope of work to:</p> <ul style="list-style-type: none"> • Implement the restoration and management findings from the Natural Area Management Plans at 2 high priority sites in 2023. • Restoration, enhancement, and management activities could include invasive species removal; restoration plantings of native and locally-adapted grass, forb, and tree species; habitat management focusing on species at risk; and wetland restoration.

<p>3. Work to integrate natural area management into the City's asset management framework; and</p> <p>4. Establishment of an ongoing program and resourcing plan for natural areas management.</p>	
<p>Total Costs Current Project: \$1,240,000 <i>(\$290,386 ineligible)</i></p>	<p>Total Cost Revised Project: \$2,664,421 <i>(\$949,614 city contribution + \$1,424,421 NIF contribution + \$290,386 ineligible)</i></p>
<p>Total City Eligible Contribution (40%): \$949,614*</p> <p><i>*There are some ineligible items from the original scope, such as a portion of the policy development work under deliverable 2, which reduces the eligible contribution.</i></p>	
<p>Maximum Natural Infrastructure Grant Contribution (60%): \$1,424,421</p>	
<p>City Eligible Contribution Status and Project Readiness:</p> <p>Status of funding and approvals:</p> <ul style="list-style-type: none"> \$1,000,000 of the project is subject to approval in the 2022-2023 budget. It is the Natural Areas Management – Pilots and Policy Development project that has been prioritized within the RCE funding cut-off. \$240,000 is available through existing capital. <p>Project readiness:</p> <ul style="list-style-type: none"> This project has been scoped and is ready to proceed and be completed within the timeframes specified by the NIF. Meewasin has been identified as a candidate for project delivery partner. Management plan implementation and restoration work at various natural area sites is part of their ongoing work plan. 	
<p>Project Outcomes and Co-benefits:</p> <ul style="list-style-type: none"> Enhancement and restoration of significant natural areas and ecosystem services including biodiversity habitat, increased storm water infiltration, and connectivity to the greater Green Network Improved wildlife habitat for various target species of interest Education and community stewardship opportunities, such as citizen science, traditional land use, and school and community tours. 	

1.4 Meewasin-led Projects: Prairie Restoration and Accessibility in the Meewasin Valley

<p>Project: Prairie Restoration and Accessibility in the Meewasin Valley</p>
<p>Green Infrastructure Strategy Themes and Actions:</p> <p>Governance Theme – The Green Network is governed with an emphasis on partnerships and triple bottom line solutions.</p> <ul style="list-style-type: none"> Action 6: Redefine the partnership with Meewasin to achieve collective goals related to conservation, education, and development in the Green Network.

<ul style="list-style-type: none"> ○ 6.2: Collaborate on conservation, naturalization, and the development of trails, interpretive infrastructure, and amenities in areas of interest. ○ 6.4: Seek opportunities to collaborate on external funding. <p>Ecology Theme – The Green Network conserves biodiversity, supports high quality habitat, and increases climate change resilience.</p> <ul style="list-style-type: none"> ● Action 11: Protect, restore, and manage significant natural areas. <ul style="list-style-type: none"> ○ 11.4: Develop and implement site-specific management plans, including restoration of natural areas when required. 	
<p>Project Eligibility for Natural Infrastructure Fund: All planned work supports enhanced access to green space and natural water bodies and restoration and planting of green spaces.</p>	
<p>Current Scope: Meewasin has identified the following activities within its work plan that restores or enhances natural infrastructure in and near the City:</p> <ul style="list-style-type: none"> ● Northeast Swale Master Plan implementation ● Northeast Swale Dry Pond Restoration ● Valley-wide Resource Management restoration and land management ● Valley-wide naturalized plantings 	<p>Revised Project with Additional Scope: Natural Infrastructure funding would provide increased capacity for Meewasin to support valley-wide health and long-term stability for restoration and conservation planning and implementation. Specifically:</p> <ul style="list-style-type: none"> ● Implementation of the Northeast Swale Master Plan, dry pond restoration, valley-wide restoration, land management, and naturalized plantings can proceed with an expanded scope (i.e. increased area restored) that would otherwise take additional years to complete ● Additional sites such as Maple Grove and Beaver Creek Conservation Area can be added to the Master Planning work, which would otherwise not be possible within the current timeframe. These sites, while outside Saskatoon city limits, are visited frequently by city residents and important connection points of Saskatoon's Green Network to green spaces in the larger region. ● Some planned work such as design and replacement of the pedestrian bridge at Beaver Creek Conservation Area can also proceed earlier than expected.
<p>Total Costs Current Project: \$656,000</p>	<p>Total Cost Revised Project: \$1,640,000</p>
<p>Total Meewasin Eligible Contribution (40%): \$656,000 Projects listed above are currently within Meewasin's capital budget.</p>	
<p>Maximum Natural Infrastructure Grant Contribution (60%): \$984,000</p>	
<p>City Eligible Contribution Status and Project Readiness:</p>	

<p>Project funding is secured and ready to proceed within the stated timelines. Beaver Creek bridge repair may be subject to coordination with City administration.</p>
<p>Project Outcomes and Co-benefits:</p> <ul style="list-style-type: none"> Planned outcomes include natural area planning, land restored, and tracked visits to the Meewasin Valley.

1.5 Natural Areas Connectivity and Access

<p>Project:</p> <ul style="list-style-type: none"> Aspen Ridge (Greenway Landscaping P.01411) Aspen Ridge Linear Park and Drainage Channel P.01411/P.01574 	
<p>Green Infrastructure Strategy Themes and Actions:</p> <p>This project aligns with the following themes and actions from the Green Infrastructure Strategy:</p> <p>Ecology: The Green Network conserved biodiversity, supports high quality habitat, and increased climate change resilience.</p> <p>Ecology Actions:</p> <ul style="list-style-type: none"> Action 11: Protect, restore, and manage significant natural areas. <ul style="list-style-type: none"> 11.2: Protect significant natural areas using a variety of available protection tools. 11.4: Develop and implement site-specific management plans, including restoration of natural areas when required. 	
<p>Project Eligibility for Natural Infrastructure Fund:</p> <p>This project is eligible under the following categories of the Natural Infrastructure Fund:</p> <ul style="list-style-type: none"> Planting and restoring green space Naturalized water diversion and infiltration (permeable land cover) 	
<p>Current Scope:</p> <p><u>Greenway</u> The scope of this landscape project is to remediate the drainage culverts and begin to naturalize the greenway adjacent to the Northeast Swale. This type of landscape aims to increase the biodiversity and help protect the Northeast Swale from encroaching residential style landscaping. The work includes seeding, shrub bed planting, riprap of the culverts, maintenance, and establishment. The project began in 2020 and will be phased over three years. The first year (2020) included a cover crop and weed control throughout the project area.</p>	<p>Revised Project with Additional Scope:</p> <p><u>Greenway</u> The revised project will include a plug planting program which will plant 7,298 native grasses and forbs throughout the 25,000 square meter site. The plug planting was part of the original design and will be beneficial to the site to be added back to the project to enhance the overall corridor. Native shrub planting will be included to enhance the length of the property (1.2km) that borders the Northeast Swale. This will provide additional habitat and plant biodiversity to the site. Lastly a compost alternative (biotic soil amendments - ECBVerydol) will be used to enhance the existing soil conditions to increase the success of the native grass and forb establishment. The soil has been exposed with little to no vegetation for over three (3) years. The original budget did not</p>

<p><u>Linear Park and Drainage System</u> The project scope is the construction and associated landscaping of the linear park and drainage channel (11.98 ac) in Aspen Ridge near the Northeast Swale. The landscape design for the park and drainage channel are designed to complement each other. The Park and drainage system in Aspen Ridge stretch from Kalra Street to the Forebay (Henry Dayday Street) near Northeast Swale. The design intent for this park system is to provide a more traditional manicured linear park with a naturalized drainage channel adjacent. The work includes bridges, culverts, trail construction, site furnishings, lighting, irrigation, irrigated grass seed, trees and shrubs.</p>	<p>allow the soil amendment to be used throughout the entire site.</p> <p><u>Linear Park and Drainage System</u> This Park system connects the residents of Aspen Ridge to the Northeast Swale. As the site approaches the Northeast Swale the revised scope can incorporate and transition the site from a more manicured park at the south end (Kalra Street) and transition to a naturalized park at the Forebay (Henry Dayday) to help protect the Northeast Swale from encroaching invasive species. The revised scope will include the construction of a boardwalk rather than asphalt trail to allow the park to be accessible for all mobility levels while creating a naturalized park system as it nears the Northeast Swale. It will include a planting program with islands of trees, shrubs, native grasses, and forbs throughout and a plug planting program to enhance the drainage parcels.</p> <p><u>Additional naturalization and habitat plantings</u> With additional funding, further naturalization work in the Greenway, Linear Park, and other areas adjacent to the Northeast Swale will be possible to buffer important habitat from adjacent land use.</p>
<p>Total Costs Current Project:</p> <ul style="list-style-type: none"> • Greenway: \$426,253.00 (not incl. taxes) • Linear Park: \$1,410,000.00 (not incl. taxes) • Total = \$1,836,253 	<p>Total Cost Revised Project:</p> <ul style="list-style-type: none"> • Greenway: \$623,623.00 (not incl. taxes) • Linear Park: \$2,253,625.00 (not incl. taxes) • Additional naturalization: \$112,000.00 (not incl. taxes) • Total = \$2,989,248
<p>Total City Eligible Contribution (61%*):</p> <ul style="list-style-type: none"> • Greenway: \$426,253.00 (not incl. taxes) • Linear Park: \$1,410,000.00 (not incl. taxes) • Total = \$1,836,253 <p><i>*This project is proposing to contribute more than the minimum required 40% from the City's portion.</i></p>	
<p>Requested Natural Infrastructure Grant Contribution (39%*):</p> <ul style="list-style-type: none"> • Greenway: \$197,370.00 (not incl. taxes) • Linear Park: \$843,625.00 (not incl. taxes) • Additional naturalization: \$112,000 (not incl. taxes) 	

<ul style="list-style-type: none"> • Total = \$1,152,995 <p><i>*This project is not proposing to use the full 60% allowable under NIF</i></p>
<p>City Eligible Contribution Status and Project Readiness:</p> <ul style="list-style-type: none"> • <u>Greenway</u>: The funding is secured, and the project is underway with a project completion date of 2024. • <u>Linear Park and Drainage System</u>: The funding for this project is secured. A portion of the project will begin construction in 2022 and the remainder will be designed in 2022 and constructed in 2023. This project can meet the timelines of the program.
<p>Project Outcomes:</p> <ul style="list-style-type: none"> • <u>Greenway</u>: The Greenway is an ecological buffer designed to help protect the Northeast Swale. It includes a transitional Zone, a trail zone, and the ecological zone. The project goals and outcomes are to re-establish / naturalize the landscape to native grass, forbs and shrubs throughout the Greenway, increase the overall biodiversity by creating a pollinator corridor adjacent a residential development and create a unique space with diverse plant material for the residents to enjoy and connect to the Northeast Swale. • <u>Linear Park and Drainage System</u>: The outcome of the project is to transition the site back to its natural state. Before the neighbourhood construction this was a natural drainage channel. This program will help re-establish the landscape with native plant material creating a more naturalized park as it approaches the Northeast Swale. The intent of the landscape is to buffer and help protect the Northeast Swale from encroaching invasive species.

1.6 Dundonald Solar Farm Naturalization

Project: Utility Solar Scale Energy Implementation (P.01955)	
<p>Green Infrastructure Strategy Themes and Actions: This project aligns with the following themes and actions from the Green Infrastructure Strategy:</p> <p>Ecology: The Green Network conserved biodiversity, supports high quality habitat, and increased climate change resilience.</p> <p>Ecology Actions:</p> <ul style="list-style-type: none"> • Action 12: Connect and naturalize the Green Network in built-up areas. <ul style="list-style-type: none"> ○ 12.1: Naturalize parks, storm water infrastructure, and other open space where appropriate. ○ 12.3: Increase the City's use of native species in restoration and naturalization work. 	
<p>Project Eligibility for Natural Infrastructure Fund: This project is eligible under the following categories of the Natural Infrastructure Fund:</p> <ul style="list-style-type: none"> • Planting and restoring green space • Naturalized water diversion and infiltration (permeable land cover) 	
Current Scope:	Revised Project with Additional Scope:

<p>This project will be to implement naturalized landscaping at the upcoming Dundonald Avenue Solar Farm. At its meeting on November 1, 2021, the Standing Policy Committee on Environment, Utilities, and Corporate Services moved the motion for <i>Option 2, Implement Project with Naturalized Landscaping</i> be approved by City Council on November 22nd.</p>	<p>With the addition of Natural Infrastructure Funding, we will be able to increase the scope of work to enhance the process to establish the desired naturalized landscaping and will include the temporary use of irrigation measures to assist with the germination process. The estimated cost of this option is \$200,000 and will include mowing of grass, enhanced overseeding of native short grass and pollinator (wildflower) habitats, enhanced weed control and irrigation to promote successful germination.</p>
<p>The option to naturalize the existing project site landscaping with native grass and pollinator habitats to provide operational and biodiversity benefits were identified during the feasibility study of the project.</p>	
<p>The City's current plan is to gradually reseed and naturalize the landscaping with native grass and pollinator habitats along with the solar system. The estimated cost is \$35,000, which would cover mowing of grass, overseed of native grass and pollinator seeds and weed control. No irrigation is included and seed germination would rely on moisture from natural/climate sources.</p>	
<p>Total Costs Current Project: \$35,000</p>	<p>Total Cost Revised Project: \$200,000</p>
<p>Total City Eligible Contribution (40%): \$80,000</p>	
<p>Maximum Natural Infrastructure Grant Contribution (60%): \$120,000</p>	
<p>City Eligible Contribution Status and Project Readiness: Status of funding and approvals:</p> <ul style="list-style-type: none"> The landscaping portion of this project can proceed pending approval of the Dundonald Solar Farm project at City Council on November 22, and pending approval in the 2022-2023 budget. <p>Project readiness:</p> <ul style="list-style-type: none"> Pending final project approvals, site design and construction is planned for 2022, and project completion is anticipated by the end of 2023. 	
<p>Project Outcomes and Co-Benefits:</p> <ul style="list-style-type: none"> Approximately 13 acres (5 hectares) of naturalized landscaping that provides biodiversity habitat, increased storm water infiltration, and connectivity to the greater Green Network Increases public awareness of the co-benefits of joint climate mitigation and natural infrastructure projects Showcases an innovative use for underutilized/degraded green spaces 	

2.0 Naturalized Water Retention and Diversion

The following initiatives will showcase innovative storm water management through natural infrastructure pilots and expansion.

2.1 Bioswale Expansion and Habitat Enhancements in an Industrial Area

<p>Project: P.01619.06 Storm Sewer Trunk and Collection Capacity Program</p>	
<p>Green Infrastructure Strategy Themes and Actions: This project aligns with the following themes and actions from the Green Infrastructure Strategy:</p> <p>Theme – Storm Water: More rain is managed where it falls. Storm water is recognized as an important resource.</p> <ul style="list-style-type: none"> • Action 14.2: Identify how green infrastructure can increase the storm system's capacity to respond to intense rain events. • 14.3: Evaluate opportunities to increase naturalization of existing storm ponds to improve water quality and habitat, while balancing community recreation and other considerations. 	
<p>Project Eligibility for Natural Infrastructure Fund: This project is eligible under the following categories of the Natural Infrastructure Fund:</p> <ul style="list-style-type: none"> • Construction or restoration of naturalized water retention or detention systems • Naturalized water diversion and infiltration 	
<p>Current Scope: The CN Industrial neighbourhood relies on a unique overland drainage network of bioswales and culverts. The project would create and restore the bioswale drainage system to improve storm water management and reduce the impact of climate change for the neighbourhood. The project would also upgrade the current culvert that drains the bioswale system to downstream wet pond. The hybrid system (bioswale and culvert) also improves storm water quality prior to entering the wet pond major system compared to the traditional grey sewer system.</p> <p>The current scope of the project is to create, restore, and improve the overland drainage system for the neighbourhood on Melville St (Brand Rd to Lorne Ave) and Portage Ave (Melville St to Edson St) with planned roadway and sanitary sewer work in the area (not part of the NIF application). The large culvert connection of the overland drainage system to the downstream wet pond would also be expanded for a section 75m (33%) of the culvert length.</p>	<p>Revised Project with Additional Scope: With additional funding, the project can expand in scope to:</p> <ul style="list-style-type: none"> • create, restore, and upgrade the bioswale and overland drainage system for Melville St and Portage Ave as described in the current scope • restore the drainage path through a bioswale system that will improve water quality prior to entering the downstream wet pond • add areas of Jasper Ave (Melville St to Portage Ave), Portage Ave (Jasper Ave to Edson St), and targeted drainage improvements along Edson St (Jasper Ave to Portage Ave) where deficiencies have been observed. • The connection culvert between the bioswale system and wet pond would be expanded for the 230m (100%).

Note: if the funding is not approved, the scope of work may be completed over a longer timeframe due to annual budget constraints	
Total Costs Current Project: \$3,080,000 <i>(\$2,576,000 eligible + \$504,000 ineligible)</i>	Total Cost Revised Project: \$6,944,000 <i>(\$2,576,000 city contribution + \$3,864,000 NIF contribution + \$504,000 ineligible costs)</i>
Total City Eligible Contribution (40%): \$2,576,000	
Maximum Natural Infrastructure Grant Contribution (60%): \$3,864,000	
City Eligible Contribution Status and Project Readiness: <ul style="list-style-type: none"> Funding requires approval of 2022-2023 budget. Construction would occur between 2022 and 2023 	
Project Outcomes and Co-benefits: <ul style="list-style-type: none"> Improved and functioning Green Infrastructure Hybrid overland drainage system Reduced flooding for properties in the project area Reduced financial burden on flood insurance, damages, time for inspection and repair on the City Prepare the neighbourhood for climate change and potential flood events Mitigate against the impacts of climate change Improve stormwater quality for the storm pond major system 	

2.2 Naturalizing Storm Ponds for Improved Habitat and Water Quality: Kensington, Brighton, and Elk Point

Projects: <ul style="list-style-type: none"> Kensington Storm Pond & Area Grading P.01407 Brighton Municipal Reserve and Storm Pond P.01576 Elk Point Elk Point Storm Pond P.01410 	
Green Infrastructure Strategy Themes and Actions: This project aligns with the following themes and actions from the Green Infrastructure Strategy: Theme – Storm Water: More rain is managed where it falls. Storm water is recognized as an important resource. <ul style="list-style-type: none"> Action 14.2: Identify how green infrastructure can increase the storm system's capacity to respond to intense rain events. 14.3: Evaluate opportunities to increase naturalization of existing storm ponds to improve water quality and habitat, while balancing community recreation and other considerations. 	
Project Eligibility for Natural Infrastructure Fund: This project is eligible under the following categories of the Natural Infrastructure Fund: <ul style="list-style-type: none"> Planting and restoring green space (e.g. green roofs) Naturalized water diversion and infiltration (e.g. rain gardens, bioswales) Design elements that enhance human access to nature. 	
Current Scope:	Revised Project with Additional Scope:

<p><u>Kensington</u> The project scope of this enhancement project is the associated landscaping (trees, shrubs, seeding) around the engineered storm ponds. Before construction of the storm ponds this site was a wetland. Currently, the proposed landscaping meets the standard Park Specification to seed the area to the standard Dryland Seed Mix.</p> <p><u>Brighton</u> The project scope includes landscaping of the municipal reserve around the storm ponds. The proposed landscape design meets the standard Park design with site furnishings, trail development, irrigation, irrigated seed mix for turf and trees and shrubs.</p> <p><u>Elk Point</u> The project scope included landscaping of the engineered storm ponds. The existing landscape is a mix of native and non-native grass. This site was a wetland prior to construction.</p>	<p><u>Kensington</u> The revised scope will alter the traditional landscape design and alter to develop a naturalized site. This will include the use of shrub beds, native grass seed, a plug planting program (native forbs and grasses), including a compost alternative. A biotic soil amendment (Verydol) will be used to promote healthy soil, ultimately enhancing the plant material throughout the site.</p> <p><u>Brighton</u> The revised scope will include the naturalization and establishment of native grass seed and forbs including plug planting. The additional work will also include a shelterbelt planting bed along the length of south property line of park. To promote healthy growth on the site a biotic soil amendment will be used to enhance the site.</p> <p><u>Elk Point</u> The revised scope will include an additional plug planting program to establish approximately 2500-5000 plugs including native grasses and forbs.</p>
<p>Total Costs Current Project:</p> <ul style="list-style-type: none"> • Kensington: \$252,200.00 (not incl. taxes) • Brighton: \$349,000.00 (not incl. taxes) • Elk Point: \$0 • Total = \$601,200 	<p>Total Cost Revised Project:</p> <ul style="list-style-type: none"> • Kensington: \$403,520.00 (not incl. taxes) • Brighton: \$558,400.00 (not incl. taxes) • Elk Point: \$ 104,000.00 (not incl. taxes) • Total = \$1,065,920
<p>Total City Eligible Contribution (56%*):</p> <ul style="list-style-type: none"> • Kensington: \$252,200.00 (not incl. taxes) • Brighton: \$349,000 (not incl. taxes) • Elk Point: \$0 • Total = \$601,200 <p><i>*This project is proposing to contribute more than the minimum required 40% from the City's portion.</i></p>	
<p>Maximum Natural Infrastructure Grant Contribution (44%)</p> <ul style="list-style-type: none"> • Kensington: \$151,320.00 • Brighton: \$209,400.00 • Elk Point: \$104,000 • Total = \$464,720 <p><i>*This project is not proposing to use the full 60% allowable under NIF.</i></p>	

<p>City Eligible Contribution Status and Project Readiness:</p> <ul style="list-style-type: none"> • Kensington: Secured funding, requires approval in 2022-2023 budget. The project will require approval to proceed. Construction and Design are constructing the storm ponds. Seeding to dryland mix is to take place in 2022. To alter the current scope the project will require design work in 2022 with construction beginning in the same year and coordination with Construction and Design. The completion date for this project can meet the timelines the program. • Brighton: Secured funding, requires approval in 2022-2023 budget. This project will require design and approval including coordination with Construction and Design. The costs associated with this project are based on estimated values. The project will be complete as per the program requirements. • Elk Point: Subject to budget approval and approval of the neighbourhood Concept Plan.
<p>Project Outcomes:</p> <p>The outcome of the project is to re-establish the landscape with native plant material to replicate a natural wetland and environment surround the storm ponds.</p>

2.3 Pond Naturalization and Natural Infrastructure at the Fire Training Grounds

<p>Project: Regional Fire Training Facility – Project #: 1971- P01971</p>	
<p>Green Infrastructure Strategy Themes and Actions:</p> <p>This project aligns with the following themes and actions from the Green Infrastructure Strategy:</p> <p>Theme – Storm Water: More rain is managed where it falls. Storm water is recognized as an important resource.</p> <ul style="list-style-type: none"> • Action 14.2: Identify how green infrastructure can increase the storm system’s capacity to respond to intense rain events. • 14.3: Evaluate opportunities to increase naturalization of existing storm ponds to improve water quality and habitat, while balancing community recreation and other considerations. 	
<p>Project Eligibility for Natural Infrastructure Fund:</p> <p>This project is eligible under the following categories of the Natural Infrastructure Fund:</p> <ul style="list-style-type: none"> • Construction or restoration of naturalized water retention or detention systems • Planting and restoring green space • Naturalized water diversion and infiltration 	
<p>Current Scope:</p> <p>In 2020, City Council approved the development of a new Fire Training Facility. Situated on a 40-acre footprint of land, the facility will allow for the comprehensive training and review of safety sensitive skill in a purpose built controlled environment. The current facility plan includes a pond that will allow for water capture from both precipitation and any</p>	<p>Revised Project with Additional Scope:</p> <p>With the addition of NIF, we will be able to increase the scope of work to:</p> <ul style="list-style-type: none"> • Naturalize and add additional natural infrastructure elements to the pond and surrounding area. • Complete tree planting work around the facility.

other water used during training evolutions. This pond will be used to hold the water so it can be recycled (reused) for subsequent training evolutions.	
Total Costs Current Project: \$250,000	Total Cost Revised Project: \$625,000
Total City Eligible Contribution (40%): \$250,000	
Maximum Natural Infrastructure Grant Contribution (60%): \$375,000	
<p>City Eligible Contribution Status and Project Readiness:</p> <p>Status of funding and approvals:</p> <ul style="list-style-type: none"> • The City's contribution is available in an existing capital budget. <p>Project readiness:</p> <ul style="list-style-type: none"> • Once funding is confirmed, the project can proceed within the funding timeframe. 	
<p>Project Outcomes and Co-Benefits:</p> <ul style="list-style-type: none"> • The outcome of the project is to re-establish the landscape with native plant material to replicate a natural wetland and environment surround the storm ponds. 	

