



REVISED AGENDA REGULAR BUSINESS MEETING OF CITY COUNCIL

Monday, June 24, 2019

1:00 p.m.

Council Chamber, City Hall

Pages

1. NATIONAL ANTHEM AND CALL TO ORDER

2. CONFIRMATION OF AGENDA

12 - 22

Recommendation

1. That the request to speak from Cary Tarasoff, dated June 24, 2019 be added to item 8.1.5;
2. That the following letters be added to item 9.1.2:
 1. Requesting to Speak:
 1. Brad Zurevinski, Dream Development, dated June 20, 2019;
 2. Jeff Drexel, Arbutus Properties, dated June 20, 2019;
 2. Submitting Comments:
 1. W.J. (Bill) Wardell, dated June 21, 2019;
 2. Keith Moen, NSBA, dated June 21, 2019;
 3. Roman Franko, dated June 21, 2019;
 4. Lola Sheppard, Lateral Office, University of Waterloo School of Architecture, dated June 20, 2019;
 5. Vaughn Wyant, President/CEO, Wyant Group, dated June 21, 2019;

3. That the letter requesting to speak from DeeAnn Mercier, Broadway Business Improvement District, dated June 20, 2019 be added to item 11.2.1;
4. That the items with speakers be considered immediately following consideration of the Consent Agenda as follows:
 1. 8.1.3 Marlene Henderson
 2. 8.1.5 Cary Tarasoff
 3. 9.1.2 Brad Zurevinski
 4. 9.1.2 Jeff Drexel
 5. 10.1.1 Dorothy Van't Hof
 6. 11.2.1 DeeAnn Mercier
5. That the agenda be confirmed as amended.

3. DECLARATION OF CONFLICT OF INTEREST

4. ADOPTION OF MINUTES

Recommendation

That the minutes of the Regular Business Meeting of City Council held on May 27, 2019 , be adopted.

5. PUBLIC ACKNOWLEDGMENTS

5.1 In Remembrance of Sonia Deneault

5.2 In Remembrance of Larry Innes

6. UNFINISHED BUSINESS

7. QUESTION PERIOD

8. CONSENT AGENDA

Recommendation

That the Committee recommendations contained in Items 8.1.1 to 8.1.10; 8.2.1 to 8.2.4; 8.3.1 to 8.3.3; 8.4.1 to 8.4.4 and 8.5.1 to 8.5.3 be adopted as one motion.

8.1 Standing Policy Committee on Planning, Development & Community Services

- 8.1.1 Civic Naming Committee - First Quarter Report 2019 [File No. CK. 6310-1]** 23 - 34
- Recommendation**
That the May 13, 2019 report of the General Manager Community Services Department be received as information.
- 8.1.2 Civic Naming Committee - Engagement and Inclusion in the Naming Process [File No. CK. 6310-0]** 35 - 40
- Recommendation**
That the May 13, 2019 report of the General Manager, Community Services Department be received as information.
- 8.1.3 Municipal Heritage Advisory Committee - Application for Funding Under the Heritage Conservation Program – 612 11th Street East [File No. CK. 710-72]** 41 - 52
- Recommendation**
That funding be approved, up to a maximum of \$11,960.25, amortized over a five-year period, through the Heritage Conservation Program for the heritage conservation project at 612 11th Street East, and that the General Manager, Community Services Department, be authorized to remit payment of the grant following completion of the project.
- 8.1.4 Municipal Heritage Advisory Committee - Application to Amend Heritage Conservation Program Agreement – 305 Idylwyld Drive North [File No. CK. 710-71]** 53 - 63
- Recommendation**
1. That additional funding be approved, up to a maximum of \$8,495.29, amortized over a ten-year period (total of \$30,695.29 amortized over a ten year period), through the Heritage Conservation Program, for the heritage conservation project at 305 Idylwyld Drive North;
 2. That the City Solicitor be instructed to amend the Heritage Conservation Program Grant Agreement; and
 3. That the General Manager, Community Services Department, be authorized to remit payment of the grant following completion of the project.
- 8.1.5 Development in Limited Intensity Light Industrial Zoning District – HVAC Systems [File No. CK 270-1 and PL 4134-1 (BF 003-19)]** 64 - 79

A request to speak from Cary Tarasoff, dated June 24, 2019 is

provided.

Recommendation

That the information be received.

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| 8.1.6 | Corridor Growth - Brownfield Renewal Strategy – Plan Framework Approval [File No. CK 7550-1, x4110-2 and UE-Sust 7556-008] | 80 - 88 |
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Recommendation

1. That the proposed Plan Framework arising from the Brownfield Renewal Strategy be approved; and
2. That the report be forwarded to the Saskatoon Environmental Advisory Committee (SEAC) for information.

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| 8.1.7 | Parking Agreement - 810 Central Avenue [File No. CK 6120-1 and PL 4125] | 89 - 98 |
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Recommendation

1. That the Parking Agreement between 102023832 Saskatchewan Ltd, and the City of Saskatoon to provide for the required parking and loading spaces for development at 810 Central Avenue, being provided on 103 -109 Street West, be approved; and
2. That the City Solicitor be requested to prepare the appropriate agreement, and His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

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| 8.1.8 | Vacant Lot and Adaptive Reuse Incentive Program – 920 Avenue R North [File No. CK 4110-45 and PL 4110-71-81] | 99 - 106 |
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Recommendation

1. That a five-year tax abatement, equivalent to 87% of the incremental taxes for the development of Parcel C at 920 Avenue R North, be approved;
2. That the five-year tax abatement on the incremental taxes be applied to the subject properties, commencing the next taxation year following completion of the project; and
3. That the City Solicitor be requested to prepare the appropriate agreement, and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

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| 8.1.9 | Offer to Donate Artwork Entitled “Coming Home” [File No. CK | 107 - 110 |
|--------------|--|------------------|

4040-1 and RCD 1870-13]

Recommendation

1. That acceptance of the donation of the artwork entitled “Coming Home” from Dream Development (as recommended by the Public Art Advisory Committee and Civic Administration) be approved; and
2. That the Office of the City Solicitor be requested to prepare the necessary agreement, evidencing the donation for signing by Dream Development, the Mayor, and the City Clerk.

8.1.10 Funding for Recreation Amenities at New School Sites [File No. CK 4216-1, RCD 606-8 and RCD 4216-1] 111 - 117

Recommendation

That approval of Option 1, allocation of the remaining funds from the Willowgrove Community Centre Levy, approximately \$275,000, to Capital Project P1579 and to expand the scope of the project to include the following additional recreation amenities at the four P3 school sites and Wallace Park up to a maximum of \$3.3 million including the following, be approved:

1. Rink utility connections for the Evergreen, Rosewood and Stonebridge community rinks;
2. Additional support amenities which may include some combination of washrooms, shade structures, storage, and warmup spaces in Hampton Village, Evergreen, Willowgrove, Rosewood and Stonebridge; and
3. That any remaining funds from P1579 be used to fund minor park recreation infrastructure in the neighbourhoods identified in the June 11, 2019 report of the General Manager, Community Services Department.

8.2 Standing Policy Committee on Finance

8.2.1 Proposed Bylaw Amendments —Bylaw No. 8683, The Defined Contribution Plan for Seasonal and Non-Permanent Part-Time Employees of the City of Saskatoon [File No. CK. 175-40] 118 - 119

Recommendation

1. That the proposed amendments to Bylaw No. 8638, The Defined Contribution Plan for Seasonal and Non-Permanent Part-Time Employees of the City of Saskatoon be approved; and
2. That the City Solicitor be instructed to prepare the

appropriate amendments to Bylaw No. 8638 as outlined.

8.2.2	2018 Annual Report - Saskatoon Board of Revision [File No. CK. 430-77]	120 - 127
	Recommendation That the information be received.	
8.2.3	Rick Hansen Foundation Accessibility Certification Program [File No. CK. 100-17]	128 - 180
	Recommendation That the information be received.	
8.2.4	Dissolution of the Safe Streets Commission [File No. CK. 175-55]	181 - 184
	Recommendation <ol style="list-style-type: none">1. That the City Solicitor perform the necessary steps to achieve the dissolution of the Safe Streets Commission; and2. That the Mayor and City Clerk be authorized to execute any documents required for this purpose.	
8.3	Standing Policy Committee on Environment, Utilities & Corporate Services	
8.3.1	Feedback on Curbside Organics and Waste Funding Options - City Council Resolutions from March 25, 2019 [CK. 7830-4-2]	185 - 189
	Recommendation That the information be received.	
8.3.2	Sanitary Sewer Charge Exemption – Neighbourhood Planning Community Garden [CK. 1905-2]	190 - 192
	Recommendation <ol style="list-style-type: none">1. That the request for a sanitary sewer charge exemption for the Neighbourhood Planning Community Garden, located at 1202 19th Street West, be approved; and2. That the Director of Corporate Revenue be requested to remove the sanitary sewer charge from the above applicant's utility bill for water meter #20071715, effective May 1, 2019.	

8.3.3	Frozen Water Connections Information [CK. 7780-1]	193 - 201
	A request to speak from Marlene Henderson, dated June 12, 2019 is provided.	
	Recommendation That the information be received.	
8.4	Standing Policy Committee Transportation	
8.4.1	Inquiry – Councillor Z. Jeffries (January 28, 2019) Safety of Properties and Pedestrians near Corner of Patrick Crescent and Muzyka Road [File No. CK 6320-1]	202 - 209
	Recommendation That the information be received.	
8.4.2	Taxi Data - Wait Time Analysis Based on Geographical Location [File No. CK 7000-1]	210 - 211
	Recommendation That the information be received.	
8.4.3	Temporary Wheelchair Accessible Taxi Licenses [File No. CK 307-4]	212 - 217
	Recommendation That the City Solicitor be requested to amend Bylaw No. 9070, The Taxi Bylaw, 2014, to award temporary wheelchair accessible taxi licenses to individual drivers through a sole source contract, as outlined in the report of the General Manager, Community Services Department dated June 10, 2019.	
8.4.4	Traffic Control Stop and Yield Policy Update [File No. CK 6280-1]	218 - 227
	Recommendation That Council Policy C07-007, Traffic Control – Use of Stop and Yield Signs be revised as per the details provided in the report of the General Manager, Transportation & Construction Department dated June 10, 2019.	
8.5	Governance and Priorities Committee	
8.5.1	Broadway Business Improvement District - 2019 Board of	228 - 229

Management (File No. CK. 175-47)

Recommendation

That the appointments to the Broadway Business Improvement District for 2019, as outlined in the letter dated May 17, 2019 from DeeAnn Mercier, Executive Director, be approved.

- 8.5.2 2019 Annual Appointments – Cheshire Homes (Management) 230**
Board of Directors (File No. CK. 750-2-2)

Recommendation

That Mr. Jeremy Sibley be appointed as the City of Saskatoon's nominee to the Board of Directors of Cheshire Homes of Saskatoon, and that he be authorized to vote the membership interest and execute all documents on behalf of the City of Saskatoon as necessary to formalize the minutes of the Cheshire Homes Annual General Meetings for a term of three years, expiring at the conclusion of the 2022 Annual General Meeting.

- 8.5.3 Appointment – Meewasin Valley Authority Appeals Board (File 231**
No. CK. 180-6)

Recommendation

That Mr. Stanley Shadick be appointed to the Meewasin Valley Authority Appeals Board to the end of 2020.

9. COMMITTEE REPORTS

9.1 Standing Policy Committee on Planning, Development & Community Services

- 9.1.1 Models for Administration of the Reserve for Major Special 232 - 240**
Events – Special Events Policy No. C03-007 [File No. CK 1870-0 and RCD 1870-12-2]

Recommendation

1. That Option 1 – Policy Revisions be made to Policy No. C03-007, Special Events Policy, to provide more timely submission, adjudication and approval of event grant applications; and
2. That the policy revisions be approved.

- 9.1.2 Arbutus Properties – Future Sustainable Community Project 241 - 352**
Update [File No. CK 4110-46 and PL 4131-050]

The following letters are provided:

1. Requesting to Speak:
 1. Brad Zurevinski, Dream Development, dated June 20, 2019;
 2. Jeff Drexel, Arbutus Properties, dated June 20, 2019;
2. Submitting Comments:
 1. W.J. (Bill) Wardell, dated June 21, 2019;
 2. Keith Moen, NSBA, dated June 21, 2019;
 3. Roman Franko, dated June 21, 2019;
 4. Lola Sheppard, Lateral Office, University of Waterloo School of Architecture, dated June 20, 2019;
 5. Vaughn Wyant, President/CEO, Wyant Group, dated June 21, 2019;

Recommendation

That the Solair Neighbourhood project be included in the Holmwood Suburban Development Area.

9.2 Standing Policy Committee on Finance

9.2.1 Enterprise Resource Planning Project (Fusion) – Budget Approval [File No. CK. 374-1, and CF. 261-002]

353 - 362

The Administration will provide a PowerPoint presentation.

Recommendation

1. That an additional \$12.275 million in funding be allocated to Capital Project 1829 for ERP implementation and that this funding be allocated from the sources identified in the report of the Chief Financial Officer dated June 11, 2019;
2. That the City of Saskatoon enter into an agreement with PricewaterhouseCoopers LLP and SAP for the implementation of an enterprise resource planning system upon the conclusion of negotiations; and
3. That the City Solicitor be requested to prepare the appropriate agreements and that His Worship the Mayor and the City Clerk be authorized to execute the agreements under the Corporate Seal.

9.3 Standing Policy Committee on Environment, Utilities & Corporate Services

9.4 Standing Policy Committee Transportation

9.5 Governance and Priorities Committee

10. ADMINISTRATIVE REPORTS

10.1 Transportation & Construction

10.1.1 Glasgow Street Vertical Traffic Calming Funding [File No. CK. 6320-1] 363 - 365

A request to speak from Dorothy Van't Hof, dated June 17, 2019 is provided.

Recommendation

That a budget adjustment in the amount of \$40,000 to Capital Project #1504 – Neighbourhood Traffic Review Permanent Installations funded from the Transportation & Construction Department Capital Reserve, be approved.

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

10.9 City Manager

10.9.1 Update - Saskatoon Public Library, New Central Library [File No. CK. 650-1] 366 - 367

Recommendation

That the information be received.

11. LEGISLATIVE REPORTS

11.1 Office of the City Clerk

11.1.1 City of Saskatoon Municipal Manual - 2019 (File No. CK. 369-1) 368 - 545

Attachment 1 is only being provided electronically due to its size.

11.2 Office of the City Solicitor

11.2.1 Decorative Lighting Bylaw Change - Proposed Bylaw No. 9586 [File No. CK. 1905-3 x 6300-1] 546 - 549

A letter requesting to speak from DeeAnn Mercier, Broadway Business Improvement District, dated June 20, 2019 is provided.

Recommendation

That City Council consider Bylaw No. 9586, *The Electric Light and Power Amendment Bylaw, 2019 (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

Bryant, Shellie

From: Cary Tarasoff <City.Council@Saskatoon.ca>
Sent: June 24, 2019 8:08 AM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Monday, June 24, 2019 - 08:07
Submitted by anonymous user: 206.163.230.230
Submitted values are:

Date: Monday, June 24, 2019
To: His Worship the Mayor and Members of City Council
First Name: Cary
Last Name: Tarasoff
Email: [REDACTED]
Address: [REDACTED] Peterson Crescent
City: Saskatoon
Province: Saskatchewan
Postal Code: [REDACTED]
Name of the organization or agency you are representing (if applicable): self
Subject: HVAC and safety in the Chemical Buffer
Meeting (if known): 8.1.5 Development in Limited Intensity Light Industrial Zoning District – HVAC Systems [File No. CK 270-1 and PL 4134-1 (BF 003
Comments:
I request the opportunity to speak to City Council today, 24 June 2019 @ 1pm, on this matter as requested of me at the 11 June 2019 Planning and Development Committee meeting regarding the same. I have done the research requested of me by the Committee and I am prepared to present my findings on this to them now.
Thank you

Attachments:

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/320407>

Bryant, Shellie

From: Brad Zurevinski <bzurevinski@dream.ca>
Sent: June 20, 2019 3:54 PM
To: Medrano, Alda; Web E-mail - City Clerks
Cc: Dawson, Darryl
Subject: City Council Meeting June 24

Good afternoon,

Please accept this email as my request to speak at the City Council Meeting on June 24 regarding 9.1.2

Thank you

Brad

Brad Zurevinski P. Eng.
General Manager
Saskatoon Land

Dream Development
112 – 2100 8th Street East

Saskatoon, SK S7H 0V1
T +1 306 477-6607 M +1 306 280 4882
www.dream.ca <<http://www.dream.ca/>>

Bryant, Shellie

From: Murray Totland <mtotland@arbutusproperties.com>
Sent: June 20, 2019 5:13 PM
To: Web E-mail - City Clerks
Subject: Request to Speak - June 24, 2019 Regular meeting of City Council - Agenda Item 9.1.2 - Arbutus Properties Future Sustainable Neighbourhood

Good day. Please accept this as our request for Mr. Jeff Drexel to speak at Monday's council meeting regarding Agenda Item 9.1.2. He will not have a powerpoint.

Thank you

Regards,

Murray Totland, P.Eng., MBA | Director of Planning | Arbutus Properties

Cell: 306.221.4694 | Main: 306.955.1554 | Fax: 1.888.735.2496

Email: mtotland@arbutusproperties.com <<mailto:mtotland@arbutusproperties.com>> | Website:
www.arbutusproperties.com <<http://www.arbutusproperties.com>>



WARDELL GILLIS

BARRISTERS & SOLICITORS

Lawyer on File: William J. Wardell, Q.C.
Mediator
Address: 2306 Arlington Ave
Saskatoon, SK S7J 3L3
Direct Line: (306) 956-3338 ext 227
Facsimile No.: (306) 956-2228
Email: wjwardell@wardellaw.ca

June 21, 2019

Via Email: city.clerks@saskatoon.ca

Office of the Mayor
222 Third Avenue North
Saskatoon, SK S7K 0J5

Attention: His Worship The Mayor and Members of City Council

**Re: Arbutus Property Neighbourhood Development
Item Number 9.1.2**

My wife and I operate a moderately sized cattle operation in the Floral District east of Saskatoon.

On our farm, we have 63 solar panels that were installed 5 years ago which provide all of the electricity required on an annual basis for our cattle operation, operation of electric water bowls, various farm buildings, our residence, and my wife's automobile. My wife drives, and has for 5 years, an electric Chevrolet Volt.

Our experience with solar has been very positive. It has taken little or no maintenance to operate. The obvious reduction in greenhouse gases is significant.

We are therefore very excited to hear that a large scale solar project is being considered for a new development on the East side of Saskatoon. We are concerned about the obvious impacts of climate change and support the creation of a project **that both creates employment and leads and shows examples of how alternate energy may be feasible, economically stimulating and practical.**

Personally, I have been concerned for many years about climate change. While sitting on the Board of SaskTel, I chaired the Environmental Human Resources Committee and worked with management in SaskTel to put the environment as a centerpiece in project consideration. I also have, for the last 5 years, contributed to further environmental advocacy by sitting as a Board Member of the Saskatchewan Environmental Society ("SES"), which has been very active locally, provincially and nationally for advocating for the reduction of greenhouse gases, in particular promoting the SES solar Co-Op which promotes Solar Photovoltaic Roof Top Energy Systems on a Co-Op model.

The above experiences have convinced me that alternate energy prioritization is critical if we are to meet the target of greenhouse gas reduction. Since installing our own solar project, which is

www.wardellaw.com

| W. J. (Bill) Wardell, Q.C. | James H. Gillis | Daniel N. Tangjerd | James Streeton |
Meagan B. Ward | Patrick A. Thomson | Bailee A. Massett

WDC P.C. Inc.

quite visible as it sits atop a large barn, 5 other solar projects have been installed within 3 miles of our farm.

I believe that, if the City would lead with a significant solar neighbourhood project, it would incent other cities to do the same and would incent members of the business community and development community to place more emphasis on solar neighbourhoods in their project development planning.

While I appreciate that there are all sorts of factors which the City of Saskatoon must consider when developing neighbourhoods, I would urge the City to, wherever possible, promote alternate energy and green infrastructure communities.

Thank you for the opportunity to present my views to you.

Yours truly,

WARDELL GILLIS

Per:

A handwritten signature in black ink, appearing to read 'WJ Wardell', with a long horizontal flourish extending to the right.

W.J. (Bill) Wardell, Q.C.
Barrister & Solicitor



June 21, 2019

Solair Neighbourhood Project

Phone 306.242.3060 Fax 306.242.2205

Email
info@nsbasask.com

#9-1724 Quebec Avenue,
Saskatoon, SK S7K 1V9

City Council
222 3rd Ave North
Saskatoon, SK
S7K 0J5

His Worship and Members of City Council,

The NSBA encourages City Council to accept the recommendation of the Standing Policy Committee on Planning, Development, and Community Services and work towards the integration of the Solair Neighbourhood project in the Holmwood Suburban Development Area.

The NSBA supports any and all innovative developments that add economic activity to the City of Saskatoon, particularly those that complement the city and Council's goals as outlined in the City's Growth Plan and Strategic Plan. The Solair development certainly meets both of these criteria.

The NSBA believes that when opportunities for such developments arise, the City should be flexible and opportunistic enough to work with developers to ensure that the projects are built in a timely and mutually beneficial way. This would ensure Saskatoon continues its positive growth and the community as a whole reaps the benefits through jobs, tax dollars, etc. Sometimes, however – whether through onerous public processes or a simple “can’t do” attitude at some step of the process – the City and developers are at odds, and potentially viable projects fall by the wayside or instead go to other markets.

A lot the respective developers' frustration centres on the length of time required to navigate the red tape even though, on the surface, the developers' and the City's purposes are in alignment. For instance, numerous properties have gone through the re-zoning process for projects that would provide the urban density that the City requires to make BRT – a key plank of the City's Growth Plan – viable. However, the time and public profile of this process has soured the interest of many prospective developers even though the zoning changes were eventually approved. This process certainly diminishes the respective developers' appetite to proceed down this path in the future. This is an undesirable path to go down, as capital is mobile and as mentioned, other markets may potentially benefit at Saskatoon's expense.

While this project requires more flexibility than a zoning change, the NSBA would strongly encourage the City to work with the developers of the Solair community to allow the project to proceed, and to do so in a timely, mutually beneficial fashion. The recommendation before Council indicates a willingness of the City to engage with the developer to build a community that will benefit Saskatoon and, therefore, the NSBA encourages Council to accept the recommendation.

As always, we are willing and available to answer any questions that City Council may have as a follow up to this letter.

Sincerely,

Keith Moen
Executive Director



SASKATOON'S BUSINESS ASSOCIATION

June 21, 2019

Saskatoon City Council
c/o City Clerk's Office

Dear Mayor Clark and City Councillors

Re: Item 9.1.2 – Arbutus Properties Solair Neighbourhood Development – June 24 Meeting of City Council

Mr. Mayor, you along with the City Council that was elected in 2016, proclaimed on the City website that city governance in Saskatoon could no longer be business as usual:

The world is changing, and cities are at the forefront of navigating these changes. Saskatoon has to think and work differently in order to become a city that is able to address the challenges and opportunities of the modern world ... [including] climate change.

City Council committed itself to addressing 10 strategic priority areas. One of these is Environmental Sustainability, and your document elaborated on what change is required:

City Council is prioritizing transforming our position as one of the highest emitters of greenhouse gasses to a model city of innovation in energy conservation, renewables and waste diversion.

City Council undertook to take actions to mitigate climate change *now*, not in 20 or 30 years.

Consistent with these goals, Arbutus has thought and created differently in developing Solair:

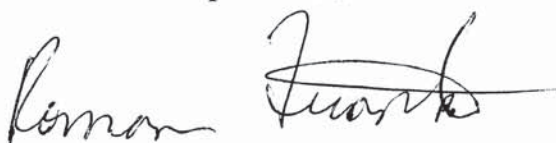
- Arbutus has invested significantly to create the most innovative model for suburban residential development anywhere in Canada in order to reduce greenhouse gasses through the use of renewable solar energy, and to maximize water retention on site.
- Solair will also deliver a reduced carbon footprint thanks to a denser grid design that will allow inhabitants to largely replace the cars and driving required in the typical suburban sub-division with walking and biking to Main Street amenities—with attendant health benefits.
- Solair's lattice-like layout also aims to promote connection and interaction and a sense of community among inhabitants and thereby provide them with a sense of belonging and of well-being, instead of a series of separated and isolating ways, lanes and crescents.

In reaction, some are saying, these are very laudable goals, and at the right time, but in the wrong place. At the eleventh hour, other options are being thrown at the project: to take one, Arbutus is being encouraged to swap land – with those who have not made the effort to think and work differently. However, Arbutus has painstakingly tailored the Solair development to land that was available, for example, running rows of solar panels along the CP railroad line.

We are proud that Stefan helped build Saskatoon as a civil engineer in City Hall for 36 years. We grew up in Saskatoon and want to see it prosper going forward. We are delighted to be partners with Arbutus on a suburban development that will provide inhabitants the opportunity to live, work and play and at the same time will incorporate leading-edge environmental best practices.

There may well be incremental financial costs to achieve Council's goals. However, without such investment, the City of Saskatoon will continue to run up carbon emissions and costs at an unconscionable level, and will be kicking the can down the road for our children to deal with.

Saskatoon City Council has a choice to make: it can make decisions that will leave Saskatoon as one of the highest emitters of greenhouse gases for the foreseeable future – or it can choose to support a project that will significantly reduce these emissions and contribute *now* to goals that this Council has prioritized.

Two handwritten signatures in black ink. The first signature on the left is 'Roman' and the second signature on the right is 'Stefan'.

Stefan Franko
Roma Franko
Roman Franko
Ivan Franko

Handwritten initials 'per' in black ink.

City of Saskatoon Council

June 20, 2019

Re: Item 9.1.2 – Arbutus Properties Solair Neighbourhood Development – June 24 Meeting of City Council

Dear Mayor Clark and City Councillors,

I am writing to you to express strong support for the Solair project that is being brought forth to the City of Saskatoon for consideration. I write this not only as a professional architect but also as a Professor at the University of Waterloo, who has committed the past fifteen years to teaching design excellence in relationship to architecture, urban design, landscape and environment.

Solair is truly groundbreaking in its ambition to tackle the urgent problem of how we build our North American suburbs. The project addresses decades-long failure of most suburbs which support low density, weak social spaces and poor design quality. Solair brings together the best planning practices from North America in terms of sustainability and design excellence to create a truly diverse, livable, and vibrant community. The plan lends itself innovative housing types that answers consumer desires while achieving high sustainability goals.

Solair will serve as a benchmark for other developers in the City of Saskatoon as well as across North America. It will sit along landmark projects such as Blatchford in Edmonton or Railyard in Winnipeg, placing Saskatoon among the cities which are leading the way in terms of design in Canada. We are immensely proud and excited about the caliber of work the team of consultants have produced in partnership with Arbutus Properties. We will be submitting the project for a National Urban Design award as well as an international Holcim Foundation for Sustainable Construction award, as we are convinced this project stands out nationally and internationally for its sustainable design ambitions.

We realize there are issues to resolve regarding timing and sequencing, but the area around the Franko lands will be built up in the next decade or more. The team is utterly committed to excellence in the project and to working with all city departments to ensure its success. Solair promises to be a flagship project which sets new development standards for the city. Allowing its positive progression can only be an asset, in the medium and long term, for city planning quality. The status quo is always the easier path. There is so little innovative thinking about planning and urban design in Canada; Arbutus Properties are taking leadership in a domain where few developers in Canada are willing. I urge City Council to be a role model, and support a nationally important project which merits champions.

Sincerely,



Lola Sheppard

Architect and Partner, Lateral Office Professor, University of Waterloo School of Architecture

4110-46

WG
WYANT GROUP

June 21, 2019

Saskatoon City Council
c/o City Clerk's Office



RE: Arbutus Properties' Solair Project
June 24, 2019 Regular Meeting of City Council Agenda Item 9.1.2

Dear Mayor Clark and Councillors:

I write today to encourage Saskatoon City Council to approve a proposal that would incorporate Arbutus Properties' "Solair Neighborhood" into the City's current development plan and proceed with the required amendments to allow this significant project to move forward.

I have been following the discussion of this project with interest and understand the need to have orderly development in a growing city - achieved through astute planning and solid, reliable policy.

One of the criteria that investment capital identifies when determining where to invest is certainty. Good planning creates this yet is flexible to consider all options available. Saskatoon's success has been built upon this open approach and we have a strong legacy of responding in a positive way to new ideas, unique approaches and exploring different avenues. This has resulted in the attraction of much needed investment to our city: investment that creates jobs, builds terrific communities and creates the outstanding quality of life we all enjoy.

So, when I see a proposal that the City may only support developments that adhere to a rigid and prescriptive plan/set of policies - that have limited flexibility and room for change - I become concerned. City Council must remain open and receptive to proposals that may not exactly fit that plan or I fear we will stifle new and innovative development and most likely result in those opportunities and projects moving elsewhere.

When there is no opportunity for innovation and new ideas to be considered, the status quo prevails, opportunity for investment is lost and our city suffers. What will also suffer is affordability, for when the market is limited and there are fewer choices for the consumer, prices typically rise.

It seems to me that the City has little risk in moving forward with Arbutus Properties' pioneering project. Doing so sends a great message that Saskatoon is open for business and willing to consider new ways of doing that business.

Saskatoon can and should take a leadership position on how to build sustainable communities - ones that provide a much needed boost to our economy.

It is my hope that City Council will not simply make its decision based on whether this proposal fits current plans, timing or sequencing, but rather from the perspective of the merits of what such a sustainable neighbourhood will bring to Saskatoon and the local economy.

Sincerely,

A handwritten signature in black ink, appearing to read "Vaughn A. Wyant".

Vaughn A. Wyant
President/CEO



Bryant, Shellie

From: DeeAnn Mercier <City.Council@Saskatoon.ca>
Sent: June 20, 2019 3:09 PM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Thursday, June 20, 2019 - 15:08
Submitted by anonymous user: 71.17.4.144
Submitted values are:

Date: Thursday, June 20, 2019
To: His Worship the Mayor and Members of City Council
First Name: DeeAnn
Last Name: Mercier
Email: deeannmercier@broadwayyx.com
Address: 104 - 733 Broadway Ave
City: Saskatoon
Province: Saskatchewan
Postal Code: S7N1B3
Name of the organization or agency you are representing (if applicable): Broadway Business Improvement District
Subject: Request to Speak
Meeting (if known): Regular Business Meeting of City Council
Comments:
Hello,

I would like to speak on behalf of the Broadway Business Improvement District to Item 11.2.1 Decorative Lighting Bylaw Change at the Regular Business Meeting of City Council on June 24th.

Thank you,
DeeAnn Mercier
Attachments:

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/319288>



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Civic Naming Committee – First Quarter Report 2019

Recommendation of the Committee

That the May 13, 2019 report of the General Manager Community Services Department be received as information.

History

At the June 11, 2019 Standing Policy Committee on Planning, Development and Community Services meeting a report of the General Manager, Community Services Department dated May 13, 2019 was considered along with additional information from the Civic Naming Committee with respect to two naming requests.

Your Committee was advised that after consideration of the naming policy and its guidelines and consultation with Administration, the Naming Advisory Committee resolved in part to defer a decision with respect to the 'Makohon' submission to the next meeting of the Committee and advise the 'Taman' applicant of the Committee's non-support. The Committee is forwarding the First Quarter Report of the Naming Advisory Committee to City Council for information.

Attachment

1. May 30, 2019 letter of the Civic Naming Committee
2. May 13, 2019 report of the General Manager, Community Services Department

May 30, 2019

Secretary, SPC on Planning, Development, and
Community Services

Dear Ms. Bryant:

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

Please place the following on your agenda of meeting scheduled for June 11, 2019.

At its meeting held on May 13, 2019, the Civic Naming Committee considered the attached report of the General Manager, Community Services Department, requesting the Committee's direction with respect to two general naming requests and providing an update on names that have been applied since the last quarterly report was submitted.

After consideration of the criteria and guidelines set out in the naming policy and consultation with the Administrative Resource Members, the Committee resolved in part to defer a decision with respect to the 'Makohon' submission to the next meeting and advise the 'Taman' applicant of the Committee's non-support.

The Civic Naming Committee is therefore submitting the attached report for information only, to be forwarded to City Council.

Yours truly,



Janice Hudson
Committee Assistant

JH:

Attachment

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

First Quarter Report 2019

Recommendation

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

Topic and Purpose

The purpose of this report is to consider naming requests to ensure they meet City Council guidelines, as set out in Policy No. C09-008, Naming of Civic Property and Development Areas Policy.

Report Highlights

1. The following names have been applied since the last quarterly report: Daley Lane, Decoteau Lane and Way, Forsey Avenue, Haverstock Crescent, and Papish Way, in the Aspen Ridge neighbourhood.
2. The following naming submissions were received and require screening: Makohon and Taman.

Strategic Goal

Under the City of Saskatoon's (City) Strategic Goal of Quality of Life, this report supports the recognition of our built, natural, and cultural heritage. The naming of civic facilities, streets, and parks celebrates the history, environment, and outstanding contributions of our diverse community.

Background

According to Policy No. C09-008, Naming of Civic Property and Development Areas Policy (Naming Policy), all names proposed for the Names Master List will be screened by the Civic Naming Committee and meet City Council's guidelines for selection. Name suffixes are circulated through the Administration for technical review.

Report

Names Applied in the Last Quarter

The following names have been assigned since the previous meeting:

In the Aspen Ridge neighbourhood (see Attachment 1):

- Daley Lane;
- Decoteau Lane and Way;
- Forsey Avenue;
- Haverstock Crescent; and
- Papish Way.

Naming Requests

The following naming requests have been received and require screening:

1. “Makohon” – Nicholas Makohon was born in 1899 in western Ukraine. In 1928, he immigrated to Canada, initially employed with the railroad in Saskatchewan. Throughout his time in Saskatoon, Makohon worked to build organizations that would support Ukrainians living in Saskatoon. He contributed to the creation of the Ukrainian National Federation of Canada, the Ukrainian National Youth Federation, The Ukrainian Credit Union and the Ukrainian Orthodox Church. The original submission is included as Attachment 2.
2. “Taman” – The family arrived in Saskatchewan by way of purchasing a quarter section of land near Asquith, Saskatchewan in 1900. Brendan Taman is the great grandson of original Saskatchewan Taman’s, and he grew up and attended school in Saskatoon. Brendan worked for a number of football teams in the Canadian Football League before re-joining the Saskatchewan Roughriders as Vice President and General Manager in 2010. This stint was highlighted by the club winning the Grey Cup in 2013. The original submission is included as Attachment 3.

Public and/or Stakeholder Involvement

Stakeholders and members of the public are invited to make a short presentation to the Civic Naming Committee in support of their naming submissions.

Policy Implications

The screening of requests and suggestions for naming of municipally-owned or controlled facilities, streets, suburban development areas, neighbourhoods, and parks must be in compliance with the Naming Policy.

Other Considerations/Implications

There are no options, financial, environmental, privacy, or CPTED implications or considerations; a communication plan is not required at this time.

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

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

Attachments

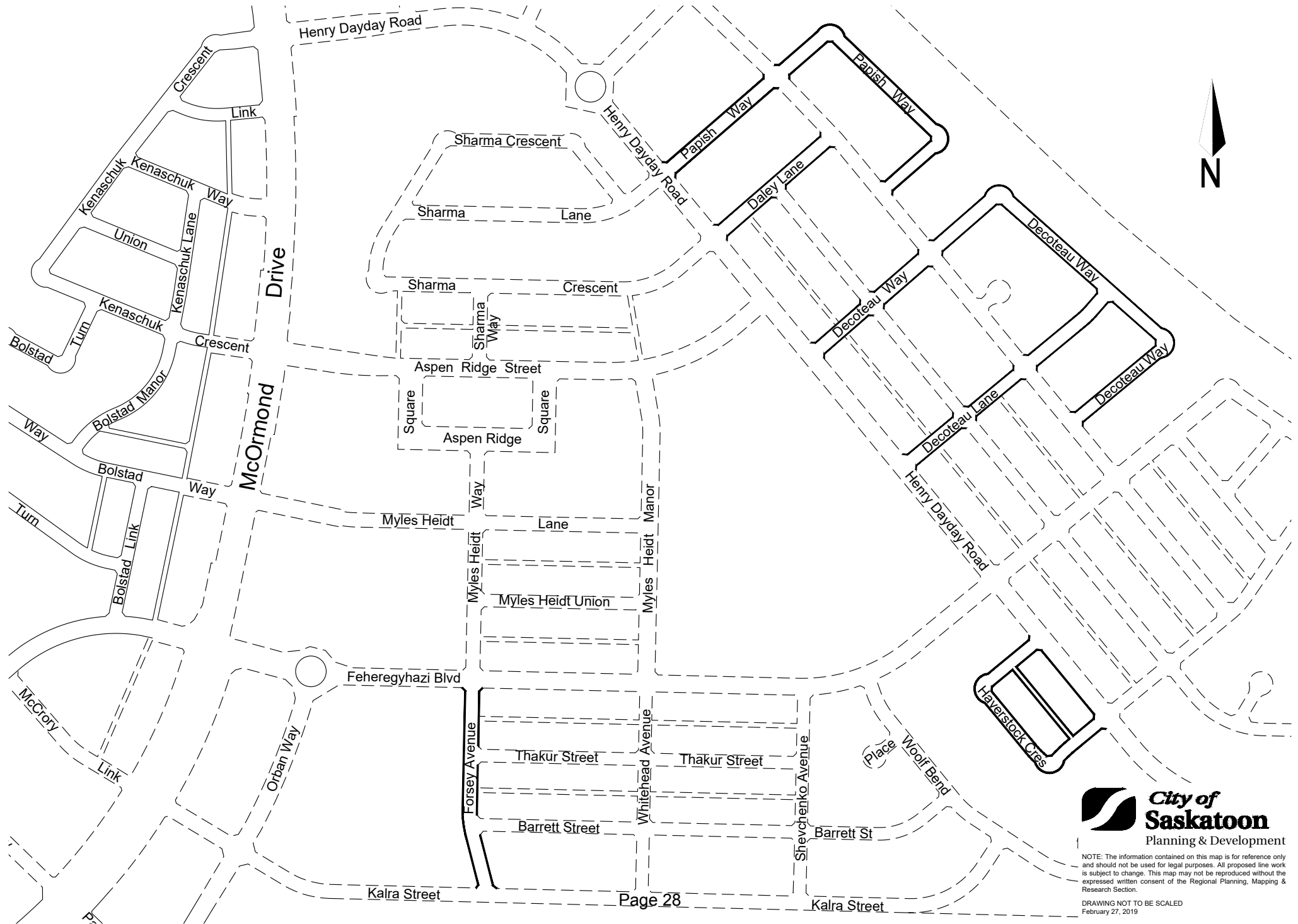
1. Aspen Ridge Neighbourhood – Street Naming
2. Original Submission – Makohon
3. Original Submission - Taman

First Quarter Report 2019

Report Approval

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

SP/2019/CNC/First Quarter Report 2019/df



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

February 7, 2019



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

Attention: Naming Advisory Committee

Re: Nicholas Makohon

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

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

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

Sincerely,

Olga Elizabeth Makohon Coates

Att. Application Form
Biography

Nicholas Makohon

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

From: DON TAMAN [REDACTED]
Subject: Taman FAMILY History
Date: Jul 2, 2018 at 13:13:57
To: Don Taman [REDACTED]

The Taman name goes back many years. My Grandfather come from Ireland to England and then to Blyth Ontario, they had a family of 2 boys and 4 girls of which in early 1900 they moved to Asquith, Saskatchewan and purchased a 1/4 section of land , north east of the town. My father Charles took up harness making and repairing in Asquith on Main Street. He married an English War Bride and raised 5 sons and 1 daughter. I Donald was the second youngest son after going to school in Asquith and Pleasant Hill and Saskatoon Technical Collegiate. In 1947 I started working for Robin Hood Flour Mills, my first job was washing windows for .78 cents per hour. I worked my way up through the plant positions and the company sent me to Kansas State University for a course in Flour Milling. I become Head Miller for Robin Hood and spent 47 years with the Company. In the meantime I was married to a wonderful gal, Patricia Shirley another well known family name. Pat and I had 5 wonderful children, they all attended Saint Philip's School , Aden Bowman and some to U of S. They all have done very well in life of which we are very proud parents. The one we would like to highlight is our son Brendan who has followed the CFL football league. He was first with the Saskatchewan Roughriders as a assistant to Dan Rambo in putting the players on computer, then to the Ottawa Roughriders followed by the B.C. Lions and Winnipeg Blue Bombers, this is where he worked his way up to General Manager, then he come back to the Saskatchewan Rough Riders of which he become Vice President and General Manager Of the club. The highlight been the club winning the Grey Cup in 2013. He stills loves the game of football and hopes to get back in the league.

I trust this is enough information about The Taman Family so as to have a Street or Way named in this manner.

Yours Truly,

Don H. Taman



Sent from my iPad

the PROCESS

General Name Request

Suggestion

Submit Application Form to Planning & Development Branch to request that a name be added to the Names Master List.

Screening

Naming Advisory Committee reviews naming request in accordance with Council guidelines.

Recommendations

Naming Advisory Committee recommends to City Council the support or non-support for adding the name to the Names Master List.

Approval

City Council approves or rejects adding names to the Names Master List.

Requests

Requests to assign a name from the Names Master List are made to Planning & Development Branch by Developers, Land Branch, or other Civic Departments.

Selection

Requests to assign a name from the Names Master List are forwarded to the Mayor's Office who selects a name from the Names Master List.

Notification

The Mayor notifies applicant and affected others that the name has been selected for use.

Specific Naming Request

Screening

Naming Advisory Committee reviews naming request in accordance with Council guidelines.

Recommendations

Naming Advisory Committee recommends to City Council the support or non-support for the naming request.

Approval

City Council approves or rejects naming request.

Notification

The Mayor notifies applicant and affected others of City Council's decision.

Re-Naming Request

Consult

The applicant is required to consult property owners affected by the proposed re-naming. Please contact the Planning & Development Branch to determine the consultation requirements.

Suggestion

Submit Application Form to Planning & Development Branch to re-name a specific municipally-owned property. Include written comments from affected property owners.

Comments

Planning & Development Branch contacts all affected civic departments, community associations, property owners, etc. to gather comments and estimate costs.

Screening

Naming Advisory Committee reviews re-naming request in accordance with Council guidelines.

Recommendations

Naming Advisory Committee recommends to City Council the support or non-support for the re-naming request.

Approval

City Council approves or rejects re-naming request.

Notification

The Mayor notifies applicant and affected others of City Council's decision.

APPLICATION FORM To Name Streets, Parks & Civic Properties

Please complete the attached application form for all new name submissions and requests for re-naming a street, park, or other civic properties.

Name: DONALD & PATRICIA TAMAN

Address: [REDACTED] ALEXANDRA AVENUE

City/Town: SASKATOON Province: SK Postal Code: S7N 1A1

Phone: [REDACTED] E-mail: [REDACTED]

☒ New Name Submission

☐ Re-naming Request

Requested Name(s) (please print)

TAMAN

Requested Use of Name

☒ Street

☐ Park

☐ Municipal Facility

☐ Neighbourhood

☐ Other

☐ Any of the Above

☐ Suburban Development Areas

If this is a request for re-naming an existing location, please indicate the current name:

PLEASE INCLUDE THE FOLLOWING INFORMATION AS PART OF YOUR APPLICATION
(Indicate which items are attached to the application form)

1. Background Information (Reason for request)

2. Short Biography (Given name, date of birth/death, place of birth, contributions, awards, achievements, or other relevant information)

Do you wish to speak to the Naming Advisory Committee? ☐ YES ☒ NO

Please send the completed application form to:

City of Saskatoon Naming Advisory Committee
Community Services Department, Planning & Development Branch
222-3rd Avenue North
Saskatoon, SK
S7K 0J5



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Civic Naming Committee – Engagement and Inclusion in the Naming Process

Recommendation of the Committee

That the May 13, 2019 report of the General Manager, Community Services Department be received as information.

History

At the June 11, 2019 Standing Policy Committee on Planning, Development and Community Services meeting a report of the General Manager, Community Services Department dated May 13, 2019 was considered.

Your Committee under its delegated authority also forwarded the report to the Diversity, Equity and Inclusion Advisory Committee for feedback and requested that the Administration report on providing the Names Master List publicly.

Attachment

1. May 30, 2019 letter of the Civic Naming Committee
2. May 13, 2019 report of the General Manager, Community Services Department

May 30, 2019

Secretary, SPC on Planning, Development, and
Community Services

Dear Ms. Bryant:

Re: Engagement and Inclusion in the Naming Process
(File No. CK. 6310-0)

Please place the following on your agenda of meeting scheduled for June 11, 2019.

At its meeting held on May 13, 2019, the Civic Naming Committee considered the attached report of the General Manager, Community Services Department with respect to the above.

The Committee resolved to recommend to the Standing Policy Committee on Planning, Development and Community Services that it be forwarded to City Council for information.

Yours truly,



Janice Hudson
Committee Assistant

JH:

Attachment

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

Engagement and Inclusion in the Naming Process

Recommendation

That the information be received.

Topic and Purpose

This report provides a review of the Naming of Civic Property and Development Areas Council Policy and outlines amendments to promote greater equity in the selection of names assigned to municipal infrastructure.

Report Highlights

1. The Naming of Civic Property and Development Areas Council Policy was reviewed from an equity lens and it was determined that more could be done to address substantive equity and to include more of the Saskatoon community in the naming process.
2. As part of the Governance Review of Advisory Committees, amendments are proposed for the Naming Policy. A number of these proposed amendments address equity and inclusion in the naming process.

Strategic Goal

Under the City of Saskatoon's (City) Strategic Goal of Quality of Life, this report supports the recognition of the built, natural, and cultural heritage. The naming of civic facilities celebrates the history, environment, and outstanding contributions of the diverse community.

Background

At its January 29, 2018 meeting, City Council received a report on Aboriginal Engagement and Inclusion in the Naming Process, and resolved that the Administration further pursue modifying the Naming of Civic Property and Development Areas Council Policy (Naming Policy) to include non-surnames as submissions. That report advised that the Naming Policy was being used for a pilot review of policies from an equity lens. That review has been completed.

Report

Review of Naming Policy using an Equity Lens

In collaboration with Pro Bono Canada, a review of the Naming Policy was done to apply an "equity lens" and determine whether the policy met principles of equity and inclusion. The review considered formal equity, which examines direct discrimination and bias, as well as substantive equity, which acknowledges pre-existing and underlying inequality. The review established that the policy met formal equity in that there was nothing in the Naming Policy that was explicitly biased or discriminatory. However, considering the submissions received and the composition of the Names Master List, it was determined that the Naming Policy is not meeting substantive equity

Engagement and Inclusion in the Naming Process

as the Names Master List does not substantially reflect the gender and ethnic diversity of the community. As part of the equity lens review, a survey of other municipalities' naming policies noted that some municipalities are moving toward more explicit and direct language to encourage inclusive and diverse submissions. A list of recommendations that resulted from the equity lens review is included as Attachment 1.

Naming Policy Changes as part of the Governance Review of Advisory Committees

The Naming Policy, and the Committee that reviews naming suggestions and requests, has been proposed to be updated this year as part of the governance review of advisory committees. A number of the proposed changes address concerns expressed in the equity lens review. The changes are detailed below:

- 1) Composition of the Committee is proposed to change to explicitly include a member of the Administration who also sits on the Diversity, Equity and Inclusion Advisory Committee;
- 2) Name suggestions are proposed to continue to be received from the general public, and may also be solicited by the City from, for example, the Diversity, Equity and Inclusion Advisory Committee, as well as community-based organizations; and
- 3) Naming criteria for screening naming suggestions are proposed to include the following categories:
 - a) a person who fosters equality and acts to eradicate discrimination;
 - b) to commemorate local history, organizations, places, events, or culture; and
 - c) to recognize diverse communities which contribute to the diversity of the city.

The above proposed changes are anticipated to lead to more diverse and inclusive suggestions to be considered by the Committee, and provide for greater opportunity to recommend diverse submissions to City Council.

Public and/or Stakeholder Involvement

The former Naming Advisory Committee and Chair were contacted for information and feedback on the previous model and proposed variations through the process of the governance review of advisory committees.

Policy Considerations

Proposed changes to the Naming Policy will be reviewed in conjunction with the Governance Review of Advisory Committees in Spring 2019.

Other Considerations/Implications

There are no options, financial, environmental privacy or CPTED implications or considerations. A communication plan is not required.

Engagement and Inclusion in the Naming Process

Due Date for Follow-up and/or Project Completion

No follow-up is required.

Public Notice

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

Attachment

1. Recommendations Based on Equity Lens Review

Report Approval

Written by: Daniel McLaren, Planner, Planning & Development

Reviewed by: Lesley Anderson, Director of Planning and Development

Approved by: Lynne Lacroix, General Manager, Community Services Department

SP/2019/PL/Engagement and Inclusion in the Naming Process/df

NAMING POLICY REVIEW

Completed in Collaboration with Pro Bono Canada.

Attn: City of Saskatoon

Policy: C09-008

Recommendations:

1. Consider pre-existing inequality when proposing and reviewing names for the names master list.
2. Make the naming of streets, parks and development areas more representative of the community.
3. Raise awareness about the process which names are chosen/submitted, encouraging more participation from the public at large.
4. The current policy is too general and vague in language. The city should aim to have a more inclusive and diverse names list.
5. Double the size of the existing names master list, gathering female and/or non-European names specifically.
6. Or, create a second names master list specifically to address substantive equity concerns.
7. Use principles of substantive inclusion when gathering submissions from constituent organizations.
8. Gather name submissions from constituent organizations and encourage constituent participation via the Naming Committee, similar to Vancouver's policy (e.g. ask YWCA to nominate some female names specifically, or a gurdwara to recommend names from the local Sikh/Punjab communities, the friendship centre for Cree or Dakota names).



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Municipal Heritage Advisory Committee – Application for Funding Under the Heritage Conservation Program – 612 11th Street East

Recommendation of the Committee

That funding be approved, up to a maximum of \$11,960.25, amortized over a five-year period, through the Heritage Conservation Program for the heritage conservation project at 612 11th Street East, and that the General Manager, Community Services Department, be authorized to remit payment of the grant following completion of the project.

History

At the June 11, 2019 Standing Policy Committee on Planning, Development and Community Services meeting a report of the General Manager, Community Services Department dated June 11, 2019 was considered.

Your Committee was advised that the Municipal Heritage Advisory Committee has reviewed and supports the funding under the Heritage Conservation Program.

Attachment

1. June 6, 2019 letter from the Municipal Heritage Advisory Committee
2. June 11, 2019 report of the General Manager, Community Services Department

June 6, 2019

Secretary, SPC on Planning, Development
and Community Services

Dear Secretary:

**Re: Municipal Heritage Advisory Committee Report for SPC on Planning,
Development and Community Services
Application for Funding Under the Heritage Conservation Program – 612
11th Street East [File No. CK. 710-72]**

Attached is a report of the General Manager, Community Services Department dated June 5, 2019 regarding a funding application for the former Fire Hall No. 3 located at 612 11th Street East.

Municipal Heritage Advisory Committee has reviewed this report with the Administration, and supports the recommendations as outlined in the report.

Please place this report before the Standing Policy Committee on Planning, Development and Community Services for approval of the recommendations contained in the report.

Yours truly,



Holly Thompson, Committee Assistant
Municipal Heritage Advisory Committee

HT

Attachment

cc: General Manager, Community Services Department
Director, Planning & Development Division, Community Services Department
Heritage & Design Coordinator, Community Services Department
Ms. Lenore Swystun, Chair, Municipal Heritage Advisory Committee

APPROVAL REPORT

Application for Funding Under the Heritage Conservation Program – 612 11th Street East

ISSUE

The property owner of former Fire Hall No. 3, located at 612 11th Street East, has requested funding, under the Heritage Conservation Program.

RECOMMENDATION

That a report be forwarded to the Standing Policy Committee on Planning, Development and Community Services with a recommendation to City Council that funding be approved, up to a maximum of \$11,960.25, amortized over a five-year period, through the Heritage Conservation Program for the heritage conservation project at 612 11th Street East, and that the General Manager, Community Services Department, be authorized to remit payment of the grant following completion of the project.

BACKGROUND

The Heritage Conservation Program, under Civic Heritage Policy No. C10-020, provides funding for Designated Municipal Heritage Properties for conservation and rehabilitation of character-defining elements of a heritage property. Financial incentives include a grant for 50% of the eligible costs of a project, to a maximum of \$150,000. This is the first application received for 612 11th Street East, under the Heritage Conservation Program.

DISCUSSION/ANALYSIS

Former Fire Hall No. 3 is a two-storey, yellow brick building that was constructed in 1911. The building, located at 612 11th Street East in the Nutana neighbourhood, features a simplistic and utilitarian style of architecture which reflects its original use as a fire hall and later as a communications centre during the Cold War. The building was designated as a Municipal Heritage Property in 1991, under City Bylaw No. 7184. The Statement of Significance for the property is included in Appendix 1.

The heritage conservation project being undertaken at 612 11th Street East includes work to address deteriorating masonry, window maintenance, repair of front doors and cornices.

Grant

Civic Heritage Policy No. C10-020 provides financial incentives in the form of a grant for 50% of the costs related to the restoration of architectural elements and renovations to meet building code requirements, where it affects heritage elements of the building (up to a maximum of \$150,000 over a ten-year period). The maximum amortization period is ten years. Within a ten-year period, an owner may make more than one application, provided the total amount does not exceed \$150,000.

Application for Funding Under the Heritage Conservation Program – 612 11th Street East

Under the Heritage Conservation Program, this is the first application for 612 11th Street East. The estimated cost of the heritage conservation project is \$23,920.50. Pictures of the building showing work required are included in Appendix 2. The grant provides for 50% of the project's associated costs, which will amount to \$11,960.25.

Proposed Work	Estimated Costs
Brickwork to address deteriorating masonry	\$1,850.00
Window Repair Work – sand, caulk and reseal	3,800.00
Original Front Doors – rebuild, repair and repaint	7,800.00
Original Cornices – rebuild, repair and repaint	8,100.00
Sub-total	\$21,550.00
Taxes	2,370.50
Total	\$23,920.50
City of Saskatoon's 50% Contribution	\$11,960.25

Financial Implications

The total cost of this project is \$23,920.50 and, under Civic Heritage Policy No. C10-020, the project would qualify for 50% of the eligible costs. If the application is approved, the amount of this grant will be amortized over five years (\$2,392.05 annually) and will commence following completion of the project.

The balance of the Heritage Reserve is \$90,682; \$16,700 of which is available for financial incentives under the Heritage Conservation Program. The grant will be funded through the Heritage Reserve.

NEXT STEPS

The Administration is proposing that the value of the grant be paid out over a five-year period, in equal amounts, following project completion.

APPENDICES

1. Statement of Significance – Former Fire Hall No. 3 – 612 11th Street East
2. Photographs of Subject Property – 612 11th Street East

Report Approval

Written by: Catherine Kambeitz, Heritage and Design Coordinator
Reviewed by: Lesley Anderson, Director of Planning and Development
Approved by: Lynne Lacroix, General Manager, Community Services Department

Statement of Significance - Former Fire Hall No. 3 – 612 11th Street East

Description of Historic Place

The Former Fire Hall No. 3 features a two-storey, yellow brick building that was constructed in 1911 and is located in the neighbourhood of Nutana. This historic place was designated as a Municipal Heritage Property in 1991. The designation is limited to the exterior of the building.

Heritage Value

The heritage value of Fire Hall No. 3 lies in its association with Saskatoon's boom years when the city's rapidly growing population created an increased demand for civic services. Though a fire hall already existed in Saskatoon's downtown, the population boom, combined with the decision to locate the University of Saskatchewan on the east side of the city, increased the need for a new fire hall on the east side of the river. Equipped with every modern device for its time, such as automatic overhead doors, a fireman's pole, overhead harness storage, loading pulleys and both horse-drawn and gasoline-powered machines. This building also symbolized the progress and optimism of a growing prairie city. By 1926, the fire hall was completely motorized; it continued to serve the community until 1956 when a new fire hall was built further east.

Heritage value also lies in the building's association with the Cold War period. In 1959, at the height of the Cold War, the building became a headquarters for the Department of Civil Defence, the result of which led to alterations in the interior of the building. The basement became a radiation-proof communications centre in the event of nuclear war; an emergency food kitchen was also built and radiation-proof bricks were installed at the base of the stairs, all of which reflect the mentality of the Cold War era.

Heritage value also resides in the building's architecture, which balances a simple, functional and utilitarian design with more elaborate elements, such as an exterior cornice and interior molded tin ceiling. Its presence helped establish a sense of permanence in a burgeoning community and contributed to the character of the area. It is the last remaining of Saskatoon's original fire halls and serves as a reminder of the changes that the city has undergone over the course of its history.

The building is now privately owned and is currently used as a bar and restaurant featuring mementos from the now-demolished Capitol Theatre.

Source: City of Saskatoon Bylaw No. 7184 / City of Saskatoon Built Heritage Database / Canadian Register of Historic Places

Character Defining Elements

The heritage value of the Former Fire Hall No. 3 resides in the following character-defining elements:

Historical/Cultural Value:

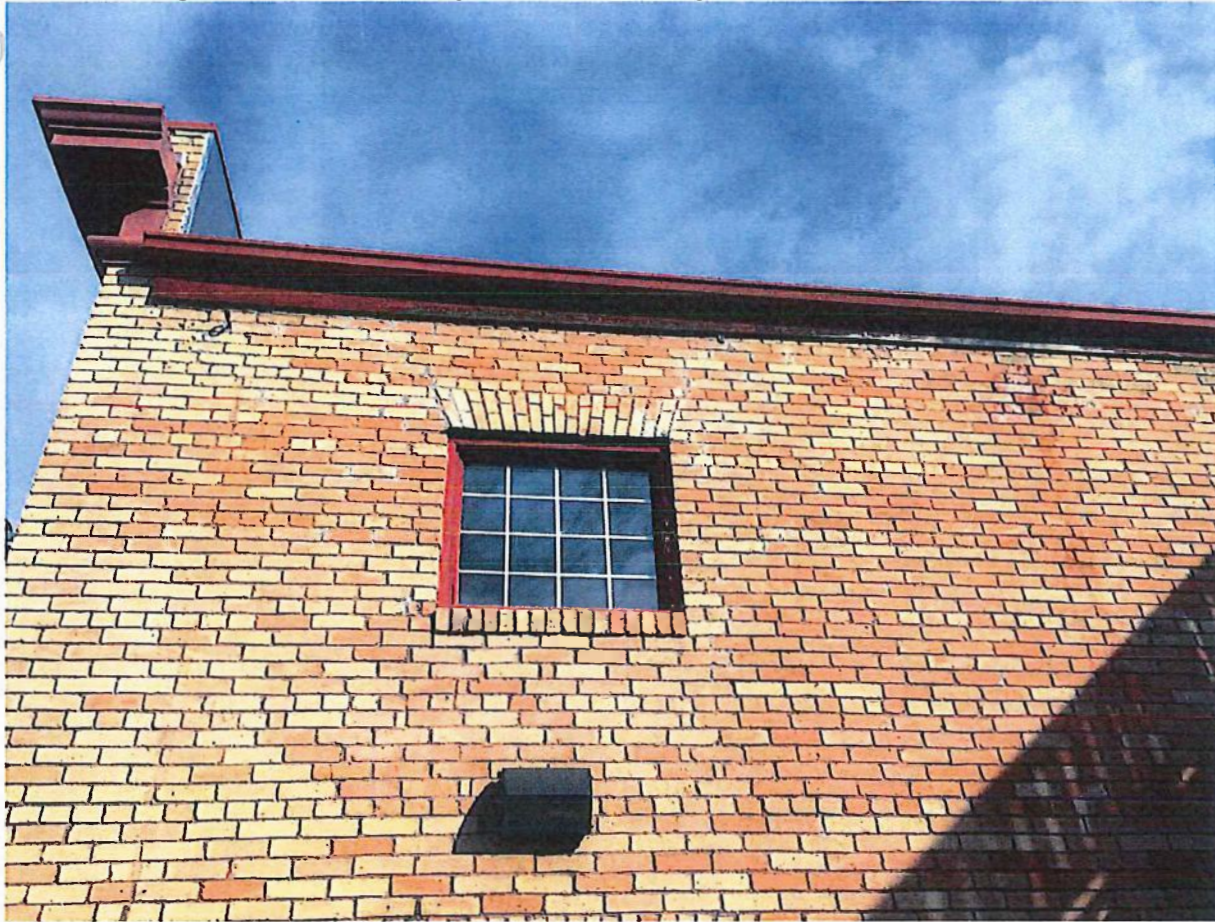
- a) Those elements related to the building's original use as a fire hall, such as the fireman's pole and the original overhead doors.

- b) Those elements that speak to the building's use as a communications centre during the Cold War, such as the radiation-proof bricks.

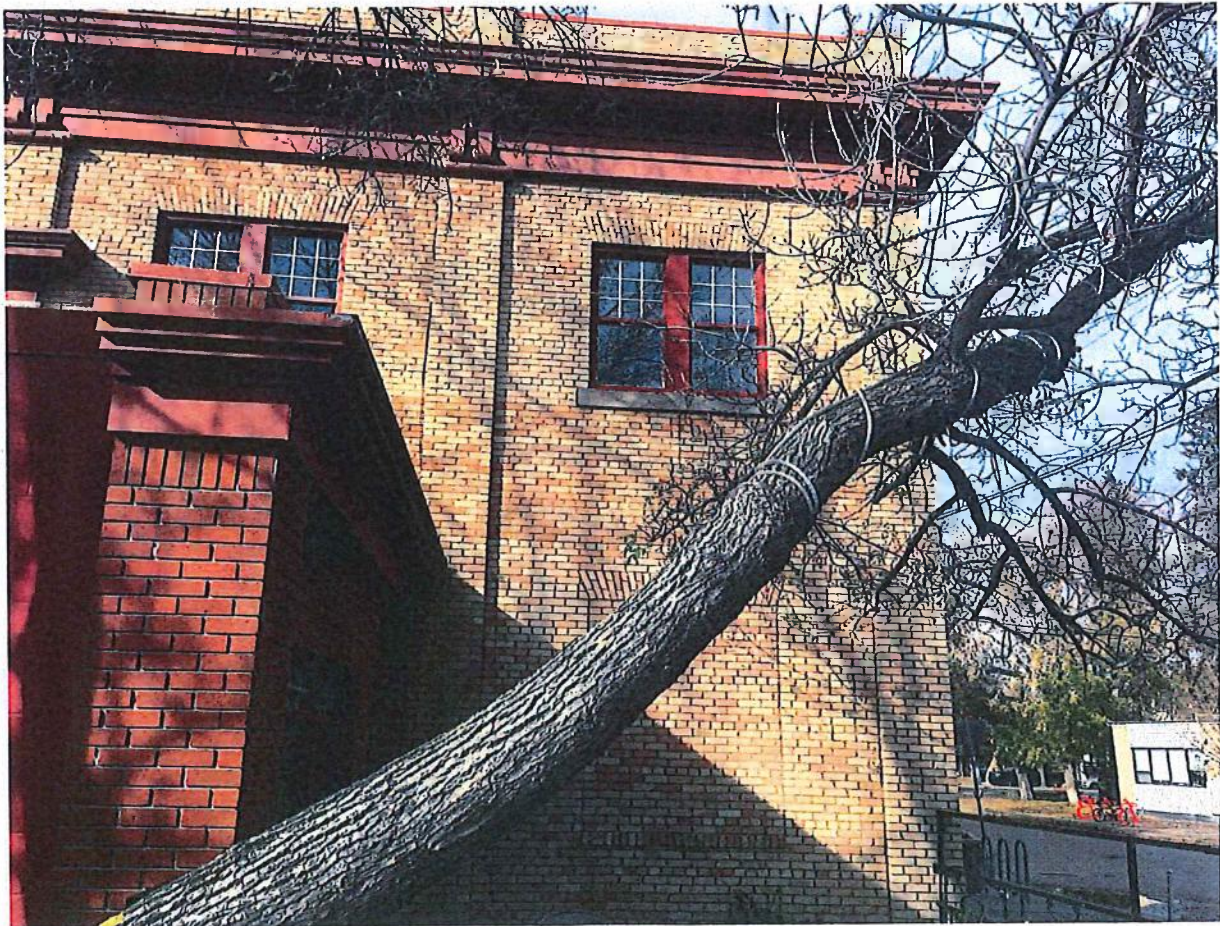
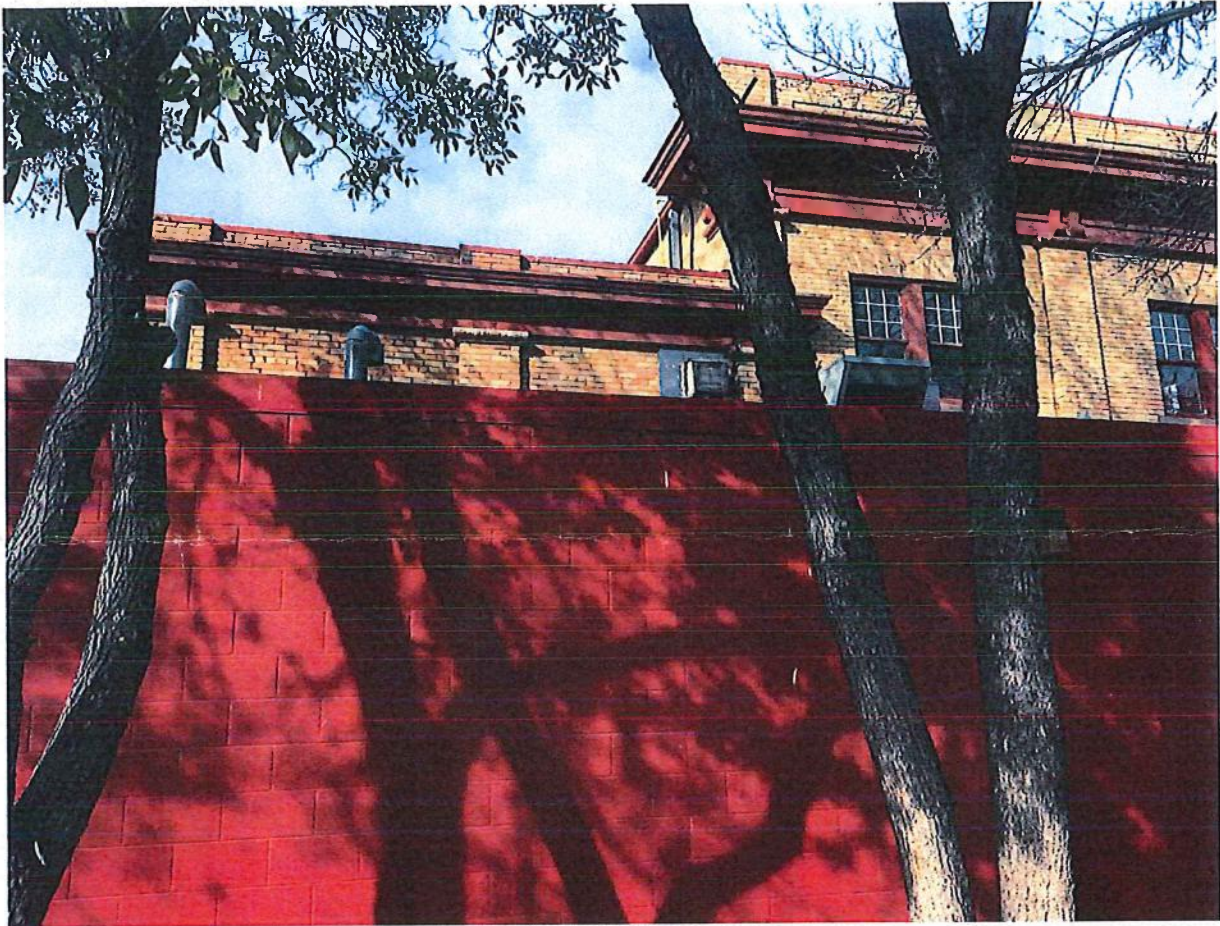
Aesthetic Value

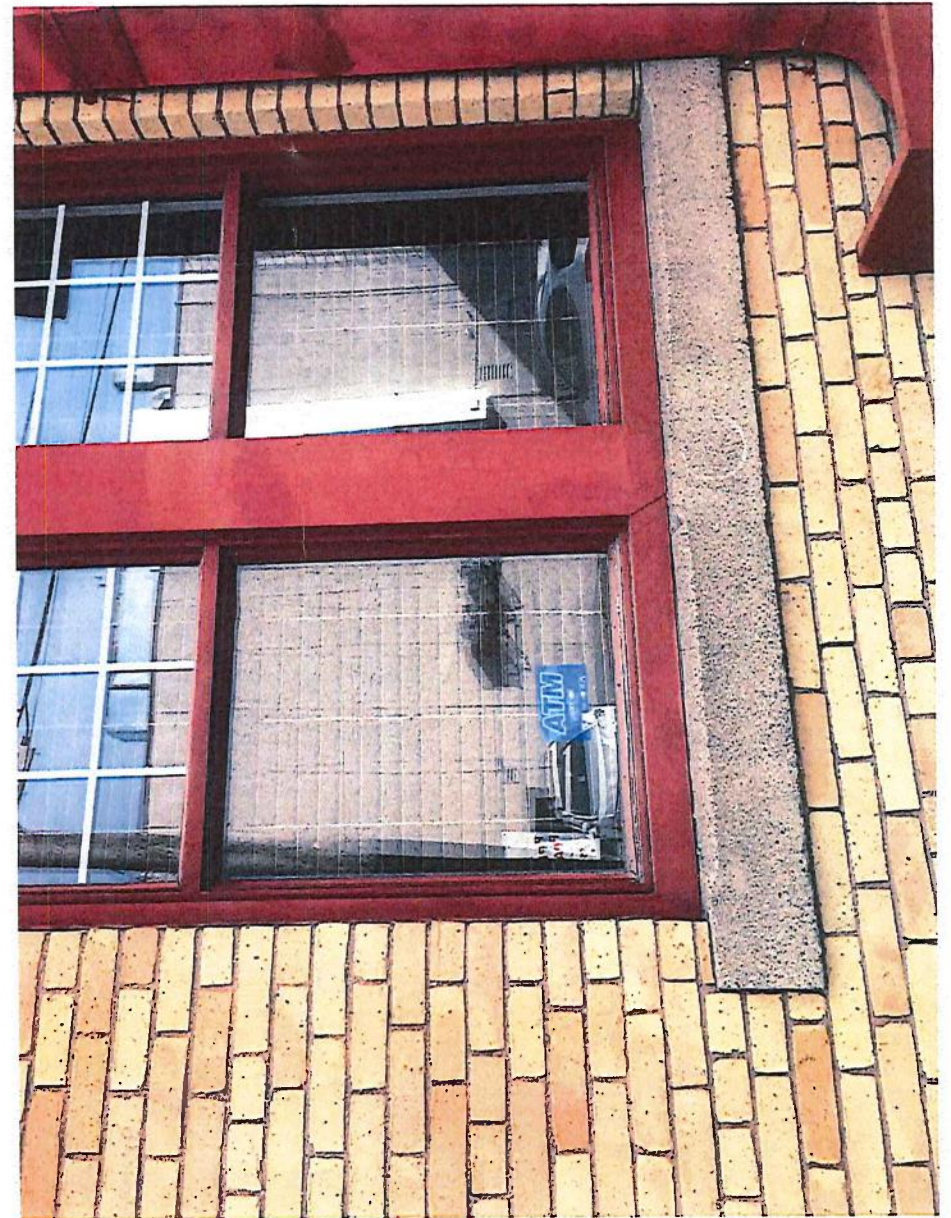
- a) Its basic, utilitarian design, the molded tin ceiling, the exterior cornice, and yellow brick.

Photographs of Subject Property - 612 11th Street East

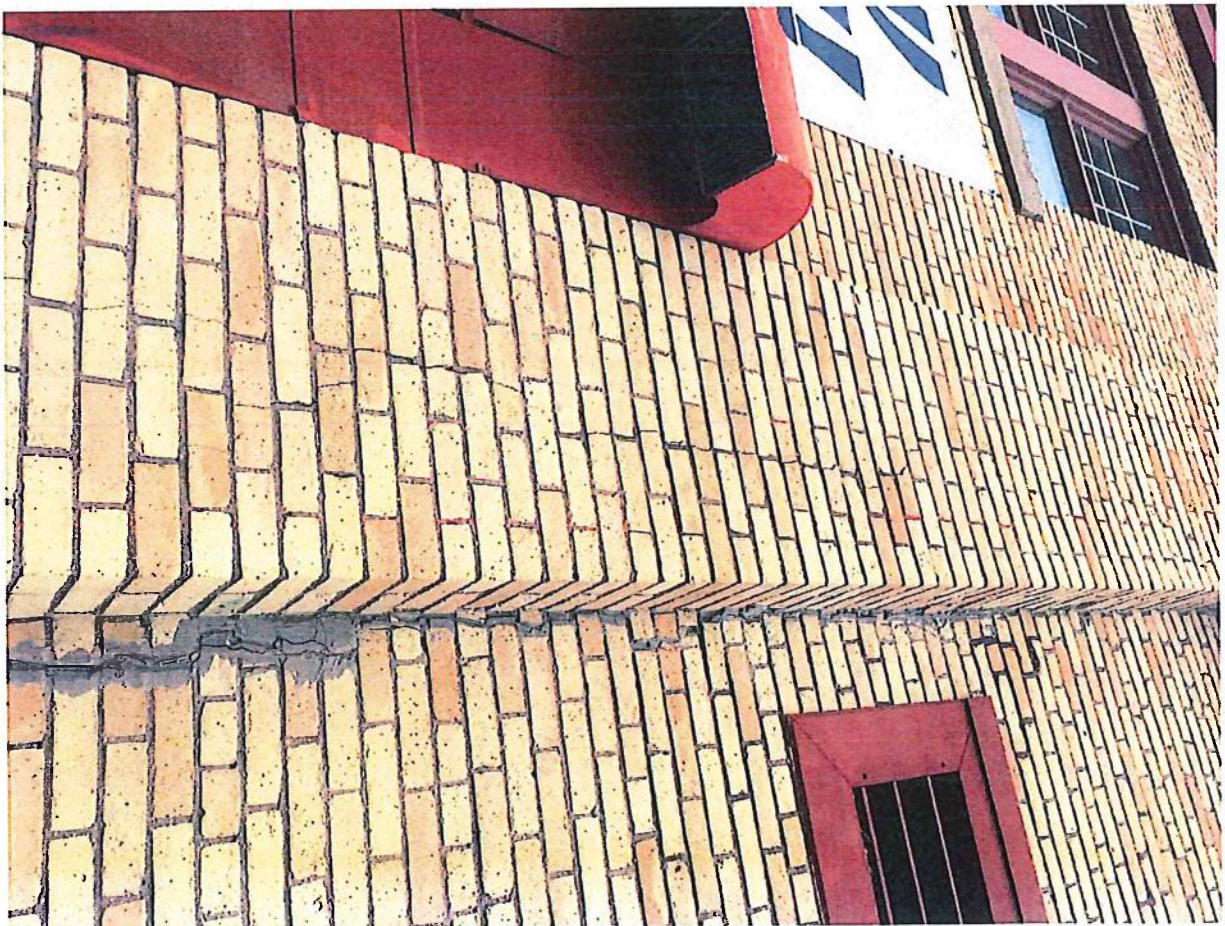
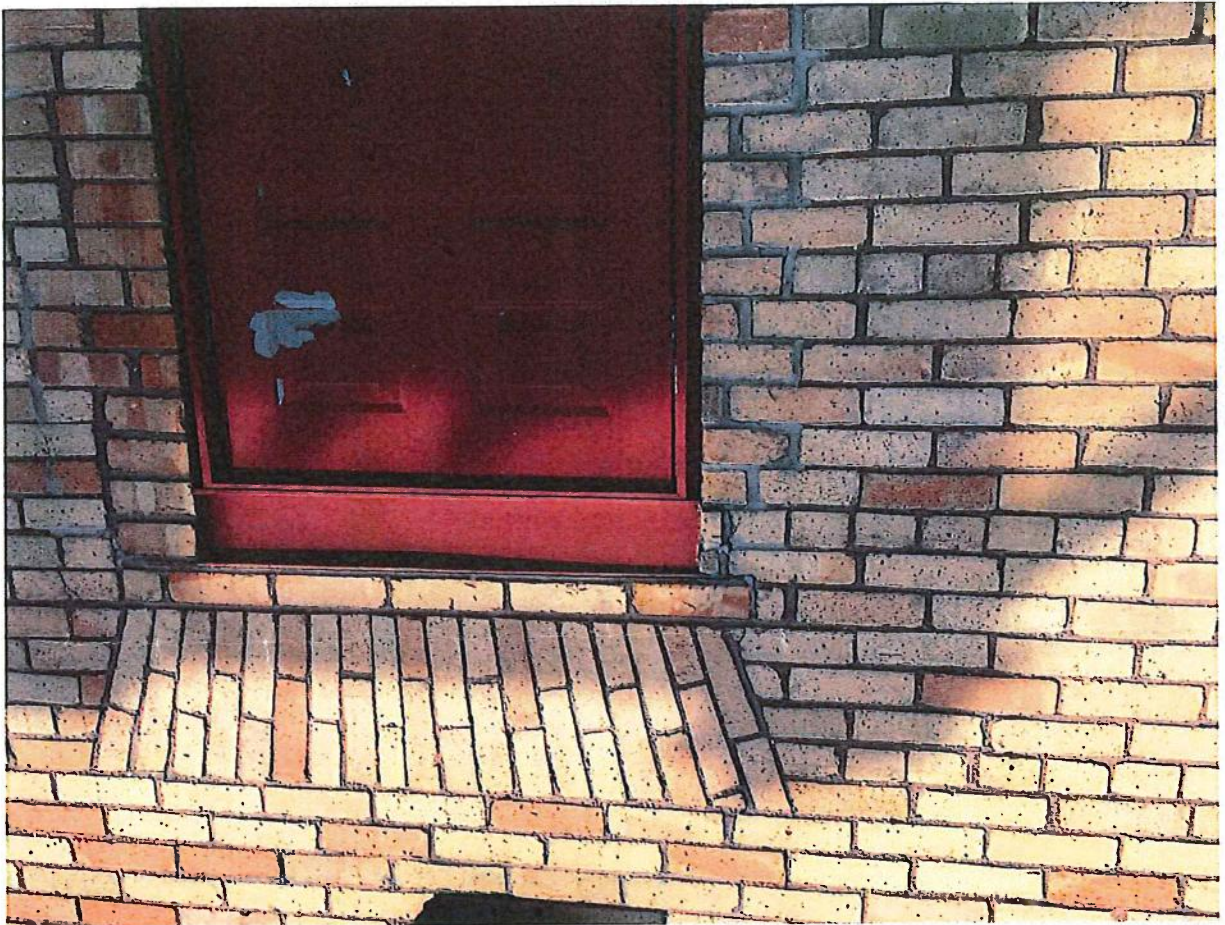














STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Municipal Heritage Advisory Committee – Applications to Amend Heritage Conservation Program Agreement – 305 Idylwyld Drive North

Recommendation of the Committee

1. That additional funding be approved, up to a maximum of \$8,495.29, amortized over a ten-year period (total of \$30,695.29 amortized over a ten year period), through the Heritage Conservation Program, for the heritage conservation project at 305 Idylwyld Drive North;
2. That the City Solicitor be instructed to amend the Heritage Conservation Program Grant Agreement; and
3. That the General Manager, Community Services Department, be authorized to remit payment of the grant following completion of the project.