3.0 Hybrid infrastructure in urban areas for improved access and ecosystem services

The following initiatives will showcase innovative natural infrastructure solutions for built-up urban areas such as downtown streetscapes, corridor planning areas, and rights-of-way such as berms and boulevards. These initiatives will also improve the community's access to or experience of natural infrastructure in Saskatoon.

3.1 Road diet for enhanced downtown tree canopy

Project: Urban Design – BIDS (P.02162): 20th Street East Streetscape	
<p>Green Infrastructure Strategy Themes and Actions: This project aligns with the following themes and actions from the Green Infrastructure Strategy:</p> <p>Theme: Open Space – The Green Network links all Saskatoon residents to high quality, interconnected green space.</p> <p>Open Space Actions:</p> <ul style="list-style-type: none"> • Action 8: Expand the Green Network by creating new publicly available green space or increasing green infrastructure. <ul style="list-style-type: none"> ○ 8.3: Design and implement green infrastructure expansion in areas of interest. • Action 10: Protect and grow the urban forest. <ul style="list-style-type: none"> ○ 10.4: Design sustainable tree planting sites to ensure adequate soil volume, quality, and space for trees. <p>Theme: Storm Water – More rain is managed where it falls. Storm water is recognized as an important resource.</p> <p>Storm Water Actions:</p> <ul style="list-style-type: none"> • Action 15: Increase the use of Low Impact Development. <ul style="list-style-type: none"> ○ 15.1: Incorporate Low Impact Development pilots into City projects to show leadership, prioritizing high-pedestrian areas such as BRT corridors and downtown. 	
<p>Project Eligibility for Natural Infrastructure Fund: This project is eligible under the following categories of the Natural Infrastructure Fund:</p> <ul style="list-style-type: none"> • Planting and restoring green space • Design elements that enhance human access to nature. 	
<p>Current Scope: In 2013, after a significant consultation process, Saskatoon's City Council adopted the City Centre Plan which identifies the block of 20th Street between Idylwyld and 1st Avenue as a Pedestrian Priority location. This project includes a "road diet" which will reduce the road width by approximately 4 meters, making room for street trees to be added, contributing to</p>	<p>Revised Project with Additional Scope: With the addition of Natural Infrastructure Funding, we will be able to expand the scope of work to:</p> <ul style="list-style-type: none"> • Extend the tree support infrastructure improvements to the next block and possibly further down 20th Street towards Spadina

Saskatoon's initiative to increase our urban tree canopy by 15-20% by 2060 (Urban Forestry Management Plan, 2021) and improving storm water management in the area.	<ul style="list-style-type: none"> • Increase the number of trees planted by 10-15 • Provide underground structural cells to support the tree's survival and growth • Allow better access to structural cells and irrigation for future maintenance. • Provide better irrigation for tree survival. • Provide more permeable surface to absorb storm water.
Total Costs Current Project: \$1,038,692.17	Total Cost Revised Project: \$2,596,730.43
Total City Eligible Contribution (40%): \$1,038,692.17	
Maximum Natural Infrastructure Grant Contribution (60%): \$1,558,038.26	
<p>City Eligible Contribution Status and Project Readiness:</p> <p>Status of funding and approvals:</p> <ul style="list-style-type: none"> • The City contribution is part of the capital budget ask under the 2022-2023 Urban Design project "20th Street East Streetscape" that, if approved, will come out of the Streetscape Reserve. <p>Project readiness:</p> <ul style="list-style-type: none"> • This project has been scoped and is ready to proceed and be completed within the timeframes specified by the NIF. 	
<p>Project Outcomes and Co-Benefits:</p> <ul style="list-style-type: none"> • Enhancement and improved ecosystem services of rights-of-way through tree planting, improved soil conditions, and storm water management • Biofiltration of salt and chemicals • Responsible use and management of vacant or underutilized spaces • Revitalized street scape in pedestrian priority locations 	

3.2 Piloting natural infrastructure solutions in empty tree wells

Project: Streetscape Rehabilitation Project (Cost Centre 585)
<p>Green Infrastructure Strategy Themes and Actions:</p> <p>This project aligns with the following themes and actions from the Green Infrastructure Strategy:</p> <p>Theme: Open Space – The Green Network links all Saskatoon residents to high quality, interconnected green space.</p> <p>Open Space Actions:</p> <ul style="list-style-type: none"> • Action 8: Expand the Green Network by creating new publicly available green space or increasing green infrastructure. <ul style="list-style-type: none"> ◦ 8.3: Design and implement green infrastructure expansion in areas of interest. • Action 10: Protect and grow the urban forest.

- 10.4: Design sustainable tree planting sites to ensure adequate soil volume, quality, and space for trees.

Theme: Storm Water – More rain is managed where it falls. Storm water is recognized as an important resource.

Storm Water Actions:

- Action 15: Increase the use of Low Impact Development.
 - 15.1: Incorporate Low Impact Development pilots into City projects to show leadership, prioritizing high-pedestrian areas such as BRT corridors and downtown.

Project Eligibility for Natural Infrastructure Fund:

This project is eligible under the following categories of the Natural Infrastructure Fund:

- Planting and restoring green space
- Design elements that enhance human access to nature.

Current Scope:

There are currently 48 tree wells in the Downtown Business Improvement District (BIDs) that can no longer support street trees for various reasons, such as conflicts with fire hydrants, utilities, driveways, alleys, parking lots, and street access. Alternative natural infrastructure solutions are being considered instead of replacing these sites with hardscaping. Vegetation at these sites is potentially difficult to establish due to difficult growing conditions (e.g., salt, foot traffic and less sun access). The purpose of this project is to investigate and trial appropriate plantings and designs that can potentially be successful in these sites.

The current available budget allocated to this project would allow approximately 2 to 4 tree wells to be restored with natural infrastructure.

Revised Project with Additional Scope:

With the addition of Natural Infrastructure Funding, the City will be able to expand the scope of work to plant an additional 4-6 tree well sites with natural infrastructure plantings.

Total Costs Current Project: \$20,000.00

Total Cost Revised Project: \$50,000.00

Total City Eligible Contribution (40%): \$20,000

Maximum Natural Infrastructure Grant Contribution (60%): \$30,000

City Eligible Contribution Status and Project Readiness:

Status of funding and approvals:

- The City contribution is available through the Streetscape Rehabilitation Project (Cost Centre: 585)

Project readiness:

- This project has been scoped and is ready to proceed and be completed within the timeframes specified by the NIF.

Project Outcomes and Co-benefits:

- Enhancement and improved ecosystem services of rights-of-way through tree planting, improved soil conditions, and storm water management
- Biofiltration of salt and chemicals
- Responsible use and management of vacant or underutilized spaces
- Revitalized street scape in pedestrian priority locations

3.3 Enhancing green spaces in Corridor projects through natural infrastructure pilots

Project: Corridor Planning Program (Capital Project 2541)

Green Infrastructure Strategy Themes and Actions:

This project aligns with the following themes and actions from the Green Infrastructure Strategy:

Community: The Green Network facilitates placemaking, honours culture, and inspires community-led transformation.

Community Actions:

- Action 1: Design the Green Network to reflect our collective history, honour cultural diversity, and create a sense of belonging for all.
 - 1.3: Continue meaningful engagement with affected groups to design the Green Network through an equity and inclusions lens.
 - 1.4: Work with the community to tell the story of Saskatoon's Green Network for many voices through public art, interpretive features, and other mediums.
- Action 2: Inspire citizen-driven transformation of the Green Network.
 - 2.2: Seek opportunities to incentivize green infrastructure in private and commercial areas.

Governance: The Green Network is governed with an emphasis on partnerships and triple bottom line solutions.

Governance Actions:

- Action 4: Invest in the Green Network within the City of Saskatoon.
 - 4.1: Improve Green Network planning by updating City work plans, policies, and initiatives to increase green infrastructure across Saskatoon.
 - 4.4: Define and appropriate service level and associated funding for the Green Network to prioritize future investments.
- Action 6: Redefine the partnership with Meewasin to achieve collective goals related to conservation, education, and development in the Green Network.
 - 6.2: Collaborate on conservation, naturalization, and the development of trails, interpretive infrastructure, and amenities in areas of interest.

Open Space: The Green Network links all Saskatoon residents to high quality, interconnected green space.

Open Space Actions:

- Action 7: Renew formal and informal green space in the Green Network to meet citizen needs.
 - 7.1: Identify high priority formal and informal green spaces to upgrade or redevelop.
 - 7.2: Increase coordination within the City, and with the community, to encourage informal green space renewal.
- Action 8: Expand the Green Network by creating new publicly available green space or increasing green infrastructure.
 - 8.1: Identify green infrastructure opportunities outside the existing Green Network.
- Action 9: Increase walkability and active transportation throughout the Green Network.
 - 9.2: Increase access to and within the Green Network, with an emphasis on walkability and multi-modal transportation.

Storm Water: More rain is managed where it falls. Storm water is recognized as an important resource.

Storm Water Actions:

- Action 15: Increase the use of Low Impact Development.
 - 15.1: Incorporate Low Impact Development pilots into City projects to show leadership, prioritizing high-pedestrian areas such as BRT corridors and Downtown.
 - 15.4: Encourage commercial, institutional, and residential installation of Low Impact Development and onsite storm water management through education and incentives.

Project Eligibility for Natural Infrastructure Fund:

- This project aligns with the implementation ideas included within the NIF.
- Categories supported by this work will include:
 - Planting and restoring green space
 - Construction or restoration of naturalized water retention or detention systems
 - Naturalized water diversion and infiltration
 - Improving active transportation

Current Scope:

City Council endorsed the Corridor Transformation Plan in January 2020. The Corridor Transformation Plan is a long-term visionary plan that highlights opportunities and methods for implementing the Corridor Growth Area objectives. The Transformation Plan provides direction for future Corridor Planning Program deliverables, which includes developing Corridor Plans for each of the 10 segment areas within the Corridor Growth Area. Additionally, Corridor Growth policies and land use policy districts were

Revised Project with Additional Scope:

With the addition of Natural Infrastructure Funding, we will be able to increase the scope of work related to the College Corridor Plan, to include detailed design of items in the plan that align with the Natural Infrastructure Funding.

The additional funding would allow for additional design work to be undertaken related to Public Realm. Resources for detailed design work could be contracted, to enhance the Public Realm Master Plan to the

<p>enshrined through the adoption of the Official Community Plan in June 2020.</p> <p>The first Corridor Plan – for the College segment – publicly launched in the Summer of 2021. Corridor Plans are expected to be conducted approximately annually until plans for all 10 corridor segments are completed.</p> <p>Each Corridor Plan will be developed through a collaborative and consultative process with land owners, area residents, local business owners, and other stakeholder groups. This process includes a coordinated administrative approach by working with internal partners to develop solutions and identify opportunities to achieve growth principles. Each Corridor Plan will include:</p> <ul style="list-style-type: none"> • Action items to mitigate impacts related to infill development such as storm water management, amenity space needs, or other issues identified through consultation. • A Land Use and Zoning strategy that includes zoning options and the identification of high priority sites. • A Public Realm Master Plan which focuses on improving the streetscape, enhancing open and green space, addressing traffic related issues, and implementing actions that encourage active transportation. • Long term strategies that include a phasing and funding plan for infrastructure upgrades, public realm improvements and land use policy implementation. 	<p>next step as part of the College Corridor Plan and Nutana Corridor Plan. This would position the Public Realm components of each Corridor Plan to be ready for implementation.</p>
<p>Total Costs Current Project: \$250,000 (Public Realm Master Plan component)</p> <p><i>Ineligible - \$150,000</i></p>	<p>Total Cost Revised Project: \$400,000</p> <p><i>(\$100,000 city contribution + \$150,000 NIF contribution + \$150,000 ineligible)</i></p>
<p>Total City Eligible Contribution (40%): \$100,000</p> <p><i>*There are some ineligible items from the original scope that are not proposed for the NIF.</i></p>	
<p>Maximum Natural Infrastructure Grant Contribution (60%): \$150,000</p>	
<p>City Eligible Contribution Status and Project Readiness:</p>	

This project can proceed with detailed Public Realm design work for the College Corridor Plan, and the Nutana Corridor Plan, within the timeframes specified in the NIF.

Project Outcomes:

- Detailed design for public realm implementation for the College Corridor Plan and Nutana Corridor Plan.

3.4 Sustainable tree planting sites in berms, buffers, and other hard-to-grow areas

Project: Park Development – Boulevard Development (P.00668)

Green Infrastructure Strategy Themes and Actions:

This project aligns with the following themes and actions from the Green Infrastructure Strategy:

Theme – Open Space: The Green Network links all Saskatoon residents to high quality, interconnected green space.

- Action 7: Renew formal and informal green space in the Green Network to meet citizen needs.
 - 7.1: Identify high priority formal and informal green spaces to upgrade or redevelop.
 - 7.2: Increase coordination within the City, and with the community, to encourage informal green space renewal.
- Action 10: Protect and grow the urban forest.
 - 10.4: Design sustainable tree planting sites to ensure adequate soil volume, quality, and space for trees.

Project Eligibility for Natural Infrastructure Fund:

This project is eligible under the following categories of the Natural Infrastructure Fund:

- Planting and restoring green space (e.g. green roofs)
- Naturalized water diversion and infiltration (e.g. rain gardens, bioswales)
- Design elements that enhance human access to nature.

Current Scope:

The 2022 and 2023 budget requests include \$120,000 in each year for: investigating planting requests, identifying appropriate plant sites, site preparation including soil amendments if required, tree planting, and the three-year establishment maintenance of trees in new residential neighbourhoods. It also includes supplemental establishment maintenance, as required, on approved tree planting by developers in new neighbourhoods. The planned budget years also include \$120,000 in each year for boulevard tree planting.

Revised Project with Additional Scope:

With the addition of Natural Infrastructure Funding, the City will be able to complete a feasibility study and pilot to enhance tree planting and survival rates in rights-of-way where growing conditions are currently unfavorable for tree planting and other natural infrastructure. The feasibility study would include an assessment of possible sites where tree planting could be enhanced (e.g., berms, buffers), a review of options to improve soil suitability and overall growing conditions, and an assessment of any regulatory or ownership constraints. The pilot

	would include a partnership with Construction and Design department to retrofit an existing berm or buffer for enhanced tree growth.
Total Costs Current Project: \$240,000	Total Cost Revised Project: \$600,000
Total City Eligible Contribution (40%): \$240,000	
Maximum Natural Infrastructure Grant Contribution (60%): \$360,000	
<p>City Eligible Contribution Status and Project Readiness:</p> <p>Status of funding and approvals:</p> <ul style="list-style-type: none"> The project is subject to approval in the 2022-2023 budget deliberations. <p>Project readiness:</p> <ul style="list-style-type: none"> Once the project is approved and funding is confirmed, the work can proceed within the timelines specified by the NIF. 	
<p>Project Outcomes and Co-Benefits:</p> <ul style="list-style-type: none"> Increased tree survival on currently degraded green spaces. Enable Parks to support multiple City objectives as outlined in, for example, the Strategic Plan, Urban Forestry Management Plan, Green Infrastructure Strategy, and Recreation and Parks Master Plan. Help the City achieve its 15-20% canopy cover by 2060 target, as recommended in the Urban Forestry Management Plan. Provide more shaded locations through the establishment of additional trees. Enable community members to become involved in protecting, enhancing, and experiencing our city parks through education, programming, and stewardship initiatives. 	

3.5 Greener roadways to reduce the urban heat island effect

<p>Project: Aspen Ridge (McOrmond Drive Streetscape: Roadway Streetscaping/Entrance Signs P.01411)</p>
<p>Green Infrastructure Strategy Themes and Actions:</p> <p>This project aligns with the following themes and actions from the Green Infrastructure Strategy:</p> <p>Open Space: The Green Network links all Saskatoon residents to high quality, interconnected green space.</p> <p>Open Space Actions:</p> <ul style="list-style-type: none"> Action 7: Renew formal and informal green space in the Green Network to meet citizen needs. <ul style="list-style-type: none"> 7.1: Identify high priority formal and informal green spaces to upgrade or redevelop. 7.2: Increase coordination within the City, and with the community, to encourage informal green space renewal. Action 8: Expand the Green Network by creating new publicly available green space or increasing green infrastructure. <ul style="list-style-type: none"> 8.1: Identify green infrastructure opportunities outside the existing Green Network.

<p>Project Eligibility for Natural Infrastructure Fund: This project is eligible under the following categories of the Natural Infrastructure Fund:</p> <ul style="list-style-type: none"> • Planting and restoring green space (e.g., planting beds) • Naturalized water diversion and infiltration (e.g., rain gardens, bioswales) 	
<p>Current Scope: This project is a streetscape enhancement for the arterial roadway, McOrmond Drive. The scope of work includes the installation of street furniture, unit paving, irrigation, plant material including street trees and two neighbourhood entry signs along McOrmond Drive.</p>	<p>Revised Project with Additional Scope: The revised scope will include the addition of centre median planting beds, irrigation for the centre median planters, structural soil cells and larger tree grates.</p>
<p>Total Costs Current Project: \$2,493,553.00 (not incl. taxes)</p>	<p>Total Cost Revised Project: \$3,357,953.00</p>
<p>Total City Eligible Contribution (74%*): \$2,493,553.00 (not incl. taxes)</p>	
<p><i>*Project can allocate more than the minimum 40% for the City's contribution</i></p>	
<p>Proposed Natural Infrastructure Grant Contribution (26%*): \$864,400.00 (not incl. taxes)</p>	
<p><i>*Project is not requesting the full amount allowable under NIF.</i></p>	
<p>City Eligible Contribution Status and Project Readiness: Funding for this project is secured and in place. The total costs are based on estimated costs. The project will be tendered in late 2021. Construction for Phase 1 of this project will begin April 2022. Phase 2 will be tendered in spring of 2022 and a construction start in the summer of 2022. Both phases of the project will have a completion date of October 2023. Phase 1: Fedoruk Drive to Feheregyhazi Boulevard; Phase 2: Feheregyhazi Boulevard to Henry Dayday Street.</p>	
<p>Project Outcomes: McOrmond Drive is 1.2 km arterial roadway. The added design elements will amplify and enhance the street appearance by creating a 'greener', healthier, more biodiverse corridor.</p> <p>The goal is a self-sustaining landscape, utilising some native plant material and hardy trees.</p> <ul style="list-style-type: none"> - The addition of the centre median will help increase the overall biodiversity of this wide arterial roadway. - The use of structural soil cells and larger tree grates will provide the street trees with an additional 8m³ of soil volume for a minimum of 10m³ per tree. - Lastly, the larger tree grate will increase the permeable surface around each tree by 3m² providing a larger surface area for rainfall to permeate. <p>Overall, these improvements will provide a healthier forest canopy, a friendlier pedestrian environment, and aim to reduce the overall heat island effect.</p>	

3.6 Community-led restoration of degraded medians and rights-of-way

<p>Project: Street Gardens Expansion (P.02390)</p>	
<p>Green Infrastructure Strategy Themes and Actions: This project aligns with the following themes and actions from the Green Infrastructure Strategy:</p> <p>Theme: Community – The Green Network facilitates placemaking, honours culture, and inspires community-led transformation.</p> <p>Community Actions:</p> <ul style="list-style-type: none"> • Action 1: Design the Green Network to reflect our collective history, honour cultural diversity, and create a sense of belonging for all. <ul style="list-style-type: none"> ○ 1.3: Continue meaningful engagement with affected groups to design the Green Network through an equity and inclusion lens. • Action 2: Inspire citizen-driven transformation of the Green Network. <ul style="list-style-type: none"> ○ 2.3: Develop a program and funding model to support community-led green infrastructure projects, citizen science, and bio-cultural management. • Action 3: Increase food production in the Green Network. <ul style="list-style-type: none"> ○ 3.3: Work with and support partners to incorporate food and fruit production or traditional food systems into high priority urban areas. 	
<p>Project Eligibility for Natural Infrastructure Fund: This project is eligible under the following categories of the Natural Infrastructure Fund:</p> <ul style="list-style-type: none"> • Planting and restoring green space • Design elements that enhance human access to nature. 	
<p>Current Scope: The Boulevard Gardening and Maintenance Guidelines Update and Program Expansion Options report resulted in the Council resolutions:</p> <ol style="list-style-type: none"> 1. That Option 2 be approved: Expand program to include centre medians and a centre median application process, subject to approval of \$50,000 in operating funding for 2022 onwards, to be brought forward to the 2022-2023 Business Plan and Budget deliberations; and 2. That a \$60,000 capital funding request for the development of a Feasibility Study and community engagement, to further expand the garden program, be brought forward to the 2022-2023 Business Plan and Budget deliberations. 	<p>Revised Project with Additional Scope: With the addition of Natural Infrastructure Funding, we will be able to expand the scope of work to:</p> <ul style="list-style-type: none"> • Implement and support demonstration Street Garden sites including restoration of degraded rights-of-way, and potentially community-led “de-pave” events where underutilized pavement is removed and replaced with gardens and natural infrastructure. Demonstration gardens can showcase best practices for gardening in the challenging growing conditions of these sites (e.g., salt and compaction resulting from nearby roadways).

<p>The Street Garden Program Centre Median Expansion (Street Garden Expansion) proposes expanding the gardening activity area to include centre medians. These areas are proposed because, while centre median gardening is not currently permitted in the Guidelines, citizens are nonetheless gardening in these spaces. It involves an application for centre median garden approval, that would include a letter of agreement between the gardener and the City of Saskatoon (City).</p> <p>Resolution 1 to further expand the program, is currently unfunded and resolution 2 has received \$51,500 from the Sustainability Reserve and the project scope has been adjusted.</p> <p>If Resolution 1 remains unfunded and no other funding source is identified, the Administration proposes applying the \$51,5000 to carry out resolution 1 in 2022-2023 at a reduced scope.</p>	
<p>Total Costs Current Project: \$51,500</p>	<p>Total Cost Revised Project: \$128,750</p>
<p>Total City Eligible Contribution (40%): \$51,500 (Sustainability Reserve)</p>	
<p>Maximum Natural Infrastructure Grant Contribution (60%): \$77,250</p>	
<p>City Eligible Contribution Status and Project Readiness:</p> <p>Status of funding and approvals:</p> <ul style="list-style-type: none"> • Resolution 2 has been allocated \$51,500 through the 2021 Sustainability Reserve. and P.02390 capital project “Street Garden Expansion” has been established. • Resolution 1 will be considered as an operating option during the 2022-2023 multi-year budget deliberations. If approved the total eligible funding available is \$100,000 from this source, increasing the City’s total eligible contribution to \$151,500, the maximum NIF contribution to \$227,250 and the total project to \$378,750. <p>Project readiness:</p> <ul style="list-style-type: none"> • This project has been scoped and is ready to proceed and be completed within the timeframes specified by the NIF. 	
<p>Project Outcomes and Co-Benefits:</p> <ul style="list-style-type: none"> • Enhancement and improved ecosystem services of centre medians, boulevards, and other rights-of-way through native species selection, improved soil conditions, and storm water management 	

- Biofiltration of salt and chemicals
- Responsible use and management of vacant or underutilized spaces
- Local food production is increased
- Civic participation and action will be encouraged in residential areas
- Program leads to an attractive, vibrant, and lively city through public land for gardening

3.7 Lighting for People and Wildlife in a Winter City

<p>Project: WintercityYXE (P2519)</p>	
<p>Green Infrastructure Strategy Themes and Actions: This project aligns with the following themes and actions from the Green Infrastructure Strategy:</p> <p>Theme – Ecology:</p> <ul style="list-style-type: none"> • Action 13: Improve biodiversity and ecosystem health throughout the Green Network. <ul style="list-style-type: none"> ○ 13.1: Develop dark sky and low noise zones, prioritizing sites to reduce ecological stress. • Action 1: Design the Green Network to reflect our collective history, honour cultural diversity, and create a sense of belonging for all. <ul style="list-style-type: none"> ○ 1.4: Work with the community to tell the story of Saskatoon’s Green Network from many voices through public art, interpretive features, and other mediums. 	
<p>Project Eligibility for Natural Infrastructure Fund: This project is eligible under the following categories of the Natural Infrastructure Fund:</p> <ul style="list-style-type: none"> • Design elements that enhance human access to nature. 	
<p>Current Scope: The WintercityYXE Strategy was received by City Council in September 2020. There are three relevant actions identified in the Strategy:</p> <ol style="list-style-type: none"> 1) Develop and implement Winter Design Guidelines. 2) Explore how outdoor spaces can be better used in the winter months. 3) Examine the need and benefit of a comprehensive winter lighting strategy and invest in projects that advance learning for the development of a lighting strategy. <p>The Winter Design Guidelines would provide developers direction for how sites could be best developed for Saskatoon’s winter climate. This includes but is not limited to:</p>	<p>Revised Project with Additional Scope: With the addition of NIF we will increase the scope of work to:</p> <ul style="list-style-type: none"> • Complete the Winter Design Guidelines with associated staff time and developer engagement. • Coordinate with Parks staff and other projects within the NIF proposal to complete an innovative lighting pilot at a park site that enhances residents’ experience of the park in the winter and achieves dark-sky lighting requirements. • Work with Parks staff to embed winter design considerations for landscaping, planting, and vegetation into the Parks upgrade project within the larger NIF proposal.

<ul style="list-style-type: none"> • Landscaping design, planting and vegetation; • Lighting guidelines including recommendations for parks and trails as well as minimizing light pollution 	
<p>Total Costs Current Project:</p> <ul style="list-style-type: none"> • \$50,000 for the development of Winter Design Guidelines • Additional funds to complete the lighting pilot would be allocated from other projects within the NIF application. 	<p>Total Cost Revised Project: \$125,000</p>
<p>Total City Eligible Contribution (40%): \$50,000</p>	
<p>Maximum Natural Infrastructure Grant Contribution (60%): \$75,000</p>	
<p>City Eligible Contribution Status and Project Readiness: The City's contribution is approved, and the project is ready to proceed within the timeframe of the grant.</p>	
<p>Project Outcomes and Co-Benefits:</p> <ul style="list-style-type: none"> • Improved accessibility to parks and green spaces year-round • Improved pedestrian experience of outdoor locations 	

4.0 Community Partnership Initiatives towards Reconciliation and Equity in Saskatoon's Green Network

The following initiatives will inspire and support community-led stewardship of Saskatoon's Green Network, with emphasis on Indigenous land uses and sustainable food system projects.

4.1 Indigenous Ceremonial Spaces in the Green Network

Project: Indigenous Initiatives – Urban Ceremonial Spaces (P.10042)	
<p>Green Infrastructure Strategy Themes and Actions: This project aligns with the following themes and actions from the Green Infrastructure Strategy:</p> <p>Theme: Community – The Green Network facilitates placemaking, honours culture, and inspires community-led transformation.</p> <p>Community Actions:</p> <ul style="list-style-type: none"> • Action 1: Design the Green Network to reflect our collective history, honour cultural diversity, and create a sense of belonging for all. <ul style="list-style-type: none"> ○ 1.3: Continue meaningful engagement with affected groups to design the Green Network through an equity and inclusion lens. <p>Theme: Governance – The Green Network is governed with an emphasis on partnerships and triple bottom line solutions.</p> <p>Governance Actions:</p> <ul style="list-style-type: none"> • Action 5: Develop a cooperative governance approach to Green Network provision and management. <ul style="list-style-type: none"> ○ 5.4: Partner with Indigenous communities and organizations to explore traditional land management and governance models for the Green Network. 	
<p>Project Eligibility for Natural Infrastructure Fund: This project is eligible under the following categories of the Natural Infrastructure Fund:</p> <ul style="list-style-type: none"> • Costs for the purpose of Indigenous consultation and engagement activities are eligible. • Design elements that enhance human access to nature. <p>This initiative will provide support and build capacity for all other initiatives within the NIF application to embed reconciliation and equity into project outcomes.</p>	
<p>Current Scope: This project is part of the Indigenous Initiatives budget request for 2022-2023. The City is working with Saskatoon Police Service, Meewasin Valley Authority, the University of Saskatchewan, Wanuskewin Heritage Park, and Saskatoon Tribal Council on development of urban ceremonial spaces.</p>	<p>Revised Project with Additional Scope: With the addition of Natural Infrastructure Funding, we will be able to increase the scope of work to:</p> <ul style="list-style-type: none"> • Complete additional engagement and partnership building • Design and implement ceremonial spaces in the Green Network for

	<p>Indigenous community members to practice, restore, reclaim, and revitalize their identities.</p> <ul style="list-style-type: none"> • Extend the term of the project manager
Total Costs Current Project: \$50,000	Total Cost Revised Project: \$125,000
Total City Eligible Contribution (40%): \$50,000	
Maximum Natural Infrastructure Grant Contribution (60%): \$75,000	
<p>City Eligible Contribution Status and Project Readiness:</p> <p>Status of funding and approvals:</p> <ul style="list-style-type: none"> • The Governance and Priorities Committee, at its meeting held on October 18, 2021, received a Report on Reconciliation, Equity, Diversity, and Inclusion. The Administration has submitted the associated Business Plan and Budget options for consideration during the 2022-2023 Business Plan and Budget discussions. <p>Project readiness:</p> <ul style="list-style-type: none"> • Early in 2022, Administration will begin the process of realigning some existing internal resources to form the planned Reconciliation, Equity, Diversity, and Inclusion (REDI) group. The outcomes of the Business Plan and Budget deliberations will inform how Administration then implements the plan. 	
<p>Project Outcomes and Co-benefits:</p> <ul style="list-style-type: none"> • Ceremonial spaces are included in the City's natural areas and other green spaces • Elders, Knowledge Keepers, Indigenous organizations, and front-line community members are partners in project implementation • Partnerships are established between the City and Indigenous communities from the outset of project planning so that cultural considerations can be meaningfully and authentically embedded into project design and implementation. • Equity and inclusion are embedded into the design and implementation of projects such as through the adoption of an ethical space framework • Creation of spaces in the City's Green Network that support cultural events, traditional land uses, and Indigenous ceremony • Indigenous people are provided with safe, no-barrier, permanent, and meaningful access to their cultures and languages to practice, restore, reclaim, and revitalize their cultures and identities. This is consistent with the Missing and Murdered Indigenous Women and Girls and Two-Spirit People Calls to Justice, the Truth and Reconciliation Calls to Action and the United Nations Declaration on the Rights of Indigenous Peoples. 	

4.2 Traditional Land Uses and Partnerships for Natural Infrastructure Restoration

Project: Traditional Knowledge and Land Use Assessment (P.02390)

Green Infrastructure Strategy Themes and Actions:

This project aligns with the following themes and actions from the Green Infrastructure Strategy:

Theme: Community – The Green Network facilitates placemaking, honours culture, and inspires community-led transformation.

Community Actions:

- Action 1: Design the Green Network to reflect our collective history, honour cultural diversity, and create a sense of belonging for all.
 - 1.2: In partnership with the community, complete a Traditional Land Use and Knowledge Assessment to identify cultural elements in the Green Network, and establish ways to conserve, honour, and revitalize these elements.
 - 1.3: Continue meaningful engagement with affected groups to design the Green Network through an equity and inclusion lens.

Theme: Governance – The Green Network is governed with an emphasis on partnerships and triple bottom line solutions.

Governance Actions:

- Action 5: Develop a cooperative governance approach to Green Network provision and management.
 - 5.3: Work with Wanuskewin to conserve their viewshed and support management of Opimihaw Creek.
 - 5.4: Partner with Indigenous communities and organizations to explore traditional land management and governance models for the Green Network.

Project Eligibility for Natural Infrastructure Fund:

This project is eligible under the following categories of the Natural Infrastructure Fund:

- Costs for the purpose of Indigenous consultation and engagement activities are eligible.
- Planting and restoring green space
- Design elements that enhance human access to nature.

This initiative will provide support and build capacity for all other initiatives within the NIF application to embed reconciliation and equity into project outcomes.

Current Scope:

Traditional Land Use and Knowledge Assessments (TLU&KA) invite Indigenous Elders, Knowledge Keepers', subject experts, and/or organizations to share stories and oral histories about Indigenous ways of life on a particular landscape, including the cultural and spiritual connection to the land. Assessments may provide recommendations for how those records can be acknowledged and incorporated in a respectful way into land use planning and other initiatives. Assessments may collect several types of records or data including:

- Elder and Traditional Knowledge Keepers' oral histories about Indigenous ways of

Revised Project with Additional Scope:

With the addition of Natural Infrastructure Funding, we will be able to increase the scope of work to:

- Implement early recommendations from the TLU&KA such as Indigenous-led restoration projects, upon the recommendation of Elders, Knowledge Keepers, and subject experts.
- Increase the scope of Indigenous engagement and partnership building to support Indigenous Initiatives and Sustainability Department's capacity in embedding equity, reconciliation, and cultural protocols into all projects submitted through this application.

<p>knowing and being, particularly the strong connection to the land</p> <ul style="list-style-type: none"> • Current and historical Indigenous land uses, ceremonies, culturally significant plants, events, or occurrences of a particular area • Archival and historical information about Indigenous groups • Maps of traditional land use patterns and practices that may illustrate the relationship between different features of the landscape, events, or the intersection of traditional and non-traditional knowledge • Site specific data such as habitat, trails, roads, rivers, presence of medicinal plants, grave sites, traplines, spiritually significant areas, traditional plant resources, or ecologically sensitive areas 	<ul style="list-style-type: none"> • Learnings and best practices from the TLU&KA will support other projects in the NIF application, such as embedding traditional knowledge into Natural Area Management Plans, or creation of cultural spaces within green spaces.
<p>Total Costs Current Project: \$225,000</p>	<p>Total Cost Revised Project: \$562,500</p>
<p>Total City Eligible Contribution (40%): \$225,000</p>	
<p>Maximum Natural Infrastructure Grant Contribution (60%): \$337,500</p>	
<p>City Eligible Contribution Status and Project Readiness: Status of funding and approvals:</p> <ul style="list-style-type: none"> • The City contribution is available through the P.02390 capital project (Traditional Land Use and Knowledge Assessment), received from the Sustainability Reserve funding allocation for 2021. <p>Project readiness:</p> <ul style="list-style-type: none"> • This project has been scoped and is ready to proceed and be completed within the timeframes specified by the NIF. 	
<p>Project Outcomes and Co-benefits:</p> <ul style="list-style-type: none"> • Partnerships are established between the City and Indigenous communities from the outset of project planning so that cultural considerations can be meaningfully and authentically embedded into project design and implementation. • Equity and inclusion are embedded into the design and implementation of projects such as through the adoption of an ethical space framework • Creation of spaces in the City's Green Network that support cultural events, traditional land uses, and Indigenous ceremony 	

4.3 Community-led pilots towards a sustainable food system

<p>Project: Sustainable Food Pilots – New Capital Project P.10013</p>
<p>Green Infrastructure Strategy Themes and Actions: This project aligns with the following themes and actions from the Green Infrastructure Strategy:</p>

Theme: Community – The Green Network facilitates placemaking, honours culture, and inspires community-led transformation.

Community Actions:

- Action 1: Design the Green Network to reflect our collective history, honour cultural diversity, and create a sense of belonging for all.
 - 1.3: Continue meaningful engagement with affected groups to design the Green Network through an equity and inclusion lens.
- Action 2: Inspire citizen-driven transformation of the Green Network.
 - 2.3: Develop a program and funding model to support community-led green infrastructure projects, citizen science, and bio-cultural management.
- Action 3: Increase food production in the Green Network.
 - 3.3: Work with and support partners to incorporate food and fruit production or traditional food systems into high priority urban areas.
 - 3.4: Identify potential sites and partners to develop a food forest pilot project.

Project Eligibility for Natural Infrastructure Fund:

This project is eligible under the following categories of the Natural Infrastructure Fund:

- Planting and restoring green space
- Design elements that enhance human access to nature.

Current Scope:

This project includes a series of sustainable food system projects that implement recommendations in the Green Infrastructure Strategy and Solid Waste Reduction and Diversion Plan. For the purposes of the NIF application, this scope will focus on the Green Infrastructure Strategy pilots.

The full scope of the pilot projects include:

1. \$120,000 towards a traditional food system pilot project to work with and support partners to incorporate food and fruit production or traditional food systems into high priority urban areas. This item is funded through the Sustainability Reserve.
2. \$20,000 towards an edible foraging mapping pilot project. This item is funded through the Sustainability Reserve.
3. \$80,000 towards a food forest pilot project - Identify potential sites and partners to develop a food forest pilot project. This item is part of the unfunded capital request *Sustainable Food Pilots 2.0*, which is outside of funding cut-off in the prioritized RCE project list.

Revised Project with Additional Scope:

With the addition of Natural Infrastructure Funding, we will be able to expand the scope of work to:

- Proceed with the currently unfunded food forest pilot project.
- Expand the scope of the traditional food system and food forest pilot projects to include additional implementation work, which could include an expanded footprint of the pilot sites, additional natural infrastructure materials such as fruit trees, native and locally-adapted tree, shrub, grass, and forb species, and/or additional sites to pilot the approach.

Note that the edible foraging mapping pilot that is funded (\$20,000) would continue through current Sustainability Reserve funding but is not an eligible cost of the NIF so the scope would remain unchanged.

<p>Total Costs Current Project: \$220,000</p> <p><i>(\$120,000 for traditional food system pilot, \$20,000 for mapping – ineligible, and \$80,000 for food forest)</i></p>	<p>Total Cost Revised Project: \$320,000</p> <p><i>(\$120,000 for the eligible and funded city portion + \$180,000 from NIF + \$20,000 ineligible)</i></p>
<p>Total City Eligible Contribution (40%): \$120,000*</p> <p><i>*Available through the eligible portion of the Sustainability Reserve funded project of \$120,000 for a traditional food system pilot. \$20,000 for the edible foraging mapping pilot is ineligible. \$80,000 for the food forest pilot is currently unfunded so is not an eligible contribution. NOTE: if Sustainable Food Pilots 2.0 is funded at the 2022-2023 Business Plan and Budget Deliberations, the overall City contribution could increase by \$80,000 to \$200,000 to include the food forest pilot.</i></p>	
<p>Maximum Natural Infrastructure Grant Contribution (60%): \$180,000</p>	
<p>City Eligible Contribution Status and Project Readiness:</p> <p>Status of funding and approvals:</p> <ul style="list-style-type: none"> The City contribution of \$120,000 is available through the P.10013 capital project “Sustainable Food Pilot”, confirmed through the Sustainability Reserve. The capital budget option “Sustainable Food Pilots 2.0 - Food Forest, Food Waste Reduction & Food Waste Reclamation” for \$55,000 in 2022 and \$145,000 in 2023 will be considered at the 2022-2023 Business Plan and Budget deliberations. It is currently not a prioritized project. Approximately \$80,000 of this request was for the food forest pilot. <p>Project readiness:</p> <ul style="list-style-type: none"> This project has been scoped and is ready to proceed and be completed within the timeframes specified by the NIF. 	
<p>Project Outcomes and Co-Benefits</p> <ul style="list-style-type: none"> Showcase and demonstrate new and innovative approaches to community stewardship, public food production, and enhancement of degraded green spaces for future scalability Partnerships with front-line community organizations established Food production opportunities in the Green Network increased 	

5.0 City capacity building, policy work, oversight, and project support

The following initiatives will provide Project Management and subject matter expertise to the entire Natural Infrastructure Project including administration, oversight and reporting, engagement including Indigenous partnerships, capacity-building, and policy updates related to the initiatives. Salaries, wages and other incremental costs are an eligible expense but will require approval by Infrastructure Canada in advance of submitting the application.

5.1 Green Infrastructure Strategy Implementation – Oversight and Sustainment

Project: Green Infrastructure Strategy Implementation (P.02390.03 and P.02390.04)	
Green Infrastructure Strategy Themes and Actions: This project addresses the implementation chapter of the Green Infrastructure Strategy, including staffing, external funding opportunities, and monitoring the strategy.	
Project Eligibility for Natural Infrastructure Fund: Salaries, wages, and other incremental costs of recipient are eligible if approved in advance.	
Current Scope: Five short-term initiatives for early GIS implementation in 2020 and 2021: <ul style="list-style-type: none"> • Developing education materials about the green network, including promotion of biodiversity and urban agriculture. • Collaborating with Meewasin’s educational and public outreach programming to increase conservation, ecology, and natural and cultural resource awareness. • Developing a program to support green infrastructure projects through community and commercial grants or incentives. • Collaborating with the University of Saskatchewan, the school divisions, and other stakeholders around green space management. • Prioritizing sites, assessing risk, and developing management plans or restoration work for natural areas. 	Revised Project with Additional Scope: Due to COVID-19 delays in hiring, there is unallocated capital remaining from 2020-2021. The NIF application could utilize and leverage these funds for NIF administration and reporting, incremental staff capacity, GIS subject matter expertise for the funded initiatives, and to expand the scope of other initiatives within this request.
Total Costs Current Project: \$200,000	Total Cost Revised Project: \$500,000
Total City Eligible Contribution (40%): \$200,000	
Maximum Natural Infrastructure Grant Contribution (60%): \$300,000	
City Eligible Contribution Status and Project Readiness: Status of funding and approvals:	

- The City contribution is available through the following two existing capital projects Green Infrastructure Strategy P.02390.03 and P.02390.04 that were funded in 2020 and 2021.

Project readiness:

- This project has been scoped and is ready to proceed and be completed within the timeframes specified by the NIF. There is a risk to the overall project readiness and success if unfunded.

Project Outcomes and Co-benefits:

- Coordination between multiple departments to ensure projects align with GIS and NIF
- Successful NIF monitoring, reporting and submissions to meet deadline and requirements to secure funding.

5.2 Urban Forestry Management Plan Implementation

Project: Urban Forestry Management Plan Implementation (funding source(s) to be confirmed: CP1672, CP1666, and/or Deferred Tree Replacement Account)

Green Infrastructure Strategy Themes and Actions:

This project aligns with the following themes and actions from the Green Infrastructure Strategy:

Theme – Open Space: The Green Network links all Saskatoon residents to high quality, interconnected green space.

- Action 10: Protect and grow the urban forest.
 - 10.1: Ensure existing trees are protected, including through policy and bylaw updates.
 - 10.2: Review and improve existing programs related to tree watering, maintenance, inventory, and planting techniques.
 - 10.3: Continue to trial new tree species and increase biodiversity.
 - 10.4: Design sustainable tree planting sites to ensure adequate soil volume, quality, and space for trees.
 - 10.5: Develop community education and outreach programs to increase public awareness, stewardship, and partnerships.

Project Eligibility for Natural Infrastructure Fund:

Salaries, wages, and other incremental costs of recipient are eligible if approved in advance.

Current Scope:

This project addresses the implementation of the short-medium term recommended actions in the Urban Forestry Management Plan. The current scope includes 1 year of project management support to lead the implementation of the Urban Forestry Management Plan, focused primarily on the development of a Tree Protection Bylaw for trees on City property.

Revised Project with Additional Scope:

The additional funding would allow an additional 1.5 years of project management support to further advance the implementation of the Urban Forestry Management Plan. This would allow the continued dedication of a project manager to focus on a greater breadth and depth of initiatives including, for example: improvements to internal processes to ensure urban forestry considerations are included in

	decision making; opportunities to increase canopy cover; and urban forestry service level enhancements; amongst others.
Total Costs Current Project: \$132,000	Total Cost Revised Project: \$330,000
Total City Eligible Contribution (40%): \$132,000	
Maximum Natural Infrastructure Grant Contribution (60%): \$198,000	
City Eligible Contribution Status and Project Readiness:	
Status of funding and approvals: <ul style="list-style-type: none"> The City contribution is available through the Deferred Tree Replacement Account, which is utilized for tree replacement and/or enhancement of the urban forest. 	
Project readiness: <ul style="list-style-type: none"> This project is ready to proceed. 	
Project Outcomes and Co-benefits: <ul style="list-style-type: none"> Greater protection for trees on City property. Management, monitoring, and tracking of the urban forest. Dedicated support to further prioritize, define, and seek additional resources for urban forestry initiatives. Coordination between multiple departments, City strategies & procedures, and external stakeholders to ensure that the urban forest is adequately considered and protected when development or construction proceeds. 	

5.3 Indigenous partnerships, engagement, and consultation through a cultural liaison pilot

Project: Indigenous Initiatives – Cultural Resource Liaison (P.10042)
<p>Green Infrastructure Strategy Themes and Actions:</p> <p>This project aligns with the following themes and actions from the Green Infrastructure Strategy:</p> <p>Theme: Community – The Green Network facilitates placemaking, honours culture, and inspires community-led transformation.</p> <p>Community Actions:</p> <ul style="list-style-type: none"> Action 1: Design the Green Network to reflect our collective history, honour cultural diversity, and create a sense of belonging for all. <ul style="list-style-type: none"> 1.3: Continue meaningful engagement with affected groups to design the Green Network through an equity and inclusion lens. <p>Theme: Governance – The Green Network is governed with an emphasis on partnerships and triple bottom line solutions.</p> <p>Governance Actions:</p> <ul style="list-style-type: none"> Action 5: Develop a cooperative governance approach to Green Network provision and management.