History

At the June 11, 2019 Standing Policy Committee on Planning, Development and Community Services meeting a report of the General Manager, Community Services Department dated June 11, 2019 was considered.

Your Committee was advised that the Municipal Heritage Advisory Committee has reviewed and supports the application to amend the Heritage Conservation Program Agreement.

Attachment

June 6, 2019 letter from the Municipal Heritage Advisory Committee

June 11, 2019 report of the General Manager, Community Services Department

June 6, 2019

Secretary, SPC on Planning, Development
and Community Services

Dear Secretary:

**Re: Municipal Heritage Advisory Committee Report for SPC on Planning,
Development and Community Services
Application to Amend Heritage Conservation Program Agreement – 305
Idylwyld Drive North [File No. CK. 710-71]**

Attached is a report of the General Manager, Community Services Department dated June 5, 2019 regarding a funding application for the Canadian Pacific Railway Station located at 305 Idylwyld Drive North.

Municipal Heritage Advisory Committee has reviewed this report with the Administration, and supports the recommendations as outlined in the report.

Please place this report before the Standing Policy Committee on Planning, Development and Community Services for approval of the recommendations contained in the report.

Yours truly,



Holly Thompson, Committee Assistant
Municipal Heritage Advisory Committee

HT

Attachment

cc: General Manager, Community Services Department
Director, Planning & Development Division, Community Services Department
Heritage & Design Coordinator, Community Services Department
Ms. Lenore Swystun, Chair, Municipal Heritage Advisory Committee

Application to Amend Heritage Conservation Program Agreement – 305 Idylwyld Drive North

ISSUE

The property owner has requested additional funding, under the Heritage Conservation Program, for the Canadian Pacific Rail Station located at 305 Idylwyld Drive North. This request requires an amendment to the current Heritage Conservation Program Agreement for this site.

RECOMMENDATION

That a report be forwarded to the Standing Policy Committee on Planning, Development and Community Services with a recommendation to City Council that:

1. additional funding be approved, up to a maximum of \$8,495.29, amortized over a ten-year period (total of \$30,695.29 amortized over a ten year period), through the Heritage Conservation Program, for the heritage conservation project at 305 Idylwyld Drive North;
2. the City Solicitor be instructed to amend the Heritage Conservation Program Grant Agreement; and,
3. the General Manager, Community Services Department, be authorized to remit payment of the grant following completion of the project.

BACKGROUND

The Heritage Conservation Program, under Civic Heritage Policy No. C10-020, provides funding for designated Municipal Heritage Properties for the conservation and rehabilitation of the character-defining elements of a heritage property. Financial incentives include a grant for 50% of the eligible costs of a project, to a maximum of \$150,000 over a ten year period. A property owner may make more than one application within that period provided that the total amount does not exceed \$150,000. Properties also qualify for a refund of 50% of any building permit and development permit fees.

At its meeting held on October 23, 2017, City Council approved funding to a maximum of \$22,200 (amortized over ten years), through the Heritage Conservation Program, for the current preservation project at 305 Idylwyld Drive North.

DISCUSSION/ANALYSIS

The Canadian Pacific Railway Station features a grand two-storey brick and stone railway building that was constructed between 1907 and 1908. By constructing a station of this size and stature, the Canadian Pacific Railway Company (now Canadian Pacific) helped confirm Saskatoon's status in the West. Unlike the wooden structures in smaller centres and rural areas, the Canadian Pacific Railway Station was significantly larger and built of brick, an indication of the permanent nature of the depot. Similarly,

Application to Amend Heritage Conservation Program Agreement – 305 Idylwyld Drive North

the Canadian Pacific Railway Station's chateau-style of architecture, which emulated Edmonton's grand Strathcona Station, speaks to the level of importance that the company placed on the flourishing town.

The Canadian Pacific Railway Station was designated as a Municipal Heritage Property in 1994. The property received designation as a National Historic Site in 1976, and in 1990 the building was designated under the federal Heritage Railway Stations Protection Act, 1985.

Grant

The property owner of the Canadian Pacific Railway Station completed work to preserve the transom windows, buttresses and brickwork (see Appendix 1). The restoration work included:

- a) removal of transom windows to sand, re-glaze, putty, and re-paint;
- b) sanding and repairing all buttresses supporting the roof; and
- c) grinding old grout out of deteriorating joints and repointing grout joints where required.

The original work was estimated to be \$44,400. The project was approved for a maximum of \$22,200 in the form of a grant amortized over a ten-year period in 2017. The project went over the original budget, with an actual cost of \$61,390.57, a difference of \$16,990.57. The property owner is requesting that the Heritage Conservation Program agreement be amended to include the additional cost for the project. Based on the actual project cost, an additional \$8,495.29 would be added to the previously approved \$22,200 amortized over a ten-year period, for a total of \$30,695.29 amortized over a ten-year period.

Financial Implications

The total cost of this project is \$61,390.57 and, under Civic Heritage Policy No. C10-020, the project would qualify for 50% of the eligible costs. If the amended application is approved, the amount of this grant will be amortized over ten years (\$3,069.53 annually) and will commence following completion of the project.

The balance of the Heritage Reserve is \$90,682; \$16,700 of which is available for financial incentives under the Heritage Conservation Program. The grant will be funded through the Heritage Reserve.

NEXT STEPS

The Administration is proposing that the Heritage Conservation Program agreement be amended to include the additional cost (\$16,990.57) over a ten-year period.

APPENDICES

1. Application for Funding Under the Heritage Conservation Program – Canadian Pacific Railway Station (305 Idylwyld Drive North)

Application to Amend Heritage Conservation Program Agreement – 305 Idylwyld Drive North

Report Approval

Written by: Catherine Kambeitz, Heritage and Design Coordinator
Reviewed by: Lesley Anderson, Director of Planning and Development
Approved by: Lynne Lacroix, General Manager, Community Services Department

SP/2019/PL/MHAC – Application for Funding Under the Heritage Conservation Program – 305 Idylwyld Drive North/ac

Application for Funding Under the Heritage Conservation Program – Canadian Pacific Railway Station (305 Idylwyld Drive North)

Recommendation

That a report be forwarded to the Standing Policy Committee on Planning, Development and Community Services with a recommendation to City Council:

1. That funding be approved, to a maximum of \$22,200 (amortized over ten years), through the Heritage Conservation Program for the preservation project at 305 Idylwyld Drive North;
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; and
3. That the General Manager, Community Services Department, be authorized to remit payment of the grant following completion of the project.

Topic and Purpose

The purpose of the report is to request funding, under the Heritage Conservation Program, for the Canadian Pacific Railway Station located at 305 Idylwyld Drive North.

Report Highlights

1. The Canadian Pacific Railway Station is a Municipal Heritage Property in the neighbourhood of Caswell Hill (see Attachment 1). The building is valued for its chateau-style architecture, and its association with Saskatoon's emerging status as an important prairie city.
2. Funding is being requested to preserve the building's transom windows, buttress supports, and brickwork. The building qualifies for financial support under the Heritage Conservation Program.
3. This is the first application by the property owner of the Canadian Pacific Railway Station for incentives under the Heritage Conservation Program.

Strategic Goal

Under the City of Saskatoon's Strategic Goal of Sustainable Growth, this report supports the preservation of the character of heritage buildings and historical landmarks.

Background

The Heritage Conservation Program, under Civic Heritage Policy No. C10-020, provides funding for designated Municipal Heritage Properties for the conservation and rehabilitation of the character-defining elements of a heritage property. Financial incentives include a grant for 50% of the eligible costs of a project, to a maximum of

\$150,000 over a ten-year period. A property owner may make more than one application within that period provided that the total amount does not exceed \$150,000. Properties also qualify for a refund of 50% of any building permit and development permit fees.

Report

Canadian Pacific Railway Station

The Canadian Pacific Railway Station features a grand two-storey brick and stone railway building that was constructed between 1907 and 1908. By constructing a station of this size and stature, the Canadian Pacific Railway Company (now Canadian Pacific) helped confirm Saskatoon's status in the West. Unlike the wooden structures in smaller centres and rural areas, the Canadian Pacific Railway Station was significantly larger and built of brick - an indication of the permanent nature of the depot. Similarly, the Canadian Pacific Railway Station's chateau-style of architecture, which emulated Edmonton's grand Strathcona Station, speaks to the level of importance that the company placed on the flourishing town.

The Canadian Pacific Railway Station was designated as a Municipal Heritage Property in 1994. The property received designation as a National Historic Site in 1976, and in 1990, the building was designated under the federal *Heritage Railway Stations Protection Act, 1985*.

Rehabilitation Work

The property owner of the Canadian Pacific Railway Station plans to undertake work to preserve the transom windows, buttresses, and brickwork (see Attachment 2). The restoration work will include:

- a) removal of transom windows to sand, reglaze, putty, and repaint;
- b) sanding and repairing all buttresses supporting the roof; and
- c) grinding old grout out of deteriorating joints and repointing grout joints where required.

The work proposed will be undertaken in 2018, and will effectively preserve the original aesthetic and unique features of the property.

The Heritage Conservation Program provides funding for up to 50% of costs related to restoration of the heritage elements of the property. The estimated cost for this project is \$44,400, and the owner qualifies for a maximum of \$22,200 in the form of a grant amortized over a ten-year period (see Attachment 3).

Funding History

This is the first application by the Canadian Pacific Railway Station for incentives under the Heritage Conservation Program since its designation in 1994.

Options to the Recommendation

The project qualifies for funding under the Heritage Conservation Program. City Council could choose to deny the funding request; further direction would then be required.

Public and/or Stakeholder Involvement

Public and/or stakeholder consultation is not required.

Policy Implications

The project complies with Civic Heritage Policy No. C10-020.

Financial Implications

The total estimated cost of this project is \$44,400 and, under Civic Heritage Policy No. C10-020, the project would qualify for 50% of the eligible costs. If the application is approved, the amount of this grant will be amortized over ten years (\$2,220 annually) and will commence following completion of the project (anticipated in 2018).

The balance of the Heritage Reserve is \$123,005.53; \$20,018.63 of which is available for financial incentives under the Heritage Conservation Program. The grant will be funded through the Heritage Reserve and will not impact the funding of new and existing projects.

Other Considerations/Implications

There are no environmental, privacy, or CPTED implications or considerations; a communication plan is not required at this time.

Due Date for Follow-up and/or Project Completion

Once it is determined that the project is complete, the Administration will process the grant payment.

Public Notice

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

Attachments

1. Photographs of Subject Property
2. Photographs of Proposed Work
3. Canadian Pacific Railway Station – Cost Estimates

Report Approval

Written by: Catherine Kambeitz, Heritage and Design Coordinator, Planning and Development

Reviewed by: Lesley Anderson, Director of Planning and Development

Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/2017/PD/MHAC – Application for Funding Under the Heritage Conservation Program – CP Railway Station (305 Idylwyld Drive North)/lc

Photographs of Subject Property

Local History Room - Saskatoon Public Library



The Saskatoon Brewery

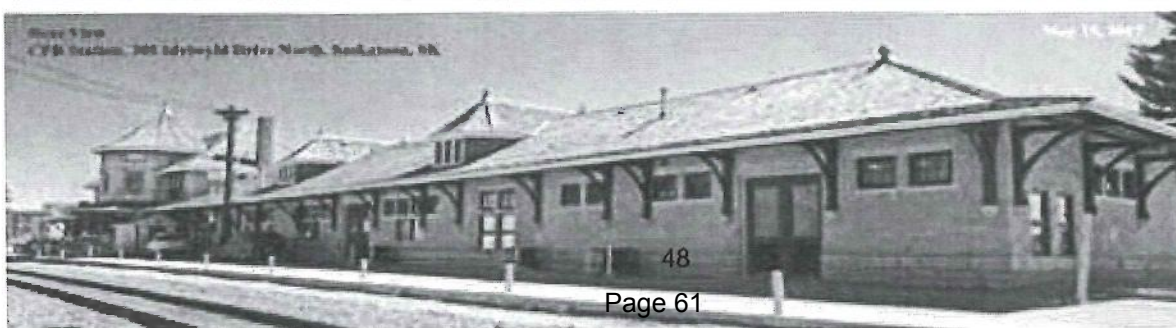
PH-93-166-61

Historical Photograph Source: Local History Room

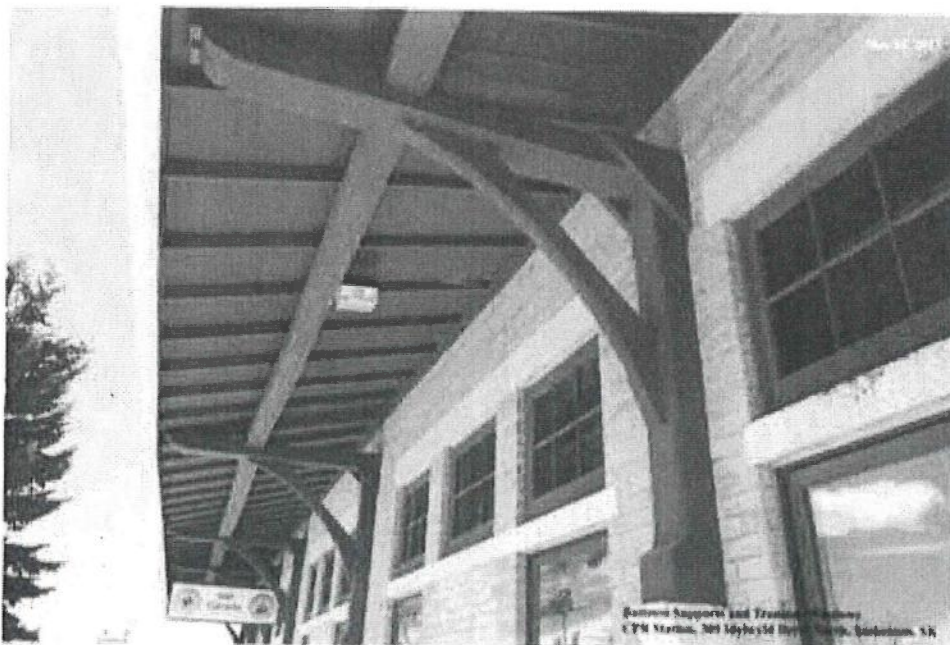
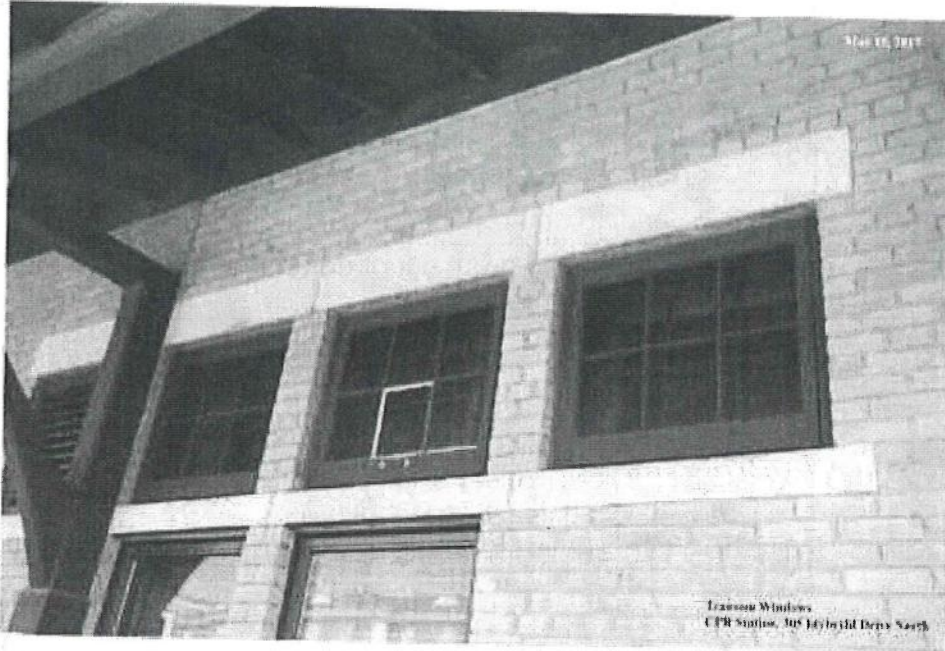


Current
Photograph

Source: Property
Owner



Photographs of Proposed Work



Canadian Pacific Railway Station - Cost Estimates

Item	Description of Work	Estimate
Transom Windows (85)	<ul style="list-style-type: none"> Removal of existing windows to sand, reglaze, and repaint 	\$19,800
Buttress Supports (35)	<ul style="list-style-type: none"> Sanding and repairing 	\$17,700
Grout	<ul style="list-style-type: none"> Grinding old grout out of deteriorating joints and repointing 	\$ 2,500

Subtotal:	\$40,000
Taxes:	\$ 4,400
Total Eligible Project Cost:	<u>\$44,400</u>
50% of Costs (City Contribution):	\$22,200
10 Years (Amortization):	\$ 2,220



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Development in Limited Intensity Light Industrial Zoning District – HVAC Systems

Recommendation of the Committee

That the information be received.

History

At the June 11, 2019 Standing Policy Committee on Planning, Development and Community Services meeting a report of the General Manager, Community Services Department dated June 11, 2019 was considered.

Mr. Cary Tarasoff addressed the Committee regarding concerns with the emergency response planning and proposed building designs for properties located in the Limited Intensity Light Industrial (IL2) Zoning District, provided in the June 11, 2019 report of the General Manager, Community Services Department. Mr. Tarasoff undertook to provide the Committee with his research regarding other jurisdictions in the future.

Your Committee requested more information regarding communications at the time this matter is before City Council. The Administration offers the following additional information:

“Administration contacted the City of Regina and the City of Calgary. Both Cities indicated they do not have additional regulations that exceed the minimum requirements of the applicable building code for the design of HVAC systems with respect to buildings located within 1-2km of a chemical or high industrial plant.

Administration contacted members of the Big City Emergency Directors group. This group includes fifteen cities in Canada. No Cities have indicated that they have additional regulations that exceed the minimum requirements of the applicable building code for the design of HVAC systems with respect to buildings located within 1-2 km of a chemical or high industrial plant.

Appendix 3 has been added to the report with information related to the relationship between Community Advisory Panel and Saskatoon Emergency Management.”



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Attachments

1. June 11, 2019 report of the General Manager, Community Services Department
2. Email dated June 6, 2019 from Mr. Cary Tarasoff
3. Appendix 3 – Relationship between Community Advisory Panel and Saskatoon Emergency Management

Development in Limited Intensity Light Industrial Zoning District – HVAC Systems

ISSUE

This report addresses emergency response planning and building design for properties located within the Limited Intensity Light Industrial (IL2) Zoning District.

BACKGROUND

At its January 14, 2019 meeting, the Standing Policy Committee on Planning, Development and Community Services considered a presentation from Mr. Cary Tarasoff, in relation to a report from the Administration regarding development in the IL2 Zoning District. Mr. C. Tarasoff identified an opportunity for the City of Saskatoon (City) to provide a higher level of emergency response preparedness for properties located within the Zoning District through increased regulation of the design of heating, ventilation, and air conditioning (HVAC) systems.

The Administration was asked to report back on the issue.

CURRENT STATUS

The Saskatoon Emergency Measures Organization (Saskatoon EMO), a division of the Saskatoon Fire Department, works with City of Saskatoon colleagues, community partners, government agencies, businesses, non-profit groups, first responders and citizens to promote and strengthen emergency management and community resiliency.

Within the IL2 Zoning District a Community Advisory Panel (CAP) provides a forum to identify and discuss concerns of the Saskatoon community and local chemical industry. CAP provides an opportunity for businesses and residential members to have a regular dialogue with Akzo Nobel and ERCO Worldwide. CAP meets on a quarterly basis.

Saskatoon EMO presents information on emergency management to the CAP group on a yearly basis. In addition, the notifynow emergency mass notification system is tested on a city-wide basis twice yearly. Most recently tested on May 7, 2019.

Saskatoon EMO, in partnership with CAP, has developed an emergency notification plan which is dependent on the specifics of any emergency incident. The plan includes community education and notification every two or three years. Most recent notification of businesses occurred last year.

In July 2018, all businesses located within the two km radius indicated on the outreach map (Appendix 1) were contacted in person and provided with the following information package (Appendix 2):

- notifynow brochure (including sign-up information);
- Erco brochure with information about the chemical industry; and

- Outreach Flyer with information about:
 - CAP;
 - Shelter-in place;
 - notifynow; and
 - Links to informational videos.

Through the building permit process, all buildings located within Saskatoon are reviewed for compliance with the minimum requirements of the National Building Code of Canada (Building Code). In accordance with the Building Code, HVAC systems are designed to limit the movement of smoke from a fire originating within the building and in specific instances, the ability to manually turn off components of the HVAC system may be required. HVAC systems are also designed to provide occupant comfort and provide the ability for an occupant to adjust the system through manufacturers' controls; including turning intake and exhaust fans on or off. For maintenance purposes, an HVAC system can also be turned on or off using an electrical breaker.

In an emergency event, the ingress of air contaminants are limited by detailing the HVAC shutdown procedure within a shelter-in-place plan specific to the building. Similar to fire evacuation drills, shelter-in-place drills should be performed on a routine basis to be effective.

The Saskatoon Fire Department conducts regular fire inspections within the IL2 Zoning District. This provides an opportunity to educate building owners, identify and mitigate hazards to reduce the risk of fire, conduct pre-planning site evaluations and address questions or concerns related to emergency planning within the area.

DISCUSSION/ANALYSIS

Building Standards Division completed an analysis of Building Code requirements, HVAC system design standards, how HVAC systems function and operate, along with shelter-in-place plans and found increased regulation would not provide an improvement over current practices.

In an emergency, the level of performance is reliant on a shelter-in-place plan that details how to turn off the HVAC system and building occupants being knowledgeable on the shelter-in-place plan for their building. An HVAC system can be turned off in many different ways, all of which are manual or human activated. With increased regulation, this aspect will not change, the HVAC system will still be required to be manually turned off.

NEXT STEPS

Saskatoon EMO and CAP will continue to provide support within the IL2 Zoning District, as outlined within the report.

APPENDICES

1. Outreach Map
2. Information Package

Development in Limited Intensity Light Industrial Zoning District – HVAC Systems

Report Approval

Written by: Kara Fagnou, Director of Building Standards
Reviewed by: Wayne Rodger, Assistant Chief, Saskatoon Fire Department
Pamela Goulden-McLeod, Director of Emergency Management
Approved by: Lynne Lacroix, General Manager, Community Services Department

SP/2019/BS/PDCS – Development IL2 Zoning District – HVAC Systems/pg





Timely, Trusted, Targeted
Emergency Messages -
When You Need To Know



Timely, Trusted, Targeted
Emergency Messages -
When You Need To Know

notifynow is Timely.

In the event of an emergency caused by extreme weather or a man-made event, notifynow will contact you with important information on what to do, where to go, and what to expect.

notifynow is Trusted.

When an emergency situation arises, Saskatoon's Emergency Measures Organization (EMO) and trusted agency partners pull together to provide a coordinated response that includes sending notifynow emergency messages to the residents of Saskatoon. You can trust a message you receive from notifynow.

notifynow is Targeted.

notifynow is the City of Saskatoon's targeted mass notification system. If an emergency happens city-wide or only affects a specific area – in seconds, notifynow can contact thousands of residents with relevant, timely and trusted emergency information.

We're happy to answer your notifynow questions.

Call the City's Emergency Measures
Organization at 306-975-3210

How does notifynow messaging work?

In the event of an impending or escalating emergency, if you have a publicly-available phone number, you may receive a voice alert to that number.

Or customize your notifynow profile by telling us your preferred communication device. Log in to saskatoon.ca/notifynow and choose from these options:



• **SMS text message**



• **Voice call to a landline**



• **Voice call to your cell phone**



• **Email**

Also consider signing-up family members so notifynow messages can reach them in the event of an emergency. **Remember:** we can't reach you if your contact information is not up-to-date in the notifynow database.

NOTE: The information you provide is kept confidential and will not be used for any purpose other than to contact you in the event of an impending or escalating emergency.

Sign-up today! Visit saskatoon.ca/notifynow

Our Trusted Agency Partners



Preparing for Emergencies

You'll be better prepared to face a range of emergencies – anytime, anywhere when you:

- Make a plan – for you, your family, and your pet too! Think about a meeting place, communication plan, main contact person and emergency numbers.
- Put together an emergency kit and include basic supplies to be self-sufficient for at least 72 hours.
- Watch, listen, or follow local media for updates.
- Sign-up for notifynow. Tell us your contact preferences; text, cell phone, landline, or email? Consider signing-up your family members, so notifynow can also reach them.

Visit saskatoon.ca/fire for more tips on emergency preparedness.



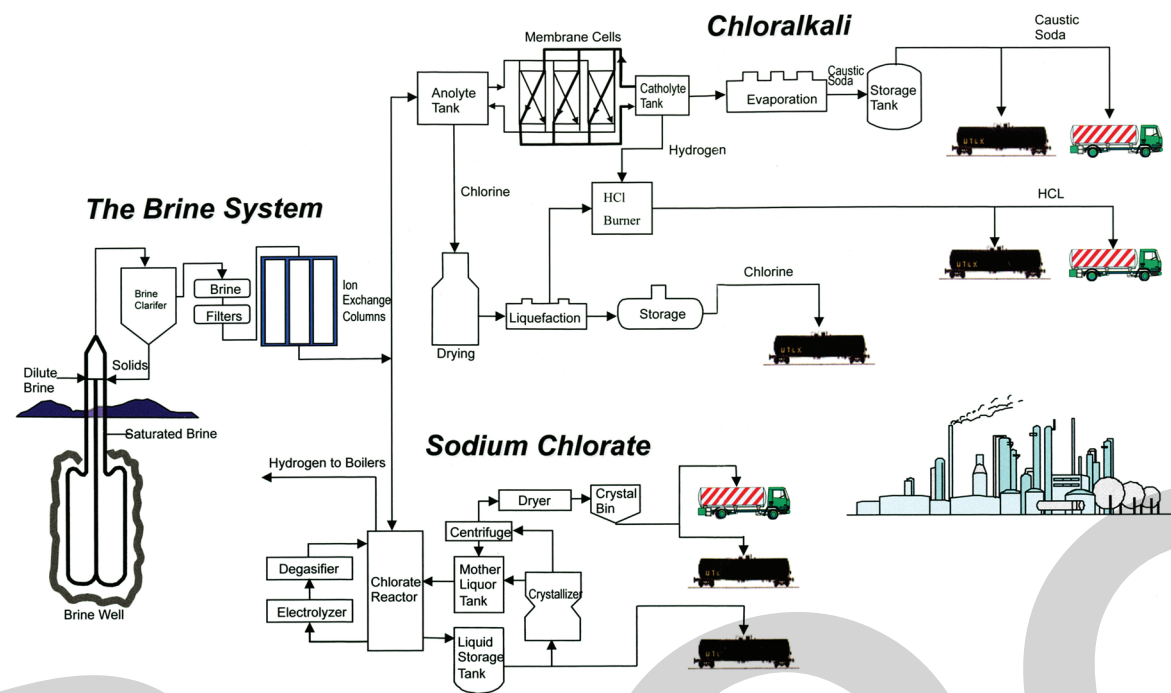
Sign-up at saskatoon.ca/notifynow

Approximately one kilometer (roughly 3500 feet) beneath ERCO Worldwide's Saskatoon facilities lies a rich deposit of sodium chloride (common salt). Water is pumped down a series of wells, dissolving this salt and returning it to the surface as a saturated brine solution - one of our primary raw materials, the other being electricity.



MEMBRANE CELL TECHNOLOGY. ERCO Worldwide's Saskatoon location was the first in North America to introduce membrane cell technology in its chloralkali plant; it is the technology of choice of the industry today. Electrical voltage is checked regularly for efficiency.

The Chemical Process



Safety

SAFETY IS A CORE VALUE AT ERCO WORLDWIDE. Safety is an integral part of the whole business that is incorporated into all our strategies and objectives and is critical to the success of the company. The Saskatoon facility has a comprehensive health and safety program that ensures processes, procedures and training are in place to support and promote a safe work environment for our employees. Our Safety Vision is 'Because I work at ERCO, I know I will be injury free'. It is based on the belief that all accidents are preventable.

Chloralkali Plant

After a purification process, the saturated brine solution is pumped to a membrane cell unit where an electric current (electrolysis) breaks down the salt into sodium and chloride ions. The sodium ions combine with water to form sodium hydroxide (otherwise known as caustic soda). Hydrogen is generated as a by-product of this reaction. The remaining chloride ions combine to form chlorine. Hydrochloric acid (otherwise known as muriatic) is a value-added product produced in a secondary process, when chlorine and hydrogen are combined.

Sodium Chlorate Plant

Sodium chlorate is made by the electrolysis of brine in a series of vessels and cells. The process requires common salt, water and electricity as the basic raw materials; state-of-the-art metal electrodes are used to distribute power throughout the brine. Unlike the chloralkali process, there are no membranes to keep the chemicals separated; therefore, the reaction between chemicals continues to make sodium chlorate. The sodium chlorate is crystallized and shipped as a liquid or as a dry crystal product. Hydrogen is also generated as a by-product of this reaction. It is a clean, green fuel that allows us to reduce our consumption of fossil fuels.



Chlorine provides clean water right from the tap.

Products at Work

SODIUM CHLORATE - used in the pulp and paper industry to produce chlorine dioxide, which is used to bleach wood pulp for the manufacture of higher quality and environmentally friendly white paper and fibre products.

HYDROCHLORIC ACID - also known as muriatic acid, its largest end uses are for steel pickling, oil well acidizing, food manufacturing, producing calcium chloride, and ore processing.

CHLORINE - a purifying agent that disinfects water for drinking and swimming purposes. Chlorine is an essential building block in the chemicals industry, leading to a myriad of materials that are used to make the products we use every day for health, safety, nutrition, security, transportation, lifestyle and high-tech innovation.

SODIUM HYDROXIDE - also known as caustic soda. A few of its broad use categories are: chemical manufacturing; pulp and paper manufacturing; cleaning products; petroleum and natural gas; cellulose film; cotton textile process; and water treatment.

HYDROGEN - burned as a fuel, used to produce hydrochloric acid or sold to other chemical manufacturers for their internal use.



ELECTROLYZER ROOM. Sodium chlorate is produced by the electrolysis of concentrated brine solution.



Environmental Stewardship

The Saskatoon site is committed to environmental sustainability through the integration of sound environmental ethics with profitable business practices. ERCO promotes community awareness by organizing plant tours, actively participating in the community advisory panel and interacting with its neighbors. The site emergency response team and product technical advisors participate in joint simulations with the city Emergency Measures Organization and the fire department to help maintain response readiness.



Responsible Care®
Our commitment to sustainability.

As a member of the Chemistry Industry Association of Canada (CIAC), ERCO Worldwide is committed to the Responsible Care® ethic and principles for Sustainability. Responsible Care® is a voluntary initiative to manage our products safely, continuously improving our environmental, safety and health performance and being responsive to the concerns of our communities. ERCO Worldwide is committed to do the right thing using the values of prevention, preparedness and protection.



Providing and Utilizing Clean Environmental Technology is our Business

ERCO Worldwide, a division of Superior Plus LP, is a global commodity chemicals company headquartered in Toronto, Ontario, Canada. The company is the leading worldwide provider of chlorine dioxide technology and one of the world's leading suppliers of sodium chlorate and sodium chlorite, used primarily for the manufacture of chlorine dioxide. The company's chloralkali products are used in the water treatment and pulp and paper industries. ERCO also designs and licenses large-scale, proprietary chlorine dioxide generators used to produce chlorine dioxide at pulp mills for the elemental chlorine-free bleaching process.



ERCO Worldwide
A division of Superior Plus LP

ERCO Worldwide
P.O. Box 1586
Saskatoon, Saskatchewan S7K 3R3

For additional information contact:
Tel: 306-931-7767 Fax: 306-933-0888

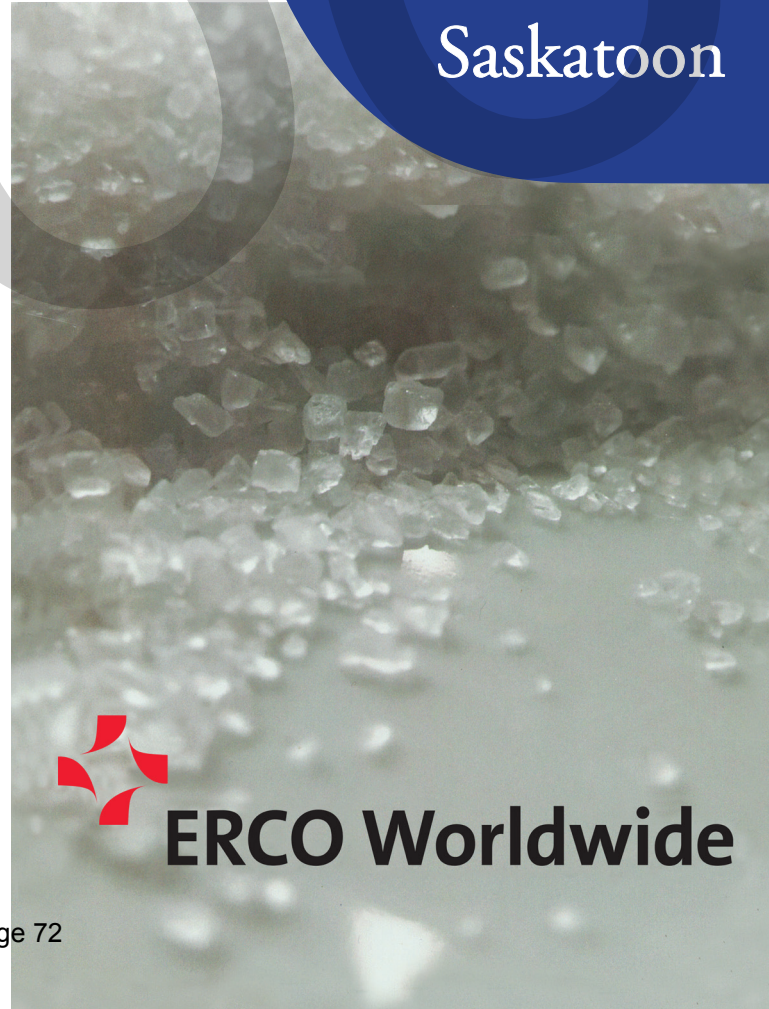
Responsible Care® and the hands logo are registered trademarks of the Chemistry Industry Association of Canada.



Our people, processes and products are recognized as meeting world standards for safety, environmental responsibility and quality.

Saskatoon

Welcome to
ERCO Worldwide
Saskatoon Site



ERCO Worldwide



Total Quality

The success of ERCO Worldwide depends on our ability to provide quality products and services that meet or exceed the expectations of our customers. Registration to ISO 9001 standard recognizes our commitment to total quality in our manufacturing processes, our products and the service we provide.



Responsible Care®
Our commitment to sustainability.



are committed to communicating this information and to addressing any concerns you may have.

Akzo Nobel Chemicals Ltd. manufactures specialty industrial chemicals used primarily in the potash and other mining industries. Established in 1964, the Saskatoon facility has been a strategic partner to the Saskatchewan mining sector for over 50 years. Our site also makes a significant contribution to the regional economy. As part of a worldwide organization, Akzo Nobel's Saskatoon plant has access to leading global resources in Health, Safety and Environmental management as well as Research and Development.

From a small processing facility established in 1962, **ERCO Worldwide**, Saskatoon has emerged as an internationally recognized manufacturer of quality products. Today, the plant produces chlorine, hydrochloric acid, caustic soda, and sodium chlorate which is shipped throughout North America by rail and truck. Our facility serves key customers in diverse sectors such as pulp and paper, agriculture, water treatment as well as the energy sector, helping grow Western Canada into a major oil and gas supplier.

Responsible Care® is the chemistry industry's response to Canadian's concerns about the chemical plants in their neighborhoods and the potential effects of chemicals on their health and the environment. The Chemistry Industry Association of Canada (CIAC) believes that communities have the right to know both the risks and benefits of our operations. Member companies like **Akzo Nobel** and **ERCO Worldwide**

Our goal is to avoid any adverse impact on you by adopting best industry practices and an ethic of continuous improvement. While our primary efforts are directed towards prevention of incidents it is important that you are aware of what to do in case of a chemical emergency.



Mass alerts when you need to know.

Terry Friske
ERCO Worldwide
306.933.0841

Louis Knaus
Akzo Nobel
306.242.3855 Ext. 247



The Community Advisory Panel (CAP) is here for you.

The CAP is fortunate to have a panel of business and residential members who take the opportunity to dialogue with Akzo Nobel and ERCO Worldwide. As a liaison to the community, the CAP provides a forum to identify and discuss concerns of the Saskatoon Community and the companies involved. CAP members meet quarterly to share information with our neighbors about the local Chemical Industry and discuss the views and opinions of neighbors and community representatives. Contact the Community Advisory Panel Facilitator, Jim Brayshaw, if you would like to join us for a meeting or if you just have a question or concern about the Chemical Industry in your neighborhood. Jim Brayshaw 306-229-3931 jrbrayshaw@shaw.ca

Be Prepared! Sign-up For notifynow Today!

Sign-up for notifynow messages so you'll know what to do, where to go and what to expect should there be a wide-scale emergency in the city, or one affecting only your neighborhood. Visit saskatoon.ca/notifynow or call 306-975-3210



IN CASE OF A CHEMICAL EMERGENCY

SHELTER-IN-PLACE

- 1 Go indoors immediately.
- 2 Close all windows and doors.
- 3 Turn on local radio/TV.
- 4 Turn off furnace/air conditioner/exhaust fans.
- 5 Continue to listen to radio or TV for further instructions. Keep phone lines free.

UNLESS TOLD TO DO SO BY AUTHORITIES

DO NOT evacuate or travel.

DO NOT bring home children from school, or other family members from work.

DO NOT call 911 or any other authority for information.

Notifying you in the Event of a Chemical Emergency

Notifynow is the primary tool used by the chemical manufacturers to notify our community of a chemical emergency. When notifynow is initiated for a chemical emergency it will tell you exactly what to do in a Shelter-in-Place situation. To better prepare yourself in the event of a chemical emergency please review the Shelter-in-Place information and visit <https://www.chlorineinstitute.org/videos/FR-DVD/tab11/> for an informational video.

Our goal is to
avoid any adverse
impact on you by
adopting best
industry practices
and an ethic of
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improvement.
While our primary
efforts are
directed towards
prevention of
incidents it is
important that
you are aware of
what to do in
case of a chemical
emergency.

Terry Friske
ERCO Worldwide
306.933.0841

Louis Knaus
Akzo Nobel
306.242.3855 Ext. 247

From: [Cary Tarasoff](#)
To: [City Council](#)
Subject: Form submission from: Write a Letter to Council
Date: Thursday, June 06, 2019 8:44:58 PM
Attachments: [city_pres.pdf](#)

Submitted on Thursday, June 6, 2019 - 20:44
Submitted by anonymous user: 204.83.45.128
Submitted values are:

Date: Thursday, June 06, 2019
To: His Worship the Mayor and Members of City Council
First Name: Cary
Last Name: Tarasoff

City: Saskatoon
Province: Saskatchewan
Postal Code:

Name of the organization or agency you are representing (if applicable): self
Subject: Development in Limited Intensity Light Industrial Zoning District – HVAC Systems
Meeting (if known): Standing Policy Committee on Planning, Development and Community Services
Comments:

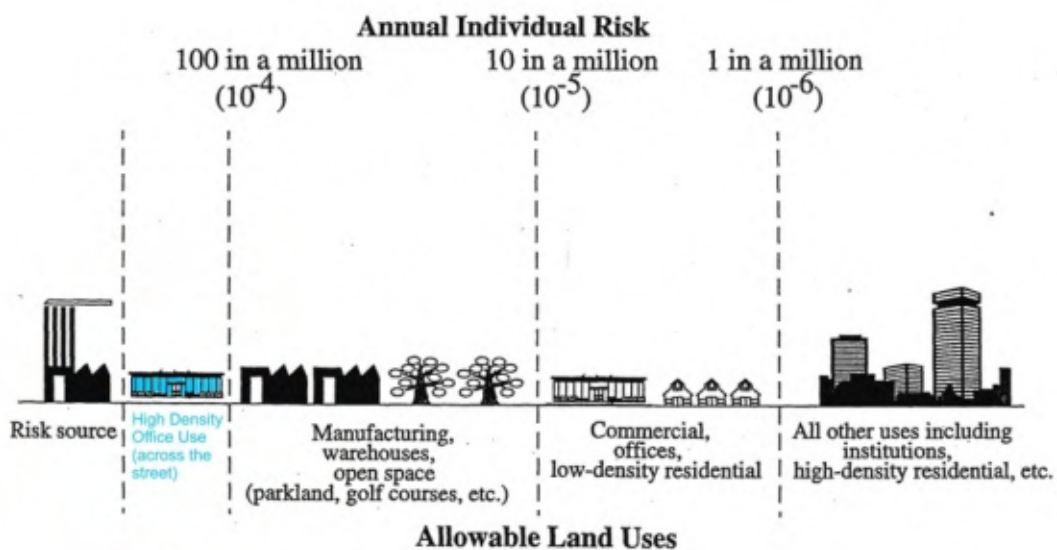
Your Worship and Council,
I request the ability to speak to you in technical terms during this specific meeting on 11 June 2019 regarding the HVAC systems and the Light Industrial Zones.
Regards,
Cary Tarasoff

Attachments:
city_pres.pdf: https://www.saskatoon.ca/sites/default/files/webform/city_pres.pdf

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/315321>



Figure 2: MIACC Guidelines for Acceptable Levels of Risk



Planning for, responding to, and recovery from large impact emergency events requires a whole community approach. Saskatoon Emergency Management (EMO) works with the whole community of Saskatoon to ensure we are prepared for significant emergency events.

Both Akzo Nobel and ERCO Worldwide are voluntary members of the Responsible Care program. This is the chemistry industry's response to Canadian's concerns about the chemical plants in their neighbourhoods and the potential effects of chemicals on their health and the environment. These companies believe that communities have the right to know both risks and benefits of their operations.

As part of the Responsible Care program, the companies have set up a Community Advisory Panel (CAP) as a forum to identify and discuss concerns of the Saskatoon community and local chemical industry. This provides residential members and business to have a regular dialogue with Akzo Nobel and ERCO Worldwide. The CAP group meets on a quarterly basis.

Saskatoon EMO presents information on emergency management to the CAP group on a yearly basis. In addition, the notifynow emergency mass notification system is tested on a city-wide basis twice yearly; most recently tested on May 7, 2019.

During Emergency Preparedness Week (the first full week of May each year) Saskatoon EMO shares information with citizens regarding the need for a 72-hour plan in the event of an emergency. This includes information about Shelter-in place, evacuations and emergency go-kits.

As part of the Responsible Care program, Akzo Nobel and ERCO Worldwide have developed a community education and notification process that occurs every two or three years.

During the notification process, all businesses located within the two kilometre radius indicated on the outreach map (Appendix 1) were contacted in person and provided with the following information package (Appendix 2):

- notifynow brochure (including sign-up information);
- Erco brochure with information about the chemical industry; and
- Outreach Flyer with information about:
 - CAP;
 - Shelter-in place;
 - notifynow; and
 - Links to informational videos.

Bryant, Shellie

From: Cary Tarasoff <City.Council@Saskatoon.ca>
Sent: June 24, 2019 8:08 AM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Monday, June 24, 2019 - 08:07
Submitted by anonymous user: 206.163.230.230
Submitted values are:

Date: Monday, June 24, 2019
To: His Worship the Mayor and Members of City Council
First Name: Cary
Last Name: Tarasoff
Email: [REDACTED]
Address: [REDACTED] Peterson Crescent
City: Saskatoon
Province: Saskatchewan
Postal Code: [REDACTED]
Name of the organization or agency you are representing (if applicable): self
Subject: HVAC and safety in the Chemical Buffer
Meeting (if known): 8.1.5 Development in Limited Intensity Light Industrial Zoning District – HVAC Systems [File No. CK 270-1 and PL 4134-1 (BF 003
Comments:
I request the opportunity to speak to City Council today, 24 June 2019 @ 1pm, on this matter as requested of me at the 11 June 2019 Planning and Development Committee meeting regarding the same. I have done the research requested of me by the Committee and I am prepared to present my findings on this to them now.
Thank you

Attachments:

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/320407>



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Corridor Growth – Brownfield Renewal Strategy – Plan Framework Approval

Recommendation of the Committee

1. That the proposed Plan Framework arising from the Brownfield Renewal Strategy be approved; and
2. That the report be forwarded to the Saskatoon Environmental Advisory Committee (SEAC) for information.

History

At the June 11, 2019 Standing Policy Committee on Planning, Development and Community Services meeting a report of the General Manager, Community Services Department dated June 11, 2019 was considered.

Attachment

June 11, 2019 report of the General Manager, Community Services Department

Corridor Growth - Brownfield Renewal Strategy – Plan Framework Approval

ISSUE

Council approval of the proposed Brownfield Renewal Strategy - Plan Framework (Plan Framework) is required to guide the next phase of the Brownfield Renewal Strategy project and is a prerequisite for Administration to request release of approved Green Municipal Funds from the Federation of Canadian Municipalities.

RECOMMENDATION

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

1. The proposed Plan Framework arising from the Brownfield Renewal Strategy be approved; and
2. The report be forwarded to the Saskatoon Environmental Advisory Committee (SEAC) for information.

BACKGROUND

As a subproject of the Growth Plan to Half a Million, which includes the Bus Rapid Transit system and Corridor Growth initiative, the Brownfield Renewal Strategy (Strategy) is funded through the Public Transit Infrastructure Fund (PTIF). City Council approved direction and funding model of the Strategy at its meeting held on June 26, 2017.

At its meeting held on August 28, 2017, City Council approved award of environmental consulting services to Dillon Consulting (Dillon) to align with eligibility requirements of external funding programs, such as the PTIF and Green Municipal Fund. On August 7, 2018, the Federation of Canadian Municipalities announced approval of Saskatoon's Green Municipal Fund application, which covers up to 50% of eligible costs of the Dillon contract. A condition of the funding is to have a brownfield plan framework approved by City Council.

DISCUSSION/ ANALYSIS

A brownfield is defined as a site or property that is abandoned, vacant, derelict or underutilized that may have actual or perceived contamination. This definition is adapted from the one used by the Federation of Canadian Municipalities, and is consistent with the definition historically used by the City of Saskatoon (City).

The overall goal of the Strategy is to reduce the number of brownfields by increasing development potential within targeted areas of the city. This will reduce the amount of pollution within the city, improve community cohesion and aesthetics as well as promote infill development.

Corridor Growth - Brownfield Renewal Strategy – Plan Framework Approval

Key components of work completed to date have focused on gaining a better understanding of the brownfield landscape along the proposed Bus Rapid Transit corridors, their redevelopment potential and the opportunities and options for a brownfield framework. This information is presented in the following deliverables:

1. Brownfield Inventory and Targeted Assessments;
2. Brownfield Redevelopment Potential Scoring Tool; and
3. Brownfield Renewal Strategy and Incentive Program Recommendations Report.

Details regarding the deliverables are available in Appendix 1 – Dillon Consulting Deliverable Overview.

Stakeholder Engagement

Between March 2018 and March 2019, the Brownfield Renewal Strategy team participated in a number of engagement events, in conjunction with Plan for Growth and Corridor Planning projects. A brief summary of the feedback received from engagement is available within Appendix 2 - Engagement Summary. The feedback influenced the Plan Framework objectives and components.

Proposed Plan Framework

The proposed objectives of the Plan Framework are to:

- 1) demonstrate leadership in brownfield renewal;
- 2) provide and maintain educational materials about brownfields in order to assist in identifying and addressing potential concerns;
- 3) reduce the incremental environmental barriers to infill development that relate to brownfields;
- 4) establish an incentive program to encourage remediation and redevelopment of brownfield sites;
- 5) align brownfield incentives with existing infill policies and programs; and
- 6) establish criteria to allow for interim use of brownfield sites.

Components of the Plan Framework are described in the table below. It includes various policies, programs and actions that can be further evaluated, developed and implemented as part of the overall Strategy.

Preliminary actions will include proposed brownfield policy language within the Official Community Plan, the provision of up-to-date brownfield information to the public and the creation of a brownfield inventory for tracking purposes. Other components will be developed in a way they can be targeted to areas that have been identified as a priority for development.

Corridor Growth - Brownfield Renewal Strategy – Plan Framework Approval

Proposed Component	Description
Official Community Plan	The Administration will draft brownfield provisions for the Official Community Plan for City Council's consideration. This will embed support for brownfield redevelopment into the foundational policy document for the City.
Brownfield Program	<p>A Brownfield Program will be developed to include, at a minimum:</p> <ul style="list-style-type: none"> • Upkeep and expansion of the brownfield inventory for use as monitoring or performance indicator of potential future brownfield programs; • Creation of a new brownfield guidance document and provision of online brownfield resource information; and • Continued membership with the Federation of Canadian Municipalities Leadership in Brownfield Renewal program. <p>Education and awareness will be the foundation of the Plan Framework. Materials created will be general in nature and will apply to development of brownfields at any location.</p>
Incentives	<p>Establishing criteria that may allow for financial assistance in the form of tax abatements, study grants, and tax increment financing for brownfield sites within select corridor planning implementation areas.</p> <p>This component could be implemented for specific priority sites or areas, initially according to areas targeted by the Corridor Planning Program, with the opportunity to expand to other key redevelopment areas in the future.</p>
Environmental Assistance	Contaminated soil disposal can be cost prohibitive for brownfield redevelopment. Some contaminated materials are transported long distances to licensed facilities, as there are limited local options. The City could evaluate a solution to this problem in order to alleviate these costs by potentially partnering with industry to commission a local soil disposal/ treatment facility.
Community Stewardship and Recognition	This could include the creation of a community stewardship and recognition policy intended to motivate good stewardship from brownfield owners, operators and managers. The policy may outline guidelines for brownfield site management, and include a recognition program for successful projects. This could provide an opportunity to showcase the benefits of redeveloping brownfields.

Corridor Growth - Brownfield Renewal Strategy – Plan Framework Approval

Opportunity Seeking	An internal process could be considered where the Administration may seek out and evaluate brownfield redevelopment opportunities. This may include developing an assessment matrix the City utilizes to determine if certain brownfields should be purchased, remediated, or redeveloped to further the goals of the Growth Plan. The combination of this aspect along with improved internal information may lead to the identification of further brownfield redevelopment areas or zones in which the Plan Framework could expand. This may also provide the ability to pilot certain components of the Plan Framework as catalyst sites for redevelopment. This component could initially focus on corridor areas, and then expand accordingly.
Interim Use	This would allow for temporary use of brownfield sites for a defined period of time. Amendments to the Zoning Bylaw would be required in this instance to permit certain land uses on an interim basis while development opportunities shift. This could initially be applied within the corridor study area or perhaps focus on priority implementation areas.

Financial Implications

The City received funding from the Federation of Canadian Municipalities for two separate Green Municipal Fund programs: Brownfield Plan and Brownfield Feasibility Study. The Brownfield Plan portion covered the completion of the Brownfield Renewal Strategy and Incentive Program Recommendations Report, brownfield inventory and scoring tool as well as general project advisory work done by Dillon Consulting. Prior to these funds being released, a plan framework must be approved by City Council.

The Brownfield Feasibility Study portion covers the completion of the soil assessments and the ensuing soil management plans. City Council approval is not required for the release of the \$56,600. Administration will proceed with the funding release request in the summer of 2019.

Work associated with the Brownfield Renewal Strategy is funded by Capital Project 2541 – Growth Plan to Half a Million.

NEXT STEPS

With City Council approval, the Plan Framework components will be further evaluated to determine business, operations, and policy implications. The Administration will prepare a subsequent report with detailed options for each of the Plan Framework components with recommended levels of support for each. Approximate timing of this report will be fall 2019. Staffing needs for implementation of the Plan will be determined based upon the components approved and the level of investment desired by City Council.

APPENDICES

1. Dillon Consulting Deliverable Overview
2. Engagement Summary

Corridor Growth - Brownfield Renewal Strategy – Plan Framework Approval

Report Approval

Written by: Miguel Gaudet, Project Engineer, Sustainability

Reviewed by: Twyla Yobb, Manager of Environmental Protection
Chris Schulz, Manager of Planning Project Services
Lesley Anderson, Director of Planning and Development

Approved by: Lynne Lacroix, General Manager, Community Services Department

SP/2019/EU/PDCS – Corridor Growth – Brownfield Renewal Strategy – Plan Framework Approval/ac

Dillon Consulting Deliverable Overview

1. Brownfield Inventory and Targeted Assessments:

A brownfield inventory of the Red and Blue line corridors was completed in order to better understand the landscape of the study areas. The Green line was not included in this round of work as the relative age and nature of existing adjacent developments did not pose a significant brownfield risk. The inventory includes known contaminated sites (determined through Freedom of Information requests with the Saskatchewan Ministry of Environment), as well as properties that had site and land uses typically associated with property impairment, such as fuel storage, distribution and sale; oil and chemical storage and use; and industrial activities. It is important to note that the sites identified within the inventory are not necessarily confirmed contaminated sites, but may simply have the perception of contamination. This creates additional environmental due diligence for any redevelopment endeavor. The results of this exercise revealed that the large majority of the brownfields inventoried are associated with the transportation industry, which sheds light on the future redevelopment potential of the overarching area as the corridors become linked to more transit oriented developments.

Targeted assessments were completed adjacent to select sites (i.e.: within City right-of-way) at proposed bus rapid transit (BRT) station locations in order to get an idea of the soil quality that would need addressing during corridor development and station construction. Information collected has informed the project team on the types of remedial efforts that could be implemented during corridor redevelopment.

2. Brownfield Redevelopment Potential Scoring Tool

A brownfield property scoring tool has been developed that can be used to evaluate and prioritize brownfield development. A scoring matrix is used to assess various factors that determine a site's developable potential. This tool will help identify areas of the corridor, or any infill site, that have a high potential for redevelopment, which in turn, can inform future aspects of the Brownfield Renewal Strategy, such as a future incentive program, or determining catalyst redevelopment sites or areas through the Corridor Planning Program. Preliminary use of the tool has shown a high potential of brownfield redevelopment along the corridors. The tool is fully adaptable, and can be modified to take into account additional aspects of site redevelopment.

3. Brownfield Renewal Strategy & Incentive Program Recommendations Report

This report has provided the project team with a starting point with relevant references to determine the path forward with the Brownfield Renewal Strategy and its Plan Framework. It outlines policy ideas, summarizes select brownfield programs options from across the country, and recommends components for the Plan Framework. The report emphasizes the opportunities the City has with establishing a brownfield program in conjunction with the current Corridor Planning Program, as the two initiatives interface to address all redevelopment hurdles, while focusing on key infill areas. The report is available on the City's website.

Engagement Summary

The Brownfield Renewal Strategy team participated in a number of engagement events in conjunction with the Growth Plan and Corridor Growth projects. Stakeholders across all the events included representatives from land owners, developers, realtors, industry professionals, and the general public. Valuable feedback was received from the following events:

- March 7, 2018 Plan for Growth kickoff event at the Western Development Museum;
- November 21, 2018 Corridor Growth stakeholder engagement event at TCU Place;
- January 31, 2019 Come and Grow event at the College Drive Holiday Inn Express & Suites;
- February 7, 2019 Developers Liaison Committee meeting;
- February 13, 2019 Brownfield Renewal Strategy stakeholder workshops; and,
- Project stakeholder survey open for input between March 25, 2019 and April 19, 2019.

Engagement feedback highlights are as follows:

- There was an overall preference for medium to high City intervention on the reduction of brownfield sites. It was noted that assistance is needed for current land owners that have acquired, inherited, or historically purchased a brownfield site without the knowledge of the environmental burden.
- Request for City intervention on certain brownfield sites in order to avoid potential tax defaults. This would potentially reduce future City liability and costs. The intervention would then increase tax assessment through onsite improvements and redevelopment. These improvements are difficult to achieve with certain financial institution restrictions.
- Uncertainty and ambiguity regarding provincial impacted site regulations and how they fit with current and future City zoning. It was also mentioned that there is a perception that the Ministry of Environment does not do enough to enforce the regulations when it comes to chronic impacted sites.
- Zoning issues tend to be a major factor with brownfield redevelopment. Addressing these would help in reducing the brownfield redevelopment burden.
- There is sentiment that in order for brownfield and infill development to be successful, the required effort must be equal or less than greenfield development.
- Interest from stakeholders for the City to investigate a punitive approach to brownfield minimization and site management.
- Interest in having a key City brownfield or infill contact, as well as having relevant and pertinent brownfield information readily available. There is ambiguity regarding the roles and responsibilities between the City and the Ministry of Environment.
- Public – Private partnerships could be an avenue where the burden of brownfield redevelopment could be shared between a developer and the City. This could be an option for Corridor Planning “catalyst” sites, or an avenue to leverage

external remediation and redevelopment funding (i.e.: Federation of Canadian Municipalities, other federal or provincial programs, etc.).

- There was some sentiment of caution with respect to the involvement of third party funders, such as the Federation of Canadian Municipalities, as they sometimes burden projects with extra constraints or restrictions that developers may not be amenable to.
- A major cost for brownfield redevelopment is the soil excavation and disposal aspect of remediation, as there is a lack of adequate local soil disposal locations. There is support for the implementation of a local soil disposal/ treatment facility in order to greatly reduce the cost of brownfield redevelopment.
- Financial incentives could be an effective tool to promote and encourage redevelopment in certain high-potential areas of the city. Study grants could provide cost relief for those that need an environmental site assessment in order to secure financing or other funding. There was also interest in a Tax Increment Financing (TIF) model as a brownfield incentive. Tax abatements are also viewed favourably, but participants would like to expand their duration beyond 5 years.
- It was noted that any financial relief would be needed at the start of a brownfield project, as opposed to at the end. The upfront cash infusion greatly helps with remedial and other environmental requirements.
- General support for brownfield interim uses; however, there needs to be a level of oversight in order to ensure reasonable site uses. Much focus was on more urban gardening opportunities, and having the ability to have mini-markets.



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Parking Agreement – 810 Central Avenue

Recommendation of the Committee

1. That the Parking Agreement between 102023832 Saskatchewan Ltd, and the City of Saskatoon to provide for the required parking and loading spaces for development at 810 Central Avenue, being provided on 103 -109 Street West, be approved; and
2. That the City Solicitor be requested to prepare the appropriate agreement, and His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

History

At the June 11, 2019 Standing Policy Committee on Planning, Development and Community Services meeting a report of the General Manager, Community Services Department dated June 11, 2019 was considered.

Attachment

June 11, 2019 report of the General Manager, Community Services Department

Parking Agreement 810 Central Avenue

ISSUE

Administration has received a request from 102023832 Saskatchewan Ltd., the property owner of 810 Central Avenue, to enter into a Parking Agreement with the City of Saskatoon to provide required parking and loading spaces on an existing parking station located at 103 -109 Street West, as permitted under Bylaw No. 8770, *The Zoning Bylaw* (the Zoning Bylaw) in the B5A - Sutherland Commercial Overlay District. The execution of the Parking Agreement requires City Council approval.

RECOMMENDATION

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

1. The Parking Agreement between 102023832 Saskatchewan Ltd, and the City of Saskatoon to provide for the required parking and loading spaces for development at 810 Central Avenue, being provided on 103 -109 Street West, be approved; and,
2. The City Solicitor be requested to prepare the appropriate agreement, and His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

BACKGROUND

An application for a development and building permit has been submitted for redevelopment of the existing building located at 810 Central Avenue (formerly the Sutherland Hotel). The proposed redevelopment includes an addition to the existing building, facade improvements and interior alterations to provide for commercial and office uses. As a result of the proposed redevelopment, the Zoning Bylaw requires 32 parking spaces to be provided on the development site.

The subject development site, 810 Central Avenue, is located within the B5A - Sutherland Commercial Overlay District. This district provides for the consideration of required parking and loading spaces to be located on a remote parking lot provided the site is compatible with nearby land uses and an agreement is registered, by caveat, on the site.

Currently, an existing parking station with 56 parking spaces, which was approved by City Council in 1997, is located at 103 -109 Street West and is located immediately to the west of 810 Central Avenue. This site is also owned by 102023832 Saskatchewan Ltd who is requesting approval to use this site as a remote parking lot for the required parking and loading spaces for 810 Central Avenue.

DISCUSSION/ANALYSIS

The Owner has requested to enter into a Parking Agreement with the City of Saskatoon pursuant to Subsection 14.3.2(e) of the Zoning Bylaw which states:

“Remote parking lots are permitted in accordance with Section 6.4 provided that they are compatible with nearby land uses, and the owner of the principal use site registers a caveat on the parking lot title to ensure that the land remains as a required parking lot”.

Subsection 6.1(4) of the Zoning Bylaw contains regulations for Parking Stations and is included in Appendix 1.

The Administration has reviewed the owner’s request and is of the opinion the remote Parking Station is compatible with nearby land uses and has been developed in accordance with current development standards (including, but not limited to paved surfacing, fencing, landscaping and lighting) and is in substantial compliance with the plans approved by City Council in 1997. The Parking Station is separated from the Development Site by a paved rear lane and will provide safe and convenient accessibility to patrons.

The redevelopment of 810 Central Avenue requires 32 parking spaces. The Parking Station can accommodate 56 parking spaces. The positive balance of 24 parking spaces will facilitate future development opportunities, should the owner wish to pursue this.

The proposed Parking Agreement has been prepared by the City Solicitor’s Office and is included as Appendix 2.

NEXT STEPS

Following its execution, the Parking Agreement will be registered as a caveat on the Parking Station title.

APPENDICES

1. Zoning Bylaw Excerpt - Section 6.1(4) Parking Stations
2. Parking Agreement
3. Site Plan

Report Approval

Written by:	Anastasia Conly, Development Officer, Planning and Development Wes Holowachuk, Development Officer, Planning and Development
Reviewed by:	Lesley Anderson, Director, Planning and Development
Approved by:	Lynne Lacroix, General Manager, Community Services

SP/SPC on PDCS/Admin Report- Parking Agreement 810 Central Avenue/gs

Zoning Bylaw Excerpt – Section 6.1(4) Parking Stations**6.0 Required Parking, Loading and Vehicular Circulation Provisions****6.1 Parking and Loading Spaces Required With Development**

- (4) All required parking and loading facilities shall be located on the same site as the principal building or use, with the exception of lands within the B5, B6 and M4 districts, where required parking and loading spaces may be located on a remote site. Subject to the zoning district, remote parking may be approved where it can be demonstrated that the walking route to the remote parking is considered to be both safe and within a reasonable distance of the principal use or building, and where the remote parking site is tied to the principal use site by means of an agreement registered by caveat on the title to the remote parking site.

Parking Agreement

The Planning and Development Act, 2007

This Agreement made effective this _____ day of _____, 2019.

Between:

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

- and -

102023832 Saskatchewan Ltd., a Saskatchewan corporation carrying on business in the City of Saskatoon, in the Province of Saskatchewan (the "Owners")

Introduction

1. The Owners are the owners of the land and building located at 810 Central Avenue, Saskatoon, Saskatchewan (the "Property").
2. The legal description of the Property is:

Surface Parcel No.:	164140220
Reference Land Description:	Lot 51 Blk/Par 1 Plan 101954347 Ext 0
3. The Owners also own property located at 103 – 109th Street West, Saskatoon, Saskatchewan which is currently used as a parking lot (the "Parking Lot").
4. The legal description of the Parking Lot is:

Surface Parcel No.:	119844883
Reference Land Description:	Lot 36 Blk/Par 1 Plan I5611 Ext 0 As described on Certificate of Title 01SA02385(1);

Surface Parcel No.:	119844872
Reference Land Description:	Lot 37 Blk/Par 1 Plan I5611 Ext 0 As described on Certificate of Title 01SA02385(1)A; and

Surface Parcel No.: 119842960
Reference Land Description: Lot 38 Blk/Par 1 Plan I5611 Ext 0
As described on Certificate of Title
01SA02385(1)B.

5. The Owners wish to develop the Property in accordance with Bylaw No. 8770, *The Zoning Bylaw*,
6. Bylaw No. 8770, *The Zoning Bylaw* requires that the intended use of the Property provide parking pursuant to Subsection 14.3.2(b).
7. The remote Parking Lot can accommodate up to 56 parking spaces in accordance with Schedule "A", which is attached hereto and forms part of this Agreement.
8. Subsection 6.1(4) of Bylaw No. 8770, *The Zoning Bylaw* provides that, in the zoning district in which the Property is located, required parking may be located on a remote site where, *inter alia*, the remote parking site is tied to the principal site by means of an agreement.
9. This document is that Agreement.

Agreement

10. In consideration of the City entering into a parking agreement to allow required parking on a remote site the Owners agree to the terms set out in this Agreement.
11. The Owners agree that the Parking Lot will be used for the purpose of providing the appropriate number of required parking spaces for the approved uses located at the Property. Nothing in this Agreement shall prohibit the use of the Parking Lot for parking in addition to the provision of required parking spaces for the approved uses.
12. The Owners agree that their obligations with respect to use of the Parking Lot under this Agreement shall subsist so long as the Property or any part of the Property is operating as an approved use.
13. The Owners acknowledge and agree that the provision of required parking is an integral requirement for its use of the Property. Accordingly, the Owners agree that they will not sell, lease or otherwise dispose of either the Property or the Parking Lot separately from the other.

Agreement Runs with Lands

14. This Agreement is entered into for the purpose of carrying out the provisions of the *Act* and the Zoning Bylaw made pursuant to *The Planning and Development Act, 2007* ("the *Act*").
15. This Agreement runs with and binds the lands referred to in paragraphs 2 and 4 (the Property and the Parking Lot, referred to jointly as "the Lands") and is enforceable against and binding upon the Owners and any subsequent owners of, or successors in title to, the Lands.
16. (1) The City is entitled to register, and shall register, an Interest Registration under Section 235 of the *Act* against the titles to the Lands.
- (2) The City agrees that, upon receipt of a written request by the Owners, it will execute a Postponement of the Interest Registration in order to allow the registration of a mortgage or other financing encumbrance against the title to either or both of the Lands.
- (3) The City agrees to discharge the Interest Registration in the event the Owner obtains Development Permit approval and any other necessary approvals for alternate parking arrangements either onsite or off-site.

The City of Saskatoon

Mayor

c/s

City Clerk

102023832 Saskatchewan Ltd.

c/s

Affidavit Verifying Corporate Signing Authority

(No corporate seal)

Canada

Province of Saskatchewan

To Wit:

I, _____, of _____, in the Province of
(name of corporate officer/director) (place)
Saskatchewan, make oath and say:

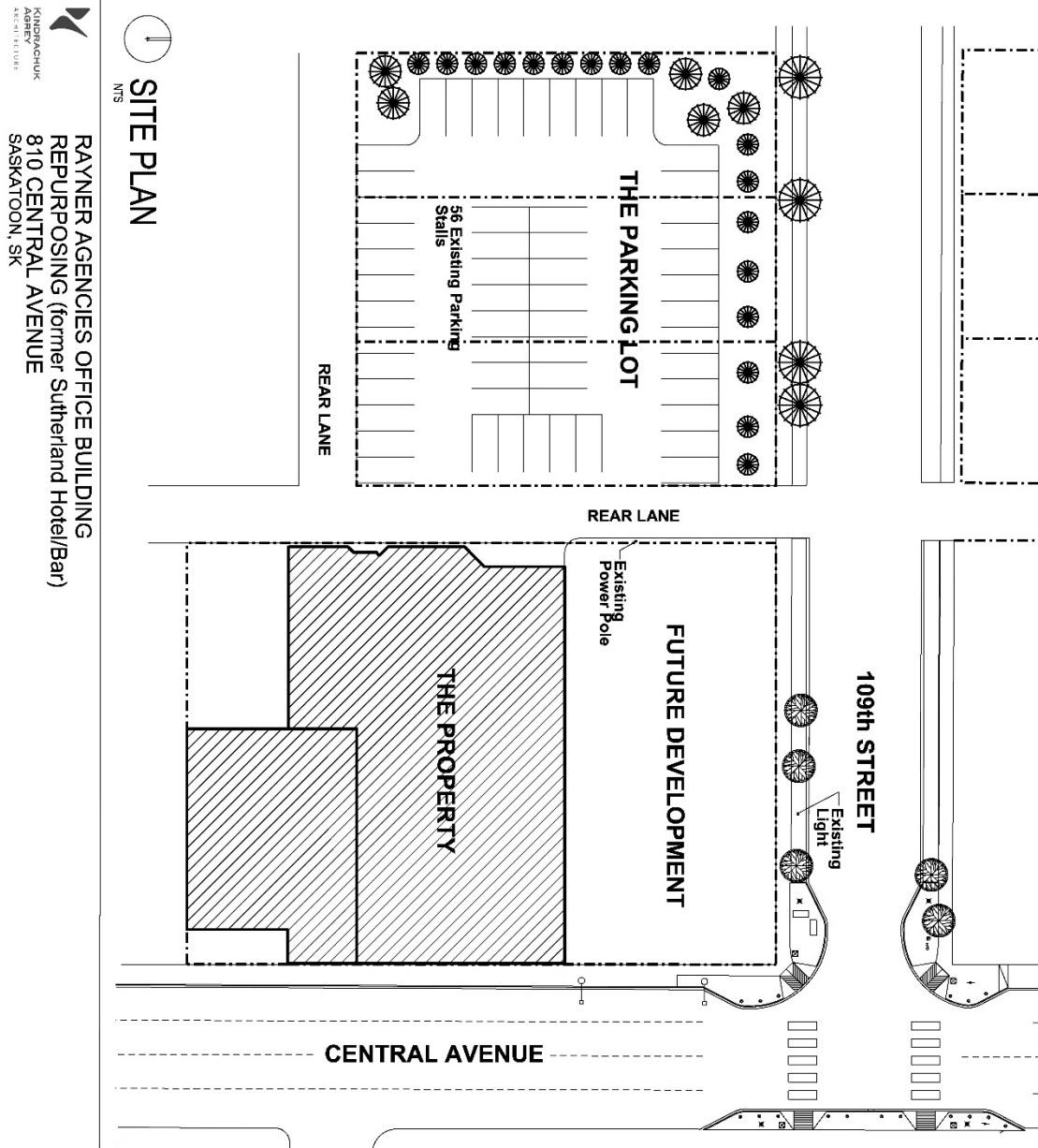
1. That I am an officer or director of the corporation named in the within instrument.
2. That I am authorized by the corporation to execute the instrument without affixing a corporate seal.

Sworn before me at _____,
in the Province of Saskatchewan, this
_____ day of _____, _____.

A Commissioner for Oaths for Saskatchewan
My Commission expires _____.
(or) Being a Solicitor

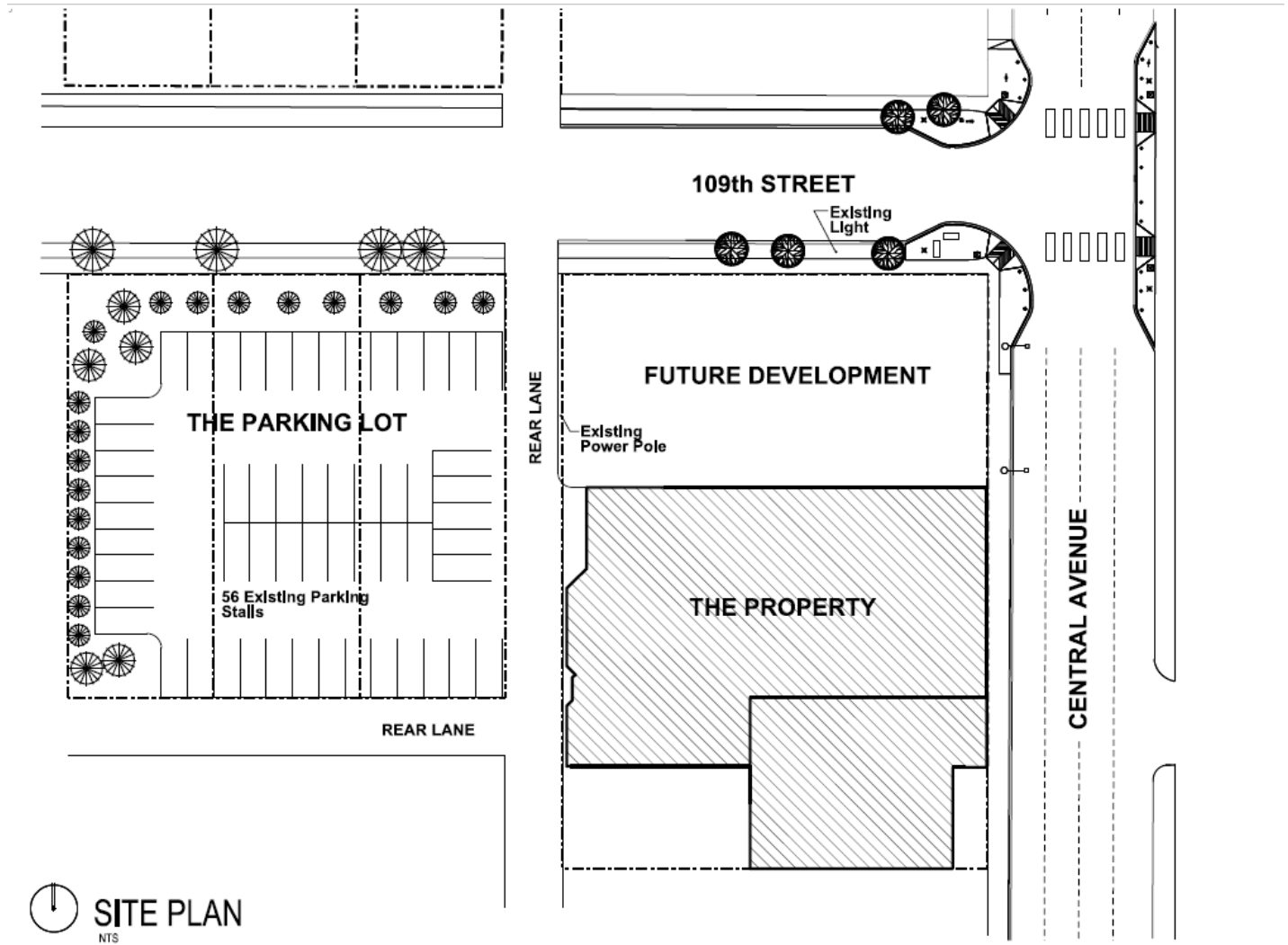
(signature of corporate officer/director)

Schedule "A"



SITE PLAN
NTS

RAYNER AGENCIES OFFICE BUILDING
REPURPOSING (former Sutherland Hotel/Bar)
810 CENTRAL AVENUE
SASKATOON, SK



 **SITE PLAN**
NTS



RAYNER AGENCIES OFFICE BUILDING
REPURPOSING (former Sutherland Hotel/Bar)
810 CENTRAL AVENUE
SASKATOON, SK



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Vacant Lot and Adaptive Reuse Incentive Program – 920 Avenue R North

Recommendation of the Committee

1. That a five-year tax abatement, equivalent to 87% of the incremental taxes for the development of Parcel C at 920 Avenue R North, be approved;
2. That the five-year tax abatement on the incremental taxes be applied to the subject properties, commencing the next taxation year following completion of the project; and
3. That the City Solicitor be requested to prepare the appropriate agreement, and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

History

At the June 11, 2019 Standing Policy Committee on Planning, Development and Community Services meeting a report of the General Manager, Community Services Department dated June 11, 2019 was considered.

Attachment

June 11, 2019 report of the General Manager, Community Services Department

Vacant Lot and Adaptive Reuse Incentive Program – 920 Avenue R North

ISSUE

Under the Vacant Lot and Adaptive Reuse Incentive Program, Jubilee Residences Inc. has applied for a five-year tax abatement of the incremental property taxes located on Parcel C at 920 Avenue R North.

RECOMMENDATION

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

1. That a five-year tax abatement, equivalent to 87% of the incremental taxes for the development of Parcel C at 920 Avenue R North, be approved;
2. That the five-year tax abatement on the incremental taxes be applied to the subject properties, commencing the next taxation year following completion of the project; and
3. That the City Solicitor be requested to prepare the appropriate agreement, and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

BACKGROUND

During its March 7, 2011 meeting, City Council approved the Vacant Lot and Adaptive Reuse Incentive Program (VLAR Program). The VLAR Program is designed to encourage infill development on chronically vacant sites and adaptive reuse of vacant buildings within established neighbourhoods in Saskatoon.

Applicants have the choice of a five-year tax abatement or a cash grant with the maximum incentive amount calculated, based on the increment between the existing municipal taxes and the taxes owing upon completion, multiplied by five years. Applications are scored against an evaluation system where points are awarded for features included in a project that 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 that 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 Parcel C Development

Jubilee Residences Inc. submitted an application under the VLAR Program for the development of 920 Avenue R North in the Mount Royal neighbourhood (see Appendix 1). The development includes eight, two-unit dwellings with garages, four assisted care home units, and one 20-bed single room occupancy facility (see Appendix 2). This site is zoned M3 – General Institutional Service District. Since removal of small affordable housing units in 2004, 920 Avenue R North has been vacant. The estimated total project cost is \$12,000,000.

It is anticipated that the residential development of 920 Avenue R North be completed in four phases. Phase 1 is expected to begin in 2019 with the development of four two-unit dwellings with garages. Phase 2, will include an additional four two-unit dwellings with garages. Phases 3 and 4 are larger components of the development and are expected to be constructed following the development of Phase 1 and 2. Phase 3 is expected to begin in 2021 and includes four assisted-care homes, consisting of 10 beds per home. Phase 4 will be the final phase and is intended to comprise of a 20-bed, single-room occupancy facility.

The applicant has advised that Phases 3 and 4 of the development are projections at this time. Jubilee Residences Inc. will be confirming the exact number of units and the composition of housing closer to actual development. The incentive and estimated incremental tax is based on the submitted plans and information provided by the applicant. Should project plans change, the applicant will be directed to advise the Neighbourhood Planning Section. Jubilee Residences Inc. intends to rent all units and retain ownership of the proposed development.

Estimated Incremental Property Tax Abatement

Jubilee Residences Inc. is applying for a five-year tax abatement of the incremental property taxes. The Neighbourhood Planning Section has reviewed the application based on the preliminary plans and using the VLAR Program's evaluation system. The project received a total of 87 points, resulting in an earned incentive amount equalling 87% of the maximum incentive amount (see Appendix 3 for project evaluation). Partial points were awarded for including energy efficient features above industry standard in the two-unit dwellings. Energy efficient features for future phases are unknown at this time and, as a result, only partial points were awarded.

According to the Corporate Financial Services Department, the incremental increase in annual property taxes (city, library, and education) for the project is estimated to be \$19,972, based on the 2019 tax rate. The estimated maximum incentive amount over five years would total \$99,860, which includes \$67,485 in municipal property taxes and \$32,375 in education property taxes. The value of the abatement over the five-year period, based on the earned incentive amount of 87%, is estimated to be \$17,375.64 annually or \$86,878.20 over the five-year abatement period. The calculations are based on 2019 tax rates and will change with any alterations to the design plans, the 2021 reassessment and annual mill rate adjustments. An actual assessment value will

be determined upon final inspection of the completed project. The property tax abatement will not take effect until all four phases of development are complete.

Education Property Tax Exemption/Abatement

As of January 1, 2018, approval from the Province is required to exempt or abate education property tax revenue that is \$25,000 or more annually for a single property or parcel of land. Applications are submitted by the municipality and are considered under three main categories: Economic Development, Housing and Non-Profit/Community-based Organizations. According to the application, the goal is to inform the municipality of the decision to approve or deny within 15 business days.

Based on the preliminary plans provided, provincial approval is not required to abate the incremental education taxes. Should the incremental education portion of taxes exceed \$25,000 annually, approval from the Province will be required.

Administration Recommendation

After a review of this application, the Administration has concluded that this project is consistent with the intent of Policy No. C09-035, Vacant Lot and Adaptive Reuse Incentive Program. The Administration is recommending that City Council approve the five-year property tax abatement, commencing in the next taxation year, following completion of the project.

FINANCIAL IMPLICATIONS

The incremental property tax abatement for the project at 920 Avenue R North is forgone revenue and will not require funding from the Reserve. The City will forgo an estimated total of \$67,485.00 of tax revenue over five years, of which, \$58,711.95 (87%) will be abated to the owner, and the residual of \$8,773.05 (13%) will go to the Reserve. The Province will forgo 87% of the incremental education portion of the taxes estimated at \$28,166.25 over five years, to be abated to the owner. The residual portion of the education taxes is estimated at \$4,208.75 (13%) over five-years and will not be abated. The property tax abatement will not take effect until all four phases of development are complete.

NEXT STEPS

The development of 920 Avenue R North is expected to be completed in 2024. The property tax abatement, if approved, will begin the year following project completion and continue for five years.

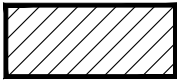
APPENDICES

1. Location Map - 920 Avenue R North
2. Site Plan - Parcel C
3. Project Evaluation

Report Approval

Written by: Holden Blue, Planner, Neighbourhood Planning
Reviewed by: Lesley Anderson, Director, Planning and Development
Approved by: Lynne Lacroix, General Manager, Community Services

SP/PDCS/2019/Vacant Lot and Adaptive Reuse Incentive Program – 920 Avenue R North/gs



Project Location - 920 Avenue R North

Parcel C Development

Site Plan - Parcel C

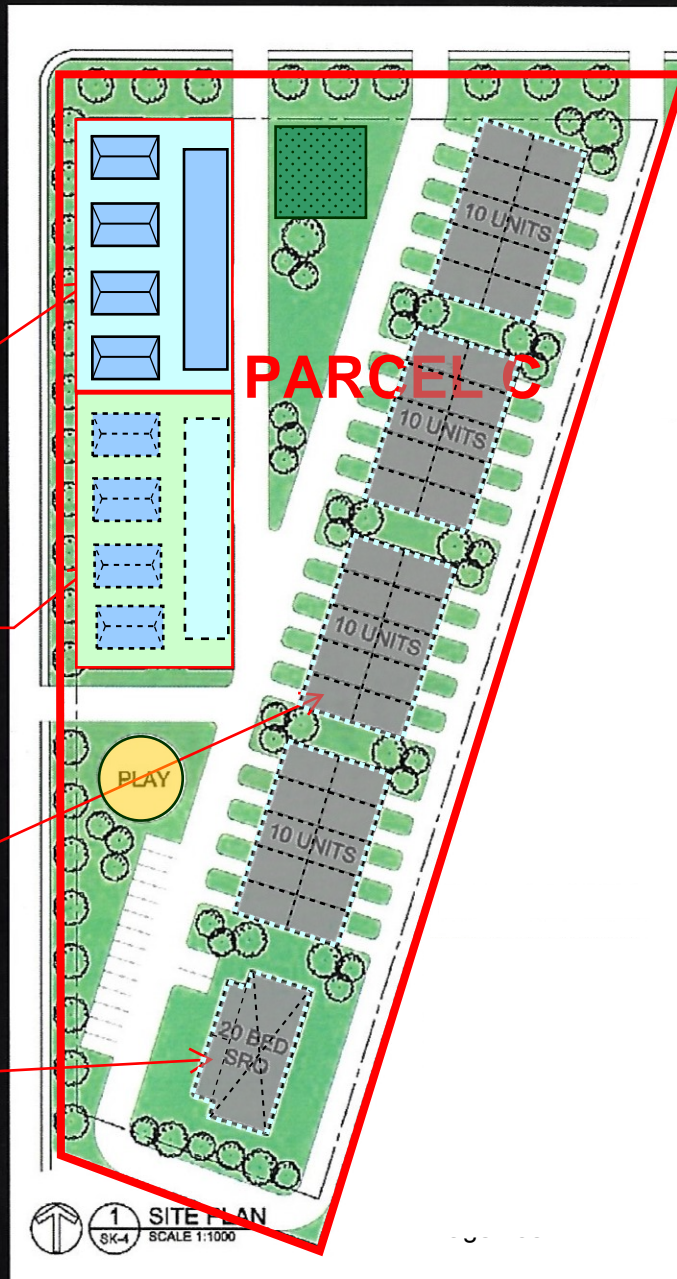
Appendix 2

1st Phase - (4) 2-unit dwellings (2019)

2nd Phase - (4) 2-unit dwellings (est. 2020/21)

3rd Phase - Assisted Care Units - 4 dwellings (40 units) (est. 2021/22)

4th Phase - 20 Single Room Occupancy units (est. 2023)



Project Evaluation

Appendix 3

The awarding of points for the project is outlined as follows:

1.	Base Points:	50/50
2.	Multi-Unit Housing:	20/20
3.	Mixed-Use Development, with residential:	0/15
4.	Parking Facilities, secure bicycle parking:	0/5
5.	Parking Facilities, structured parking:	0/10
6.	Contributes to Public Realm:	0/10
7.	Energy Efficient Design, Green Building Certification:	0/20
8.	Energy Efficient Design, other energy efficient features:	5/10
9.	Sustainable Development, within 175 metre of transit stop:	5/5
10.	Sustainable Development, walkable community:	2/5
11.	Sustainable development, communal garden:	<u>5/5</u>
Total:		87



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Offer to Donate Artwork Entitled “Coming Home”

Recommendation of the Committee

1. That acceptance of the donation of the artwork entitled “Coming Home” from Dream Development (as recommended by the Public Art Advisory Committee and Civic Administration) be approved; and
2. That the Office of the City Solicitor be requested to prepare the necessary agreement, evidencing the donation for signing by Dream Development, the Mayor, and the City Clerk.

History

At the June 11, 2019 Standing Policy Committee on Planning, Development and Community Services meeting a report of the General Manager, Community Services Department dated June 11, 2019 was considered.

Attachment

June 11, 2019 report of the General Manager, Community Services Department

Offer to Donate Artwork Entitled “Coming Home”

ISSUE

Dream Development has offered to commission and donate a large scale sculpture entitled “Coming Home” to the City of Saskatoon for installation in the Brighton neighbourhood. The Public Art Advisory Committee recommends that the City of Saskatoon accept the donation

RECOMMENDATION

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

1. That acceptance of the donation of the artwork entitled “Coming Home” from Dream Development (as recommended by the Public Art Advisory Committee and Civic Administration) be approved; and
2. That the Office of the City Solicitor be requested to prepare the necessary agreement, evidencing the donation for signing by Dream Development, the Mayor, and the City Clerk.

BACKGROUND

The Saskatoon Municipal Culture Plan includes specific strategies to facilitate cultural investments including public art in Saskatoon neighbourhoods. Further, private developer public art and donations of public art are encouraged in Policy No. C10-025, Public Art Policy. The commission and donation of “Coming Home” represents the largest investment in public art by a private developer in Saskatoon and models the way for developer public art in Saskatoon neighbourhoods.

At its April 12, and May 10, 2019 meetings, The Public Art Advisory Committee considered Dream Development’s offer to commission and donate the artwork entitled “Coming Home”. The Committee considered the following:

- Dream Development is partnering with Heavy Industries, Fort Architecture and Saskatoon born designer Landon Anholt to create this sculpture.
- The artwork will be roughly 9.9 metres tall, 9.6 metres wide, and 14.7metres deep.
- The most unique feature of the sculpture is its perspective. From most vantage points the piece will look like a cluster of homes or bird houses suspended in the air or a neighborhood in the sky. From the vantage point along the central axis of Brighton Common, the individual elements will come together to form the shape of a large bird flying in the sky with outstretched wings.
- Conceptually, this piece is meant to be built around the natural environment. While the story of the birdhouses is meant specifically to connect the neighbourhood to the nearby wetlands, the overall composition has a direct reference to the iconic Canadian architecture of Habitat 67 in Montreal, Quebec.

Offer to Donate Artwork Entitled “Coming Home”

The geometric arrangement of the birdhouses are derived from a similar concept of density and provide an inherent reference to the Habitat building.

The PAAC recommends to City Council that the City accept this donation from Dream Development. The PAAC has asked that the proponent continue to work closely with civic administration as they refine the design of the artwork.

DISCUSSION/ANALYSIS

The project is part of Dream Development’s Brighton Neighbourhood development. If approved, the sculpture will be placed on the neighbourhood gateway traffic circle at the intersection of Brighton Boulevard and Brighton Common.

To ensure sight distance compliance with roundabout guidelines, the design of the sculpture was submitted to the Transportation and Construction in December 2018. The proposed footprint was deemed acceptable with the only condition being that shrubs be limited to the high landscaping zone in the centre of the island.

The approximate cost of this project is \$700,000. Dream Development will fully fund the fabrication and installation of the artwork. Dream has committed to maintaining the sculpture under warranty for five years. After five years, the ongoing operating impact to the City is estimated at \$1,000 per year.

NEXT STEPS

If the donation is approved Dream Development will then have three years to complete the project. Official hand-over of the sculpture to the City will be conditional on the seal of a professional structural and electrical engineer licenced to practice in the province of Saskatchewan.

Upon completion of the project, the City of Saskatoon will issue a Public Service Announcement at the time of installation of the artwork and will include the artwork on the public art map application (iMap) located on the City website.

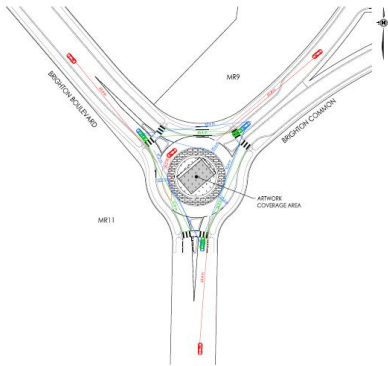
APPENDICES

1. Conceptual image of “Coming Home”

Report Approval

Written by:	Kevin Kitchen, Community Development Manager
Reviewed by:	Andrew Roberts, Director of Recreation and Community Development
Approved by:	Lynne Lacroix, General Manager, Community Services Department

Coming Home



The bird houses are intended to be solid structures and will not have openings for birds or other debris to collect in.



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Funding for Recreation Amenities at New School Sites

Recommendation of the Committee

That approval of Option 1, allocation of the remaining funds from the Willowgrove Community Centre Levy, approximately \$275,000, to Capital Project P1579 and to expand the scope of the project to include the following additional recreation amenities at the four P3 school sites and Wallace Park up to a maximum of \$3.3 million including:

1. Rink utility connections for the Evergreen, Rosewood and Stonebridge community rinks;
2. Additional support amenities which may include some combination of washrooms, shade structures, storage, and warmup spaces in Hampton Village, Evergreen, Willowgrove, Rosewood and Stonebridge; and
3. That any remaining funds from P1579 be used to fund minor park recreation infrastructure in the neighbourhoods identified in the June 11, 2019 report of the General Manager, Community Services Department.

History

At the June 11, 2019 Standing Policy Committee on Planning, Development and Community Services meeting a report of the General Manager, Community Services Department dated June 11, 2019 was considered.

Attachment

June 11, 2019 report of the General Manager, Community Services Department

Funding for Recreation Amenities at New School Sites

ISSUE

The Community Centre Levy (Levy) was established in the neighbourhoods of Willowgrove, Hampton Village, Evergreen, Rosewood and Stonebridge to provide funding for a neighbourhood hub to be used for community programs and activities. The Levy funded the community centre space in the Willowgrove/Holy Family School and contributed to the purchase of land for P3 schools in Hampton Village, Evergreen, Rosewood, and Stonebridge.

At present, there is approximately \$3.0 million available in Capital Project No. 1579 – Land Purchases School Sites, a project funded, in part, by Levies from the Hampton Village, Evergreen, Rosewood and Stonebridge neighbourhoods, and \$275,000 in unallocated funds collected from the Willowgrove Community Centre Levy. Community associations in three of the five neighbourhoods are in the process of fundraising to build outdoor rinks. All five community associations have identified the need for additional support amenities which may include some combination of washrooms, shade structures, storage, and warmup space for their neighbourhood park.

The issue to be resolved is how to best allocate the available funds in both Capital Project P1579 and the unallocated funds collected from the Willowgrove Community Centre Levy, and to identify recreation amenities that will benefit the community that are in keeping with the intent of the Levy.

BACKGROUND

History

The concept of a Community Centre Levy was adopted by City Council at its meeting of December 2, 2002. Both the City of Saskatoon (City) and land developers agreed that the Community Centre Levy was the best approach to ensure the development of a community hub, given there was no guarantee of elementary schools being built in a neighbourhood. The Levy was in response to decisions by the school boards and the Province to not provide elementary schools in the Arbor Creek and Briarwood neighbourhoods. This left residents in these neighborhoods with no community hub for the neighbourhood, no central place for public meetings and no program site for the community association and a variety of service providers from public, non-profit and private organizations.

The Community Centre Levy was first implemented in June 2003, in the Willowgrove and Hampton Village neighbourhoods and subsequently set for the Stonebridge, Rosewood and Evergreen neighbourhoods. When the levy was established, it was to be collected within each of the applicable neighbourhoods based on a rate established per front meter of development within the neighbourhood.

At its August 15, 2012 meeting, City Council resolved that the Community Centre Levy be based on the cost of acquiring 8.0 acres of land to serve as a potential school site property in each developing neighbourhood. This levy facilitated the acquisition of land for school sites, or as an alternative, provided appropriate municipal funding for the development of a community centre in any neighbourhood where the Ministry decided that school construction was not warranted.

During its October 27, 2014 meeting, City Council further resolved that the Administration be instructed to negotiate contribution and lease agreements for the proposed new school sites.

At its March 23, 2015 meeting, City Council approved the proposed terms of the contribution agreement and that the Administration proceed with creating a capital project for preparing and acquiring the schools sites in order to lease them to the school divisions. The main funding source for Capital Project No. 1579 – Land Purchases – School Sites (Project No. 1579) was the Community Centre Levy Reserve (approximately \$20 million) along with a Ministry contribution of \$8.06 million. In the report, the Administration noted that in addition to land acquisition costs, there would be parcel reconfiguration costs and infrastructure costs that were yet to be fully quantified and would vary by site.

As part of prudent planning, the Administration identified the need for contingency funds for unforeseen circumstances. Approximately \$3.9 million was set aside with a commitment that the Administration would report to City Council on any remaining unallocated funds in the overall project and identify how those funds could be allocated within the four neighbourhoods.

At its February 27, 2017 meeting, City Council approved \$800,000 in funding from the Community Centre Levy as a cost sharing with the two school divisions for four play structures. One play structure for each of the four new school sites in the neighbourhoods of Hampton Village, Stonebridge, Evergreen and Rosewood. In addition, \$400,000 was allocated for related landscaping to accommodate the play structures and to design and develop integration of the neighbourhood park parcels with the school site parcels.

At this meeting, City Council further resolved that the Administration report back to the Standing Policy Committee on Planning, Development and Community Services regarding the appropriate communication around community centre levy funding and the matter of policy supporting this type of expenditure on a go-forward basis.

Current Status

In Willowgrove, an integrated school was built with the Community Centre Levy Reserve (Reserve) contributing to additional community space inside the school. Approximately \$275,000 in unallocated funds remain from the Willowgrove Levy. In Hampton Village, Evergreen, Rosewood and Stonebridge, the Reserve was used to fund acquisition of the land for four P3 schools, cost share on play structures and park landscaping costs. Approximately \$3.0 million in unallocated funds remains in Capital Project P1579,

comprised of \$2.7 million from contingency funds and approximately \$300,000 favorable variance for site preparation and subdivision allocations.

In three of the five neighbourhoods, community associations are fundraising and planning for outdoor community rinks. All five community associations have identified the need for additional support amenities which may include some combination of washrooms, shade structures, storage, and warm-up space for their neighbourhood park.

OPTIONS

This section provides two options to address the use of the balance in Capital Project P1579 and the unallocated funds collected from the Willowgrove Community Centre Levy. The first option is to allocate the remaining funds collected from the Willowgrove Community Centre Levy to Capital Project P1579 and to expand the scope of the project to add community recreational amenities and outdoor rink utility connections in Willowgrove and the parks adjacent to the four P3 school sites. The second option is to retain the balance for a future use, to be determined.

Option 1 – Allocate Remaining Funds for Park Recreation Infrastructure

That outdoor rink utility connections and washrooms, shade structures, storage, and warm-up spaces (to support the existing spray pads) be deemed community centre levy eligible projects and the scope of Capital Project 1579 be expanded to include these additional recreation amenities at the four P3 school sites and Wallace Park in Willowgrove. In addition, that the remaining funds in the Willowgrove Community Centre levy be allocated to Capital Project 1579 and that any remaining funds be used for park recreation infrastructure in these neighbourhoods.

Advantages:

- a) funds of approximately \$3.3 million would be spent on recreation amenities identified as important in the neighbourhoods in which they were collected;
- b) the amenities would support year round program opportunities;
- c) supports recommendations in the Recreation and Parks Master Plan; and
- d) supports the City of Saskatoon Winter City Strategy.

Disadvantages:

- a) operating costs associated with the new recreation amenities would need to be included in future budgets.

Option 2 – Retain Funds for Future Use

That outdoor rink utility connections and washrooms, shade structures, storage, and warm-up spaces not be deemed as community centre levy eligible projects and the available funds in Capital Project 1579 be retained for a future use. In addition, that the unallocated funds remaining from the Willowgrove Community Centre Levy continue to be held until a future use is identified.

Advantages:

- a) funds of approximately \$3.3 million would remain available for future use as they become known.

Disadvantages:

- a) the community associations identified in the report would need to decide if they want to operate an outdoor rink and raise the necessary dollars to pay for utility connections;
- b) the identified communities would be without the recreation amenities to support their community outdoor rinks; and
- c) there would not be park washrooms and a shade structures for summer and seasonal event programs.

RECOMMENDATION

That the Standing Policy Committee on Planning Development and Community Services recommend to City Council approval of Option 1, allocation of the remaining funds from the Willowgrove Community Centre Levy, approximately \$275,000, to Capital Project P1579 and to expand the scope of the project to include the following additional recreation amenities at the four P3 school sites and Wallace Park up to a maximum of \$3.3 million including:

1. Rink utility connections for the Evergreen, Rosewood and Stonebridge community rinks;
2. Additional support amenities which may include some combination of washrooms, shade structures, storage, and warmup spaces in Hampton Village, Evergreen, Willowgrove, Rosewood and Stonebridge; and
3. That any remaining funds from P1579 be used to fund minor park recreation infrastructure in the neighbourhoods identified in this report.

RATIONALE

The primary intent for establishing the Community Centre Levy was to support community recreation space and opportunities at the neighbourhood level. Given there is approximately \$3.0 million unallocated in Project No. 1579 and approximately \$275,000 held in the Willowgrove Community Centre Levy account, the Administration views using these funds for additional recreation amenities as being consistent with the intent of the Levy.

In keeping with the City's Winter City Strategy, community outdoor rinks are an important and popular component to community association programming. They provide an opportunity to offer learn-to-skate programs, family skating, hockey and they allow associations to host winter carnivals. They are also available to school students during the day. Providing the utility connections for the new rink builds in Evergreen, Rosewood and Stonebridge supports community recreation at the neighbourhood level.

The addition of support amenities which may include some combination of washrooms, shade structures, storage, and warmup spaces at all five sites support community recreation year round. In winter the buildings can be used for storage of rink maintenance equipment and for skate changing. In summer the shade structure and washrooms can support special events and the City's summer playground/spray pad program. In summary, additional support amenities would act as a community centre for all ages to gather and enjoy sport, culture and recreational activities together.

ADDITIONAL IMPLICATIONS/CONSIDERATIONS

Should Option 1 be adopted, Administration would provide the necessary funds, approximately \$150,000 for utility connections, for neighbourhood rinks in Evergreen, Rosewood and Stonebridge.

While the operating impact of the water for ice making is the responsibility of the City, the cost of electricity used for the rinks is the responsibility of the community associations but can be claimed as an expense through the City's Community Association Rink Operating Grant.

Administration would also begin work on tendering for the design and construction of the support amenities which may include some combination of washrooms, shade structures, storage, and warmup structures for the five neighbourhood parks, with the goal of having them operational for the summer of 2021. The precise design and scale of the buildings is not known at this time. There could be variation in design and size based on the particular needs of each neighbourhood, park layout and landscape considerations and available budget. A preliminary estimate for the design and construction of five washroom/storage/skate change/shade structures is \$2.5 million.

The operating impact of the additional amenities and structures would be the responsibility of the City, as is the case with recreation units in older neighbourhood parks. The annual operating impact is estimated at \$62,500 and would include repair, preventative maintenance and contributions to the City's Civic Building Comprehensive Maintenance Reserve.

Should park structures be approved, they would undergo a Crime Prevention Through Environmental Design (CPTED) review.

COMMUNICATION ACTIVITIES

Administration has had either initial discussion or communication with all five community association executives representing the neighbourhoods being considered in this report. Should Option 1 be adopted, Administration will engage residents in each of the five neighbourhoods to ensure the rink utility connections complement the associations' rink building plans and the additional support amenities, which may include some combination of washrooms, shade structures, storage, and warmup spaces, are designed and located to ensure they meet the particular program needs of each neighbourhood.

Funding for Recreation Amenities at New School Sites

Report Approval

Written by: Jody Hauta, Recreation, Facilities and Programs Manager
Kevin Kitchen, Community Development Manager
Reviewed by: Andrew Roberts, Director Recreation and Community Development
Teresa Quon, Senior Financial Business Partner, Corporate Finance Services
Approved by: Lynne Lacroix, General Manager Community Services

SP/2019/RCD/PDCS/Admin Report - Funding for Recreation Amenities at New School Sites/pg



STANDING POLICY COMMITTEE ON FINANCE

Proposed Bylaw Amendments —Bylaw No. 8683, The Defined Contribution Plan for Seasonal and Non-Permanent Part-Time Employees of the City of Saskatoon

Recommendation of the Committee

1. That the proposed amendments to Bylaw No. 8638, The Defined Contribution Plan for Seasonal and Non-Permanent Part-Time Employees of the City of Saskatoon be approved; and
2. That the City Solicitor be instructed to prepare the appropriate amendments to Bylaw No. 8638 as outlined.

History

At the June 11, 2019 Standing Policy Committee on Finance meeting, a letter of the Board of Trustees for the Defined Contribution Plan for Seasonal and Non-Permanent Part-Time Employees dated May 10, 2019, outlining amendments required to Bylaw No. 8368 to reflect the current list of associated employers, update the definition of Spouse and permit the transfer of account balances of inactive members who become members of The City of Saskatoon General Superannuation Plan to such plan for the purposes of purchasing Contributory Service, and to reflect the negotiated increases in the Member and City contributions rates was considered.

Attachment

May 10, 2019 letter of the Board of Trustees for the Defined Contribution Plan for Seasonal and Non-Permanent Part-Time Employees

May 10, 2019

Secretary, Standing Policy Committee on Finance

Dear Committee members:

Re: Proposed Bylaw Amendments – Bylaw No. 8683, *The Defined Contribution Plan for Seasonal and Non-Permanent Part-Time Employees of the City of Saskatoon*
(File No. CK. 175-40)

The Board of Trustees for the Defined Contribution Plan for Seasonal and Non-Permanent Part-Time Employees considered and approved draft amendments to Bylaw No. 8683 outlining amendments to reflect the current list of associated employers, update the definition of Spouse and permit the transfer of account balances of inactive members who become members of The City of Saskatoon General Superannuation Plan to such plan for the purposes of purchasing Contributory Service, and to reflect the negotiated increases in the Member and City contributions rates.

The Board recommends that the Standing Policy Committee on Finance recommend to City Council:

1. That the proposed amendments to Bylaw No. 8638, *The Defined Contribution Plan for Seasonal and Non-Permanent Part-Time Employees of the City of Saskatoon* be approved; and
2. That the City Solicitor be instructed to prepare the appropriate amendments to Bylaw No. 8638 as outlined.

Yours truly,

for: **Stan Macala, Chair****Board of Trustees for the Defined Contribution Plan for Seasonal and Non-Permanent Part-Time Employees**



STANDING POLICY COMMITTEE ON FINANCE

2018 Annual Report - Saskatoon Board of Revision

Recommendation of the Committee
--

That the information be received.

History

At the June 11, 2019 Standing Policy Committee on Finance meeting the 2018 Annual Report from the Saskatoon Board of Revision, dated May 31, 2019 was considered.

Attachment

May 31, 2019 letter of the Saskatoon Board of Revision

May 31, 2019

Secretary, Standing Policy Committee on Finance

Dear His Worship the Mayor and Members of City Council:

**Re: 2018 Annual Report – Saskatoon Board of Revision
(File No. CK. 430-77)**

In accordance with the Board of Revision's Policy and Procedures, as Chair of the Board of Revision, I hereby submit the Board's 2018 Annual Report for City Council's information.

Background

Section 192 of *The Cities Act* provides for the establishment of a Board of Revision to deal with appeals arising from assessment procedures. The Board of Revision is set up as an independent administrative tribunal whose main function is to hear assessment appeals filed by any person or property owner.

Changes to legislation and decisions from the Court of Appeal have clearly established that the Board of Revision is the tribunal of record in the assessment appeal process. Persons wishing to appeal their assessments must present evidence before the Board of Revision to show that an error has been made. Appellants are precluded from presenting new evidence before the Saskatchewan Municipal Board, Assessment Appeals Committee, except in very minimal circumstances. Appeals before the Saskatchewan Municipal Board are based upon the record of the hearings before the Board of Revision.

Reassessments occur every four years and the year 2017 was the first year of reassessment based on property values for the Province of Saskatchewan as of January 1, 2015.

In 2009, the entire province of Saskatchewan moved to a results-based mass appraisal market system for most properties. Major changes for commercial, industrial and investment properties took place in the 2009 reassessment in that the Income Approach (rental Income) to value was allowed. Hearings before the Board have become more complex.

An assessment appeal history for the years 2007-2018 is attached as Appendix D.

2018 Board Composition

Adrian Deschamps, Board Chair and Panel Chair
Asit Sarkar, Board Vice-Chair and Panel Chair
Marvin Dutton, Panel Chair
Cameron Choquette (as of May, 2018)
Tyler Dahl
Lois Lamon, Alternate Panel Chair
June Bold, Alternate Panel Chair
Randy Pangborn
David J. Putz
Satpal Viridi

2019 Board Composition

Adrian Deschamps, Board Chair and Panel Chair
Asit Sarkar, Board Vice-Chair and Panel Chair
Marvin Dutton, Panel Chair
Cameron Choquette
Lois Lamon, Alternate Panel Chair
June Bold, Alternate Panel Chair
Randy Pangborn
Satpal Viridi
Karishma Sheth
Madasan Yates

The development of the skills, knowledge and expertise of a Board of Revision requires considerable time, and as such, the Board encourages City Council to continue to consider the extension of appointments of Board members beyond the six-year maximum term, particularly in reassessment years.

Appeals and Hearings - 2018

Mailing of assessment notices by the Assessor was on January 2, 2018. The deadline to appeal was February 2, 2018. The 180-day deadline for the BOR to complete its duties was July 1, 2018. In 2018, The Board received 321 Notices of Appeal and commenced hearings on March 12, 2018, considering and rendering decisions on 116 appeals. Appendix A is a summary of results of appeals heard by the Board of Revision in 2018.

A summary of time put in by Board members for the years 2006 to 2018, is attached as Appendix B. The comparable year for the year 2018 would be 2014 (being the second year of a four-year cycle). It is important to note that the legislation now provides for the parties to an appeal to file an "agreement to adjust" with the Board of Revision Office; thereby, reducing the number of appeals that require a hearing.

Decisions of the Board of Revision can be further appealed to the Assessment Appeals Committee, Saskatchewan Municipal Board (SMB). There were 94 decisions of the Board of Revision appealed to the SMB in 2018. The hearings for these appeals are currently being scheduled and heard, and it is expected that it will be some time until those decisions are rendered.

Appendix C provides a summary of results for the Board of Revision and the Assessment Appeals Committee, Saskatchewan Municipal Board, for the years 2013-2018. This is provided for comparison between the previous reassessment cycle and the current reassessment cycle.

As in past years, the Board wishes to commend the Board of Revision staff for its skill and knowledge. The expertise of the staff greatly contributes to the success experienced by the Board of Revision.

Yours truly,

A handwritten signature in black ink, appearing to read 'Adrian Deschamps', with a stylized flourish at the end.

Adrian Deschamps, Chair
Board of Revision

Appendices:

Appendix A – Board of Revision – 2018 Appeals Summary

Appendix B – Board of Revision – Summary of Time

Appendix C – Board of Revision & Saskatchewan Municipal Board – 2013-2018 Statistics

Appendix D – Board of Revision – 2013-2018 Assessment Appeal History

APPENDIX A

Board of Revision – 2018 Appeals Summary

	Total Appeals Received	Dismissed (Fee not Paid) (Insuff. Grounds) (Refusal to Hear)	Withdrawn	Assessment Adjusted* (agreement btwn appt & assr.)	Assessment Adjusted Hrg & Dec. by Board	Assessment Sustained Hrg & Dec. by Board	Appeals Pending
Residential:	31	9	6	9	1	6	0
(Sub-Class Condo)	4	2	2	0	0	0	0
(Sub-Class Res)	27	7	4	9	1	6	0
Commercial:	269	5	83	73	100	8	0
\$150 Fee	6	0	2	3	1	0	0
\$500 Fee	13	1	3	2	6	1	0
\$750 Fee	250	4	78	68	93	7	0
Multi-Res:	21	5	9	6	1	0	0
(Sub-Class MRES)							
\$150 Fee	0	0	0	0	0	0	0
\$500 Fee	0	0	0	0	0	0	0
\$750 Fee	21	5	9	6	1	0	0
*Totals	321	19	98	88	102	14	0

* An agreement to adjust the assessment is a document signed by the Assessor and the Appellant. It does not need to be ratified by the Board. The result is recorded as Adjusted.

APPENDIX B

Board of Revision – Members' Summary of Time (Breakdown by Task) Year 2 of the Reassessment Cycle

	2006	2010	2014	2018
No. of Appeals Received	169	109	176	321
No. of Appeals Heard	108	49	109	116
No. of Board Members	8	11	11	10
Total Hearing Days	64.5	46.5	40.5	50.5
Total Deliberation Days	21	16.5	13	36
Total Preparation Days	23	20.5	15.5	37.5
Total Decision-Writing Days	57.5	21.5	33.5	28
Total Days for all Tasks	166	105	102.5	152

APPENDIX C

Board of Revision & Saskatchewan Municipal Board – 2013-2018 Statistics

Year	Total #	# Withdrawn by Appellant	# Dismissed (Insufficient Grounds and/or Fees Not Paid)	# Adjusted (*Joint Rec. & Hearing)	# Sustained	# Decisions Appealed to SMB
2013	434	104	22	178	129	92
2014	176**	32	5	80	53	106
2015	205**	108	6	25	45	39
2016	148	41	7	55	31	49
2017	618	152	24	314	128	62
2018	321	98	19	88	14	94

*The Cities Act allows for an "Agreement to Adjust..." between the Assessor and the Appellant which no longer has to be ratified by the Board and the result is recorded as "Adjusted".

**Note: 14 appeals are pending Court of Queen's Bench applications and rulings

Shading denotes reassessment years.

APPENDIX D

Board of Revision – 2013-2018 Assessment Appeal History

	<u>2018*</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014*</u>	<u>2013</u>
Appeals Received - Residential	27	211	16	11	2	76
Appeals Received - Condo Units	4	22	7	23	6	56
Appeals Received - Commercial	269	319	123	168	168	284
Appeals Received - Multi-Res	21	66	2	3	0	18
Appeals Received - Total	321	618	148	205	176	434
Total Appeals Dismissed - as per Legislation	19	24	7	6	5	22
Total Appeals Withdrawn - No Action Taken	98	152	41	108	32	104
Total with Assessment Adjusted through Agreement between Assessor and Appellant	88	212	22	25	24	121
Total with Assessment Adjusted through Board Hearing	102	102	33	11	57	57
Total with Assessment Sustained through Board Hearing	14	128	31	45	53	129
Total Appeals Pending Hearing (Court of Queen's Bench or Supp)	0	0	14	5	5	0

***2018 is the second year of the reassessment cycle. 2014 is the equivalent year of the previous cycle.**



STANDING POLICY COMMITTEE ON FINANCE

Rick Hansen Foundation Accessibility Certification Program

Recommendation of the Committee

That the information be received.

History

At the June 11, 2019 Standing Policy Committee on Finance meeting, a report of the General Manager, Utilities & Environment dated June 11, 2019 was considered.

Your Committee received a letter submitting comments from Mr. JD McNabb which is attached.

In addition to forwarding the report to City Council, your Committee under its delegated authority also forwarded the report to the Saskatoon Accessibility Advisory Committee for information.

Attachment

June 11, 2019 report of the General Manager, Utilities & Environment
June 8, 2019 letter from JD McNabb

Rick Hansen Foundation Accessibility Certification Program

Recommendation

That the report of the Interim General Manager, Utilities & Environment Department, dated June 11, 2019, be forwarded to City Council for information, and a copy of the report be forwarded to the Saskatoon Accessibility Advisory Committee for information.

Topic and Purpose

The purpose of this report is to provide City Council with a review of the Rick Hansen Foundation Accessibility Certification Program, in conjunction with the City of Saskatoon's Accessibility Action Plan.

Report Highlights

1. The Rick Hansen Foundation Accessibility Certification (RHFAC) Program is a rating system that measures the level of meaningful access of a site, based upon the holistic experience of the user.
2. Administration, in conjunction with the Saskatoon Accessibility Advisory Committee (SAAC), will be finalizing the scope of the review for the City's Accessibility Action Plan (Action Plan) in 2019, and will complete the review in 2020. A further report to City Council is planned for 2020.

Strategic Goals

This report supports the City of Saskatoon's (City) strategic goals of Quality of Life and Continuous Improvement in that citizens have access to facilities and programs that promote active living and provide the best possible services to meet the diverse needs of the community.

Background

In November 2008, the City's Action Plan was approved by City Council. Development and implementation of the City's Action Plan is a shared responsibility of the Administration and the SAAC.

In the last ten years, progress has been achieved on key recommendations from the City's Action Plan through Capital Project No. 1963, Corporate Accessibility Implementation. Activities include: adoption of the Facility Accessible Design Standards and the enhanced service level guidelines for accessibility; improvements to civic infrastructure, the snow removal program, and public transit; employee awareness and education programs; as well as a structured approach to sidewalk repairs, curb ramp installations, and audible traffic signals.

In accordance with the recommendations of the Action Plan specific to civic facilities, the City has:

- a) Conducted barrier free assessments of all leisure centres, City Hall, and Civic Square East, as well as the Fire Hall training centre;
- b) Ensured all projects in the corporate capital renewal program for civic facilities are assessed with respect to universal accessibility prior to initiating; and
- c) Committed to having all new civic buildings designed to meet an enhanced level of accessibility.

Report

The RHFAC Program is a rating system that measures the level of meaningful access of a site based upon the holistic experience of the users. The program considers the limitations of a variety of disabilities, including mobility, hearing, visual and cognitive impairments. The Guide to Certification outlines the full program, including purpose, ratings, certification levels, fees, and ongoing maintenance (see Attachment 1). The RHFAC Program deliverables include a final report identifying areas of successful access and barriers, as well as provides recommendations for improving accessibility.

The RHFAC Program cannot be directly compared to an Accessible Design Standards Review as the tools are used for different purposes (see Attachment 2). The Accessible Design Standards are used in the design of facilities, where the RHFAC Program builds on standards and provides a methodology for rating a facility's level of meaningful access, showing users the amenities that can be accessed regardless of abilities.

In 2019, the Administration, in conjunction with the SAAC, will be finalizing the scope of the work for the City's Action Plan refresh. There is potential to incorporate the RHFAC Program into the updated Action Plan; however, that would require input from SAAC. The primary purpose of SAAC is the development and implementation of the City's Action Plan.

Public and/or Stakeholder Involvement

The Administration will be coordinating the City's Action Plan update with SAAC. The scope of the engagement program will be established with the Communications & Public Engagement Division based on the broad goals and objectives of the program.

Financial Implications

Accessibility improvement projects are a component of Capital Project No. 1864 – Facilities Accessibility, and are incorporated into many facility renewal projects funded by the Civic Building Comprehensive Maintenance reserve. Capital Project No. 1963 – Corporate Accessibility Implementation, is designed to update the City's Action Plan and is also funded from the Civic Building Comprehensive Maintenance reserve. Funding required to support the RHFAC Program is dependent on the size of the facility and includes both application and assessment fees. Any future decision to direct funding to the RHFAC Program will reduce the available funds to complete accessibility improvement projects and programs. The City's Action Plan

update will need to complete a value assessment of the RHFAC Program compared to the completion of accessibility projects.

Other Considerations/Implications

The RHFAC Program appears to be a significant success in British Columbia, and a provincial grant program is in effect that accepts municipal applications. In addition, the Government of Ontario recently announced significant funding to support the implementation of the RHFAC Program in select communities. Lobbying efforts are underway with the Government of Saskatchewan to start a similar grant program supporting accessibility improvements in buildings. These efforts are being monitored by the Administration.

Due Date for Follow-up and/or Project Completion

The City's Action Plan update project is anticipated to begin in the fall of 2019 with projected completion in 2020. Incorporation of the RHFAC Program will be assessed to determine its potential value in the updated plan. A further report with recommendations will be submitted to City Council in 2020.

Public Notice

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

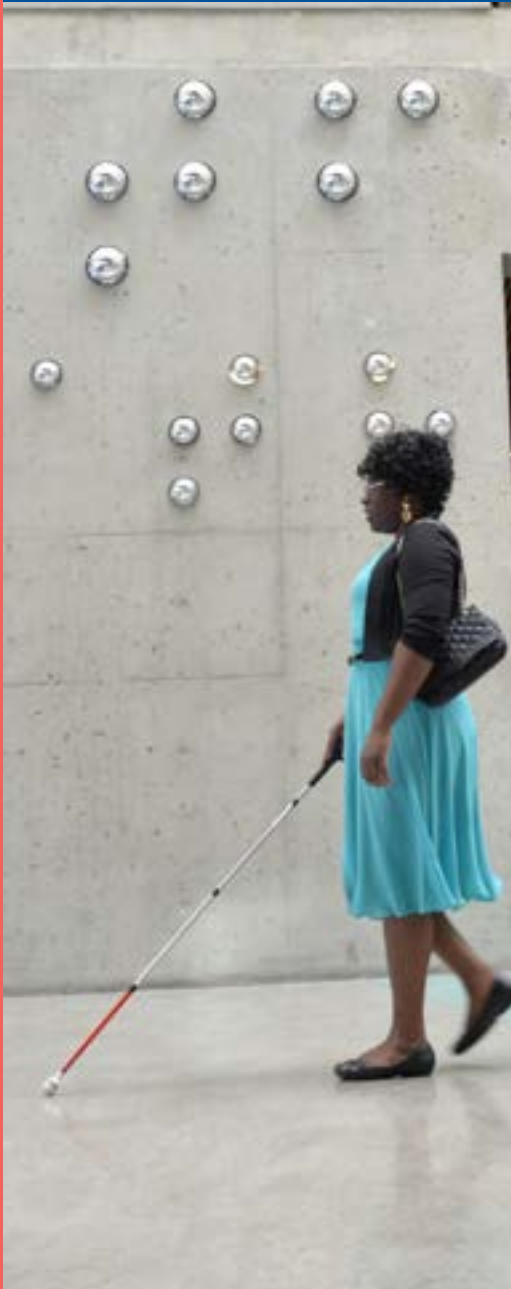
Attachments

1. Rick Hansen Foundation Accessibility Certification – Guide to Certification
Version 1.3, August 2018
2. City of Saskatoon – A Case for the Rick Hansen Foundation Accessibility
Certification (RHFAC) Program

Report Approval

Written by: Troy LaFreniere, Director of Facilities Management
Reviewed by: Andrew Roberts, Director of Recreation and Community Development
Approved by: Trevor Bell, Interim General Manager, Utilities & Environment

Admin Report - Rick Hansen Foundation Accessibility Certification Program.docx



GUIDE TO CERTIFICATION

Version 1.3, August 2018

This guide was developed for clients of Rick Hansen Foundation
Accessibility Certification™.

© 2018 Rick Hansen Foundation
Version 1.3, August 2018

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Section 1: About Rick Hansen Foundation Accessibility Certification™

Welcome to Rick Hansen Foundation Accessibility Certification™ (RHFAC). The Rick Hansen Foundation (RHF) has created this guide to assist clients who are interested in having a site rated for its level of meaningful access.

Why does accessibility matter?

The lack of accessibility is a fundamental barrier for people with disabilities. One in seven Canadian adults currently identify as having some form of disability, including mobility, vision, and/or hearing. Due in part to our aging population, this number is projected to increase to as high as one in five Canadian adults by 2036. For the first time ever in Canada, more people are now aged 65 and over than aged 15 and under. It's time we rethink how people of all ages and abilities access spaces where we live, work, learn and play.

Accessibility Certification is making a difference.

Our Accessibility Certification program is a rating system developed to help property owners and managers measure the accessibility of their buildings and sites, and promote increased access through the adoption of Universal Design principles.

It's the first program of its kind to:

- Measure a site's level of meaningful access based upon CSA B651 standards that considers the holistic user experience of people of all abilities, including those with mobility, vision, hearing, cognitive, and/or intellectual disabilities;
- Train individuals to conduct ratings and become designated RHFAC Professionals through a formal instructional training and a standardized professional exam developed by RHF and facilitated by CSA Group; and

- Recognize an organization's commitment to accessibility through an optional public listing and labelling of certified sites as 'RHF Accessibility Certified' or 'RHF Accessibility Certified Gold'.

Planning for accessibility means you'll be prepared for Canada's changing demographics, as well as provincial or federal accessibility legislation. You can attract more customers, employees, and/or tenants, and be acknowledged for your commitment to accessibility. By participating in this program, your organization will be a leader in building a Canada that's accessible for all.

To learn more, please visit www.rickhansen.com/rhfac.



Section 2: The 6 Steps to Certification

1

Determine which sites you want rated

Not sure if your site is eligible? Contact access@rickhansen.com

Does your site qualify?
See Section 3.1 (pg. 9).



2

Find a qualified Accessibility Assessor

Use the RHFAC Registry to find an Accessibility Assessor near you.

Learn more about Accessibility Assessors and the RHFAC Registry in Section 3.2 (pg. 13).



3

Register your Company and then your Project(s) on the RHFAC Registry

You must create a Company account and Project account(s) before you can schedule a rating.

Learn how in Section 3.3 (pg. 14).



4

Schedule the on-site visit with your Accessibility Assessor

Work with your Accessibility Assessor to schedule your on-site visit.

Learn what this involves in Section 3.4 (pg. 14).



5

Receive your Scorecard

After the on-site visit, your Accessibility Assessor will submit the rating to the RHFAC Registry for adjudication. You will be able to download a rating scorecard when adjudication is complete.

Learn more about adjudication and scorecard in Section 3.5 (pg. 20).



6

Showcase your site's accessibility

If your site is certified, you can choose to be listed publicly on the RHFAC Registry and receive a complimentary e-label from CSA Group, and order a plaque or window decals.

Learn more in Section 5 (pg. 25).



Section 3: Having Your Site Rated for Accessibility

3.1 Determine which sites you want to have rated

Sites eligible for a rating

The RHFAC program is intended to measure the overall level of meaningful access of the built environment. The rating is not intended as a detailed assessment of all access issues.

The following types of sites are eligible for an RHFAC rating:

- **Existing sites**

Site Owners may get their site rated even though they are leasing (or intend to lease) space to other organizations. **Tenants** may get their leased space rated even though they do not own the building.

Refer to the chart on the following page for examples of eligible sites.

See *Section 3.4: Schedule the on-site visit with your Accessibility Assessor* for more information on permission and other requirements.

- **New construction or major renovation plans**

Construction drawings for eligible buildings and sites which have yet to complete construction can receive pre-construction approval.

Pre-construction approval is valid until the site receives an occupancy permit. At this time, you must have an Accessibility Assessor re-rate your site to receive an RHFAC certification level.

Examples of eligible sites and new construction or major renovation plans:

Site Type	Eligible Sites (examples)	Non-eligible Sites (examples)
Commercial spaces	<ul style="list-style-type: none"> • Retail shops, malls, offices, hotels • Light industrial warehouses, distribution centres 	<ul style="list-style-type: none"> • Kiosks, mobile businesses • Manufacturing sites, heavy industrial plants • Landfill and recycling sites
Public spaces	<ul style="list-style-type: none"> • Schools, hospitals, recreation centres, arenas, • Museums, theatres, tourist attractions 	<ul style="list-style-type: none"> • Campgrounds • Parks in their entirety • Playgrounds, playing fields, courts, beaches, and other similar features of outdoor recreation areas
Multi-unit residential buildings	<ul style="list-style-type: none"> • Condominiums with a common entrance and separate units for dwelling purposes 	<ul style="list-style-type: none"> • Single family homes • Townhomes

Site Type	Eligible Sites (examples)	Non-eligible Sites (examples)
Trails and pathways	<ul style="list-style-type: none"> • “Front country” trails and urban pathways that are easily accessible by vehicle, mostly visited by day users, have a clearly defined start and end point, a name and a stated length, and are considered accessible by your organization or a reputable third party 	<ul style="list-style-type: none"> • Trails and pathways with a grade of 1:10 or more, and lack an accompanying ramp • Amenities that do not service the trail-user, are not visible from the trail or pathway or not easily located by directional signage along the trail



Owned versus tenanted sites

If you are a **Site Owner**, you must identify all the space you control to be rated. In addition, the space:

- should include all areas that are available to the public and employees, and
- may exclude tenanted spaces or restricted areas (e.g. boiler room, biohazardous areas).

If you are a **Tenant**, you must identify your tenanted space and the relevant common areas to be rated, including:

- all areas that are available to the public and employees within the leased space,
- the closest accessible entrance (may include parking if facilities exist) and the direct route from the entrance to the tenanted space,
- the closest accessible sanitary facilities and the most direct route from the sanitary facilities to the tenanted space, and
- the most direct emergency exit route from the tenanted space.

If a tenant occupies a whole building or site, all areas will be considered common and will be rated.

3.2 Find a qualified Accessibility Assessor

Find, contact and request permission from an Assessor with an RHFAC Professional designation prior to registering your Company and Project in the RHFAC Registry. Individuals with an RHFAC Professional designation have successfully completed the Accessibility Assessor Training course, have met the field experience requirements, and passed the RHFAC Professional exam. A list of qualified Assessors can be found on the RHFAC Registry at <https://rhfac.csaregistries.ca>.

About RHFAC Registry

The RHFAC Registry (<https://rhfac.csaregistries.ca>) is hosted by CSA Group, who ensures the certification program is operated independently and is transparent to the public, and that all information critical to a project's success is accurate and complete.

The Registry allows for all ratings to be checked, as assessors must submit ratings into the Registry for approval by a third-party adjudicator. Upon the adjudicator's approval, participants get their official rating results and have the option to list their building on the public-facing part of the Registry to be formally recognized for their commitment to accessibility.

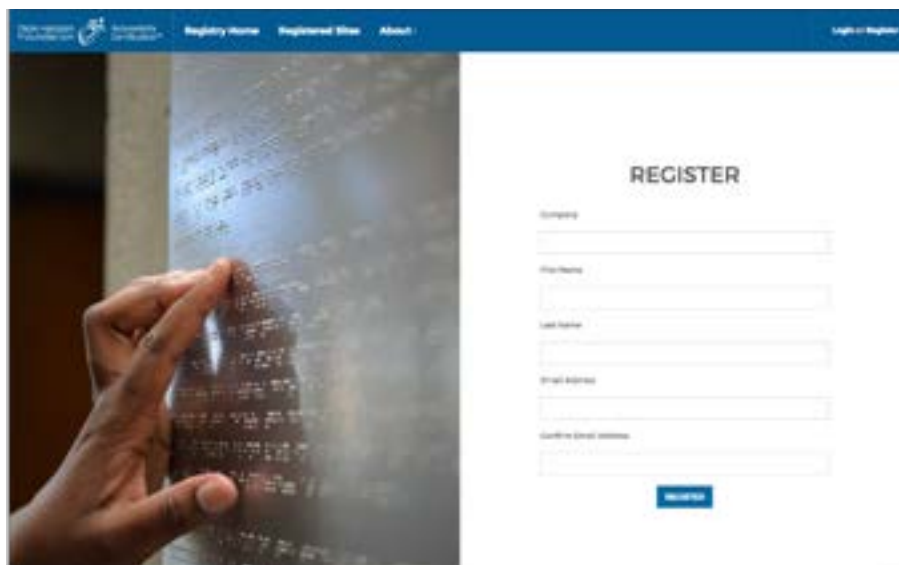
Please direct technical support questions to CSA Group at rhfac.registry@csagroup.org or 1-833-874-3222.



3.3 Register your Company and Project on the RHFAC Registry

The RHFAC Registry is where your selected Assessor will submit your rating for adjudication, and where you will access your final results and Scorecard.

Create a ‘Company Account’ in the RHFAC Registry



Start by creating a ‘Company Account’. You only need one account on the RHFAC Registry, no matter how many individual ‘Projects’ you would like to have rated. This account will be managed by you or an organizational representative as you go through the rating process.

Once the ‘Company Account’ is submitted, CSA Group personnel will verify and approve the information. Allow three business days for approval.

Registration Tip: You will receive a verification email from CSA Group. You must reply to this message in order to complete your Company registration – be sure to check your junk email if you do not receive this within 48 hours of your submission.

Create a ‘Project’ for each site being rated

Once your ‘Company Account’ is approved, you will need to create a ‘Project’ for each site you want to have rated.

You must have contacted an Assessor and confirmed their permission to be your assessor before you select that person’s name when creating a ‘Project’ from the drop-down menu.

After you submit your ‘Project(s)’, CSA Group personnel will verify and approve each one. Allow three business days for approval. Upon approval, you will be emailed an invoice with an RHFAC Application Fee for each ‘Project’ created. A full breakdown of the registration and rating fees is found in *Section 7: Certification Fees*.

The information you submit when creating a ‘Project’ in the RHFAC Registry, including the site picture you upload, will be made available online if you choose to list publicly on the Registry (more information on public listing is found in *Section 5: Showcase your Site's Accessibility*). Please review your information to ensure it has been entered fully and accurately.

A note for property management companies: Create a company account on the RHFAC Registry under your organization, and add the strata corporation and address as a ‘Project.’



3.4 Schedule the on-site visit with your Accessibility Assessor

Requirements prior to the on-site visit

Once you identify the site you want rated and schedule a rating, your Assessor will ensure that you provide all the necessary information needed to conduct a rating, including:

- The space to be rated,
- Building or site plans,
- Full access to all areas of the site being rated, and
- An on-site contact person who will be available to provide access.

Certification Requirement: To become certified, a site must have a public entrance and all its key functional spaces and amenities must be physically accessible for everyone.

You will also need to provide the following information in advance of your rating:

Site Type	Additional Permission/Requirements
Commercial or public buildings	<p>For a Tenant:</p> <p>You must secure and declare permission from an authorized representative of the Site Owner to undertake a RHFAC rating in applicable common areas.</p>

Site Type	Additional Permission/Requirements
Multi-unit residential buildings	<p>For a Strata Corporation:</p> <p>You must provide your Assessor with access to at least one unit reflective of typical finishings and either:</p> <ul style="list-style-type: none"> • Physical access to additional units that represent all the configuration (detailed plans) of a building, OR • Plans of each different unit configuration (detailed plans) in the building in advance <p>For a Property Management company:</p> <p>You must provide your Assessor a letter from the strata corporation stating that you have permission to represent them throughout the rating process, access to at least one unit reflective of typical finishings, and either:</p> <ul style="list-style-type: none"> • Physical access to additional units that represent all the configuration (detailed plans) of a building, OR • Plans of each different unit configuration (detailed plans) in the building in advance

<p>Trails and pathways</p>	<p>You must provide:</p> <ul style="list-style-type: none"> • Clear start and end points of the trail • Length of trail (km) • Name of trail • Surface type of trail (e.g., paved, hard-packed aggregate, gravel) • Amenities that <i>specifically</i> service the trail and brief justification • Plans of the trail indicating start and end points, length, and amenities • Contour map indicating grade • Verbal or written confirmation that the trail is considered currently accessible by your organization or a reputable third party
<p>New construction or major renovation plans</p>	<p>You must provide all relevant construction drawings pertaining to your project.</p> <p>Architectural drawings must include site plans, plan drawings, and evaluation drawings. Additional documents could include schematics and colour palette.</p>

What you can expect during the on-site visit

At a pre-scheduled time and date, your Assessor will arrive at your site to conduct the rating. An on-site visit typically takes six to 22 hours, depending on the size and complexity of your site. Your Assessor will provide a time estimate based on the scope you provided in preparation for the rating.

During the on-site visit, your Assessor will:

- gather information to complete the RHFAC Rating Survey, a standardized questionnaire to which points are awarded to measure meaningful access,
- use simple measuring tools (i.e. measuring tape, light meter, inclinometer), and
- take photographs that will be submitted to the Registry as evidence for adjudication (these photographs will not be made public).

The survey evaluates the accessibility of the space using the following categories:



Vehicular Access



Exterior Approach and Entrance



Interior Circulation



Interior Services and Environment



Sanitary Facilities



Signage, Wayfinding and Communications



Emergency Systems



Additional Use of Space



Residential Units



Trails and Pathways

See Appendix A: RHFAC Rating Survey: Categories and Elements for a list of areas that will be rated.

The points tallied through the RHFAC Rating Survey ultimately determines your site's final rating score and corresponding certification level. See *Section 4: Understanding Your Results and Certification Level* for more details.

As a reminder, your rating provides a snapshot of the accessibility of your site. It is not intended to be a detailed assessment of all access issues.

3.5 Receive your Scorecard

How the Scorecard results are adjudicated

To receive your results, an independent adjudicator must approve your Assessor's rating to ensure ratings are consistent and accurate.

Adjudication is facilitated by the online RHFAC Registry. Your Assessor must submit the final rating survey and supporting evidence (e.g., photographs) to the Registry so an adjudicator may review the survey. The adjudication process typically takes ten to twelve weeks after your Assessor submits the rating. However, this may vary depending on the complexity of the rating and is subject to change.


Access your Scorecard when notified

Ratings are designed to provide an understanding of the level of meaningful access for people with disabilities. You can access your results through the RHFAC Registry.


You will receive a Scorecard and a Letter of Certification that will include your certification level and final rating score. The Scorecard and a Letter of Certification is not published unless you choose to have it listed publicly on the RHFAC Registry.

Your selected Assessor should provide the key areas of success and improvement for your site. You will be able to access this feedback within the 'Project' dashboard in the RHFAC Registry under “RHFAC Rating Feedback”.

Sample Scorecard

 <p>COMPANY ABC 123 Company Street, Vancouver BC Canada</p> <p>CERTIFICATION LEVEL</p> <table border="1"> <tr> <td>FINAL RATING SCORE</td> <td>RHF Accessibility Certified Gold</td> </tr> <tr> <td>85%</td> <td></td> </tr> </table> <p>DATE OF RATING: March 27, 2018 PERIOD OF CERTIFICATION: 2017-09-13 to 2022-09-13 REGISTRATION NUMBER: RHF-1234-5678 MODULE: Commercial & Public Buildings RHFAC PROFESSIONAL: Name RHFAC ADJUDICATOR: Name</p>		FINAL RATING SCORE	RHF Accessibility Certified Gold	85%		<table border="1"> <thead> <tr> <th>Target</th> <th>Available</th> </tr> </thead> <tbody> <tr><td>50</td><td>50</td></tr> <tr><td>40</td><td>40</td></tr> <tr><td>30</td><td>30</td></tr> <tr><td>20</td><td>20</td></tr> <tr><td>10</td><td>10</td></tr> <tr><td>0</td><td>0</td></tr> </tbody> </table> <table border="1"> <thead> <tr> <th>Target</th> <th>Available</th> </tr> </thead> <tbody> <tr><td>20</td><td>20</td></tr> <tr><td>10</td><td>10</td></tr> <tr><td>0</td><td>0</td></tr> </tbody> </table> <table border="1"> <thead> <tr> <th>Target</th> <th>Available</th> </tr> </thead> <tbody> <tr><td>10</td><td>10</td></tr> <tr><td>0</td><td>0</td></tr> </tbody> </table>	Target	Available	50	50	40	40	30	30	20	20	10	10	0	0	Target	Available	20	20	10	10	0	0	Target	Available	10	10	0	0	<p>Accessibility</p> <p>1.1 Accessible Entrance</p> <p>1.2 Accessible Pathway</p> <p>1.3 Accessible Parking</p> <p>1.4 Accessible Loading Zone</p> <p>1.5 Accessible Signage</p> <p>1.6 Accessible Public Space</p> <p>1.7 Accessible Transit</p> <p>1.8 Accessible Transportation</p> <p>1.9 Accessible Information</p> <p>1.10 Accessible Services</p> <p>1.11 Accessible Amenities</p> <p>1.12 Accessible Facilities</p> <p>1.13 Accessible Features</p> <p>1.14 Accessible Elements</p> <p>1.15 Accessible Details</p> <p>1.16 Accessible Components</p> <p>1.17 Accessible Assemblies</p> <p>1.18 Accessible Systems</p> <p>1.19 Accessible Subsystems</p> <p>1.20 Accessible Infrastructure</p> <p>1.21 Accessible Utilities</p> <p>1.22 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FINAL RATING SCORE	RHF Accessibility Certified Gold																																			
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Letter of Certification

 <p>LETTER OF CERTIFICATION</p> <p>This letter is to certify that an RHFAC Adjudicator has reviewed and approved the rating survey and accompanying evidence provided by an RHFAC Professional for</p> <p>COMPANY ABC</p> <p>123 Company Street, Vancouver, BC, Canada V6B 1A9</p> <p>of</p> <p>COMPANY ABC</p> <p>910 Mainland Street, Vancouver, BC, Canada V6B 1A9</p> <p>This site has achieved a certification level of RHF Accessibility Certified Gold from the Rick Hansen Foundation Accessibility Certification™ (RHFAC) program.</p> <p>PERIOD OF CERTIFICATION: September 13, 2017 to September 13, 2022</p> <p>REGISTRATION NUMBER: RHF-123-4567</p> <p>AREAS COVERED BY CERTIFICATION:</p> <p>A free-standing building including offices, meeting rooms, elevators, stairs, cafeteria, washrooms, other common spaces such as halls and passageways) and exterior (parking lots, loading dock, front and rear entrances and surrounding sidewalks).</p> <p>Electronically signed Via the RHFAC Registry</p> <p>Name NAME OF ADJUDICATOR</p> <p>01 January, 1900 DATE</p> <p>March 07, 2018</p> <p>rhf.ac.csregistries.ca</p>	
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Section 4: Understanding Your Results and Certification Level

Depending on the points outlined on your Scorecard, your site will receive a rating score and corresponding certification level:

Final Rating Score	Certification Level (Existing Sites)	Pre-Construction Approval Level (Design/Construction Phase)
80%+	RHF Accessibility Certified Gold	RHF Accessibility Certified Gold – Pre-construction Approved
60%-79%	RHF Accessibility Certified	RHF Accessibility Certified – Pre-construction Approved
Below 60%	Not Certified	Not Approved



Certification Requirement: To become certified, your site must have a public entrance and all its key functional spaces and amenities must be physically accessible for everyone.

Request for Rating Review

Any issues relating to your rating results or Scorecard should be directed to your Assessor for consideration and review. Upon completion of the Assessor's review, either party may request that RHFAC undertake a review of the decision of the Assessor.

To request a review with RHFAC, you must email access@rickhansen.com with your organization name, site name, registration number, the exact element(s) or line items in your Scorecard that you would like reviewed with the respective rationale, and detailed outcomes from the Assessor's review. Upon receiving such a request, RHFAC may consider the matter and make a final determination at its discretion. The relevant RHFAC Adjudicator and/or Assessor may be consulted. RHFAC will communicate the decision to you. All decisions are final.



Section 5: Showcase Your Site's Accessibility

If your site is 'Accessibility Certified' or 'Accessibility Certified Gold', you may choose to showcase your achievement. You may:

- **List your site publicly on the online RHFAC Registry**

This free option means that your site's Scorecard and Letter of Certification, picture of the site, and address will be publicly listed on the RHFAC Registry along with other rated buildings and sites across Canada: rhfac.csaregistries.ca/Site/Listing.aspx

When you choose to be listed publicly on the RHFAC Registry, you can:

- **Display a free electronic label**

Provided by CSA Group via email, you can use this customized electronic label as per its terms of use (see *Appendix B: RHFAC Registry Label & Trademark Usage Guidelines*), and/or



Above: Example of e-label.

- **Display a plaque or window decal at your site**

These can be ordered through the RHFAC Registry and are provided by the CSA Group for an additional fee (see *Section 7: Certification Fees* for a full list of fees).

Right: Example of the plaque and window decal.



Section 6: Maintaining Your Rating and Certification

Your certification is valid for five years from the date of the adjudication.

You must declare all substantial changes to your building/site to RHF. An RHFAC Professional and/or RHFAC adjudicator may investigate any declared changes to determine if the site continues to meet certification levels. **RHF reserves the right to withdraw RHFAC Certification at its own discretion.**

In order to maintain certification during this period, **you must complete a short mid-term questionnaire** after two-and-a-half years to confirm there are no changes affecting your site's accessibility.

The questionnaire will ask:

1. Were there any changes to your building/site that could have affected the site's accessibility or certification level since it was rated? (Yes / No). If yes, please explain in full detail.
2. Are there any planned changes to your building/site that you expect to be implemented over the next two-and-a-half years, which could affect the site's accessibility or certification level? (Yes / No). If yes, please explain in full detail.
3. Have you received any feedback with respect to your site's accessibility and certification level? (Yes / No). If yes, include the source and date of feedback, as well as any actions taken as a result.

Section 7: Certification Fees

The certification fee may contain three different elements:

1. Application Fee (Required)
2. Assessor Rating Fee (Required)
3. Labelling Fee (Optional)



7.1 Application Fee (Required)

All participants must pay an Application Fee. This fee is invoiced by and paid directly to CSA Group when creating a 'Project' on the RHFAC Registry. The fee covers the administration of the RHFAC Registry, the adjudicator's review, confirmation of the certification rating, and the online RHFAC Registry posting. You will not receive your Scorecard until this invoice is paid to CSA Group.

All prices listed in Canadian Dollars (CAD).

Site Size	Non-profit rate*	For-profit rate
Buildings		
<21,000 sq. ft.	\$1,350	\$1,350
21,000 – 100,000 sq. ft.	\$1,350	\$1,850
>100,000 sq. ft.	\$1,350	\$2,350
Trails and pathways	\$1,350	\$1,350

*The non-profit rate applies only to organizations that are recognized as a registered charity or non-profit organization by the Canadian Revenue Agency. The for-profit rate applies to all other organizations.

7.2 Assessor Rating Fee (Required)

The Assessor Rating Fee is charged by your Assessor to conduct both an on-site rating, and complete the report to submit to the Registry for adjudication. The entire process typically takes 6 to 22 hours, but may vary based on the size and complexity of a site. The following table provides an **estimated** number of hours needed to rate a typical building based on its square footage.

Please speak to your Assessor directly for rates.

Building Size	<5,000 sq ft	5,001- 21,000 sq ft	21,001- 60,000 sq ft	60,001- 100,000 sq ft	100,001+ sq ft
Total Hours	6	9.5	13.5	17.5	22



7.3 Labelling Fees (Optional)

When you choose to publicly list your site on the RHFAC Registry, hosted by CSA Group, you may purchase plaques and/or window decals (see an example on page 25) for your existing site directly from CSA Group.

Label	Fee (CAD)	Notes
Public listing on RHFAC Registry	Free	
RHFAC electronic label	Free	In order to use the electronic label, your site must be listed publicly on the RHFAC Registry.
2 window decals (8" x 12")	\$250	Purchased directly from CSA. Your site must first be listed publicly on the RHFAC Registry.
1 plaque (11.5" x 17.5")	\$300	Purchased directly from CSA. Your site must first be listed publicly on the RHFAC Registry.
2 window decals (8" x 12") and 1 plaque (11.5" x 17.5")	\$350	Purchased directly from CSA. Your site must first be listed publicly on the RHFAC Registry.
1 accessible plaque (21" x 28")	\$1132	Purchased directly from CSA. Your site must first be listed publicly on the RHFAC Registry.

Appendices

Appendix A: RHFAC Rating Survey: Categories and Elements

1. Parking		Available
1.1	Parking	41
1.2	General Vehicular Access	20
Innovation		
Total Points for Parking		61

2. Exterior Approach and Entrance		Available
2.1	Exterior Pathways to Facilities on Site	45
2.2	Exterior Ramps	34
2.3	Exterior Stairs	42
2.4	Main Entrance or Alternative Accessible Entrance	67
Innovation		
Total Points for Exterior Approach and Entrance		188

3. Interior Circulation		Available
3.1	Interior Doors and Doorways (not including Sanitary Facilities)	59
3.2	Path of Travel	19
3.3	Corridors and Hallways	26
3.4	Interior Ramps	33
3.5	Elevators	58
3.6	Interior Stairs	37
3.7	Escalators and Moving Walkways	12
3.8	Vertical Platform Lifts	32
Innovation		

Total Points for Interior Circulation **276**

4. Interior Services and Environment		Available
4.1	Lobby and Reception Area	18
4.2	Reception Desks and Service Counters	24
4.3	Waiting Areas, General Seating, Meeting Rooms and Lounges	18
4.4	Kitchen	43
4.5	Acoustic Considerations	10
4.6	Illumination	21
Innovation		

Total Points for Interior Services and Environment **134**

5. Sanitary Facilities		Available
5.1	Washrooms	80
5.2	Showers	37
Innovation		

Total Points for Sanitary Facilities **117**

6. Signage, Wayfinding and Communications		Available
6.1	General Signage and Wayfinding	36
6.2	Room Signage	25
6.3	Directory Board/Information Kiosk	17
6.4	Communications	15
Innovation		

Total Points for Signage, Wayfinding and Communications **93**

7. Emergency Systems		Available
7.1	Emergency Exits/Refuges	28
7.2	Fire Alarm Systems and Equipment	15
7.3	Building Evacuation Instructions	20
Innovation		

Total Points for Emergency Systems **63**

8. Additional Use of Space		Available
8.1	Workstations	21
8.2	Public Assembly	27
8.3	Exhibit Space	17
8.4	Lodging and Temporary Accommodation	44
8.5	Outdoor Recreation	13
8.6	Cafeterias, Restaurants and Bars	37
8.7	Retail Outlets	35
8.8	Playgrounds	17
8.9	Fitness Centre	30
8.10	Pool	40
8.11	Change Room	22
8.12	Mail Service	17
8.13	Shared Laundry Room	19
8.14	Storage Facilities	19
8.15	Viewpoints	29
8.16	Visitor Centre/Information Kiosk	28
8.17	Picnic Areas	23
Innovation		

Total Points for Additional Use of Space

438

9. Residential Units		Available
9.1	Unit Security and Entry Systems	8
9.2	Unit Entrance or Alternative Accessible Entrance, Entrance to Outdoor Spaces	51
9.3	Unit Interior Doors	18
9.4	Unit Kitchen	52
9.5	Unit Hallways	14
9.6	Unit Interior Stairs	34
9.7	Unit Bedrooms/Closets	12
9.8	Unit Toilet Room	51
9.9	Unit Showers/Bathtubs	36
9.10	Unit Laundry	16
9.11	Unit General Requirements	19
Innovation		

Total Points for Residential Units **311**

10. Trails and Pathways		Available
10.1	Trail/Pathway Features	42
10.2	Trail/Pathway Exterior Ramps	31
10.3	Trail/Pathway Exterior Stairs	38
10.4	Trail/Pathway Signage and Wayfinding	14
Innovation		

Total Points for Trails and Pathways **125**

Appendix B: RHFAC Registry Label & Trademark Usage Guidelines

The Site Owner must display any certification labels (window decals or plaques) in a manner that does not misrepresent the areas that have been certified. When a Site Owner obtains certification, they may opt to display physical certification labels. In this event, the Site Owner must display labels in a manner that avoids implying that the entire premises has been certified when it has not.

The Tenant may display any certification labels in the Leased Tenanted Space only. When a Tenant obtains certification, they may opt to display certification labels. In this event, the Tenant must display labels in the Leased Tenanted Space only to avoid implying that the entire premises has been certified.

RHFAC Registry Label & Trademark Usage Guidelines

The level of certification and associated Label is awarded by the Rick Hansen Foundation (RHF), in accordance with the Rick Hansen Foundation Accessibility Certification™ Program which is a program that is solely operated by them (hereto referred to as the *RHFAC Program*), as confirmed to the *Rick Hansen Foundation Accessibility Certification Registry* (hereto referred to as *RHFAC Registry*) by way of a letter issued by a RHF-approved Adjudicator to the Canadian Standards Association (CSA). CSA is only responsible for hosting the Registry; and the Label issued is based on RHF's assessment in accordance with the *RHFAC Program* requirements.

1 Trademark Graphics

As a recipient of a successful Rick Hansen Foundation Accessibility Certification™ (RHFAC) status of either “RHF Accessibility Certified” or “RHF Accessibility Certified Gold” (hereto referred to as a *registrant*) you will be eligible to order a RHFAC Label (“Label”) depicted below. The Label use (e-label, window decal and/or plaque, as applicable) shall be in accordance with Section 2 of these Guidelines.



2 Trademark Usage Guidelines for a RHFAC Registrant

2.1 Registrant

Subject to the terms of the agreements entered into by you with RHF and CSA Group (“Agreements”) and all other terms of this *RHFAC Registry Label & Trademark Usage Guidelines*, as a Registrant with *RHFAC Registry*, you are only authorized to:

- (i) publicly post the *Label* awarded to you by *RHFAC Program*, by way of a Registry-issued plaque, window decal or e-label, illustrating your organization’s level of achievement in the *RHFAC Program*; (such as the site / building meets the “RHF

Accessibility Certified” or the “RHF Accessibility Certified Gold”);

- (ii) affix the plaque and/or window decal bearing the Label only on the site / building named in the *RHFAC Registry* listing;
- (iii) use the *Label* in your hard copy promotional materials directly related to the site / building named in the *RHFAC Registry*; and
- (iv) refer to your site / building as “RHF Accessibility Certified” or “RHF Accessibility Certified Gold” in your promotional material, depending on the certification level awarded by RHF.

in each case subject to the terms of your Agreement, and the provisions of these *RHFAC Registry Label & Trademark Usage Guidelines*.

However, in each instance where the Label is used or affixed, it shall always be used and affixed unmodified, including the unique registration number issued by the *RHFAC Registry* for the site / building along with a reference to the site / building name and the validity period.

In the event of any discrepancy between these *RHFAC Registry Label & Trademark Usage Guidelines* and the Agreements, the terms of the Agreements take priority over the terms of these *RHFAC Registry Label & Trademark Usage Guidelines*.

The Label associated with the *RHFAC Program* is referred to as the Label Trademark.

As a *registrant* of the *RHFAC Program*, you shall comply with the following:

- 1) The Label Trademarks shall only be used in strict accordance with these *RHFAC Registry Label Usage & Trademark Guidelines*, as may be updated from time to time;
- 2) Usage of the Label Trademarks is limited to the Label administered by the *RHFAC Program* and the *RHFAC Registry*;
- 3) You may publicly post the physical Label provided by the RHFAC Registry in plaque or window decal form only on the site / building which is named on the *RHFAC Registry* and must also include the unique registration number associated with the site / building with the validity period. Labels must be removed immediately at the end of their validity period;
- 4) You may not post the Label in plaque or window decal form at any other location, other than the one that has received certification by the RHF through the *RHFAC Program* and is listed on the *RHFAC Registry*;
- 5) You may not use the Label Trademarks on any product or product packaging;
- 6) The Label Trademarks shall only be used in their full provided form, which shall ensure inclusion of; the unique registration number along with a reference to the specific site / building that is linked to such unique registration number as well as the validity period

as registered in the *RHFAC Registry*.

- 7) You must not use the Label Trademarks in any way that is misleading;
- 8) You must be accurate and precise as to building / site that the Label is making a reference to.
Note: For example, when a site / building which is named on the *RHFAC Registry* with a unique registration number is referenced together with other buildings that are not included in the *RHFAC Registry*, and a Label is also included, you must clearly indicate which site / building(s) are certified by the RHF under the *RHFAC Program*;
- 9) You must not use the Label on promotional merchandise such as t-shirts, pens and baseball caps;
- 10) You may use the Label Trademarks label on a plaque or window decal that has been issued by the *RHFAC Registry* operator, or in hard copy format if the applicable site / building's unique registration number and site / building address is clearly marked alongside the Label and prior consent is obtained for each intended use without the right to sub-license. When used in hard copy the Label must be a minimum size of 3" wide x 4.5" high;
- 11) The Label Trademarks must not be combined with any other trademark to be used as a basis for a new trademark. You may not adopt any marks or use or register any domain names which are confusingly similar to those of this Label or Label Trademark;
- 12) You must not use the Label Trademarks on any web site that disparages CSA Group or RHF or its services, infringes on CSA's or RHF's intellectual property or other rights, contains any objectionable content, or violates any federal, provincial or foreign law;
- 13) The right to use the Label Trademarks is granted to you only and is not transferable or assignable to any other party. You have no title or interest in the Label Trademarks and cannot authorize a third party to use the Label Trademarks;
- 14) RHF and CSA Group has the right to inspect your use of the Label Trademarks and request samples of usage from you, from time to time. You shall remedy any deficiencies in your use of the Label Trademarks, upon notice from RHF and/or CSA Group and at your own expense;
- 15) You must not do anything that might harm the reputation or goodwill associated with the Label Trademarks;
- 16) You take full responsibility for any misuse, unauthorized use or damage caused to any party as a result of your use of the Label Trademarks. You agree to pay the sums required by RHF and/or CSA Group for any misuse, unauthorized use and/or damages to RHF and /or CSA Group, as well as execute a settlement agreement with RHF and/or CSA

Group, if requested;

- 17) If you learn of or suspect any unauthorized use of the Label Trademarks you will promptly notify RHF and/or CSA Group;
- 18) Your ability to use the Label or Label Trademark, will be revoked automatically upon the termination of your Agreement with *RHFAC Program*. Upon termination of the Agreement, and at the request of RHF and/or CSA Group, you must provide proof, satisfactory to RHF and/or CSA Group, that you have ceased using the Label Trademarks. This provision will survive the termination of your Agreement. However, as long as your listing remains on the *RHFAC Registry*, with an active validity period, you may continue to use the Label, subject to your continued compliance with these *RHFAC Registry Label & Trademark Usage Guidelines*, which will survive the termination of your Agreement with respect to such use. Per requirement 3, above, Labels must be removed immediately at the end of their validity period;
- 19) You may not transfer the Label in hardcopy or softcopy format to a third party, without the prior written consent of RHF and CSA Group for each intended use (e.g. if the building is sold or leased). Fees may apply;
- 20) You may not translate the text of the Label Trademarks, without the prior written consent of RHF and CSA Group;
- 21) You may use the Label in electronic format as long as rules for hard copy version of the Labels from these guidelines are used, and prior consent is obtained for each intended use without the right to sub-license;
- 22) You may use the Label in electronic format, as long as it is used in its entirety (by including the unique registration number and building name and/or address for the site / building, validity period and registry link). If used in electronic format it needs to be used at a minimum of 330 pixels wide;
- 23) You must use the same Label format, in its entirety, (in the format issued by the RHFAC Registry) for the plaque, window decals, and e-label, and the plaques, window decals, and e-labels must be issued by the RHFAC Registry. Registrants are not authorized to alter the Label in any way;
- 24) Any usage of any other RHF or CSA Group trademark is prohibited.
- 25) Any unauthorized use of RHF or CSA Group trademarks will be vigorously policed. When unauthorized use of RHF or CSA Group trademarks occurs, RHF or CSA Group will require that you take any action they deem necessary to correct the infraction in order to protect the integrity of RHF or CSA Group's trademarks. In the event of unauthorized use, RHF and CSA Group reserves the right to:

- (i) suspend your use of RHF or CSA Group's trademarks;
- (ii) require corrective action, reasonable in its sole opinion, be undertaken at your expense;
- (iii) require payment of a monetary penalty, reasonable in its sole opinion; and
- (iv) cancel any agreement you may have with RHF or CSA Group upon written notice.