<ul style="list-style-type: none"> ○ 5.4: Partner with Indigenous communities and organizations to explore traditional land management and governance models for the Green Network. 	
<p>Project Eligibility for Natural Infrastructure Fund:</p> <ul style="list-style-type: none"> • Costs for the purpose of Indigenous consultation and engagement activities are eligible. • This initiative will provide support and build capacity for all other initiatives within the NIF application to embed reconciliation and equity into project outcomes. 	
<p>Current Scope: An Indigenous Cultural Liaison will support the increase in Elder and Knowledge Keeper engagements with Committees, advisory groups, and work in the community. This role will also support cultural awareness programming and address an increasing number of department requests seeking guidance from Elders and Knowledge Keepers to incorporate Indigenous worldviews and history into projects and initiatives.</p>	<p>Revised Project with Additional Scope: With the addition of Natural Infrastructure Funding, we will be able to increase the scope of work to:</p> <ul style="list-style-type: none"> • Add 1-2 additional Indigenous Cultural Liaison staff/contractors to specifically support projects in this proposal, and help projects build capacity in incorporating equity analysis, anti-racism, and decolonization into the project approach. • Provide funding for Indigenous engagement including with the Indigenous Technical Advisory Group, Elders and Knowledge Keepers remuneration, and incremental expenses related to engagement and partnership building.
<p>Total Costs Current Project: \$119,000</p>	<p>Total Cost Revised Project: \$297,500</p>
<p>Total City Eligible Contribution (40%): \$119,000</p>	
<p>Maximum Natural Infrastructure Grant Contribution (60%): \$178,500</p>	
<p>City Eligible Contribution Status and Project Readiness:</p> <p>Status of funding and approvals:</p> <ul style="list-style-type: none"> • The Administration has submitted the associated Business Plan and Budget options for consideration during the 2022-2023 Business Plan and Budget discussions. <p>Project readiness:</p> <ul style="list-style-type: none"> • Early in 2022, Administration will begin the process of realigning some existing internal resources to form the planned Reconciliation, Equity, Diversity, and Inclusion (REDI) group. The outcomes of the Business Plan and Budget deliberations will inform how Administration then implements the plan. 	
<p>Project Outcomes and Co-benefits:</p> <ul style="list-style-type: none"> • The City has increased capacity to embed reconciliation, equity, diversity, and inclusion into projects 	

- Elders, Knowledge Keepers, Indigenous organizations, and front-line community members are partners in project implementation
- Partnerships are established between the City and Indigenous communities from the outset of project planning so that cultural considerations can be meaningfully and authentically embedded into project design and implementation.
- Equity and inclusion are embedded into the design and implementation of projects such as through the adoption of an ethical space framework

5.4 Natural Infrastructure Policy Support - Zoning Bylaw Updates

Project: Comprehensive Zoning Bylaw Review (P.02300)	
<p>Green Infrastructure Strategy Themes and Actions: This project aligns with the following themes and actions from the Green Infrastructure Strategy:</p> <p>Governance: The Green Network is governed with an emphasis on partnerships and triple bottom line solutions.</p> <p>Governance Actions:</p> <ul style="list-style-type: none"> • Action 4: Invest in the Green Network within the City of Saskatoon. <ul style="list-style-type: none"> ○ 4.1: Improve Green Network planning by updating City work plans, policies, and initiatives to increase green infrastructure across Saskatoon. ○ 4.4: Define an appropriate service level and associated funding for the Green Network to prioritize future investments. 	
<p>Project Eligibility for Natural Infrastructure Fund: Salaries, wages, and other incremental costs of recipient are eligible if approved in advance.</p> <p>This project will provide policy support to other initiative within the NIF proposal to help ensure that policies and processes are aligned with the overall project.</p>	
<p>Current Scope: The Zoning Bylaw No. 8770 last underwent a comprehensive review between 2007 and 2009. Industry trends and changes in the meantime have left gaps where the zoning does not address the desired uses effectively. Amendments are required to ensure alignment with the City's new Official Community Plan and other civic plans and studies such as the Green Infrastructure Strategy. A wide range of amendments were also identified that align with several strategic themes, including environmental initiatives. Identified topics that require additional funding to complete include but are not limited to:</p> <ul style="list-style-type: none"> • Completion of updated landscaping guidelines to compliment the proposed amendments to the 	<p>Revised Project with Additional Scope: With the addition of Natural Infrastructure Funding, we will be able to increase the scope of work to allocate additional staff resources to address policy updates related to Natural Infrastructure work, and especially related to natural infrastructure projects. These may include the updated landscaping guidelines including naturalized landscaping, green roof allowances, permeability requirements, and reviewing payment in lieu of parking options.</p>

<p>landscaping section of the Zoning Bylaw including providing alternative landscaping options to reduce water consumption and implementing requirement to support the City's urban tree canopy;</p> <ul style="list-style-type: none"> • Review of environmental initiatives to address environmental and sustainability recommendations provided by stakeholders, including but not limited to bonusing options and amendments for net zero buildings, regulations for green roofs, regulations that support net-zero homes including facilitating opportunities for solar panels, removing regulatory barriers for the redevelopment of infill sites; and, • Amendments to support parking regulations including options for payment in lieu of required parking facilities. 	
<p>Total Costs Current Project: \$400,000</p> <p><i>Eligible = \$100,000</i> <i>Ineligible = \$300,000</i></p>	<p>Total Cost Revised Project: \$550,000</p> <p><i>(\$100,000 city eligible + \$150,000 NIF + \$300,000 city ineligible)</i></p>
<p>Total City Eligible Contribution (40%): \$100,000</p> <p><i>Of the total project costs listed above, approximately \$100,000 is suggested for submission for the Natural Infrastructure Funding.</i></p>	
<p>Maximum Natural Infrastructure Grant Contribution (60%): \$150,000</p>	
<p>City Eligible Contribution Status and Project Readiness:</p> <ul style="list-style-type: none"> • Pending approval of the capital budget in the 2022-2023 Business Plan and Budget deliberations, this project can proceed within the timeframes specified in the NIF. 	
<p>Project Outcomes and Co-benefits:</p> <ul style="list-style-type: none"> • Relevant policies such as the Zoning Bylaw are updated to support and encourage natural infrastructure work with emphasis on existing policy gaps. • Actions are supported to ensure the City remains consistent between what it says it values and what it practices 	

5.5 Natural Asset Management Capacity and Level of Service Framework

Project: Corporate Asset Management Capacity (P.10043)

Green Infrastructure Strategy Themes and Actions:

This project aligns with the following themes and actions from the Green Infrastructure Strategy:

Governance: The Green Network is governed with an emphasis on partnerships and triple bottom line solutions.

Governance Actions:

- Action 4: Invest in the Green Network within the City of Saskatoon.
 - 4.1: Improve Green Network planning by updating City work plans, policies, and initiatives to increase green infrastructure across Saskatoon.
 - 4.4: Define an appropriate service level and associated funding for the Green Network to prioritize future investments.
 - 4.5: Evaluate the ecosystem services of the Green Network through the Natural Capital Asset Valuation process.

Project Eligibility for Natural Infrastructure Fund:

- Salaries, wages, and other incremental costs of recipient are eligible if approved in advance.
- This project will support and enhance other capital projects on the NIF application list so that our capacity in Natural Asset Management is aligned with natural infrastructure projects.

Current Scope:

This project will support building the maturity of the Corporate Asset Management System to better articulate the full lifecycle cost of infrastructure assets in alignment with desired level of services at an acceptable level of risk to support decision-making. The work includes implementing initiatives derived from the maturity assessment roadmap to create, implement, and continually improve asset management practices to ensure the City's assets are managed effectively. This includes development of a Corporate Asset Management Plan (one document) for all asset Classes, a Level of Service (LOS) framework and approved LOS for all asset services, and asset management updates to include total cost of ownership including capital, operating and growth costs and incorporate green infrastructure.

Revised Project with Additional Scope:

With the addition of Natural Infrastructure Funding, we will be able to increase the scope of work to advance current efforts to integrate natural assets into the Corporate Asset Management System. This will include procuring consultant services to assist the City in developing a level of service for high priority natural assets, analyzing future demand for natural assets so that appropriate service levels can be decided, and coordinating with City Departments in the development of Natural Asset Management Plans. Findings from this work will directly support several additional projects being submitted, including Natural Area Management Plans, Park Naturalization, Drainage Improvement projects, and streetscaping work.

Total Costs Current Project: \$140,000

Eligible for NIF - \$20,000

Ineligible - \$120,000

Total Costs Revised Project: \$170,000

(\$20,000 city eligible + \$30,000 NIF + \$120,000 ineligible)

Total City Eligible Contribution (40%): \$20,000

Of the total project costs listed above, approximately \$20,000 is eligible for the Natural Infrastructure Funding.

<p>Maximum Natural Infrastructure Grant Contribution (60%): \$30,000</p>
<p>City Eligible Contribution Status and Project Readiness: This funding submission is subject to approval of the 2022-2023 budget. If budget approval is not received, the City contribution would be reduced to \$10,000.</p> <p>Project readiness: work has already occurred in 2021 to advance natural asset management. This has included a natural asset inventory and risk assessment with the Municipal Natural Asset Initiative, early work to adopt a level of service framework for natural assets, and an Asset Management Maturity Assessment for the City as a whole. However, more work is needed to integrate these projects with the City's existing asset management system.</p>
<p>Project Outcomes and Co-benefits:</p> <ul style="list-style-type: none"> • Asset management criteria with associated service levels developed for all projects in the funding application so that projects can be sustained over the long term.

City Eligible Contribution Status and Project Readiness:

This funding submission is subject to approval of the 2022-2023 budget. If budget approval is not received, the City contribution would be reduced to \$10,000.

Project readiness: work has already occurred in 2021 to advance natural asset management. This has included a natural asset inventory and risk assessment with the Municipal Natural Asset Initiative, early work to adopt a level of service framework for natural assets, and an Asset Management Maturity Assessment for the City as a whole. However, more work is needed to integrate these projects with the City's existing asset management system.

Project Outcomes and Co-benefits:

- Asset management criteria with associated service levels developed for all projects in the funding application so that projects can be sustained over the long term.

City of Saskatoon - 2022-2025 Strategic Plan - Survey Results

ISSUE

This report provides a summary of the 2022-2025 Strategic Plan public and staff survey results for consideration.

BACKGROUND

In 2012, Saskatoon City Council adopted a 10-Year Strategic Plan. The Vision, Strategic Goals, and other elements that made up the 10-Year Strategic Plan were based on *Saskatoon Speaks*, an extensive public consultation in 2010. The community vision document [Saskatoon Speaks](#) details the results of this engagement.

In 2013, the 10-Year Strategic Plan was updated to reflect the priorities for the City Council elected in October 2012.

In 2017, *Let's Talk 2020*, a community engagement initiative, was launched. This initiative provided opportunities for City Council and the public to engage on existing and emerging issues. Moreover, it enabled citizens to share their thoughts on what the City's priorities should be in the future.

In 2018, the Strategic Plan was updated to reflect feedback from the *Let's Talk 2020* engagement initiative and discussions at a Special Strategic Planning meeting of the Governance and Priorities Committee.

City Council and Administration have worked together to develop the draft 2022-2025 Strategic Plan. The draft plan was put together in the last year, during the COVID-19 pandemic, and builds on the meaningful work performed over the past ten years.

CURRENT STATUS

The draft 2022-2025 Strategic Plan (Appendix 1) was shared with the public and City employees through a survey process from October 27 to November 10, 2021. The purpose of this engagement was to collect feedback on the content's three pillars: 1) Advance City Council's Priorities, 2) Deliver Excellence in Core Services and Operational Priorities, and 3) Drive Corporate Transformational Change, as well as receive any general comments respondents may have regarding the draft document.

The survey process has concluded. A total of 538 public survey responses and 138 staff survey responses were received. A review of the feedback has been completed and summarized in Appendix 2 of this report.

DISCUSSION/ANALYSIS

The new Strategic Plan is a guiding document that sets direction and priorities for the City of Saskatoon over the next four years.

The Strategic Plan does not cover all the important work that the City does. It speaks only to the changes and improvements that we plan to make over a period to ensure that Saskatoon remains one of the best cities to live, work, learn, and play.

The feedback received through the survey process will help City Council identify any gaps that need to be addressed in the Strategic Plan.

The main themes gathered through the survey process include:

- Demands to cut costs and improve fiscal responsibility,
- A greater focus on the delivery of core services,
- More attention to homelessness,
- More emphasis on safety and crime reduction,
- Support for genuine work on anti-racism, diversity, and inclusion, and
- A need to better address the impacts of COVID-19.

The results of this survey provide an important information source and are part of a series of measures undertaken to gather public input.

The surveys were conducted as open surveys, in which a link to a survey is publicly available to those interested in completing it. Such surveys are not considered statistically representative of the population because they do not use a random sampling method.

In finalizing the Strategic Plan, other important sources of input such as the Saskatoon Speaks Community Vision developed in 2011, the 2021 Civic Satisfaction & Performance Survey, the 2021 Civic Services Survey: Performance, Priorities and Preferences, feedback received by City Councillors from their constituents, as well as input received through other engagement activities will also be considered.

FINANCIAL IMPLICATIONS

The costs of, and associated with, the draft 2022-2025 Strategic Plan are within the scope of approved program budgets.

OTHER IMPLICATIONS

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

NEXT STEPS

Administration will take away the feedback received from the survey process and return to City Council with an approval report outlining potential options for amendments to the draft 2022-2025 Strategic Plan.

APPENDICES

1. Draft 2022-2025 Strategic Plan dated October 27, 2021
2. "What We Heard" Report, Engagement Summary dated November 16, 2021

Report Approval

Written by: Mary Ingram, Special Projects Manager, Organizational Performance, Organizational Strategy Execution

Reviewed by: Kristin Bruce-Welsch, Manager of Organizational Performance, Organizational Strategy Execution
Meka Okochi, Director of Organizational Strategy Execution
Celene Anger, Chief Strategy and Transformation Officer

Approved by: Jeff Jorgenson, City Manager

Admin Report - City of Saskatoon - 2022-2025 Strategic Plan - Survey Results.docx

Final for Feedback

October 27, 2021



2022 - 2025 STRATEGIC Plan

Appendix 1



Land Acknowledgement

We acknowledge that our community is located on **Treaty 6 Territory** and the **Traditional Homeland of the Métis**.

Indigenous people of primarily Cree, Dakota and Saulteaux descent have called Saskatoon home for thousands of years. Today, Saskatoon is home to Indigenous people from a diversity of cultures and language groups.

The City of Saskatoon (City) recognizes the distinct order of government of First Nations and Métis and is committed to maintaining strong relationships through meaningful dialogue with Indigenous communities and organizations.

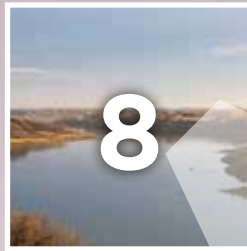
Strengthening cooperation and mutual support by working in partnership with Indigenous communities toward respective community goals and objectives is vital to fostering more inclusive communities.



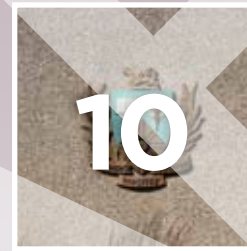
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Message from the Mayor



Mayor and City Council



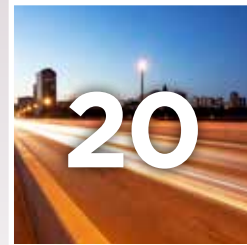
Message from the City Manager and Executive Leadership Team



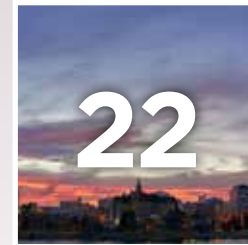
Governance Excellence



Our Guiding Framework



Our Vision, Our Mission



Our Purpose



Our Values



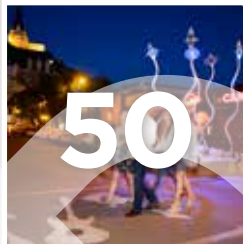
Strategic Goals



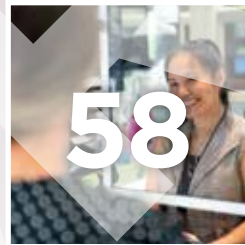
Pillars



Advance City Council Priorities



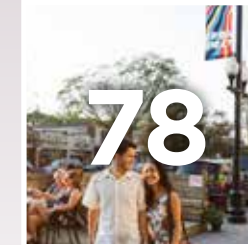
Downtown Event & Entertainment District



Deliver Excellence in Core Services and Operational Priorities



Drive Corporate Transformational Change



Glossary

Introduction

The **2022-2025 Strategic Plan** is a guiding document that sets direction and priorities for the City of Saskatoon over the next four years. Along with the Official Community Plan and the Multi-Year Business Plan and Budget, the Strategic Plan ensures City programs and services continue to address the changing needs of our community, while keeping within our financial means.

The development of the **2022-2025 Strategic Plan** is based on a new framework and planning process that will continue to be refined and strengthened over the next few years. These improvements will enable future strategic plans to be developed in a transparent, thorough and consistent manner.

miyo-pimatisiwin, a Cree phrase that translates as “the good life,” is the theme of the 2022-2025 Strategic Plan. It speaks to our collective ambition to be a city where everyone can aspire to a good life.

We recognize that systemic barriers in our community continue to leave some residents behind and that the global COVID-19 pandemic has heightened these inequities.

Individuals, families and businesses have also been adversely impacted. While this Strategic Plan does not offer all the solutions, with input from the public, Council and City Administration, it outlines important work that needs to be done to keep all of us moving forward.

miyo-pimatisiwin speaks to the resilience of Saskatonians. It encourages us to continue to work toward genuine and meaningful reconciliation. It gives us hope in our ability to recover after a devastating global pandemic.

“ The development of the 2022-2025 Strategic Plan is based on a new framework and planning process that will continue to be refined and strengthened over the next few years. ”

DRAFT

Saskatoon At a Glance

(2020 unless specified with latest data available)

Population of Saskatoon

280,174

Statistics Canada Estimate 2020

Median Age

35.8

2016 Census

Population Growth

5,021

Based on Statistics Canada Estimate 2020

Unemployment Rate

9.63%

Conference Board of Canada Estimate 2020

City Area

236.34 km²

City of Saskatoon, 2020

Single Family Housing Starts

774

Conference Board of Canada Estimate 2020

Total Building Permits Issued

3,746

City of Saskatoon, 2020



Message from the Mayor

Cities are at the forefront of navigating many of the most complex issues of our changing world.

This has certainly been true for our community as we navigate the global COVID-19 pandemic. We have learned that we are more innovative and adaptable than we ever would have imagined. We have found ways to improve the city during the pandemic, but we are also making changes that will last into the future.

The theme for the **2022-2025 Strategic Plan, miyo-pimatisiwin**, is a Cree phrase that translates as “the good life.” **miyo-pimatisiwin** can be understood as the realization of healing and lifelong learning. The healing it speaks of is the restoration of wholeness, balance, relationships and harmony. These are very relevant teachings for the time we are in.

We have seen the importance of these teachings throughout the COVID-19 pandemic. We have come to realize the fundamental importance of relationships, collaboration and supporting people from all parts of our community.

This Strategic Plan will help position Saskatoon for success as we continue to manage the impacts of the pandemic while moving into the future. I, along with each City Councillor, have been empowered with leadership roles in 10 different priorities. These priorities are the building blocks of a sustainable, strong, progressive city with a good quality of life and opportunities for all.

I want to thank the incredible team, both Administration and Council, who have worked to develop this Strategic Plan. They have been working every day to ensure Saskatoon is moving in a positive direction.

No one department can build a great city on its own. We build a great city by working together, and I’m so excited to see what we can accomplish with our renewed Strategic Plan.



Charlie Clark
Mayor

DRAFT

“(Council) priorities are the building blocks for a sustainable, strong, and progressive city with a high-quality of life and opportunities for providing a good life for all citizens.”



Mayor and City Council

In its 2017 strategic planning process, City Council adopted a new leadership model that empowered Councillors to take leadership roles in 10 Strategic Priority areas.

Meaningfully engaging citizens and stakeholders to develop real community ownership in addressing these challenges for the City is a critical piece of this new approach.

In 2021, there was a renewed commitment to continue using this leadership model in the development of the **2022-2025 Strategic Plan** but to update the City Council Priorities.



CHARLIE CLARK

MAYOR

Council Priority

Reconciliation, Equity,
Diversity and Inclusion



DARREN HILL

WARD 1

Council Priority

Economic
Development



HILARY GOUGH

WARD 2

Council Priority

Community Safety
and Well-Being



DAVID KIRTON

WARD 3

Council Priority
Engagement on
Infill and Growth



RANDY DONAUER

WARD 5

Council Priority
Regional Planning



MAIRIN LOEWEN

WARD 7

Council Priority
Environmental
Sustainability



BEV DUBOIS

WARD 9

Council Priority
Transportation



TROY DAVIES

WARD 4

Council Priority
Recreation, Culture,
and Leisure



CYNTHIA BLOCK

WARD 6

Council Priority
Downtown
Development



SARINA GERSHER

WARD 8

Council Priority
Environmental
Sustainability



ZACH JEFFRIES

WARD 10

Council Priority
Smart City

Message from the City Manager and Executive Leadership Team

Saskatoon is a phenomenal city. We have a thriving Downtown, a diverse and resilient economy, and a spectacularly beautiful river valley for all to enjoy. Saskatoon is known for being a great place to live due to the quality of life we've come to enjoy.

Our city is also recognized globally as a centre for education, innovation, and creativity. With our competitive tax policies and stable governance system, Saskatoon is a lucrative place to invest and do business.

But there is more to do. Much more. As proud as we are of the city we've inherited from our predecessors and what we've achieved, the City of Saskatoon is moving forward with unprecedented momentum. **We don't have a modest vision; we have a bold vision of our community and how our Administration will deliver services in the future.**

This bold vision and how we will achieve it are outlined in this **2022-2025 Strategic Plan**. This guiding document outlines the specific outcomes that City Council and Administration will work on together over the next four years.

This plan was developed during the COVID-19 pandemic, when, along with the rest of the world, we faced unprecedented challenges that tested our strength, spirit and resiliency. We also faced a harsh reckoning with the announcements of unmarked graves discovered at the

former sites of Indian residential schools. These watershed moments remind us of how critical it is to come together as a community.

By working together and leaning into our core values, we overcame obstacles and learned how adaptable and resilient we could be. Now, more than ever, we appreciate the importance of our quality of life here in Saskatoon. And we've renewed our focus on what really matters – supporting our people and our communities.

The theme for the **2022-2025 Strategic Plan**, **miyo-pimatisiwin**, is a Cree phrase that translates as “the good life.” It reflects our journey towards healing and balance and the importance of lifelong learning and improving.

The Strategic Plan is a road map that will provide a focus for the work of thousands of City employees over the next four years. There is a lot of work ahead of us, and we are up for the challenge. We look forward to working together with residents, community leaders, businesses and institutions to deliver this plan for the people of Saskatoon.



Jeff Jorgenson
City Manager

DRAFT



Lynne Lacroix,
General Manager, Community Services



Kerry Tarasoff,
Chief Financial Officer & General Manager



Angela Gardiner,
General Manager, Utilities & Environment



Jeff Jorgenson,
City Manager



Sarah Cameron,
Chief Human Resources Officer



Terry Schmidt,
General Manager, Transportation & Construction



Adam Tittlemore,
City Clerk



Cindy Yelland,
City Solicitor



Mike Jordan,
Chief Public Policy and Government Relations Officer



Celene Anger,
Chief Strategy & Transformation Officer



Morgan Hackl,
Chief of Saskatoon Fire

Governance Excellence

The **City of Saskatoon** is the order of government closest to the people it serves. Decisions made at the municipal government level have the greatest impact on residents and the community in which they live.

This is why it is important to understand how City decisions are made and how people with diverse interests, backgrounds and abilities can participate in the process. Accountability, transparency and responsiveness are foundational elements of the City's governance excellence.

City Council is at the centre of all policy, program and service level decisions. This principle is enshrined in legislation, whereby a city is required to act through its council. Council provides strategic and policy direction to the City's Administration for implementation.

Council committees focus on specific policy areas, such as transportation or the environment. This creates additional opportunities for individuals and groups to make their voices heard in the policy process. Residents can do this, for example, by providing written comments about a potential issue to Council or a committee or by asking to address an item at a public meeting.

City Council (Council) and Council committee decisions are made in public. Topics are typically disclosed publicly on agendas several days before scheduled meetings. While limited discussion of specific items can occur privately (In Camera), topics must always be disclosed. As transparency is a core pillar of the governance system, the City limits items discussed behind closed doors.

Council meetings are public, live-streamed, recorded and available for playback. Minutes of all meetings are posted publicly.

Internal governance is also important, and focuses on how the Administration functions and makes decisions. This Administrative decision-making framework is constantly evolving so that it can efficiently and effectively implement Council's policy direction.

Learn more about the City's decision-making process at saskatoon.ca/city-hall.

DRAFT

“ *Accountability, transparency and responsiveness are foundational elements of the City’s governance excellence.* **”**



Our Guiding Framework

The development of the **2022-2025 Strategic Plan** presents an opportunity to strengthen our planning process and create a new framework for future Strategic Plans.

A Re-energized Process

The renewed strategic planning process identifies where we are now, where we want to be at the end of a specified period, what we need to do to get there, and how we monitor progress on an ongoing basis.

The Strategic Plan is the major output of the strategic planning process. Departmental business plans and individual work plans all align with the Strategic Plan. This alignment ensures Council and Administration are working toward the same outcomes and optimizing resources by focusing on the right initiatives.

The new Strategic Plan is a direction-setting document. It outlines the work the Administration needs to do to achieve the City's Strategic Goals over the next four years.

A New Strategic Plan: An Enduring Framework

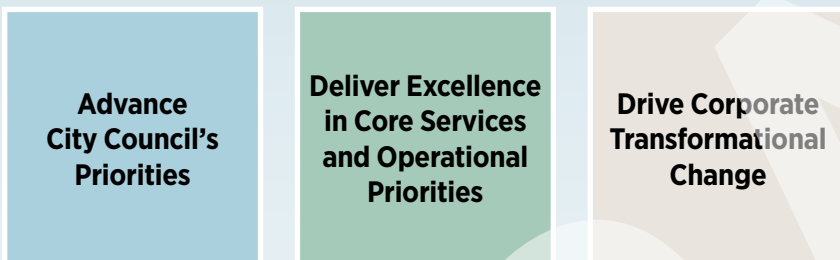
The **Strategy House** is our new framework for creating and bringing together the various components of the Strategic Plan.

Certain elements of the **2018-2021 Strategic Plan** are part of this new framework, including the Vision, Mission, Values, Purpose and Strategic Goals. These have been developed over many years with the involvement of the public, Council and Administration, and they remain relevant today.



Our Guiding Framework

The new components of the framework are built from **three pillars**. These pillars highlight the work we need to do to achieve our Strategic Goals.



The pillars draw on contributions from the public, Council and City employees. In some cases, work across the three pillars is interwoven, emphasizing the interdisciplinary nature of the effort required to achieve our Strategic Goals. For this reason, certain themes are repeated in different parts of the Strategic Plan.

Outcomes are developed from the pillars.

Key Actions define the work necessary to achieve the identified outcomes.

The new framework is not a finished product. In 2021, the focus was on creating the foundational elements of an enduring framework, building the pillars and identifying the outcomes and key actions.

In 2022, the City will work on developing meaningful key performance indicators and targets to help measure the progress we are making on implementing the Strategic Plan. We will also reinforce our ability to select, prioritize and execute the right initiatives to ensure we are achieving our Strategic Goals.

This new framework and future improvements will build greater clarity and consistency into the City's processes for developing, executing and monitoring its Strategic Plan.

The **2022-2025 Strategic Plan** is a 'living document'. It will be monitored on a regular basis to assess progress and support successful outcomes.

DRAFT

“ This... Plan is a ‘living document’. It will be monitored on a regular basis to assess progress and support successful outcomes.”



Our Vision

Saskatoon is a great place to live, work, learn and play.

Our Mission

Our Corporation, the City of Saskatoon, exists to provide excellence in local governance and public service delivery.

DRAFT

ONE CITY...

We are *ONE CITY*. City Council and Administration working together to best serve the residents of Saskatoon.

We are creating a collaborative culture where we are all knit together through our vision, mission, and common purpose enabling each of us to reach our high-performance potential.

Our unified strategy and shared values drive us to provide excellence in our local governance and core service delivery.

We work together to make Saskatoon a *great place to live, work, learn and play.*



Our Purpose

Our Purpose describes the reasons we come to work every day.

- **We are making** Saskatoon a great place to live, work, learn and play every day.
- **We are exceptional** in delivering public services.
- **We are creating** a welcoming workplace where each of us are encouraged to realize our full potential.
- **We are innovative** and unleash creative solutions and investments that contribute to a great city.
- **We are building** a sustainable future upon our predecessors' legacy and history of success.
- **We adopt and support** behaviours that reduce the environmental footprint of the city.

DRAFT

Building on our Vision and Mission, City employees have crafted purposed statements to articulate why they come to work everyday.

These statements capture the energy and dedication of our workforce, and their commitment to serving the residents of Saskatoon.



Our Values

PEOPLE MATTER

We work together as one team, seek input when it matters, support each other to grow and be our best selves, and foster a culture where we use our voices to drive change.

RESPECT ONE ANOTHER

We value the diversity each of us brings, celebrate our successes – big or small, and take the time to listen, understand and appreciate each other.

ACT AND COMMUNICATE WITH **INTEGRITY**

We are honest and take ownership of our actions, transparent in our decision-making, and question actions inconsistent with our values.

SAFETY IN ALL WE DO

We never compromise on the safety, health and well-being of ourselves and those around us. We put safety at the forefront of all decisions and take responsibility to act on unsafe or unhealthy behaviours.

TRUST MAKES US STRONGER

We depend on each other and know we will do what we say. We assume the best of others and support, inspire and empower each other every day.

COURAGE TO MOVE FORWARD

We lead and embrace change, think outside the box, and ask the tough questions.

DRAFT

Every successful organization has a set of core values to assist employees in achieving their goals, as well as for the organization.

Core values are at the heart of our organization's identity and form the foundation that shapes our culture and guides us in everything we do.



Strategic Goals

The Strategic Goals are based on areas that the community, Administration, and City Council identified as important to realize the long-term vision of Saskatoon as a *great place to live, work, learn and play*.



**ASSET &
FINANCIAL
SUSTAINABILITY**

**Saskatoon invests
in what matters.**



**CULTURE OF
CONTINUOUS
IMPROVEMENT**

**Saskatoon is the best-
managed city in Canada.**



**ENVIRONMENTAL
LEADERSHIP**

**Saskatoon grows in
harmony with nature.**



**MOVING
AROUND**

**Saskatoon is a city
on the move.**



**QUALITY
OF LIFE**

**Saskatoon is a warm and
welcoming place for all.**



**SUSTAINABLE
GROWTH**

**Saskatoon is known
for smart, sustainable
growth.**



**ECONOMIC
DIVERSITY &
PROSPERITY**

**Saskatoon thrives
thanks to a diverse local
economy.**

DRAFT

When you think of a high performing organization, one of the measures of success is alignment of purpose. This means ensuring everyone at all levels of our organization are working together to achieve a common goal.

The **2022-2025 Strategic Plan** reflects the needs of the people of Saskatoon and seven goals based on areas the community, administration and City Council have identified.



Pillars

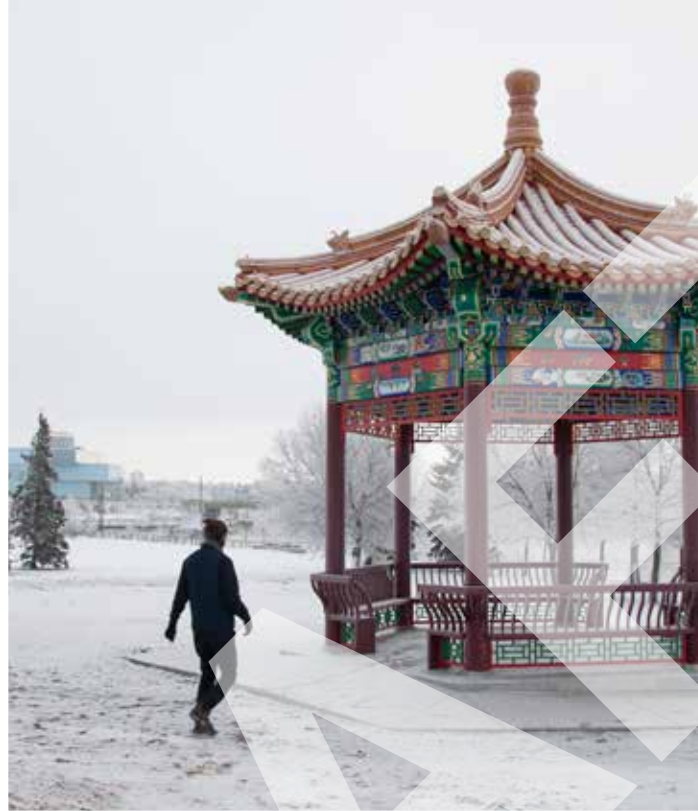
The **pillars** highlight work that needs to be done to achieve the Strategic Goals.

To build a well-rounded Strategic Plan, the **pillars** draw on contributions from the public, City Council and City employees.

ADVANCE CITY COUNCIL'S PRIORITIES	DELIVER EXCELLENCE IN CORE SERVICES AND OPERATIONAL PRIORITIES	DRIVE CORPORATE TRANSFORMATIONAL CHANGE
Reconciliation, Equity, Diversity and Inclusion Economic Development Community Safety and Well-Being Engagement on Infill and Growth Recreation, Culture and Leisure Regional Planning Downtown Development Environmental Sustainability Transportation Smart City	Civic Assets Equitable and Accessible Services Quality of Life and Public Safety Procurement and Project Management	Customer-Centric Service Delivery People and Culture Efficiency and Effectiveness

DRAFT

“ To build a well-rounded Strategic Plan, the pillars draw on contributions from the public, City Council and City employees. ”



Advance City Council's Priorities

Each City Councillor and the Mayor have been empowered with leadership roles in **10 different priority areas**.

City Council Priorities are our building blocks for a sustainable, strong, and progressive city with a high quality of life and opportunities for providing *a good life* for all citizens.



Certain **Key Actions** within City Council's Priorities contribute to the vision of a vibrant future for Saskatoon's Downtown – **the Downtown Event & Entertainment District**. They are identified with this icon.

<p>RECONCILIATION, EQUITY, DIVERSITY AND INCLUSION</p>	<p>ECONOMIC DEVELOPMENT</p>	<p>COMMUNITY SAFETY AND WELL-BEING</p>	<p>ENGAGEMENT ON INFILL AND GROWTH</p>	<p>RECREATION, CULTURE AND LEISURE</p>
<p>REGIONAL PLANNING</p>	<p>DOWNTOWN DEVELOPMENT</p>	<p>ENVIRONMENTAL SUSTAINABILITY</p>	<p>TRANSPORTATION</p>	<p>SMART CITY</p>

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RECONCILIATION, EQUITY, DIVERSITY AND INCLUSION

City Council is prioritizing work to foster meaningful organizational and policy change to help extinguish institutionalized and systemic racism.

This also acknowledges systemic discrimination experienced by LGBTQ2S+, BIPOC, people experiencing disabilities and other equity groups.

- City Council recognizes the negative impact of inherently unequal institutional power structures shaped by generations of colonial practices.
- The City is centering this priority around the original inhabitants of this territory, while acknowledging that immigrants, refugees, Black, Asian, people of colour and others have also been affected by colonization, racism, ableism, systemic discrimination and other forms of trauma.
- The creation of a decolonization framework will support equal opportunity for success and ensure Saskatoon is a socially, politically and economically equitable municipality.
- This work will prioritize listening to the voices of those with lived and living experiences, ensuring they occupy a prominent role in leading the work and making relevant decisions.







RECONCILIATION, EQUITY, DIVERSITY AND INCLUSION

Outcomes	Key Actions
<p>The City's workforce is reflective of the population of Saskatoon.</p>	<p>Identify and address systemic racism in the recruitment and retention of diverse employees at the City. This includes:</p> <ul style="list-style-type: none"> • Reviewing and improving existing policies, practices and procedures. • Creating a targeted Indigenous Recruitment Strategy, working closely with community partners, to identify barriers at the City that limit the representation of Indigenous employees across all departments and at all levels. • Implementing new technology to assist in debiasing the application and screening process. • Enhancing our leadership development program to include competencies in the areas of anti-racism and reconciliation, equity, diversity and inclusion (REDI), and by including these competencies on future job descriptions. • Measuring the extent to which all employees feel included, valued and supported.
<p>The City is successful at identifying and eradicating systemic and institutionalized racism and discrimination.</p>	<p>Develop a One City approach to move the organization toward decolonization and reconciliation.</p> <hr/> <p>Implement a strategy to eliminate racism and discrimination. This includes the development of appropriate policies, progress monitoring and reporting.</p> <hr/> <p>Work with local organizations that focus on matters of relevance to BIPOC, people experiencing disabilities and LGBTQ2S+ communities to better understand their needs and support efforts to address the inequities they experience.</p>



RECONCILIATION, EQUITY, DIVERSITY AND INCLUSION

 This Key Action advances the vision of the **Downtown Event & Entertainment District**

Outcomes	Key Actions
<p>There is increased community awareness and understanding of systemic racism and a commitment to redress past harms.</p>	<p>Work with the community to identify next steps in implementation of the Truth and Reconciliation Commission (TRC) Calls to Action.</p> <p>Work with the community to identify next steps in the implementation of the <u>Missing and Murdered Indigenous Women and Girls and Two Spirit Calls for Justice</u> report recommendations.</p> <p>Create spaces where all community members feel safe and welcomed to ensure cultural identities and living experiences are reflected in the community.</p> <p> Incorporate Indigenous and more inclusive placemaking into City infrastructure projects and naming of civic assets. Support the vision of a vibrant Downtown Event & Entertainment District.</p>
<p>City Council, Administration and community decision-making bodies are reflective of the Saskatoon community.</p>	<p>Establish external and internal working/advisory groups with partnering organizations, other orders of government, and communities with living and lived experiences. Work together on key civic initiatives to influence decisions that address systemic racism and institutionalized racism and discrimination.</p> <p>Partner with the City's board and committee groups to define ways to increase representation and access in order to ensure groups are reflective of Saskatoon's population.</p> <p>Develop and implement actions to enhance inclusivity within public engagement processes and activities. This includes:</p> <ul style="list-style-type: none"> • Establishing baseline data to enable inclusivity measurements and progress tracking. • Developing a remuneration engagement procedure that recognizes the importance of external expertise and living experience and addresses barriers to participation. • Creating and sustaining ongoing relationships with groups underrepresented in engagement activities and processes. • Creating targeted educational programs, workshops and communications to increase awareness of and comfort with actively engaging with the City. • Reviewing all current engagement procedures with an anti-racism lens and making improvements to support inclusivity.



ECONOMIC DEVELOPMENT


Supporting economic development strategies that will position Saskatoon for success in a rapidly changing global economy is a priority for this Council.

- As the biggest city in a resource-based province, Saskatoon is vulnerable to fluctuations in commodity prices; these can impact business investments in our city. Building on the city's diverse economy is key to long-term economic success and to ensuring resiliency in times of economic shock.
- To enhance this position, Council will work with the Saskatoon Regional Economic Development Authority (SREDA), business entities, post-secondary institutions, Indigenous organizations and all orders of government to support investments that generate enduring economic benefits.
- Economic benefits include increased revenue generation for Saskatoon, more job opportunities for residents, a greater ability to invest in social and physical infrastructure and overall enhanced quality of life.





ECONOMIC DEVELOPMENT

 This Key Action advances the vision of the **Downtown Event & Entertainment District**

Outcomes	Key Actions
<p>Saskatoon is a business-friendly city that supports a positive investment and regulatory climate.</p>	<p>Work with SREDA and other community partners to advance the implementation of <u>Saskatoon’s Economic Growth Strategy</u> and report regularly on progress.</p>
	<p>Continue to research the effectiveness of incentive and abatement terms and policies with local businesses, educational institutions and partner organizations to identify options for enhancement.</p>
	<p>Build on current incentives and regulations to encourage Downtown and infill development.</p>
	<p>Continue to review lot inventory with the development industry and other relevant stakeholders to ensure an adequate supply for residential, industrial and commercial development.</p>
<p>Saskatoon is widely recognized for its vibrant, inclusive economy.</p>	<p> Work with community partners to enhance existing infrastructure to attract events, visitors and business opportunities that generate significant economic benefits in a post-pandemic world. Support the vision of a vibrant Downtown Event & Entertainment District.</p>
	<p>Work with Indigenous leaders and SREDA’s Indigenous Economic Development Committee to determine how best to respond to TRC Calls to Action related to Indigenous business development.</p>
	<p>Keep strengthening and growing the region’s economy through regional planning with Warman, Martensville and Rural Municipality of Corman Park as well as with other towns, municipalities and First Nations in the region.</p>
	<p>Create an economic/business advisory council and hold regular sessions to explore ideas and initiatives aimed at growing the local and regional economy.</p>
	<p>Conduct an arts and culture economic development review, with a focus on developing appropriate strategies and policies for growing the sector.</p>



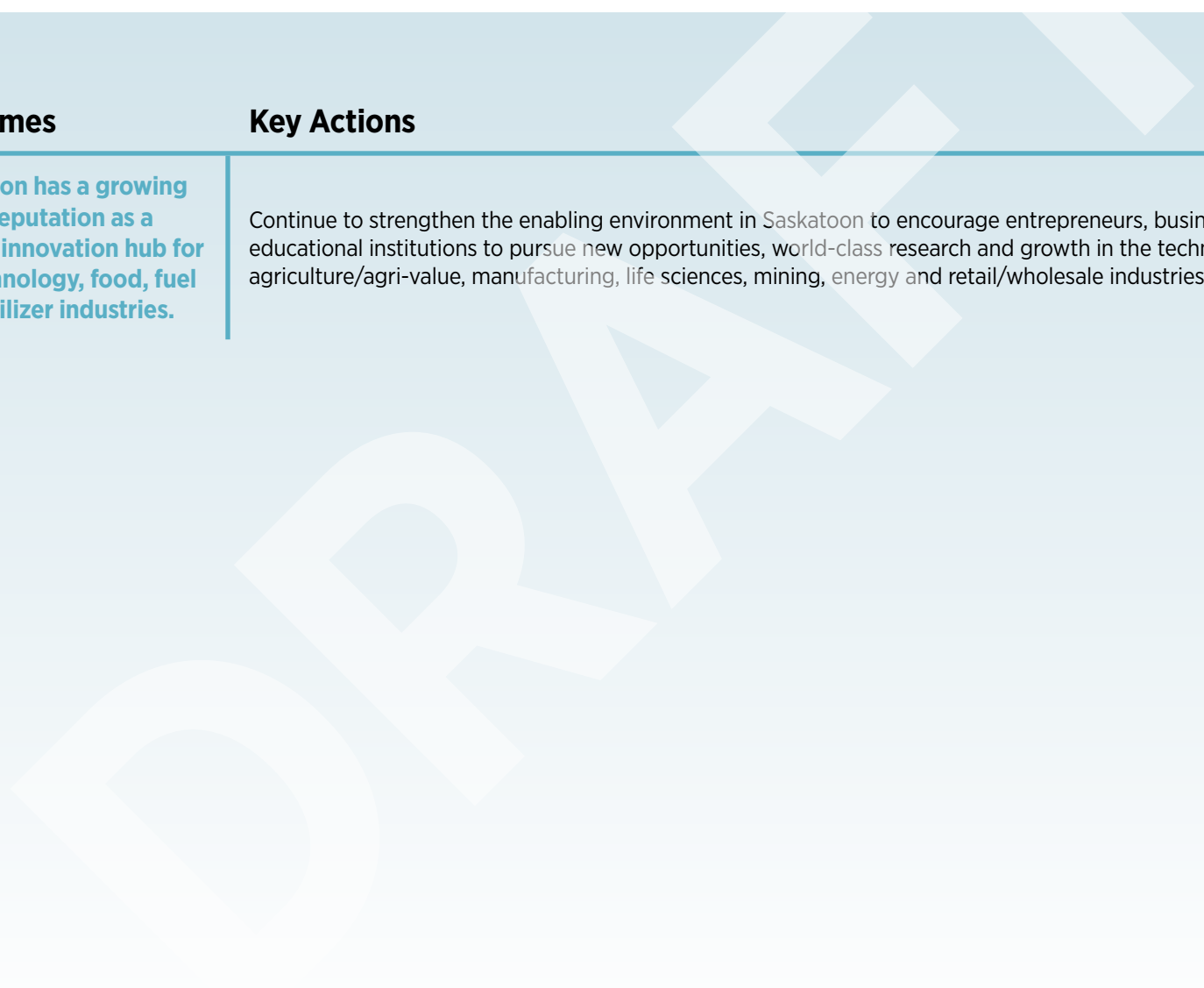
ECONOMIC DEVELOPMENT

Outcomes

Saskatoon has a growing global reputation as a leading innovation hub for the technology, food, fuel and fertilizer industries.

Key Actions

Continue to strengthen the enabling environment in Saskatoon to encourage entrepreneurs, businesses and educational institutions to pursue new opportunities, world-class research and growth in the technology, agriculture/agri-value, manufacturing, life sciences, mining, energy and retail/wholesale industries.



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COMMUNITY SAFETY AND WELL-BEING

City Council is prioritizing an integrated and effective system of services to promote community safety and well-being in Saskatoon through strategic action and partnerships.

- Gaps in existing social systems have led to persistent concerns about safety, crime, inequality, homelessness and core housing needs.
- Residents are calling for gaps to be closed, and they recognize that a high degree of collaboration across sectors and governments is essential.
- The development of, and alignment with, community-level strategies will help define the role of the City and civic services in improving community safety and well-being.
- Engagement with all levels of government, the social serving sector and residents with living and lived experiences will be prioritized.





COMMUNITY SAFETY AND WELL-BEING

Outcomes	Key Actions
<p>The City’s work to improve community safety and well-being is driven by community need and aligned with partner efforts.</p>	<p>Internally align to a community-wide safety and well-being strategy to define and evolve the City’s role in advancing solutions to social challenges, safety and housing.</p> <p>Continue to nurture community leadership and capacity to improve safety and well-being in collaboration with partner organizations.</p>
<p>Community well-being is improved in an equitable way.</p>	<p>Work with underserved populations to co-create and implement solutions that result in improved safety, quality of life and community well-being.</p>
<p>The importance of housing stability is reflected in the City’s approach to community safety and well-being.</p>	<p>Align internal housing plans to reflect community gaps, community-level housing and homelessness plans, and Federal and Provincial investment strategies.</p> <p>Strengthen focus on safe, stable housing and neighbourhoods through proactive collaboration on property maintenance, neighbourhood safety and bylaw compliance.</p>
<p>The community has a high level of confidence in the City’s ability to coordinate an effective response to emergency situations.</p>	<p>Continue to implement a whole community approach to resiliency by engaging stakeholders and partners in emergency management and business continuity activities. Populations disproportionately impacted by emergency and disaster events will be a particular focus.</p>



ENGAGEMENT ON INFILL AND GROWTH

Balanced growth requires a combination of infill and greenfield development to respond to Saskatoon's current and future demographics and market preferences. Recognizing that growth and infill can disrupt life for existing residents and generate inherent tensions, City Council prioritizes predictable development processes while finding innovative ways to align neighbourhood desires with city-building goals.

- It is important to listen and to consider the concerns of residents who are experiencing infill. By developing engagement strategies that enable neighbourhood residents to actively participate in land use planning and city-building, the City will increase public confidence and understanding of processes and shared outcomes.
- Providing accessible, digestible information resources can bridge the knowledge gap, while inclusive engagement with affected residents can foster more equitable approaches and create conditions that allow for meaningful dialogue and mutual understanding.
- Similarly, a clear path for developers provides continuity and increases predictability for everyone involved. Ultimately, prospective homeowners and/or residents have a better understanding of the potential for change in Saskatoon neighbourhoods.





ENGAGEMENT ON INFILL AND GROWTH

Outcomes	Key Actions
<p>Developers, residents, City Administration and Council collaborate to identify new engagement approaches to address inherent neighbourhood tensions and provide an improved experience.</p>	<p>Explore options and resource requirements for a joint working group to proactively identify solutions that will address inherent tensions related to infill development and foster a deeper understanding of mutual benefits for all involved.</p>
<p>Increased public and stakeholder awareness through enhanced access to information leads to greater understanding of the potential for change in Saskatoon neighbourhoods.</p>	<p>Develop an educational strategy and communication process that resonates with residents that are or will be impacted by infill. Appropriate materials and information will be accessible to all to facilitate mutual understanding and informed community dialogue.</p> <p>Continue to develop elements of the public engagement framework, with enhanced administrative procedures, to achieve the principles of the Council Policy on Public Engagement.</p>



ENGAGEMENT ON INFILL AND GROWTH

Outcomes	Key Actions
<p>Residents engaged in infill and growth discussions reflect the diversity of Saskatoon’s population. This diversity of voices contributes to more meaningful conversations and more balanced public engagement, building lasting support from a broad range of residents.</p>	<p>Identify best practices for transparent, inclusive, early engagement of residents with an emphasis on underserved and harder-to-reach populations, to create room for diverse perspectives.</p> <hr/> <p>Develop a supporting strategy and procedures to promote balanced discussions.</p>
<p>Working in partnership with the development industry creates positive construction experiences for neighbours and the community.</p>	<p>Continue to work with the building and development industry to strengthen good construction and site management practices both during and after construction.</p> <hr/> <p>Continue to develop guidelines, rules and processes for the development community that are readily accessible and transparent, so everyone involved is clear about what to expect.</p>



RECREATION, CULTURE AND LEISURE

Council is prioritizing the development of recreation, parks, cultural amenities and programs to enable residents and visitors to be healthy, active, connected to nature and to have fun in all four seasons.


- As Saskatoon grows, it is essential that the City continue to offer residents and visitors a variety of recreation, culture and leisure opportunities. Currently, however, demand for civic recreational facilities far exceeds supply and sport, culture and recreation needs are continually changing.
- Demand for new facilities, maintenance of existing amenities and development of novel programs will require us to be innovative and seek new partnerships.