26) Subject to, and at our sole discretion, the successful registration of each of your sites / buildings, you are granted a non-exclusive, non-transferrable, revocable license to use our Label in association with references to the registered site / building: in the manner specified by us, strictly at the facility locations as authorized by us; and for so long as your site / building remains in compliance with the RHFAC Program requirements and is listed in the *RHFAC Registry*.

Notice of Material Changes

You must inform your RHF Adjudicator and the *RHFAC Registry* immediately of any changes that may affect your ability to conform with the *RHFAC Program* requirements, including without limitation changes to legal, commercial, organizational status or ownership; key managerial, decision-making or technical staff; modifications to the site / building; contact address and production sites; scope of operations in the site / building; major changes to the management system; or relevant changes to your quality system ("Your Change").

Without limitation to the above, you must provide us with at least ninety (90) days' prior written notice to rhfac.registry@csagroup.org, of any changes to: name, address, or your owner; name, address or ownership of Facilities or where RHFAC Label(s) are permitted to be applied to site / building and/or products; or any changes to brands or designations under which a RHFAC Label may be distributed. You will provide proof of any such changes in the form required by us. If additional labelling or new relabeling is required, this is at the cost of the registrant.

Advertising

1.) Upon receiving confirmation from the RHF of successful completion of RHFAC Program requirements and receipt of an associated Label, and only while the validity period is in force, you may include the Label in advertising or promotional materials or other literature strictly in association with the site / building currently documented in the RHFAC Registry as certified by the RHF. You may refer to such site / building as "RHF Accessibility Certified" or "RHF Accessibility Certified Gold", but otherwise you may not use or reproduce our Label Trademarks, or state or imply that we have approved or endorsed your site / building.

2.) You will not make any public representations that imply anything other than that RHF has certified your site / building and CSA Group has listed it on the RHFAC Registry.

3.) Any claims made by you regarding certification must be consistent with the scope of certification and will not be misleading to the public.

4.) At our request, you will amend or discontinue all advertising, promotion or other activity deemed inappropriate by us, all at your own expense. This obligation requires you to instruct third parties acting at your direction.

For any inquiries about your use of the *Label or Label Trademarks* please contact CSA Group at rhfac.registry@csagroup.org.

Appendix C: Getting an RHFAC Professional Designation

Learn about meaningful access in the built environment and become qualified to conduct RHFAC ratings.

Rick Hansen Foundation Accessibility Certification™ (RHFAC) is a rating system that evaluates the accessibility of commercial, institutional, and multi-unit residential buildings and sites. Ratings may only be conducted by specially-trained individuals with an RHFAC Professional designation.

Whether you're a city planner, architect, general contractor, design-builder, or anyone interested in accessibility, having the RHFAC Professional designation will provide you with the knowledge and practical skills needed to analyze a building or site for overall accessibility of the built environment.



Visit rickhansen.com/RHFAC for more information about how to qualify for an RHFAC Professional designation.

Rick Hansen Foundation

300–3820 Cessna Drive, Richmond, BC Canada V7B OA2

1-800-213-2131 | access@rickhansen.com

rickhansen.com | [@RickHansenFdn](https://www.instagram.com/RickHansenFdn)



The Standards Program Trustmark is a mark of Imagine Canada used under licence by the Rick Hansen Foundation.



City of Saskatoon - A Case for the Rick Hansen Foundation Accessibility Certification (RHFAC) Program

Rick Hansen Foundation Accessibility Certification (RHFAC) Overview

The RHFAC is a rating system that helps both property owners and managers measure the accessibility of their buildings and promotes increased access by identifying barriers in their facilities. The RHFAC measures the level of meaningful access of a site based upon the holistic experience of the entire user base – this includes both the public and staff. The RHFAC considers the limitations of a variety of disabilities which include mobility impairments, hearing impairments, visual impairments, and cognitive impairments. An RHFAC professional will conduct an on-site assessment of your facility and will complete a rating.

From the rating a certification level is given:

- > 80% is Accessibility Certified Gold
- 60-79% is Accessibility Certified
- < 60% is not Certified

The assessor will complete a report that highlights your facility's areas of successful access as well as identify your facility's barriers and give recommendations for improving accessibility. Once you are certified you will have the option to showcase your certification on the RHF registry, with plaques & decals, and with an RHFAC electronic label.

2007 FADS vs RHFAC

2007 FADS cannot be directly compared to the RHFAC program as they are different tools with different purposes. FADS should be compared to CSA B651-12 as they are both accessibility design standards. FADS referenced CSA in its creation, and both standards look at the same elements with small variations. The RHFAC program builds on these standards and provides a methodology for rating a facility's level of meaningful access. If a facility scores high enough it can be certified accessible, which shows users all its amenities can be accessed, regardless of one's abilities. The Rick Hansen Foundation is making the RHFAC program a national standard for certifying facilities as accessible. Buildings that were designed with either FADS 2007 or CSA B651-12 will score well in the RHFAC assessments.

Recommendation: Continue to use 2007 FADS as the City of Saskatoon's Accessible Design Standards and use the RHFAC to conduct barrier free assessments & measure your facility's accessibility.

RHFAC and the City of Saskatoon's Strategic Goals

The RHFAC program will help the City of Saskatoon meet the following strategic goals by:

- Culture of Continuous Improvement
 - Creating a more diverse work culture by including more people with disabilities
 - Increasing the levels of service civic programs
 - Improving the accessibility of information for the public
- Asset and Financial Sustainability
 - Incorporating accessibility more efficiently (RHFAC) into budget and long-term plan
 - Showcasing the adoption of accessibility in all civic infrastructure
- Quality of Life

- Promoting the well-being of Saskatoon's citizens
 - Including all members of Saskatoon's diverse society by creating accessible environments
- Environmental Leadership
 - Improving the accessibility of Saskatoon's pathways, trails, and parks
- Sustainable Growth
 - Improving Saskatoon's accessibility as a City will increase the growth of jobs for people with disabilities, which in turn will increase Saskatoon's GDP
 - Improving access will increase the products and services purchased by including people with disabilities
- Moving Around
 - Improving the accessibility of the infrastructure tailored around Saskatoon's transportation systems
- Economic Diversity and Prosperity
 - Increasing GDP by having accessible work spaces to allow for people with disabilities to enter the workforce

RHFAC and the City of Saskatoon's Accessibility Action Plan

- To adopt the Facility Accessible Design Standards and the enhanced service level guidelines for accessibility
 - FADS should be used as the COS accessibility design standards – The RHFAC is meant to be a tool to measure your facility's accessibility
- To adopt the priority zones identified when prioritizing accessibility improvements
 - RHFAC is designed to measure the accessibility of the built environment and allows building owners to gauge how accessible their sites are and prioritize upgrades
- To focus efforts on our infrastructure, the snow removal program and public transit
 - RHFAC is all about the built environment – the nearest transit stops and exterior paths to the facility are included in the rating
- City to provide sensitivity and inclusion training for its existing and new employees
 - In addition to RHFAC ratings, Paceline also offers inclusion and disability awareness training
- To conduct a review of our City website and update so it is more accessible & provides equal access for people with disabilities
 - RHFAC does consider website accessibility in the rating
- Structured approach to sidewalk repairs, curb ramp installations, audible traffic signals
 - RHFAC can be modified to solely rate sidewalks to help prioritize repairs

The RHFAC and City Initiatives Addressing Accessibility

Exterior Pathways - Sidewalks

- The RHFAC looks at exterior pathways in the rating
- The RHFAC can be tailored to just rate a pathway
- This will allow the City of Saskatoon to rate and prioritize their pathway's rehabilitation

Civic Centres

- The RHFAC was designed to measure the level of meaningful access for facilities like a rec centre

Nearest Transit Stops



- An RHFAC includes rating the pathway to the nearest transit stop and rating the stop itself looking for seating, shelter, accessible transit information, bus access, etc.

Options

In addition to the RHFAC, Paceline offers the following accessibility services:

- Accessibility Assessments
 - An assessment that helps gauge how accessible a facility is
 - A report is created that identifies the facility's barriers and gives recommendations for improving accessibility
- Accessibility Audit
 - An accessibility audit of the entire facility
 - Measures and reports on the accessibility of each of the facility's features
- Accessibility Design Review and Recommendations
 - Review of building or infrastructure design that identifies barriers
 - Provides design recommendations to improve accessibility for all users

Subject: RE:: 7.2.1 Rick Hansen Foundation Accessibility Certification Program[File No. CK. 100-17]

From: JD [REDACTED]

Sent: Saturday, June 08, 2019 4:27 PM

To: Mazurak, Cara <Cara.Mazurak@Saskatoon.ca>

Subject: RE: 7.2.1 Rick Hansen Foundation Accessibility Certification Program[File No. CK. 100-17]

I put digits to keyboard as a "private individual" not as a member of a community organization or civic committee. Kudos to the Rick Hansen Foundation for developing and implementing a program that will provide Architects, contractors and permit issuers with the tools to address new and built structures with a template to meet accessibility codes.

My understanding is that graduates from the foundation program would be given licence to use the course content to asses places of business adherence to the template for a fee for service.

I fear that a number of organizations or Companies would elect to pass on this service due to financial resources being to thin;

Would it not be better to have personnel who have taken the training to assess and review the proposed modifications at the time when a permit is issued and then inspected than paying for a "Puff-piece" decal or certification placard

Sent from [Mail](#) for Windows 10

From: [Mazurak, Cara](#)

Sent: June 6, 2019 4:19 PM

To: [REDACTED]

Subject: 7.2.1 Rick Hansen Foundation Accessibility Certification Program[File No. CK. 100-17]

Dear Mr. [McNabb](#):

Re: 7.2.1 Rick Hansen Foundation Accessibility Certification Program [File No. CK. 100-17]

This is to advise that the above matter will be considered by the Standing Policy Committee on Finance meeting to commence at 2:00 p.m. in the Council Chamber at City Hall on Tuesday, June 11, 2019. The information can be accessed with the corresponding agenda item [here](#).

This is a public meeting that you can attend in person or watch via the online streaming. If you are providing comments or requesting to speak you must provide a letter to the City Clerk's Office using the online form [here](#) no later than 8:00 a.m. on Tuesday, June 11, 2019. Letters delivered in person must be received in the City Clerk's Office no later than 5:00 p.m. on the business day preceding the meeting. If you are speaking your comments are limited to five (5) minutes.

You are encouraged to check the meeting site at saskatoon.ca/meetings following the meeting for [Council/Committee] decision. Please contact the City Clerk's Office at (306) 975-3240 if you have any questions regarding process.

Yours truly,

C. Mazurak on behalf of Shellie Bryant

Shellie Bryant | tel 306-975-2880

Deputy City Clerk, City Clerk's Office

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

shellie.bryant@saskatoon.ca

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STANDING POLICY COMMITTEE ON FINANCE

Dissolution of the Safe Streets Commission

Recommendation of the Committee

1. That the City Solicitor perform the necessary steps to achieve the dissolution of the Safe Streets Commission; and
2. That the Mayor and City be authorized to execute any documents required for this purpose.

History

At the June 11, 2019 Standing Policy Committee on Finance meeting, a report of the General Manager, Community Services Department dated June 11, 2019 was considered.

Your Committee received a presentation from Mr. Brent Penner, Executive Director, Downtown Saskatoon regarding the funding that was provided by the Downtown Business Improvement District to the Safe Streets Commission.

Your Committee under its delegated authority also resolved that consideration of option 1 be deferred to August 2019 and that the Administration provide further reporting on the detail as to the agencies and funding involved with the Safe Community Action Alliance.

Attachment

June 11, 2019 report of the General Manager, Community Services Department

Dissolution of the Safe Streets Commission

ISSUE

The Safe Streets Commission, formally created by City Council in 2011, is no longer a functioning body. Emerging in its place, since 2017, is the Safe Community Action Alliance (SCAA). There is a need to formally dissolve the Safe Streets Commission and transfer its current assets to the SCAA.

BACKGROUND

In November 2011, City Council reviewed a baseline study of street activity in downtown Saskatoon. Key themes emerged from the report:

- a) increase the perception of safety on Saskatoon streets;
- b) ensure people are not on the street because there is nowhere else to go; and
- c) develop strategies to foster investment from business community and community at large in support of projects that would achieve these results.

From that review it was decided a City-appointed corporation, with members being appointed by City Council, emerge as the Safe Streets Commission. The intention was to create a strong network of knowledge and expertise. The corporation was comprised of the Mayor, representation from BIDS and the Regional Inter-Sectoral Committee. By 2016 the Regional Inter-Sectoral Committee was no longer in operation and the Safe Streets Commission had outgrown its original purpose. The last scheduled meeting of the Safe Streets Commission was in 2013.

Current Status

The Safe Streets Commission needs to be dissolved as the priority has shifted to the community-centered SCAA. Assets of the Safe Streets Commission, namely a \$10,000 bank account, should be redirected to the SCAA.

The Safe Community Action Alliance was formed in 2017 with a focus on addressing both short-term, immediate issues as well as longer term, systemic matters that continue cycles which hamper well-being and safety within the community.

Public Engagement

In 2017, a survey was done with 28 groups (representing a cross section of business and community service agencies) confirming a common desire for greater connection and linkages amongst service providers. An identified model for ongoing collaboration emerged ultimately with the creation of the Safe Community Action Alliance.

Dissolution of the Safe Streets Commission

City of Saskatoon's Current Approach

The Safe Community Action Alliance, operating since 2018, is the City of Saskatoon's current response to the community feedback provided on community safety and wellbeing.

OPTIONS

Option 1 - That the Safe Streets Commission be dissolved and the assets of the Safe Streets Commission, namely \$10,000 cash, be allocated to the newly created Safe Community Action Alliance.

Advantages:

- The legal dissolution of a legal entity that is no longer serving the purpose for which it was created.
- The operating budget is transferred to support a community body that is functioning in its place, the SCAA.

Disadvantage:

- No disadvantages can be identified at this time.

Option 2 - That the Safe Streets Commission not be dissolved and that the assets of the Safe Streets Commission remain.

Advantage:

- That the Safe Streets Commission could be reinvigorated and potentially become operational again.

Disadvantage:

- A legal entity that is no longer serving a purpose remains in place.
- The \$10,000 operating budget remains with the non-functioning entity and is not available to the SCAA.

RECOMMENDATION

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

1. Option 1 - that the Safe Streets Commission be dissolved and that the assets of the Safe Streets Commission be allocated to the Safe Community Action Alliance;
2. that the City Solicitor perform the necessary steps to achieve the dissolution of the Safe Streets Commission; and
3. that the Mayor and City be authorized to execute any documents required for this purpose.

Dissolution of the Safe Streets Commission

RATIONALE

In 2017, a survey was done on community safety and well-being. Most of those interviewed recognized the good work that had been done by the Safe Streets Commission, however, utilizing existing organizations to have a more robust approach to community safety and well-being was requested. The SCAA initially got underway in 2017, and has been officially operating since 2018 with a focus on addressing both short-term, immediate issues as well as longer term, systemic matters that continue cycles which hamper well-being and safety. Specifically, the SCAA signifies the intent and commitment of Saskatoon's community agencies and organizations, City Council, government representatives and local business interests to work together to create changes and solutions that can work towards achieving safety and well-being for all in Saskatoon.

The four organizations overseeing the work of the SCAA are:

- City of Saskatoon;
- Saskatoon Tribal Council;
- Saskatchewan Health Authority; and
- Saskatoon Police Service.

ADDITIONAL IMPLICATIONS/CONSIDERATIONS

There is currently a \$10,000 annual allocation to support the Safe Streets Commission. This budget would be transferred and be available to the SCAA through the Recreation and Community Development Division.

COMMUNICATION ACTIVITIES

With the Safe Community Action Alliance underway, all communication on community safety and well-being would be addressed at this table.

Report Approval

Written by:	Tenille Thomson, Social Development Manager
Reviewed by:	Kevin Kitchen, Community Development Manager
Approved by:	Lynne Lacroix, General Manager, Community Services Department

SP/2019/CS/Finance – Dissolution of the Safe Streets Commission/ac



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

Feedback on Curbside Organics and Waste Funding Options – City Council Resolutions from March 25, 2019

Recommendation of the Committee

That the information be received.

History

City Council, at its meeting held on March 25, 2019, considered a report of the Interim Chief Strategy & Transformation Officer, dated March 25, 2019 and resolved, in part, that the report be forwarded to the Saskatoon Environmental Advisory Committee for feedback.

Your Committee considered a letter dated May 10, 2019 from the Saskatoon Environmental Advisory Committee regarding this matter and is forwarding the feedback to Council for information.

Your Committee also resolved that the feedback from the Saskatoon Environmental Advisory Committee be appended to the subsequent report expected when the Request for Proposal closes.

Attachment

1. SEAC Feedback Letter, dated May 10, 2019.

May 10, 2019

Standing Policy Committee on Environment, Utilities and Corporate Services

Dear Committee Members:

Re: Feedback on Curbside Organics and Waste Funding Options – City Council Resolutions from March 25, 2019 [File No. CK. 7830-4-2]

At its meeting held on March 25, 2019, City Council considered a report of the A/Chief Strategy & Transformation Officer, dated March 25, 2019 and resolved the following:

1. That the Administration be directed to pursue Option 2 as outlined in the report of the Acting Chief Strategy & Transformation Officer, dated March 25, 2019;
2. That the Administration report on using the Federal Gas Tax for funding the entire cost of the capital project for the purchase of carts;
3. That the report be referred to the Saskatoon Environmental Advisory Committee for feedback including the resolution from City Council;
4. That the Administration report back on additional Service Level Option of reducing pick up in the winter;
5. That the Administration report back on options for current composters to opt out of the program; and
6. That the Administration provide an additional report at the appropriate time to the Standing Policy Committee of Environment, Utilities and Corporate Services breaking down the costs of the waste funding shortfall and the costs of the organics program within option 2.

At its meeting held April 11, 2019 the Saskatoon Environmental Advisory Committee (SEAC) reviewed the Curbside Organics and Waste Funding Options report forwarded to SEAC for feedback including the resolution from City Council. The following summary reflects the views of SEAC:

Selection of Funding Option 2

SEAC is disappointed that City Council has chosen not to follow through on the actions needed to meet the City's waste commitments. The committee urges continued efforts to improve performance in this area and the delivery of organics diversion programming.

With this decision, the 2023 Waste Diversion target will not be met. We must not allow this failure to erode the importance of the overall goals that are set out and the commitments.

This option requires citizens to pay for a service that they will not see for a number of years. Although residential curbside waste is delayed, ICI and multi-unit residential

must still be launched as soon as engagement is complete and composting facilities are ready. This program should not be further delayed as a result of changes in the residential program.

As the report highlights, without an organics program, we are using up usable landfill space with an estimated value of \$1.6 million dollars each year. Delaying implementation increases the overall cost and environmental issues associated with waste. The way the programs were accounted for in this report failed to distinguish between the funding shortfall of the waste budget and the cost of the Organics program, along with accounting for these future costs. Ultimately, this was an unfair representation of the cost of the organics program.

Our property taxes are currently, and inappropriately in our view, subsidizing landfill waste. The slower the program is rolled out, the longer we continue to subsidize the things we don't want while underfunding the things we do.

Banning of organics in waste carts and at the landfill

SEAC does not recommend an organics ban without service and enforcement in place.

It is not feasible to ban organics from the landfill prior to having a citywide organics collection program well established.

If there is a desire to use a ban to improve waste diversion, then banning cardboard, paper and plastics from the landfill is a better option, given diversion methods are well established.

As the "Improving Solid Waste Systems" report indicates, porous boundaries (where the City of Saskatoon does not have complete control of the treatment and collection system) are a challenge. Specifically, there is one landfill in our region, which is regulated to a lower standard than Saskatoon's landfill. This impedes the effectiveness of landfill bans and costing mechanisms. A ban within the City of Saskatoon may simply result in waste directly to surrounding landfills without improving waste outcomes. Engagement with other level of government (e.g. Provincial, RMs) is necessary to address these issues.

Reduced Service Level in the winter

SEAC supports reduced winter service-level (monthly collection) for organics collection.

Reducing frequency of service for organics collection in the winter months makes sense as a means to reduce costs without risking odour issues during the frozen months. Many green users already use their bins over the winter.

Organics are very heavy compared to other waste streams due to water content. The weight of the bin (or rather, the weight that the bin size enables) is actually a more important consideration than odour in determining winter collection frequency.

Opt-out for backyard composters

SEAC does not support opt-out options within the organics program

1. An opt-out option is not appropriate when funding organics through property tax and not through a utility. The resident undertaking the composting behaviour and the taxpayer are not necessarily the same person.
2. Like other municipal services, we all pay to make it an affordable service. Road users do not select which services they fund through their property tax based on whether they own a vehicle or not.
3. A very small number of citizens would actually qualify to opt-out. The risk that people would inappropriately choose this option, and significant volumes of organics would continue to flow to the landfill, is greater than the benefit of reducing fees for a small group of users who are likely already environmentally minded.
4. The efforts and labour required to verify composting status of residents, and the administration to amend property taxes is not likely warranted.
5. Curbside organics will be able to capture food and yard waste items that are not easily handled in backyard composting.

Optimize Existing Green Cart Program

SEAC recommends short-term efforts to maximize the use of the existing green cart program in the absence of a comprehensive curbside program over the next 3 years.

During the engagement process, a very large number of residents supported curbside organics and as such, there is likely potential to grow the current user base, even with the user fee.

Work should be done to confirm the maximum capacity of the current program. Promoting expansion of this program as much as possible in the next 3 years is strongly recommended if the compost sites can accommodate more users.

As soon as the processing facility is available to handle compostable materials that include meat or dairy these products should be added to the list of materials accepted in the green carts.

May 10, 2019
Page 4

The greater the number of active green bin users prior the 2023 implementation, the easier the roll out will be.

Yours truly,



for

Sara Harrison, Chair
Saskatoon Environmental Advisory Committee



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

Sanitary Sewer Charge Exemption – Neighbourhood Planning Community Garden

Recommendation of the Committee

1. That the request for a sanitary sewer charge exemption for the Neighbourhood Planning Community Garden, located at 1202 19th Street West, be approved; and
2. That the Director of Corporate Revenue be requested to remove the sanitary sewer charge from the above applicant's utility bill for water meter #20071715, effective May 1, 2019.

History

At the June 10, 2019 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report from the, A/General Manager, Utilities & Environment dated June 10, 2019 was considered.

Attachment

June 10, 2019 report of the A/General Manager, Utilities & Environment.

Sanitary Sewer Charge Exemption – Neighbourhood Planning Community Garden

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 Neighbourhood Planning Community Garden, located at 1202 19th Street West, be approved; and
2. That the Director of Corporate Revenue be requested to remove the sanitary sewer charge from the above applicant's utility bill for water meter #20071715, effective May 1, 2019.

Topic and Purpose

The purpose of this report is to obtain City Council approval for a sanitary sewer charge exemption.

Report Highlights

1. A request for a sanitary sewer charge exemption was received from Keith Folkersen, on behalf of the Neighbourhood Planning group.
2. An on-site investigation conducted by the Saskatoon Water Meter Shop staff confirmed a dedicated water source not returning to the sewer system, as it is only used for irrigating the community garden.
3. The application complies with Bylaw No. 9466, The Sewage Use Bylaw, 2017.

Strategic Goal

This report supports the Strategic Goal of Quality of Life by supporting community collaboration on healthy lifestyles; income disparities; crime reduction; and access to education, employment, and housing.

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.”

This community garden is a component of a partnership with CHEP Good Food Inc. known as the askîy project, which is an urban agriculture internship that engages both

Indigenous and non-Indigenous youth to learn together about growing, harvesting, and selling food through an innovative model. Its five key focus areas are:

- Growing food and food skills
- Enhancing cultural connections
- Promoting environmental sustainability
- Creating social enterprise
- Engaging youth

This project helps to support healthy lifestyles by educating about urban agriculture methods, while also dealing with property maintenance concerns on a lot that had been abandoned and was being managed by Saskatoon Land.

Report

Exemption Request

The Administration has received a request from Keith Folkersen, Neighbourhood Planning, for an exemption from the sanitary sewer charge on the utility bill. An investigation by the Saskatoon Water Meter Shop staff determined that the water supplied through water meter #20071715 is used specifically for irrigating the community garden, located at 1202 19th Street West; therefore, is not discharging to the sanitary sewer system. The Administration recommends an exemption from the sanitary sewer charge for water meter #20071715, effective May 1, 2019.

Bylaw Compliance

The request for a sanitary sewer charge exemption from Neighbourhood Planning complies with Bylaw No. 9466, The Sewer Use Bylaw, 2017, which allows for a sewer service charge adjustment where a substantial portion of the water purchased by a customer is not returned to the sanitary sewer system of the City.

Financial Implications

There will be a minimal impact on the wastewater revenue.

Other Considerations/Implications

There are no options, public and/or stakeholder involvement, communication, policy, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

Upon approval, the sanitary sewer charge exemption will be effective May 1, 2019.

Public Notice

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

Report Approval

Written by: Fred Goodman, Meter Shop Superintendent, Saskatoon Water
Reviewed by: Reid Corbett, Director of Saskatoon Water
Approved by: Trevor Bell, Interim General Manager, Utilities & Environment Department



STANDING POLICY COMMITTEE ON ENVIRONMENT, UTILITIES & CORPORATE SERVICES

Frozen Water Connections Information

Recommendation of the Committee

That the information be received.

History

At the June 10, 2019 Standing Policy Committee on Environment, Utilities & Corporate Services meeting, a report from the, A/General Manager, Utilities & Environment dated June 10, 2019 was considered.

Your Committee also received an email, dated June 9, 2019, from Arlene Rey submitting comments on the matter.

Attachment

1. June 10, 2019 report of the A/General Manager, Utilities & Environment.
2. Email dated, June 9, 2019, from Arlene Rey.

Frozen Water Connections Information

Recommendation

That the report of the Interim General Manager, Utilities & Environment Department dated June 10, 2019, be forwarded to City Council for information.

Topic and Purpose

This report is to provide City Council with an update to the Extreme Cold Water and Sewer Contingency Plans report presented on February 13, 2018, regarding the plans currently in place to maintain service during a winter with extreme cold combined with lack of snow cover; a condition that typically leads to deep frost penetration in the ground causing water service disruptions.

Report Highlights

1. The 2019 frost depth was up to eight feet in some areas which approached the depth of bury for some water services.
2. The second highest total of frozen connections occurred in 2019.
3. Administration has a number of contingency plans in place to help maintain the level of service in extreme cold situations.

Strategic Goal

This report supports the strategic goal of Quality of Life by outlining how critical services can be maintained during extreme weather situations.

Background

Extreme cold temperatures in 2019, lead to frost reaching depths of up to eight feet. This deep frost lead to a high number of water service interruptions including 126 water main breaks and 271 frozen connections. This is the second highest total of frozen water connections since 2014 when there were 289. Freezing was most significant in the Heat Map of Frozen Connections, 2019 Frozen Water Connections (see Attachment 1).

Report

2019 Winter Frost Depth in Saskatoon

Several locations in Saskatoon had noted frost depths near eight feet in March after the coldest February in 80 years. This measurement is taken by water and sewer crews when they excavate the ground to complete repairs. This depth is usually reached in mid-to-late March and typically only reached in colder years. It is believed that the period of extreme cold in February with below average snow cover resulted in a significant increase in frost depth.

Frozen Connections and Water Main Breaks

Even though the frost was deep, the sustained cold without many freeze thaw cycles, along with the frost depth not reaching nine feet, likely minimized ground shift such that a similar spike in water main breaks seen in 2014, did not occur. A total of 199 water main breaks occurred the first 20 weeks of 2014, whereas 126 water main breaks occurred the first 20 weeks of 2019.

Table 1 – Total Frozen Water Connections and Water Main Breaks by Year

Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Frozen Connections	2	39	2	30	289	9	3	10	80	271
Water Main Breaks	91	119	66	128	199	64	57	94	146	126

Note: Water main break numbers are from the start of the year to the 20th week of each year.

Risks of Deep Frost and Contingency Plans

There are a number of risks associated with deep frost penetration for the water and sewer system. Some of these risks and the contingency plans for them are outlined below:

Service Connection Freezing:

- Once a connection is frozen, it can typically be thawed with equipment used from inside the home. These services are provided by the City of Saskatoon (City) or contractors. The City will increase its number of thaw machines from two to four before next winter. A contract will also be issued for additional support for when demands exceed resources, increasing the contracted thaw machines from two to four.
- If the service restoration will be longer than 48 hours, service is partially restored by a temporary connection to a neighbour's service, with permission, or through the delivery of bottled water.
- The City has a contract in place with Culligan Water Services to provide water if multiple connections are frozen beyond the City's capacity to restore service in a timely manner.
- The City has three boiler trucks that may be used to thaw connections; however, the trucks are prioritized to thaw frozen fire hydrants and water main valves in the winter, and catch basins and culverts during spring melt. Access to the connection is done by creating a hole in the earth, and heating the pipe and ground with steam.
- Through a number of homeowner actions, prevention of connection freezing, detailed in the communications section of the Extreme Cold Water and Sewer Contingency Plans report presented on February 13, 2018, is the most effective approach. This will be supplemented by the notification system residents can sign up for as noted in the communications section of this report.

Repeat Frozen Connections:

- All addresses with frozen connections from 2019 will be compared to the list of frozen connections from past years to determine those that have frozen multiple times. The select addresses will then be investigated to try and determine the cause of the freezing. Solutions may include lowering a portion of the connection or adding insulation. If there is a lead connection, a full replacement will be required. This list of addresses is currently being developed.
- The Administration is also developing a computer model using historical data to allow the Administration to predict when high instances of frozen connections are likely to occur. This model would give the Administration a chance to warn the residents, experiencing repeat frozen connections, to run water, and find sufficient City resources in advance of freezing occurring.

Ground Shift Resulting in High Numbers of Water Main Breaks:

- Although water main breaks were higher than average in 2019, they did not have significant impacts on service levels and changes are not anticipated to be made to the contingency plans from the Extreme Cold Water and Sewer Contingency Plans report presented on February 13, 2018. This is to allow the Administration to focus on changes related to frozen connections.

New Construction Areas:

- There were fewer challenges in 2019 within areas of new construction as compared to 2014. In newer areas there is sometimes reduced water flow, and occasionally new homes have water service but are not sufficiently heated to prevent freezing.
- Modern standards for new and replaced connections reduce the probability of freezing; however, newer neighborhoods can be at a higher risk of freezing unless circulator huts or other preventative measures are implemented. The Administration is also investigating increased standards related to connecting piping for new service connections. Saskatoon Water has invested significant resources in optimizing the use of circulator huts in recent years which has also improved water performance in new neighbourhoods.

Shallow Sewer Freezing:

- As with the water connections in extreme cold, shallow sewer connections can also be subject to freezing. In 2019 there were no significant impacts to service levels. As such, the Administration will continue with the plans from the Extreme Cold Water and Sewer Contingency Plans report presented on February 13, 2018.

Tracking Processes for Frozen Connections

- Currently, frozen connections are not tracked in a manner that makes data reporting easy, as it involves extensive manual work. Changes will be put in place before next winter to allow for easier reporting. Easier reporting will also

support computer aided modeling for better predicting frozen connections in advance.

Communication Plan

A communication strategy is being developed that will notify residents that have previously had frozen connections of their risk, and provide helpful tips to protect their pipes before winter. Residents will also be able to sign up for a notification, and see an alert on the City website when the ground frost is approaching the depth of their pipes, so they can take immediate action.

Financial Implications

Administration has budgeted for thawing connections and repairing water mains based on the average number in previous winters; however, in the event of very high numbers, the stabilization reserves would need to be used to offset variances.

Environmental Implications

Running water to prevent freezing does waste water; however, the environmental impact of thawing a connection is estimated to be 40.4kg CO₂e (equivalent carbon dioxide). Running taps at one litre per minute will have the equivalent emissions of 0.63kg CO₂e daily. Once lines are thawed, they are required to be run in order to prevent refreezing.

Other Considerations/Implications

There are no public and/or stakeholder involvement, policy, privacy, CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

Administration will monitor frost depth and service interruptions related to extreme cold temperatures each winter, and report to City Council should there be a significant number of service interruptions. Specifically, if the number of water main breaks or frozen connections is more than two standard deviations above the 20 year average.

Public Notice

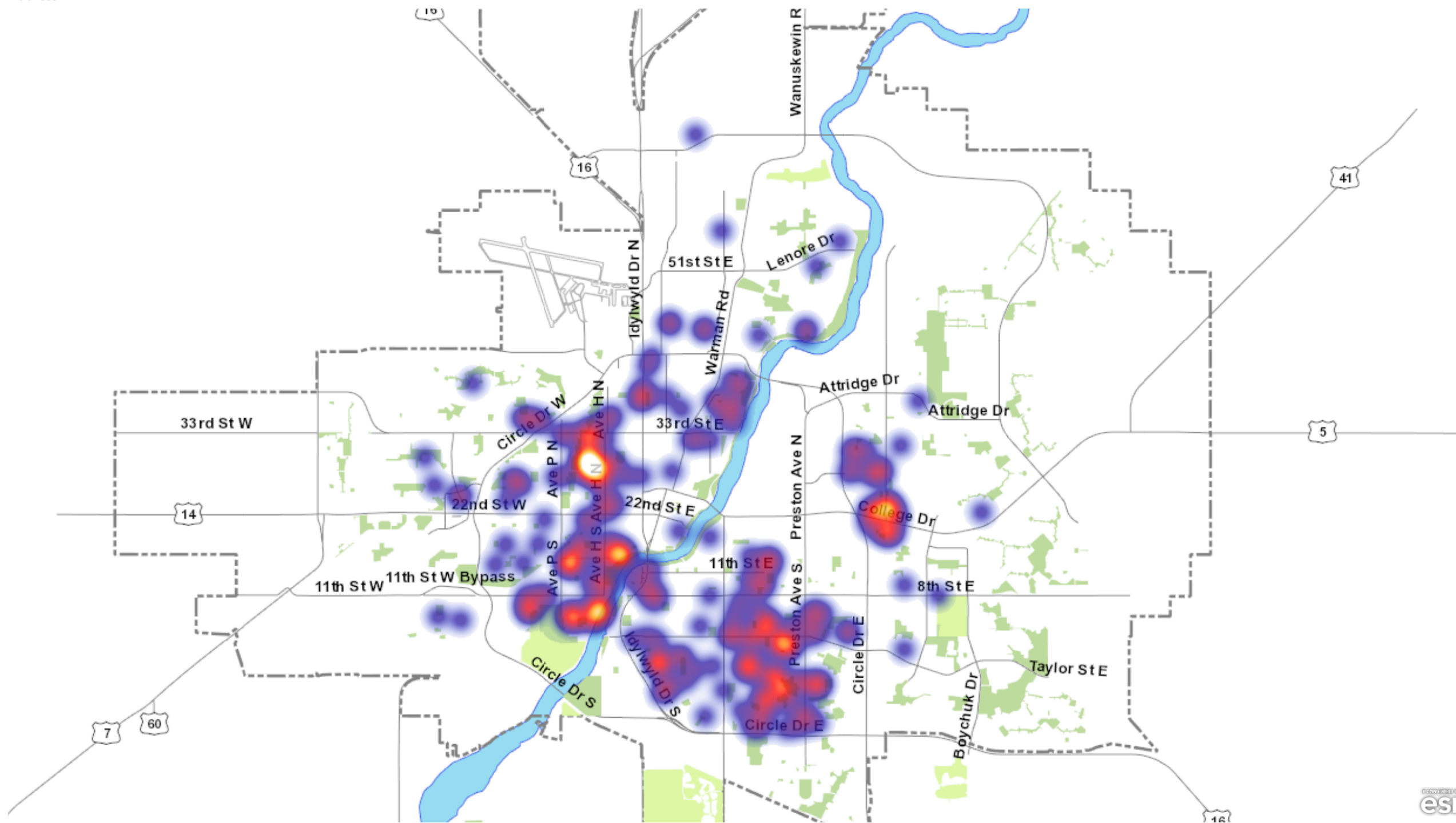
Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachment

1. Heat Map of Frozen Connections, 2019 Frozen Water Connections

Report Approval

Written by: Trent Schmidt, Water & Sewer Manager, Water & Waste Operation
Reviewed by: Russ Munro, Director of Water & Waste Operations
Approved by: Trevor Bell, Interim General Manager, Utilities & Environment



Sackmann, Debby

From: Bryant, Shellie
Sent: Monday, June 10, 2019 7:09 AM
To: Sackmann, Debby
Subject: FW: Form submission from: Write a Letter to Council

Item 7.2.5 on EUCS agenda.

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

From: Arlene Rey [mailto:City.Council@Saskatoon.ca]
Sent: June 09, 2019 4:49 PM
To: City Council <City.Council@Saskatoon.ca>
Subject: Form submission from: Write a Letter to Council

Submitted on Sunday, June 9, 2019 - 16:49 Submitted by anonymous user: 216.197.220.174 Submitted values are:

Date: Sunday, June 09, 2019
To: His Worship the Mayor and Members of City Council First Name: Arlene Last Name: Rey
Email: [REDACTED]
Address: [REDACTED]
City: Saskatoon
Province: Saskatchewan
Postal Code: [REDACTED]
Name of the organization or agency you are representing (if applicable):
Subject: Frozen water line (residential) Meeting (if known):
Comments:

Having the water line freeze this year in February was quite distressful. (It also froze last year around the same time.) I purchased my home in 2001 and checked with the City of Saskatoon Water and Sewer Department to see if there was a history of any water problems and there were none. Therefore I was not happy to have it happen a second year in a row. Low snowfall cover and extreme freezing winter conditions seemed to be contributing to the problem. It took 6 days before anyone came to thaw the line. When they did, it took them about an hour (perhaps this location was one of the easier jobs). The work crew, customer service representatives and supervisor were all very polite and courteous during this unsettling time. However, it would have been helpful if customer service could have given me some idea HOW LONG IT WOULD TAKE to wait for service. In addition, I was not offered water right away. The Culligan Man knew approximately how long people were waiting because he was delivering the water to us. (Thank you for the water - it was very helpful.) Being offered shower service at a Leisure Centre looks good on paper, however, it isn't that feasible.

My concern is the amount of time people needed to wait for service. Is it a matter of staffing? Equipment? Were the Mayor and City Council aware of the situation? I wanted to know. Councillor Hilary Gough got back to me within a couple days and has kept me informed and I appreciate the communication. Another concern is for other citizens particularly seniors and families with children. What do they do? Where do they go for help? I am grateful that I have a good neighbour who brought me water in gallon containers when it was -40C. My other neighbour's water line froze when she was colouring her hair! She expected service in 24 hours and I told her not to hold her breath. From what I understand, she waited 5-6 days for service. (She was offered bottled water right away.)

I am glad to see a plan in place to deal with this problem in the future. Please ensure there are enough workers to implement the plan. Do these workers do both duties of fixing water main breaks AND thawing frozen water line? Prioritizing those decisions must be quite a dilemma for supervisors and management. I have also heard of a device or instrument that can be attached to the water line inside the house. This device draws water from the water line and

then sends it back so that the water is always moving to prevent from freezing. Unfortunately, I haven't looked further in the matter so I'm not aware of the cost, etc. After seeing the map of the frozen water line locations, it is apparent that something needs to be done.

Thank you for this opportunity to express my concerns. I am not able to attend the meeting on June 10, 2019 so I appreciate being able to send this letter.

Thank you to Councillor Hilary Gough for your communication and attention to this matter.

Attachments:

The results of this submission may be viewed at:

<https://www.saskatoon.ca/node/398/submission/315912>

Subject: FW: Form submission from: Write a Letter to Council

From: Marlene Henderson [REDACTED]
Sent: Friday, June 14, 2019 6:58 PM
To: Sproule, Joanne <Joanne.Sproule@Saskatoon.ca>
Subject: Re: Form submission from: Write a Letter to Council

I am the owner of the house [REDACTED] Spadina Crescent West that has had frozen water lines for the past two years. I have some suggestions to make all our lives easier if and when this happens again.

Marlene

From: Marlene Henderson [<mailto:City.Council@Saskatoon.ca>]
Sent: Wednesday, June 12, 2019 10:02 AM
To: City Council <City.Council@Saskatoon.ca>
Subject: Form submission from: Write a Letter to Council

Submitted on Wednesday, June 12, 2019 - 10:01
Submitted by anonymous user: 207.228.78.21
Submitted values are:

Date: Wednesday, June 12, 2019
To: His Worship the Mayor and Members of City Council
First Name: Marlene
Last Name: Henderson
Email: [REDACTED]
Address: [REDACTED] Redberry Road
City: Saskatoon
Province: Saskatchewan
Postal Code: [REDACTED]
Name of the organization or agency you are representing (if applicable):
Subject: Frozen Water connections Information (CK.7780-1)
Meeting (if known): CITY COUNCIL - Regular Business meeting - June 23
Comments:
I believe that I have valuable information that would be useful to the committee

Item 7.2.5 from the SPC on EUCS meeting of June 10
Attachments:

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/316888>



STANDING POLICY COMMITTEE ON TRANSPORTATION

Inquiry – Councillor Z. Jeffries (January 28, 2019) Safety of Properties and Pedestrians near Corner of Patrick Crescent and Muzyka Road

Recommendation of the Committee

That the information be received.

History

At the June 10, 2019 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation and Construction dated June 10, 2019 was considered.

Attachment

June 10, 2019 report of the General Manager, Transportation and Construction.

Inquiry – Councillor Z. Jeffries (January 28, 2019) Safety of Properties and Pedestrians near Corner of Patrick Crescent and Muzyka Road

ISSUE

Concerns have been expressed regarding the safety of properties and pedestrians on or near the corner of Patrick Crescent and Muzyka Road in the Willowgrove Neighbourhood. What approach is the City of Saskatoon taking to improve safety at this particular intersection?

BACKGROUND

At its January 28, 2019 City Council meeting, Councillor Jefferies made the following inquiry:

“Would administration please report back on options to ensure the safety of properties and pedestrians near the corner of Patrick Crescent and Muzyka Road near Brace Cove. Jersey barriers at this location were removed and this has created a situation that is less safe, especially during icy road conditions.”

The south intersection of Patrick Crescent and Muzyka Road is a three-legged intersection with stop signs assigning right-of-way to Muzyka Road. A history of traffic calming and control devices previously installed at this intersection is included in Appendix 1.

CURRENT STATUS

City Council, through Bylaw No. 8174, The City Administration Bylaw has delegated authority to the Administration for traffic calming measures and traffic control devices. As such, the Administration has been implementing different measures to address concerns at this intersection by using boulders and temporary concrete jersey barriers. However, based on more recent feedback and discussion with affected property owners (see Appendix 2), the Administration is proceeding to further improve safety at the intersection by:

- Maintaining the existing boulders;
- Removing the temporary concrete jersey barriers; and
- Implementing a raised crosswalk at the east leg of the intersection.

DISCUSSION/ANALYSIS

Based on a review of the Saskatchewan Government Insurance (SGI) collision data (2013-2017), zero collisions were recorded at this intersection. However, this collision data does not reflect the incidents that have resulted in private property damage without a damage claim on the vehicle.

It is important to note this is not a typical traffic collision safety concern related to the design of the roadway or traffic control devices; rather, this is a private property damage complaint arising from drivers that are:

- Ignoring existing traffic control devices;
- Losing control of their vehicle and/or failing to operate their vehicle safely; and/or
- Driving faster than road conditions suggest as appropriate.

Given the unpredictable driver behavior at this location, it is difficult to engineer a solution to eliminate collisions. A solution that may work at a particular three-legged intersection may not be successful at another. Therefore, each situation must be considered on a case-by-case basis.

Nonetheless, the Administration reviewed various options to mitigate the safety concerns at the south intersection of Patrick Crescent and Muzyka Road. Appendix 3 provides additional information on the advantages, disadvantages, and specific comments relative to each option.

The Administration will improve this intersection by keeping the existing boulders, removing the temporary concrete barriers and installing a raised crosswalk. The introduction of a raised crosswalk will improve the safety of all road users at the intersection by raising awareness of the pedestrian activity and improving stop compliance.

NEXT STEPS

- The Administration will inform key stakeholders about the safety improvements planned for this intersection.
- The costs for these improvements are estimated at \$10,000 and will be included in the 2020-2021 Capital program.

APPENDICES

1. History of Traffic Devices
2. April 17, 2019 Site Meeting Summary
3. Options Considered

REPORT APPROVAL

Written by: Mariniel Flores, Transportation Engineer, Transportation
Reviewed by: Nathalie Baudais, Senior Transportation Engineer, Transportation
David LeBoutillier, Engineering Manager, Transportation
Jay Magus, Director of Transportation
Approved by: Angela Gardiner, General Manager, Transportation & Construction
Department

Admin Report – Inq C Jeffries-Jan 28-19-Safety of Properties and Pedestrians.docx

History of Traffic Devices

Date	Traffic Devices	Rationale
Prior to 2014	Yield sign on Patrick Crescent	Assign right-of-way to Muzyka Road
~February 2014	Yield sign on Patrick Crescent was replaced with a stop sign.	
June 2014	To enhance visibility of the stop sign and improve safety, an additional stop sign in a temporary median island was installed on Patrick Crescent. Temporary concrete jersey barriers were also placed on Muzyka Road to protect the fence at 131 Brace Cove.	The fence at 131 Brace Cove was damaged several times by errant vehicles.
January 2018	Checkerboard sign was installed.	Installed prior to the removal of the jersey barriers.
February 2018	Temporary concrete jersey barriers in the roadway were replaced with boulders in the boulevard.	Jersey barriers were knocked over several times and posed a hazard to the travelling public.
February 2019	Concrete jersey barriers were temporarily reinstalled in the boulevard until a permanent solution could be determined.	

April 17, 2019 Site Meeting Summary

Property owners raised the following issues at the south intersection of Patrick Crescent and Muzyka Road:

- Fence at 131 Brace Cove has been damaged by vehicles in the winter
- Vehicles are not stopping fully or slipping through the icy intersection
- Fence has been hit five times (2014 - present)
- Previous concrete jersey barriers that were placed in the roadway were hit 12 to 16 times
- This is a busy intersection (many multi-family units along Patrick Crescent)

Traffic devices that have been installed at this intersection were discussed:

- Yield sign
- Stop sign
- Additional stop sign in temporary median island and concrete jersey barriers in the roadway
- Checkerboard sign
- Boulders in the grass boulevard
- Concrete jersey barriers in the grass boulevard

Options discussed:

- There have been efforts to enforce and enhance the condition of the road at this intersection but these are only effective for short durations.
- Property owners like existing boulders and concrete jersey barriers in the grass boulevard but prefer a device that also protects pedestrians; liked concrete jersey barriers in the roadway; suggested ways to improve the appearance of the jersey barriers (e.g. black cover with reflective tape).
- Speed hump on Patrick Crescent was suggested to slow down vehicles approaching Muzyka Road.
- A roadside traffic barrier such as a guardrail was discussed. It was noted that this device impedes pedestrian accessibility for the south crosswalk and there is already limited sidewalk space.
- Property owners like rigid bollards. It was noted that these devices are not designed to reduce collision severity for vehicle occupants.
- Larger boulders were discussed. Property owners noted that boulders would have to be massive.
- Property owners recognize that a permanent solution may be expensive and like the existing devices until a permanent solution can be implemented; suggested a phased implementation for the permanent solution.
- Protection of private property and pedestrians, cost, aesthetics, pedestrian accessibility, collision severity for vehicle occupants, and devices at other three-legged intersections will need to be considered/reviewed before a permanent solution is selected.

Options Considered

Option	Advantages	Disadvantages	Decision
Enforcement & Road Maintenance	<ul style="list-style-type: none"> Improves stop sign compliance Improves road condition No additional capital costs 	<ul style="list-style-type: none"> Only effective for short durations 	<p>The fence at 131 Brace Cove has been damaged by errant vehicles due to a lack of stop sign compliance and/or poor road conditions. The Administration suggests that enforcement and road maintenance, while important tools, should not be the primary mitigation measures as these tools are only effective for short durations.</p>
Retain Existing Boulders	<ul style="list-style-type: none"> Offers limited protection to private property No additional capital costs 	<ul style="list-style-type: none"> May shift if struck by errant vehicles. 	<p>The existing boulders should remain because there have been collisions with private property.</p>
Retain Concrete Jersey Barriers	<ul style="list-style-type: none"> Offers limited protection to private property No additional capital costs 	<ul style="list-style-type: none"> Previous concrete jersey barriers in the roadway were not properly secured to an appropriate foundation nor were they located appropriately within the right-of-way Not designed to reduce collision severity for the occupants in an errant vehicle May shift or topple if struck by an errant vehicle Ongoing maintenance costs 	<p>The existing concrete jersey barriers are not recommended because these devices were intended to be a temporary solution until a permanent solution was determined.</p>

Option	Advantages	Disadvantages	Decision
Roadside Traffic Barrier (e.g. guardrail, continuous / connected concrete barrier, crash cushion)	<ul style="list-style-type: none"> • Properly secured to an appropriate foundation • Protects private property • Designed to reduce collision severity for the occupants in an errant vehicle 	<ul style="list-style-type: none"> • Requires an unobstructed barrier-to-obstacle separation distance • Would impede pedestrian accessibility • Sharp edges of guardrail or crash cushion poses hazard to pedestrians • Additional cost of \$10,000 to \$20,000 • Ongoing maintenance costs 	A roadside traffic barrier is not recommended because there is insufficient separation distance and it could pose a hazard to pedestrians.
Rigid Bollards	<ul style="list-style-type: none"> • Properly secured to an appropriate foundation • Do not pose a sharp edge hazard to pedestrians • Do not impede pedestrian accessibility • Protect pedestrians and private property 	<ul style="list-style-type: none"> • Not designed to reduce collision severity for the occupants in an errant vehicle • Design and construction costs of \$4,000 • Ongoing maintenance costs 	Rigid bollards are not recommended because they could result in injuries to the occupants of errant vehicles.
Energy Absorbing Bollards	<ul style="list-style-type: none"> • Properly secured to an appropriate foundation • Do not pose a sharp edge hazard to pedestrians • Do not impede pedestrian accessibility • Protect pedestrians and private property • Designed to reduce collision severity for the occupants in an errant vehicle 	<ul style="list-style-type: none"> • Due to limited sidewalk space, a sidewalk expansion or concrete curb extension would be required to install the energy absorbing bollards which results in design and construction costs of \$35,000 to \$65,000 • Ongoing maintenance costs 	Energy absorbing bollards are not recommended due to the availability of a more cost efficient solution.

Option	Advantages	Disadvantages	Decision
Raised Crosswalk	<ul style="list-style-type: none"> • Raises awareness of pedestrian crossings near the park • Improves stop compliance • Decreases speeds for turning vehicles 	<ul style="list-style-type: none"> • Design and construction costs of \$11,000 • Capital costs for design and installation • Ongoing maintenance costs 	<p>A raised crosswalk is recommended. This option improves the safety of all road users at the intersection by raising awareness of pedestrian activity and improving stop compliance.</p> <p>A raised crosswalk would also address outstanding concerns raised in the Willowgrove Neighbourhood Traffic Review (NTR) regarding westbound left and westbound right turning speeds at this intersection. The Traffic Calming Policy states that vertical deflection devices can be explored if horizontal deflection devices are deemed ineffective.</p> <p>The temporary median island and additional stop sign installed on Patrick Crescent have been unable to improve stop compliance at the intersection.</p>



STANDING POLICY COMMITTEE ON TRANSPORTATION

Taxi Data - Wait Time Analysis Based on Geographical Location

Recommendation of the Committee

That the information be received.

History

At the June 10, 2019 Standing Policy Committee on Transportation meeting, a report of the General Manager, Community Services dated June 10, 2019 was considered.

Attachment

June 10, 2019 report of the General Manager, Community Services.

Taxi Data - Wait Time Analysis based on Geographical Location

ISSUE

This report provides an update on a resolution by City Council related to a location-based analysis of taxi data noting that in order to do this, it would require an amendment to the Bylaw No 9070, the Taxi Bylaw, 2014 (Taxi Bylaw) and additional resources to analyze and interpret the new location based data provided.

BACKGROUND

At its regular business meeting on December 17, 2018, City Council resolved “that the Administration pursue further analysis with respect to wait times with the lens of geographical location.”

CURRENT STATUS

Additional Wait Time Analysis Based on Geographical Location

The Taxi Bylaw, requires taxi brokerages to provide monthly trip data to the City. Data reporting requirements include documentation of the following timelines:

- call for dispatch was received;
- trip accepted;
- taxi meter engaged; and
- taxi meter turned off.

Brokers are also required to report if a trip was for a passenger requiring wheelchair accessible taxi service and the number of trips per month for each wheelchair accessible taxi. Taxi brokerages are required to retain taxi data for a period of three months and are not required to report where the trip originated or the final destination.

In order to conduct additional wait time analysis based on geographical location, an amendment to the Taxi Bylaw would be necessary, to include a requirement that taxi brokerages document and report GPS location of taxi service. Once the data is collected, the Administration would need to expend additional staffing resources to analyze the data. As this analysis is highly specialized and technical, it will likely require the retention of consulting services. A funding source for additional internal or external data analysis has not been identified at this time.

NEXT STEPS

The Administration requires further direction from City Council in order to proceed with the location based data analysis, as resolved by City Council at their meeting on December 17, 2018.

Report Approval

Written by: Mark Wilson, Licensing and Permitting Manager, Community Standards
Reviewed by: Jo-Anne Richter, Director of Community Standards
Approved by: Lynne Lacroix, General Manager, Community Services

SP/SPC on Transportation/Admin Report - Taxi Data - Wait Time Analysis based on Geographical Location/jdw



STANDING POLICY COMMITTEE ON TRANSPORTATION

Temporary Wheelchair Accessible Taxi Licenses

Recommendation of the Committee

That the City Solicitor be requested to amend Bylaw No. 9070, The Taxi Bylaw, 2014, to award temporary wheelchair accessible taxi licenses to individual drivers through a sole source contract, as outlined in the report of the General Manager, Community Services Department dated June 10, 2019.

History

At the June 10, 2019 Standing Policy Committee on Transportation meeting, a report of the General Manager, Community Services dated June 10, 2019 was considered, along with a PowerPoint presentation provided by the Administration.

Your Committee under its delegated authority also resolved that the item be referred to the June 14, 2019 meeting of the Saskatoon Accessibility Advisory Committee (SAAC) for feedback to City Council and that a presentation from the Administration be made available to SAAC.

The Saskatoon Accessibility Advisory Committee has advised that it supports the recommendation of the Community Services Department, and agrees that awarding the temporary wheelchair accessible taxi licenses to individual drivers through sole source is beneficial to the drivers. SAAC also reviewed the proposal from the Riide and United Cabs taxi brokerages and request that this proposal not be adopted at this time.

Attachment

1. June 10, 2019 report of the General Manager, Community Services.
2. June 17, 2019 letter of the Saskatoon Accessibility Advisory Committee.

Temporary Wheelchair Accessible Taxi Licenses

ISSUE

This report addresses two matters related to wheelchair accessible taxi service.

Bylaw No. 9070, The Taxi Bylaw, 2014 (Taxi Bylaw) permits 26 wheelchair accessible taxi licences to be issued by the City. Of these 26 licenses, five are issued as permanent licenses and owned by individuals or corporations, and 21 are temporary, owned by the City and issued to taxi brokerages based on the size of their fleet. Of these 21 temporary licences, five were issued from September 3, 2015 until September 2, 2020; 16 were issued from January 1, 2014 until September 2, 2019. The purpose of this report is to recommend amendments to the Taxi Bylaw to establish new terms for the temporary wheelchair accessible taxi licenses.

This report also addresses a proposal that the Administration has received from a taxi brokerage, related to converting permanent wheelchair accessible taxi licenses to standard taxi licenses and adding additional temporary wheelchair accessible taxi licenses.

RECOMMENDATION

That the Standing Policy Committee on Transportation recommend to City Council, that the City Solicitor be requested to amend Bylaw No. 9070, the Taxi Bylaw, 2014, to award temporary wheelchair accessible taxis licenses to individual drivers through a sole source contract, as outlined in this report.

BACKGROUND

At its meeting on December 17, 2018, City Council amended Bylaw No. 9070, the Taxi Bylaw, 2014, which extended the term of 16 temporary wheelchair accessible taxi licenses due to expire on December 31, 2018, until September 2, 2019.

DISCUSSION/ANALYSIS

Proposed Terms for Temporary Wheelchair Accessible Taxis

Of the 21 temporary wheelchair accessible taxi licenses currently operating, 16 licenses are due to expire on September 2, 2019. Temporary wheelchair accessible taxi licenses were issued to taxi brokerages, proportionate to the size of their taxi fleet, for term lengths of four to five years. Brokerages have typically then distributed the licenses to taxi drivers that have demonstrated an aptitude and commitment to providing wheelchair accessible taxi service, and have the means to purchase and maintain a wheelchair accessible taxi. As a result, many of the primary drivers who currently provide wheelchair accessible taxi service under these licenses own the wheelchair accessible taxi they drive.

The Administration conducted consultation with stakeholders in the taxi industry on a variety of issues pertaining to the wheelchair accessible taxi service, including gathering

input on considerations for awarding the 16 temporary wheelchair accessible taxi licenses for a new term.

On April 25, 2019, the Administration held a come-and-go open house for taxi drivers and license owners. Nine people attended the open house and completed a survey. Four respondents indicated licenses should be issued to drivers, while one indicated the licences should continue to be issued to brokers. Two people were unsure and two people did not respond to that question.

In addition, representatives from Riide, United Cabs and Comfort Cabs and representatives from the United Steel Workers (USW) attended separate meetings. The taxi brokerages advised they preferred a system where licenses were awarded directly to the existing owners of wheelchair accessible taxis, rather than through the lottery system used to award other temporary taxi licenses.

The taxi brokerages had significant concerns with wheelchair licenses being awarded to drivers through a lottery, and advised it would result in insurmountable issues for the taxi industry, as there is no certainty the awardee will have the financial means to purchase a converted vehicle, or the commitment to provide wheelchair accessible service. Further, if an existing wheelchair accessible taxi owner was not selected in the lottery, they would no longer be able to operate and would likely need to sell their converted vehicle.

Representatives from the USW advised their preference is that the licenses be issued directly to the drivers, rather than the brokerages. The USW is intending to consult with their membership on whether their preference is to award the licenses through a lottery, or to the existing vehicle owners and to make a written submission to the Standing Policy Committee on Transportation.

The Administration is recommending, upon the expiration of the terms of the temporary wheelchair accessible taxi licenses, the licenses be awarded to each of the owners of wheelchair accessible taxis through a sole source contract. A wheelchair accessible taxi is a significant investment that requires ownership of a specialized converted vehicle, in compliance with D409 Certificate requirements for accessibility standards. Wheelchair accessible taxi drivers also have unique experience assisting and securing passengers, and providing additional customer service.

The Taxi Bylaw, 2014 allows for the issuance of temporary wheelchair accessible licenses with or without a public tender process, but will require amendments to allow the licenses to be issued to individual drivers, rather than taxi brokers.

In order to align the terms of the license, the Administration is recommending that new terms for 16 of licenses be set for a five-year period from September 3, 2019, until September 2, 2024; and that new terms for the remaining five temporary licenses be set for a four-year period, from September 3, 2020, until September 2, 2024.

Temporary Wheelchair Accessible Taxi Licenses

Proposal to Convert Five Permanent Wheelchair Accessible Taxi Licenses to Non-Accessible Taxi Licenses

The Administration has received a proposal from the Riide and United Cabs taxi brokerages regarding the five permanent wheelchair accessible taxis which they dispatch.

Currently, there are 165 permanent taxi licences, of which 160 are standard taxi licenses, and five are wheelchair accessible taxi licenses. United Cabs and Riide propose that the five permanent wheelchair accessible taxi licenses be converted to standard taxi licenses, and that an additional five temporary wheelchair accessible taxi licenses be added. This would result in a net gain of five standard taxi licenses, with no change in the number of wheelchair accessible taxis, as shown in the below table. The purpose of the conversion is to address operational challenges they have in retaining drivers for the permanent wheelchair accessible taxis, as these vehicles have a higher lease cost than temporary wheelchair accessible taxis due to the value of the permanent license.

License Type		Current	Proposed (by Brokers)
Permanent Taxi Licenses	Standard	160	165
	Wheelchair Accessible	5	0
Temporary Taxi Licenses	Enterprise (replacing seasonal)	35	35
	Wheelchair Accessible	21	26
TOTAL		221	226

The Administration has reviewed this proposal and consulted with other stakeholders in the taxi industry, at the April 9, 2019 open house. Opposition to this proposal was expressed by the USW, taxi drivers and license owners. Of the nine drivers and owners that attended the consultation, seven were opposed to the proposal and two were unsure. Concerns raised included the potential impact on the value of the other permanent standard taxi licenses resulting from additional standard licenses put into the market, and issues of fairness with the five licenses transitioning from one license category to another category.

The Administration recommends this proposal not be adopted at this time. The five permanent wheelchair accessible taxi licenses were issued by the City to ensure the provision of wheelchair accessible taxi service. If the proposal is adopted, all permanent taxi licenses will be non-accessible, and wheelchair accessible taxi service will be provided entirely through temporary licenses. A further five additional permanent taxi licenses will enter the market, which could result in additional competition for other permanent license holders. Having a modest number of permanent wheelchair accessible taxis license in operation, in addition to a number of temporary licenses, provides certainty to the public that wheelchair accessible service is a central and permanent part of the taxi program. The Administration notes the opposition expressed by stakeholders in the taxi industry, including the other owners of permanent taxi licenses.

NEXT STEPS

The terms for 16 temporary wheelchair accessible taxi licenses are due to expire on September 2, 2019. In order to ensure there is no disruption in wheelchair accessible taxi service and the Administration has adequate time to allocate the temporary wheelchair accessible taxi licenses through sole source contracts, the amended Taxi Bylaw should be considered by City Council at their meeting on July 29, 2019.

Report Approval

Written by: Mark Wilson, Licensing and Permitting Manager, Community Standards
Reviewed by: Jo-Anne Richter, Director of Community Standards
Approved by: Lynne Lacroix, General Manager, Community Services

SP/2019/Transportation Committee/Temporary Wheelchair Accessible Taxi Licenses/jdw

June 17, 2019

General Manager, Community Services Department
Licensing and Permitting Manager

Dear Administration:

**Re: Saskatoon Accessibility Advisory Committee – Temporary Wheelchair
Accessible Taxi Licenses [File No. CK. 307-4]**

The Saskatoon Accessibility Advisory Committee, at its meeting held on June 14, 2019, considered a report of the General Manager, Community Services Department dated June 10, 2019, on the Temporary Wheelchair Accessible Taxi and supports the recommendation of the Community Services Department.

The Advisory Committee agreed that awarding the temporary wheelchair accessible taxi licenses to individual drivers through sole source is beneficial to the drivers. The members of Committee also reviewed the proposal from the Riide and United Cabs taxi brokerages and requests that this proposal not be adopted at this time.

The Saskatoon Accessibility Advisory Committee thanks the Standing Policy Committee on the Transportation and Administration for the opportunity to provide feedback on this matter.

Yours truly,



for: **JD McNabb, Chair**
Saskatoon Accessibility Advisory Committee

JM:ht



STANDING POLICY COMMITTEE ON TRANSPORTATION

Traffic Control Stop and Yield Policy Update

Recommendation of the Committee

That Council Policy C07-007, Traffic Control – Use of Stop and Yield Signs be revised as per the details provided in the report of the General Manager, Transportation & Construction Department dated June 10, 2019.

History

At the June 10, 2019 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation and Construction dated June 10, 2019 was considered.

Attachment

June 10, 2019 report of the General Manager, Transportation and Construction.

Traffic Control Stop and Yield Policy Update

ISSUE

The Administration is requesting City Council approval of an update to Council Policy C07-007, Traffic Control – Use of Stop and Yield Signs (Council Policy C07-007).

RECOMMENDATION

That the Standing Policy Committee on Transportation recommend to City Council:
That Council Policy C07-007, Traffic Control – Use of Stop and Yield Signs be revised as per the details provided in this report.

BACKGROUND

City Council approved Council Policy C07-007 in August 1980 and the policy was last updated in January 2009. The policy outlines the criteria for installing stop and yield signs to reduce collisions, promote the use of intersection capacity, and assign right-of-way.

DISCUSSION/ANALYSIS

The Administration uses Council Policy C07-007 to determine the criteria for the installation of stop and yield signs. The policy follows national best practices and guidelines and assists the Administration in making decisions regarding the appropriate use of traffic control at intersections consistently throughout the city.

The Administration has reviewed and updated Council Policy C07-007 (Appendix 1) to better reflect current practices. Changes have been made throughout the policy to improve clarity and reduce confusion. The policy has also been updated to use more modern language.

Part of the decision process for the installation of stop and yield signs is reviewing the collision history for the intersection. The existing policy reviews the collision history from the previous year when considering the installation of stop and yield signs. The updated policy will investigate the year with the highest number of collisions from the previous three years to highlight potential collision trends, and identify intersections with collision patterns that could be corrected through the installation of traffic control devices.

The Administration has found there are unique circumstances where the safety of intersections with specific dangerous driving behaviours could be improved through an upgrade in the traffic control device, even if the intersection does not meet the current warrant criteria. The updated policy would allow the Administration to install a stop or yield traffic control to help prevent or reduce the number of collisions at these locations.

NEXT STEPS

The policy, if approved, would be posted to the City website (Saskatoon.ca). The Administration would follow the updated policy when making decisions regarding the installation of traffic control devices.

APPENDICES

1. Council Policy C07-007, Traffic Control – Use of Stop and Yield Signs

REPORT APPROVAL

Written by: Carly Grassing, Transportation Engineer, Transportation
Reviewed by: Nathalie Baudais, Senior Transportation Engineer, Transportation
David LeBoutillier, Engineering Manager, Transportation
Jay Magus, Director of Transportation
Approved by: Angela Gardiner, General Manager, Transportation & Construction
Department

Admin Report - Traffic Control Stop and Yield Policy Update.docx

CITY OF SASKATOON COUNCIL POLICY

NUMBER
C07-007

POLICY TITLE <i>Traffic Control – Use of Stop and Yield Signs</i>	ADOPTED BY: <i>City Council</i>	EFFECTIVE DATE <i>August 5, 1980</i>
		UPDATED TO
ORIGIN/AUTHORITY <i>Clause 1, Report No. 1-1980 and Clause 4, Report No. 22-1990 of the Works and Utilities Committee; Clause 6, Report No. 17-2004 of the Planning and Operations Committee; and Clause D5, Administrative Report No. 2-2009</i>	CITY FILE NO. <i>CK. 6280-1</i>	PAGE NUMBER <i>1 of 7</i>

1. PURPOSE

To define the criteria for the installation of stop and yield signs that will serve to prevent or reduce collisions, promote utilization of intersection capacity, and assign right-of-way.

2. DEFINITIONS

- 2.1 Traffic Control Device - a sign, signal marking or other device, placed upon, over or adjacent to a roadway, by a public authority or official having a jurisdiction, which is intended to regulate, warn or guide the road user.
- 2.2 Stop Sign - the stop sign shall indicate that vehicle drivers facing the sign shall stop their vehicles completely before entering the intersection area and shall not proceed until it is clearly safe to enter the intersection.
- 2.3 Yield Sign - the yield sign shall indicate to vehicle drivers facing the sign that they must yield the right-of-way, stopping if necessary before entering the intersection area, to on-coming traffic on the intersecting roadway.

3. POLICY

The City shall, pursuant to the “Traffic Bylaw”, install traffic control devices that conform to the requirements of the Manual of Uniform Control Devices for Canada, published by the Transportation Association of Canada.

CITY OF SASKATOON

COUNCIL POLICY

NUMBER

C07-007

POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
<i>Traffic Control – Use of Stop and Yield Signs</i>	<i>August 5, 1980</i>		<i>2 of 7</i>

3.1 General

- a) The City will employ the least restrictive control device possible, to achieve the desired results and safety.
- b) Traffic control signs are to be used in order to encourage obedience and respect.
- c) Traffic regulations and controls are not to be applied without regard for the existing and potential land use and street system.
- d) If signs are required to correct a known collision condition, along a street which is not part of the arterial or collector system, the signs are to be placed in a manner that will not promote or attract additional travel along the street and lead to its ultimate development as a through traffic carrier.
- e) Arterial streets are intended to be free flow.
- f) The following data must be considered before recommendations for the installation of a stop or yield sign will be made:
 - i) Volume on each street (vehicles and pedestrians);
 - ii) Collision history;
 - iii) Physical conditions (geometry, structures, etc.);
 - iv) Parking restrictions;
 - v) Special conditions (vegetation, rail crossing, etc.);
 - vi) Stopping sight distances and safe approach speed; and
 - vii) Surrounding land use (residential, industrial, commercial, etc.).

CITY OF SASKATOON

COUNCIL POLICY

NUMBER

C07-007

POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
<i>Traffic Control – Use of Stop and Yield Signs</i>	<i>August 5, 1980</i>		<i>3 of 7</i>

3.2 Stop Signs

a) General

A stop sign clearly assigns the right-of-way between vehicles approaching an intersection from different directions when traffic signals are not warranted, or not yet installed, and it has been deemed that a yield sign is inadequate.

Portable or temporary stop signs should not be used except in emergency situations or construction zones.

Stop signs are not to be used:

- i) As speed control devices.
- ii) To stop priority traffic over minor traffic.
- iii) As a pedestrian crossing device.

b) Two-Way Stop Control

The following conditions, singly or in combination, may warrant the installation of Two-Way Stop signs:

- i) When a street classified as a local or collector intersects with an arterial roadway.
- ii) At an intersection of a grid road, city street or municipal road with a designated provincial highway.
- iii) Where the total number of vehicles entering the intersection from the major and minor roadways exceeds 350 vehicles in the peak hour.
- iv) At an unsignalized intersection of a minor road along a primary corridor under traffic signal control.

CITY OF SASKATOON

COUNCIL POLICY

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C07-007

POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
<i>Traffic Control – Use of Stop and Yield Signs</i>	<i>August 5, 1980</i>		<i>4 of 7</i>

- v) At an intersection where three or more collisions are reported in a one year period within the last three years and are of a type that are susceptible to correction by two-way stop signs.
- vi) At an intersection of two streets where a pedestrian actuated traffic signal or flashing beacon is in operation.
- vii) At an intersection of two streets where a bus route exists.
- viii) Where the total number of vehicles entering the intersection from the major and minor roadways exceeds 3,500 vehicles in any 24 hour period.
- ix) Where the roadway geometry or alignment cause the roadway to have inadequate sight lines to provide safe stopping distance.
- x) At an intersection where a unique problem is found to be susceptible to correction by the use of stop signs.

c) All-Way Stop Control

The following conditions must be met for all-way stop control to be considered:

- i) The combined volume of traffic entering the intersection over the five peak hour periods from the minor street must be at least 25% of the total volume for a three-way stop control, and at least 35% of the total volume for a four-way stop control.
- ii) There can be no all-way stop control and traffic signal within 200 metres of the proposed intersection being considered for all-way stop control on either of the intersecting streets.

Provided the above criteria are met, the following conditions, singly or in combination, may warrant the installation of all-way stop signs:

CITY OF SASKATOON

COUNCIL POLICY

NUMBER

C07-007

POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
<i>Traffic Control – Use of Stop and Yield Signs</i>	<i>August 5, 1980</i>		<i>5 of 7</i>

- i) When five or more collisions are reported in a one year period within the last three years and are of a type susceptible to correction by an all-way stop control.
- ii) When the total number of vehicles entering the intersection from all approaches averages at least 600 per hour for the peak hour or the total intersection entering volume exceeds 6,000 vehicles per day.
- iii) The average delay per vehicle to the minor street traffic must be 30 seconds or greater during the peak hour.
- iv) As an interim measure to control traffic while arrangements are being made for the installation of traffic signals.
- v) When an engineering study has identified a safety concern and dangerous pattern of traffic that is susceptible to correction by an all-way stop control.

3.3 Yield Signs

a) General

A yield sign can be an effective traffic control device at intersections if it is found that the right-of-way rules do not provide safe, convenient and efficient traffic movement and a stop sign at one or more of the approaches is too restrictive.

Yield signs are not to be used:

- i) Against major flow traffic at an intersection.
- ii) On the approaches of an intersecting street to a highway.
- iii) At any intersection where there are stop signs on one or more approach, except where it is necessary, under special circumstances, to provide minor movement control at complex intersections (e.g. channelized right turn movements).

CITY OF SASKATOON

COUNCIL POLICY

NUMBER

C07-007

POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
<i>Traffic Control – Use of Stop and Yield Signs</i>	<i>August 5, 1980</i>		<i>6 of 7</i>

- iv) At entrance ramps of interchanges where the sign would interfere with the free merging movement of vehicles.

b) Warrants

The following conditions, singly or in combination, may warrant the installation of yield signs:

- i) On a minor road at the entrance to an intersection where it is necessary to assign right-of-way to the major road, but where a stop is not necessary at all times.
- ii) On the entrance ramp to a freeway or other high speed road where an acceleration ramp is not provided.
- iii) At an intersection with a divided highway where additional control is needed in the median break.
- iv) Where an unrestricted right turn is permitted without an adequate acceleration lane.
- v) At an intersection where a unique problem is found to be susceptible to correction by use of the yield sign.
- vi) At an intersection where a bus route exists.
- vii) At each approach to a roundabout to provide right-of-way assignment to vehicles in the roundabout.
- viii) At an intersection where three or more collisions are reported in a one year period in the last three years resulting from conflict between intersecting traffic streams.

4. RESPONSIBILITIES

- 4.1 The Transportation and Construction Department shall be responsible for administering, reviewing and recommending updates to this policy.

CITY OF SASKATOON

COUNCIL POLICY

NUMBER

C07-007

POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
<i>Traffic Control – Use of Stop and Yield Signs</i>	<i>August 5, 1980</i>		<i>7 of 7</i>

- 4.2 The General Manager, Transportation and Construction Department, or their delegate shall be responsible for approving the installation of stop and yield signs.
- 4.3 City Council shall be responsible for approving any updates to this policy recommended by the Transportation and Construction Department.



GOVERNANCE AND PRIORITIES COMMITTEE

Broadway Business Improvement District – 2019 Board of Management

Recommendation of the Committee

That the appointments to the Broadway Business Improvement District for 2019, as outlined in the letter dated May 17, 2019 from DeeAnn Mercier, Executive Director, be approved.

History

The Governance and Priorities Committee, at its meeting held on June 17, 2019, considered a letter from the Broadway Business Improvement District regarding the above.

Attachment

Letter dated May 17, 2019 from Ms. DeeAnn Mercier, Executive Director



May 17th, 2019

His Worship Mayor Clark & Members of City Council
City of Saskatoon
c/o City Clerk's Office
City Hall
22-3rd Ave North
Saskatoon, SK S7K 0J5

Your Worship and Councillors,

Re: Broadway Business Improvement District – 2019 Board of Management

Enclosed is the list of appointments to the Broadway Business Improvement District (BBID) Board of Management as of May 15th, 2019 which has been approved by the Board of Management for submission to the City of Saskatoon.

Alexander Kisin (Saskatchewan Masonry Institute)	Chair
Paul Fedoroff (McDougall Gauley)	Vice-Chair
Bertrand Bartake (Kindrachuck Agrey)	Director
Reid Challis (The Bike Doctor)	Director
Elizabeth Williamson (Williamson Law)	Director
Gabe Muzzolini (Christies II Secondo)	Director
Dr Wade Phillips (Summit Sporst + Health)	Director
Janice Fagnou (Outter Limits)	Director
Cynthia Block	City Councillor, Ward 6

Brooke Johnson, Troy Smith, and Edyta Sieminska have resigned since the last update.

Sincerely,

A handwritten signature in black ink that reads "D. Mercier". The signature is written in a cursive, flowing style.

DeeAnn Mercier
Executive Director



GOVERNANCE AND PRIORITIES COMMITTEE

2019 Annual Appointments – Cheshire Homes (Management) Board of Directors

Recommendation of the Committee

That Mr. Jeremy Sibley be appointed as the City of Saskatoon's nominee to the Board of Directors of Cheshire Homes of Saskatoon, and that he be authorized to vote the membership interest and execute all documents on behalf of the City of Saskatoon as necessary to formalize the minutes of the Cheshire Homes Annual General Meetings for a term of three years, expiring at the conclusion of the 2022 Annual General Meeting.

History

The Governance and Priorities Committee, at its meeting held on June 17, 2019, considered a nominee for appointment to the above Board.



GOVERNANCE AND PRIORITIES COMMITTEE

Appointment – Meewasin Valley Authority Appeals Board

Recommendation of the Committee

That Mr. Stanley Shadick be appointed to the Meewasin Valley Authority Appeals Board to the end of 2020.

History

The Governance and Priorities Committee, at its meeting held on June 17, 2019, considered a resignation on the above Board and a replacement appointment.



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Models for Administration of the Reserve for Major Special Events – Special Events Policy No. C03-007

Recommendation of the Committee

1. That Option 1 – Policy Revisions be made to Policy No. C03-007, Special Events Policy, to provide more timely submission, adjudication and approval of event grant applications; and
2. That the policy revisions be approved.

History

At the June 11, 2019 Standing Policy Committee on Planning, Development and Community Services meeting a report of the General Manager, Community Services Department dated June 11, 2019 was considered.

Mr. Todd Brandt, Tourism Saskatoon, addressed the Committee regarding this matter. A letter dated June 5, 2019 from Mr. Brandt was provided to the Committee.

Your Committee under its delegated authority also resolved that the Administration report back to the Standing Policy Committee on Planning, Development and Community Services regarding options to consider major event grants *In Camera* and what options exist or could exist in the time flexibility.

Attachment

1. June 11, 2019 report of the General Manager, Community Services Department
2. June 5, 2019 letter from Todd Brandt, Tourism Saskatoon

Models for Administration of the Reserve for Major Special Events – Special Events Policy No. C03-007

ISSUE

The City of Saskatoon is exploring options for administering the Reserve for Major Special Events (Reserve) that may provide Tourism Saskatoon with a greater role in the administration of these funds. In what ways can the City of Saskatoon meet Tourism Saskatoon's outcomes of being more timely and efficient in the approval of event grants, while still addressing the potential risks identified during the review?

BACKGROUND

History

At its September 4, 2018 meeting, the Standing Policy Committee on Planning, Development and Community Services received a letter from Tourism Saskatoon's President and CEO, Mr. Todd Brandt, proposing Tourism Saskatoon assume the responsibility of administering the Reserve by expanding its current Fee-for-Service Agreement to include this responsibility, at no cost to the program or for no additional fee.

The resolution from this meeting states:

“that the Administration, working with Tourism Saskatoon, explore options to new models for administering the Special Event Fund and the Profile Saskatoon Fund (including the recommendation put forward by Tourism Saskatoon) that allows for a greater role for Tourism Saskatoon in the administration of these funds, with the model to include options to ensure appropriate guidelines are in place to ensure decisions are made consistent with City Council Policy, an appropriate role for the Tourism Saskatoon Board, and effective checks and balances are in place for reporting on decisions.”

In 2015, Tourism Saskatoon submitted a similar proposal to administer these funds with the intended outcome of being more efficient and timely with grant approvals. In response to this 2015 proposal, Administration undertook a review of the grant process and consulted with 12 municipalities and agencies, including Tourism Saskatoon, to identify grant funding best practices. This consultation found that no other municipalities provided a third party the authority to allocate property tax funded event grants. Other best practices identified included the following:

- a) Use of predetermined minimum and maximum funding limits;
- b) Use of an adjudication committee to review and evaluate event applications; and
- c) Use of an event evaluation rating tool to review and evaluate event applications.

Based on the above findings and in consultation with Tourism Saskatoon, an event evaluation rating tool and Special Event Adjudication Committee were established and

several revisions to Policy No. C03-007, Special Events Policy (Policy) were identified. These changes assisted in addressing Tourism Saskatoon's goal of increasing efficiency and timeliness of grant approvals. In addition, these policy revisions included the requirement that funding requests in excess of \$100,000 require approval of the Standing Policy Committee on Planning, Development and Community Services, which also assisted in meeting the City's objective of having a rigorous review process to ensure strong stewardship of taxpayer funds. These Policy revisions were approved by City Council at its meeting held on March 21, 2016.

As part of the process of ensuring City policies remain current and continue to meet community needs, further Policy revisions were identified through subsequent consultations with Tourism Saskatoon in late 2017 and early 2018, relating to defined term events. These additional Policy revisions were approved by City Council at its meeting held on June 25, 2018.

Current Status

Tourism Saskatoon's proposal to manage these funds stem from the outcomes they would like to achieve of being more nimble and flexible in confirming funding requests. The existing bi-annual application submission and for the larger grant requests in excess of \$100,000, the internal City reporting timelines, which require Standing Policy Committee on Planning, Development and Community Services approval, are not currently meeting this need. Having funding confirmed in a timely manner would allow Tourism Saskatoon to negotiate with other investment partners more quickly. In addition, other outcomes Tourism Saskatoon has identified include the following:

- a) need for increased confidentiality demanded of the third party awarding agency of the event bid process for those events requesting funds greater than \$100,000; and
- b) utilization of Tourism Saskatoon staff experience with the intricacies and pressure points of bid development, as this experience would add value to the grant evaluation process.

Public and Stakeholder Engagement

Administration consulted with internal stakeholders which included Finance, Public Policy and Government Relations, the City Solicitor as well as the Special Event Adjudication Committee, in relation to Tourism Saskatoon's proposal to assume responsibility of administering these funds. Through this consultation, some potential risks were identified, related to moving in this direction.

The potential for conflict of interest was identified. One of Tourism Saskatoon's many roles is to attract special events to Saskatoon and as such they are involved in bid preparations and site inspections. Should Tourism Saskatoon administer these funds, there may be a conflict when they are both bidding on an event, supporting or seeking a bid, and being the approving authority for grant funding for that event. Both promoting Saskatoon as an event destination to organizations looking to host an event here and being in a position to also provide funding to that organization for the event, may be

perceived as having unfair influence over the decision of where the event will be held and how the funds are allocated.

Transparency and consistency in the allocation of funds was also identified as a potential risk. Existing processes which include an application, event evaluation rating tool and special event adjudication committee assist in achieving consistency in fund allocation and provide a level of fair access to any organization wishing to host an event in Saskatoon.

Another concern raised is related to the need for administrative oversight of a property tax funded reserve. Appropriate guidelines currently exist to ensure grant decisions are made that are consistent with City policy, which contributes to strong stewardship in the management of these funds.

It is important to note that it is possible, through a City Council approved application process and public reporting on applications processed and accepted, to address these latter two concerns.

On March 4, 2019, Administration met with representatives of Tourism Saskatoon to confirm their proposal outcomes, discuss findings from the consultations and discuss potential options that would take into account key outcomes identified in the proposal.

Approaches in Other Jurisdictions

In response to the above-noted areas of potential risks and/or concerns, Administration revisited the 12 municipalities and agencies from its 2015 research to determine whether any utilized third party organizations in the administration of special event grants.

Although many municipalities utilize third party organizations in the administration of art and heritage grants, these third party organizations are required to bring forward their recommendations to Committee or Council for approval.

In relation to special event grants, the municipalities from the 2015 research were revisited and all still require approval of Committee or Council, with the exception of Winnipeg. The City of Winnipeg's Special Event Tourism Fund is funded from Accommodation Tax revenue, which is a fee collected by hotels and remitted to the City of Winnipeg. These funds, which are not property tax funds, are then managed by Tourism Winnipeg, which is a division of Economic Development Winnipeg Inc., in partnership with the City of Winnipeg and the Manitoba Hotel Association. These three agencies work together to approve special event grant applications. As a comparison, this model is somewhat similar to how Tourism Saskatoon receives funding from the participating hotels in Saskatoon, for the Destination Marketing Program used to support expenses for marketing Saskatoon as a tourist and event destination.

OPTIONS

Option 1 - Policy Revisions

This option proposes revising the existing Policy to provide for more timely submission, adjudication and approval of event grant applications.

Policy revisions identified that assist in achieving this outcome include the following:

1. Expansion of the Adjudication Committee to include a Tourism Saskatoon staff member as a non-voting member, so they are involved in the review and discussion around event applications and can bring the economic impact perspective, event hosting expertise and administrative oversight to the Committee;
2. Increase the funding amount for which the Adjudication Committee has delegated authority to approve up to a maximum of \$200,000 for an event, increased from the current maximum of \$100,000; and
3. Increase the number of annual intake periods for application submissions from twice per year to quarterly.

Advantages:

- a) Administrative oversight of a property tax funded reserve remains with City;
- b) As a member of the Adjudication Committee, Tourism Saskatoon would bring its bid and event expertise;
- c) The Adjudication Committee will be able to approve the majority of grant applications with the increase to the delegated authority amount; and
- d) The application and approval process will be more nimble and timely as there will be more frequent intake periods.

Disadvantages:

- a) There is a risk in accepting applications more frequently during the year as the majority or all funds may be allocated early in the year, leaving nothing available for later applications.
- b) If a portion of funds are held back at each intake period in anticipation of future applications, there is a risk of under-allocating available funds if fewer applications are received.

Option 2 - Administration of Reserve or Portion of the Reserve

In this option, Tourism Saskatoon would be given the responsibility to administer the Reserve or a portion of the Reserve, the Profile Saskatoon portion, and be the conduit for the application, adjudication and approval of Reserve funds as set out in Council Policy as per their proposal. Administering the Profile Saskatoon portion of the Reserve provides Tourism Saskatoon with the ability to approve a maximum grant allocation of \$50,000 per event for these types of events.

In addition, Reserve funds would remain with the City and a process would be collaboratively developed with Tourism Saskatoon as to how they would request release of funds.

Advantages:

- a) timeliness of the application and approval process.

- b) Council Policy would guide Tourism Saskatoon in the administration of the Reserve so that decisions being made are consistent with Policy.

Disadvantages:

- a) removes administrative oversight of a property tax funded reserve;
- b) potential conflict of interest in Tourism both bidding on events and approving funds;
- c) concern about consistency and transparency in the allocation of funds;
- d) concern that Tourism Saskatoon's priorities for allocating grant funding may not be aligned with City Council priorities; and
- e) concern about awareness of this grant program to a wide array of agencies/organizations to ensure fair access to the funds.

RECOMMENDATION

1. That Option 1 – Policy Revisions be made to Policy No. C03-007, Special Events Policy, to provide more timely submission, adjudication and approval of event grant applications; and
2. That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council approval of these policy revisions.

RATIONALE

Considering all factors, Administration is recommending approval of Option 1 as it addresses the key outcomes of Tourism Saskatoon, as well as concerns raised during the review process.

As the Reserve is funded through an annual allocation in the Operating Budget, the administration of it requires rigorous review of applications, transparency and consistency in the allocation of the funds which contributes to strong stewardship of a property tax funded reserve. It also provides a level of fair access to any organization wishing to host an event in Saskatoon.

ADDITIONAL IMPLICATIONS/CONSIDERATIONS

Should the recommendation be approved, Administration will make the applicable amendments to the Policy which would then be available to organizations on the City's website.

Should another option other than the recommended Option 1 be approved, Administration will report back regarding policy implications and revisions required.

Collaboration efforts in report creation included Tourism Saskatoon and civic Administration in Finance, Policy and Governmental Relations and the City Solicitor's Office.

There are no financial, environmental, privacy, or CPTED implications or considerations.

COMMUNICATION ACTIVITIES

Administration has been collaborating with Tourism Saskatoon throughout this process and will continue to communicate the decision(s) regarding the outcome of this report.

Report Approval

Written by: Loretta Odorico, Recreation Services Manager, Recreation and Community Development

Reviewed by: Andrew Roberts, Director of Recreation and Community Development

Approved by: Lynne Lacroix, General Manager, Community Services Department

SP/2019/RCD/PDCS/Admin Report - Models for Administration of the Reserve for Major Special Events – Special Events Policy No. C03-007/jdw

June 5, 2019

Standing Policy Committee Planning, Development & Community Services
222 3rd Avenue North
Saskatoon, SK
S7K 0J5

Re: Adjudication of the Special Event and profile Saskatoon Fund.

Good Morning Committee Members;

Earlier this year you asked Administration to work with Tourism Saskatoon to review the existing framework for the adjudication of the Funds noted above. We have met with Administration to consider options for your considerations. I will reconfirm the offer I made to you last September:

Tourism Saskatoon, under its current Fee-for-Service Agreement, offers to assume the responsibility to Administer the Special Event Fund, and Profile Saskatoon Fund, at no cost to the program, and for no additional fees.

Rationale:

- We have an existing framework agreement by which we are entrusted to use public funds for the betterment of our city's economic health and quality of life.
- We currently adjudicate the Civic Hospitality Fund, and have for over 15 years without issue.
- We are also entrusted to invest Destination Marketing Program Funds of over \$2.8 million annually, so come to the table as an investing partner ourselves.
- We are often (but NOT exclusively) the conduit through which applications for investments are forwarded to both the Province and occasionally the Federal Governments.
- We are looking for ways to be quicker, and more nimble, than our competition when it comes to securing business for our City, and very specifically, City-owned facilities such as TCU Place, SaskTel Center, and other city-owned recreational and cultural facilities such as the Shaw Aquatic Center.
- Increased need for transparency has resulted in too much information being publicly available, at a stage too early in the BID process. It is inappropriate in a competitive environment and does more to harm the public interest than protect it in this case. The analogy I would use is one that is closer to a Tender, where the public interest is best

maintained by ensuring competitive RFP's are received, providing best value to the taxpayer.

I anticipate the following benefits should Committee, then Council decide to support my offer:

- Increasing the speed and efficiency of determining City investment in major events to meet market trends.
- Provide Tourism Saskatoon with an enhanced platform to negotiate other investment partnerships with the province and potential private sector investments.
- Ultimately drive event-based economic growth to support both facilities owned by the City, and the event industry at-large.

I understand the pressures that Council, its Committees, and City administration come under to deal with the issues and opportunities of the day. I see this as a chance to further engage the 15 professional who work in the Tourism Saskatoon office, and that worry about event attraction, every day. It will decrease demand on City staff and City Committees while still providing full accountability in the use of public funds.

Sincerely

A handwritten signature in black ink, appearing to read 'T. Brandt', with a stylized, flowing script.

Todd Brandt
President & CEO



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

Arbutus Properties – Future Sustainable Community Project Update

Recommendation of the Committee

That the Solair Neighbourhood project be included in the Holmwood Suburban Development Area.

History

At the April 8, 2019 Standing Policy Committee on Planning, Development and Community Services (PDCS) meeting a report of the General Manager, Community Services Department dated April 8, 2019 was considered. Your Committee received a presentation from Mr. Jeff Drexel, President, Arbutus Properties highlighting the key issues identified within the April 5, 2019 letter and concept plan from Arbutus Properties.

The resolution from the April 8 PDCS meeting was as follows:

1. That the reports and recommendation be referred to the Planning For Growth process for consideration and feedback as part of overall next steps of P4G planning process;
2. That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that the Solair Neighbourhood project be included in the Holmwood Suburban Development Area;
3. That a report be submitted to the Committee after P4G has considered the project;
4. That the report be referred to the RM of Corman Park and the Saskatoon Environmental Advisory Committee; and
5. That the Administration provide a report on the financial implications and process proposed to include the Solair Neighbourhood project in the Holmwood Suburban Development Area to accompany the Committee report to council in the second quarter of 2019.

Regarding Resolution 2, the PDCS report was to be submitted to City Council once the Administrative report on the financial implications and process was received (responding to Resolution 5). The Governance and Priorities Committee, at its meeting held on June 17, 2019 received the Project Update report (responding to Resolution 5



STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES

of PDCS) as information and is appended to this report as Attachment 4 for Council's information.

Attachments

1. April 8, 2019 report of the General Manager, Community Services Department
2. April 5, 2019 letter and concept plan from Jeff Drexel, Arbutus Properties
3. April 5, 2019 letter from Brad Zurevinski, Dream Developments
4. June 17, 2019 report of the General Manager, Community Services Department submitted to Governance & Priorities Committee at its June 17, 2019 meeting.

Arbutus Properties – Future Sustainable Community Project Update

Recommendation

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that the Solair Neighbourhood project be included into the Holmwood Suburban Development Area, at such time as the Sector Plan is being updated and amended.

Topic and Purpose

Arbutus Properties is proposing to develop lands to the southeast of Saskatoon into a future neighborhood. The majority of the land is not within the current municipal boundary of the city of Saskatoon and is not currently in the development stream for immediate term future city development.

This report is the Administration's response and update to the development process for these lands.

Report Highlights

1. The Administration met with Arbutus Properties to discuss technical considerations and requirements with the proposed Solair project.
2. In keeping with the general urban land development process, the most recent study for the future growth of Saskatoon, the Growth Plan to Half a Million, determined that at this time there is sufficient land area within the city limits of Saskatoon to accommodate a future city of 500,000 residents.
3. The 2018 confirmation of the Saskatoon Freeway alignment to the south east of Saskatoon creates the potential to expand the City's development area, which is envisioned to be incorporated into the Holmwood Sector Plan in a joint process with the RM of Corman Park, prior to proceeding with boundary alteration discussions.
4. Incorporating the Solair neighborhood project into the Holmwood Sector Plan through a future amendment process would be consistent with the general urban land development process; however, there are a number of considerations that affect the timing of this process, including potential boundary alterations.
5. In addition to being many years out in the City's development plans, the proposed Solair development is not a complete neighbourhood, and has not been designed to fit with the future revised Sector Plan which will be developed in future years. As such, the best path forward is to incorporate these lands at such time as the Sector Plan is updated and amended.

Strategic Goal

This report supports the Strategic Goals of Asset and Financial Sustainability and Sustainable Growth by considering the development of the Solair neighborhood plan in context of the general urban land development process.

Background

At the August 14, 2018 meeting of the Standing Policy Committee on Planning, Development and Community Services, a representative from Arbutus Properties and a private citizen requested to speak in regards to a proposed future sustainable community project called Solair; Arbutus Properties made a brief presentation on their proposal.

At the conclusion of the presentation, Arbutus Properties requested assistance from the Administration in refining the concept plan, including addressing any early-stage technical and policy issues such as infrastructure servicing, boundary adjustment, Official Community Plan amendment, as well as sector and neighbourhood concept plan approvals. Arbutus Properties also indicated that a formal concept plan could be completed as early as January 2019. The Standing Policy Committee on Planning, Development, and Community Services resolved:

1. That Administration meet further with Arbutus to discuss identified technical issues with the project; and
2. That Administration report back in the first quarter of 2019 on the feasibility of incorporating the Solair neighbourhood project into the Holmwood Suburban Development Area.”

Attachment 1 shows the location of the proposed project.

Report

Technical Meetings with Arbutus Properties

Since August, 2018, the Administration has had five technical meetings with Arbutus Properties. The meetings were organized around topics of application/approval processes, neighborhood design standards, major system servicing and a specific workshop on rain gardens/storm water management. A total of 15 staff have been involved in these meetings to various degrees, investing an estimated total of 80 staff hours to date. Through the course of these meetings, it has been recognized that the proposal from Arbutus Properties does bring forward concepts that are supportive of a number of the City’s goals. In addition, although there are technical issues that would have to be resolved by Arbutus, in the course of more detailed design work on this concept, these issues do not represent insurmountable obstacles. During the course of these meetings, the Administration also recommended that some of the unique aspects of the proposal could be undertaken as pilot projects within existing development areas, such as Rosewood, where Arbutus currently owns development lands.

General Urban Land Development Process

While technical issues remain to be resolved during further work on this project, a number of other factors would also need to be considered and addressed. This includes: the current land jurisdiction; the existing Holmwood Sector Plan and its phasing and servicing plans; other existing development interests in the rest of the Sector; as well as other aspects of the general urban land development process in Saskatoon, including compliance with the policies of the Official Community Plan Bylaw No. 8769. Attachment 2 provides an overview of the land development process.

The established land development process uses a Future Growth Study to determine if additional land area is required to fulfill the City of Saskatoon's (City) development projections to a determined population threshold. The most recent study of this nature was the Growth Plan to Half a Million. That study indicated there is currently a sufficient land base within the existing municipal boundaries to accommodate a future city of 500,000 residents and there was no additional land base required at this time. As a result, no current boundary alterations are planned at this time.

Holmwood Sector Plan

A Sector Plan for the Holmwood suburban development area was first approved in 2012, (as the East Sector Plan), and was amended most recently in 2017. The eastern edge of this Sector Plan was originally defined by the location of the Perimeter Highway (now Saskatoon Freeway). As a result of the alignment changes adopted by the Ministry of Highways and Infrastructure, the RM of Corman Park and the City in 2018, there is a significant amount of land within the new alignment that could be considered for development by the City in the future. It is envisioned this type of amendment to the Holmwood Sector Plan would be done in cooperation with the RM of Corman Park which is consistent with the principles of Planning for Growth, and this concept has been discussed with the RM Administration. However, the timeline for the start of this formal planning process has not yet been determined or communicated for a number of reasons: additional lands to accommodate future urban growth are not necessary for the current planning horizon and there are a number of other areas that have been prioritized for further planning both within Saskatoon and the region.

Holmwood Sector Plan Amendment Feasibility

It is possible to proceed with a planning process to amend the current Holmwood Sector Plan with the intention of including all of the lands within the Saskatoon Freeway alignment in the south east into the Sector. Undertaking this work at this time would have the following potential implications that would require consideration:

- 1) Jurisdiction: The lands to be potentially included in the Sector Plan are currently within the jurisdiction of the RM of Corman Park. The development of the Sector Plan amendment would need to occur in cooperation with the RM as it may lead to a future boundary alteration request to have the lands come within the jurisdiction of the City. It is unknown at this time what resources the RM may have available to assist and participate in this process.

- 2) Servicing Plans: Saskatoon Water has recently completed a Water & Sewer Master Plan, in order to develop a servicing plan for all the lands within the current urban boundary. Adding additional land areas will require analysis and potential alteration of that servicing master plan.
- 3) Development Phasing: Adding additional lands to the Sector Plan may alter the timing and location of major infrastructure and could alter the phasing of development. This has the potential to affect others in the development area who have based their plans on the current phasing and servicing plans of the Holmwood Sector Plan. It would also have implications for the City's financial planning to construct the required infrastructure.

A Sector Plan amendment typically takes 18 months to complete. Given that this amendment process would be done in cooperation with another jurisdiction, additional time is likely required. See Attachment 2 for an overview of the Sector Plan process.

Based on current direction and available resources, the Administration has not scheduled or assigned resources to the undertaking of this sector plan amendment in the near term. In order for this planning endeavour to be advanced, additional staff resources would be required or projects currently being undertaken would need to be delayed.

Boundary Alteration is Required

The proposal and information shared by Arbutus Properties lays out a fairly dense, urban neighbourhood. Based on the servicing requirements and the type of development, the area is proposed as an urban development, as opposed to a rural development in the RM. This recognizes the need for city services of all types. In this case, a boundary alteration would be required before the development could occur. Boundary alterations require time to prepare and execute, and can also be quite costly. Typically, due to the associated time, complexity and costs, boundary alterations are done for an entire area, like the area now included inside the Saskatoon Freeway in the south east. The boundary alterations could potentially be done concurrently with amendments to the Sector Plan.

Alternatively, it would be possible to undertake boundary alteration that only included the lands identified by Arbutus Properties. An approach of this nature would be contrary to the Official Community Plan and would not follow the general urban land development process. Additionally, the effort to undertake such an approach would require about the same effort as a sector plan amendment and boundary alteration for a much larger land area. Considering the policy impacts and efficient use of resources, this option would require further direction and additional resources to explore in detail.

Future Planning to be Consistent with Official Community Plan

As mentioned above, there are a number of land development steps that need to occur to bring this area into the development stream. In addition to these steps, the design of the area will need to correspond to key policies of the Official Community Plan.

Arbutus Properties – Future Sustainable Community Project Update

The proposal as detailed to date is limited to parcels held under one ownership and has not been done in consultation with neighbouring land owners to develop an appropriately sized and connected full neighbourhood. In Saskatoon, the OCP identifies neighbourhoods as the fundamental building block of the city. Designing entire neighbourhoods as a cohesive whole ensures that connections between and within a neighbourhood are appropriate, and that all necessary community facilities, like schools, are accommodated.

A future Sector Plan amendment to incorporate this area will begin to resolve some of these planning issues and inform the further development of the neighbourhood concept plan. Following these basic building blocks and processes for this area will help to ensure that the fundamental values of city-building in Saskatoon are maintained.

Options to the Recommendation

The options and considerations of accelerating this initiative are outlined in the body of the report. City Council has the option to provide further direction in terms of next steps for this project.

Public and/or Stakeholder Involvement

There has been no public or stakeholder involvement.

Policy Implications

The Official Community Plan Bylaw No. 8769 outlines the planning framework for continued sustainable development and financial sustainability of urban land development. Policies related to Development Phasing, contained in Section 3.3 provide a solid foundation for the financial sustainability of development in Saskatoon. Policies related to Public Utilities and Development Costs, in Section 13.2, also outline requirements that will need to be considered for this proposal.

Financial Implications

Undertaking a sector plan amendment, including alterations to the Water and Sewer Masterplan will require civic staff resources. Availability of staff and a funding source will be required to undertake any work. Taken in sequence, this work would normally be funded through levies collected as a part of servicing agreements. Accelerating this work would require either a reprioritization of existing projects or additional resources.

Undertaking a Boundary Alteration process also has financial implications that would require further analysis.

Environmental Implications

The environmental implications are not currently known, however the forthcoming Low Emissions Community Plan may provide some insight into the emissions and environmental performance of this proposed suburban development.

Other Considerations/Implications

There are no privacy or CPTED implications; a communication plan is not required at this time.

Arbutus Properties – Future Sustainable Community Project Update

Due Date for Follow-up and/or Project Completion

Follow up will be provided based on direction received through this report.

Public Notice

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

Attachment

1. Location Plan - Solair / Arbutus Properties
2. General Land Development and Sector Plan Processes

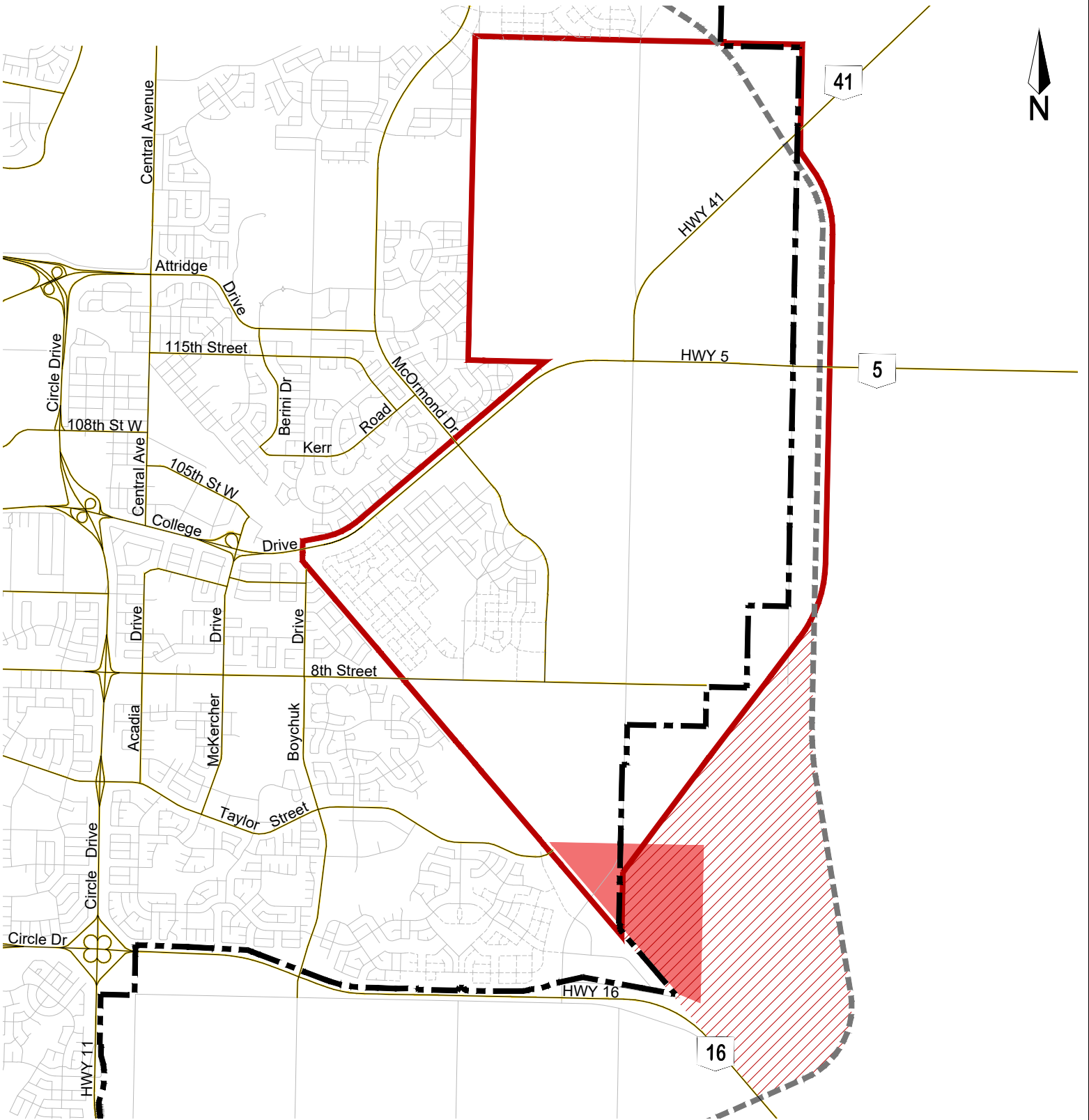
Report Approval

Written by: Don Cook, Manager, Long Range Planning

Reviewed by: Lesley Anderson, Director of Planning and Development
Angela Gardiner, General Manager, Transportation and Construction

Approved by: Lynne Lacroix, General Manager, Community Services

SP/2019/CS/PDCS/Arbutus Properties – Future Sustainable Community Project Update/ac



- City Limits
- Holmwood Sector Study Area
- Saskatoon Freeway Alignment
- Solair - Arbutus Properties
- Potential Addition to Holmwood Sector Study Area



NOTE: The information contained on this map is for reference only and should not be used for legal purposes. All proposed line work is subject to change. This map may not be reproduced without the expressed written consent of the Regional Planning, Mapping & Research Section.

DRAWING NOT TO BE SCALED
March 20, 2019

General Urban Land Development and Sector Plan Processes

Future Growth Study	<ul style="list-style-type: none"> • Undertaken by City • Population threshold determined by City • Approved by City Council
Boundary Alteration	<ul style="list-style-type: none"> • Undertaken by City • Based on Future Growth Study • Timing and compensation negotiated with Rural Municipality of Corman Park
OCP and Zoning Amendments (to bring into City land use controls)	<ul style="list-style-type: none"> • Undertaken by City • Typically, blanket Urban Holding Area Land Use Designation and Future Urban Development Zoning District • Adopted at Public Hearing of City Council
Sector Plan (legislated Concept Plan for 8 to 10 neighbourhoods)	<ul style="list-style-type: none"> • Undertaken by City • Based on policies in OCP • Adopted by resolution of City Council
Neighbourhood Concept Plan (for one neighbourhood)	<ul style="list-style-type: none"> • Undertaken by developer or lead developer (for multiple land owners) • Based on policies in OCP • Adopted by resolution of City Council
OCP Phasing Amendment	<ul style="list-style-type: none"> • Application by developer • Land suitable for development • Based mainly on servicing considerations • Adopted by resolution of City Council
OCP and Zoning Amendments	<ul style="list-style-type: none"> • Application by developer • Based on Neighbourhood Concept Plan • Adopted at Public Hearing of City Council
Subdivision Application and Approval	<ul style="list-style-type: none"> • Application by developer • Based on Zoning and Subdivision Bylaws • Approved by City Administration
Site Registration with Information Services Corporation	<ul style="list-style-type: none"> • Undertaken by developer • Sites may be sold to builders
Building and Development Permit	<ul style="list-style-type: none"> • Undertaken by builder • Approved by City Administration

Sector Plan Process

OVERVIEW

Area Sector Plans (Sector Plans) provide a broad framework for future urban development, ensuring development aligns with the City of Saskatoon's Official Community Plan (Bylaw No. 8769). They include the location and size of future neighbourhoods, major transportation network connections, employment areas, and significant park, open space, and natural areas. Sector Plans typically encompass an area that could include five to eight residential neighbourhoods and their supporting amenities. This framework allows for the preparation of more detailed Area Concept Plans. Area Concept Plans must align with their respective Sector Plan.

The policies of the Sector Plan guide elements of development such as the phasing, servicing, and a framework for Area Concept Plans to be evaluated. It also identifies key land uses, transportation networks, and servicing components that will need to be addressed in detail during the Area Concept Plan process. To ensure these policies are appropriate and achievable, detailed studies on an area's topography, natural areas and heritage resources, provision of water and sewer services, traffic studies, population projections, proposed transit routes, active transportation networks, and much more. These studies ensure the policies outlined in the Sector Plan align with the City of Saskatoon's overall vision and existing city-wide plans (including regional planning initiatives).

Sector Plans are created, administered and amended by the Planning and Development Division, but involve a significant collaborative process with internal and external stakeholders. The plan creation process is made up of four major stages: plan creation, plan review, plan approval and plan implementation.

PLAN CREATION

1. BACKGROUND RESEARCH

Reviews of Bylaws, policies, guidelines and information related to the area.

2. REQUIRED STUDIES

- Natural Area Screenings.
- Feasibility Studies.
- Demographics Reports.
- Commercial/Employment Impact Assessments.
- Traffic Impact Assessments.
- Geotechnical Study.

3. COMPILATION OF INFORMATION & PRELIMINARY DESIGN

- Land uses, transportation networks, and servicing components.
- Area, Density, Population, and Employment.
- Municipal and Environmental Reserve Allocations.
- Financing Strategy.

4. DESIGN REFINEMENT AND FINAL DRAFTING

PLAN REVIEW

1. Circulate final design and sector plan report to the project team for review and revise as necessary.
2. Circulation to stakeholders:
 - Internal Civic Departments;
 - Utilities;
 - School Boards;
 - Major landowners (developers);
 - CPTED Review Committee.
 - And other relevant stakeholder or rights holders as required (i.e. Meewasin, RM of Corman Park, First Nations, etc.)
3. Revise as necessary
4. Take the final design and report out for public engagement either through traditional open house or through an online forum.

PLAN APPROVAL

Required technical reviews, Advisory Committees and Committee/City Council for review and/or approval.

PLAN IMPLEMENTATION

Following adoption, Plan Implementation addresses who does what and when. This includes both technical and policy aspects, leading to future development in the area, aligned with the Sector Plan.



Suite 110 – 1529 W. 6th Ave, Vancouver, BC, Canada V6J 1R1
t 604.742.1211 f 1.888.735.2496 ArbutusProperties.com

April 5, 2019

Councillor Darren Hill, Chair
Planning, Development and Community Services Committee
c/o City Clerk's Office
City Hall

Dear Chair Hill:

Re: Solair Neighbourhood Development Concept Plan

We are writing today with a request to address the April 8, 2019 Planning, Development and Community Services (PDCS) Committee and seek your support to advance our Solair Neighbourhood Concept Plan. Specifically, we are requesting the Committee's consideration on four key matters related to our new Solair neighbourhood plan that would allow it to be considered and incorporated into the City of Saskatoon and Regional Planning framework.

Although we are in front of the City's Planning, Development and Community Services Committee with our plan, we acknowledge and understand our Solair Neighbourhood has regional implications that will affect both the Rural Municipality of Corman Park and the Saskatoon North Partnership for Growth (P4G). While we have not formally presented our plan to either body, we certainly intend to do so as we work to advance our project through the necessary approvals. We have had an informally line of communication with the RM, but it is now time to formally engage both the RM and P4G and commit to do so. We believe Solair presents an excellent opportunity to showcase the spirit of cooperation that is already forming with the new regional plan and can potentially open a door to a level of collaboration between the partner municipalities that has been missing in the past. We are excited with the opportunity to join the regional partnership to be trailblazers on a potential new model for regional planning and development.

Specifically, we see the following four key matters needing to be in place to allow the Solair neighbourhood to proceed.

1. We submit our proposed Solair Neighbourhood Concept plan with a request to begin the formal review process for concept plan approval.
2. We request the Committee's support of the Administration's recommendation to amend the Holmwood Suburban Area Plan (Sector Plan) to include our Solair Neighbourhood, and in addition, seek further support to proceed with the amending process immediately.
3. We request the Committee's support to consider appropriate amendments to the City's Official Community Plan including provision that would allow the Solair neighbourhood concept plan to proceed in the short term. This may require an amendment and clarification to phasing within the Sector Plan, as well as assessing implications to the RM and P4G planning frameworks.
4. We request the Committee's support and direction to the Administration to review and consider the appropriate approach to engage the RM of Corman Park and P4G in the necessary process that would allow the Solair Neighbourhood project to proceed in a timely manner.

We began work on Solair just over two years ago and have known since the beginning of our work that it was an ambitious undertaking and would require patience and perseverance to achieve approvals for a plan and design concepts that challenge the status quo and business as usual development model. We very much appreciate the Administration's assistance and guidance over the last 6 months as we undertook a technical review of Solair. As the Administration's report states, we are of the similar view that there are no insurmountable technical hurdles that would stand in the way of our groundbreaking neighbourhood to be built. So, we are excited to see the Administration recommend that Solair be included within the Holmwood Sector Plan.

Where we differ from the Administration's view is on timing and phasing of this amending process. It is imperative from our perspective that the process begin now and not be simply placed in a queue of work with no certainty around when the process may begin (and end). We remain of the belief that this is one of the most important suburban development projects ever to seek the City's or Region's approval, and as the former GM of Community Services said at the August PDCS Committee meeting, sometimes a development proposal comes along that is so compelling, special consideration must be given and in the case of Solair, it is not a matter of if, but a matter of when. We respectfully submit that the 'when' is now.

We understand that what we are seeking today is not a small request and will require considerable review and discussion. Concept plan approval, coupled with sector plan, OCP and regional planning implications all take time and that is why we are requesting today that the Committee take important first steps and formally instruct the Administration to begin that process now. Unlike development proposals that fit nicely within the City's existing sector planning, Solair is unique in that only 17% of the land base resides within an existing Sector plan and the remainder lies outside the City's currently approved plans and boundary. So, as we have stated, there are clearly regional planning implications that must be considered, but we have been unable to define what that distinct application path is for us to take to advance our project. Therefore, we are taking the approach we are today and using the PDCS Committee as our 'application' process, and certainly seek the advice of the Committee on best next steps as well.

We have heard the question asked, "why would the City of Saskatoon consider advancing and approving a development project that is currently not within its approved development plan phasing"? We would suggest that Solair presents a unique and innovative opportunity to the City, the Region and Province, and as such, warrants special consideration.

- Solair delivers a significant environmental step forward on GHG reduction and allows Saskatoon and region to be a leader in sustainable community building including green infrastructure, renewable energy, high energy efficient residential housing, and an efficient, higher density land plan that fully supports active transportation and transit.
- Solair will be a huge economic win for the Saskatoon Region creating over \$1billion of investment over the construction period, hundreds of jobs and accelerate the City's return on investment in major infrastructure services. Solair presents the opportunity to recover tens of millions of dollars of infrastructure today, as opposed to waiting 30, 40 or more years to do so.
- Solair also assists the Province of Saskatchewan in meeting its greenhouse gas reduction and renewable energy commitments and targets.
- Solair, we believe, provides a new housing and lifestyle alternative to a changing market demand. Today's homebuyer is looking for a more energy efficient house, one that is less dependent on non-renewable energy, and in a high-quality community. In short, our focus

needs to change from building our neighbourhoods with a car centric lens to one with a more people centric focus.

- While many of the design concepts reflected in Solair are new to Saskatoon, most have already been proven in other markets and municipal applications, albeit at a reduced scale. However, from our review, we are confident that all technical issues or barriers can be addressed and resolved to the satisfaction of the City Administration.
- Solair absolutely aligns to a wide variety of City of Saskatoon and P4G strategy, principles and policy objectives we have reviewed and would provide the means for many of the environmental and sustainability priorities to be met.
- Solair provides great opportunity for collaboration and cooperation for the newly minted regional plan and partnership.
- It is completely feasible that Solair could become ground zero of a sustainability tech hub in the Saskatoon region, like what has happened in other cities, which could be built into something larger. Solair creates the opportunity for it to become the 'laboratory' for new building technologies, domestic solar applications, storm water management and green infrastructure methodologies being developed over the next 10 years in the project and in other similar projects in the City and region.

Over the last year, as we have engaged numerous stakeholders and the City on this project, the fear of the technical unknowns has subsided, and we believe firming up support for this ground-breaking concept comes down to a matter of policy, collaboration and cooperation. A key issue seems to be around how Solair fits into current sector planning and phasing – a matter we believe is for the regional governing bodies to consider and decide upon. We respect and support the need for any municipality to develop high quality and considerate growth plans and policy to support those, such as laid out in the their OCPs and supporting policies. That said, we also share the common view that all good plans have the attribute of being flexible and adaptive to changing circumstances and opportunity.

At the recent Destination Downtown Workshop hosted by the City, one of the well-known and regarded speakers, who is very experienced in City development, indicated that Governments, by their very nature, are built and organized to generally make status quo type decisions. However, City's don't typically grow as per their development plans and the status quo. Growth tends to be more organic which results in cities typically lagging where the market trends are headed, and thus, further results in needed changes to their status quo plans. In other words, municipalities need processes and plans that are open to being flexible and adaptive and not being so rigid as to lose an opportunity to make proactive changes that will lead to the betterment of our community.

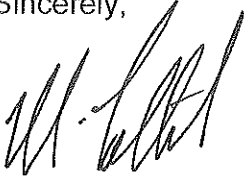
The City, to its credit, has realized this in the past and was able to make amendments to the OCP and sector planning to allow great developments like Stonebridge and the new neighbourhoods in the City's west sector to proceed. In fact, if the City hadn't been willing to make changes in the past, we would suggest that Saskatoon would not be as healthy and progressive a city as it is today.

We don't think we can overstate the importance of the Solair project to the City, the Region and to the Province. It is unlike any suburban greenfield development in Canada. It challenges the business as usual model and is positioned to become the largest sustainable neighbourhood development in the country. Solair incorporates significant innovative design aspects that will create a more adaptive and flexible land and infrastructure plan and, will rely entirely on renewable

energy and produce enormous GHG reductions. This project truly advances community building a considerable distance along the pathway to reducing our carbon footprint in our community.

The Solair neighbourhood project is extremely important to Arbutus Properties business plan and our continued ability to develop both infill and greenfield projects in and around Saskatoon. However, this isn't just about Arbutus and we believe it is even more important to the City of Saskatoon and surrounding municipalities by allowing a 21st century sustainable community to be built to meet the needs of our residents and deal with the growing challenges of climate change and over reliance on a carbon-based economy.

Sincerely,



per. **Jeff Drexel, President**
Arbutus Properties

Attachment – Solair Neighbourhood Concept Plan

SOLAIR CONCEPT PLAN

Saskatoon, SK
April 2019



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March 2019

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EXECUTIVE SUMMARY

Arbutus Properties has entered a partnership with the owners of 129 hectares (300 acres) of land adjacent to the CP rail tracks east of the Meadows in Saskatoon. The Partnership is proposing to take a radically different approach to planning and development of these lands than the standard suburban subdivision which dominates the Saskatoon landscape. This new approach has already involved a number of collaborations including the University of Saskatchewan, University of British Columbia's School of Community and Regional Planning, the Province of Saskatchewan, the North Saskatoon Planning for Growth Regional District, the City of Saskatoon and a cross section of planning and engineering experts and Saskatoon community members. This will be a bold initiative; a sustainable suburban neighborhood unlike any in Canada. With all of the research and collective knowledge we have about the state of our planet's environment, the Partnership, with the assistance and support of the City of Saskatoon will blaze a new trail for greenfield development in Saskatoon by proposing this bold new alternative development model.

This undeveloped land offers a unique opportunity to demonstrate for all of Saskatoon and other Prairie cities who are also experiencing rapid growth that there is a different way to develop; to be greener, to minimize the impact of the built form, to de-emphasize the automobile, to provide more pedestrian and bike oriented living, to deliver localized small scale retail live/work environments and to build a community with a strong sense of identity which is in alignment with the natural environment. And to do so in a suburban setting and at scale. Based on the project's sustainable approach and the fact that this neighbourhood will be powered by a community solar energy system, the name Solair has been selected for this area.

When fully developed, the Solair neighbourhood will have approximately 3200 units of which 1300 is single family housing and approximately 1900 of mid-density housing and mixed use units, anticipating a residential population of approximately 7500 people. A diverse range of housing options will be provided in the Solair Concept Plan to appeal to people of varying income levels and ages. The plan sets up strong linkages between the Solair site and adjacent neighbourhoods through transportation networks, trails and park systems.

The Partnership is embarking on a very different development path for Solair; one born out of sense of doing the right thing at a time when a departure from the traditional suburban land development is needed and the belief that there is a market for this type of project in Saskatoon. The project aligns with a significant number of City's stated priorities, and will lead the way in design and sustainability innovation. There are however, significant financial risks involved. In order to mitigate these risks, the Partnership will embark on an iterative planning and design process so we can assess potential outcomes at each step of the way. We also realize there is risk in opening up the process to a wide group of stakeholders but we believe that the outcomes have the potential to be much better for all involved.

1.0 DEVELOPMENT CONTEXT

1.1 Location & Area

The 129 hectare property lies northeast of the CP rail mainline and east of Zimmerman Road in south east Saskatoon. The current land use is farming. As it is currently being used for farming purposes, there is no drainage plan or municipal services to, or within the property. A portion of the site is outside the City of Saskatoon's municipal boundaries and lies within the Corman Park Saskatoon Planning District.

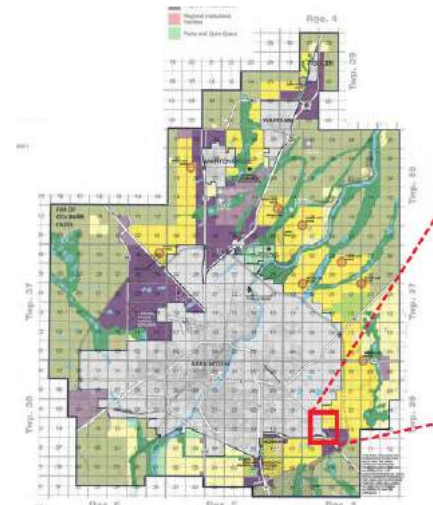
1.2 Planning Context

The focus of the Partnership proposal is twofold; one to provide a sustainable alternative housing type targeted to a market with an unfulfilled need and desire. Secondly, the Partnership believes doing a project that is more focused on a lower impact on the environment with renewable energy and green approaches will be of interest to the City of Saskatoon, the Saskatoon Regional District and the Province of Saskatchewan and the Government of Canada. This radically different approach to suburban development could assist in mobilizing support and meaningfully address issues around the formidable global issue of climate change that hasn't been focused on enough in Saskatchewan or the other prairie provinces. The project will serve as a model of suburban development across Canadian cities are also experiencing rapid growth.

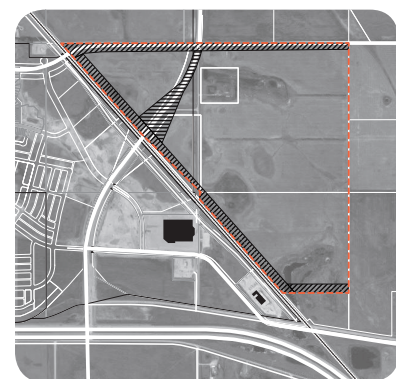
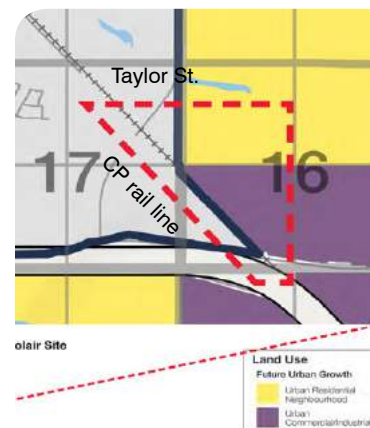
The northwest triangular corner of the site (framed by Taylor St, Zimmerman Road and the CP rail corridor) is part of the Holmwood Sector plan which extends north of the site. The 2017 Holmwood Sector Plan (HSP) designates future development in the sector primarily as residential, aligned with the land use of the Solair project. Furthermore, much of the eastern edge of the HSP lies beyond or outside of the city boundary (as Holmwood's Eastern edge is defined by the future ring road), suggesting annexation will be required in the future, along much of Holmwood's eastern edge. This makes a cogent argument for annexing the Solair land currently part of Corman Park to the Holmwood sector plan.

Conversely, the Solair project will primarily be serviced infrastructurally and commercially from the adjacent Rosewood neighbourhood which is part of the Lakewood Sector Plan. Thus, Solair could be an extension of the Lakewood Plan, with the small triangular land framed by Taylor St, Zimmerman Road and the CP rail corridor shifted to Lakewood.

According to the Saskatoon North Partnership for Growth Regional Land Use Map, the land currently outside of the Saskatoon municipal boundary is zoned residential in the northern portion of the site, and a small portion of the land to the south is zoned urban commercial/industrial. This would require a change in land use



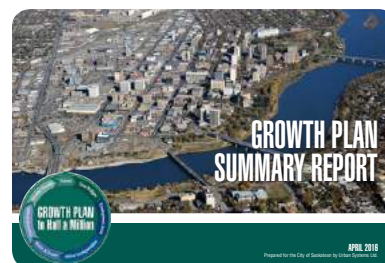
Saskatoon Land Use Plan



Solair lands with its buffer zones

designation within the Regional Plan of the property to residential and mixed use. The designations of residential and commercial boundaries in the Regional Plan always anticipated potential amendments, as development of the region took on more precision and development proposals came forward.

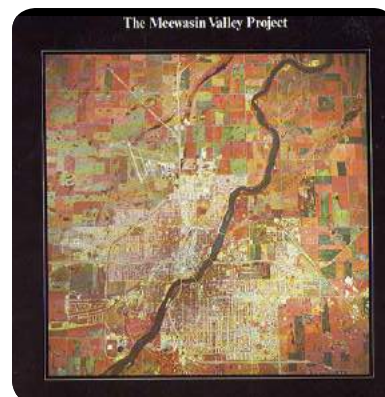
See **Figures 2 & 3** for location of site, current zoning. See **Figure 4** for relation of Solair site to Lakewood and Holmwood Sectors.



1.3 Plan Objectives

The objectives of the Solair Concept Plan (SCP) are to:

- Create an integrated design and interface between the Solair Concept Plan and surrounding neighbourhoods, in terms of mobility, open space networks, and urban relationships.
- Ensure efficient access and egress into and within the neighbourhood
- Ensure strong vehicular, transit, bike and open space linkages between the SCP and surrounding neighbourhoods
- Develop the highest calibre of sustainable design, including the integration of renewable energy infrastructure, on-site water management, and energy building design ever achieved in Canada at this scale.
- Ensure design excellence and innovation in the planning of the community, the design of housing typologies, and design of unique open spaces
- Develop a range of housing and mixed-use building types to attract a diverse range of age and income demographics to create a vibrant and integrated community
- Satisfy a growing portion of the market that seeks socially and environmentally conscious lifestyles.



1.4 Solair's Alignment with City Priorities

The SCP addresses many of the key ambitions of the City's *Plan for Growth* and the *Strategic Plan 2013-2023* in relation to neighbourhood development.

- Efficient use of land and city infrastructure
- Connectivity to existing transit networks
- Urban form and green spaces which promote biking and walking
- Provision of a range of housing types to meet the needs of all people.
- Provision of housing types that encourage live work and small scale entrepreneurs in the community.

Solair project ties directly into a number of other City objectives and initiatives; please see Appendix B, for more detailed review. Amongst others, the City's newly released *Green Infrastructure Strategy* (2018) and the *Low Impact Development Guidelines* which advocate for a number of sustainable design practices in direct alignment with the ambitions of Solair: design which is adaptive in the face of climate

change, optimizes green networks, integrates sustainable storm water management, and connect residents to green spaces.

The project also aligns with several priorities articulated forty years ago in the *Meewasin Valley Project*, authored by architect Raymond Moryama (1977) which advocated for supporting recreational, educational and cultural nodes, in close relationship to the existing landscape and river network, for the City of Saskatoon and Corman Park. Moriama, in rather visionary fashion, noted over forty years ago: "There is a need to define these [new] communities, but to define prematurely is to kill their potentials: if they could be clearly defined in advance, there would be no need for research and for 'live-in' testing. However, some of the unresolved problems in the prairie environment that the research should address are:

- a) increasing demand for water,
- b) alternative sources of energy,
- c) energy conservation,
- d) waste recycling,
- e) food growing (hydroponic, fish, meat),
- f) social organization,
- g) densities in urban and rural areas,
- h) materials and forms indigenous to the land,
- i) relationships to natural frameworks (sloughs, coulees, aspen rings),
- j) better adaptation to the climate of the area,
- k) methods of treating and using highly mineralized ground water,
- l) maintaining acceptable water quality in lakes for recreation."

Solair seeks to carry forward the ambitious social and ecological vision put forward in the Meewasin Valley report; one which is design is a tool for promoting awareness and stewardship about the land, ecology, and community.

2.0 BACKGROUND INFORMATION

2.1 Existing Conditions

All the lands of the Solair Concept Plan (SCP) are currently used for agricultural cultivation. The CP rail line with its right of way defines the western edge of the site. Taylor Street, which is a primary arterial roadway on the east side of the river, will form the northern edge of the site, and offer strong connectivity between the SCP and the city centre. Zimmerman Road runs through the northwest corner of the site, linking it to the Rosewood neighbourhood to the southwest to the Holmwood area to the north. Some existing wetland features also exist on site.

2.2 Engineering and Environmental Assessments

The “Phase 1 Environmental Site Assessment of the Franko Land Parcels,” performed by Polson Environmental in April 2017 does not identify any environmental concerns. There do not appear to have been any dump sites on any of the land, or adjacent lots. As per the report, the land appears to have been cultivated since 1944 and likely continuously up until 2016. The report notes that the surficial geology of the site is describes as GLP – Glacial Lacustrine Plain, with offers moderately well drained soils. The extent of the wetlands on the site varies from year to year depending on the amount of precipitation and snow cover. There are several power and natural gas lines and telephone cables, on the site.

2.3 Geotechnical Assessments

The “Preliminary Geotechnical Investigation” for Solair, prepared by P. Machibroda Engineering LTD notes that the general subsurface soil conditions encountered during field investigations consisted of a layer of topsoil underlain by variable deposits of low to medium plastic silt and medium to highly plastic clay followed by glacial till. The current groundwater table appears to be situated between approximately 1.1 and 3.2 metres below the existing ground surface with an average depth of 2.2 metres. The groundwater will fluctuate with site drainage and seasonable changes. Higher groundwater levels should be expected during and/or following periods of precipitation or snowmelt. The preliminary assessment does not present any unforeseen or unusual conditions that would cause concern for civil infrastructure construction and operation, and suggests typical building construction for Saskatchewan.

2.4 Ecological Assessment

According to the November 2015 “Holmwood East Natural Area Screening Study,” prepared by Golder Associates for the City of Saskatoon, the southeast Holmwood study area is located within the Moist Mixed Grassland Ecoregion. Wetlands on the site seem to be of the semi-permanent type, with typical generation being cattails, and varieties of bulrushes. (p.23) Most of the wetlands on the Solair site drain towards the Holmwood North Drainage Area. The study notes that most of the Holmwood area is characterized by an anthropogenically disturbed landscape that has been extensively modified (e.g., cultivation, road/infrastructure construction and use, and occupied dwellings), the natural habitat quality for both vegetation and wildlife has been adversely affected. The study concludes that most of the wetlands that exist have already been “extensively modified” and operate in a patchwork fashion, creating habitats that are largely associated with the dispersed, isolated wetland complexes. Their long-term viability is still unknown but “efforts should be employed to apply sound ecological principles as part of the planning process.”

3.0 DESIGN RATIONALE

The design project was based on the findings of an extensive six month research project led by University of British Columbia Community and Regional Planning graduate students, reviewing historic and current thinking about sustainable urbanism. Their research made clear that across decades of planning precedents, certain key themes in sustainability emerge which strongly informed the Solair Concept Plan:

a) Neighbourhood Pattern and Design

Key to social sustainability is a mix of uses to support a range of demographics. The plan seeks to create a hierarchy of streets and urban fabrics, and a range of housing types. Higher densities ensure smaller footprint on the land, a greater mix of housing types, walkable communities, and better streetscapes, while maintaining the advantages of suburban living. The blocks are oriented north south, offering the majority of houses east-west exposure. This has benefits for solar pv panels and also sunlight exposure to both front and back yards.

b) Integration and Linkage

Future suburbs will need to consider greater connectivity within the community and in relation to the city, through adjacency, transit, bike routes and improved urban design. The Solair plan encourages walking to local shops and creates connectivity across neighbourhoods, through expanded pedestrian and bike trails. The plan is also well integrated into the broader city sector framework.

c) Green Space and Amenities

Key to community building is a range of open spaces and landscapes, diverse in size and character, that support a variety of activities; small local parks for playing or meeting up, larger community parks for sports, and a linear trail park tied to biking, jogging and recreational activities shape the identity of Solair. The parks are located in existing topographically- low laying parts of the site, to support storm water drainage integration. As much as possible, indigenous plant species will be used, both to enhance local ecologies and reinforce a sense of the distinct Saskatoon landscape.

The parks are conceived in terms of activities across seasons: sports fields, community gardens, winter sledding and skating, amongst others. A significant tree canopy will reduce heat island effect and support biodiversity, while contributing to the character of



Horsted Park, Kent, UK



Folsom powerhouse, sustainable housing, San Francisco



Playground, upstate New York



Community infrastructure: St Vital park pavilion, Winnipeg



Community infrastructure: Borden park pavilion, Edmonton, GH3 Architects

the neighbourhoods.

d) Sustainability: Water Management and Energy

A key component to Solair's sustainability mandate is to maximize reliance of renewable energy sources, including solar, and minimize the project's impact on existing municipal infrastructure. Storm water management will be primarily managed and retained on site through a series of rain gardens/bioswales on residential streets, storm water parks integrated in community parks and in a larger storm water basin in the Northwestern portion of the site. These rain gardens, water ponds, and greenscape will also shape the spatial identity of the community.

It is further the intent of Solair to meet the community's electrical needs with a solar photovoltaic (PV) system. In combination with high energy efficient building construction, it is anticipated that the opportunity also exists for the solar PV to at least partially meet the heating demands of the community through a community energy system based on air source heat pump technology.

e) Integration into Regional & Sector Plan

The Solair Plan fits into the broader sectoral and regional plan in terms of land use, urban fabric, transit, active transportation, and other perspectives. The project's gridded road system allows seamless road connectivity to existing and future collector and arterial roads. The site will also be well serviced by the extension of Taylor St. E. and Zimmerman Road. The project extends the predominantly residential land use of the adjacent Rosewood and Holmwood sectors, with some commercial and light industrial/employment lands slated for land across CP Rail corridor. Given the relatively small area of the Solair site, the project anticipates partnering with an adjacent neighbourhood development to the North or South of the Solair site to provide a neighborhood school. Active transportation networks, including bike networks and multi-use trails, are designed to connect to existing and future city bike and trail networks. See **Figure 5, 6, 7**



Sustainable community infrastructure



Pocket park, Victoria



Rain gardens,

4.0 DESIGN PRINCIPLES

The Solair Concept Plan will provide for a range of housing and mixed use types to attract a diverse range of age and income demographics to create a vibrant and integrated community. The design is driven by **6 key design ideas**:

1. Back to the Grid

The masterplan embraces the traditional street grid found in many of Saskatoon's older neighbourhoods. Its scale is calibrated to encourage walking, and facilitates pedestrian access to park spaces and commercial areas. A series of local parks, each with a distinct character, defines sub-neighbourhoods within the plan, to give a strong sense of identity and communal focal points.

2. Strong Edges

The main collector roads and anchor parks are fronted with mixed use, multi-family, or medium density residential building types. The Complete Street design approach on these streets supports active transportation options. The main streets are a pleasure to travel for pedestrians, bikes and cars, and the enhanced streetscape creates a sense of destination in and of itself.

3. A Dense Core

The intent is to encourage live-work and small scale commercial enterprises to create a community in which to live, work, and play within the neighbourhood and promotes sustainable transportation options such as walking and cycling. The community's more significant commercial needs will be easily satisfied by the commercial center in the adjacent Meadows market district.

4. Neighbourhoods

The "Parkside" neighbourhoods to the North is organized around the large neighbourhood park, with a range of single family housing types. "Highstreet" East and West sits just south of Parkside and is focused towards a "main street" of row housing and small scale mixed-use buildings with street level retail/commercial opportunities runs north south through the project, and will create a focal point within the community. "Southfield" sits to the southern-most portion, near existing wetlands and fields beyond. "Railview" is defined by the active greenway and multi-use trail running adjacent to the rail corridor. "Zimmerman Crossing," in the northwest corner of the site will be mixed-use, well linked by the greenway running parallel to the rail to the other Solair neighbourhoods. This area of the site will focus on mid-density housing, with some small scale commercial spaces. Housing may be geared towards smaller households or retirees, offering shared amenity and open spaces.



Back to the Grid



Strong Edges



Dense Core



Neighbourhoods

5. Anchor Parks

Two large parks anchor the plan and serve as places to play, relax, and engage with nature. Their open edges gives these spaces a celebratory feel and connect them to the surrounding neighbourhood. The open perimeter allows for easy views turning these parks into destinations for any time of year.

6. Green Infrastructure

Reduced pavements and generous green boulevards mean more stormwater runoff can be managed on site. At the same time the streetscapes are beautified with planting and more space is dedicated to pedestrians and cyclists. Solar infrastructure is integrated into the residential development and border landscape leveraging land and energy resources in a responsible and sustainable way.

See Appendix A for more details



Anchor Parks



Integrated Green infrastructure

5.0 PLAN COMPONENTS

5.1 Residential

Residential development within the Solair Concept Plan will offer a combination of low, medium, and higher density housing options to span a range of market demand and purchase price points. The project achieves a gross density of 25 units/ha (or 52 people/ha.) or a net density of 41 units/ha. Low density residential uses will include single detached dwellings on a variety of lot widths and laneway housing. Medium density residential uses will include row housing at a variety of densities and small live/work units. High density residential uses will include low-rise apartment buildings and stacked housing. The intent is to provide a combination of housing forms, types, and densities dispersed throughout the neighbourhood to encourage a strong social and economic mix, accommodate a diverse demographic, and allow individuals to age in place.

5.2 Mixed Use Development

Smaller scale commercial will be integrated in the “main street” and some in the mixed use area to the northwest sector of Zimmerman. These sites will offer a combination of commercial and residential uses that can encourage live/work, and small scale local employment, and be flexible to adapt a range of conditions. There is a total of 2.2 hectares of mixed use proposed in the SCP.

5.3 Commercial Developments

There is no large scale commercial or industrial development proposed in the SCP. Commercial services will be provided by the commercial center currently being developed in the Meadows Marketplace on the west side of the CP train tracks, along Market Drive.

5.4 Parks & Pedestrian linkages

Parks form a central organizing rationale of the plan and are intended to provide active and passive greenspace as well as integrate into the neighbourhood’s storm water management system. Small pocket parks, local parks, and one larger community scaled park will offer different outdoor space character and leisure activities, as shown Figure 11 and 12. The parks and storm water management are located to take advantage of natural depressions in the topography. Storm water is managed within the parks, through sunken park zones ideal for sports fields when dry and serving as storm basins as needed during major rainfall events. 6.8% (12 hectares) of the Solair plan is dedicated to community parks of various sizes, of which half has integrated storm water management. Along the rail corridor is a sound and safety berm which will also double as a biking, walking and recreational corridor. The suitability of portions of the buffer areas are also being reviewed for the installation of solar PV arrays.



Row housing: Western Riverside, Bath, UK



Illinois solar house, Solar Decathlon, 2009



Multi-family housing: COH housing, Montreal



Multi-family housing: 62M, Winnipeg



Mixed-use, Groningen, NL, S333 Architects



Winter park: Colonel Sam Smith Park, Toronto

6.0 TRANSPORTATION

6.1 Background

The Solair Concept Plan was reviewed to properly address the transportation requirements of the project site, and its integration into neighbouring developments and the City's overall sector planning. The plan proposes a grid based roadway network (167 metres x 87 metres measured to roadway centrelines), reminiscent of Saskatoon's older neighbourhoods, with walkable block lengths. This hierarchical grid roadway network has been established to ensure efficient traffic flow and minimize volumes and speed through the residential nodes.

The Solair Project site is bisected asymmetrically by Zimmerman Road, and its northern edge is defined by the future extension of Taylor Street, an arterial street which runs the entire length of Saskatoon's eastside, from the South Saskatchewan River to the easterly city boundary. Both roadways are existing or planned four lane divided roadways with controlled access. Zimmerman Road is a proposed arterial roadway, with a right of way width sufficient to provide a six lane divided roadway with multi-use trails or sidewalks on each side. Proposed collector roads running north/south and east/west could be designed to integrated into future, adjacent neighbourhoods to the north and east of the site.

Collector roadways will be provided as shown on Figure 16. Major collector roadways will bisect the residential area of the neighbourhood in the east-west and north-south directions. These collectors will offer transit routing and bike lanes. Local roadways are proposed to have 14.5 - 15.5m right of ways depending on the traffic expected on the roadway and if the roadway provides amenities such as streetscaped boulevards.

Figure 5 & 12 shows existing and proposed roadway classifications and Right of Way widths within Solair and integration into the City's major roadway networks and sector plans including the proposed Saskatoon Freeway. Proposed roadway right of way widths are shown on **Figure 13**. **Figures 19 & 20** illustrates key typical local and collector road sections with rain gardens. See **Figure 6 & 7** for proposed integration of transit and bike networks.

6.2 Traffic Analysis

A Traffic Impact Assessment (TIA) has not been completed for the development. The completion of a TIA for a development such as Solair is typically completed during the preparation of new, or an amendment to an existing Sector Plan.

A Solair TIA will examine the impact that the development will have on the adjacent roadway system including impacts to Zimmerman Road and Taylor Street. It will also examine traffic operating conditions within the development. The results of the TIA will be



Western railpath, Toronto



Bike Trails: Cultural Trail, Indianapolis



Complete Streets

used to determine roadway and intersection geometrics and traffic controls both within and adjacent to the development. A TIA will also examine pedestrian and cyclist facilities and transit service. At this time there are no major traffic concerns related to the proposed development. It is expected that standard roadway and intersection geometrics and traffic controls will suffice in addressing the development's traffic demands.

6.3 Transit Services

Discussions with Saskatoon Transit will be held in future planning phases. The proposed roadway layout offers Saskatoon Transit many viable options to provide efficient service to the area.

6.4 Pedestrian Facilities

The project will privilege safe pedestrian connectivity throughout the entire neighbourhoods. Street widths and layout, block dimensions, and housing types will all serve to create a comfortable and dynamic pedestrian realm. A walkable main street with small scale commercial as well as trails in the parks will further enhance the range of pedestrian experiences in the community.

6.5 Street Sections

The strategy for the Solair street sections are closely linked with the grid network concept. A clear hierarchy is established between the three types of collectors and the two local street types. A complete street design approach was used to develop the street section concepts. The City of Saskatoon's Complete Street Design & Policy Guide (September 2017) was consulted in order to establish an approach that will result in people-oriented streets that work for everyone. Overall, narrower pavements are being used throughout the Solair Concept Plan as a strategic way to reduce hardscaping and encourage slower traffic speeds. Should note also that the reduced pavement width creates space for the raingardens and reduces the non-permeable surface area (or the size of the funnel that collects storm water) The area in the rights of way is being reallocated as space for pedestrians, cyclists, and rain gardens that can absorb stormwater runoff. In addition to managing stormwater onsite, the rain gardens also provide generous boulevard space that has the effect of greening the streetscape and providing buffers between pedestrian and vehicle traffic.

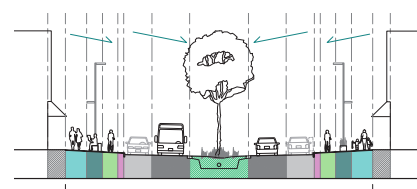
The street section hierarchy for the Solair Concept Plan supports the movement of traffic throughout the project while creating a high quality public realm. The north-south and east-west collector street routes provide the main paths of movement in and out of the development. Dedicated bicycle facilities in the form of a raised cycle track are included on the north-south collector. See **Fig 19**. Collector A, B provides a connection to future multi-use trail facilities on the Taylor Street East arterial extension as well as the multi-use trail along the rail barrier berm in the Solair development. See Fig 11 & 15 Section.



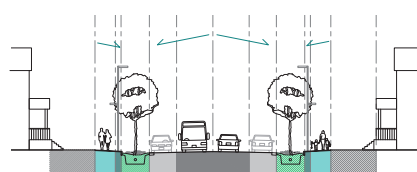
Walkable pedestrian realm - main street



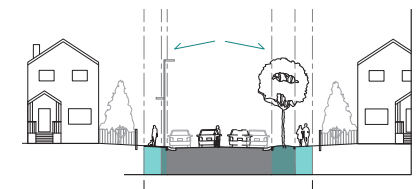
Walkable pedestrian realm - local road



Typical Collector Road, at main street



Typical Collector



Typical local road

The main intersection at the crossing of the collector roads is further reinforced by the High Street area that runs south for two blocks. **See Fig 13.** This two block area (Collector A, Fig 19) is given the largest right of way in order to accommodate dedicated vehicle traffic and parking in both directions while maintaining high quality pedestrian and cycling facilities. The driving lanes and parking lanes have been set at 3.2 m and 2.4 m respectively, as recommended by the City of Saskatoon's Complete Street Design & Policy Guide, Desired Lane Widths (p. 66). A wide rain garden boulevard is placed at the median providing an opportunity for tree planting while allowing for uninterrupted access between the on-street parking and the commercial frontage at street level. The right of way on all collectors includes a dedicated 1.8 metre sidewalk for pedestrians in addition to a furnishing area that varies according to the frontage type. **See Fig 19,** Collector A, B, C.

The local roads provide land access to the single family residential land uses. The grid network ensures that destinations on local roads are no more than two long blocks from a collector road. The grid also provides multiple route options into and out of the respective neighbourhood areas with main movement of vehicle traffic being diverted towards the collector roads. The strategy for the local street sections encourages traffic calming measures with a pavement width of 9 metres. **See Fig 20.** Outmoded street design conventions encouraged wider pavements to allow for the unimpeded flow of traffic. More recently, there has been an increasing interest in making neighbourhood streets safe for all users. This is often achieved through retroactive techniques of narrowing drive areas through a variety of techniques in an effort to calm traffic on local streets (See City of Saskatoon Neighbourhood Traffic and Management Guidelines and Tools, May 2016). The Solair Concept plan proposes a modest reduction in typical local road pavement widths. The pedestrian zone is given 1.5 metres in all instances and boulevard areas are included to accommodate rain gardens and street lighting. Parking on both sides is permitted and serves as a measure to further calm traffic as it moves down the length of the local street blocks (See Fig 20 Diagram - Traffic Calming). Many older neighbourhoods in Canadian cities provide examples of how 9 metre wide pavements can not only work but also create desirable places to live. For example the Nutana neighbourhood in Saskatoon, the Ritchie Neighbourhood in Edmonton, and the Sunnyside Neighbourhood in Calgary.

7.0 INFRASTRUCTURE

Solair is envisioned as a highly sustainable community, with a focus on being as infrastructurally self-sustaining as possible, limiting the footprint of the community onto the city's municipal sewage and storm water management systems. Working with experts with extensive experience, the intent is to manage as much storm water on-site through rain gardens, storm water basins integrated into the design of local parks, rainwater harvesting and reuse, and by limiting paved surfaces wherever possible.

7.1 Energy –Community Solar PV

Innovation is key to the Solair plan and a pre-requisite to design and build an entire city neighbourhood of this magnitude, based upon sustainable infrastructure construction. Solair is predicated on low impact and energy efficient design, at the scale of individual buildings and community wide plan. Nothing like the Solair community exists in Saskatoon or Saskatchewan and it will be the largest development of its kind in Canada. Saskatoon will be a leader in energy conservation and efficiency as a result of this project.

Energy efficient building construction will be an important aspect, but a community-wide distributed solar photovoltaic (PV) system will be a key to success for this project. Solair will be built at utility scale (15 MW) to serve the electrical needs of the entire neighbourhood and integrated into the SaskPower grid.

The time is right for this new approach. SaskPower's projections indicate that by 2019 new energy demands in Saskatchewan will be equivalent to that of a city the size of Saskatoon. Solair will be part of the solution and it aligns very well with SaskPower's overall solar strategy to have 50% renewable power by 2030 and 60 MW of solar generation by 2021 – 20 MW's of which is to be community based. The project also aligns to SaskPower's and the City of Saskatoon's aggressive goals to reduce GHG emissions significantly over the next decade.

Other unique features/outcomes:

Role model

- The use of solar panels at a large scale in a winter city setting will serve to test the model in a harsh Canadian climate
- The province aspires to be seen as more progressive on environmental issues and this project will provide progress and visibility in that regard.
- Saskatoon is a mid-size city with a receptive political environment to test new urban infrastructures and land use plans.
- The project tests the implementation of solar PV at the scale of an entire city neighbourhood, using next generation technology and design/construction concepts and approaches.



Solar Park, Buffalo, NY, Water Hood Design



German solar house, Solar Decathlon, 2009

- Project helps prove the concept of an Arbutus Sustainable Community. While this could be considered a prototype community, the lessons learned and knowledge gained in constructing Solair will provide a foundation and basis upon which to design and build similar communities across Canada.

New knowledge

- Design team will be able to quantify GHG reduction impacts from application of new approaches and technology.
- Design team will quantify opportunities for cost reduction which results from expanding solar implementation from individual demonstration projects to deployment at the scale of full community.
- The knowledge gained from the cost analysis and impacts of integrating net zero or net zero ready technology solutions into a community scale development will help inform policy and regulation development at the local, provincial and national scale.
- The project will increase all stakeholders' understanding and knowledge of sustainable developments, renewable energy impacts, GHG reductions and benefits of net zero approaches to home building
- The project could assist with the creation of a net zero certification process for builders in the local market.

Partnerships

- The design team is partnering with soil scientists at University of Saskatchewan for water management and renewable energy systems.
- The project supports collaboration and partnership opportunities between community builders and local and provincial governments, and provincial electric utility to develop large scale solar microgrid.
- Discussion are currently underway with SaskPower on the most optimum approach to design and implement a 15 MW community solar PV project for Solair. There are a number of options that the solar component of this project could take; it would be premature to speculate the final form of the system and its operation within the community. See **Figure 14** for conceptual location of solar arrays.

7.2 Proposed Storm Water System

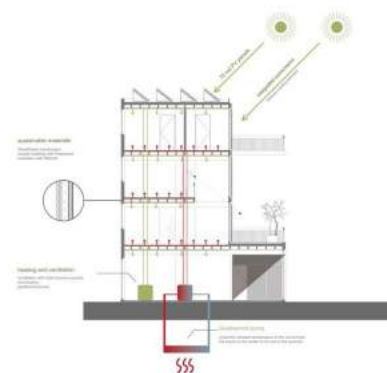
Cities across North America are now realizing the economic and environmental benefits of designing and building infrastructure based on Low Impact Development (LID) standards and with an understanding that better managing and utilizing natural assets can create a more resilient community and better adaptive to climate change. The City of Saskatoon has recently been unveiling new stormwater management practices and natural capital asset strategies that align exactly with the Solair management plan and concept.



Multi unit housing with solar panels on roof, Germany



Solar Multi-unit housing, Eindhoven, NL



Solar Multi-unit housing, Eindhoven, NL

The proposed stormwater system for the Solair development involves a combination of roadside rain gardens, storm sewers, open conveyance channels, detention ponds, groundwater release outlets, and major overland flow routes. The road-side rain gardens (bio-retention areas) will be designed to intercept and treat the frequently occurring rainfall events such that 90% of the annual runoff from roadways will be filtered through the growing medium and vegetation. A significant portion of the intercepted water will be evapor-transpirated or infiltrated into the surrounding soils. Road runoff will enter the rain gardens either by sheet flow using flat panel curbs or curb-cuts with designated entry points. Excess runoff from pervious lawn areas and disconnect roof leaders, and driveways will also enter the rain gardens. During saturated conditions and major rainfall events, runoff will leave the rain gardens either through overflow culverts or through perforated pipes installed below the growing medium. The runoff that is released from the rain gardens during the larger rainfall events will be diverted to storm sewers and conveyed to detention ponds.

During extreme events, the overland flow system will be used and includes a combination of designated flow routes, enhanced rain gardens with erosion-protection works, storm trunks, and contained roadways with curbs. The detention ponds will be sized to detain all major rainfall events up to the 100-year return period. The release of water from the detention ponds will be through a combination of natural groundwater rates, exfiltration through the surrounding soils, evaporate-transpiration, or water harvesting strategies within the development.

See **Figure 15 & 16** for the Stormwater management system and location of proposed rain gardens, storm sewer trunks, and detention pond locations. **Figures 19 & 20** illustrate typical road sections including rain gardens.

7.3 Proposed Watermain System Concept

The water distribution system for the Solair Development will connect to the existing 300mm water distribution system within the Rosewood Community, along with connections to the 1050mm primary water main which will be extended along Taylor Street. Refer to **Figure 17**. The design of the water distribution system for the Solair Development will be based on supplying the greater of maximum daily demand plus fire flow, or peak hour demand. Peak water consumption rates and fire flow rates will be established based on consultation with City of Saskatoon engineering staff. There will be a "managed" or "metered" connection to the City's existing storm system to ensure inter-event drawdown from the main water retention basins. This will ensure these meet the city's requirements for storm water management, and ensure storm water basins in park are drained relatively quickly after intense

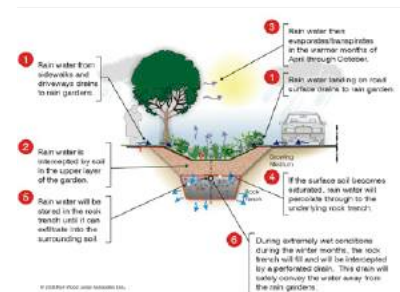


Rain garden, Alberta, KWA Engineers



Rain garden, BC, KWA Engineers

How Do Rain Gardens Work?



rain storms. Existing water distribution system pressures will be analyzed and a hydraulic analysis will be completed for the entire Solair Development that will be submitted to the City of Saskatoon for approval.

7.4 Proposed Sanitary Sewer System Concept

The sanitary sewer collection system will be designed to provide adequate sanitary capacity for the proposed Solair development plan. The sanitary sewer collection system will be designed completely separate from the storm drainage system. Sanitary peak flow for the Solair Development will be based on approved population density rates (persons/ha). These rates will be established based on consultation with the City of Saskatoon engineering staff. Equivalent populations for the different land uses will be calculated and multiplied by the average dry weather flow (ADWF) = 290 L/capita/day. Peak Dry Weather Flows will include a peaking factor and inflow and infiltration rates adhering to the City of Saskatoon design development standards.