Photo credit: Tourism Saskatoon



RECREATION, CULTURE AND LEISURE

 This Key Action advances the vision of the **Downtown Event & Entertainment District**

Outcomes	Key Actions
<p>Recreation, parks, sport, cultural facilities and programs are accessible, inclusive and meet changing community needs.</p>	<p>Improve and expand online channels for residents to access recreational facilities and programs.</p>
	<p>Develop asset management plans for key recreation infrastructure and equipment and incorporate green infrastructure and natural assets into existing asset management plans for parks.</p>
	<p>Develop more resilient design standards for parks to respond to higher density neighbourhoods, increased park usage and climate change.</p>
	<p>Advance the strategic directions of the <u>City's Culture Plan</u> – Build a Resilient Culture Sector; Grow the Creative Cultural Economy; and Foster Creative Placemaking – including a focus on opportunities for BIPOC artists.</p>
	<p> Continue to implement the <u>Recreation and Parks Facilities Game Plan</u> regarding development of new and improved recreation facilities. Support the vision of a vibrant Downtown Event & Entertainment District.</p>
	<p>Develop and enact plans to reduce barriers, improve access and increase participation in recreation facilities and programs.</p>
	<p>Support the <u>Winter City Strategy</u>.</p>
<p>Reduced reliance on property tax by increasing alternative revenue sources to support recreation and cultural facilities and programs.</p>	<p>Implement the new partnership process and resource toolkit.</p>
	<p>Explore sponsorship and other funding opportunities for existing and new facilities and programs.</p>
	<p>Support partnership opportunities for redevelopment of existing and development of new recreation facilities through the Partnership Reserve.</p>



RECREATION, CULTURE AND LEISURE

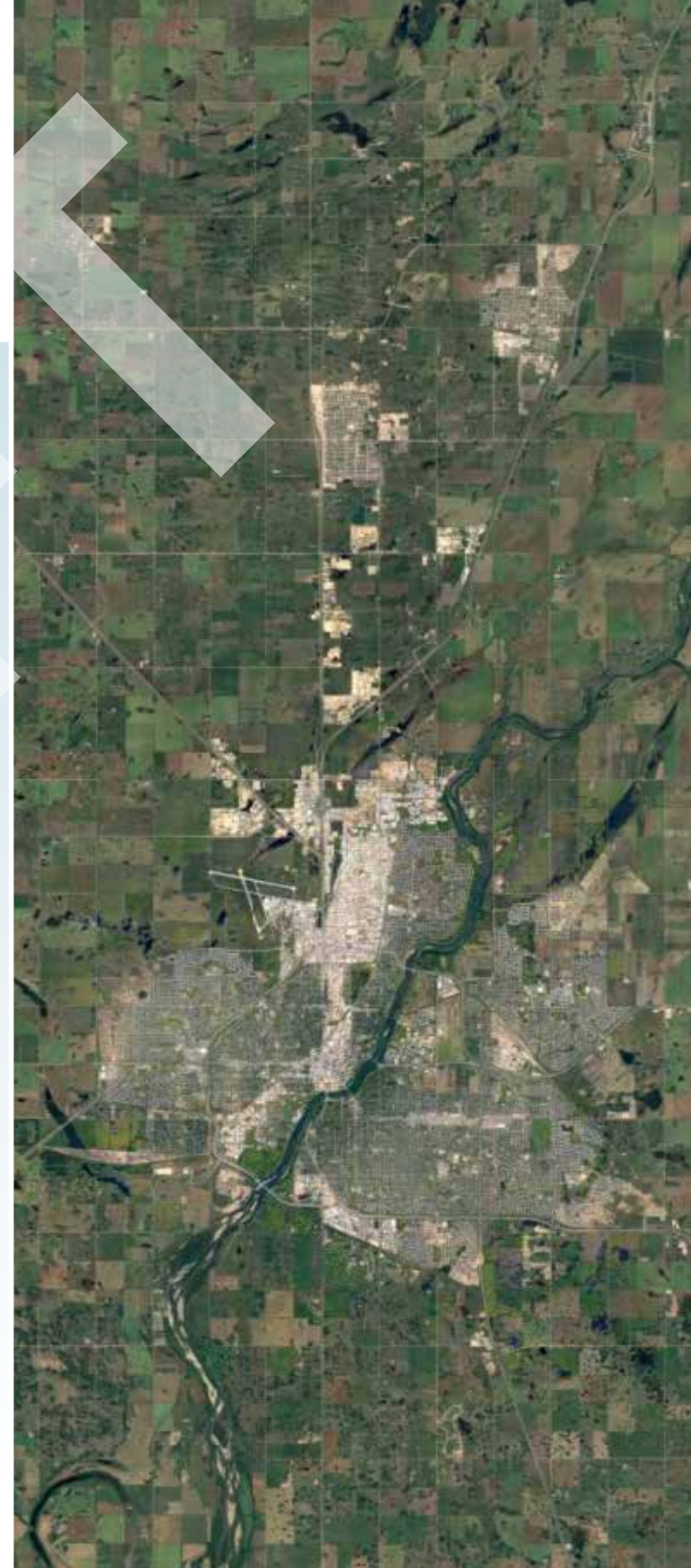
Outcomes	Key Actions
<p>Community organizations that provide accessible, inclusive sport, culture and recreation opportunities feel supported.</p>	<p>Continue to support community sport, culture and recreation organizations through grant funding, capacity building and technological adaptation.</p> <p>Optimize organizational support and resource allocation to Community Associations.</p>



REGIONAL PLANNING

City Council is prioritizing the development of a vibrant, competitive and well-planned region built on partnerships with surrounding urban and rural municipalities and First Nations.

- Ensuring that a long-term plan is in place creates certainty for the future growth of the city and the high-quality of life in the region.
- Through the Saskatoon North Partnership for Growth, important strides have been made in developing a policy and planning framework that ensures everyone in the region benefits from future growth and provision of services.





REGIONAL PLANNING

Outcomes	Key Actions
Regional partnerships fuel equitable growth in the region.	Adopt the North Concept Plan with Warman, Martensville and the RM of Corman Park; adopt the South East Concept Plan with the RM of Corman Park.
Increased regional development and cost effective, long-term urban growth is realized through joint land use planning.	Develop business cases to explore collaborative servicing strategies with regional partners. Pursue and participate in joint regional studies to further the goals of the Regional Plan.

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DOWNTOWN DEVELOPMENT

Our Downtown is proudly urban yet has a prairie heart. There is room to breathe, space to grow and everyone belongs.

- In partnership with residents, businesses, institutions and organizations, we will accelerate our plan to create a dynamic, inclusive, safe and welcoming place in the **ohtahynah**, the heart of our city on Treaty 6 Territory and the Traditional Homeland of the Métis.
- We will do this by facilitating more opportunities for homes, jobs, activities and experiences Downtown, and by providing easier options to get around.




Photo credit: Tourism Saskatoon




Photo credit: Tourism Saskatoon




DOWNTOWN DEVELOPMENT


 This Key Action advances the vision of the **Downtown Event & Entertainment District**

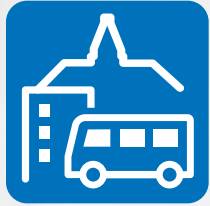
Outcomes	Key Actions
<p>Saskatoon has a vibrant Downtown where culture and commerce thrive.</p>	<p> Develop a comprehensive plan for the Downtown Event & Entertainment District, with vibrant public spaces that are welcoming and accessible to everyone. This work spans several of Council's priorities and will be a collaborative effort.</p>
	<p>In partnership with Saskatoon Police Service, improve safety and perceptions of safety in the City Centre to encourage increased tourism and visits.</p>
	<p> Continue implementation of the <u>City Centre Plan</u> and identify priority actions to encourage increased exploration of the City Centre, including River Landing, Remail Modern, Downtown Event & Entertainment District, New Central Library, Permanent Festival Site, Public Market/Farmers Market, Broadway, Riversdale, Shakespeare on the Saskatchewan, Nutrien Wonderhub, Kinsmen Park/Nutrien Playland, University of Saskatchewan, TCU Place and Meewasin Trail.</p>
	<p>Work with community partners to create more options for winter activities and tourism.</p>
	<p>Work with key stakeholders, including Business Improvement Districts (BIDs) and heritage groups, to share the unique stories of historic buildings.</p>
<p>Livability has improved in the Downtown area.</p>	<p>Work with developers to create diverse and affordable housing options that support a vibrant, livable community and encourage new developments that add people spaces at ground level.</p>
	<p>Expand accessibility to food markets.</p>
	<p>Develop a plan to provide adequate public meeting spaces for a thriving Downtown residential community.</p>



DOWNTOWN DEVELOPMENT

 This Key Action advances the vision of the **Downtown Event & Entertainment District**

Outcomes	Key Actions
<p>Downtown offers safe, active, and reliable transportation options.</p>	<p>Expand and improve the pedestrian experience as a top priority for the Downtown.</p>
	<p>Support expansion and improvement of the Meewasin Trail in and around the City Centre.</p>
	<p> Promote the future Bus Rapid Transit (BRT) system and support Council's priorities for improving transportation in the Downtown area.</p>
	<p>Explore implementation of a Downtown parking authority to optimize parking options and availability.</p>



A VIBRANT FUTURE FOR SASKATOON'S DOWNTOWN

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DOWNTOWN EVENT & ENTERTAINMENT DISTRICT • BUS RAPID TRANSIT (BRT)

The economic and cultural heart of any city is its Downtown.

A re-imagining of Saskatoon's Downtown will support vibrant entertainment and events that stimulate the economy and improve the quality of life for area residents - making it a true gathering place for business, culture and entertainment.

The Downtown Event & Entertainment District and Bus Rapid Transit projects will be catalysts for the development and long-term growth of Saskatoon's Downtown. These transformative projects complement many of the goals and objectives of the City's Strategic Plan.

Together these two projects will provide public benefit to all residents of Saskatoon by creating a vibrant Downtown that is open, inviting, safe and accessible for all.

Certain Key Actions within City Council's Priorities contribute to the vision of a vibrant future for Saskatoon's Downtown – the Downtown Event & Entertainment District. They are identified with this icon .

saskatoon.ca/vibrantdowntown

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“ *The economic and cultural heart of any city is its Downtown.* ”

Downtown Event & Entertainment District

The development of an animated event and entertainment district, anchored by a new Downtown arena and convention centre, will stimulate the economy and bring renewed energy and life to Saskatoon's Downtown.

As the region's premier gathering place for entertainment and events, the district will attract residents and visitors and act as a major economic driver for Saskatoon by creating new jobs, generating investment and providing opportunities for local restaurants, hotels and retail stores to grow and prosper.

The City is committed to working with stakeholders and other levels of government to develop a funding plan for this initiative, with the goal of constructing the Downtown Event & Entertainment District with no contributions from property taxes.

Bus Rapid Transit

The Bus Rapid Transit (BRT) system is a key component of the Downtown Event & Entertainment District — enabling high capacity, high frequency access to the Downtown from across the city and reducing the reliance on vehicle use and area parking spaces.

The BRT system's Downtown stations, centrally located on 1st Avenue, will feature modern and comfortable amenities and public art that reflects the diversity of the city. The stations will be designed to move a high volume of people to and from the district in a safe, efficient and sustainable way.



Photo credit:
TCU Place



Photo credit:
Tourism Saskatoon/CONCEPTS Photography



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ENVIRONMENTAL SUSTAINABILITY

The City of Saskatoon has documented a continuing decline in our environmental quality related to waste, ecological footprint and air quality. City Council will work to reverse this trend.

- A priority for Council is to take meaningful steps to help transform the City as one of the highest emitters of greenhouse gases in the world to a model city of innovation in energy conservation, renewables and waste diversion.
- We will involve the community and foster environmental leadership that inspires action, harnesses enthusiasm and facilitates equitable access.





ENVIRONMENTAL SUSTAINABILITY

Outcomes	Key Actions
<p>A corporate culture that embeds sustainability in all decisions.</p>	<p>Integrate Triple Bottom Line (TBL) considerations (environmental, social, economic, governance) into decision-making and budgeting processes.</p>
<p>Greenhouse gases are reduced in a way that maximizes co-benefits and doesn't leave anyone behind.</p>	<p>Implement climate actions in the Low Emissions Community Plan and the Corporate Adaptation Strategy within proposed timeframes.</p> <p>Develop initiatives to improve energy conservation and efficiency in buildings, transportation and land use planning.</p> <p>Develop initiatives to increase the use of renewable energy or low emissions energy sources and promote opportunities for property owners to generate their own electricity from renewable sources.</p> <p>Implement innovative and efficient water conservation practices and programs for indoor and outdoor uses.</p>
<p>Solid waste diversion is maximized, and landfill operations are optimized.</p>	<p>Implement actions in the Solid Waste Reduction and Diversion Plan within proposed timeframes to achieve 70% diversion from the Saskatoon Landfill.</p>
<p>The green network is integrated, managed and enhanced to protect land, air and water resources.</p>	<p>Implement actions in the Green Infrastructure Strategy and Implementation Plan within proposed timeframes.</p> <p>Develop proactive policies, strategies and practices to ensure the environment is protected from damage and, where possible, ecosystems are enhanced.</p>

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TRANSPORTATION


How residents move around the city will continue to be a focus as Saskatoon grows and responds to evolving environmental policies and regulations, as well as new and disruptive technologies.


- Council is implementing transportation and mobility plans that will service our city for the next several decades.
- Creating a safe, equitable, efficient, modern and integrated transportation system requires decisions about transportation infrastructure, active transportation, a Bus Rapid Transit (BRT) system and new technologies.





TRANSPORTATION

 This Key Action advances the vision of the **Downtown Event & Entertainment District**

Outcomes	Key Actions
<p>An improved transportation and active transportation network that is comprehensive, equitable, and integrated to promote all modes of travel in a safe and efficient manner.</p>	<p>Implement the Transportation Master Plan to support the Growth Plan.</p> <p>Advance the Active Transportation Plan within proposed timelines.</p> <p>Create safe, attractive, permanent infrastructure for the Downtown portion of the All Ages and Abilities Cycling Network.</p> <p>Initiate the Community Traffic Review Program.</p> <p>Participate in planning the Saskatoon Freeway Project led by the province.</p> <p>Develop functional and conceptual plans to have transportation projects ready for timely delivery.</p>
<p>Improved reliability and efficiency are making Saskatoon’s public transit system a viable travel mode.</p>	<p> Deliver the BRT implementation plan to support the vision of a vibrant Downtown Event & Entertainment District with an efficient and reliable mass transit system:</p> <ul style="list-style-type: none"> • Work with federal and provincial governments to finalize the BRT funding agreement. • Undertake procurement and construction of the BRT in accordance with the delivery plan. • Implement new and proven technology to improve efficiency and reliability of the BRT system. • Complete and implement operational plans for the BRT system. • Adopt industry benchmarks for reliability and efficiency.
<p>Saskatoon has an accessible, affordable, equitable and modern transit system.</p>	<p>Implement a city-wide transit strategy that provides easy options for people living outside the Downtown to use BRT, including Park and Ride.</p> <p>Increase the number of zero emission vehicles in the civic fleet.</p> <p>Complete a fare review to ensure affordable transit compared to other similar sized cities.</p>

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SMART CITY

Council is prioritizing the application of technology and emerging trends in Big Data Analytics to improve services and processes, thereby meeting the changing needs of residents and businesses.

- The City will take calculated risks through the implementation of small-scale pilot projects that nurture opportunities, promote collaborative problem-solving and advance innovation and diversity of thought.
- The City will foster creativity and growth in the technology sector through partnership development and strategic investment.





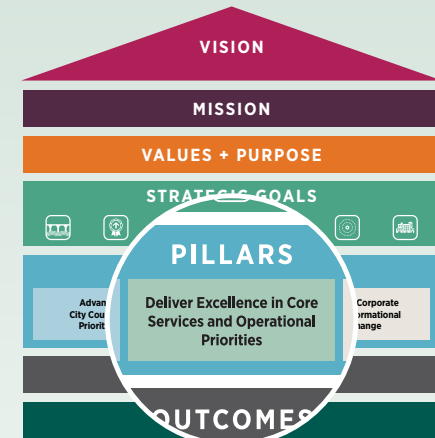
SMART CITY

Outcomes	Key Actions
<p>Enhanced interaction between the City, residents and businesses through diverse and integrated digital channels.</p>	<p>Advance a customer service strategy and roadmap, building on the foundation of Service Saskatoon.</p>
<p>Improved decision making in operations and service delivery through the application of City data.</p>	<p>Develop and initiate the implementation of a smart city strategy.</p>
	<p>Implement a data governance strategy and roadmap.</p>
<p>Increased industry partnerships and strategic investments are addressing opportunities and challenges around digital infrastructure, connectivity and technology.</p>	<p>Establish a roundtable with the technology sector and community stakeholders to identify collaboration opportunities.</p>
	<p>Engage the business community to share knowledge and ideas and identify opportunities for efficiencies and advancement.</p>

Deliver Excellence in Core Services and Operational Priorities

Saskatoon is a growing community of diverse people with different needs. The City strives to consistently deliver the required assets and services needed to support the growth of a welcoming and inclusive city.

- We are committed to excellence in the management and maintenance of civic assets as well as the delivery of high-quality services to the public.
- Delivering excellence in core services and operational priorities means the assets and services we provide from the investments the City makes align with what the public expects. The City is constantly finding creative ways to optimize these investments to help achieve the desired results.



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EQUITABLE AND ACCESSIBLE SERVICE

Civic services are aligned with public expectations and balanced with affordability. Due to the diverse make-up and needs of our city, it is essential that civic services are equitable and accessible to all.

Accessible civic service must consider geographical, financial, physical and cultural elements.





EQUITABLE AND ACCESSIBLE SERVICE

Outcomes	Key Actions
<p>Enhanced equity and accessibility of services meeting the needs of a diverse public.</p> <p>Service delivery is improved across the organization.</p>	<p>Establish and document levels of service that consider the impacts of growth, technology and climate change.</p> <p>Implement a robust engagement strategy that connects with the community and is reflective of the community's diverse needs and expectations with respect to civic services.</p> <p>Build on public engagement findings to continually improve service offerings in the community.</p>

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CIVIC ASSETS

Civic assets are well-managed and well-maintained. They meet the needs of staff and the public and reflect the pride and priorities of a modern city.





CIVIC ASSETS

Outcomes	Key Actions
<p>Saskatoon’s built and natural assets are managed in a manner that maximizes benefits, manages risk to an acceptable level, and provides established levels of service throughout the full lifecycle.</p>	<p>Adopt, maintain and fund asset management plans for key civic assets to support established levels of service.</p>
<p>Civic assets are energy efficient and designed for long-term resilience, ensuring the City is prepared to mitigate current and future contributions to climate change.</p>	<p>Continue to refine the Corporate Asset Management System and enhance corporate maturity in asset management.</p> <p>Review existing design standards for civic assets and incorporate improvements that support Triple Bottom Line considerations, including life cycle costing, equity principles and climate change mitigation and adaptation strategies.</p>
<p>City staff have access to safe, adequate facilities and equipment necessary to deliver established levels of service.</p>	<p>Enhance the City’s Fusion enterprise asset management processes to improve predictive maintenance, operational efficiency, asset reliability and overall decision making for civic assets.</p> <p>Create a long-term plan for safe, adequate administrative and operational facilities to enable City staff to deliver established levels of service as Saskatoon grows.</p>

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QUALITY OF LIFE AND PUBLIC SAFETY

The City works in collaboration with community partners to ensure the collective safety and well-being of the public.

Saskatoon is a city where residents have access to facilities, infrastructure and programs that promote active living.

Residents can enjoy the natural beauty and benefits of parks, trails and a river valley that brings people together.





QUALITY OF LIFE AND PUBLIC SAFETY

Outcomes	Key Actions
<p>Welcoming and inclusive public infrastructure, spaces and natural assets that bring people together.</p>	<p>Create an enabling environment where everyone can enjoy the benefits of the City's core services, including green spaces, civic facilities and programs.</p>
<p>Municipal programs, infrastructure and essential services meet established levels of service and support a high-quality of life.</p>	<p>Continue to provide high-quality essential services and municipal programs that ensure quality of life and enable the public to safely engage in everyday life.</p>
<p>Saskatoon's emergency response model is based on industry standards and continually improved through operational readiness evaluation.</p>	<p>Sustain the Saskatoon Fire Department's service level targets by regularly assessing the resources needed to ensure adequate and effective coverage as the city grows.</p>
<p>Community safety and well-being are enhanced by the City's approach to property maintenance and overall bylaw compliance.</p>	<p>As part of a whole community approach to strengthening resilience, incorporate the impacts of climate change into emergency management. Mitigate public risk and vulnerability, especially among those who could be disproportionately impacted.</p>
	<p>Keep improving the coordinated approach to neighbourhood safety, property maintenance and bylaw compliance through mutual sharing of data with stakeholders.</p>

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PROCUREMENT AND PROJECT MANAGEMENT

The City is focused on achieving best value in the delivery of programs, projects and services and doing so in an efficient, accountable manner.

We conduct procurement activities that are economically viable, environmentally safe and socially conscious.





PROCUREMENT AND PROJECT MANAGEMENT

Outcomes	Key Actions
<p>Automated procurement processes built on best practices.</p>	<p>Conduct a needs and spend analysis to fully understand the City's procurement profile and better align with suppliers and markets.</p>
<p>A corporate strategic sourcing process providing a holistic approach to sustainable procurement and achieving new supply chain value.</p>	<p>Continue to align all corporate spending with the Purchasing Policy and leverage technology to enhance procurement efficiency and effectiveness.</p>
<p>Increased procurement from Indigenous suppliers and diverse groups that are historically underrepresented and have experienced discrimination or barriers to equitable opportunity.</p>	<p>Continue to advance implementation of the Triple Bottom Line Policy and decision-making tool to support sustainable procurement.</p>
<p>Increased procurement from Indigenous suppliers and diverse groups that are historically underrepresented and have experienced discrimination or barriers to equitable opportunity.</p>	<p>Work with industry and partners to develop a procurement strategy for Indigenous business and other underrepresented supplier groups.</p>
<p>Increased procurement from Indigenous suppliers and diverse groups that are historically underrepresented and have experienced discrimination or barriers to equitable opportunity.</p>	<p>Continue to advance project management best practices across the organization through standardization of processes, procedures, tools and staff training.</p>
<p>Increased project success from applying consistent project management best practices across the organization.</p>	<p>Implement minimum standards for proper reporting and closure of major corporate projects.</p>

Drive Corporate Transformational Change

The City of Saskatoon must continually evolve to meet the needs of the public it serves.

The Administration is focused on areas that support and will help achieve our **workplace transformation vision**:

The City of Saskatoon is a high-performing organization that invests in appropriate systems and processes to create a safe, healthy workplace for staff. Transforming our workplace by making these investments is key to delivering the quality services and programs the public expects.

Change can be challenging in any organization, but a structured, strategic approach to corporate-wide change will assist in achieving meaningful improvements for both employees and the public.



CUSTOMER-CENTRIC SERVICE DELIVERY



PEOPLE AND CULTURE



EFFICIENCY AND EFFECTIVENESS



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CUSTOMER-CENTRIC SERVICE DELIVERY

The City recognizes the diverse and changing needs of the public.

We strive to consistently deliver exceptional, accessible and equitable services.

Civic services are aligned with public needs, and the public is connected to the answers and information they need quickly and easily.





CUSTOMER-CENTRIC SERVICE DELIVERY

Outcomes	Key Actions
<p>A customer-centric service culture that enables the City to reliably meet established levels of service and consistently achieve high customer satisfaction across the organization.</p>	<p>Continue to use public feedback on civic programs and services to improve the customer experience.</p>
<p>The City is a leader in providing an equitable and quality customer experience for all residents.</p>	<p>Develop a One City customer experience vision and strategy to advance the goal of a customer-centric service culture.</p>
<p>Residents can access City information and customer service quickly and easily in a manner that suits their needs.</p>	<p>Continue to develop a modern customer service system that is responsive to the needs of a diverse public by improving the supporting technology, processes and standards.</p>

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PEOPLE AND CULTURE

At the City, we value each other.

Together, we are creating a safe, respectful, inclusive and high-performing workplace.

We are committed to making a difference at work and in the community by living our Corporate Values.





PEOPLE AND CULTURE

Outcomes	Key Actions
<p>The City is an inclusive, respectful and collaborative workplace that fosters safety and high-performance.</p>	<p>Support the implementation of Council's priority on Reconciliation, Equity, Diversity and Inclusion.</p>
<p>Engaged, dedicated leaders empower their teams and work together to strengthen our culture of excellence.</p>	<p>Develop an employee engagement strategy that aligns with our Corporate Values and objectives of safety, respect, inclusiveness and high-performance.</p>
<p>A motivated workforce that feels valued and supported to perform at their best.</p>	<p>Renew the Human Resources Roadmap and develop required strategies and action plans to advance corporate leadership development, multi-year bargaining, diversity and inclusion, corporate performance management and succession planning initiatives.</p>
<p>Human Resources is widely regarded as a trusted strategic partner within the Administration, helping us achieve our goals.</p>	<p>Implement and realize the benefits of Fusion's human resources technology solutions.</p>

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EFFICIENCY AND EFFECTIVENESS

The City invests in what matters to keep improving the organization — the right processes, systems, technology and initiatives.