Sanitary flows from the Solair development plan will outlet by gravity to the Future Sanitary Pumping Station located at the north-west corner of Taylor Street and the CPR Line. This pumping station will be designed to accommodate flows from the existing Rosewood Community and the proposed Solair Development. A forcemain will be required from the pumping station to Moncton Place within the College Park East neighbourhood. Refer to Figure 18. As the City expands in the Holmwood sector, the forcemain will eventually be abandoned and the flows can be diverted by gravity into the trunk system. Alternatively, another option may be explored that connects a temporary forcemain from the pump station to the McOrmond Drive trunk system. Refer to **Figure 18**.

8.0 IMPLEMENTATION

8.1 Development Staging

The grid layout of the plan lends itself easily to phasing, and to creating a sense of place at all phases of the project. Building types and land usage is designed to be resilient enough to enable some adaptability of building typologies as the project evolves.

The project could be phased in the following manner:

- 1) Develop Zone 1: the central portion of site to the East of Zimmerman, in the area between E/W collector roads 1 and 2 plus storm water basins in NW corner.
- 2) Develop Zone 2: area north of E/W Collector road 1
- 3) Develop Zone 3: are south of E/W Collector Road 2
- 4) Develop Zone 4: the NW corner, west of Zimmerman Road

Phasing connections with utility services will progress simultaneously to ensure efficient staging and coordination with utility providers as development occurs. Integration of solar energy sources will be similarly staged, to ensure as many houses as possible are relying on renewable energy sources from day one. See **Figure 21** for proposed major phasing blocks of the project.

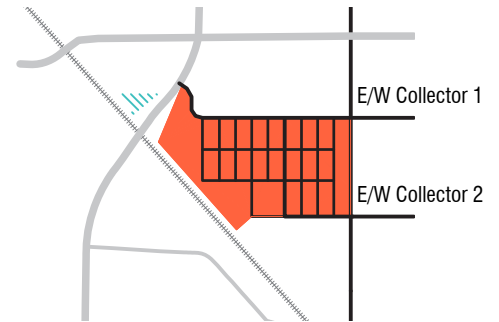
8.2 Regulatory Framework

This report has been prepared to initiate formal discussions with the City of Saskatoon and to form the basis for an application for approval of a neighbourhood concept plan.

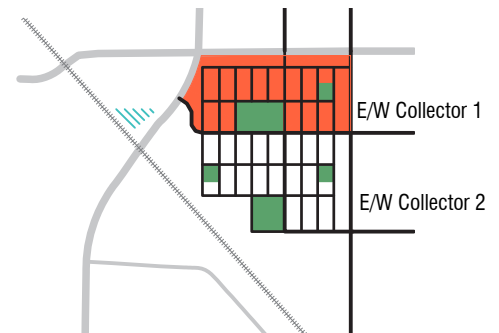
It is anticipated that three major approval processes will be required consisting of:

- Solair Neighbourhood concept plan
- Sector plan/Official Community Plan (CP) amendment
- Boundary adjustment - to bring the Solair development into the City

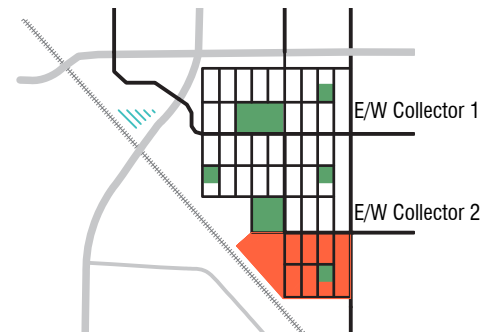
We anticipate these processes and applications occurring simultaneously over the next number of months and are targeting to have concept plan approval, along with sector plan and OCP amendments in place by end of first quarter of 2020. The annexation process would be concurrent but final approval could extend beyond this date.



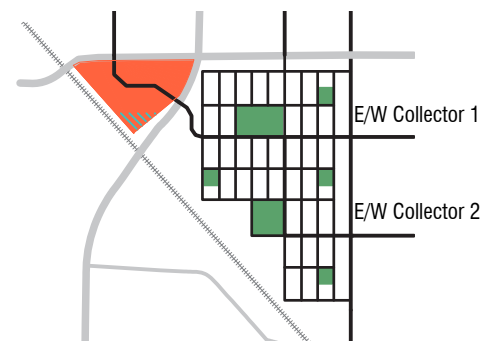
Phase 1:
"High Street" neighbourhood



Phase 2:
"Parkside" neighbourhood



Phase 3:
"Southview" neighbourhood



Phase 4:
"Zimmerman Crossing" neighbourhood

LAND USE STATISTICS FOR THE SCP

SOLAIR LAND USE

27-Mar-19

Proposed Land Use	Area			Frontage (m)	Lot width (m)	Dwelling Units		
	Hectares	Acres	Percent			units / ha	units / ar	Total Units
Single Family House with Attached Garage - Low Density				2354.6	12.2	18	7.29	193
Single Family House with Attached Garage - Low Density	21.35	52.756	16.6%	3662.4	10.9	20	8.10	336
Single Family House with Detached Garage - Medium Density	20.659	51.05	16.0%	6824.0	8.0	30	12.15	767
Townhouse	2.4837	6.1373	1.9%	654.0	6.0	35	14.17	109
Multi Family	19.224	47.504	14.9%	2027.0	Varies	45	18.22	865
Mixed Use	14.37	35.508	11.1%	1361.0	Varies	65	26.32	934
Solair Roads (Collectors and Locals)	22.71	56.117	17.6%					
Laneways	3.3422	8.2588	2.6%					
Buffer	9.1646	22.646	7.1%					
Municipal Reserve	8.7238	21.557	6.8%					
Wetland Park Extension	1.1532	2.8495	0.9%					
Future Arterial Roads	5.725	14.147	4.4%					
Total Solair Lands	128.93	318.59	100.0%				Total Units	3204

Total Developable

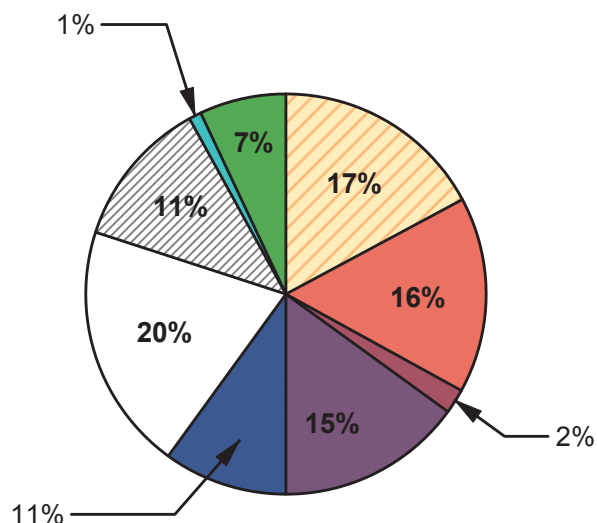
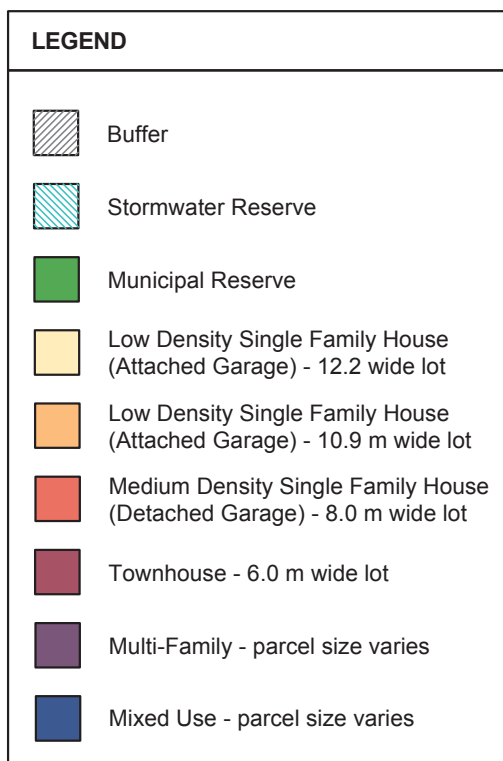
78.087

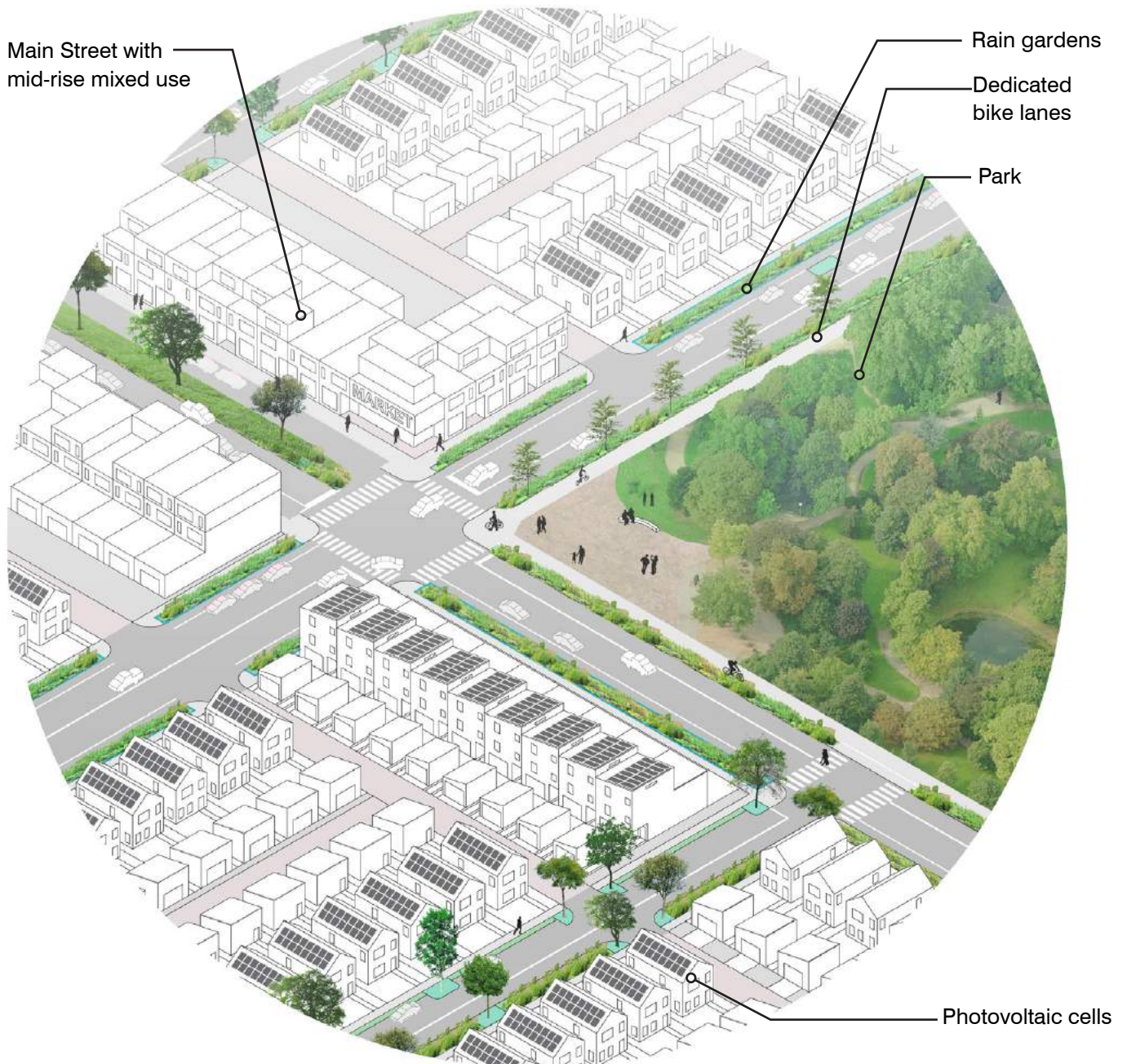
60.6%

Summary Unit Distribution by Types

1296 Single Family
(Medium and
Low Density)

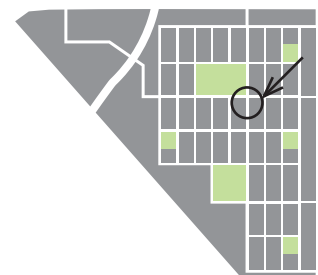
1908 Other





Parkside / HighStreet Neighbourhood

A view of a key intersection of 2 collector roads. Solair embodies a system of sustainable strategies that come together to create a unique environment, one of lush landscapes, a walkable main street, active community parks, and a strong sense of neighbourhoods.





Rail Path Neighbourhood

The CP rail path offers a unique opportunity to envision bike and walking trails that connect all the Solair neighbourhoods, the creation of small “pocket” parks, and innovative housing types that will vary depending on the neighbourhood.



9.0 CONCLUSION

The Solair project offers a unique opportunity to develop a model community in terms of planning, design, sustainability, and mobility. Saskatoon is one of the fastest growing metropolitan areas in Canada. As such, the city cannot afford to continue building the status-quo, low density suburbs without long term impacts to the environment and growing infrastructure expenditures requires to sustain a sprawling city. Solair offers the opportunity to imagine alternatives and is developing a host of local partnerships with planners, the provincial energy provider, municipal council and other stakeholders, to ensure Solair addresses the current and future needs of Saskatoon and imagines a bold model for future development.



APPENDIX A - SOLAIR KEY CONCEPTS

key concept: **BACK TO THE GRID**

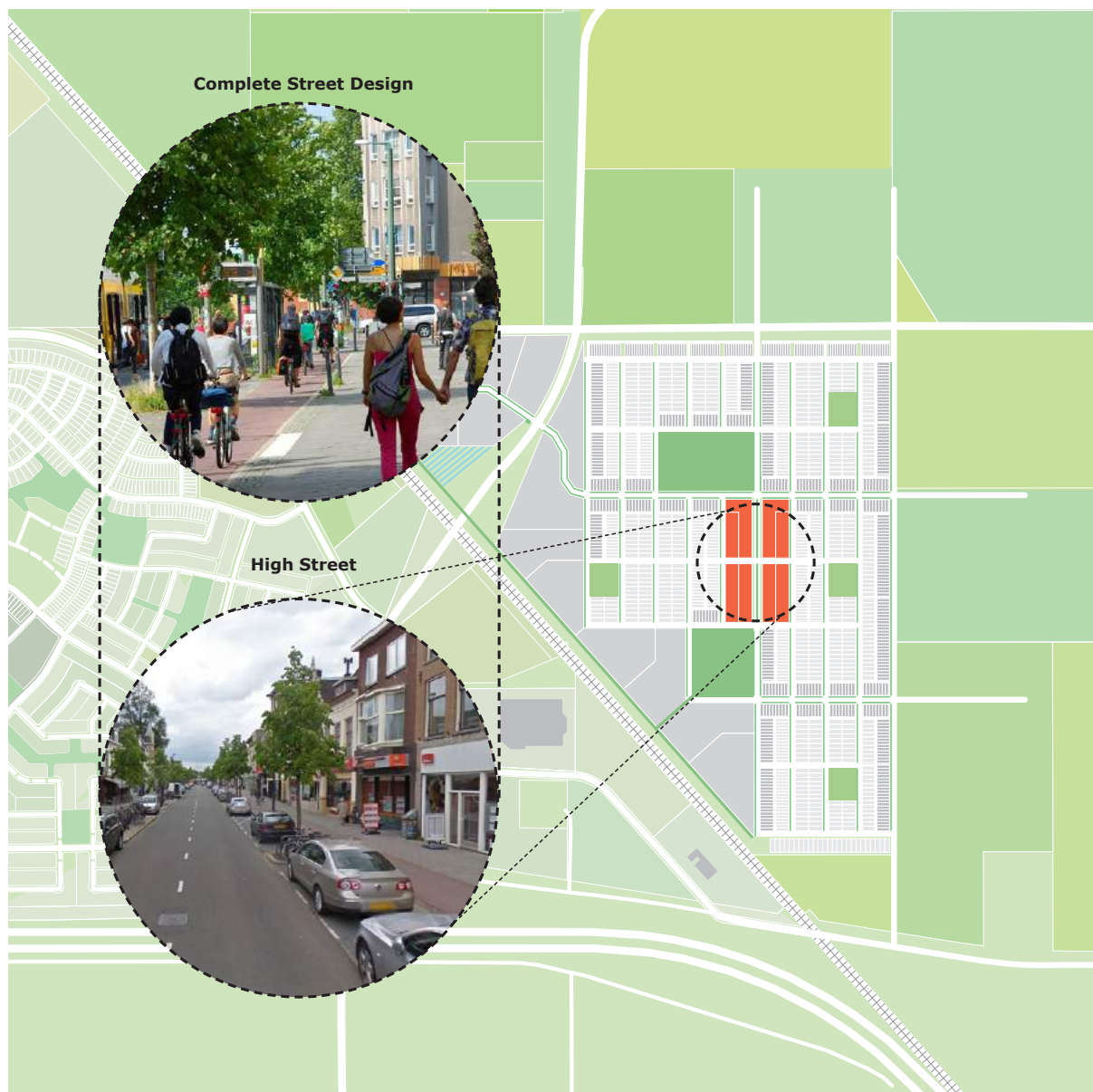
In many ways the street grid is a throwback to an earlier way of building neighbourhoods. However the grid is being used here as a new way to solve old problems. Current design practice in suburbs encourages wide pavements and discontinuous streets. This results in streets that can be disorienting and void of life. The grid establishes a network that improves connectivity. The grid network

also means that vehicles have many options to reach main collector roads allowing for local streets to have narrower pavements with the desired effect of slowing traffic while keeping active transportation options strong.



key concept: **A DENSE CORE**

A High Street links the anchor parks and binds together the Solair community as a whole. A Complete Street approach to the design of the street section means there is room for pedestrians, cyclists, parking, transit, and regular vehicle traffic. Denser multi-family and mixed-use building types introduce live / work and retail components into the development, enhancing walkability within the community.



key concept: **STRONG EDGES**

The main collector roads and anchor parks are fronted with mixed use, multi-family, or medium density residential building types. Laneway access along all collector roads delegates driveways away from the main right of ways eliminating curb cuts. The Complete Street design approach on these streets reduces drive pavements to contemporary standards while dedicating space to active transportation options.

The resultant public realm means the main streets are a pleasure to travel no matter whether you are traveling by foot or on wheels. The enhanced streetscape gives a sense of destination in and of itself.



key concepts: **ANCHOR PARKS**

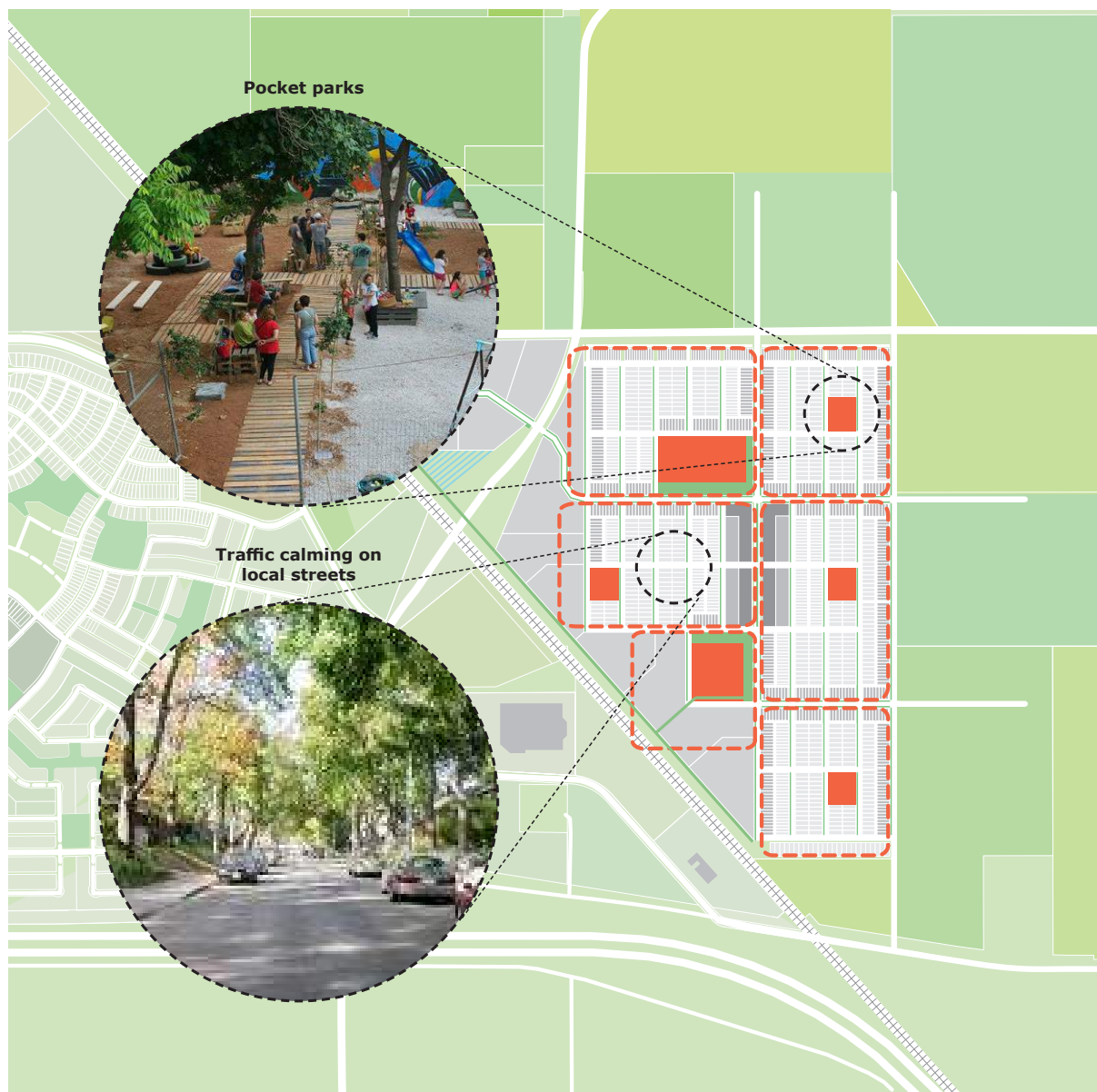
Two large parks anchor the plan and serve as places to play, relax, and engage with nature. Their open edges gives these spaces a celebratory feel and connect them to the surrounding neighbourhood. The open perimeter allows for easy views turning these parks into destinations for any time of year.



key concept: **NEIGHBOURHOOD**

Within the strong edges established by the collector streets, are the neighbourhoods. These are characterized by quiet local streets with calmed traffic patterns. This plan is up to speed on recent urban design best practice on getting cars to slow down. Narrower 9 meter wide pavements with parking on both sides discourage drive through traffic. The neighbourhoods that are not located near one of the two

anchor parks are punctuated by pocket parks, creating a green nucleus for all the neighbourhoods.



key concept: **GREEN INFRASTRUCTURE**

Reduced pavements and generous green boulevards mean more stormwater runoff can be managed on site, limiting impact on existing municipal infrastructure. At the same time the streetscapes are beautified with planting and more space is dedicated to pedestrians and cyclists.

Solar infrastructure is integrated into the residential development and border landscape leveraging land and energy

resources in a responsible and sustainable way.





APPENDIX B - POLICY ALIGNMENT

Strategic Plan 2013-3023 (Adopted Aug, 2013)		Solair Plan Detail
Quality of Life	<i>Ensure that policies encourage a mix of housing types across the city</i>	Solair offers a wide range of housing types: low, medium, and higher density housing options to span a range of types, lifestyles and costs.
	<i>Increase the supply and range of affordable housing options.</i>	Laneway housing, live work units and apartments increase the range of affordable housing options typically found in suburban developments, enabling seniors, empty nesters and young households to get into the market.
	<i>Support a business-friendly environment that attracts investment and businesses big and small.</i>	The Solair community will consist of over 2,200 homes and approximately 7,000 residents living in condos, townhomes and single family homes at a variety of price points. The project will result in a \$350 million investment over the next 5 to 7 years and will create up to 200 jobs in Saskatoon.
Environmental Leadership	<i>Saskatoon thrives in harmony with its natural environment, conserves resources and consistently demonstrates environmental leadership.</i>	Solair privileges sustainability at many levels: buildings powered by solar, innovative storm water management, spaces for local retail, and social sustainability.
	<i>City constructs energy- efficient buildings, and are a leader in operating an energy- efficient city in our cold weather climate.</i>	Through integration of solar energy, there is the potential reduction of 435,000 tonnes of GHG over 25 years – 90% reduction from status quo
	<i>People routinely take transit, walk or cycle to get around, and our neighbourhoods are more compact.</i>	Solair has several active transportation networks throughout the site, and streets are designed to be pedestrian-friendly and welcoming.
	<i>Improve the quality and reduce the quantity of storm water run-off going into the river. Create new sources of green energy where feasible.</i>	Solair is predicated on extensive stormwater mitigation strategy through rain gardens and the integration of solar power on buildings.
Sustainable Growth	<i>The center of the project, consisting of main streets and community hubs are urban villages. New neighbourhoods are walkable and well-planned;</i>	Solair's main street is paired with an active transportation network and pedestrian realm, and mixed used retail and residential at its centre, to create a strong sense of place and centre.
	<i>Adopt an integrated approach to growth related to transportation, servicing, transit and land use. (Implement the Integrated Growth Plan.</i>	Solair will integrate TOD strategies to ensure strong connectivity with Saskatoon's transit network.
	<i>Create "complete communities" in new neighbourhoods and existing neighbourhoods that offer a range of housing options, employment opportunities, art, culture and recreational facilities and other amenities. Citizens have access to facilities and programs that promote active living, (encouraging walking, cycling and transit use) and enjoy the natural beauty and benefits of parks, trails and the river valley that brings people together.</i>	Solair is envisioned as a series of walkable neighbourhoods, each organized around a local neighbourhood parks. With strong emphasis on the pedestrian realm, an intimate main street that will offer small-scale retail and mixed use housing. A linear recreational corridor interspersed connects to larger city-wide bike networks.

Moving Around	<i>Develop an integrated transportation network that is practical and useful for vehicles, buses, bikes and pedestrians.</i>	Traffic calming grid road layout, biking and walking paths to reduce dependence on the car and provide great community connectivity.
	<i>Improved streetscapes, interconnected streets and well-planned neighbourhoods encourage walking and cycling.</i>	Rain gardens, bike paths, trees, urban furnishings and outstanding parks ensure a pleasing pedestrian realm.
	<i>Develop a new model to address neighbourhood traffic management issues.</i>	The Solair street grid establishes a network that improves connectivity, and means that vehicles have many options to reach main collector roads allowing for local streets to have narrower pavements with the desired effect of slowing traffic while keeping active transportation options strong.
Growth Plan Summary (April 2016)		Solair Plan Detail
Strategic Plan Goals	<i>Main streets and community hubs are urban villages. New neighbourhoods are walkable and well-planned. Transportation networks include a comprehensive network of bike routes.</i>	Solair offers a range of amenities, open spaces and retail, including a “high street” which ensures walkable communities and local employment. Solair is connected to large municipal bike and transit networks.
Land Use Plans	<i>New neighbourhoods include mixed-use buildings, apartments and townhouses focused around higher density, walkable villages with public gathering spaces.</i>	Solair has a diverse range of units: 18% low density, 22% medium density, 6% townhouses, and 6% of multi-family and mixed use units, all within a 10 minute walking distance to main street and parks.
Complete Streets Policy And Design	<i>A Complete Streets Policy and Design Guide will be developed to provide design direction to ensure all anticipated uses of the street are integrated and contribute to a vibrant, people-oriented street environment. Pedestrians, bicyclists, motorists, and transit users must be able to move safely along and across a complete street. In conjunction with transit-oriented land use, complete streets help build strong, livable communities.</i>	A Complete Street approach to the design of the collector street section means there is room for pedestrians, cyclists, parking, transit, and regular vehicle traffic. Denser multi-family and mixed-use building types introduce live / work and retail components into the development, enhancing walkability within the community.
Transit Oriented Development (TOD)	<i>Design Guidelines provide the framework for development in proximity to future rapid transit stations. It also means carefully designing new developments to create quality environments that are conducive to transit, walking and cycling.</i>	Solair is conceived as a TOD, connected to including both the City’s current transit system and direct connections to planned BRT.
City Council’s Action Plan – Let’s Talk 2020		Solair Plan Detail
Environmental Sustainability	<i>Saskatoon should take meaningful steps in transforming our position as one of the highest emitters of greenhouse gas emissions (GHG) in the world to a model city of innovation in energy conservation, renewables, and waste diversion.</i>	Solair is a compact, sustainable community, from its planning, to infrastructure, to lifestyle/quality of life. The integration of solar means a potential GHG reduction of 435,000 tonnes over 25 years – 90% reduction from status quo.
Transportation	<i>Put Active Transportation Plan into action – including bike lanes, BRT and new tech.</i>	The Solair plan integrates into proposed BRT, extends active transportation... Multi use trail along rail corridor and main North South collector/main street offer bike paths which connect to larger city bicycle networks.

Official Community Plan (OCP)		Solair Plan Detail
3.3 Contiguous Development (d)	<i>Development shall generally take place in a contiguous manner. Non-contiguous servicing and development that would require the inefficient extension of municipal services and community infrastructure shall only be permitted where it can be demonstrated there is a clear public interest.</i>	Solair sits contiguous with the Rosewood neighbourhood currently being developed, also by Arbutus. Rosewood set a new standard for excellence in residential design. Solair will push this ambition further, offering a model of future suburban design in Canada.
5.1.2 policy	<i>Neighbourhoods shall be efficient to service and maintain over the long term.</i>	Solair's low-impact approach to urban infrastructure (reduce road widths, storm water management, solar power, active networks) ensures it will be efficient and result in reduced demands on existing municipal infrastructures than most developments might generate.
	<i>An overall density objective of at least seven dwelling units per gross acre shall be encouraged in the review of neighbourhood concept plans.</i>	Solair achieves an overall gross density of 25 dwelling units / hectare and a net density of 41 units/ha.
	<i>Alternative neighbourhood design concepts may be developed where it can be demonstrated that economic, demographic, or market forces call for a neighbourhood form or size which may not be viable for the provision of elementary schools</i>	Solair is an ideal size to be a pilot project for sustainability leadership. Due to its smaller land area, Solair proposes to partner with a neighbouring development to the North or East to envision a share neighbourhood school. It could also be a demonstration platform to revisit a smaller community school model.
5.3.2 Innovative Housing (d)	<i>Residential developments that offer innovative or alternative design features, and which broaden the range of supportive and affordable housing choices available to City residents, shall be facilitated where consistent with the policies of this Plan.</i>	Solair innovates on energy efficient land planning, housing types, neighbourhood park design and infrastructure design.
10.2 Storm Water Management (g)	<i>Municipal Reserve may be used to convey storm water runoff to and Municipal Reserve storm water storage basins and act as temporary water storage to allow water detention for a temporary period of time after a storm event. Municipal reserve land and land held for storm water management facilities will be integrated in all cases where circumstances permit. Storm water facilities, where located adjacent to parks, must be treated in a manner that complements the park development.</i>	Solair uses the two main parks to manage storm water act as temporary water storage to allow water detention, in order to reduce impact on municipal infrastructure. In conditions of extreme rainfall, some sort of 'metered' connection to the existing city storm system east of Solair that will provide for a managed drawdown of post rainfall event on site storage.
12.5 Sidewalk Standards (b)	<i>New residential, institutional, and commercial development areas shall provide sidewalks or pathways on both sides of collector streets, and on at least one side of arterial streets:-</i>	As part of its focus on pedestrian access and walkability, every street in Solair has sidewalks on both sides, and all sidewalks have widths over the current local street standard of 1.05 metres.

City of Saskatoon – Official Community Plan, Schedule “A”		Solair Plan Detail
2.2	<i>City of Saskatoon will continue to seek and maintain mutually beneficial relationships with all nearby municipalities and other jurisdictions in the implementation of this Plan and in the on-going objective of regional cooperation.</i>	Consistent with Plan for Growth regional plan land use. It offers the opportunity to model regional cooperation.
2.3	<i>Progressive development proposals that exemplify the strategies of this plan and their related priorities shall be considered on a case-by-case basis. Where necessary, and where the quality of such proposal warrants it, facilitative amendments to this Plan and/or the Zoning Bylaw should be considered.</i>	Solair will be the largest sustainable suburban neighbourhood development in Canada; it offers a an important pilot project that will serve as a role model for future suburban design and development.
3.1.1.3	<i>Street design, landscaping, lighting and site and neighbourhood design all influence the potential for natural surveillance.</i>	Parks are designed to have maximum residential frontage. The main street will have active, smaller scale retail on the ground floor, rain gardens, bike lanes and generous `sidewalks. Together, these will , create an animated public realm and encourage natural surveillance.
3.2.1.	<i>Ensuring the efficient use of land and civic infrastructure;</i>	Solair’s street layout, higher density housing and storm water management strategy ensures the efficient use of land and civic infrastructure.
3.2.2 (a)	<i>The development of a compact and efficient urban form shall be encouraged by setting overall density guidelines for new residential development areas,</i>	Solair offers compact efficient urban form, achieving a density of 25 housing units/ha and a return to a traditional street patterns, which ensure a sense of place and orientation.
3.2.2 (l)	<i>Public parks and recreation areas shall be provided throughout the City in a hierarchy of open spaces, sufficient to meet the public recreation needs of Saskatoon's residents.</i>	Two large parks anchor the plan and serve as places to play, relax, and engage with nature. Smaller neighbourhoods units are each punctuated by a pocket park.
3.3.2 (d)	<i>Development shall generally take place in a contiguous manner. Non-contiguous servicing and development that would require the inefficient extension of municipal services and community infrastructure shall only be permitted where it can be demonstrated there is a clear public interest.</i>	Solair will serve as a demonstration project and role model of sustainable suburban design. It aims to serve as a model to other development projects demonstrating that good design and commitment to sustainability are financially, socially and environmentally viable.
5.1.2	<i>An overall density objective of at least seven dwelling units per gross acre shall be encouraged in the review of neighbourhood concept plans and other major proposals for residential development,</i>	Solair achieves an overall density of 25 dwelling units / hectare.
5.1.2	<i>Alternative neighbourhood design concepts may be developed where it can be demonstrated that economic, demographic, or market forces call for a neighbourhood form or size which may not be viable for the provision of elementary schools. Such neighbourhoods shall be suitably integrated within an overall Area Sector Plan</i>	Solair provides a very unique sustainable development model that needs to start at a reduced scale. Thus the current joint use school model does not work. Other opportunities for suitable community spaces are viable.

	<i>and shall conform with all other relevant policies of this Plan.</i>	
(e)	<i>Streets in neighbourhoods shall be laid out and designed to promote traffic safety and connectivity and shall normally be designed as local streets, served by appropriate collector streets. Traffic calming principles shall be employed in the design of neighbourhood streets.</i>	Within the strong edges established by the collector streets, are the neighbourhoods. These are characterized by quiet local streets with calmed traffic patterns. This plan is up to speed on recent urban design best practice on getting cars to slow down. Narrower 9 meter wide pavements with parking on both sides discourage drive through traffic.
g)	<i>Neighbourhood commercial sites shall be provided, as necessary, to serve the daily convenience shopping needs of neighbourhood residents.</i>	A High Street links the anchor parks and binds together the Solair community as a whole. A Complete Street approach to the design of the street section means there is room for pedestrians, cyclists, parking, transit, and regular vehicle traffic. Denser multi-family and mixed-use building types introduce live / work and retail components into the development, enhancing walkability within the community.
h)	<i>A variety of housing forms, densities and lot sizes, necessary to meet the needs of a range of household types and household incomes, shall be encouraged within each neighbourhood.</i>	Solair has a diverse range of units: 18% low density, 22% medium density, 6% townhouses, and 6% of multi-family and mixed use units.
k)	<i>Public open space for parks, recreation and conservation purposes shall be provided as required for each residential development unit,</i>	Two large parks anchor the plan and serve as places to play, relax, and engage with nature. The open perimeter allows for easy views turning these parks into destinations for any time of year. Local pocket parks shall define a sense of place for each neighbourhood area.
	<i>Residential uses shall be properly buffered from incompatible uses, railways and major roadways</i>	The existing rail corridor shall be buffered by a large berm, to mitigate sound and vibration, which will create a unique asset for the community: a greenway with multi-use trail, integrated stormwater management, and recreational assets along the path.
Environment Policy and Initiatives Summary		Solair Plan Detail
3.1	<i>The City of Saskatoon is committed to becoming an environmentally sustainable community. As such, the City of Saskatoon has a responsibility to facilitate and provide programs and services that move toward sustainability.</i>	Solair provides opportunity to advance the City's GHG mitigation plan and provide a lower carbon approach to suburban development.
3.2.5	<i>To design, construct, retrofit, and operate new and existing City facilities so that reduced environmental impacts are considered through all phases of life by incorporating: energy efficiency, water conservation, waste minimization, energy generation that reduces greenhouse gas emissions, pollution prevention.</i>	Solair's PVs will provide a reduction of 435, 000 GHG. Storm water management will reduce water runoff and improve water runoff quality.

Green Infrastructure Strategy		Solair Plan Detail
	<i>The goal of Environmental Leadership is supported by ensuring that climate change mitigation and adaptation are considered during land use planning, by promoting biodiversity, improving access to ecological systems and spaces, and by improving the quality and reducing the quantity of storm water run-off going into river.</i>	Solair takes advantage of natural capital assets as both important infrastructure and part of a valuable ecological system.
	<p><i>Systems-based approach to green spaces in Saskatoon will require a substantial shift in policy and procedures linked to the way we currently approach development of natural areas. Guiding Principles:</i></p> <ul style="list-style-type: none"> • Ecological Integrity • Integrated & Multifunctional • Education & Awareness • Resilience – Financial & Environmental 	
Infrastructure/ Servicing	<p>Storm Water: <i>To identify the storm water network in relation to the city's green spaces. LID installations includes green roofs, bio-swales, etc.</i></p> <p>Permeability: <i>To identify the degree to which rain water is able to soak into the earth based on land use types.</i></p>	Solair's infrastructure design aligns with Low Impact Development guidelines.
Green Infrastructure Strategy	<i>Maintaining a healthy and sustainable city requires that we consider the ways in which we interact with our natural environment, and that we manage our impacts appropriately.</i>	Solair's rain gardens, bio-swales, water retention areas, solar PV and active transportation are all key to a sustainable community, and serve to reduce the environmental footprint of the project.
	<i>The City of Saskatoon supports a sustainable and biodiverse city by integrating natural assets, storm water management, recreational activity and active transportation into a connected, multifunctional, ecological network.</i>	The greenway along the rail corridor and Solair's numerous parks offer a rich and diverse ecosystem of plants, storm water management and recreational activities.
Low Impact Development Guidelines		Solair Plan Detail
5.3.1	<p><i>Low Impact Development (LID) can be applied at the initial design of a neighbourhood development or may be applied as a retrofit at a lot level. The largest benefits are seen when LID principles are applied over a large area with integrated design of many LID elements that include population densities, lot sizes, and a mix of dwelling types. Holistic urban design will consider the interdependence of the whole neighbourhood system: ecology, hydrology, biology, economics, and growth.</i></p> <p><u><i>LID principles:</i></u></p> <p><i>A neighbourhood designed to minimize stormwater runoff and capitalize on natural hydrology of the site will help transform runoff to a resource rather than a problem.</i></p>	<p>Solair provides slightly narrower streets, following current best urban design practice, will reduce impervious road surface. Rain gardens reduce area of road compaction to preserve existing infiltration, while creating pedestrian friendly local roads. The main streets, with small-scale retail, generous sidewalks, and bicycle paths will encourage pedestrian and cyclist.</p> <p>Green spaces are connecting green spaces, Parks and rain gardens serves as neighbourhood storm water storage through natural depressions and wetlands.</p> <p>The main collector roads and anchor parks are fronted with mixed use, multi-family, or medium density residential building types. Laneway access along all collector roads delegates driveways away from the main</p>

	<ul style="list-style-type: none"> • <i>arranging streets to minimize street length (and thus, impervious road surface),</i> • <i>minimizing site grading and preserving existing drainage paths,</i> • <i>minimizing area of compaction to preserve existing infiltration,</i> • <i>aiming to reduce vehicular traffic in residential areas while encouraging pedestrian and cyclist connectivity to institutional and commercial areas,</i> • <i>connecting green spaces,</i> • <i>reducing impervious surfaces through green roofs, permeable pavements, and parking lot bioretention areas,</i> • <i>using neighbourhood stormwater storage in natural depressions and wetlands, and installing bioswales in central boulevards.</i> 	<p>right of ways eliminating curb cuts. The Complete Street design approach on these streets reduces drive pavements to contemporary standards while dedicating space to active transportation options. The resultant public realm means the main streets are a pleasure to travel no matter whether you are traveling by foot or on wheels. The enhanced streetscape gives a sense of destination in and of itself.</p> <p>Solar local neighbourhood streets are laid as calmed traffic patterns. This plan is up to speed on recent urban design best practice on getting cars to slow down. Narrower 9 meter wide pavements with parking on both sides discourage drive through traffic.</p>
5.3.2	<p><i>Reduced cost of downstream stormwater infrastructure: LID designs can reduce the amount or size of traditional infrastructure. By eliminating controls such as curb-and-gutter or decreasing the required size of large pipes and ponds, the overall project cost for developing by LID principles can be the same or even lower than traditional development costs.</i></p>	<p>Reduced pavements and generous green boulevards mean more stormwater runoff can be managed on site. At the same time the streetscapes are beautified with planting and more space is dedicated to pedestrians and cyclists.</p>
6.3.4.1	<p><i>Incorporating cold climate adaptations into local LID-BMP design can provide treatment to spring melt runoff water.</i></p>	<p>Solair is working with KWL, a leader in rain gardens adapted to cold-climate conditions, and how these work with snow maintenance and other issues.</p>
Climate Adaption Strategy/GHG reduction		Solair Plan Detail
Strategic Goals	<p><i>The City Council supported in June 2017 the greenhouse gas emissions reduction target for the City of Saskatoon (corporate) be adjusted to utilize 2014 as the base year, specifically, a reduction of 40% below 2014 levels by 2023; and a reduction of 80% below 2014 levels by 2050. The Climate Change Mitigation Business Plan project supports these targets.</i></p>	<p>Solair will generate a reduction of 435,000 tonnes of GHG over 25 years, from Solar PV.</p>
Future Opportunities:	<p><u>Support solar opportunities*</u></p> <ul style="list-style-type: none"> • <i>Assistance for solar panels, passive solar design, and solar-ready buildings.</i> • <i>Incentivize innovative buildings and new forms of development</i> • <i>Incentivize energy efficiency measures in residential buildings</i> • <i>Incentivize outdoor water conservation methods</i> 	<p>Solair intends to be a leader in the integration of sustainable energy through solar, the integration of state of the art rain gardens.</p>



	<i>Design and develop a model low carbon neighbourhood* (similar to Vauban, Freiburg, Germany or West 5 (London, Ontario) that includes renewable energy generation, public and active transportation networks, mixed-use zoning, urban agriculture, green buildings, district energy, and green space. It could also provide a sufficient economy of scale for infrastructure investments and opportunities for integrated planning.</i>	Solair represents a model of low carbon community that pushes the boundaries on renewable energy generation, mixed-use zoning, district energy, and green space.
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- Figure 2 - Regional Land Use Context
- Figure 3 - City Context Plan
- Figure 4 - Sector Context Plan
- Figure 5 - Road Context Plan
- Figure 6 – Illustrative Sector Plan Integration
- Figure 7 –Transit System Context Plan
- Figure 8 – Diagram of Existing Topography
- Figure 9 – Block Concept Plan
- Figure 10- Land Use plan (with individual blocks, parks, land use)
- Figure 11 - Parks Types and Linkages
- Figure 12 - Road Classifications
- Figure 13 - Roadway Right of Way Widths
- Figure 14 – Potential Zones for solar PV panel
- Figure 15 – Overland Water Management
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(including storm basins and rain gardens)
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- Figure 20 – Site sections: Local Roads
- Figure 21 – Neighbourhoods and Phasing



Project Boundary

Solair
128.81 ha

Taylor Street East

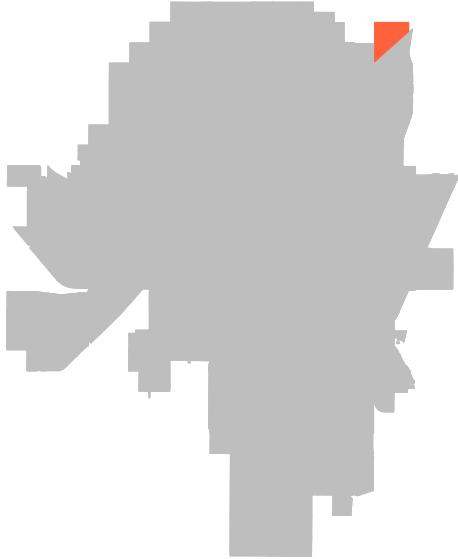
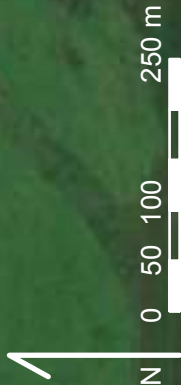
Zimmermann Road

Meadows
Development

CP Railway

Patience Lake Road

HWY 16



Key Plan

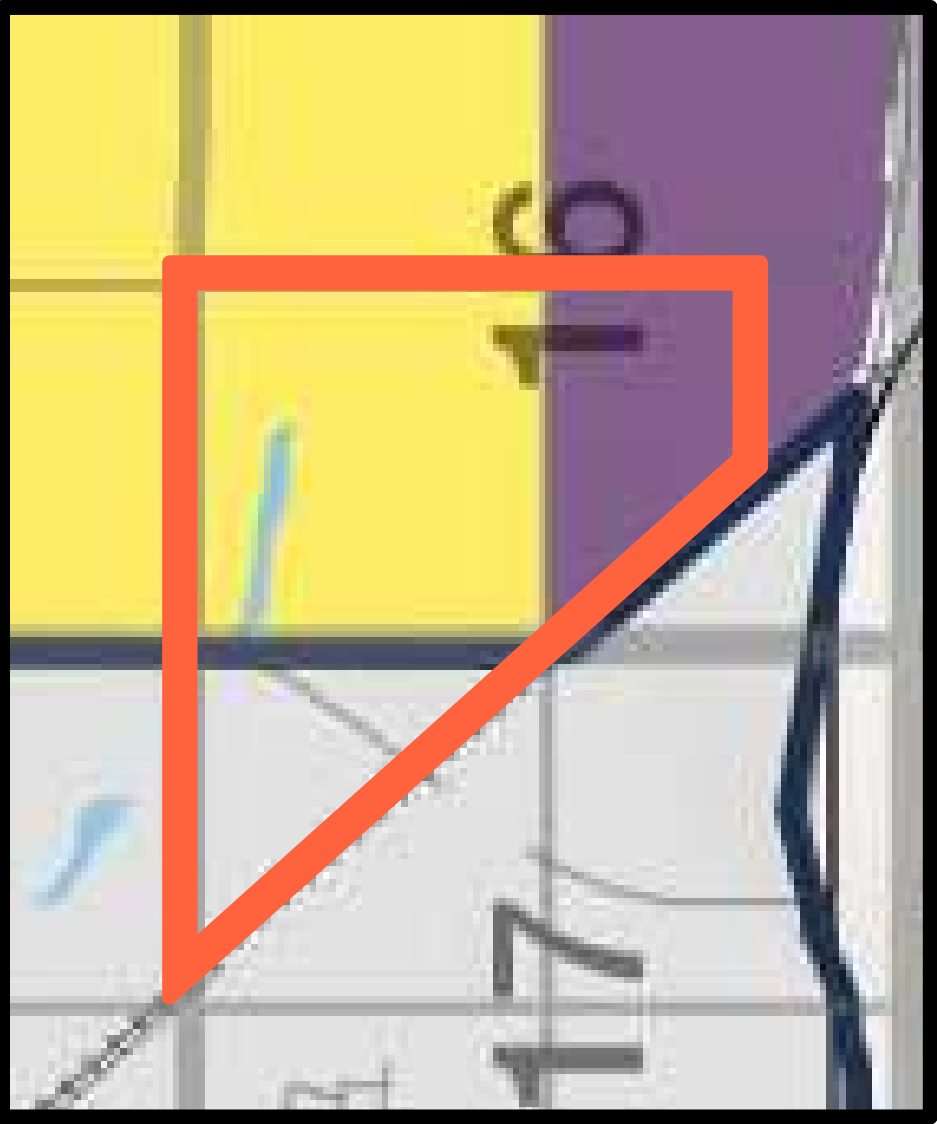
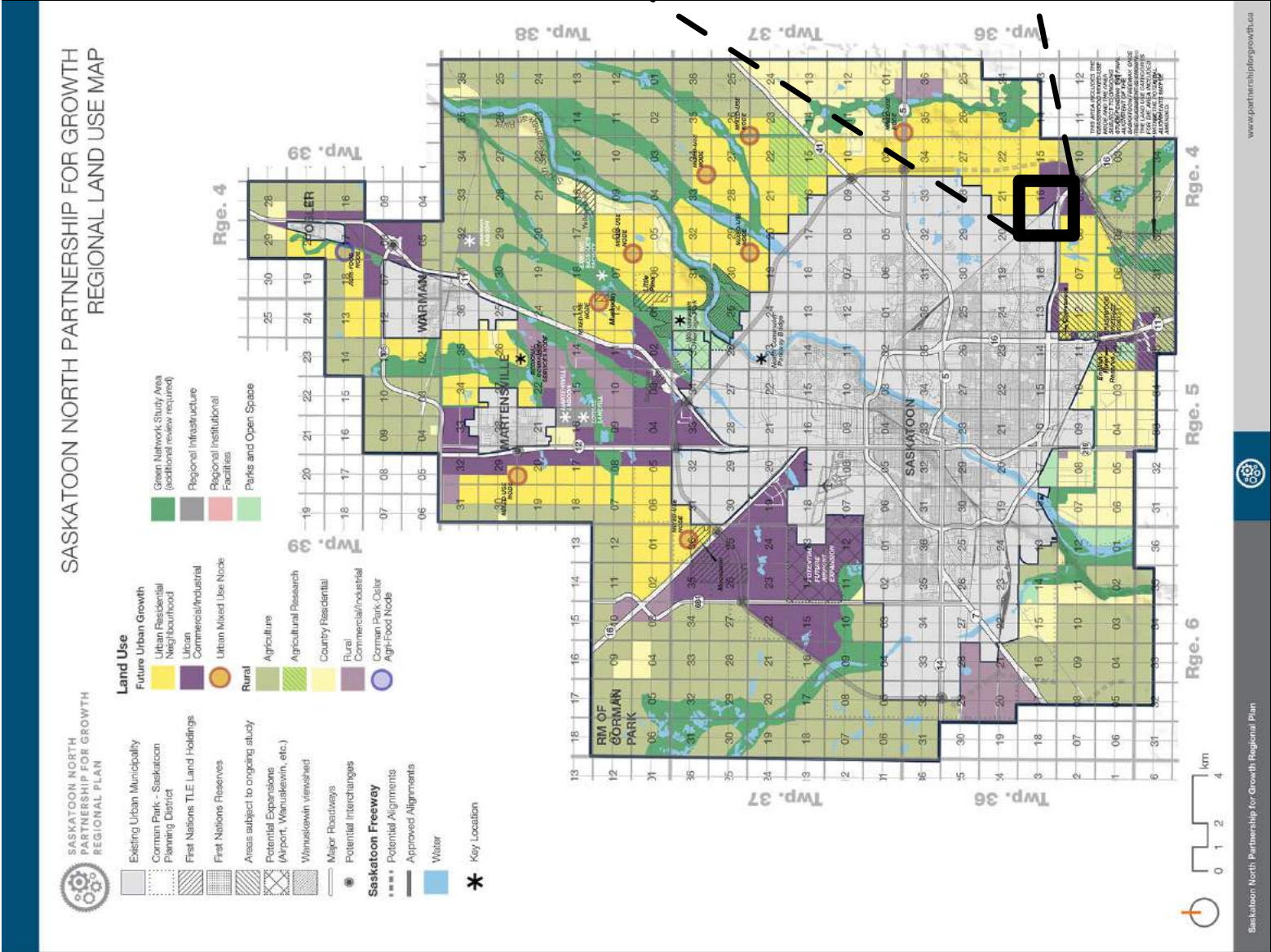
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SOLAIR Concept Plan: **Fig 1 - Project Overview**

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noted otherwise

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NOTE: The Solair site currently overlaps with three different land uses according to the Regional Land Use Map. To the northwest (grey) the Solair site is part of the Holmwood Sector Plan. The land use for this part of the Holmwood plan is residential. The northeast corner (yellow) is planned as Urban Residential according to the Regional Land Use Plan. The smallest portion of the site in the southwest corner (purple) is currently coded as Urban Commercial / Industrial. The land use plan for the Solair site proposes to make the area Urban Residential in alignment with the majority of the area.

SOLAIR Concept Plan:
Fig 2 - Regional Land Use Context

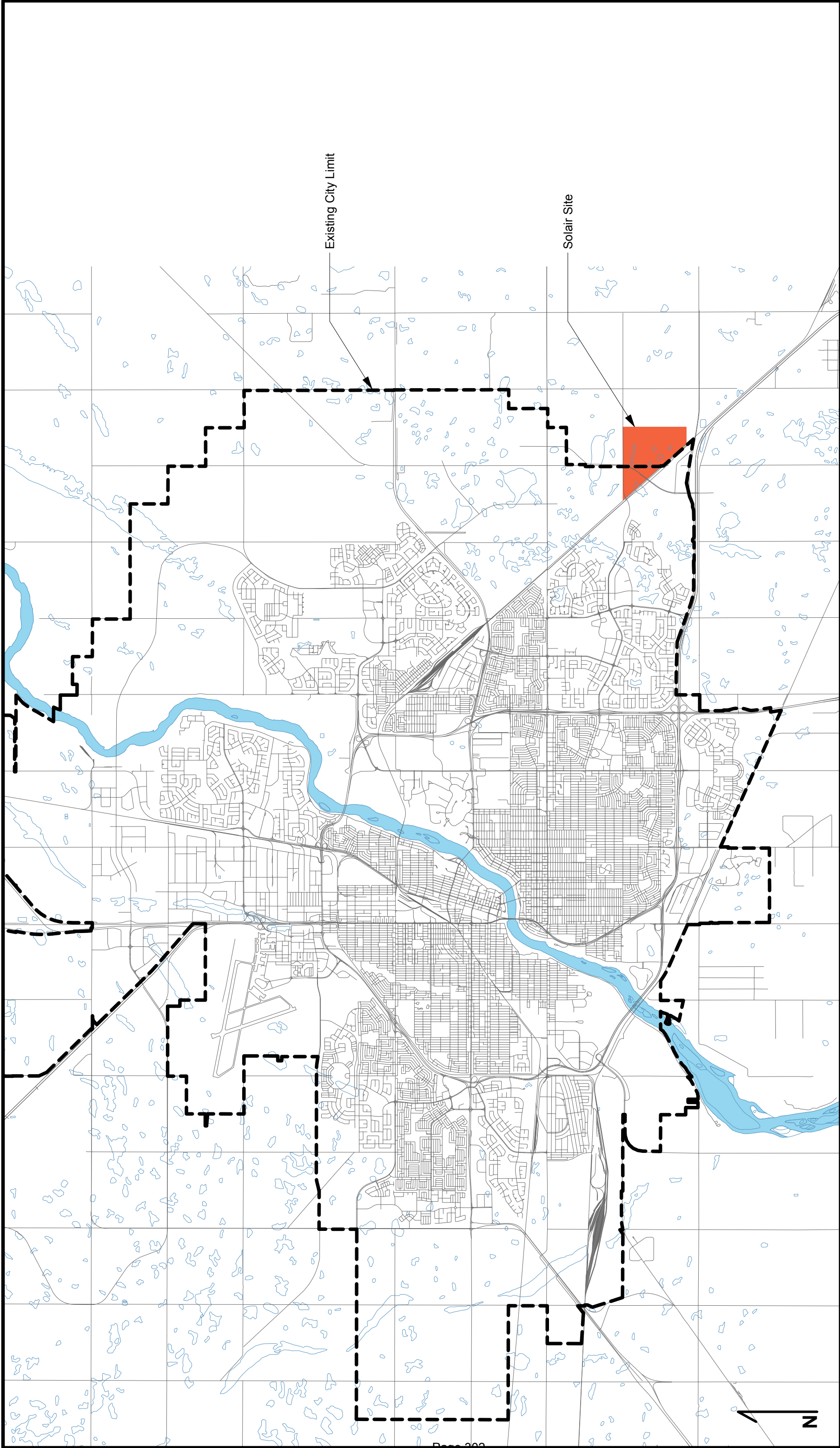
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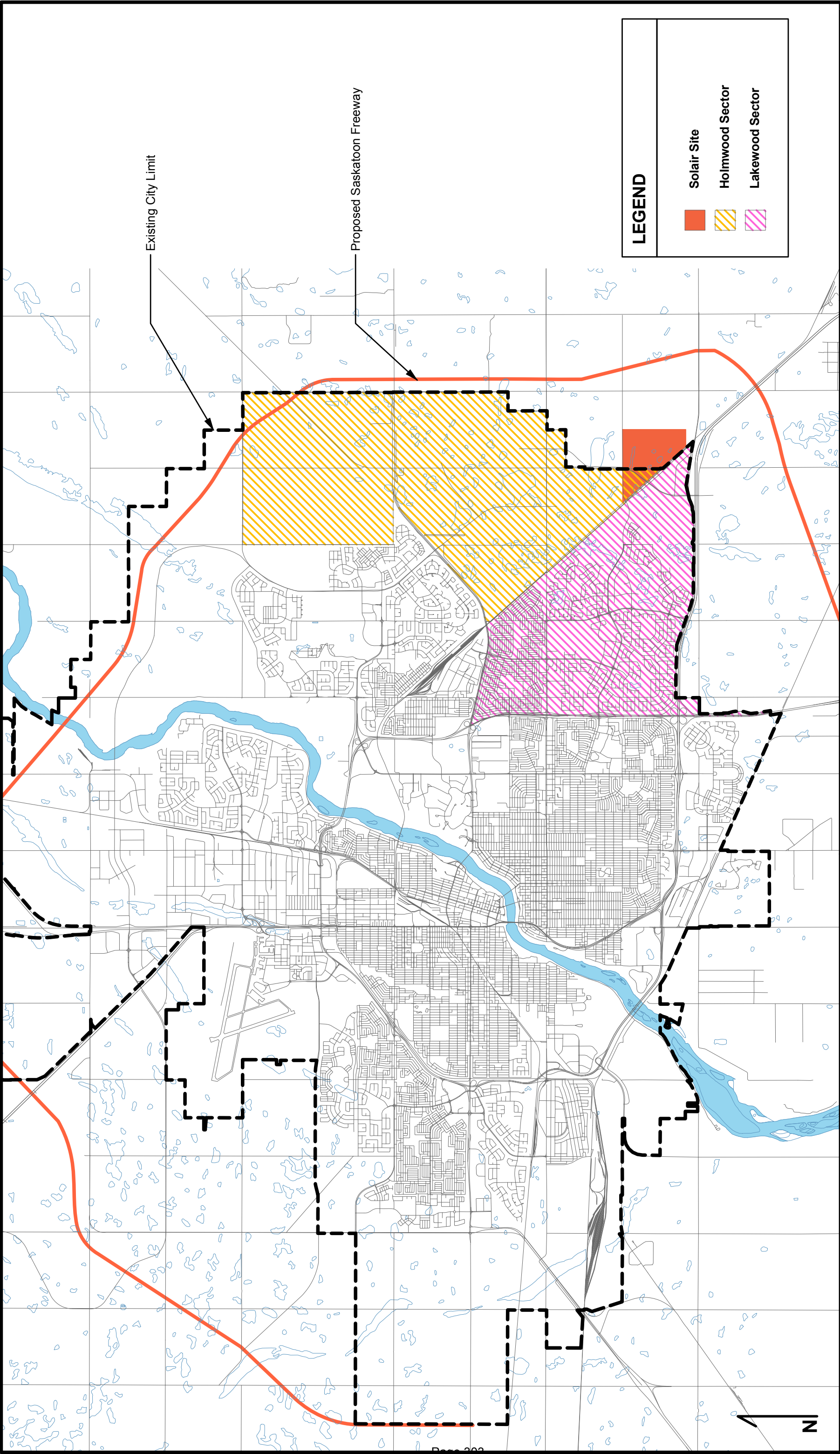
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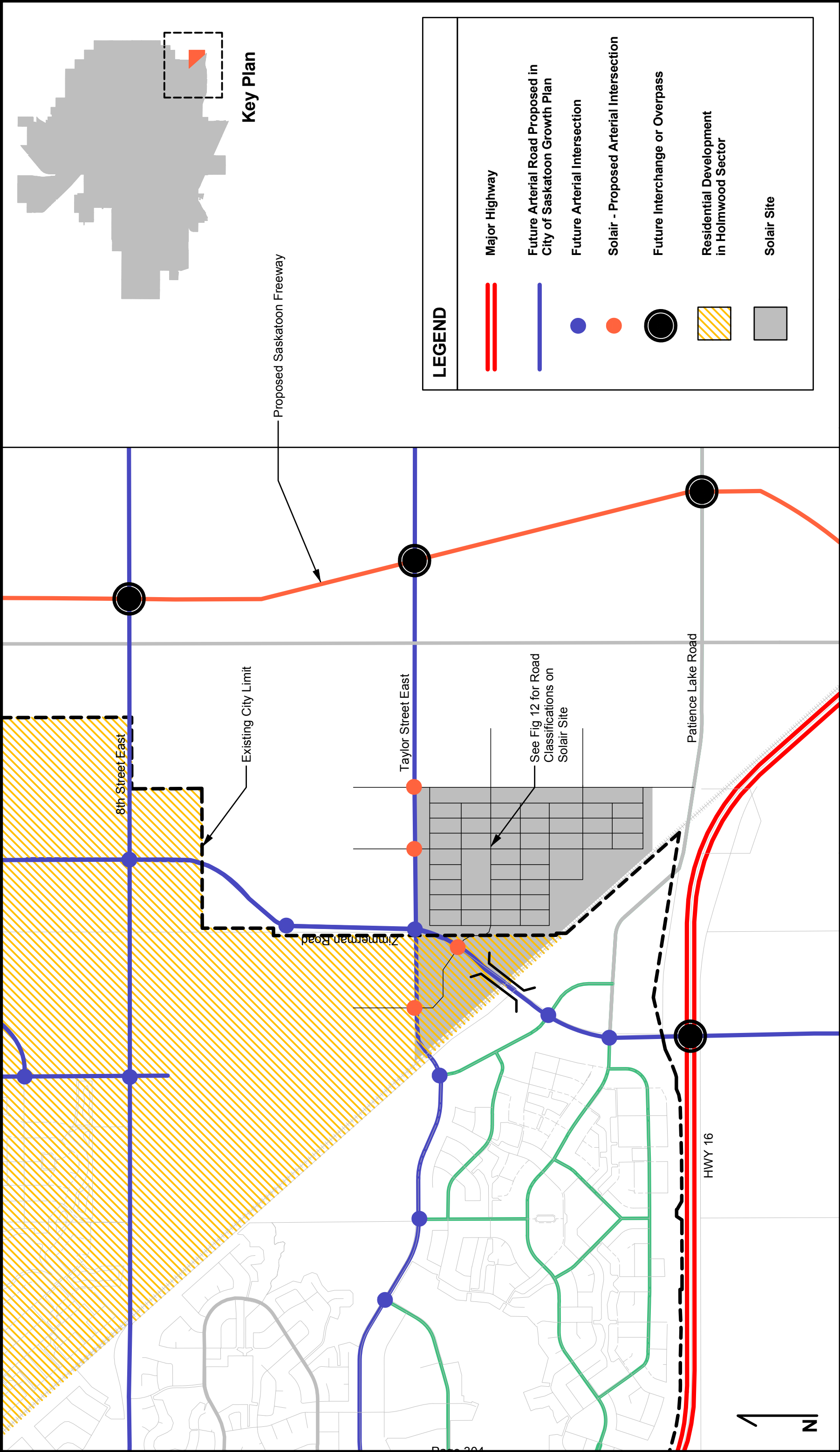
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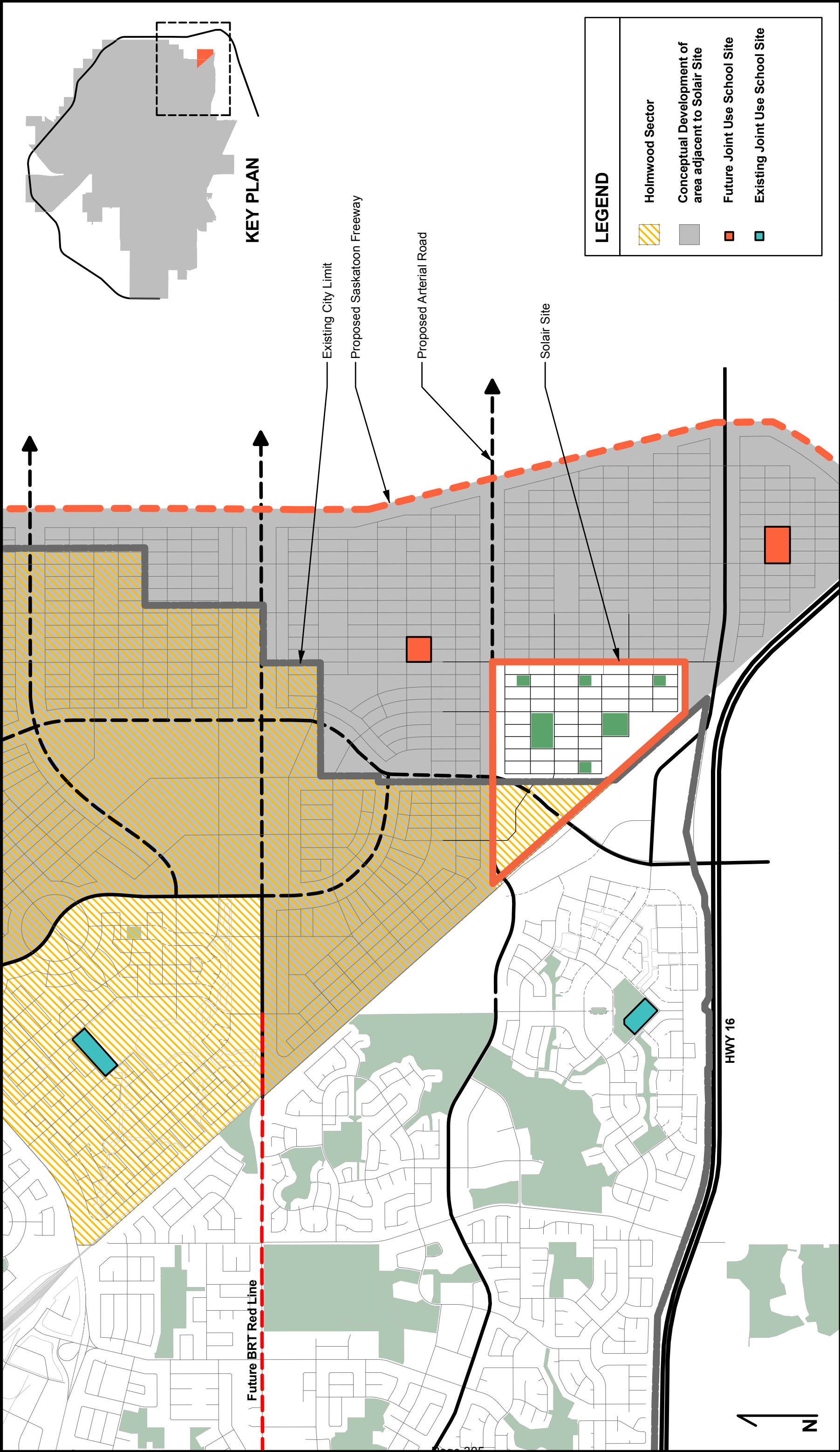
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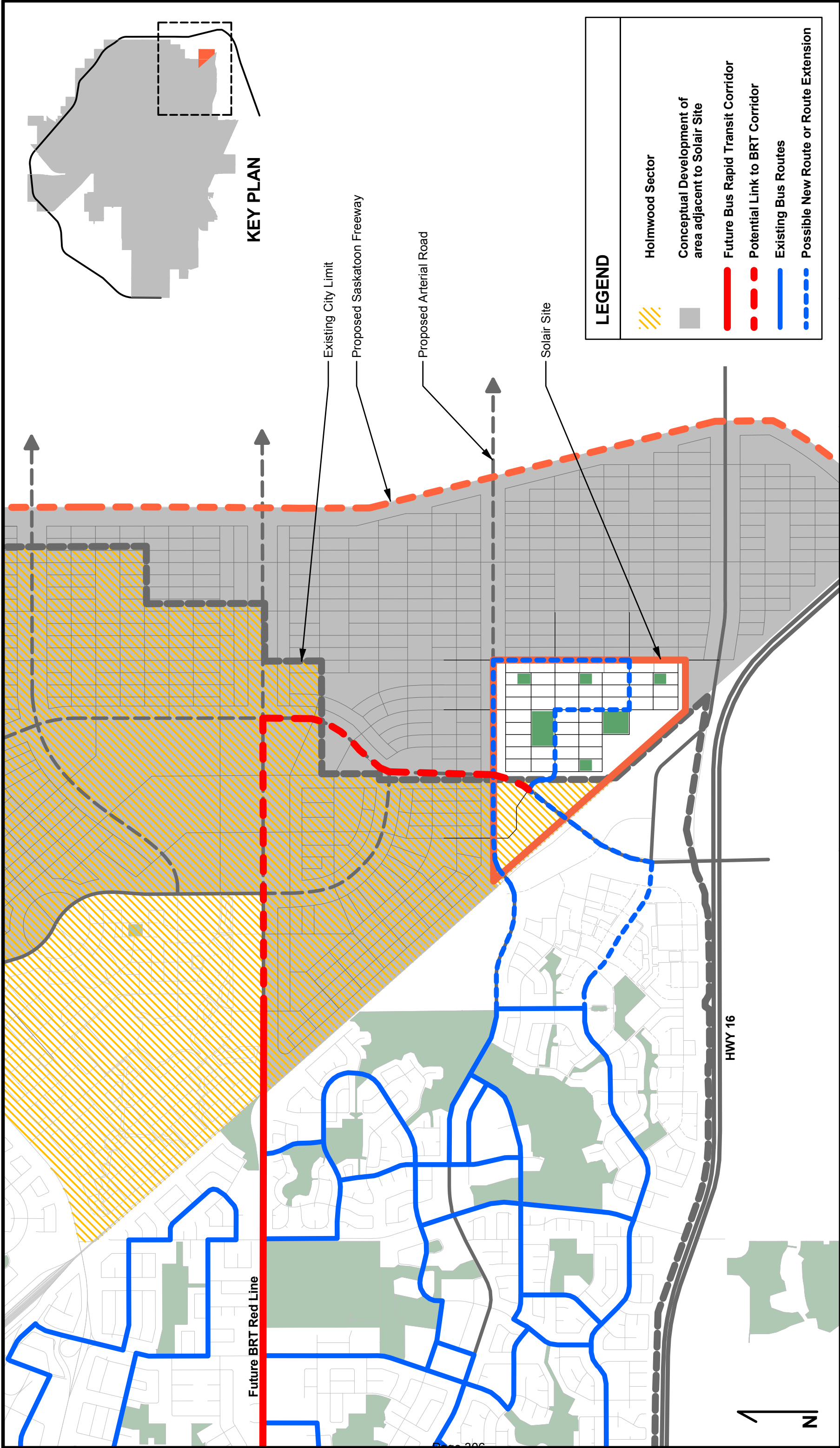


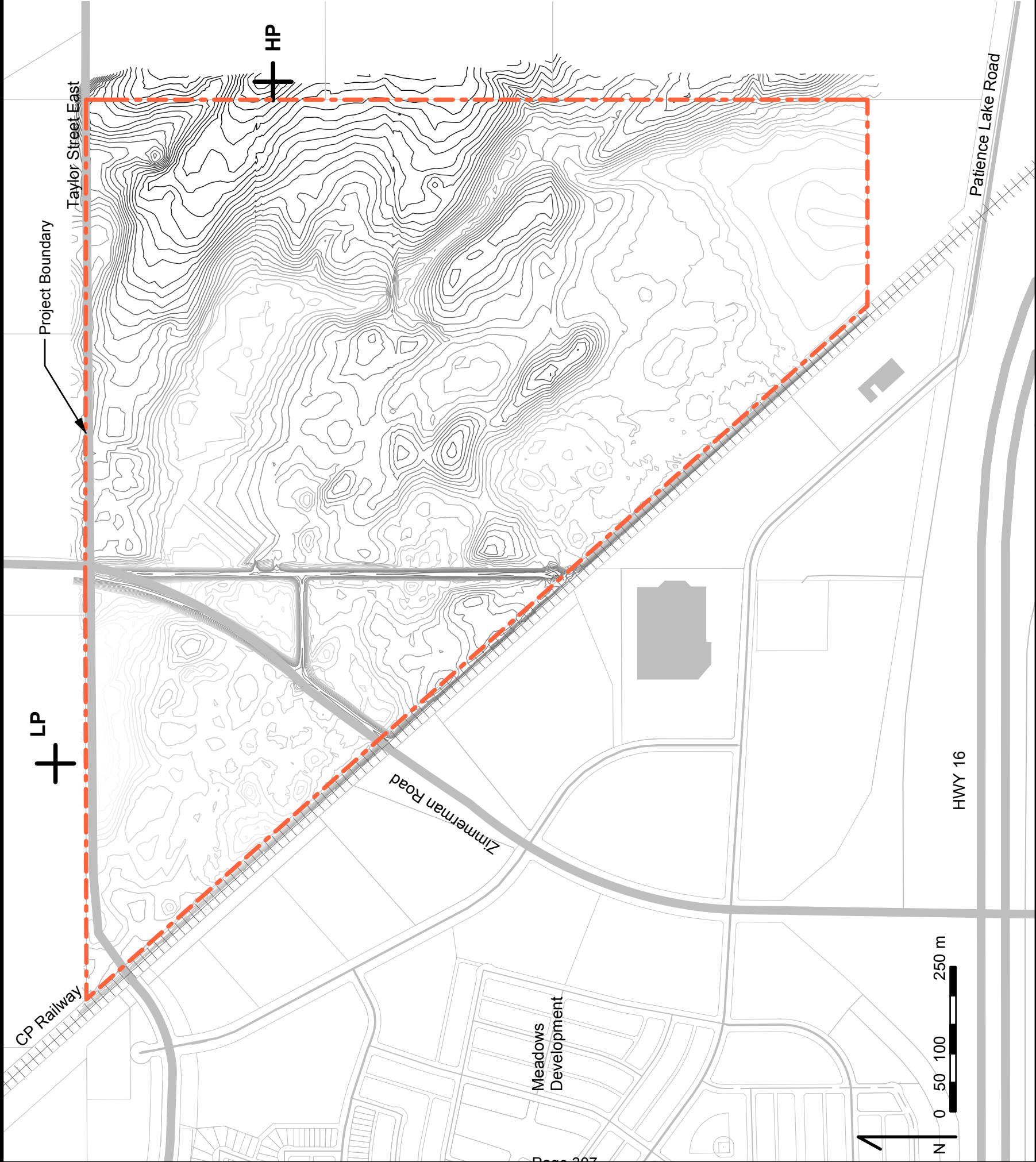
<div><div><div><div><div><div>SOLAIR</div><div>AN ARBUTUS COMMUNITY</div></div></div><div><div>LATERAL OFFICE</div><div>703 Bloor St. W, Toronto, ON M8G 1L5</div><div>www.lateraloffice.com</div></div></div></div></div>	<div>SOLAIR Concept Plan:</div> <div>Fig 3 - City Context Plan</div>	<div>SCALE:</div> <div>Not to scale unless noted otherwise</div> <div>DATE:</div> <div>April 2019</div>
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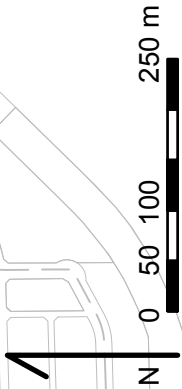
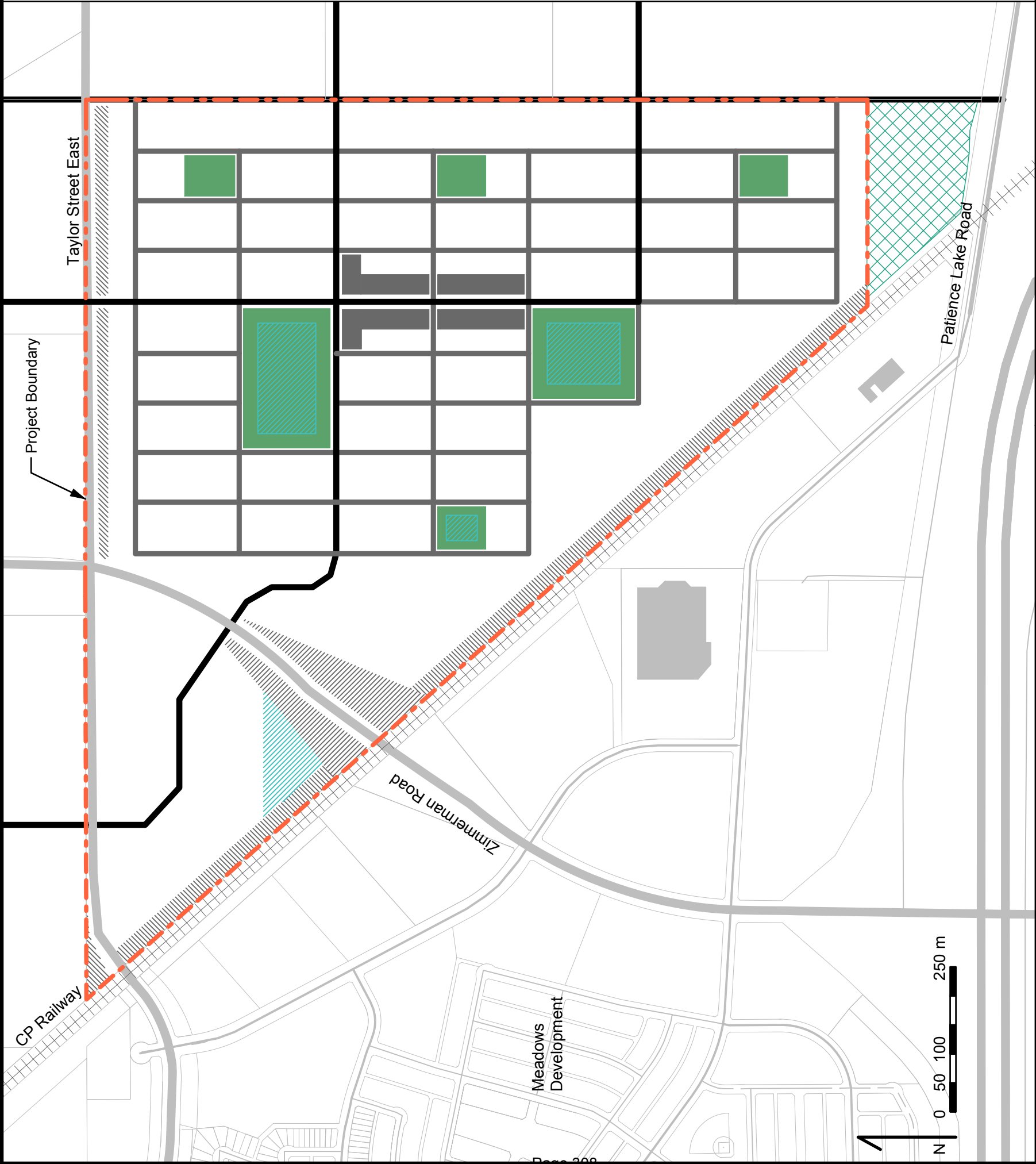


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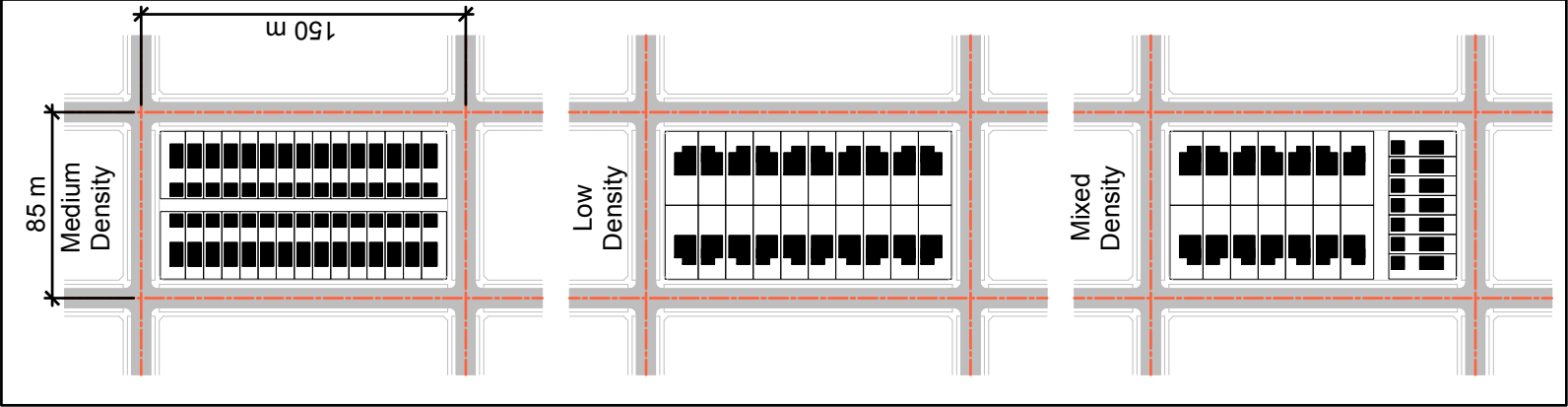
High Point = +521.0 m

Contours at 0.2 m intervals

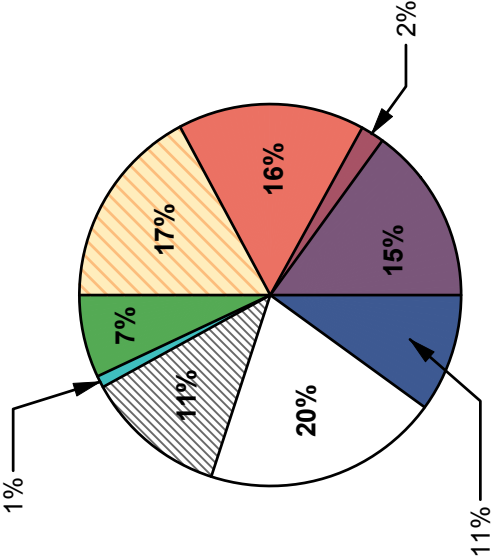
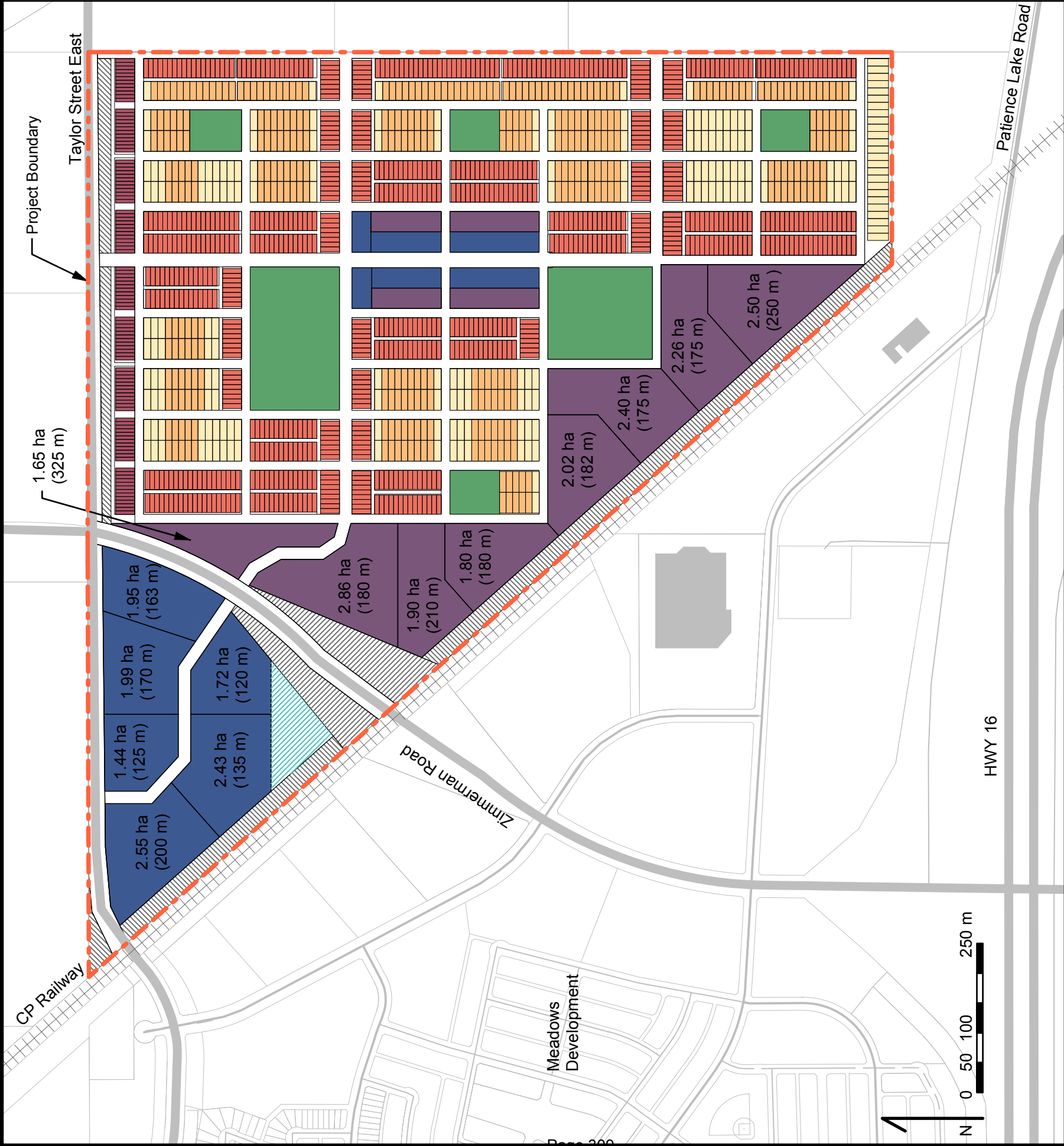
Low Point = +514.0 m



LEGEND	
	Municipal Reserve
	Integrated Stormwater drainage area
	Naturalized Area - Semi Permanent Wetland
	Buffer
	Zimmerman embankment
	Main Street District
	Collector Road
	Local Road



Typical Block Configurations for Single Family Detached House Types



LEGEND	
	Buffer
	Stormwater Reserve
	Municipal Reserve
	Low Density Single Family House (Attached Garage) - 12.2 wide lot
	Low Density Single Family House (Attached Garage) - 10.9 m wide lot
	Medium Density Single Family House (Detached Garage) - 8.0 m wide lot
	Townhouse - 6.0 m wide lot
	Multi-Family - parcel size varies
	Mixed Use - parcel size varies

NOTE: frontages listed in brackets estimated based on longest parcel edge.

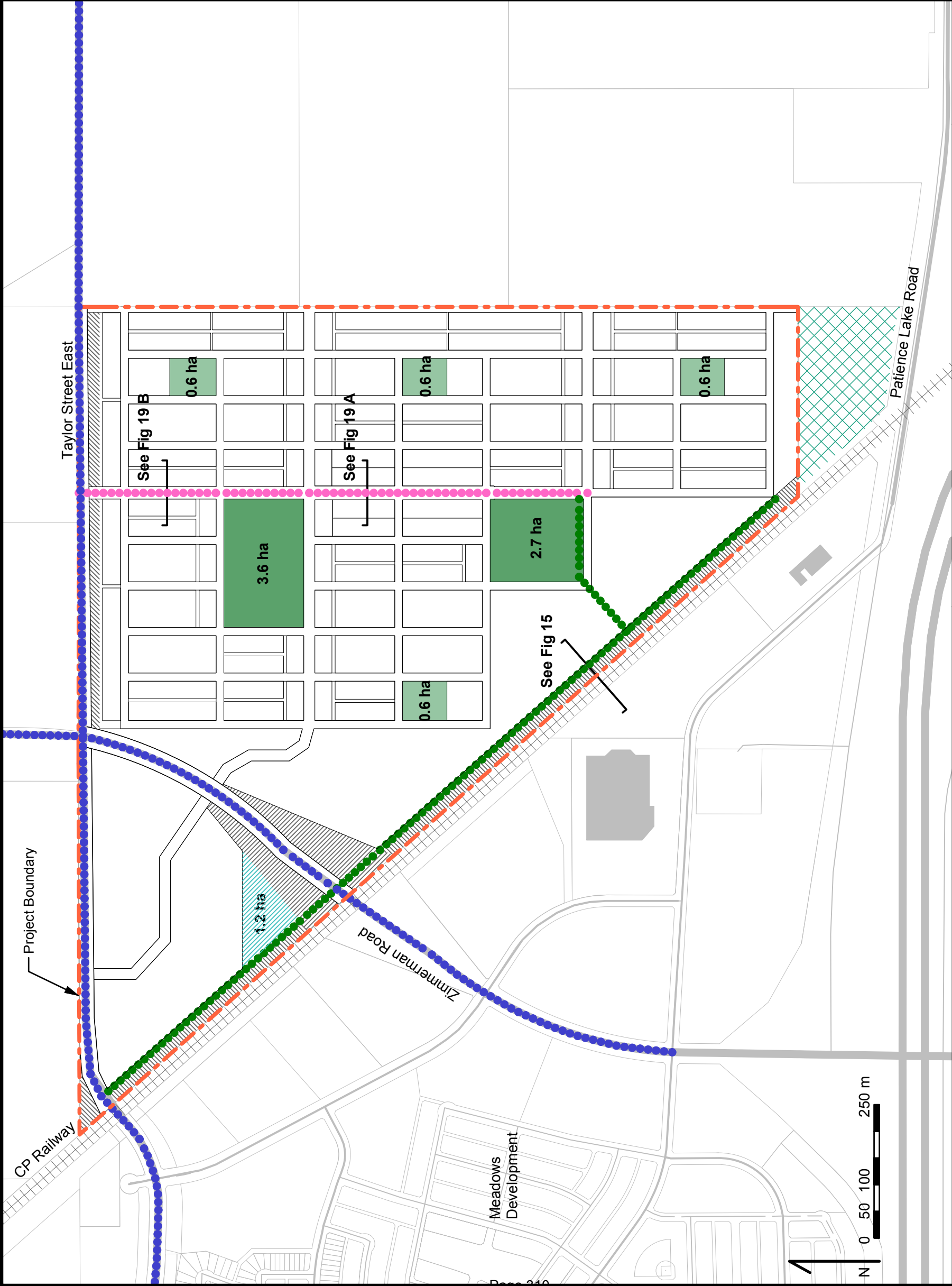
SOLAIR Concept Plan:
Fig 10 - Land Use Diagram with Parcel Layout

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Solair Lands total area: 128.8 ha
Neighbourhood Core Parks and Pocket Parks area = 8.7 ha (6.8%)

LEGEND	
	Neighbourhood Core Park
	Pocket Park
	Wetland Park Extension
	Naturalized Area - Semi Permanent Wetland
	Buffer
	Zimmerman embankment
	Multi-use trail
	Cycle track
	Potential multi-use trail along arterial roads

NOTE: Sidewalks are present on all collector and local roads within project boundary. See Fig 20 and 21 for Street Sections.

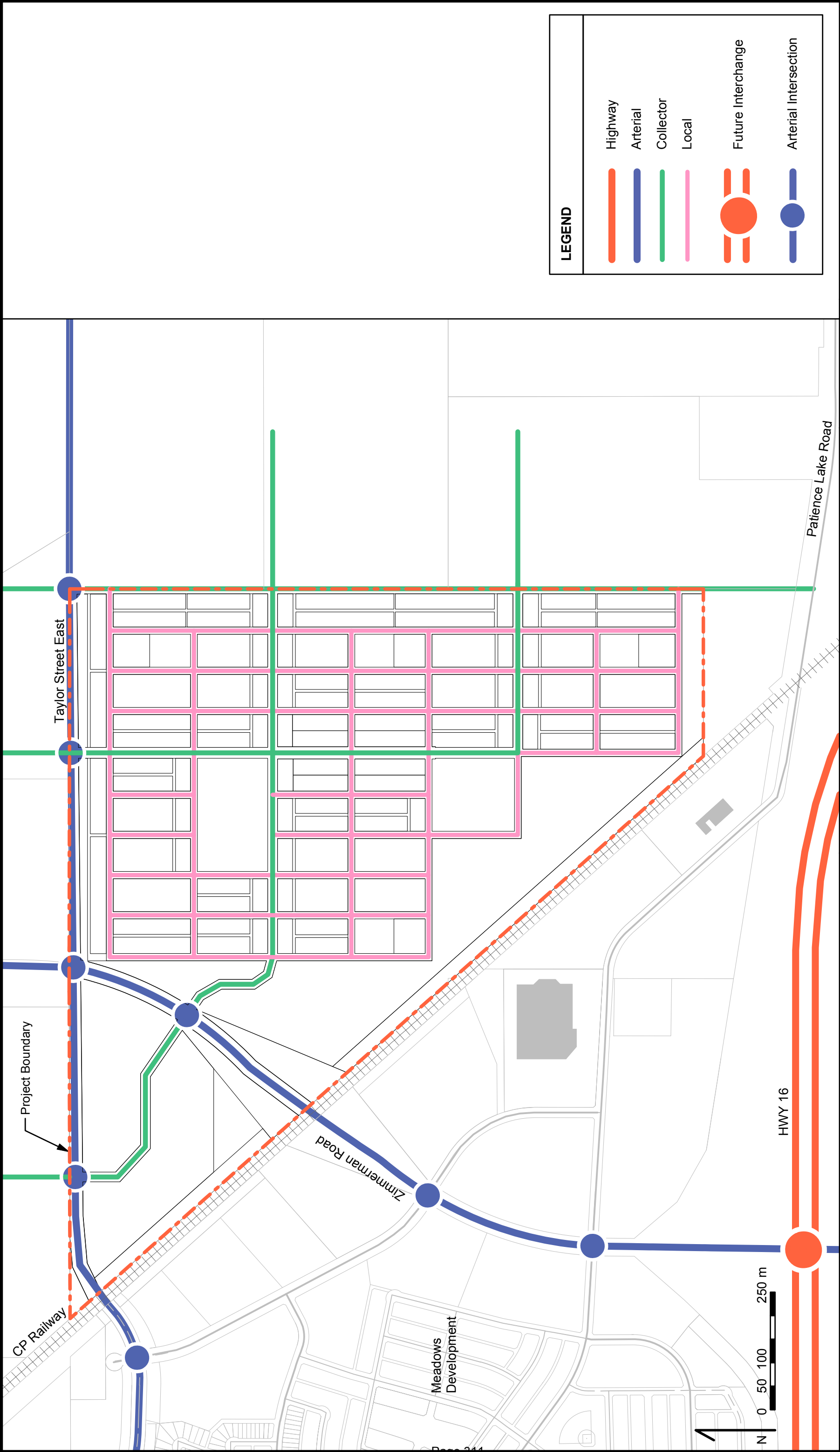
SOLAIR Concept Plan:
Fig 11 - Park Types and Linkages

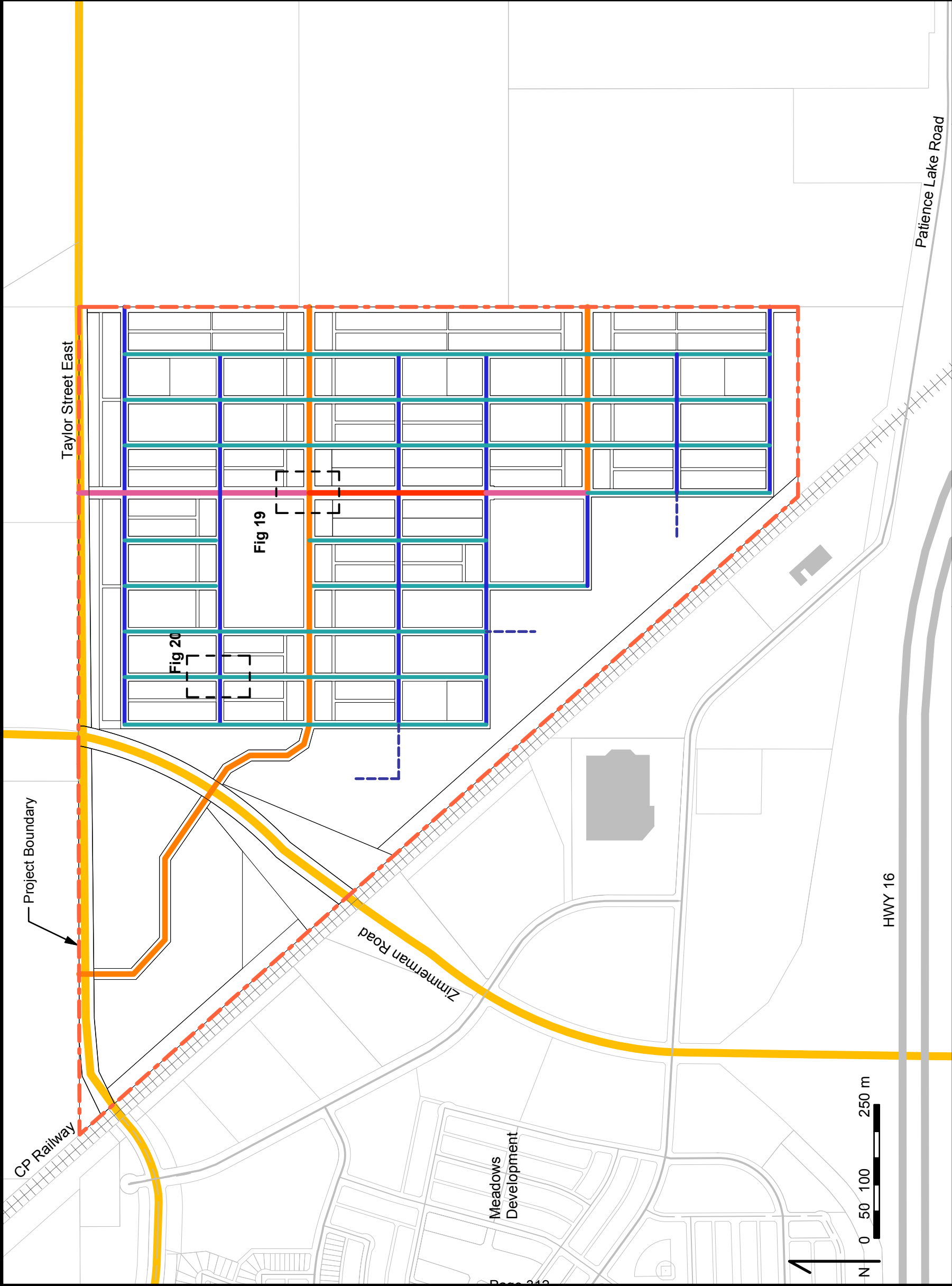
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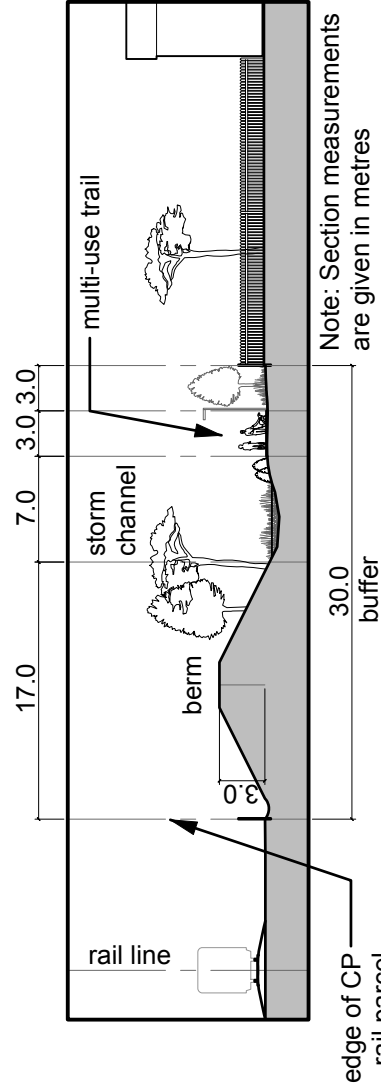
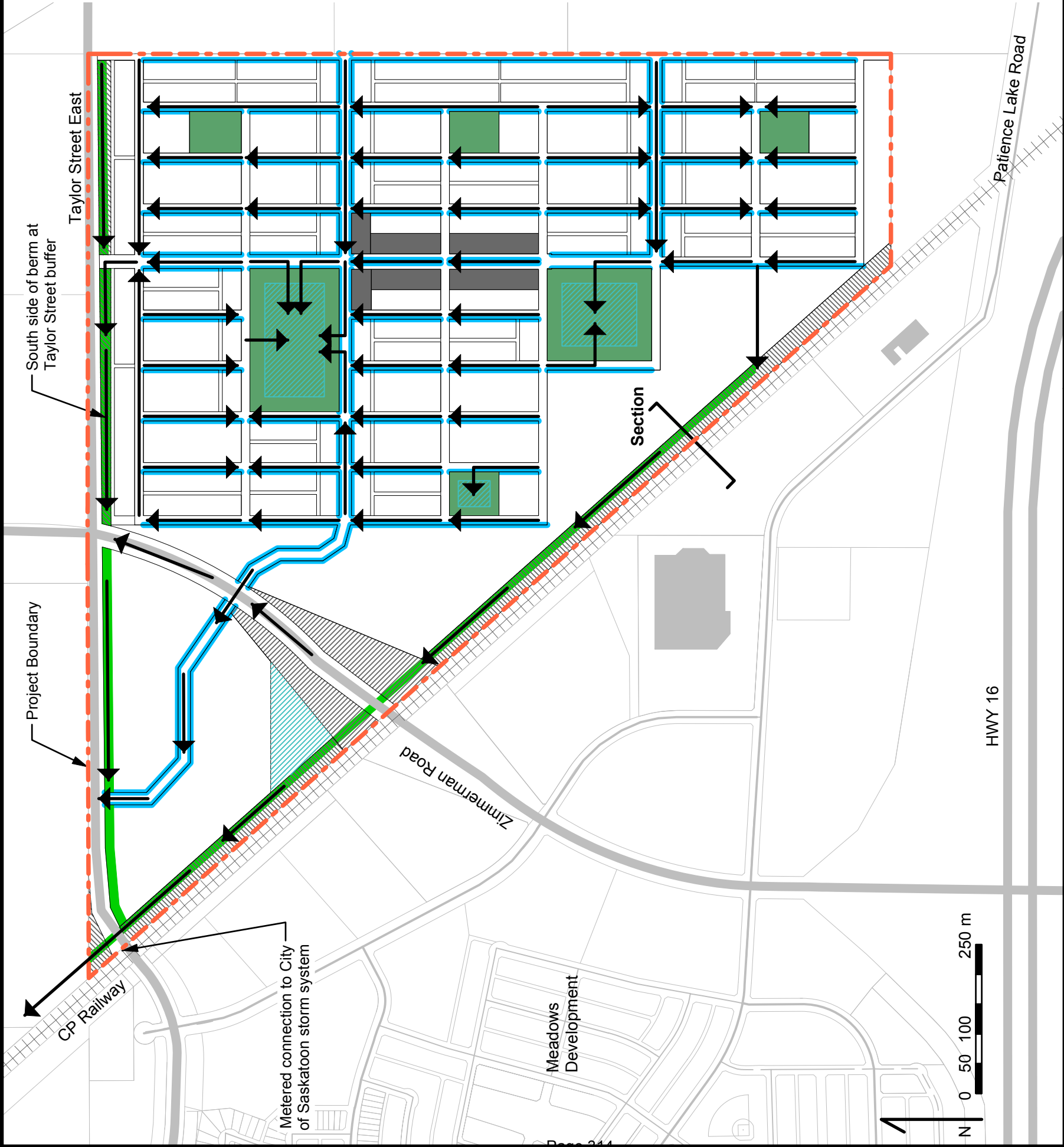
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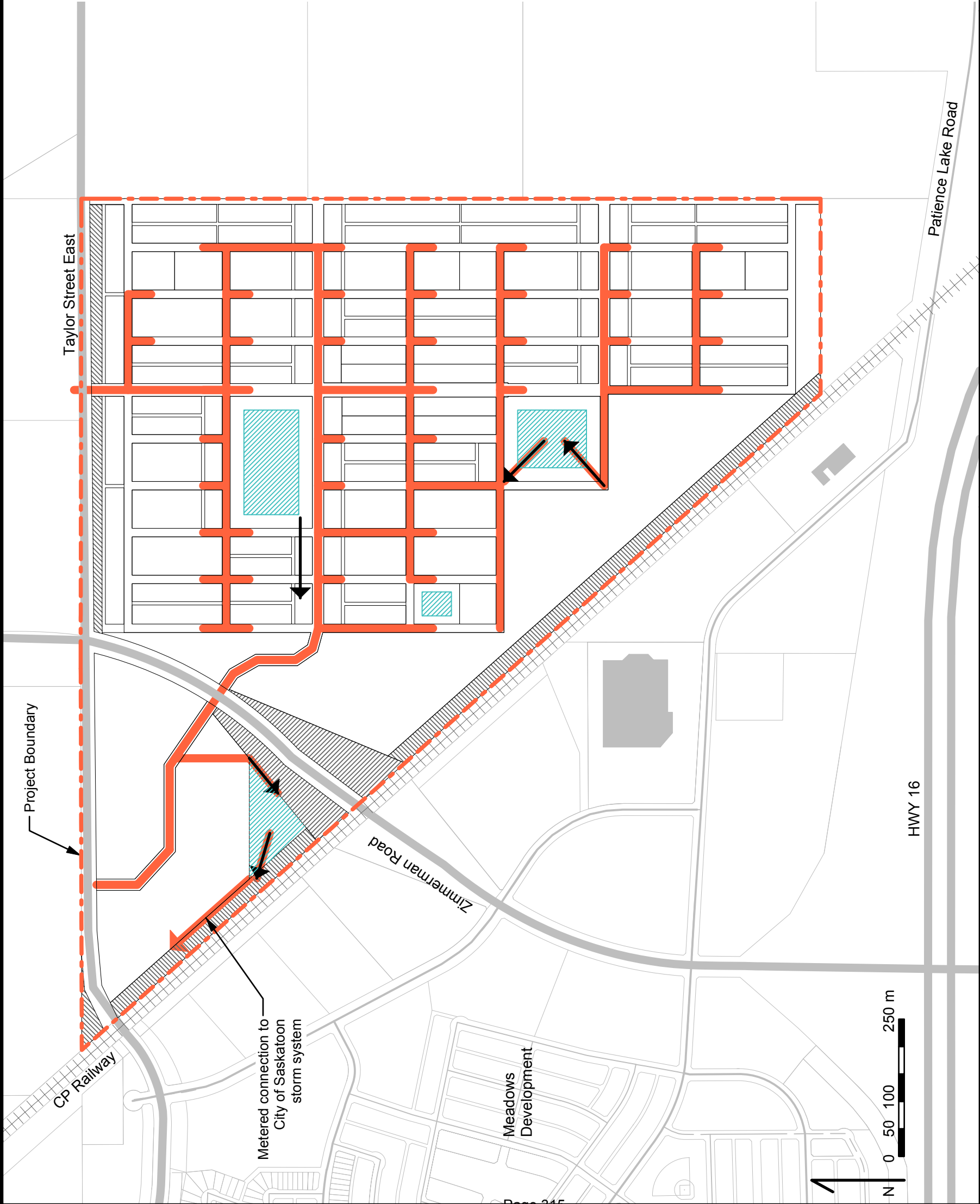


LEGEND	
Arterial Road Zimmerman Road 38 m Taylor Street East 32 m	
Solair Roads	
Collector A - High Street 26.1 m	
Collector B - North South 23.2 m	
Collector C - East West 20.8 m	
Local A - North South 15.5 m	
Local B - East West 14.5 m	
Local Road Extended by Others	





LEGEND
NOTE: Overland drainage to be managed by rain gardens and stormwater pond system. Overall drainage towards the northwest corner to groundwater discharge point.
Storm channel
Direction of water flow
Rain garden (minimum 2.5 m wide)
Buffer
Zimmerman Road embankment
Municipal Reserve
Stormwater Drainage Area



LEGEND	
	Local Storm Sewer
	Buffer
	Zimmerman Road embankment
	Stormwater Drainage Area

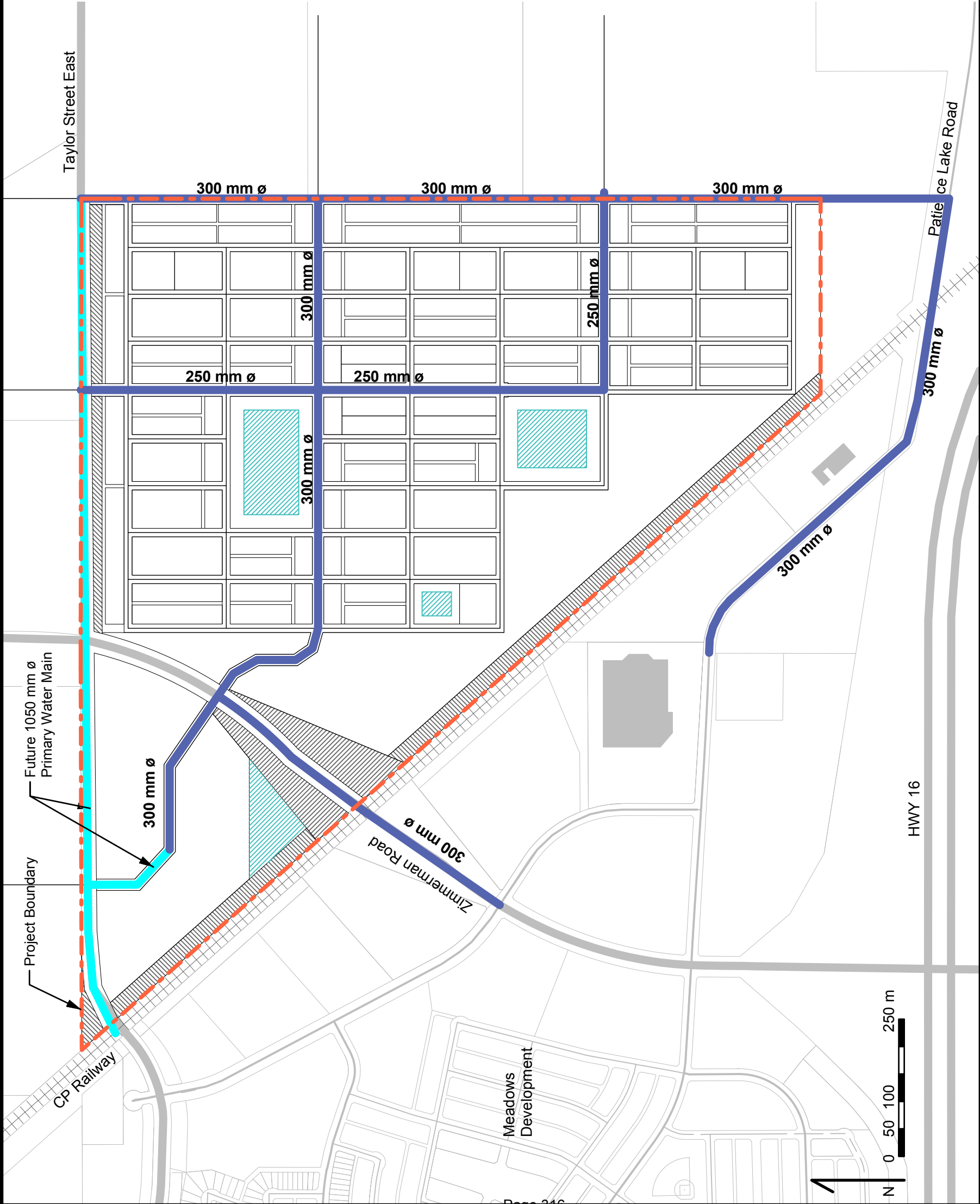
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SOLAIR Concept Plan:
Fig 16 - Underland Water Management

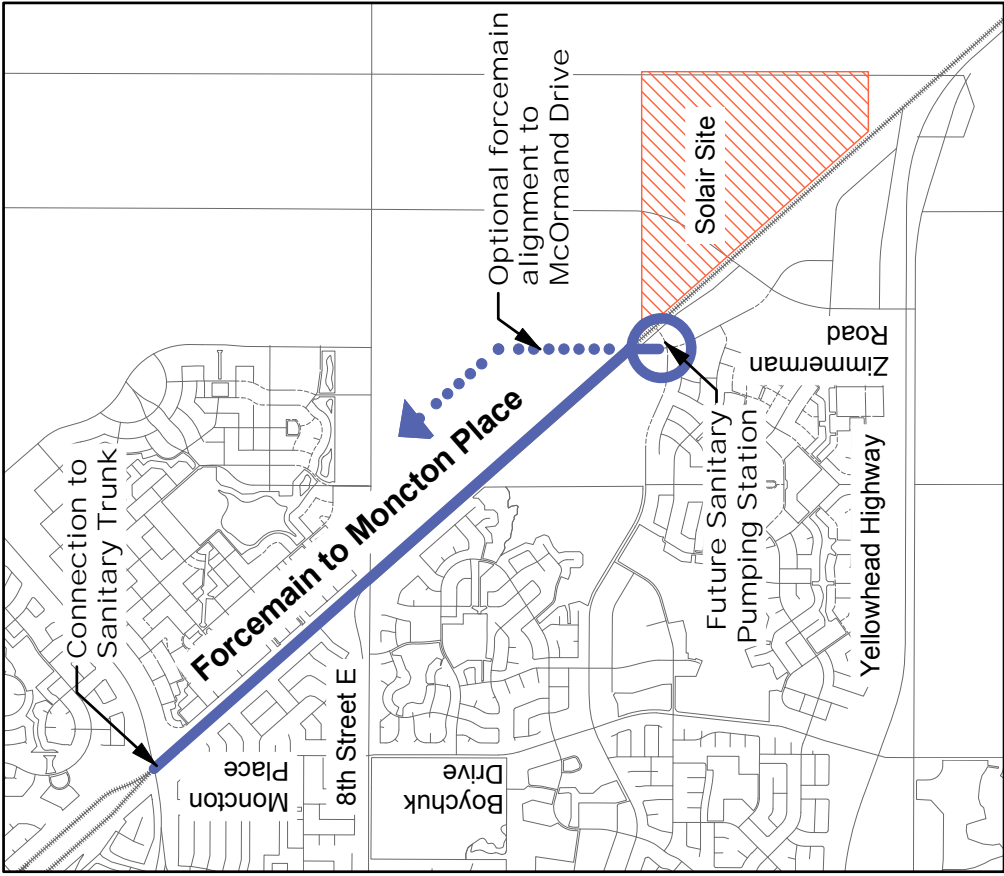
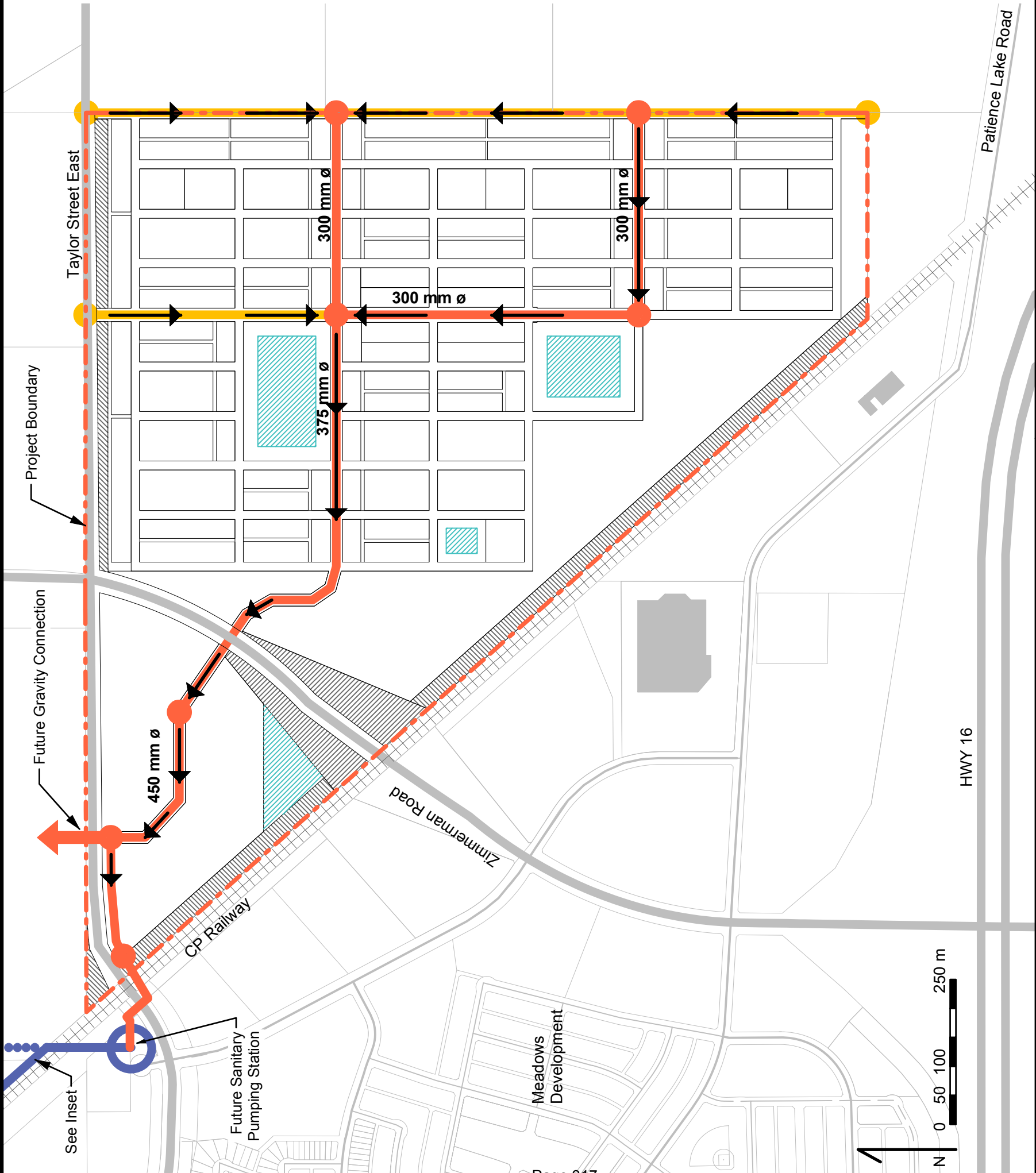
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LEGEND	
	Future Primary Water Main
	Proposed Water Main
	Buffer
	Zimmerman Road embankment
	Stormwater Drainage Area



LEGEND	
	Proposed Primary Sanitary Sewer
	Proposed Local Sanitary Sewer
	Proposed Forcemain
	Buffer
	Zimmerman Road embankment
	Stormwater Drainage Area

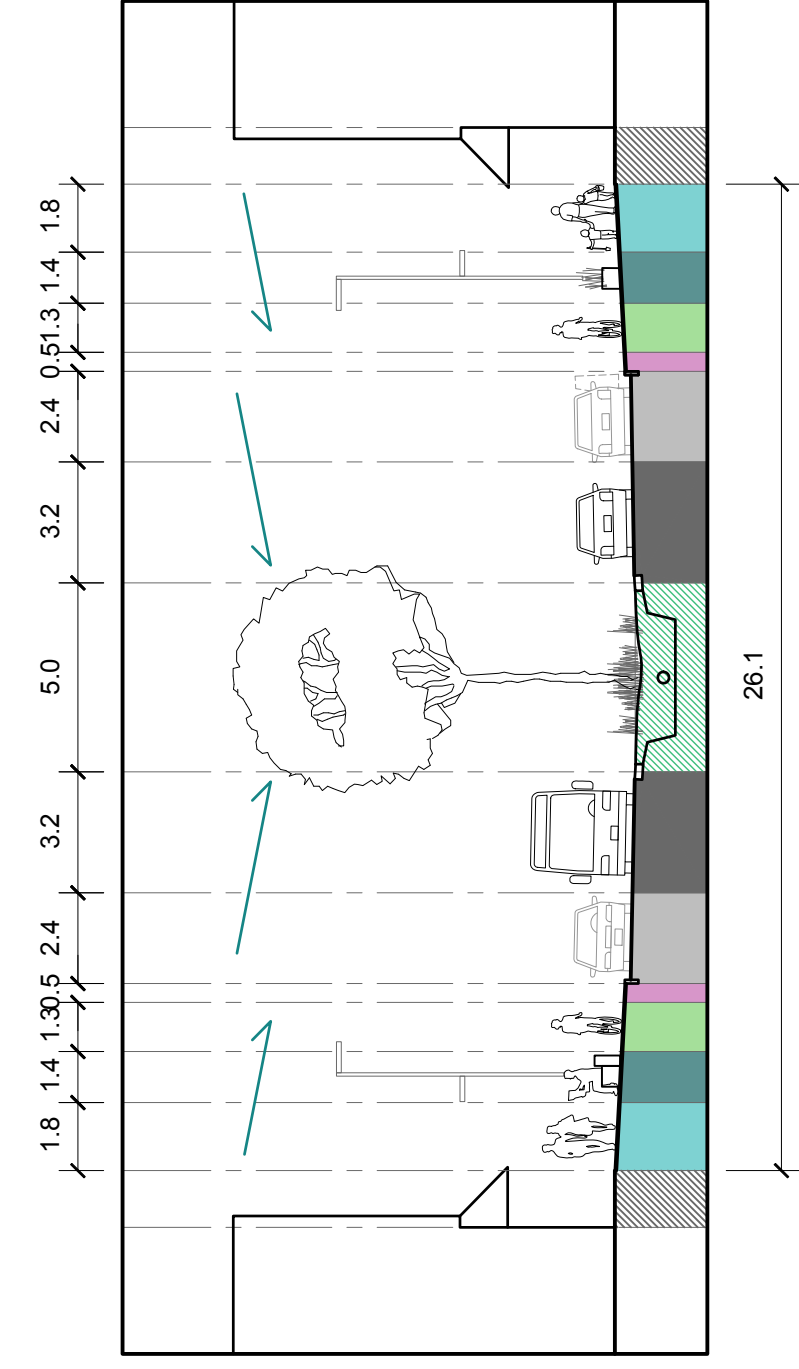
SOLAIR Concept Plan:
Fig 18 - Proposed Sanitary System

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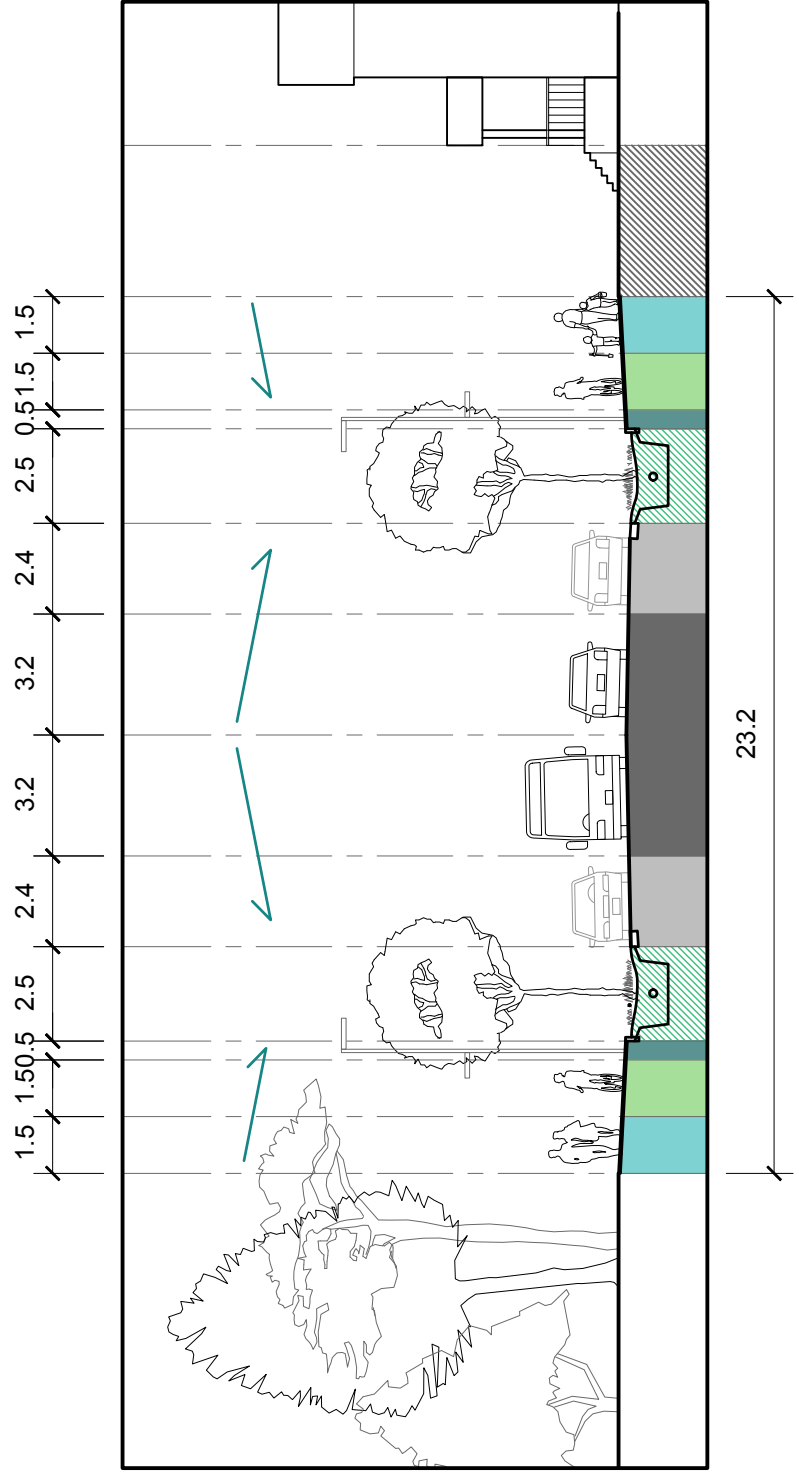
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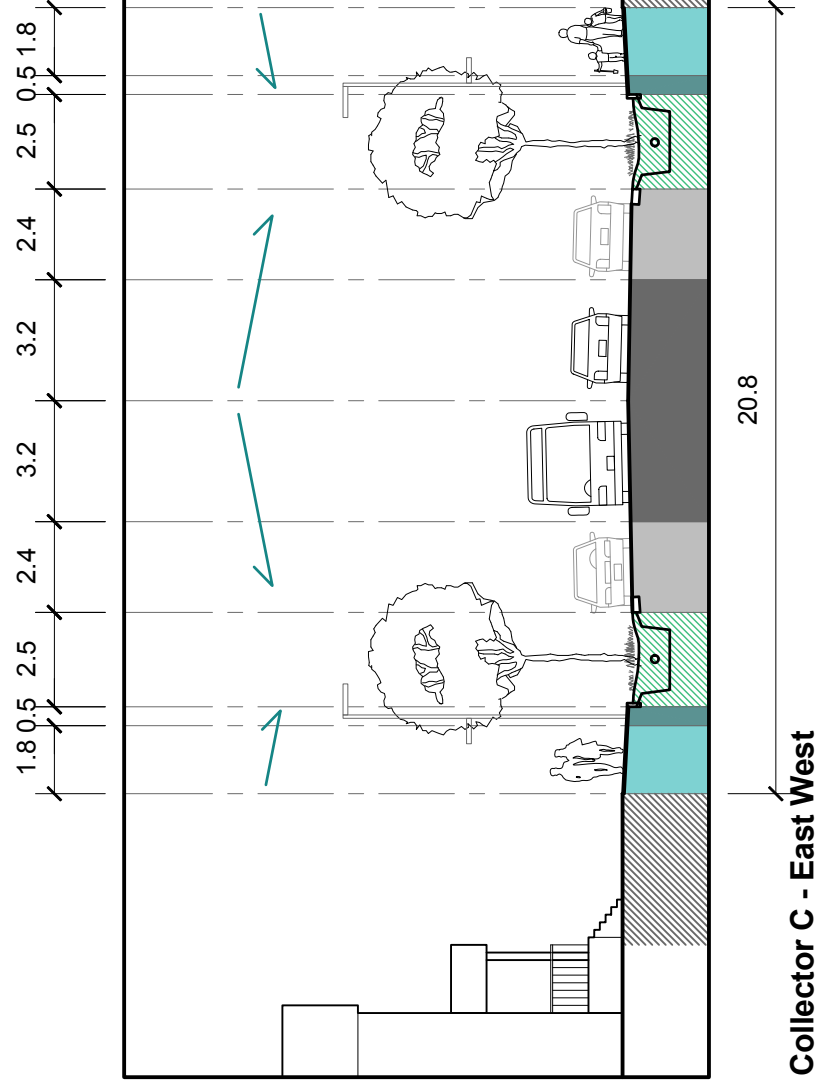
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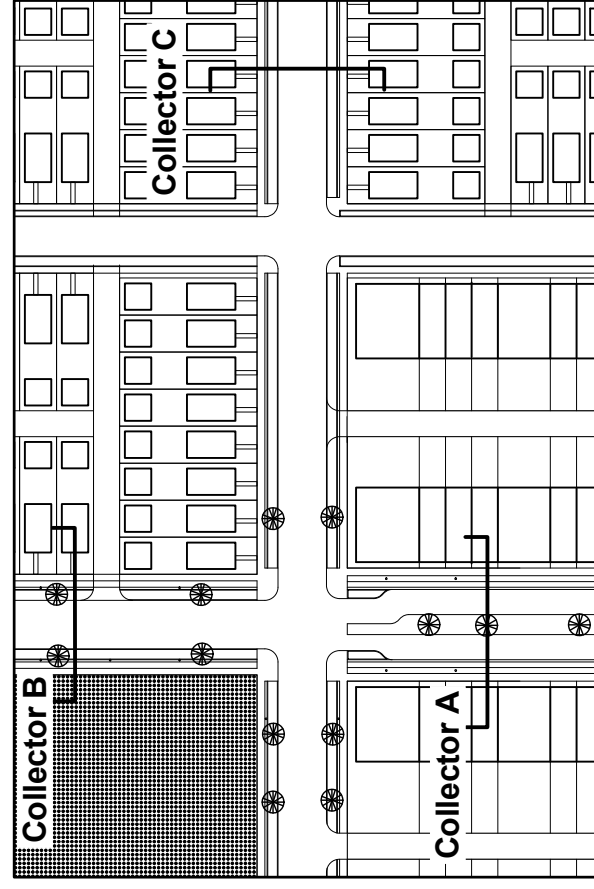
Collector A - North South High Street Area with Cycle Track



Collector B - North South with Cycle Track

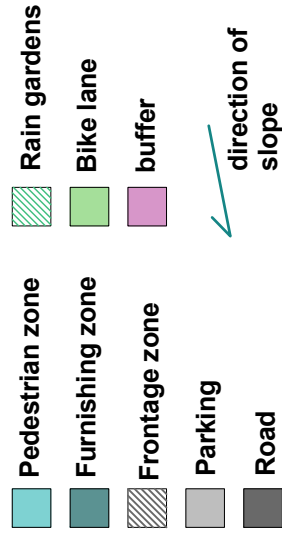


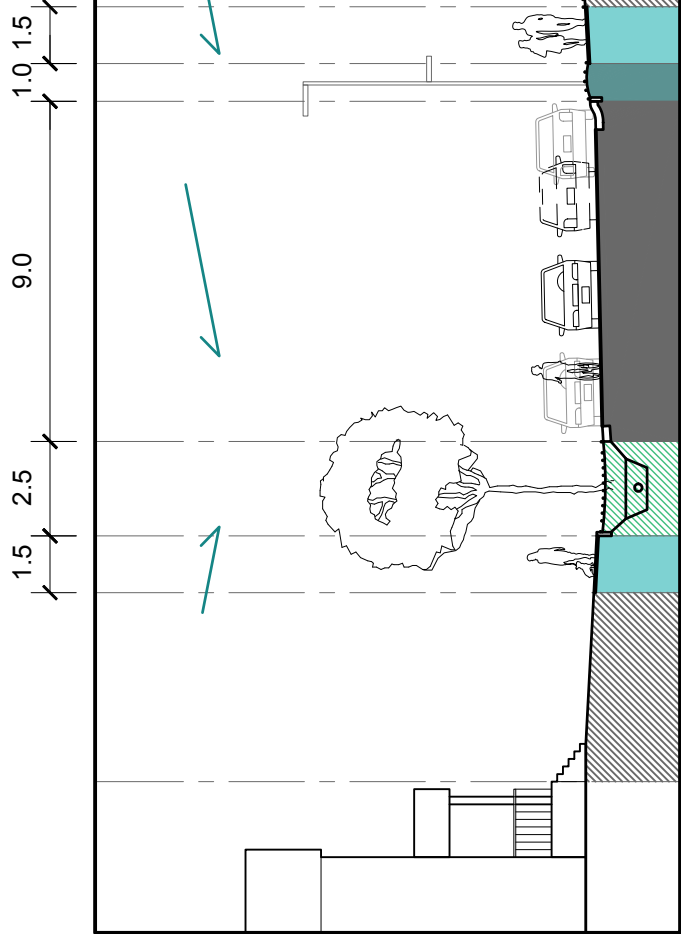
Collector C - East West



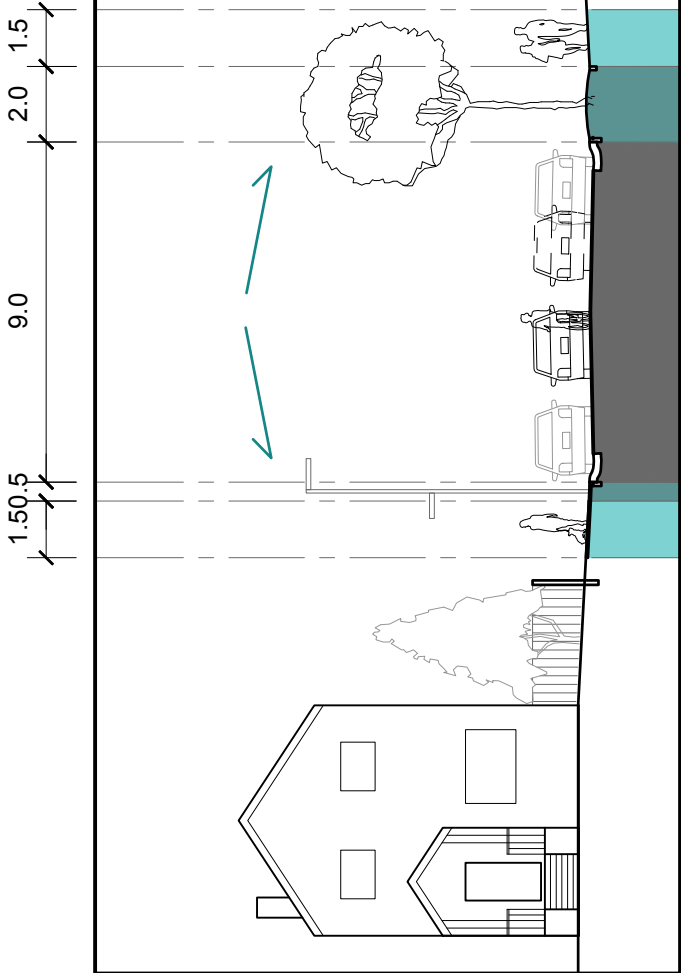
Note:
Section measurements are given in metres

Note: Drive lane and parking lane widths set according to desired lane widths as outlined in the City of Saskatoon's Complete Street Design and Policy Guide, September 2017 (p 70)





Local A - North South
frontage both sides, parking both sides



Local B - East West
side yards, parking both sides

Note:
Section measurements are given in metres

Note:
The 9 m wide pavement on the local roads provides land access for local traffic. Parking allowed on both sides provides a traffic calming measure where cars must slow in order to pass.

Pedestrian zone

Furnishing zone

Frontage zone

Parking

Road

Rain gardens

Bike lane

buffer

direction of slope

Diagram - Traffic calming on 9 m wide road with parking allowed on both sides

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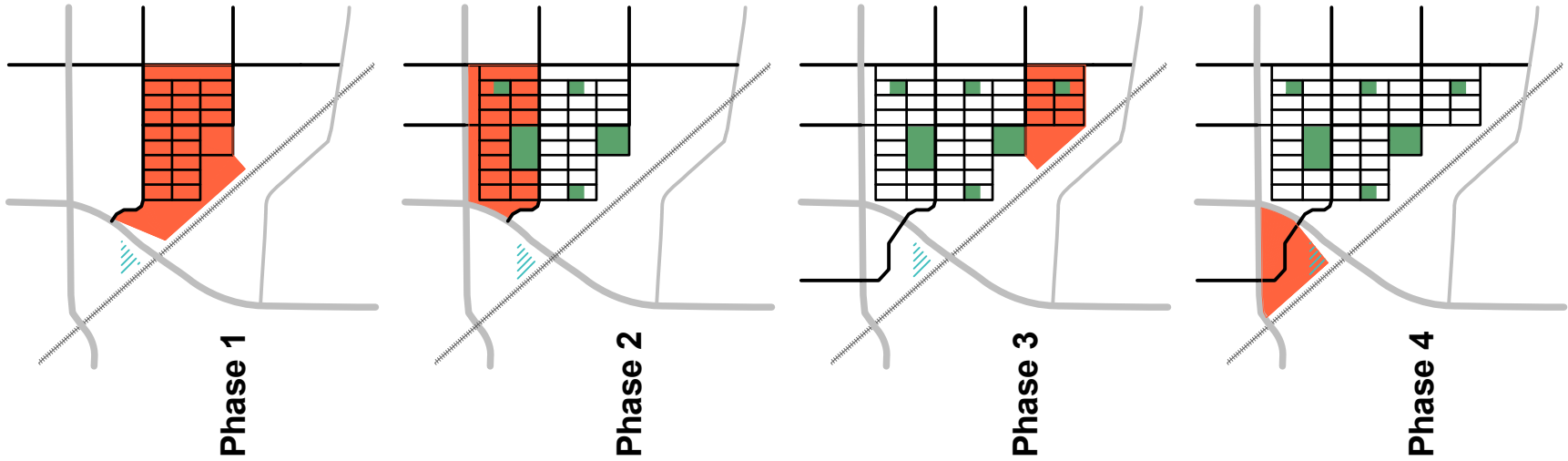
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SOLAIR Concept Plan:
Fig 20 - Site Sections Local Roads

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April 5, 2019

Standing Policy Committee
City of Saskatoon

Re: 7.2.1 Arbutus Properties – Future Sustainable and Community Services

Dream Development supports the inclusion of the Solair Lands and other lands within the future Saskatoon Freeway boundary into the Holmwood Sector Plan. Further, we applaud the intended initiatives within the vision of the plan. With that in mind, we expect the City of Saskatoon to continue to maintain their established protocols and procedures for the orderly planning and servicing of residential neighbourhoods. These relate to appropriate neighbourhood size, economical city infrastructure extensions, and development phasing such that others within various future neighbourhood phases within the Holmwood sector are not adversely affected.

In closing we thank the City for the opportunity to provide input.

Regards,

Dream Development

Brad Zurevinski P.Eng.
General Manager, Land

Arbutus Properties – Future Sustainable Community Project Update

ISSUE

This report provides follow up information requested by the Standing Policy Committee on Planning, Development and Community Services, as a result of the report presented to the April 8, 2019 meeting on this topic.

BACKGROUND

At the August 14, 2018 meeting of the Standing Policy Committee on Planning, Development and Community Services, a representative from Arbutus Properties spoke in regards to a proposed future sustainable community project called Solair. At the conclusion of the presentation, Arbutus Properties requested assistance from the Administration in refining the concept plan, including addressing any early-stage technical and policy issues such as infrastructure servicing, boundary adjustment, Official Community Plan amendment, as well as sector and neighbourhood concept plan approvals. Arbutus Properties also indicated that a formal concept plan could be completed as early as January 2019. The Standing Policy Committee on Planning, Development, and Community Services resolved:

- “1. That Administration meet further with Arbutus to discuss identified technical issues with the project; and
2. That Administration report back in the first quarter of 2019 on the feasibility of incorporating the Solair neighbourhood project into the Holmwood Suburban Development Area.”

The Administration brought forward a report outlining the results of these discussions with Arbutus and an overview of the policy considerations related to this proposal to the April 8, 2019 meeting of the Standing Policy Committee on Planning, Development and Community Services. Arbutus Properties submitted a revised version of their project proposal to Committee. At that meeting, Committee resolved:

- “1. That the reports and recommendation be referred to the Planning for Growth process for consideration and feedback as part of overall next steps of P4G planning process.
2. That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that the Solair Neighbourhood project be included in the Holmwood Suburban Development Area.
3. That a report be submitted to the Committee after P4G has considered the project.

4. That the report be referred to the RM of Corman Park and the Saskatoon Environmental Advisory Committee; and
5. That the Administration provide a report on the financial implications and process proposed to include the Solair Neighbourhood project in the Holmwood Suburban Development Area to accompany the Committee's report to City Council in the second quarter of 2019.”

The discussion at Committee was that the intent of the resolutions was to enable the inclusion of the Solair project in the Holmwood Sector Plan through amendments at the earliest possible opportunity.

CURRENT STATUS

Referrals

Following the Committee meeting, the Administration's report was referred to the Saskatoon North Partnership for Growth Regional Plan group (P4G), the Rural Municipality of Corman Park (Corman Park), and the Saskatoon Environmental Advisory Committee (SEAC). All of these referrals have now been considered by the respective groups. A summary of the results are provided below, and where available, formal responses are included as attachments.

Corman Park considered the report from Committee at their May 6, 2019 Planning Committee Meeting. The Planning Committee resolved:

“That the referral from the City of Saskatoon's Standing Policy Committee on Planning, Development and Community Services regarding the proposed Solair development be received as information.”

The report from Corman Park Administration is included as Appendix 1. Highlights include reiterating the process that should be followed should the City pursue boundary alteration, and support for due process with respect to updating the Sector Plan should the City pursue this annexation. The RM has highlighted there is an expectation that other proposals in the RM should be given the same opportunity for advancement in the development phasing as that being considered for the Solair proposal. This would include the extension of urban servicing.

Saskatoon Environmental Advisory Committee (SEAC) received the report at their May 9, 2019 meeting. In discussion, SEAC noted the proposal has a number of positive concepts and ideas that could be applied, in the proposed location and in other locations within existing city boundaries. It was received for information.

The Saskatoon North Partnership for Growth Regional Plan group received the report for information at the May 2, 2019 meeting of the Regional Oversight Committee. A letter from the Director of the Saskatoon North Partnership for Growth is expected to be received on this item.

DISCUSSION/ANALYSIS

Official Community Plan Amendments Required

The Planning and Development Act, 2007, Section 40, states the Official Community Plan is binding on the municipality and no development shall be carried out that is contrary to the Official Community Plan. In addition, Section 44 states that concept plans must be consistent with the Official Community Plan. Given these legislated requirements, and the fact the Solair proposal is not in compliance with a number of policies contained in the Official Community Plan, amendments would be required should City Council wish to pursue this development. Appendix 2 outlines the pertinent sections of the Official Community Plan for reference.

The implications of making the required changes to the Official Community Plan (OCP) are important to consider as they would apply to not only this proposal, but to all future development proposals. It would represent a shift from a phased and deliberate planning approach to an approach based on individual development proposals. This approach is a foundational element of the current OCP and changing it would be inconsistent with the current intent of the Saskatoon North Partnership for Growth Regional Plan, with current funding practices for growth used by the City, and with best practice urban planning principles. Following a prescribed approach creates a method of ensuring fairness and certainty for development interests and all land owners. The sequential phasing of infrastructure that comes along with this approach also supports financial sustainability and provides predictability. These two factors create a transparent path to development.

Making the OCP amendments required for the Solair proposal would open the City up to receiving ad hoc development proposals going forward. If City Council is interested in considering these policy changes, it will require changes to the OCP and has implications for the City's financing and capital investments going forward to address the change in the approach to growth and development.

These amendments could also result in impacts on service delivery and the provision of amenities in new developments. Neighbourhood amenities are typically not developed until the residential portion of a development is substantially complete. This is done to ensure there is both adequate funding and enough customers to support amenities. Shifting away from a deliberate, phased planning approach has implications for demand of new residential development being dispersed amongst a number of concurrent developments, and could result in new neighbourhoods taking longer to fully develop. The pace of population growth in new neighbourhoods has implications for the timing of the construction of amenities built by both the City (i.e. parks, recreation centres) and others (i.e. schools, commercial and institutional developments).

Financial Implications

In order to provide a comprehensive overview of the impact of proceeding with this development, the Administration has developed a financial estimate of costs associated with moving forward on this proposal.

Costs that have been estimated include the following components:

- amendments to the Official Community Plan;
- amendments to the Sector Plan;
- boundary alteration;
- servicing analysis and required infrastructure;
- transportation analysis and required infrastructure; and
- an analysis of the impacts to the City's financing mechanisms.

A detailed breakdown of estimated costs is included in Appendix 3. Typical funding sources for each component have also been identified. Cost advantages due to other related and existing work have also been factored into these costs.

Process to include Solair in the Holmwood Sector Plan

The Sector Plan process is laid out in Appendix 4. Considering all factors, including working with two municipalities and the required engagement steps, an accelerated approach to this amendment is estimated to take 18-24 months to complete. Should the Administration be directed to proceed with this Sector Plan amendment at this time, a resourcing plan will be developed and brought forward that best utilizes a combination of internal and external resources.

Summary

Arbutus Properties has proposed that the Solair project represents a significant change in urban development standards and the unique nature of this proposal justifies its prioritization. The Administration recognizes there may be unique attributes of the Solair proposal that may be beneficial and has undertaken a preliminary review to evaluate the proposal. In review, these attributes do not appear to be linked to the current location of the proposal (i.e. outside of City boundaries). Therefore, the City has identified there are a number of options that could be considered for how the unique elements of this proposal could be achieved within the current boundaries through:

- i) an amendment to the Rosewood Neighbourhood Concept Plan (Arbutus Properties currently owns approximately 300 acres of land that is undeveloped in Rosewood, with 121 acres under the Holding Provision);
- ii) a partnership with another developer with serviced land in an upcoming area (Brighton, Aspen Ridge, Kensington, future Elk Point, or even the University of Saskatchewan); or
- iii) a land swap with Saskatoon Land.

NEXT STEPS

The Standing Policy Committee on Planning, Development and Community Services has recommended to City Council that the Solair Neighbourhood project be included in the Holmwood Suburban Development Area, with the intent this change occur in the short term. With this resolution, this change will be made through a future amendment process to the Holmwood Sector Plan which will take 18 to 24 months. However,

adding the area of Solair to the Holmwood Sector Plan does not alone advance the development.

Should City Council decide to pursue advancing development of Solair ahead of the planned development phasing in Holmwood, the amendments to the Official Community Plan outlined in this report will be required.

Should the direction be to proceed with either or both of these steps, the Administration will develop and bring forward funding and resourcing options for the required capital budget.

Also as noted above, the Administration has undertaken a preliminary review of the sustainability attributes contained in the proposal and could report back in a future report, if desired.

APPENDICES

1. Administrative Report of the Rural Municipality of Corman Park
2. Official Community Plan Amendments Required – Preliminary Analysis
3. Estimate of Financial Implications
4. Sector Plan and General Urban Land Development Processes

Report Approvals

Written by: Lesley Anderson, Director of Planning and Development
Reviewed by: Cindy Yelland, Interim City Solicitor
Lynne Lacroix, General Manager, Community Services Department
Approved by: Jeff Jorgenson, City Manager

SP/2019/PD/Admin Report - Arbutus Properties – Future Sustainable Community Project Update.docx/dh



Planning Committee Presentation Item 5

May 6, 2019

Reeve and Councillors

Re: Proposed Solair Development – W ½ 16-36-4-W3 – Division 1

Background:

Planning Committee will recall a delegation from Murray Totland, Director of Planning with Arbutus Properties at the September 10, 2018 meeting regarding the proposed Solair urban residential development. At its April 8, 2019 meeting, the City of Saskatoon's Standing Policy Committee on Planning, Development and Community Services (PDCS) considered a report from City Administration regarding Solair, where they resolved:

1. That the reports and recommendation be referred to the Planning For Growth process for consideration and feedback as part of overall next steps of P4G planning process;
2. That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that the Solair Neighbourhood project be included in the Holmwood Suburban Development Area;
3. That a report be submitted to the Committee after P4G has considered the project;
4. That the report be referred to the RM of Corman Park and the Saskatoon Environmental Advisory Committee; and
5. That the Administration provide a report on the financial implications and process proposed to include the Solair Neighbourhood project in the Holmwood Suburban Development Area to accompany the Committee report to Council in the second quarter of 2019.

The City's Administrative Report and attachments, along with the Arbutus Properties April 8, 2019 submission to the City is attached for information. A follow up report to PDCS and City Council has been identified for the second quarter of 2019. Mr. Totland has also provided a letter to the R.M. which is attached.

As previously noted at the September 2018 R.M. Planning Committee meeting, the site has no designation on the current District Future Land Use map however the site is designated future Urban Residential Neighbourhood and Urban Commercial/Industrial within the P4G Regional Plan. The lands are within the growth area to 700,000. Depending on the final concept for the lands, Regional Land Use Map amendments may be required to support the proposed development as the policies of the Regional Plan ensure that urban development is consistent with the Regional Land Use map, even after boundary alterations.

Saskatoon Administration suggest these lands would need to be reviewed as part of a revised Holmwood Sector Plan amendment as currently only a portion of the lands have been included in formal City planning studies. The majority of the lands are outside of current City limits and planned areas. City Administration has indicated the R.M. and other adjacent landowners should be engaged during this process.

In order to develop the lands in the City, an annexation request and approval would be necessary to bring the lands inside of Saskatoon. The development is proposed as an urban development not a rural development. Current Planning District and proposed P4G policies suggest the timing of boundary alteration should take into account:

- the rationale for the request;
- the lead times necessary to have lands planned, serviced and available for development;
- whether the proposed boundary alteration is within a priority area for future urban growth;
- if the proposed boundary alteration is not within a designated future growth sector, Saskatoon's rationale for requesting the boundary alteration;
- whether it is evident that OCP policies are unable to adequately safeguard the subject area from development that would potentially conflict with future urban growth; and
- whether Saskatoon has committed to the installation of and investment in significant infrastructure in the subject area.

The City has indicated through the P4G process that they have enough land inside current boundaries for growth to a population of 500,000. As indicated, the area is included in a future urban growth area to 700,000 however there is no indication that current or proposed OCP policies are unable to adequately safeguard the subject area from incompatible development.

Furthermore, the R.M. would support due process with respect to the updated Holmwood Sector Plan to include this area prior to any boundary alteration requests. Growth and development in the region should support fairness and equity for all partners, and having urban development proposals potentially advancing in front of other identified development areas is troublesome for the R.M. as the City oftentimes has concerns with sequencing of development and servicing when rural development concepts are proposed.

In addition, the R.M. would want to understand what opportunities exist for extending urban servicing to areas beyond the Solair site. For example if this area receives servicing sooner than was originally anticipated this could provide opportunities for rural growth lands such as Grasswood Junction to connect sooner and more cost effectively than anticipated. This opportunity further supports the need for a revised Holmwood Sector Plan prior to any boundary alteration requests.

Recommendation:

"That the referral from the City of Saskatoon's Standing Policy Committee on Planning, Development and Community Services regarding the proposed Solair development be received as information."

Enclosures: City of Saskatoon's Administrative Report and attachments, Arbutus Properties April 8, 2019 submission to the City and letter dated April 26, 2019 to the R.M.

Official Community Plan Amendments Required Preliminary Analysis

The Planning and Development Act, 2007, Section 40, requires development to comply with the Official Community Plan. Section 44 requires concept plans to comply with the Official Community Plan.

In order to provide for the Solair development to proceed ahead of existing phases in the Holmwood Sector Plan, in addition to a Sector Plan amendment, the following clauses of the Official Community Plan Bylaw No. 8769 would need to be amended. The implications to others sections of the Plan have not been identified at this time and would require full review.

In addition, as the Solair proposal is not in compliance with current requirements for concept plans to include provision for a school or integrated community centre, amendments to the OCP would also be required.

3.0 CITY FORM, STRUCTURE AND DEVELOPMENT PHASING

3.2 City Form and Structure

3.2.2 j) Residential Land Use and Neighbourhoods

The predominant use of land within areas designated for Residential Land Use shall be residential. Within these areas, neighbourhoods are the basic building block of residential development and shall be combined to form Suburban Development Areas. Neighbourhoods shall be designed as a comprehensively planned unit, which is efficient to service and maintain over the long term. *(Refer to Section 5.1 for Neighbourhood Design and Development policies.)*

3.3 Development Phasing

3.3.1 Objective:

To provide a rational and efficient phasing system for the servicing and development of urban land.

3.3.2 d) Contiguous Development

Development shall generally take place in a contiguous manner. Non-contiguous servicing and development that would require the inefficient extension of municipal services and community infrastructure shall only be permitted where it can be demonstrated there is a clear public interest.

3.3.2 f) Development Phasing Within SDA's

Within any one Suburban Development Area, residential development shall not be undertaken in any neighbourhood unless the preceding neighbourhood has been substantially completed, except where servicing limitations may confine current neighbourhood development options to one Suburban Development Area.

3.3.2 g) Applications for Annexation

Applications to alter municipal boundaries shall be reviewed in accordance with the policies of this Plan.

11.0 COMMUNITY SERVICES AND FACILITIES

11.1 Education and Community Facilities

11.1.2 c) Integrated Community Centre

All Applications for neighbourhood concept plans shall make provision for elementary schools or an Integrated Community Centre. No proposals shall be submitted to Council until the appropriate Boards of Education, Regional Health District No. 6 and any other relevant agency have been consulted and the responses of such agencies have been considered by the Municipal Planning Commission.

13.0 PUBLIC UTILITIES

13.2 Public Utilities and Development Costs

13.2.1 Objective:

To ensure that the costs of public utilities associated with land development are distributed appropriately among utility agencies, consumers, and the development industry

13.2.2 c) Extension of Services

Subject to all other provisions of this Plan, and any relevant Area Sector Plans and Area Concept Plans, new development shall be directed to areas that fall within the Development Phasing Sequence, as shown on the Official Community Plan – Phasing Map, which allows for extensions to existing sanitary and storm water sewer systems, water systems, roadways, public transit, and other services in an economical and practical manner within the financial capabilities of the City. In cases where a developer wishes to initiate development contrary to this intent, the developer shall be required to “front end” the costs of extending major services to the proposed development site. Standards for servicing shall be established by the City.

Estimate of Financial Implications

The following estimates of costs have been provided based on best available information at this time. This should not be assumed to be final or complete at this time.

Please note: Costs have been rounded to nearest \$1,000.

Official Community Plan Amendment Costs			
<p>Potential amendments affect foundational elements of the Official Community Plan. As such the review required is extensive and will need to address how the City of Saskatoon prepares and reviews sector plans and concept plans; and will also need to consider financing strategies for overall growth.</p> <p>Costs associated with internal staffing including time by Planning and Development, Solicitors, Transportation and Construction as well as others.</p>			
	Total Costs	Costs Recovered from Off-site Levies	Costs to be covered by mill rate
Estimated Staff Costs (All Divisions)	\$ 250,000		\$250,000
Advertising, Communications and Engagement	\$ 13,000		\$13,000
TOTAL	\$263,000		\$263,000

Boundary Alteration Costs

Boundary alteration will be required. Two options are provided whereby only the land in the proposal is brought into the City of Saskatoon, or the entire area now inside the Saskatoon Freeway alignment is brought in.