This drives operational excellence and helps deliver established levels of service to the public.





EFFICIENCY AND EFFECTIVENESS

Outcomes	Key Actions
<p>The City has a strong corporate sense of direction that aligns with the Strategic Plan and Official Community Plan.</p>	<p>Continue to develop the City’s strategic planning, business planning, portfolio management and internal governance processes.</p>
<p>Our ability to proactively respond to opportunities and challenges, while managing risk and organizational change, is enhanced.</p>	<p>Continue to implement best practices and controls to achieve responsible financial stewardship and accurate, transparent reporting.</p>
<p>Increased operational efficiency and effectiveness has resulted in greater savings and organizational success.</p>	<p>Move toward an integrated management system that combines existing health and safety, quality, risk and environmental practices in one framework.</p>
	<p>Create and execute a supply chain management transformation strategy.</p>



EFFICIENCY AND EFFECTIVENESS

Outcomes	Key Actions
<p>There is increased use and integration of appropriate technology throughout the organization.</p>	<p>Implement data governance structure and standards to ensure proper stewardship and maintenance of all data.</p>
<p>Improved quality, management and use of data has enhanced informed decision making in operations and service delivery.</p>	<p>Keep maximizing the benefits of Fusion and investing in the right technology to support a high-performing workplace.</p> <p>Advance enterprise-level business solutions to enable effective information-sharing across work groups.</p>

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Glossary

Accessibility: The “ability to access” and benefit from some system or entity by all people regardless of ability status. Accessibility must consider geographical, financial, physical and cultural elements.

Anti-racism: The policy or practice of opposing racism and promoting racial acceptance.

BIPOC: Acronym that stands for Black, Indigenous and People of Colour.

Business Continuity: The capability of the City to continue the delivery of service at acceptable predefined levels following a disruptive incident or event.

Colonialism: The practice of domination, which involves the subjugation of one people to another.

Discrimination: The denial of equal treatment or opportunity. Discrimination results from people’s action on stereotypes and prejudices that they hold to be true.

Decolonization: A long-term process involving the bureaucratic, cultural, linguistic and psychological divesting of colonial power. Linda Tuhiwai Smith, *Decolonizing Methodologies Research and Indigenous Peoples*, 1999. See <https://nycstandswithstandingrock.files.wordpress.com/2016/10/linda-tuhiwai-smith-decolonizing-methodologies-research-and-indigenous-peoples.pdf> and <https://www.ictinc.ca/blog/a-brief-definition-of-decolonization-and-indigenization> for more information.

Diversity: Diversity includes all the ways in which people differ, encompassing the different characteristics that make one individual or group different from another. While diversity is often used in reference to race, ethnicity, and gender, we embrace a broader definition of diversity that also includes age, national origin, religion, disability, sexual orientation, socioeconomic status, education, marital status, language, and physical appearance. The definition also includes diversity of thought: ideas, perspectives, and values. It is recognized that individuals affiliate with multiple identities.

Equity: “Equity is treating everyone fairly by acknowledging their unique situation and addressing systemic barriers. The aim of equity is to ensure that everyone has access to equal results and benefits. Considering a situation from the perspective of those who risk exclusion is a key step in promoting equity.” Equity can be achieved when fairness is increased and improved within organizations and governmental systems’ processes, procedures and allotment of resources. Tackling equity issues requires an ongoing understanding of the root causes of outcome disparities within our society. From City of Ottawa, *Equity and Inclusion Lens Handbook*.

Fusion: An internal initiative the City and its boards and corporations are undertaking to prepare for future growth, ensure sustainability and serve the changing needs of Saskatoon residents. Through this project, the City will be adopting industry best practices in the areas of Finance, Human Resources, Supply Chain Management and Asset Management and Operations, and putting an Enterprise Resource Planning system (one master database) in place to support this work. Fusion will provide benefits across the organization and result in long-term operational savings to refocus resources on activities that deliver on our mission.

Greenfield: A vacant property that has never been developed and has no actual or perceived contamination, usually located outside urban centres and without municipal services.

Inclusion: The act of creating environments in which any individual or group can be and feel welcomed, respected, supported, and valued to fully participate. An inclusive and welcoming climate embraces differences and offers respect in words and actions for all people. It’s important to note that while an inclusive group is by definition diverse, a diverse group isn’t always inclusive. Increasingly, recognition of unconscious or implicit bias helps organizations to be deliberate about addressing issues of inclusivity.

Infill Development: Refers to the development of new housing, including garden and garage suites, in an established area on a vacant lot or an underused lot on previously developed land.

Key Performance Indicators (KPIs): Are the key measures that have the highest impact in measuring an organization advancement. KPIs are intended to keep the pulse on how an organization is performing against its Strategic Plan.

Glossary

LGBTQ2S+: Acronym that stands for Lesbian, Gay, Bisexual, Transgender, Queer or Questioning and Two-Spirit individuals.

miyo-pimatisiwin: A Cree phrase that translates as “the good life.” When Cree is written out, it is done using Standard Roman Orthography (SRO). In SRO words are depicted as sounds based on each consonant and vowel independently. See <https://creeliteracy.org/2012/01/20/beginning-to-read-plains-cree-in-standard-roman-orthography/> for more information on how to understand and pronounce Cree using the SRO system.

One City: City Council and Administration working together to best serve the residents of Saskatoon - creating a collaborative culture where we are all knit together through our vision, mission, and common purpose enabling each of us to reach our high-performance potential.

Outcome: Within the 2022-2025 Strategic Plan Outcomes describe the intended end goal within each of the priorities.

Pillars: Three key components of the Strategic Plan that highlight the work the City needs to do to achieve the strategic goals:

1. **Advance City Council’s Priorities**
2. **Deliver Excellence in Core Services and Operational Priorities**
3. **Drive Corporate Transformational Change**

Placemaking: An approach to planning, designing and managing public spaces that promote people’s health, happiness, and well-being.

Prejudice: A “pre-judgment” of a person or group in a negative light formed on the basis of stereotypes and usually made without adequate evidence or information.

Procurement: The process of sourcing and purchasing goods and services from an external source, such as a third-party vendor or supplier.

Public: A broad term covering residents, businesses and visitors.

Racism: A set of beliefs and ideas that asserts the superiority of one group over another.

Reconciliation: “Reconciliation is about establishing and maintaining a mutually respectful relationship between Aboriginal and non-Aboriginal peoples in [Canada]. In order for that to happen, there has to be awareness of the past, an acknowledgement of the harm that has been inflicted, atonement for the causes, and action to change behaviour.” Quoted from Truth and Reconciliation Commission of Canada, *Honouring the Truth, Reconciling for the Future Summary of the Final Report of the Truth and Reconciliation Commission of Canada*, 2015. See https://ehprnh2mwo3.exactdn.com/wp-content/uploads/2021/01/Executive_Summary_English_Web.pdf for more information.

REDI: Acronym for Reconciliation, Equity, Diversity and Inclusion. A City Council priority to foster meaningful organizational and policy change to eliminate institutionalized and systemic racism.

Resident: Anyone that lives or works or holds a business in Saskatoon.

Respectful Workplace: A workplace that is free from harassment, discrimination and disruptive workplace conflicts. A workplace where all individuals are treated with respect and courtesy.

Saskatoon North Partnership for Growth (P4G): The P4G is a collaborative that includes political and administrative representation from partnering municipalities, including the City of Saskatoon, Rural Municipality of Corman Park, City of Martensville, Town of Osler and City of Warman, with the Saskatoon Regional Economic Development Authority (SREDA) in an advisory role. See <https://partnershipforgrowth.ca/> for more information.

Stereotype: Generalizations of a group of people based on the actions or characteristics of a few members of that group.

Strategic Plan: A guiding document that sets direction and priorities for the City of Saskatoon, generally over a four-year timeframe. The Strategic Plan does not cover all the important work we do as a City. Instead, it focuses on the changes and improvements that we plan to make over a period of time to ensure that Saskatoon remains one of the best cities to ‘live, work, learn and play’.

Glossary

Strategy House: The City of Saskatoon’s new framework for bringing together various components of the Strategic Plan: vision, mission, values, purpose, strategic goals, pillars, outcomes and key actions.

Systemic Racism / Discrimination: Racism is a combination of stereotyping, prejudice, and discrimination that makes some people think they are superior to people of other ancestries. Systemic discrimination or Systemic Racism is a continuation of traditionally accepted practices that keep certain groups from fully participating in the workplace, in our schools, and in many other social institutions. From the Saskatchewan Human Rights Commission. See <https://saskatchewanhumanrights.ca/education-resources/information-sheets/erasing-racism/> for more information.

Triple Bottom Line (TBL) Policy and Tool: Triple Bottom Line is an approach to sustainability that integrates environmental health and integrity, social equity and cultural well-being, economic prosperity and fiscal responsibility, and good governance into decision making; producing equitable solutions and avoiding undesirable trade-offs. See <https://www.saskatoon.ca/city-hall/our-strategic-plan-performance/triple-bottom-line> for more information.

Truth and Reconciliation Commission (TRC) Calls to Action:

The TRC provided those directly or indirectly affected by the legacy of the Indian Residential Schools system with an opportunity to share their stories and experiences. The final report presented in 2015 put forward 94 Calls to Action (or recommendations) to further reconciliation between Canadians and Indigenous peoples. See <https://www.saskatoon.ca/community-culture-heritage/cultural-diversity/indigenous-initiatives/about-indigenous-initiatives> for more information on the City’s initiatives in this space.

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What We Heard Report – Draft 2022-2025 Strategic Plan Survey

Engagement Summary

November 16, 2021



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1 Background

The City of Saskatoon's Strategic Plan is a guiding document. It sets the direction and priorities for the organization over the next four years to help the City move closer to its vision of making Saskatoon *a great place to live, work, learn, and play*.

The Strategic Plan is considered a 'living document', meaning it will be monitored regularly to assess progress and support successful outcomes. Also, there will be opportunities for City Council and City Administration leadership to assess the relevancy of the document during the four-year lifespan and ensure that it continues to meet the needs of the organization and the community.

The purpose of this engagement was to collect feedback on the content of the plan's three pillars: 1) Advance City Council's Priorities, 2) Deliver Excellence in Core Services and Operational Priorities, and 3) Drive Corporate Transformational Change, as well as receive any general comments respondents may have regarding the draft 2022-2025 Strategic Plan.

2 Engagement Results

A public survey and staff survey were both open for responses from October 27 to November 10, 2021. Shortened descriptions of the priorities were provided within the survey. As well, a link to the full draft 2022-2025 Strategic Plan was provided in the survey for those interested in reading the full content.

The results for each survey are presented separately below. Comments received were paraphrased and, where appropriate, pulled together into themes.

2.1 Public Survey

In total, there were 538 responses to the public survey.

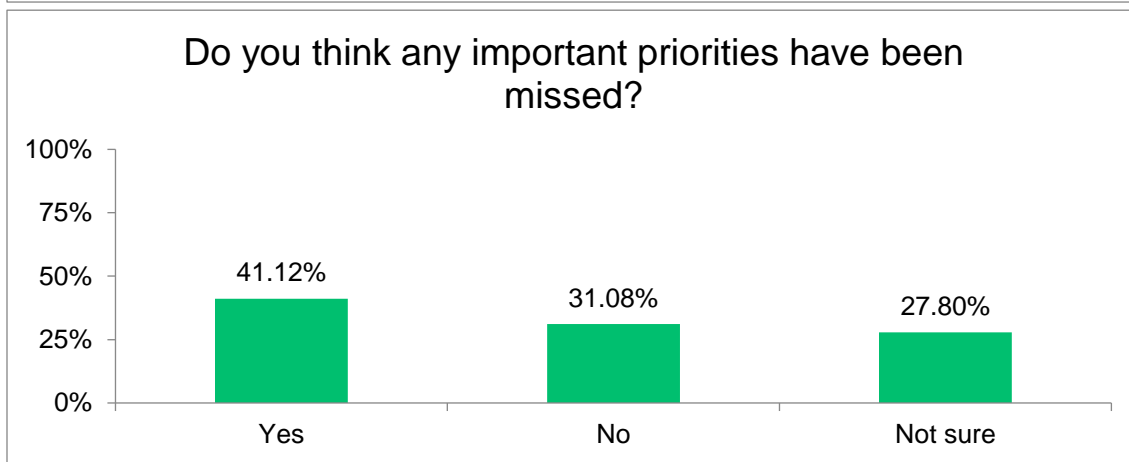
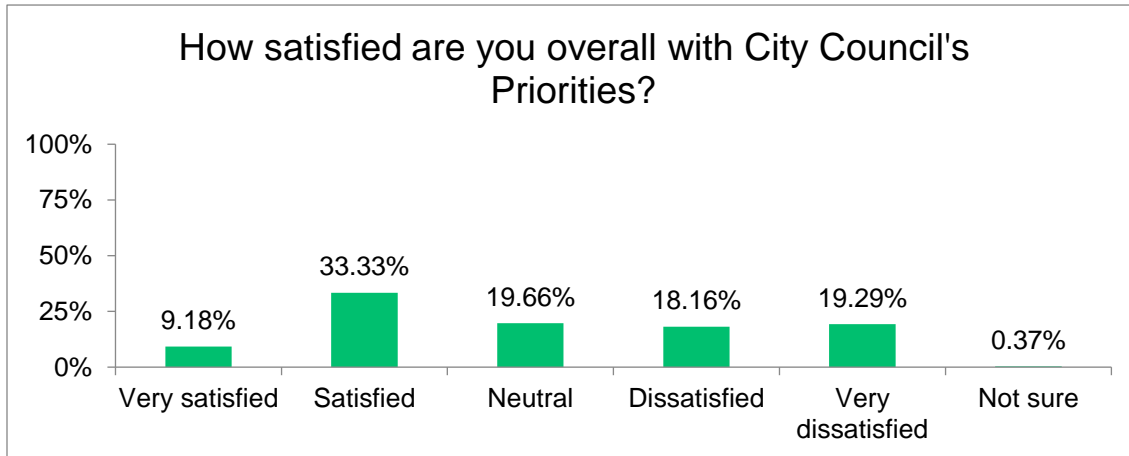
General Themes

The following themes were evident in responses to questions for all three pillars, as well as in general comments.

- Demands to cut costs and improve fiscal responsibility
 - opposed to tax increases
 - opposed to increases to utility fees / user fees
 - opposed to high-cost projects (e.g., arena, library, bus rapid transit, bike lanes) / maintain what we have rather than build new
 - Strategic Plan does not address affordability / cost of living for residents
- Focus on core services
 - more focus needed on maintenance of infrastructure (e.g., road, sidewalk, playground equipment and parks maintenance)
 - more focus on transportation services to improve safety, access and flow
 - the City is overreaching its jurisdiction (e.g., addressing racism, social and health issues)
 - sentiment that some priorities in the draft plan do not align with the wants of the general public / is more responsive to special interest groups
- Focus on crime and safety

- more focus needed on crime and safety, especially downtown
- some call for increased police presence to address crime
- some call for re-investment of police budget toward other social supports to address well-being
- Agreement with priorities
 - by a small margin more respondents selected “very satisfied” or “satisfied” when asked about their overall feelings regarding priorities outlined under all three pillars, compared to “dissatisfied” and “very dissatisfied”
 - support was also expressed for the stated directions
- Anti-racism, Diversity and Inclusion
 - reconciliation, decolonization, and anti-racism need to be part of all priorities
 - must be authentic
- The Strategic Plan document and process
 - critiques:
 - too vague / uses political rhetoric and ‘buzzwords’ / needs more concrete actions and measures
 - too lengthy / wordy / should use plainer language
 - trying to do too much / list of Council priorities is too long
 - confusion regarding the order / rank of priorities
 - support:
 - good foundation for future work
 - thanks for opportunity to provide feedback
 - alignment:
 - connect to the previous Strategic Plan / no indication of progress on carry-over items
 - must align with other planning efforts
 - process:
 - more comprehensive engagement throughout the strategic planning process is needed to inform City direction
 - referendums / plebiscites needed for major decisions
- COVID-19
 - frustration with vaccine requirements for employees and for public access to civic facilities / a form of discrimination
 - the plan does not adequately address the impacts of or recovery from COVID-19

Advance City Council's Priorities

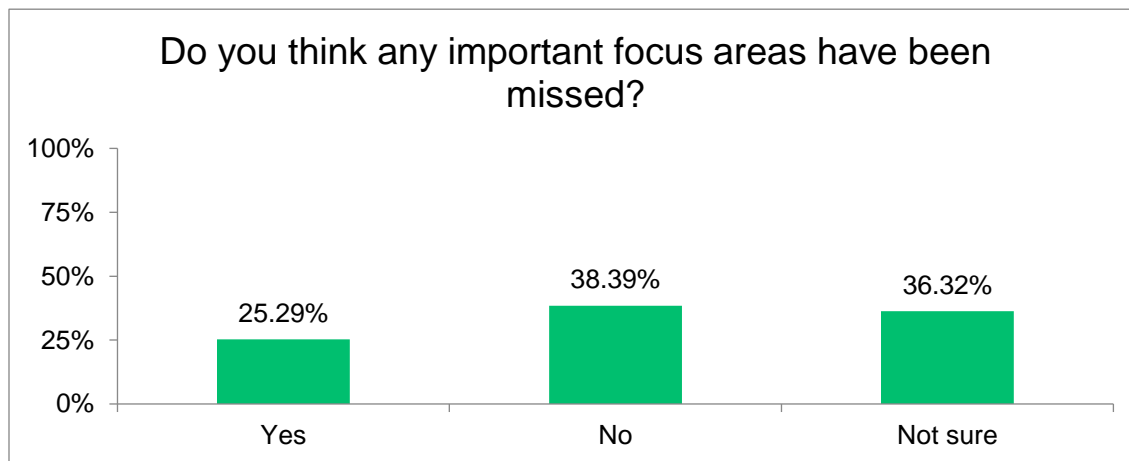
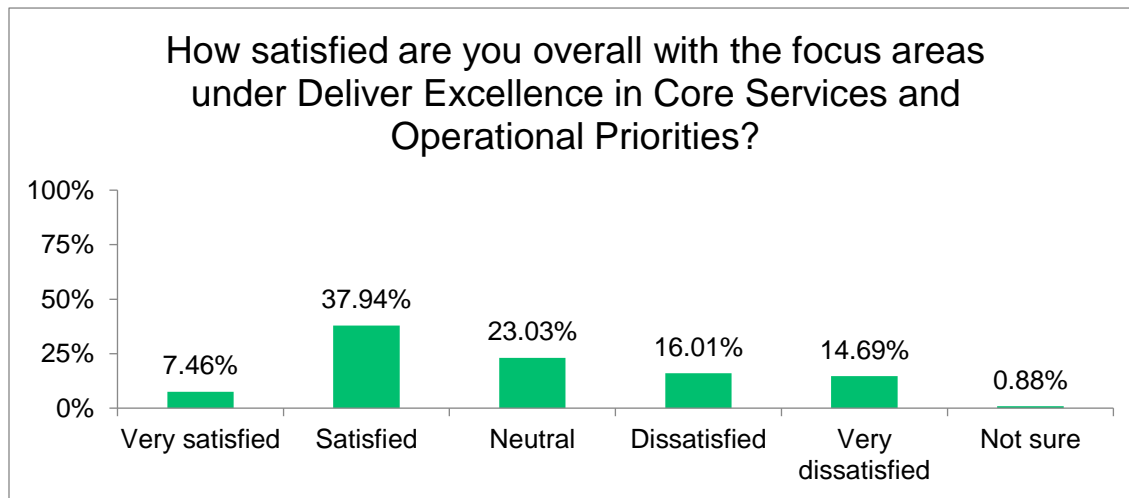


Comments

- general comments on this pillar:
 - consider costs / taxes are too high
 - should focus on core services and existing infrastructure instead of major projects
 - too many priorities / too much focus on social issues
 - disagreement with what has been included as priorities
 - others support what has been included as priorities
 - more focus needed on seniors / children
 - confusion on which are the short-term and long-term priorities?
- Reconciliation, Equity, Diversity and Inclusion
 - needs to be authentic
 - Indigenous representation and employment needed
 - urban Indigenous voice is missing from the document
- Economic Development
 - support small business
 - focus on local job creation
 - support also needed for resource industries and agriculture
- Community Safety and Well-Being

- focus on housing, homelessness and poverty / should be a separate priority rather than referenced within other priorities
- focus on addictions and mental health
- increased supports and protections specific to renters
- focus on downtown safety / concerns with activity around the Lighthouse
- calls for more police presence / innovation in policing
- calls for police budget to be redirected to social programs / supports
- need for more public washrooms
- Engagement on Infill and Growth
 - concerns with urban sprawl
 - concerns with industrial areas adjacent to residential zones in core neighbourhoods
 - move the rail lines
 - focus needed on affordable housing
- Recreation, Culture and Leisure
 - maintenance of parks is important
 - recreation options for newcomers' interests (e.g., cricket)
 - market what we have today to attract tourism
- Regional Planning
 - concerns with urban sprawl / speed of development
- Downtown Development
 - concerns with safety and activity around the Lighthouse
 - concerns with the costs of an arena and the library
 - concerns with parking
 - too much focus on downtown
- Environmental Sustainability
 - green space / naturalized space / healthy space is important
 - dispute climate change / dispute that Saskatoon is a high greenhouse gas emitter
 - concerns with costs and funding models of waste management and recycling
- Transportation
 - opposition to bike lanes
 - focus on relieving traffic congestion / traffic flow / heavy vehicle traffic
 - need to move away from 'car culture' and provide safe options for other modes
 - need better public transit
 - improved maintenance of roads and sidewalks
 - increased snow removal
 - more focus on accessibility
- Smart City
 - some support for more Smart City goals needed / some concern over digital transition leaving those with lower levels of computer literacy behind
 - data security is crucial / surveillance concerns

Deliver Excellence in Core Services and Operational Priorities

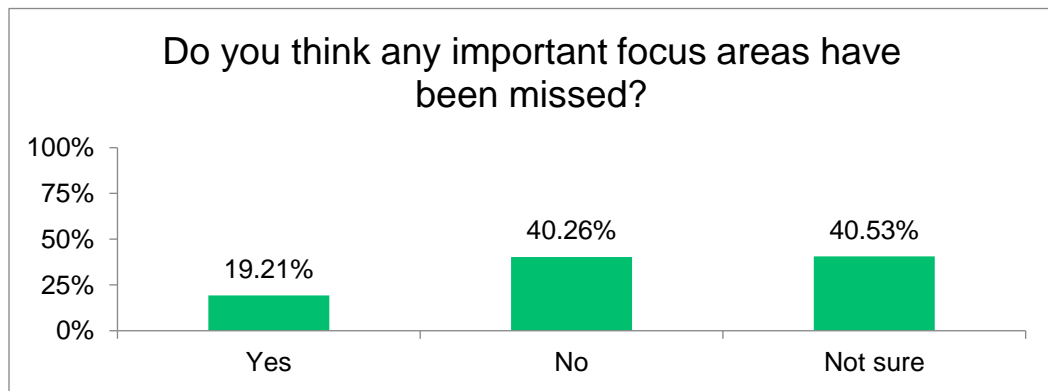
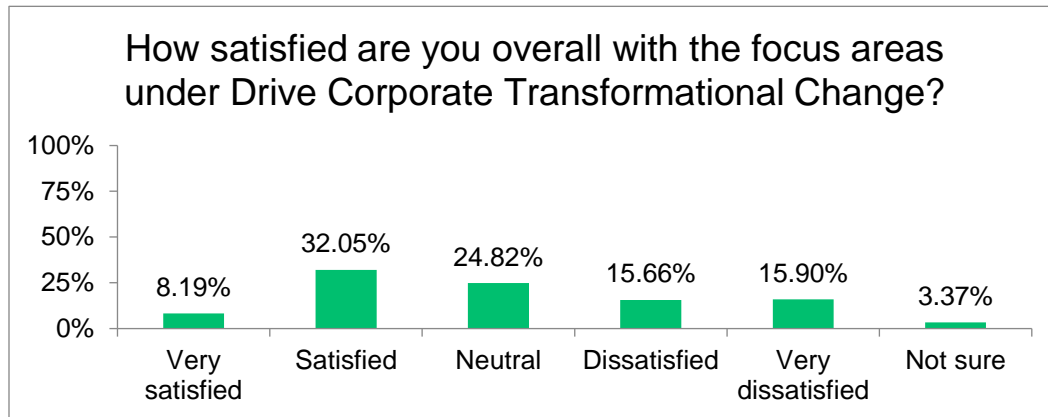


Comments

- general comments on this pillar:
 - vague / business rhetoric / lacks concrete goals and measures
 - focus should be on core services / the basics / maintenance of existing infrastructure and services
 - concerns with cost implications
 - better coordination needed between Departments
 - include marginalized renters in decision-making / engagement prioritizes businesses, homeowners, etc.
- Equitable and Accessible Service:
 - some call for reduced preferential treatment
 - support for newcomers
 - accessibility for those with disabilities and seniors
 - accessibility for low-income renters and those experiencing poverty
 - social programs in core neighbourhoods needed
- Civic Assets:
 - focus on maintenance of existing infrastructure and facilities rather than building new

- Quality of Life and Public Safety
 - focus on downtown safety and crime
 - focus on homelessness, mental health and addictions supports
 - more public washrooms needed
 - invest in policing
 - utilize funds directed to police for other social supports and programs
- Procurement and Project Management:
 - desire for prioritization of local hires and contracts
 - spending needs to be transparent and accountable

Drive Corporate Transformational Change



Comments

- general comments on this pillar:
 - vague / business rhetoric / lacks concrete goals and measures
 - concerns with cost implications
 - empower 'bottom-up' solutions from front-line staff
 - be willing to listen to new ideas that challenges the status quo
- Customer-Centric Service Delivery:
 - should be easier to contact specific departments / frustration with the call centre model / process for feedback on customer service needed

- residents should not be considered ‘customers’ / frames the relationship as a transaction rather than the City providing basic human rights
- accessibility considerations for seniors as the City continues to explore new technologies
- People and Culture:
 - too much focus on social issues
 - decolonization, equity and anti-racism at the City are important considerations for driving change
- Efficiency and Effectiveness
 - reduce bureaucracy and red tape
 - concerns with the size of Administration / number of managers / staff wages
 - ethics are more important than efficiency

Demographics

Respondents were asked to provide demographic information to better understand who in Saskatoon we reached with our survey. All questions were optional. Statistics Canada information on the demographic make up of the city of Saskatoon, from the 2016 Census, is provided to contextualize survey demographics.¹

What is your age?		
Under 18	0.26%	1
18 to 29	9.74%	38
30 to 41	30.26%	118
42 to 53	20.00%	78
54 to 65	22.56%	88
66 to 77	14.62%	57
78 to 89	2.56%	10
Over 90	0.00%	0
Total Responses		390
Skipped		148

StatCan 2016 Age %: 19-29 (24%), 30-41 (23%), 42-53 (19%), 54-65 (18%), 65+ (16%)

What is your gender?		
female	50.16%	160
male	47.96%	153
non-binary	0.94%	3
intersex	0.31%	1
cis	0.31%	1
x	0.31%	1
Total Responses		319
Skipped		199

StatCan 2016 Gender %: Male (48%), Female (52%)

Are you an Indigenous person (First Nation, Métis, or Inuk)?		
yes	10.93%	40
no	89.07%	326
Total Responses		366
Skipped		172

StatCan 2016 Indigenous or Person of Colour: 31%

Are you a member of a visible minority group?		
yes	15.62%	57
no	84.38%	308
Total Responses		365
Skipped		173

StatCan 2016 Indigenous or Person of Colour: 31%

¹ Stats Canada information comes from the Civic Services Survey: Performance, Priorities and Preferences 2021. For more information view the report in full here: https://www.saskatoon.ca/sites/default/files/documents/corporate-performance/communications/Engagement/saskatoon_civic_services_ppp_report_telephone_sept_21_2021_-_final.pdf

Are you a person with a disability?		
yes	16.62%	61
no	83.38%	306
Total Responses		367
Skipped		171

StatCan 2016 %: Yes (22%), No (78%)

Do you rent or own your accommodations?		
Rent	15.45%	59
Own	81.94%	313
neither	2.62%	10
Total Responses		382
Skipped		156

StatCan 2016 Housing %: Own (67%), Rent (33%)

Neighbourhoods with 10 or more responses.	
Stonebridge	23
Nutana	16
Caswell Hill	14
Silverwood Heights	14
Briarwood	10
City Park	10
Erindale	10
Evergreen	10
Willowgrove	10

2.2 Staff Survey

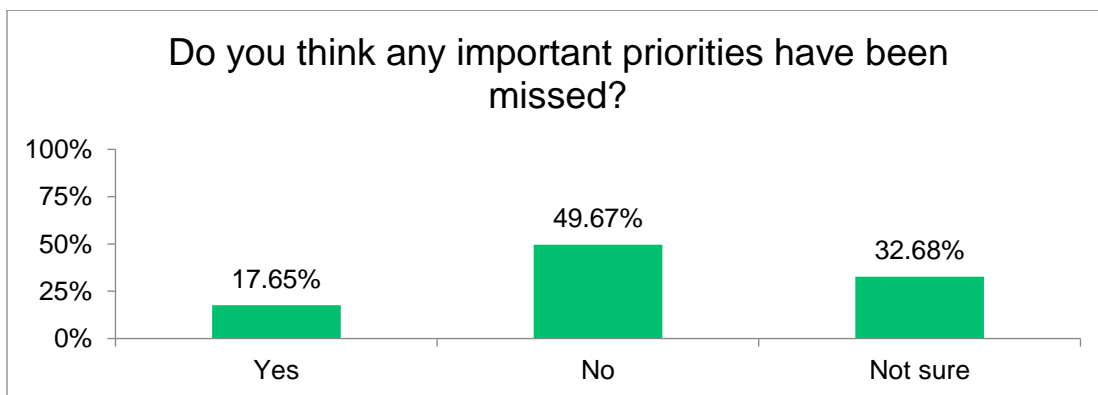
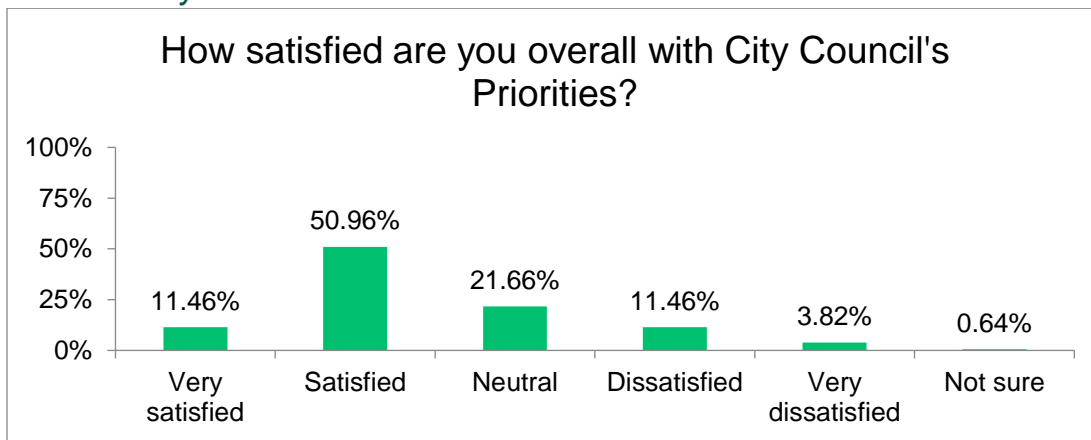
In total, there were 158 responses to the staff survey.

General Comments

- Focus on core services:
 - infrastructure maintenance and core services not a large enough part of the document
 - too much focus on social issues
 - too many priorities / would prefer fewer, more focused priorities
- The Strategic Plan document and process:
 - great framework for future work
 - like the layout, design, and look
 - need to strengthen links with the Official Community Plan
 - appreciate that reconciliation and inclusion is incorporated throughout
 - wordy / vague / needs more specifics
 - some specific suggestions on wording and imagery shared, sent to project team for consideration
 - need more time between Strategic Plan finalization and the budget process
 - need to know the 'why,' not just the 'what' and 'how' behind priorities

- Needs for success
 - initiatives require proper resourcing and budgets
 - strong leadership and management
 - measurement, reporting, and accountability
 - cross-project and cross-departmental coordination
 - permanent staff rather than temporary positions in key roles
- Affordability
 - keep tax increases minimal / cost of living
 - COVID-19 continues to have impacts and will continue to be a challenge
- Agreement with priorities
 - more respondents selected “very satisfied” or “satisfied” when asked about their overall feelings regarding priorities outlined under all three pillars, compared to “dissatisfied” and “very dissatisfied”

Advance City Council's Priorities

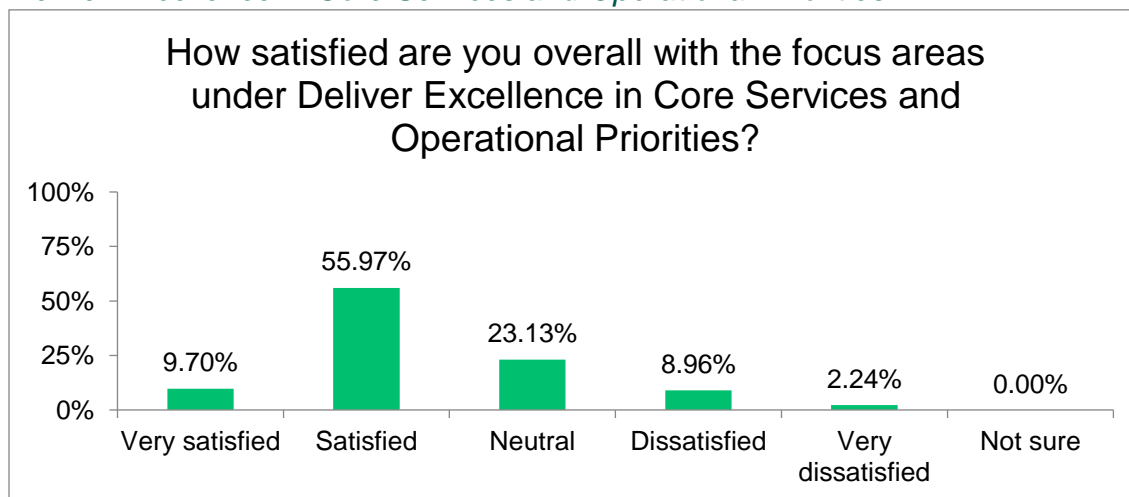


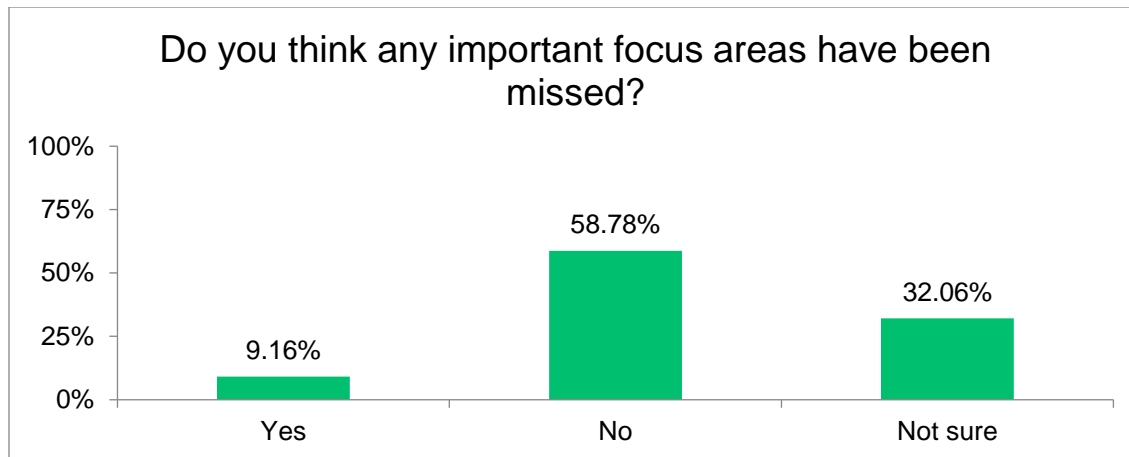
Comments

- general comments on this pillar:
 - consider cost of living / tax implications
 - core services and existing infrastructure need prioritization
 - too many priorities / too much focus on social issues / concerns with scope creep
 - COVID-19 has put a strain on resources
 - will require resources, budget, and leadership to achieve

- Reconciliation, Equity, Diversity and Inclusion
 - elevate the work of the Indigenous Technical Advisory Group
 - more training for staff
 - need greater inclusivity with respect to procurement, specifically on Indigenous participation but also for other underrepresented groups
- Community Safety and Well-Being
 - more focus needed on housing, homelessness and poverty, addictions and mental health, and downtown safety
 - downtown safety
- Engagement on Infill and Growth
 - concerns with urban sprawl
 - concerns with condition of older neighbourhoods
 - concerns with lack of attention to affordable housing and gentrification
- Recreation, Culture and Leisure
 - Improving existing facilities is a high priority
- Regional Planning
 - concerns with urban sprawl
- Downtown Development
 - not enough attention on safety
 - not currently residential friendly
 - should also specify the cycling network
- Environmental Sustainability
 - green space / naturalized space / river valley is important
 - need to also reduce demand for water and energy as green policy
- Transportation
 - traffic diversion to freeway
 - improvements needed to public transit
- Smart City
 - inequitable access to technology (both for staff and public)
 - big analytics can miss local nuance

Deliver Excellence in Core Services and Operational Priorities

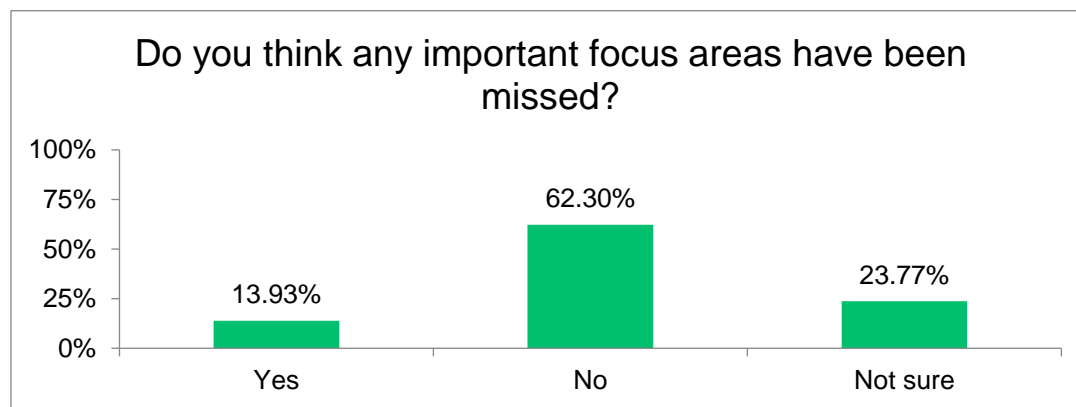
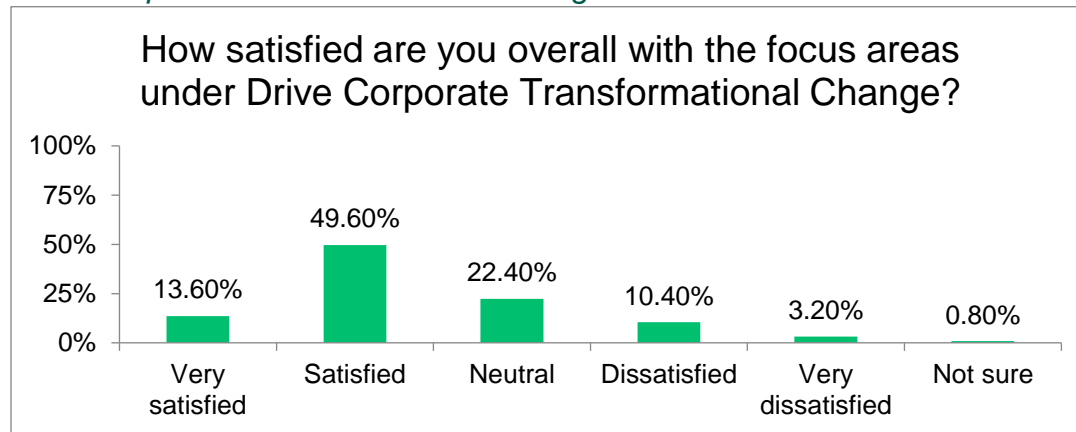




Comments

- general comments on this pillar:
 - utilities / core services should have greater focus
 - change management required to achieve success
 - consider affordability
- Equitable and Accessible Service:
 - barriers to service, such as income and mental health, persist
 - more digital options
- Civic Assets:
 - natural areas should be considered civic assets
 - maintenance of what we have rather than building new
- Quality of Life and Public Safety
 - safety and well-being of employees providing service also of importance / more concerns in recent months with the pandemic / don't feel this is being addressed or taken seriously
 - Indigenous placemaking needs to be a higher priority
- Procurement and Project Management:
 - equitable procurement is important
 - develop a more robust supplier/vendor/contractor management system
 - current procurement process is not efficient
 - procurement focuses more on lowest cost than best value
 - appreciate focus on project management

Drive Corporate Transformational Change



Comments

- general comments on this pillar:
 - questions on how successful the City will be in improvements to these priorities
 - does the City have the right tools to support improvement
 - questions on why the need for so many 'transformational' changes rather than tweaks
 - accountability needed for poor work / recognition of good work
 - cross-project and cross-departmental coordination needed for success
 - change needs to be resourced and budgeted for to be successful
 - importance of training and development mentioned
 - importance of recruiting and retaining great employees mentioned
- Customer-Centric Service Delivery:
 - need more multi-lingual staff
 - prioritize employee safety when working with the public
- People and Culture:
 - more focus needed on reconciliation and inclusion internally / an Indigenous lens
- Efficiency and Effectiveness
 - run the City like a business
 - need for support for integrated management system and audit process

Demographics

Respondents to the staff survey were asked to indicate which Division they work in.

Which Division do you work in?	
Community Services	33 (5.8 %)
Utilities & Environment	26 (3.2 %)
Transportation & Construction	20 (2.2 %)
Strategy & Transformation	18 (8.2 %)
Human Resources	11 (13.1 %)
Corporate Financial Services	6 (3.2 %)
Saskatoon Fire	4 (1.2 %)
Other	4 (5.7 %)

3 Communications and Marketing

Public Survey

City Website

An [Engage webpage](#) for the project was created on the City website. The website included a link to the public survey, background information, a link to the draft 2022-2025 Strategic Plan, a project timeline, a comment forum, and contact information.

The engagement information was also available on the City’s [Strategic Plan webpage](#) and included among the homepage announcement carousel.

Marketing

The public engagement was marketed through the following methods:

- news release / public service announcement
- social media advertisements (Facebook, Twitter, Instagram)
- Star Phoenix advertisements (October 30 and November 6)
- radio advertisements (Media Group, Rawlco)
- email invite to the Citizen Advisory Panel
- email invite to the Indigenous Technical Advisory Group
- posters

Staff Survey

Internal Website

A link to the staff survey was added to the internal MyCity website.

Marketing

The staff engagement was marketed through the following methods:

- email to all staff
- MyCity update emails
- Microsoft Teams background image and email banner
- corporate newsletter

- posters

4 Challenges and Limitations

- Due to COVID-19, we were not able to conduct any in-person engagement. Online engagement can be less inclusive as some who would be interested in providing input may have limited or no Internet access. Paper copies of the public survey were available on request.
- Not all City of Saskatoon staff have equal access to work computers. For example, the staff survey would have been less accessible for operational staff who do not work in an office. Paper surveys of the staff survey were available on request. The Service Saskatoon team, located at City Hall, supported less than ten individuals in accessing paper copies of the survey.
- Residents and staff were asked to provide feedback on draft priorities. These draft priorities presented for engagement were informed indirectly through other public and staff engagements, such as Saskatoon Speaks (2010), the bi-annual civic services surveys, and other public engagement inputs.
- Both the shortened descriptions of the priorities and three pillars, as well as the full draft 2022-2025 Strategic Plan, required more reviewing content by respondents than we would typically require for our surveys. The content also includes some technical and business terms that may not be easily understood by all audiences. As such, the amount and nature of information we were requesting feedback on may have been a barrier for some to participate.
- 'Self-selected,' or open, surveys – in which a link to a survey is publicly available to those interested in completing it – are not considered statistically representative of the population because they do not use a random sampling method. Although the results of this survey provide an important information source, they will be considered with other important inputs, such as the [Saskatoon Speaks Community Vision](#) developed in 2011, the [civic services surveys](#) conducted in 2021, feedback received by City Councillors from their constituents, as well as input received through other engagement activities.

The Traffic Amendment Bylaw, 2021 (No. 2)

ISSUE

This report submits Bylaw No. 9788, *The Traffic Amendment Bylaw, 2021 (No. 2)* for City Council's consideration. *The Traffic Amendment Bylaw, 2021 (No. 2)* implements City Council's decision to change the maximum speeds on various streets in the City and update the Freeways and Expressways Systems with a map for clarity and to align with the recently approved Saskatoon Transportation Master Plan.

RECOMMENDATION

That City Council consider Bylaw No. 9788, *The Traffic Amendment Bylaw, 2021 (No. 2)*.

BACKGROUND

At its [October 25, 2021 Regular Business Meeting](#), City Council considered a report of the General Manager, Transportation and Construction dated September 7, 2021 and resolved:

1. That the speed limit on Spadina Crescent from the West City Limit north to the turn-around be reduced from 60 km/h to 50 km/h;
2. That the speed limit on Spadina Crescent from Windsor Street to a point 100 metres north of Windsor Street be reduced from 60 km/h to 50 km/h;
3. That the speed limit on Highway 41 from College Drive to the East City Limit be increased from 90 km/h to 100 km/h;
4. That the proposed freeways and expressways map replace the existing list in Schedule No. 6; and
5. That the City Solicitor be requested to prepare the appropriate bylaw amendments to Bylaw No. 7200, The Traffic Bylaw, effective December 1, 2021.

DISCUSSION/ANALYSIS

In accordance with City Council's instruction, we are pleased to submit Bylaw No. 9788, *The Traffic Amendment Bylaw, 2021 (No. 2)* for City Council's consideration.

APPENDIX

1. Proposed Bylaw No. 9788, *The Traffic Amendment Bylaw, 2021 (No. 2)*.

Report Approval

Written by: Reché McKeague, Solicitor
Approved by: Cindy Yelland, City Solicitor

Admin Report - The Traffic Amendment Bylaw, 2021 (No. 2)
File No. 224.0307

BYLAW NO. 9788**The Traffic Amendment Bylaw, 2021 (No. 2)**

The Council of the City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as *The Traffic Amendment Bylaw, 2021 (No. 2)*.

Purpose

2. The purpose of this Bylaw is to amend *The Traffic Bylaw* to:
 - (a) change the maximum speeds on various streets in the City; and
 - (b) update Schedule No. 6 with a map for clarity and to align with the recently approved Saskatoon Transportation Master Plan.

Bylaw No. 7200 Amended

3. *The Traffic Bylaw* is amended in the manner set forth in this Bylaw.

Schedule No. 4 Amended

4.
 - (1) Clause 5(c) of Schedule No. 4 is repealed.
 - (2) Clause 5(e) of Schedule No. 4 is amended by adding “100 metres north of” before “Windsor Street”.
 - (3) Clause 8(l) of Schedule No. 4 is amended by striking out “;” and substituting “.”.
 - (4) Clause 8(m) of Schedule No. 4 is repealed.
 - (5) The following clause is added after clause 9(b) in Schedule No. 4:
 - “(c) Highway 41 from College Drive to the East City Limit.”

Schedule No. 6 Amended

- 5. Schedule No. 6 is repealed and the schedule marked as Schedule "A" to this Bylaw is substituted.

Coming into Force

- 6. This Bylaw comes into force on December 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

Schedule "A"