Boundary alteration may consist of tax loss compensation payable to the Rural Municipality of Corman Park, and could involve further negotiations and investigations to comply with the Financial Settlement Guidelines for the Saskatchewan Municipal Board.

Costs associated with internal staffing including time by Finance, City Assessors, Solicitors, Planning and Development, and Transportation and Construction.

This estimate does not include resources from:

- Directors and GMs of affected departments and City Manager
- Councillors, for meetings of the Boundary Alteration Committee (3 Councillors), GPC and/or PDCS, and Council.

	Total Costs	Costs Recovered from Off-site Levies	Costs to be covered by mill rate
Option: Only lands proposed by Arbutus			
Tax Loss Compensation Payable to RM of Corman Park	\$47,000		\$47,000
Estimated Staff Costs (All Divisions)	\$151,000		\$151,000
TOTAL	\$198,000		\$198,000
Option: All lands within Saskatoon Freeway alignment			
Tax Loss Compensation Payable to RM of Corman Park	\$652,000		\$652,000
Estimated Staff Costs (All Divisions)	\$151,000		\$151,000
TOTAL	\$803,000		\$803,000

Holmwood Sector Plan Amendment Costs

Updating the sector plan will include formal review and ultimately approval by City Council of major components such as underground servicing, land use, comprehensive transportation strategy, and funding solutions.

For Holmwood, the servicing plans are largely complete, and the majority of lands north of 8th Street have not changed as a result of the future freeway. The Brighton Neighbourhood Concept Plan has already been approved, and the next neighbourhood (east of Brighton) is currently in the review process. These advantages have been factored into the cost and time estimates.

Costs associated with internal staffing including time by all internal reviewing Divisions, Solicitors, Transportation and Construction, Communications and Engagement, as well as others.

Required Studies include Natural Area Screening, Sound Study, Vibration Study, Hydro-Geotechnical Study.

	Total Costs	Costs Recovered from Off-site Levies	Costs to be covered by mill rate
Estimated Staff Costs (All Divisions)*	\$ 170,000		\$170,000
Advertising, Communications and Engagement	\$ 13,000		\$13,000
Required Studies	\$155,000		\$155,000
TOTAL	\$338,000		\$338,000

*Planning staff working on Sector Plans are typically funded from the Planning Levy (component of Off-site Levies). However, due to existing priorities, these staff are not available. There is insufficient Planning Levy funds to add positions for this work.

Neighbourhood Concept Plan Review Costs

Development of the Neighbourhood Concept Plan is the responsibility of the developer. Review of the proposal is the responsibility of the Administration and involves staff from many Divisions.

A typical review process may require 400-800 hours of staff time from all combined reviewing Divisions, in addition to 400-800 of staff time from Planning and Development staff as the lead co-ordinating Division. A review typically requires multiple rounds of review as changes are made to the plan.

Costs associated with internal staffing including time by all internal reviewing Divisions, Solicitors, Transportation and Construction, as well as others.

Solair is approximately half of the size of typical neighbourhoods. Therefore, similar costs would be incurred for the other "half" if not done concurrently as one Neighbourhood Concept Plan.

Sound and Vibration Studies, estimated at \$150,000, would be required from the developer due to the proximity to the railway.

	Total Costs	Costs Recovered from Off-site Levies or other source	Costs to be covered by mill rate
Estimated Staff Costs (All Divisions)	\$ 60,000 to \$80,000		\$ 60,000 to \$80,000
Estimated Staff Costs for Planning and Development	\$20,000 to \$40,000		\$20,000 to \$40,000
Advertising, Communications and Engagement	\$3,500		\$3,500
TOTAL	\$83,500 to \$123,500		\$83,500 to \$123,500

Off-Site Servicing Costs

The Solair development is in the opposite end of the Holmwood Sector from the currently developing area.

Any temporary services required as a result of this development will be constructed and paid for by the private developer. This will include a lift station and a forcemain constructed to College Park as well as a portion of sanitary trunk sewers.

The permanent services will be funded and constructed by the City with payback from the developer as well as other adjacent developers in the future when those developments are approved. These services include storm trunk services to the Hyde Wetlands, Storm Ponds, a primary watermain along Taylor Street, sanitary trunk extensions, the Zimmerman/CPR overpass, as well as arterial roadways on Zimmerman and Taylor Street. Although the City intends to fully recoup the offsite costs incurred from the Solair development, a large amount of offsite services will be required sooner than normal to allow this development to sell lots simultaneously as the Brighton neighbourhood.

Costs identified as "Future" below will be expended approximately half way through the development of the neighbourhood.

Currently the storm trunk is shown as a permanent cost, however this may change to a temporary cost paid for by the private developer based on further analysis of the neighbourhood and sector plans.

	Total Costs	Initial Costs Recovered from Off-site Levies	Future Costs Recovered from Off-site Levies
Trunk Sanitary Sewer Extension (Extending within Solair to the planned permanent trunk location connection point only)	\$1,589,000	\$ 1,589,000	
Trunk Storm Sewer Outlet pipes (Solair storm ponds to Hyde Park Ponds)	\$3,304,000	\$ 3,304,000	
Storm Ponds within Solair (4 ponds subject to review)	\$6,450,000	\$ 3,225,000	\$3,225,000
Primary Watermain (Taylor Street - East portion of Solair to CPR)	\$5,584,000	\$ 3,347,000	\$2,237,000
Zimmerman Overpass (6 lanes)	\$27,500,000	\$ 27,500,000	
Zimmerman Arterial Roadway (four lane roadway)	\$6,004,000	\$6,004,000	
Taylor Arterial Roadway (initial two lanes of ultimate four lane roadway)	\$6,024,000		\$6,024,000
TOTAL	\$56,455,000	\$44,969,000	\$11,486,000

Incremental Costs to Develop Multiple Neighbourhoods

There is an incremental cost to allowing two neighbourhoods to develop in the same sector simultaneously, especially if they are not connected with a common piping system. Many different assumption models could be fostered with varying results. If an assumption is made that due to Solair's unique nature, development in Saskatoon will increase by the amount of Solair property available over a buildout period of 10 years, then a model can be derived as to the cost of capital during the period of recovery of capital costs.

The City's cost of capital is approximately 2.76%. When this percentage is applied to the outstanding capital cost during the 10-year phase, and accounting for a constant revenue stream from the subdivision of lots, the **cost of capital averages \$1,063,000 per year.**

What this signifies is the City has approximately \$1,000,000 per year less disposable income due to the increased unrecovered capital costs committed. At the end of the 10-year period, Solair would be completed, however, the City would still have outstanding unpaid offsite services of approximately \$26M due mainly from the Zimmerman overpass that will need to have other northern neighbourhoods within the Holmwood Sector contribute towards when they begin developing.

Another scenario could also be developed that assumed if Solair was developed, an equal amount of lots would not be developed within the Brighton neighbourhood. This would entail more intense analysis; however in this example, the City would not be recovering on any of the services that have been constructed for the Brighton neighbourhood. The scenario has greater financial implications for the City because the additional cost of capital exist for Solair, based on current assumptions/estimate as noted above, and the Brighton neighbourhood would not be recovering the costs previously expended (approximately \$118M as of end of 2019) at the rate anticipated.

In all cases, no matter what assumption is derived, there is an incremental cost to extend services when multiple neighbourhoods in one sector are allowed to develop and the City has to expend monies to allow those additional neighbourhoods to proceed.

Transportation Network Improvement Costs

Additional traffic generated by the development would require improvements to roadways and intersections in the vicinity to accommodate the traffic. This includes upgrades to current rural cross-section roads, traffic signal installations and an at-grade rail safety system at the CP Rail Crossing.

These costs would be required for this development but would eventually be removed and/or replaced as the rest of the Sector builds out and the final roadway alignments are constructed.

	Total Costs	Costs Recovered from Off-site Levies	Costs to be covered by mill rate
Zimmerman Road between CP mainline and 8 th Street – roadway improvement from gravel to pavement (2.3km)	\$3,400,000		\$3,400,000
8 th Street between McOrmond Drive and Zimmerman Road (existing) - roadway improvement from gravel to pavement (0.8km)	\$1,200,000		\$1,200,000
8 th Street / Zimmerman Road (existing) intersection – installation of traffic signals	\$250,000		\$250,000
TOTAL	\$4,850,000		\$4,850,000

Other Potential Costs

Due to the preliminary nature of this review, there are a variety of other potential costs that have not been included in the above estimates. These include, but are not limited to the following:

- Additional operating and maintenance costs are expected to implement the neighbourhood raingarden concept.
- Potential need for an additional Fire Hall and associated annual operating costs.
- Expansion of Transit Service to the area, as triggered by population levels.
- Existing SaskWater lines in the area will need to be relocated.
- Operating costs associated with areas brought in to the City through boundary alteration until such time as full development.
- Inefficient servicing for operations like garbage collection where full neighbourhoods are not built in a contiguous fashion.
- Additional transportation network improvements requested by residents in this area to address lack of connectivity or access issues.

Summary of Estimates

	Estimated Total Costs	Costs Recovered from Off-site Levies (or other source)	Costs to be covered by mill rate
OCP Amendment Costs			
Estimated Staff Costs (All Divisions)	\$ 250,000		\$ 250,000
Advertising, Communications and Engagement	\$ 12,750		\$ 12,750
Boundary Alteration			
Option 1 Only lands proposed by Arbutus			
Tax Loss Compensation Payable to RM of Corman Park	\$ 47,000		\$ 47,000
Estimated Staff Costs (All Divisions)	\$ 150,634		\$ 150,634
Option 2 All lands within Saskatoon Freeway alignment			
Tax Loss Compensation Payable to RM of Corman Park	\$ 652,000		\$ 652,000
Estimated Staff Costs (All Divisions)	\$ 150,634		\$ 150,634
Holmwood Sector Plan Amendment Costs*			
Communications and Engagement, Advertising	\$ 12,750		\$ 12,750
Required Studies	\$ 155,000		\$ 155,000
Estimated Staff Costs (All Divisions - Except Planning)	\$ 70,000		\$ 70,000
Planning Staff component only (*typically Planning staff for Sector Planning are funded from Planning Levy. Due to existing priorities, this would not be the case for this development, unless otherwise directed.)	\$ 100,000		\$ 100,000
Neighbourhood Concept Plan Review Costs			
Range of cost			
Estimated Staff Costs (All Divisions)	\$60,000 to \$80,000		\$60,000 to \$80,000
Estimated Staff Costs (Planning)	\$20,000 to \$40,000		\$20,000 to \$40,000
Advertising, Communications and Engagement	\$ 3,500		\$ 3,500
Off Site Servicing Costs			
Trunk Sanitary Sewer Extension (Extending within Solair to the planned permanent trunk location connection point only)	\$ 1,588,710	\$ 1,588,710	
Trunk Storm Sewer Outlet pipes (Solair storm ponds to Hyde Park Ponds)	\$ 3,303,720	\$ 3,303,720	
Storm Ponds within Solair (4 ponds subject to further review)	\$ 3,225,000	\$ 3,225,000	
Future: Storm Ponds within Solair (4 ponds subject to further review)	\$ 3,225,000	\$ 3,225,000	
Primary Watermain (Taylor Street - East portion of Solair to CPR)	\$ 3,347,442	\$ 3,347,442	
Future: Primary Watermain (Taylor Street - East portion of Solair to CPR)	\$ 2,236,770	\$ 2,236,770	
Cost of Capital (Carrying Cost) (annually)	\$ 1,063,000		\$ 1,063,000
Zimmerman Overpass (6 lanes)	\$ 27,500,000	\$ 27,500,000	
Zimmerman Arterial Roadway (four lane roadway)	\$ 6,003,973	\$ 6,003,973	
Future: Taylor Arterial Roadway (initial two lanes of ultimate four lane roadway)	\$ 6,024,322	\$ 6,024,322	
Transportation Network Improvement Costs			
Roadway Improvement - Zimmerman Road	\$ 3,400,000		\$ 3,400,000
Roadway Improvement - 8th Street	\$ 1,200,000		\$ 1,200,000
Traffic Signals - 8th Street and Zimmerman	\$ 250,000		\$ 250,000
Other Potential Costs			
To be determined.			
ESTIMATED TOTALS	\$64,052,206 to \$64,092,206	\$ 56,454,937	\$7,597,269 to \$7,637,269

Sector Plan and General Urban Land Development Processes

Sector Plan Process

HOLMWOOD SECTOR PLAN BACKGROUND

Amendments to the Holmwood Sector Plan will be required at some point in the future due to the relocation of the Saskatoon Freeway that was undertaken in order to expand Rosewood east of Zimmerman Road, to allow for additional commercial area in the neighbourhood. The sector plan amendment, although ultimately required, has not been a priority because there is currently enough serviceable area within the City's corporate limits to support growth to a population of 500,000.

Updating the sector plan will include formal review and ultimately approval by City Council of major components such as underground servicing, land use, comprehensive transportation strategy, and funding solutions. For Holmwood, the servicing plans are largely complete, and the majority of lands north of 8th Street have not changed as a result of the future freeway. The Brighton Neighbourhood Concept Plan has already been approved, and the next neighbourhood (east of Brighton) is currently in the review process. These advantages have been factored into the cost and time estimates outlined in the other appendices to this report.

OVERVIEW

Area Sector Plans (Sector Plans) provide a broad framework for future urban development, ensuring development aligns with the City of Saskatoon's Official Community Plan, Bylaw No. 8769. They include the location and size of future neighbourhoods, major transportation network connections, employment areas, and park, open space, and natural areas. Sector Plans typically encompass an area that could include eight to ten residential neighbourhoods and their supporting amenities. This framework allows for the preparation of more detailed Area Concept Plans. Area Concept Plans must align with their respective Sector Plan.

The policies of the Sector Plan guide elements of development such as the phasing, servicing, and a framework for Area Concept Plans to be evaluated. It also identifies key land uses, transportation networks, and servicing components that will need to be addressed in detail during the Area Concept Plan process. To ensure these policies are appropriate and achievable, detailed studies on an area's topography, natural areas and heritage resources, provision of water and sewer services, traffic studies, population projections, proposed transit routes, active transportation networks, and much more. These studies ensure the policies outlined in the Sector Plan align with the City of Saskatoon's overall vision and existing city-wide plans (including regional planning initiatives).

Sector Plans are created, administered and amended by the Planning and Development Division, but involve a significant collaborative process with internal and external stakeholders. The plan creation process is made up of four major stages: plan creation, plan review, plan approval and plan implementation.

PLAN CREATION

1. Background Research
Reviews of Bylaws, policies, guidelines and information related to the area.
2. Required Studies:
 - Natural Area Screenings;
 - Feasibility Studies;
 - Demographics Reports;
 - Commercial/Employment Impact Assessments;
 - Traffic Impact Assessments; and
 - Geotechnical Study.
3. Compilation of Information & Preliminary Design:
 - Land uses, transportation networks, and servicing components;
 - Area, Density, Population, and Employment;
 - Municipal and Environmental Reserve Allocations; and
 - Financing Strategy.
4. Design Refinement and final drafting

PLAN REVIEW

1. Circulate final design and sector plan report to the project team for review and revise as necessary.
2. Circulation to stakeholders:
 - Internal Civic Departments;
 - Utilities;
 - School Boards;
 - Major landowners (developers);
 - CPTED Review Committee; and
 - Other relevant stakeholder or rights holders as required (i.e. Meewasin, RM of Corman Park, First Nations, etc.).
3. Revise as necessary.
4. Take the final design and report out for public engagement either through traditional open house or through an online forum.

PLAN APPROVAL

Required technical reviews, Advisory Committees and Committee/City Council for review and/or approval.

PLAN IMPLEMENTATION

Following adoption, Plan Implementation addresses who does what and when. This includes both technical and policy aspects, leading to future development in the area, aligned with the Sector Plan.

General Urban Land Development Process

Future Growth Study	<ul style="list-style-type: none"> • Undertaken by City • Population threshold determined by City • Approved by City Council
Boundary Alteration	<ul style="list-style-type: none"> • Undertaken by City • Based on Future Growth Study • Timing and compensation negotiated with Rural Municipality of Corman Park
OCP and Zoning Amendments (to bring into City land use controls)	<ul style="list-style-type: none"> • Undertaken by City • Typically, blanket Urban Holding Area Land Use Designation and Future Urban Development Zoning District • Adopted at Public Hearing of City Council
Sector Plan (legislated Concept Plan for 8 to 10 neighbourhoods)	<ul style="list-style-type: none"> • Undertaken by City • Based on policies in OCP • Adopted by resolution of City Council
Neighbourhood Concept Plan (for one neighbourhood)	<ul style="list-style-type: none"> • Undertaken by developer or lead developer (for multiple land owners) • Based on policies in OCP • Adopted by resolution of City Council
OCP Phasing Amendment	<ul style="list-style-type: none"> • Application by developer • Land suitable for development • Based mainly on servicing considerations • Adopted by resolution of City Council
OCP and Zoning Amendments	<ul style="list-style-type: none"> • Application by developer • Based on Neighbourhood Concept Plan • Adopted at Public Hearing of City Council
Subdivision Application and Approval	<ul style="list-style-type: none"> • Application by developer • Based on Zoning and Subdivision Bylaws • Approved by City Administration
Site Registration with Information Services Corporation	<ul style="list-style-type: none"> • Undertaken by developer • Sites may be sold to builders
Building and Development Permit	<ul style="list-style-type: none"> • Undertaken by builder • Approved by City Administration

Bryant, Shellie

From: Brad Zurevinski <bzurevinski@dream.ca>
Sent: June 20, 2019 3:54 PM
To: Medrano, Alda; Web E-mail - City Clerks
Cc: Dawson, Darryl
Subject: City Council Meeting June 24

Good afternoon,

Please accept this email as my request to speak at the City Council Meeting on June 24 regarding 9.1.2

Thank you

Brad

Brad Zurevinski P. Eng.
General Manager
Saskatoon Land

Dream Development
112 – 2100 8th Street East

Saskatoon, SK S7H 0V1
T +1 306 477-6607 M +1 306 280 4882
www.dream.ca <<http://www.dream.ca/>>

Bryant, Shellie

From: Murray Totland <mtotland@arbutusproperties.com>
Sent: June 20, 2019 5:13 PM
To: Web E-mail - City Clerks
Subject: Request to Speak - June 24, 2019 Regular meeting of City Council - Agenda Item 9.1.2 - Arbutus Properties Future Sustainable Neighbourhood

Good day. Please accept this as our request for Mr. Jeff Drexel to speak at Monday's council meeting regarding Agenda Item 9.1.2. He will not have a powerpoint.

Thank you

Regards,

Murray Totland, P.Eng., MBA | Director of Planning | Arbutus Properties

Cell: 306.221.4694 | Main: 306.955.1554 | Fax: 1.888.735.2496

Email: mtotland@arbutusproperties.com <<mailto:mtotland@arbutusproperties.com>> | Website:
www.arbutusproperties.com <<http://www.arbutusproperties.com>>



WARDELL GILLIS

BARRISTERS & SOLICITORS

Lawyer on File: William J. Wardell, Q.C.
Mediator
Address: 2306 Arlington Ave
Saskatoon, SK S7J 3L3
Direct Line: (306) 956-3338 ext 227
Facsimile No.: (306) 956-2228
Email: wjwardell@wardellaw.ca

June 21, 2019

Via Email: city.clerks@saskatoon.ca

Office of the Mayor
222 Third Avenue North
Saskatoon, SK S7K 0J5

Attention: His Worship The Mayor and Members of City Council

**Re: Arbutus Property Neighbourhood Development
Item Number 9.1.2**

My wife and I operate a moderately sized cattle operation in the Floral District east of Saskatoon.

On our farm, we have 63 solar panels that were installed 5 years ago which provide all of the electricity required on an annual basis for our cattle operation, operation of electric water bowls, various farm buildings, our residence, and my wife's automobile. My wife drives, and has for 5 years, an electric Chevrolet Volt.

Our experience with solar has been very positive. It has taken little or no maintenance to operate. The obvious reduction in greenhouse gases is significant.

We are therefore very excited to hear that a large scale solar project is being considered for a new development on the East side of Saskatoon. We are concerned about the obvious impacts of climate change and support the creation of a project **that both creates employment and leads and shows examples of how alternate energy may be feasible, economically stimulating and practical.**

Personally, I have been concerned for many years about climate change. While sitting on the Board of SaskTel, I chaired the Environmental Human Resources Committee and worked with management in SaskTel to put the environment as a centerpiece in project consideration. I also have, for the last 5 years, contributed to further environmental advocacy by sitting as a Board Member of the Saskatchewan Environmental Society ("SES"), which has been very active locally, provincially and nationally for advocating for the reduction of greenhouse gases, in particular promoting the SES solar Co-Op which promotes Solar Photovoltaic Roof Top Energy Systems on a Co-Op model.

The above experiences have convinced me that alternate energy prioritization is critical if we are to meet the target of greenhouse gas reduction. Since installing our own solar project, which is

www.wardellaw.com

| W. J. (Bill) Wardell, Q.C. | James H. Gillis | Daniel N. Tangjerd | James Streeton |
Meagan B. Ward | Patrick A. Thomson | Bailee A. Massett

WDC Page 348 C. Inc.

quite visible as it sits atop a large barn, 5 other solar projects have been installed within 3 miles of our farm.

I believe that, if the City would lead with a significant solar neighbourhood project, it would incent other cities to do the same and would incent members of the business community and development community to place more emphasis on solar neighbourhoods in their project development planning.

While I appreciate that there are all sorts of factors which the City of Saskatoon must consider when developing neighbourhoods, I would urge the City to, wherever possible, promote alternate energy and green infrastructure communities.

Thank you for the opportunity to present my views to you.

Yours truly,

WARDELL GILLIS

Per:

A handwritten signature in black ink, appearing to read 'WJ Wardell', with a long horizontal flourish extending to the right.

W.J. (Bill) Wardell, Q.C.
Barrister & Solicitor



June 21, 2019

Solair Neighbourhood Project

Phone 306.242.3060 Fax 306.242.2205

Email
info@nsbasask.com

#9-1724 Quebec Avenue,
Saskatoon, SK S7K 1V9

City Council
222 3rd Ave North
Saskatoon, SK
S7K 0J5

His Worship and Members of City Council,

The NSBA encourages City Council to accept the recommendation of the Standing Policy Committee on Planning, Development, and Community Services and work towards the integration of the Solair Neighbourhood project in the Holmwood Suburban Development Area.

The NSBA supports any and all innovative developments that add economic activity to the City of Saskatoon, particularly those that complement the city and Council's goals as outlined in the City's Growth Plan and Strategic Plan. The Solair development certainly meets both of these criteria.

The NSBA believes that when opportunities for such developments arise, the City should be flexible and opportunistic enough to work with developers to ensure that the projects are built in a timely and mutually beneficial way. This would ensure Saskatoon continues its positive growth and the community as a whole reaps the benefits through jobs, tax dollars, etc. Sometimes, however – whether through onerous public processes or a simple “can’t do” attitude at some step of the process – the City and developers are at odds, and potentially viable projects fall by the wayside or instead go to other markets.

A lot the respective developers' frustration centres on the length of time required to navigate the red tape even though, on the surface, the developers' and the City's purposes are in alignment. For instance, numerous properties have gone through the re-zoning process for projects that would provide the urban density that the City requires to make BRT – a key plank of the City's Growth Plan – viable. However, the time and public profile of this process has soured the interest of many prospective developers even though the zoning changes were eventually approved. This process certainly diminishes the respective developers' appetite to proceed down this path in the future. This is an undesirable path to go down, as capital is mobile and as mentioned, other markets may potentially benefit at Saskatoon's expense.

While this project requires more flexibility than a zoning change, the NSBA would strongly encourage the City to work with the developers of the Solair community to allow the project to proceed, and to do so in a timely, mutually beneficial fashion. The recommendation before Council indicates a willingness of the City to engage with the developer to build a community that will benefit Saskatoon and, therefore, the NSBA encourages Council to accept the recommendation.

As always, we are willing and available to answer any questions that City Council may have as a follow up to this letter.

Sincerely,

Keith Moen
Executive Director



SASKATOON'S BUSINESS ASSOCIATION

June 21, 2019

Saskatoon City Council
c/o City Clerk's Office

Dear Mayor Clark and City Councillors

Re: Item 9.1.2 – Arbutus Properties Solair Neighbourhood Development – June 24 Meeting of City Council

Mr. Mayor, you along with the City Council that was elected in 2016, proclaimed on the City website that city governance in Saskatoon could no longer be business as usual:

The world is changing, and cities are at the forefront of navigating these changes. Saskatoon has to think and work differently in order to become a city that is able to address the challenges and opportunities of the modern world ... [including] climate change.

City Council committed itself to addressing 10 strategic priority areas. One of these is Environmental Sustainability, and your document elaborated on what change is required:

City Council is prioritizing transforming our position as one of the highest emitters of greenhouse gasses to a model city of innovation in energy conservation, renewables and waste diversion.

City Council undertook to take actions to mitigate climate change *now*, not in 20 or 30 years.

Consistent with these goals, Arbutus has thought and created differently in developing Solair:

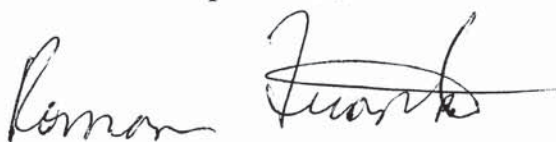
- Arbutus has invested significantly to create the most innovative model for suburban residential development anywhere in Canada in order to reduce greenhouse gasses through the use of renewable solar energy, and to maximize water retention on site.
- Solair will also deliver a reduced carbon footprint thanks to a denser grid design that will allow inhabitants to largely replace the cars and driving required in the typical suburban sub-division with walking and biking to Main Street amenities—with attendant health benefits.
- Solair's lattice-like layout also aims to promote connection and interaction and a sense of community among inhabitants and thereby provide them with a sense of belonging and of well-being, instead of a series of separated and isolating ways, lanes and crescents.

In reaction, some are saying, these are very laudable goals, and at the right time, but in the wrong place. At the eleventh hour, other options are being thrown at the project: to take one, Arbutus is being encouraged to swap land – with those who have not made the effort to think and work differently. However, Arbutus has painstakingly tailored the Solair development to land that was available, for example, running rows of solar panels along the CP railroad line.

We are proud that Stefan helped build Saskatoon as a civil engineer in City Hall for 36 years. We grew up in Saskatoon and want to see it prosper going forward. We are delighted to be partners with Arbutus on a suburban development that will provide inhabitants the opportunity to live, work and play and at the same time will incorporate leading-edge environmental best practices.

There may well be incremental financial costs to achieve Council's goals. However, without such investment, the City of Saskatoon will continue to run up carbon emissions and costs at an unconscionable level, and will be kicking the can down the road for our children to deal with.

Saskatoon City Council has a choice to make: it can make decisions that will leave Saskatoon as one of the highest emitters of greenhouse gases for the foreseeable future – or it can choose to support a project that will significantly reduce these emissions and contribute *now* to goals that this Council has prioritized.

Two handwritten signatures in black ink. The first signature on the left is 'Roman' and the second signature on the right is 'Stefan'.

Stefan Franko
Roma Franko
Roman Franko
Ivan Franko

Handwritten initials 'per' in black ink.

City of Saskatoon Council

June 20, 2019

Re: Item 9.1.2 – Arbutus Properties Solair Neighbourhood Development – June 24 Meeting of City Council

Dear Mayor Clark and City Councillors,

I am writing to you to express strong support for the Solair project that is being brought forth to the City of Saskatoon for consideration. I write this not only as a professional architect but also as a Professor at the University of Waterloo, who has committed the past fifteen years to teaching design excellence in relationship to architecture, urban design, landscape and environment.

Solair is truly groundbreaking in its ambition to tackle the urgent problem of how we build our North American suburbs. The project addresses decades-long failure of most suburbs which support low density, weak social spaces and poor design quality. Solair brings together the best planning practices from North America in terms of sustainability and design excellence to create a truly diverse, livable, and vibrant community. The plan lends itself innovative housing types that answers consumer desires while achieving high sustainability goals.

Solair will serve as a benchmark for other developers in the City of Saskatoon as well as across North America. It will sit along landmark projects such as Blatchford in Edmonton or Rainside in Winnipeg, placing Saskatoon among the cities which are leading the way in terms of design in Canada. We are immensely proud and excited about the caliber of work the team of consultants have produced in partnership with Arbutus Properties. We will be submitting the project for a National Urban Design award as well as an international Holcim Foundation for Sustainable Construction award, as we are convinced this project stands out nationally and internationally for its sustainable design ambitions.

We realize there are issues to resolve regarding timing and sequencing, but the area around the Franko lands will be built up in the next decade or more. The team is utterly committed to excellence in the project and to working with all city departments to ensure its success. Solair promises to be a flagship project which sets new development standards for the city. Allowing its positive progression can only be an asset, in the medium and long term, for city planning quality. The status quo is always the easier path. There is so little innovative thinking about planning and urban design in Canada; Arbutus Properties are taking leadership in a domain where few developers in Canada are willing. I urge City Council to be a role model, and support a nationally important project which merits champions.

Sincerely,



Lola Sheppard

Architect and Partner, Lateral Office Professor, University of Waterloo School of Architecture

4110-46

WG
WYANT GROUP

June 21, 2019

Saskatoon City Council
c/o City Clerk's Office



RE: Arbutus Properties' Solair Project
June 24, 2019 Regular Meeting of City Council Agenda Item 9.1.2

Dear Mayor Clark and Councillors:

I write today to encourage Saskatoon City Council to approve a proposal that would incorporate Arbutus Properties' "Solair Neighborhood" into the City's current development plan and proceed with the required amendments to allow this significant project to move forward.

I have been following the discussion of this project with interest and understand the need to have orderly development in a growing city - achieved through astute planning and solid, reliable policy.

One of the criteria that investment capital identifies when determining where to invest is certainty. Good planning creates this yet is flexible to consider all options available. Saskatoon's success has been built upon this open approach and we have a strong legacy of responding in a positive way to new ideas, unique approaches and exploring different avenues. This has resulted in the attraction of much needed investment to our city: investment that creates jobs, builds terrific communities and creates the outstanding quality of life we all enjoy.

So, when I see a proposal that the City may only support developments that adhere to a rigid and prescriptive plan/set of policies - that have limited flexibility and room for change - I become concerned. City Council must remain open and receptive to proposals that may not exactly fit that plan or I fear we will stifle new and innovative development and most likely result in those opportunities and projects moving elsewhere.

When there is no opportunity for innovation and new ideas to be considered, the status quo prevails, opportunity for investment is lost and our city suffers. What will also suffer is affordability, for when the market is limited and there are fewer choices for the consumer, prices typically rise.

It seems to me that the City has little risk in moving forward with Arbutus Properties' pioneering project. Doing so sends a great message that Saskatoon is open for business and willing to consider new ways of doing that business.

Saskatoon can and should take a leadership position on how to build sustainable communities - ones that provide a much needed boost to our economy.

It is my hope that City Council will not simply make its decision based on whether this proposal fits current plans, timing or sequencing, but rather from the perspective of the merits of what such a sustainable neighbourhood will bring to Saskatoon and the local economy.

Sincerely,

A handwritten signature in black ink, appearing to read "Vaughn A. Wyant".

Vaughn A. Wyant
President/CEO





STANDING POLICY COMMITTEE ON FINANCE

Enterprise Resource Planning Project (Fusion) – Budget Approval

Recommendation of the Committee

1. That an additional \$12.275 million in funding be allocated to Capital Project 1829 for ERP implementation and that this funding be allocated from the sources identified in the report of the Chief Financial Officer dated June 11, 2019;
2. That the City of Saskatoon enter into an agreement with PricewaterhouseCoopers LLP and SAP for the implementation of an enterprise resource planning system upon the conclusion of negotiations; and
3. That the City Solicitor be requested to prepare the appropriate agreements and that His Worship the Mayor and the City Clerk be authorized to execute the agreements under the Corporate Seal.

History

At the June 11, 2019 Standing Policy Committee on Finance meeting, a report of the Chief Financial Officer, Corporate Financial Services dated June 11, 2019 was considered along with a PowerPoint presentation from the Administration.

Although it was unanimous to put forward the above recommendations to Council, the Committee requested the Administration provide the same presentation at Council and therefore the matter not be placed on the Consent Agenda.

Attachment

June 11, 2019 report of the Chief Financial Officer, Corporate Financial Services

Enterprise Resource Planning Project (Fusion) – Budget Approval

ISSUE

The Administration is in the final stages of completing an extensive procurement process for an enterprise resource planning (ERP) system. The Request for Proposals (RFP) evaluation process is nearing completion, and the Administration has determined that the entire scope of work can be achieved for slightly less than Deloitte's original estimate. Deloitte's estimate in 2016 was \$29.1 million, and the revised estimate based on the current project plan is \$27.9 million. To date, \$15.625 million has been approved in previous budgets for this project. The purpose of this report is to update the Standing Policy Committee on Finance and City Council on the project and seek approval of the final budget allocation.

RECOMMENDATION

1. That the Standing Policy Committee on Finance recommend to City Council that an additional \$12.275 million in funding be allocated to Capital Project 1829 for ERP implementation and that this funding be allocated from the sources identified in the report of the Chief Financial Officer dated June 11, 2019;
2. That the City of Saskatoon enter into an agreement with PricewaterhouseCoopers LLP and SAP for the implementation of an enterprise resource planning system upon the conclusion of negotiations; and
3. That the City Solicitor be requested to prepare the appropriate agreements and that His Worship the Mayor and the City Clerk be authorized to execute the agreements under the Corporate Seal.

BACKGROUND

During 2017 budget deliberations, City Council received a report from the General Manager of Corporate Performance entitled, "Service Saskatoon – Technology Update." This report provided City Council with Deloitte's ERP business case, which supported the City of Saskatoon's (City) transition to an ERP and identified the following costs and savings:

- Five-year estimated cost of \$29.1 million including capital and operating:
 - Capital cost was estimated at \$17.5 million;
 - Additional operating costs of \$11.6 million over five years due to running parallel systems and processes during implementation;
- Over \$40.0 million in anticipated savings and efficiencies in the first six years following implementation; and

- Ongoing savings and efficiencies of \$9.7 million per year in 2027 over today's environment.

During that meeting, City Council resolved:

“That Capital Project 1829, Service Saskatoon – Systems, be approved and the funding strategy be adopted in principle.”

This project was established with an initial \$15.625 million in capital funding to provide seed money for the project, including the development of an RFP and initiating the remainder of the project requirements based on the information identified in the business case. At that meeting, the Administration committed to bringing forward a final capital budget after the proposals from the RFP had been evaluated.

In 2017, the City recruited an ERP project manager and began the process of preparing the RFP. With the assistance of an external process advisor, MNP, the City undertook the significant preparatory work required to create an RFP strategy and capture the City's business requirements for the following processes:



The collection of requirements took several months, and meetings with internal staff resulted in a documented list of over 1,400 functional requirements to include in the RFP. The City issued the ERP Software Selection RFP on May 31, 2018.

In fall 2018, the City's ERP Steering Committee, evaluation team, and subject matter experts reviewed detailed proposals from five respondents, with the oversight of a procurement fairness monitor, to shortlist the top four proposals. The shortlisted respondents were invited to submit additional details and present evaluated demo scenarios. In January 2019, the assessment of the proposed solutions by the

evaluation team and subject matter experts from across the City's divisions and boards selected SAP and PricewaterhouseCoopers (PwC), who partnered together, as the preferred vendor.

In March 2019, as part of the non-binding RFP process, the ERP project team entered into negotiations with PwC and SAP to define the necessary project scope, schedule and costs to best address the City's current non-integrated and manually intensive systems. Discussions with PwC and SAP also focused on providing the requirements for Service Saskatoon that will deliver a citizen service Customer Relationship Management system (CRM) that is consistent and integrated into a single backend system and provides a modern platform for growing digital citizen services. The Administration is in the final stages of negotiations on the terms and conditions of the agreements.

DISCUSSION/ANALYSIS

The Deloitte ERP business case defined the original scope to include the foundational core systems within a typical modern ERP implementation. The areas include:

- Financial Systems: General Ledger, Accounts Receivable, Accounts Payable, Payroll, and Budgeting;
- Human Resources Systems: Time & Attendance, Learning Management, Onboarding & Recruiting, Performance Management, Goals & Succession Planning, and Employee Health & Safety;
- Supply Chain Management Systems: Procurement and Inventory Management; and
- Operational Systems: Asset Management, Project & Activity Management, and Work Order Management.

Implementing this full scope would best position the City to meet citizens' needs through Service Saskatoon's CRM and 311 systems.

The City's external process advisor recommended a strategy of going to market with a non-binding RFP requesting proposals for an expanded scope, including requirements for the Customer Information System (CIS – used for property tax and utility billing) and the CRM modules. This would determine if any of the expanded scope could fit within an affordable option based on the desire of ERP vendors for new business. Should these functions prove unaffordable to add to the project scope at this time, including them in the RFP consideration would provide invaluable insights into how the core systems could integrate with CIS and CRM modules in the future.

The ERP Steering Committee completed assessments of the possible ERP scope options through the City's external process advisor, RFP respondents, and other organizations and municipalities that have completed similar ERP implementations. The assessments considered project risks and costs and determined through the RFP

evaluations and negotiations with the preferred vendor that the original scope, as included in the proponent's proposal, met the business requirements and estimated cost as identified by Deloitte's business case.

The total estimated cost to implement this original scope is \$27.9 million which is within the identified cost from the business case of \$29.1 million. Based on the final estimates this would require an additional \$12.275 million allocation to capital project.

An overview of the required project budget is presented below:

Item	Budget (\$M)
Capital costs for implementation partner and software licenses (PwC & SAP)	\$15.7
Internal staff and backfill cost for implementation	\$ 5.3
RFP development, preparation assessments, and contract negotiations	\$ 0.9
Process transformation & risk mitigation – includes project and change management resources, staff training, communications, data governance & migration, integration services, project advisory and project audit	\$ 4.2
Contingency	\$ 1.8
CAPITAL PROJECT TOTAL	\$27.9

Based on responses to the RFP, PwC and SAP provided a price of \$15.7 million for their component of the implementation which includes software licenses required for the first three years and all consultant expenses, for an estimated 36-month implementation period.

Through consultations with the external process advisor, vendor, and other municipalities which have previously implemented an ERP, a better understanding was obtained of the City's responsibilities within the project and the required resourcing. Using dedicated internal staff of approximately 28 subject matter experts will ensure a transfer of knowledge from the consultants and provide skills for the long-term sustainment of the ERP system. These staff will also help lead and champion the change of current processes towards standardized best practices.

To achieve the timelines and mitigate the risk associated with the transformation that ERP and new business processes will bring, a formal approach to change management, risk management and training is being resourced. ERP projects are known to be high risk with a potential for cost and schedule overruns and/or negative impacts to operational services. To mitigate these risks and ensure a successful outcome for the ERP project, this budget includes an ERP project auditor who will provide ongoing oversight and act as an independent advisor to ensure efficiencies will be achieved, the City receives long-term ERP value, and reduce project risks. Another key area that this budget includes is project resources for data governance, migration and integration work for the remaining specialized business systems.

Upon approval of the funding and signing of the agreements, the project is expected to formally begin in September 2019 and will consist of two phases. The full ERP is expected to be place within a three-year timeline.

The funding plan proposed for the capital project is as follows:

Funding Source	Approved Budget (\$M)	Additional Allocation (\$M)
Reallocation of New Building Canada Fund	\$15.000	\$ 3.485
Reserve for Capital Expenditures	\$ 0.500	
Corporate Financial Services Reserve	\$ 0.125	
Police Payroll Project Reallocation		\$ 0.290
Reallocation of Reserve Contributions (over two-year period)		\$ 8.500
Total	\$15.625	\$12.275

To fund the additional \$12.275 million, an additional \$3.485 million in funding is being proposed from the reallocation of the New Building Canada Fund (NBCF). There is \$6.0 million in discretionary funding available in the reallocation pool of this funding, leaving about \$2.5 million in this pool for future funding of other capital priorities.

A reallocation of \$290,000 in funding from Capital Project 2480 Police – Payroll System Replacement was earmarked to address the Saskatoon Police Service's stand-alone payroll system. As the ERP will address these requirements, the Saskatoon Police Service has agreed to reallocate this to the ERP project.

Other civic boards are potentially contributing funds which would reduce the amount required from other resources. Should this funding become available, a future report will be presented.

The Administration is confident that the identified savings by implementing the ERP project will be realized and as such, are recommending a reallocation of capital reserve contributions over a two-year period equalling \$8.5 million as a funding source.

The ERP system is anticipated to have a wide range of benefits across the Corporation, which include:

- enhanced procurement data and analytics, allowing the City to better understand current spending patterns and implement improved procurement approaches to maximize the value obtained by the City;
- increased workforce data and analytics, allowing for more proactive time management and improved scheduling and productivity targets; and
- improved day-to-day processes for accounts payable and payroll, minimizing the amount of time required to complete these tasks.

As these benefits will be achieved across the Corporation, the Administration believes it is an appropriate funding solution. Implementation of the system will have wide-reaching impacts and allow the City to be more efficient in the use of its resources. Although there will be some short-term impacts which could include deferring projects or reducing projects' scopes, the future purchasing power of these reserves will be enhanced as the ERP is implemented and benefits are gained in terms of capacity, efficiency and decision-making.

Project Opportunities and Risks:

A summary of the project opportunities and risks associated with the original scope is listed below.

Opportunities/Advantages	Risks/Disadvantages
<ul style="list-style-type: none">• Provides functionality that will allow future links to customer or citizen interaction with back-end systems.• Enables the ability to obtain the estimated savings as identified in the business case.• Creates the ERP foundation for Service Saskatoon to be able to move forward on the CRM and provide a Citizen 311 system.• Provides Finance & Accounting, HR, Payroll, Supply Chain Management, and Asset Management functionality as requested in the RFP.• Core business data and process improvements to provide a long-term business and technical platform.	<ul style="list-style-type: none">• Short-term continuation of manual processes to provide citizen services.• Future capital funds will be required for CRM and CIS.

The ERP Steering Committee recognizes that an ERP project is not without significant risks and has been working with the advisors and other municipalities to identify key project risks and develop mitigation strategies, which are shown on the following page.

Risks	Mitigation Strategy
Cost and schedule overruns	<p>A number of areas during an ERP implementation can negatively impact the project costs and schedule. Some mitigations that have been included are:</p> <ul style="list-style-type: none"> • An independent ERP project auditor that brings verification and validation of the implementation, processes and project controls, and will be accountable to monitor the project for potential problems from either internal or external resources to ensure the focus is on long-term value and transformation. • Allocated funding for dedicated project staffing assignments to ensure resources are focused on the project. • Data governance and management is frequently an area of delays in ERP projects – the Administration is reducing the risk by allocating budget and time to this critical area before the project starts to reduce potential for delays once the consultants are waiting. • For unexpected cost overruns, a project contingency budget to ensure additional funding will not be required.
Project does not realize benefits	<ul style="list-style-type: none"> • Successful implementation and benefit realization relies on people changing the way they do their work. To ensure successful achievement of these benefits, investments have been budgeted for formal organizational change management, project management and training. • Portfolio leads from each of the key areas (Information Technology, Finance, Human Resources, Supply Chain Management, and Operations) will be developing and responsible for project key performance indicators (KPIs) to measure the desired ERP benefits.
Project impacts operations affecting citizen services and/or staff	<ul style="list-style-type: none"> • Project implementation and go-live timing is designed to allow implementation to be developed, tested and moved into production without removing the legacy systems. • The project budget includes funds to maintain existing legacy systems for a transitional period, running in parallel to ensure critical services are not impacted.

Consideration of Scope Options

While the original scope has been the Administration's focus and is being recommended for approval, the Administration did consider a variety of options to add or reduce project scope. The following are viable options, and should City Council wish to pursue any of these options, the Administration will report back more fully at a future meeting.

Increase Scope to Include CRM and/or CIS

Under this option, the original scope would be implemented and expanded to include the CRM (citizen services portal) module and/or the CIS (property tax and utility billing) system. The cost to add the CRM would be about \$4 million, while the CIS system would be approximately \$20 million.

These modules were considered as part of this procurement process as optional items. The Administration's analysis of the modules proposed by the preferred proponent concluded that the CRM in particular is not the best available technology. And while the CIS system will require replacement in the future, the Administration requires considerable lead-up time to prepare and plan such a massive undertaking. As such, the Administration does not see value in adding these systems to the project scope at this time.

The CIS and CRM modules will be implemented in future years, regardless of whether or not they are included in the scope of this project. Core functionality of the ERP needs to be implemented before these systems can be integrated into the ERP. Focusing on the core ERP functionality and going to market for the CIS and CRM modules in future years will position the City to have the best suite of systems available.

Should City Council select this option, the Administration recommends that City Council provide approval to implement the ERP original scope with the preferred vendor, and that the Administration be directed to report back on the estimated costs, scope and funding plan for the CRM and/or CIS modules prior to preparing a RFP.

Reduced Scope

Under this option, the original scope would be reduced or the project could be cancelled.

While the reduced scope could reduce the capital project costs, there may be longer term additional costs required to build and maintain interfaces with existing systems that would not be replaced with the ERP as result of the reduced scope. This would also prevent the achievement of the identified cost and efficiency savings identified in the business case as manual processes and system interfaces would need to remain in place. In addition, the ongoing maintenance costs for legacy applications would remain. This initiative is one of the City's key workplace transformational projects.

If this option is selected, the provisions within the non-binding RFP would be used to negotiate a reduced scope with the vendor. However, if the vendor cannot adequately reduce the scope it may trigger the need for a new RFP.

Should City Council be interested in pursuing this option, the Administration recommends that it be directed to develop a comprehensive strategy and report back to the Standing Policy Committee on Finance and City Council.

NEXT STEPS

With direction from City Council, Administration will continue with the ERP implementation by concluding the negotiation of the formal contracts with the vendors, getting key employees in place for the project team, and begin the implementation in the fall of 2019.

Report Approval

Written by: ERP Steering Committee
Reviewed by: Cindy Yelland, Interim City Solicitor
Kerry Tarasoff, Chief Financial Officer
Approved by: Jeff Jorgenson, City Manager

Admin Report - Enterprise Resource Planning Project (Fusion) – Budget Approval.docx

Glasgow Street Vertical Traffic Calming Funding

ISSUE

The Standing Policy Committee on Transportation has requested funding options to facilitate the installation of vertical traffic calming on Glasgow Street between Clarence Avenue and Broadway Avenue in 2019.

BACKGROUND

The Standing Policy Committee on Transportation at its meeting held on June 10, 2019, considered the Neighbourhood Traffic Management – Vertical Traffic Calming Devices Criteria and resolved, in part:

- “2. That the Administration report the funding options for Glasgow Street speed hump options to City Council at the June 2019 Regular Business meeting.”

OPTIONS

The Administration considered four options in providing funding.

1. Existing funding in Capital Project #1504 – Neighbourhood Traffic Review Permanent Installations. In the 2019 Budget funding, \$225,000 was provided from the Traffic Safety Reserve for five specific projects located within the Mayfair, Parkridge, and Adelaide-Churchill neighbourhoods.

These projects entail construction of permanent installations of traffic calming, and have been tendered and awarded with construction to start mid-June. Therefore, the Administration does not recommend deferring these projects to enable the construction of vertical traffic calming devices on Glasgow Street.

2. Funding from the Traffic Safety Reserve. The City's portion of revenues from the Red Light Camera and Automated Speed Enforcement programs are allocated to the Traffic Safety Reserve to fund traffic safety initiatives. With the 2019 allocations, the reserve balance is insufficient to provide \$40,000 in funding.
3. Request funding in the 2020-21 Capital Budget submission for installation in 2020.
4. Allocate funding from the Transportation & Construction Department Capital Reserve. This reserve is used to provide funding to assist various projects that may not have sufficient funding available from existing reserves. The reserve balance is sufficient to provide \$40,000 in funding to construct vertical traffic calming devices.

RECOMMENDATION

That a budget adjustment in the amount of \$40,000 to Capital Project #1504 – Neighbourhood Traffic Review Permanent Installations funded from the Transportation & Construction Department Capital Reserve, be approved.

RATIONALE

A review of the four options yields that funding from the Transportation & Construction Department Capital Reserve is preferred as there is sufficient funding available to allocate funding to Capital Project #1504 – Neighbourhood Traffic Review Permanent Installations.

ADDITIONAL IMPLICATIONS/CONSIDERATIONS

There are no additional implications or considerations (legal, privacy, or other collaboration).

COMMUNICATION ACTIVITIES

If approved, the Administration will:

- Inform and involve key stakeholders to confirm both support for, and location of, the speed humps on Glasgow Street.
- Install the speed humps at the preferred location in 2019.

Report Approval

Written by: Jay Magus, Director of Transportation

Approved by: Angela Gardiner, General Manager, Transportation & Construction Department

Admin Report - Glasgow Street Vertical Traffic Calming Funding.docx

From: [Dorothy Van't Hof](#)
To: [City Council](#)
Subject: Form submission from: Write a Letter to Council
Date: Monday, June 17, 2019 12:53:51 PM

Submitted on Monday, June 17, 2019 - 12:53
Submitted by anonymous user: 207.195.86.196
Submitted values are:

Date: Monday, June 17, 2019
To: His Worship the Mayor and Members of City Council
First Name: Dorothy
Last Name: Van't Hof
Email: [REDACTED]
Address: [REDACTED] Glasgow Street
City: Saskatoon
Province: Saskatchewan
Postal Code: [REDACTED]
Name of the organization or agency you are representing (if applicable): Glasgow Street Residents
Subject: Motion of Speed Humps on Glasgow Street
Meeting (if known): City Council
Comments:
Please accept this as my official request to speak to the subject of speed humps on Glasgow Street.
I am not sure which meeting, the 1:00 pm or 6:00 pm, it will be addressed.
Thank you for the opportunity.
Respectfully, Dorothy Van't Hof
Attachments:

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/317972>

Update - Saskatoon Public Library, New Central Library

Recommendation

That the information be received.

Topic and Purpose

The purpose of this report is to provide an update regarding the Saskatoon Public Library (SPL) Board's process to obtain a location for a new Central Library.

Report Highlights

1. The SPL has been evolving their business case for a new Central Library and has been working to identify suitable locations. A short list of potential sites has been identified based on defined criteria, and they are now looking to proceed to next steps.
2. This report outlines the next steps to be taken in that process which is very similar to the general process adopted by City Council regarding development of a future downtown arena and convention centre within a Downtown Entertainment District.
3. The SPL has asked the Administration to assist in the process by securing a legal interest in any of the preferred sites that are privately held.

Strategic Goal

This report supports City Council's priority of Downtown Development, along with the Strategic Goals of Quality of Life and Sustainable Growth.

Background

At its June 17, 2018, meeting, the Governance and Priorities Committee (GPC) received a presentation from Ms. Carol Cooley, CEO, Saskatoon Public Library, regarding the findings of public engagement pertaining to a new Central Library Project.

Since that time, the SPL has been developing the business case for a new Central Library, and has been working to identify suitable potential locations. A short list of preferred sites has been developed based on defined criteria.

The Administration has been working in support of the SPL during their planning process, to ensure that any sites identified are appropriate from a downtown land-use perspective. Similar to a future downtown arena and convention centre, the Administration sees significant advantage in knowing where the future downtown library will ultimately be constructed, as it will be a landmark destination within the downtown district.

At its April meeting, the SPL Board formally approved their preferred sites.

Update - Saskatoon Public Library, New Central Library

Report

Unlike the City's Controlled Corporations, the SPL has its own legislation which legally enables them to pursue land acquisitions without any approvals or discussions with City Council. However, that legislation does not permit them to borrow on their own, and as such they must obtain any required borrowed funds from the City. The SPL's annual budgets must be considered and approved by City Council, similar to the Saskatoon Police Service. Because of this, and the fact that the SPL will almost certainly require borrowing, City Council will have the ability to influence if and when the project proceeds.

The SPL is expected to have sufficient funds in its own reserves to purchase the property without borrowing and is able to pursue land purchase at the direction of their Board of Directors. They report that they are pursuing a phased acquisition approach where they would obtain a legal interest in a parcel prior to purchase.

In the interest of working with the City and recognizing the City's expertise in this area, SPL has asked the Administration to attempt to obtain a legal interest for the SPL in any sites that are privately-owned.

Public and/or Stakeholder Involvement

An update on the SPL's engagement process was presented at the June 2018 City Council meeting.

Other Considerations/Implications

At this time there are no policy, financial, privacy, environmental or CPTED implications. Each would be considered during future project stages as required.

Due Date for Follow-up and/or Project Completion

The results of the SPL's business case review are expected to be presented to City Council this fall. Making a decision on location at this time does not commit the SPL nor City Council to construction project funding.

Public Notice

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

Report Approval

Written by:	Jeff Jorgenson, City Manager
Reviewed by:	Lesley Anderson, Director of Planning & Development
	Frank Long, Director of Saskatoon Land
	Kerry Tarasoff, Chief Financial Officer
	Derek Kowalski, City Solicitor's Office
	Lynne Lacroix, General Manager, Community Services
Approved by:	Jeff Jorgenson, City Manager

City of Saskatoon Municipal Manual - 2019

ISSUE

This report presents the 2019 City of Saskatoon Municipal Manual.

BACKGROUND

The first Municipal Manual was published in 1913 and is produced on an annual basis.

CURRENT STATUS

In keeping with tradition, the City Clerk's Office is pleased to present the 2019 edition of the City of Saskatoon Municipal Manual for the information of City Council.

DISCUSSION/ANALYSIS

The Municipal Manual is compiled by the City Clerk's Office from numerous sources. It provides factual information, both historical and current, including a snapshot of the City's political and administrative structure, as well as information regarding Civic boards. The statistical information in this manual is current to the end of 2018.

This edition of the Manual is being provided electronically as part of the initiative of the City Clerk's Office to embrace paperless technology through the use of electronic agendas. A very limited number of paper copies are available for viewing in the City Clerk's Office or for purchase. An electronic version of the Manual is attached to this report and can also be viewed on the City's Website: <https://www.saskatoon.ca/city-hall/city-council-boards-committees>

APPENDICES

1. Municipal Manual 2019 (electronic only)

Report Approval

Written and Approved by: Joanne Sproule, City Clerk

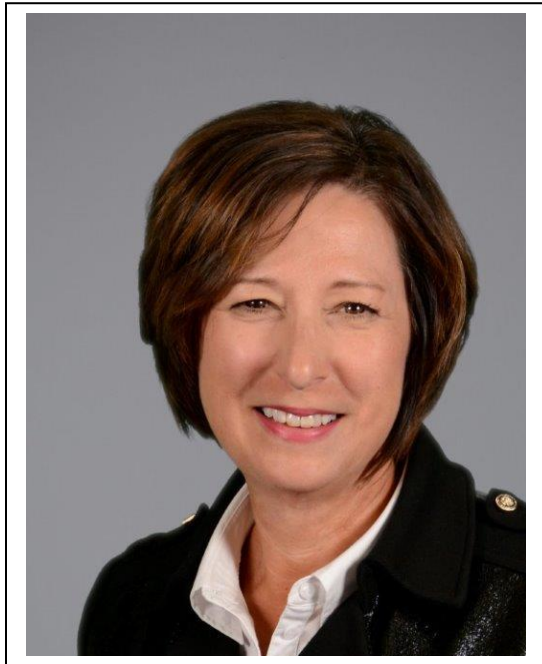
Admin Report - City of Saskatoon Municipal Manual - 2019.docx



MUNICIPAL MANUAL 2019

COMPILED BY THE OFFICE OF THE CITY CLERK

For more information on the City of Saskatoon - **w:** saskatoon.ca **p:** 306-975-3240 **e:** city.clerks@saskatoon.ca



It is my pleasure to present the 2019 issue of the Municipal Manual.

The Municipal Manual is published annually by the City Clerk's Office and is an excellent resource for anyone interested in learning about the City's municipal government. It contains information regarding the history of the City and its administrative and political structure, as well as, information regarding other organizations that have a direct impact on the day-to-day lives of the citizens of Saskatoon.

The statistical information contained in the manual is current to the end of 2018.

The cooperation of all civic departments, and the material submitted from other sources for insertion in this manual is appreciated and gratefully acknowledged.

A handwritten signature in black ink, which appears to read "Joanne Sproule". The signature is fluid and cursive.

Joanne Sproule
City Clerk



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Saskatoon: Past and Present

Geography

Saskatoon, a commercial and educational centre in the Province of Saskatchewan, is situated on the banks of the South Saskatchewan River in Townships 36 and 37, Ranges 4, 5 and 6, West of the Third Meridian. It lies 348 kilometers north of the boundary between the United States and Canada, 225 kilometers from the western boundary and 346 kilometers from the eastern boundary of the Province. It is the only large city between Winnipeg and Edmonton, being 708 kilometers northwest of Winnipeg and a little over 483 kilometers southeast of Edmonton.

Eight bridges cross the river within the City limits. Five of these bridges are for vehicle and pedestrian traffic, including the Circle Drive South Bridge, which opened in 2013. The other two serve the Canadian Pacific and Canadian National Railways. Saskatoon's 8th bridge is the 1907 Traffic Bridge, which was closed in 2010 because of safety concerns and is scheduled to be replaced.

History

The oldest evidence of habitation in the Saskatoon area is an 11,000-year old archaeological site in the city's Woodlawn Cemetery. Other sites include buffalo kills, teepee rings and a medicine wheel, forming an important link with the past.

In 1882, the Temperance Colonization Society (TCS) in Ontario was given a substantial grant of land along the South Saskatchewan River on which to establish an agricultural community based on the philosophies and ideals of the Temperance League, an organization opposed to the use of alcohol. In the summer of 1882, a party under John Lake surveyed the grant area and on the advice of Chief Whitecap chose what is now the Nutana area, to be a town site and service centre for the new colony.

Lake returned to survey the town site in 1883, and the first permanent settlers arrived that summer. They travelled by railway from Ontario to Moose Jaw and then travelled overland to Saskatoon. In 1890 the Qu'Appelle, Long Lake and Saskatchewan Railway was built through Saskatoon, crossing the river at the site of the present-day Senator Sid Buckwold Bridge and making the journey to Saskatoon significantly easier. The QLLS station house and facilities were built on the west side of the river, setting the stage for further development there.

The precise origin of the name "Saskatoon" is not completely clear. Tradition has it that it was conferred by John Lake and is derived from the Cree word "misāskwatōmina", which refers to the Saskatoon berries that grow in such profusion here. Some sources, however, have suggested that the name for this area predates the founding of the Temperance Colony, and was given by Cree people who stopped here to cut



the Saskatoon willow wands to use for arrow shafts. The word “misāskwat” refers to the willows and “manimisāskwatān” to the place where they are cut. By 1899, Saskatoon consisted of a few houses on the east side of the river (the original Temperance Colony settlement), while on the west side was the station house, the section foreman’s house, the Mounted Police barracks, a stone building, a hotel and about six other houses and shacks. In 1901, the west bank settlement was incorporated as the Village of Saskatoon. The settlement on the east bank renamed itself “Nutana”. In 1903, Saskatoon was incorporated as a town and Nutana was incorporated as a village. The same year the first settlement began on the west side of the railway tracks in what is now Riversdale. The Village of Riversdale was incorporated in 1905.

When the Province of Saskatchewan was formed in 1905 there was some debate as to the location of the capital and of the University. It was felt by many that Saskatoon should be chosen as the capital, but eventually a compromise was reached whereby Regina became the seat of the government and the provincial University was placed at Saskatoon.

Saskatoon grew very slowly during its first two decades. In the early 1900s, however, settlers began coming into the area in large numbers and in 1906 following a period of growth, the three communities of Saskatoon, Nutana and Riversdale amalgamated to form the City of Saskatoon with a population of about 4,500 people. Saskatoon’s aggressive business community persuaded other railway companies to locate here, allowing both people and goods to reach the City and surrounding district more easily. By 1911, the population had more than doubled and Saskatoon had become what is still today: a major distribution centre for the surrounding agricultural district. Municipal services expanded rapidly in this period, providing water and electrical services and, in 1913, a public transit system.

With its dependence on agriculture, Saskatoon has experienced many “booms and busts” throughout its history. The expansion of the mining industry in the 1970s and 1980s diminished this to some extent, and the future promises continued diversification through the emergence of more advanced technology industries and an increase in manufacturing, primarily to service the resource sector.

Saskatoon’s pioneers came mostly from Ontario or Great Britain, but the City is now home to people from around the world. This ethnic diversity is a dynamic component of the rich and diverse culture, which makes Saskatoon a unique and exciting place to live and work.



Historical Events 1882 – 2018

- 1882 John Lake and Company arrived.
- 1883 Town site surveyed.
- 1884 First ferry was operated across river.
Steam saw mill was set up.
- First school house was erected (frame structure). Mail service to Batoche was established.
Nutana Cemetery was opened.
- 1885 Field Hospital was set up during Riel Rebellion.
- 1886 First Annual Agricultural Exhibition was held.
- 1888 Stone School was completed. (This is now on the campus of the University.)
- 1890 Saskatoon's first bridge, the Qu'appelle, Long Lake and Saskatchewan Railway (later CNR) bridge was completed over the South Saskatchewan River where the Senator Sid Buckwold Bridge is now. It was part of the rail line linking Regina and Prince Albert.
- 1901 November 16 – Saskatoon was incorporated as a village.
Lord Minto, Governor-General of Canada, visited Saskatoon.
- 1902 October 17 – First newspaper was published – "Saskatoon Phoenix".
- 1903 January 21 – Board of Trade was organized.
First bank was opened – The Bank of Hamilton.
July 21 – Saskatoon was incorporated as a town.
Present City Hall site was purchased by the School Board at a cost of \$700. Barr Colonists arrived.
Town Limits – an area of 974 acres.
Telephone system was installed under special franchise.
- 1904 Railway Bridge (now CNR) was washed down the river.
- 1905 Main line of the Canadian National Railway was completed as far as Battleford in June.
- 1906 May 26 – Saskatoon was incorporated as a city.
City limits were extended for the first time, which resulted in an area of 2,567 acres.
Earl Grey, Governor-General of Canada, visited Saskatoon.
June 26 – The inaugural meeting of Saskatoon's first City Council was held.
Electric light and power plant was installed.
Waterworks Plant was installed.



- 1907 St. Paul's Hospital was opened (old building).
Traffic Bridge at 3rd Avenue was opened to the public.
GTP Bridge across river was constructed.
Municipal Hospital was established
Court House was erected.
Entrance of Goose Lake Bridget of CNR into Saskatoon
University of Saskatchewan was established in Saskatoon.
- 1908 Post Office at corner of 1st Avenue and 21st Street was erected.
Wreck of boat "Medicine Hat" on the Saskatchewan River at 19th Street Traffic Bridge during the trip from Medicine Hat to Grand Rapids occurred.
Entrance of Canadian Pacific Railway into Saskatoon.
First concrete sidewalk was laid.
Fire Hall No. 1 was erected at 23rd Street and 4th Avenue.
Agreement was entered into with Canadian Pacific Railway regarding water supply for yards at Sutherland.
Fire Brigade was changed from volunteer to paid basis.
CPR Bridge across river was constructed.
- 1909 First classes were held at the University of Saskatchewan.
Telephone system was taken over by Provincial Government.
Land Titles Office was erected.
New City Hospital was completed.
- 1910 Nutana Collegiate was erected.
Commission form of civic government was introduced.
Franchise was granted to the Saskatchewan Power Company on June 23rd for supplying City with hydro-electric power. Franchise was cancelled July 21, 1911. Cornerstone of first University building was laid by Sir Wilfred Laurier.
Public market was established.
Overhead bridge at 20th Street was erected.
- 1911 Right Honorable Sir R. L. Borden visited Saskatoon.
City limits were extended for second time, which resulted in an area of 8,460 acres.
Fire Hall No. 2 was erected at 21st Street and Avenue B South.
Fire Hall No. 3 was erected at 612 11th Street East.
Dominion Government purchased site at corner of 19th Street and Spadina Crescent for Armory at a cost of \$47,500.00.
Gas franchise was granted to Saskatoon Gas and Oil Company (lapsed through company failing to fulfill agreement).
Franchise was granted to H. M. E. Evans, July 21, to supply City with hydro-electric power and to install street railway system. Franchise was cancelled May 15, 1912.





Police Vehicles behind City Hall, ca. 1910 (City Archives photo)



Street Car on 2nd Avenue, ca. 1913 (City Archives photo)



- 1912 New power house was commenced May 15, 1911. Completed April 1912.
YMCA building was erected.
YWCA building was erected.
19th Street subway was constructed. This subway was closed upon completion of new subway in 1931.
June 1 – Former City Hall building was occupied.
T.R.H. Duke and Duchess of Connaught and Princess Patricia visited Saskatoon.
- 1913 January 1 – Municipal street railway commenced operations.
January 20 – City's Coat of Arms was adopted by Council.
September – Work was commenced on University Traffic Bridge.
23rd Street subway was constructed.
New St. Paul's Hospital was opened.
City Library was established.
- 1914 Dominion Grain Elevator commenced operations.
August 14 – First contingent of soldiers left for active service.
Work commenced on 24" water main across river to service the south side.
Daylight Savings Scheme was in force from June 1 to July 6. Plebiscite was taken June 30 as to continuing same. Vote was 493 in favour and 753 against.
- 1915 CNR line between Saskatoon and Calgary was completed.
- 1916 University Traffic Bridge was opened to the public.
Gas franchise was granted to Northern Commercial Company.
- 1917 Duke of Devonshire visited Saskatoon.
Right Honorable Sir R. L. Borden visited Saskatoon
- 1918 September 5 and 6 – Their Excellencies Duke and Duchess of Devonshire visited Saskatoon.
October 7 – Entrance of GTP Railway into City over CPR.
- 1919 Daylight Savings Time was in effect from April 16 until 2:00 a.m. October 26.
September 11 – His Royal Highness Prince of Wales visited Saskatoon.
September 17 – Their Excellencies Duke and Duchess of Devonshire and Lady Dorothy visited Saskatoon.
- 1920 June 29 – GTP Railway came in the City over CNR.
June 30 – Malcolm Isbister, Mayor of the Town of Saskatoon in 1905, died at the age of 69.
Daylight Savings Bylaw was disapproved by electors.
Electors voted to abolish the ward system.
Proportional representation system of voting was approved by electors in December.
- 1921 February 9 – CNR commenced construction on new bridge over river.
Daylight Savings Time was in effect from May 9 to September 30 inclusive.
April 5 – Their Excellencies Duke and Duchess of Devonshire visited Saskatoon.
May 24 – Cornerstone Provincial Normal School was laid by the Lieutenant Governor, The Honorable H. Newland.
June 7 – Hugh Cairns V. C. Memorial was unveiled.
December 5 – New CNR shops in Nutana were opened.



Daylight Savings Time was disapproved by electors at December elections.

- 1922 March 3 – Street car jumped tracks and went over riverbank on south end of Traffic Bridge.
New Presbyterian Theological College commenced building operation. (Now St. Andrew's College, United Church of Canada.)
September 22 and 23 – Their Excellencies Baron Byng of Vimy and Lady Byng visited Saskatoon.
Bedford Road Collegiate Institute was erected.
- 1923 February 12 – Provincial Normal School was formally opened.
June 17 – Next-of-kin had Memorial Avenue dedicated to the sacred memory of those who gave their lives in the Great War.
Work commenced on erection of provincial Government Sanatorium for tubercular patients.
Electors decided to continue proportional representation system of voting.
Daylight Savings Time was disapproved by electors at December elections.
- 1924 August 22 – Members of the British Association for the Advancement of Science visited Saskatoon.
August 22 – Formal opening was held for the Chemistry Building at the University of Saskatchewan.
September 20 – Honorable C. A. Dunning, Premier of Saskatchewan, laid the cornerstone of the new Provincial Tuberculosis Sanatorium.
- 1925 July 15 – Swimming pool in Victoria Park was formally opened.
Field Marshall Earl Haig and Lady Haig visited Saskatoon.
December 31 – Incinerator on Avenue A commenced operation.
- 1926 May 26 – Their Excellencies Baron Byng and Lady Byng visited Saskatoon.
July 14 – Freedom of the City was conferred on Aaron Sapiro.
October 27 – Children's Shelter was formally opened.
Proportional representation system of voting was abolished by electors at December elections.
- 1927 April 22 – Their Excellencies the Governor General and Lady Willington visited Saskatoon.
- 1928 City purchased S.E. ¼ 17-37-5-W3rd for Air Harbour.
Library building on 23rd Street was completed.
Ethel Catherwood, the "Saskatoon Lily" won the gold medal in Women's High Jump at the Olympic Games held in Amsterdam that year.
City Hospital West Wing was completed.
- 1929 New Post Office at corner of 22nd Street and 1st Avenue was commenced.
March – Erection of new Power Plant was commenced.
April – Construction of City Park Collegiate was commenced.
April 1 – Their Excellencies the Governor General and Lady Willington visited Saskatoon.
October – Construction of Police Station was commenced.
Library building was formally opened.
Saskatoon Aero Club was formed.
November 11 – Saskatoon's War Memorial was unveiled.



- 1930 January – Saskatchewan Power Commission took over City's Power Plant.
January – New CNR Hotel commenced operation.
March 3 – Air Mail Service was commenced.
June – Erection of Provincial School for the Deaf was commenced.
June – Council passed Bylaw forming the Saskatoon Playgrounds' Association.
June – George Ward was hired as Director.
Income Tax was discontinued.
- 1931 February 16 – Citizens rejected bylaw to grant gas franchise to Tri-Cities Utilities Ltd.
School for the Deaf was completed.
Technical School was completed.
Nurses' Home was completed.
City Hospital East Wing was completed.
Air Harbour was formally opened for night flying.
July 1 – New 19th Street subway officially opened. It was demolished in 2006 as part of the River Landing development.
Broadway Bridge was constructed.
November 16 – Street Railway bus service for Westmount district was commenced.
Daylight Savings Time was approved by electors at November election.
- 1932 January 4 – The Cancer Clinic was established.
Council took over administration of City Hospital.
March 19 – Street railway bus to serve Haultain District commenced operation.
May 1 – Daylight Savings Time went into effect, lasting from May 1st to October 2nd. Provincial Government abolished Civic Income Tax.
August 22 – Their Excellencies the Earl of Bessborough and Countess Bessborough visited Saskatoon.
October – Civic Unemployed Relief Board was established.
November 11 – 19th Street Broadway Bridge was opened to traffic.
- 1933 May 1 – Daylight Savings Time went into effect in Saskatoon, lasting until October 2nd.
July 21 – Street cars stopped running over the 19th Street Traffic Bridge and detoured onto the new Broadway Bridge instead.
November 27 – Saskatoon voters rejected Daylight Savings Time during Municipal elections.
- 1934 June 18 – Civic Relief Board was abolished.
July 2 – Relief Appeal Board was established.
November 26 – Voters rejected Daylight Savings Time during Municipal elections.
- 1935 January 11 – William Hopkins, Mayor of Saskatoon in 1909-1910, died at the age of 70.
March 21 – Their Excellencies the Earl of Bessborough and Countess Bessborough visited Saskatoon.
May 6 – King's Silver Jubilee was celebrated.
December 10 – Bessborough Hotel officially opened.
- 1936 August 6 – James Clinkskill, Mayor of Saskatoon in 1906 and in 1911-1912, died at the age of 83.



August 11 and 12 – Their Excellencies Lord and Lady Tweedsmuir visited Saskatoon.
 October 1 – St. Thomas More Catholic College was established. Griffiths Stadium was erected at the University.
 November 13 – Russell Wilson, Mayor of Saskatoon in 1926, died at the age of 72.

- 1937 May 12 – Coronation of Their Majesties King George VI and Queen Elizabeth was celebrated.
 May 14 – South side riverbank between Broadway and University Bridges was dedicated as “Coronation Park”.
 June 21 – “Poll Tax” Bylaw was adopted.
 June 30 – Daylight Savings Time was disapproved at special vote.
 September 8 – Vimy Memorial Bandstand in Kiwanis Park was formally dedicated. After the scheduled September 1 ceremony was delayed by rain.
 October 30 – The Saskatoon Arena Rink on 19th Street at 2nd Avenue opened with a sold-out game between the NHL’s New York Rangers and New York Americans.
- 1938 May 9 – His Excellency Lord Tweedsmuir visited the University of Saskatchewan.
 November 28 – Proportional representation system of voting was approved by voters at the Municipal elections.
 December 13 to 19 – A recount of the ballots cast for aldermanic candidates uncovered errors in the original count. The actual results did not change, however.
- 1939 June 3 – Their Majesties King George VI and Queen Elizabeth visited Saskatoon.
 July 9 – Dr. Alexander MacGilvray Young, Mayor of Saskatoon from 1916-1918 and 1920-1921, died at the age of 60.
 December 19 – Canadian National Railway Station was formally opened.
- 1940 March 15 – The weir across the South Saskatchewan River south of the CPR train bridge at 33rd Street was completed.
 April 3 – Burgesses voted in favour of granting natural gas franchise to Northern Natural Gas Company Limited – For the Bylaw – 4,344; Against the Bylaw – 914.
 June – Intercontinental Pork Packers was established in Saskatoon.
 September 21 – Service Flying Training School was opened.
 November 1 – Combination light and power rates went into effect.
 November 25 – Voters finally approved the *Daylight Savings Time Bylaw*.
- 1941 March 18 – John W. Hair, Mayor of Saskatoon from 1930-1932, died at the age of 61.
 April 3 – James R. Wilson, Mayor of the Town of Saskatoon in 1903-1904, and of the City in 1907, died at the age of 74.
 August 20 – His Excellency the Earl of Athlone and Her Royal Highness Princess Alice visited Saskatoon.
 October 24 – Her Majesty Queen Elizabeth presented colours to Saskatoon Light Infantry in England.
 November 24 – City electors voted to continue Daylight Savings Time but to abolish the proportional representation system of voting.
 December 8 – No. 7 Initial Flying Training School was opened.
 December 28 – Saskatoon Light Infantry colours were deposited in Christ Church.



- 1942 January 15 – Carl Niderost, Mayor of Saskatoon in 1939-1940, died at the age of 66.
- 1943 August 11 – Construction of HMCS Unicorn was commenced.
- 1944 February 28 – City of Romny in Ukraine was sponsored by Saskatoon under Canadian Society Friendship Scheme.
May 8 – Saskatoon Art Centre was officially opened by Mayor A. W. Macpherson.
May 25 – HMCS Unicorn was officially opened by Vice Admiral C. F. Jones, C. B., Chief of Naval Staff.
- 1945 October 3 – The First Battalion of the Saskatoon Light Infantry (SLI) returned home.
- 1946 August 1 – Robert M. Pinder, Mayor of Saskatoon from 1935-1938, died at the age of 55.
August 27 – Their Excellencies Viscount and Lady Alexander of Tunis visited Saskatoon.
September – Construction began in Montgomery Place, a Veterans' Land Administration community west of Saskatoon on 11th Street West.
- 1947 Saskatchewan Co-op Producers Ltd. (Wheat Pool) Vegetable Oil Plant was opened. Grain elevator and mill commenced operation.
June 16 – Kiwanis Memorial Fountain was dedicated by the Honorable R. J. M. Parker, Lieutenant-Governor.
July 1 – Trans-Canada Airline Service through Saskatoon was inaugurated.
December 10 – Marjorie Walker, Saskatoon's first female Alderman, was elected to City Council.
December 10 – Proposal to create a Saskatoon "Health Region" was defeated at the Municipal elections.
- 1948 April 7 – Frank R. Macmillan, Mayor of Saskatoon in 1919, died at the age of 59.
May 22 to 27 – Dominion Convention of Canadian Legion.
Attended by Viscount and Lady Alexander of Tunis.
June 8 – Prairie Regional Laboratory at the University was formally opened.
November 22 – Saskatoon's first trackless trolley bus went into service, marking the beginning of the end for the old municipal railway system.
November 27 – Lions Club Home for the Blind on 4th Avenue was formally opened and handed over to the Canadian National Institute for the Blind.
- 1949 January 14 – Saskatoon's new Coat of Arms was adopted and approved by Order- in-Council.
April 11 – Wheat Pool Flour Mill was officially opened.
August 15 – The Saskatoon Municipal Railway was renamed "Saskatoon Transit System".
- 1950 Four million gallon clear water reservoir was constructed at Waterworks.
August 21-24 – Federation of Canadian Mayors and Municipalities Convention was held in Saskatoon.
Blocks 10, 11 and 12, Plan F. Z. 1 (North Park District) were named George D. Archibald Memorial Park.





Canada Day baseball game, Cairns Field, ca. 1950 (City Archives Photo)

1951

July 17 – Sewage Disposal Plant exploded due to a gas leak from a refinery on 11th Street West.
 October 28 – Their Royal Highnesses, Princess Elizabeth and Duke of Edinburgh visited Saskatoon.
 November 10 – Last run of electric street railway cars was made as part of the conversion of the transit system to trackless electric trolley coaches.

1952

June 23 – Council changed the name of Coronation Park to Cosmopolitan Park.
 August – Work was started on construction of a new centre block at City Hospital.
 September 14 – The Memorial Cairn on the east riverbank near the Broadway Bridge was dedicated to the memory of Saskatoon's pioneer settlers.
 September 14-20 – Saskatoon celebrated the 70th anniversary of the founding of the original Temperance Colony settlement in 1882.
 September 30 – Commonwealth Parliamentary Association visited Saskatoon.
 November 4 to 6 – His Excellency Governor-General Vincent Massey visited Saskatoon.
 November 5 – Bylaw to rescind Daylight Savings Time was defeated at Municipal election.

1953

June 2 – Coronation of Queen Elizabeth II was celebrated.
 October 1 – Natural gas distribution system was opened and installed by Saskatchewan Power Corporation.
 November 21 – Dominion Junior Football Championship was won by Saskatoon Hilltops at Griffiths Stadium.



- 1954 September 21 – Archbishop of Canterbury laid cornerstone of new Christ Church.
 October 22 – Construction of the new City Hall began.
 November 4 – During the Municipal election, fluoridation of water supply was approved by electors.
 December 31 – Angus W. Macpherson, Mayor of Saskatoon in 1944-1948, died at the age of 66.
- 1955 January 1 – The Veterans' Land Administration community of Montgomery was incorporated into the City of Saskatoon.
 January 26 – University Hospital admitted its first patient.
 July 3-9 – "Jubilee Week" was declared and special events and celebrations were staged in honour of Saskatchewan's Golden Jubilee.
 July 6 – Lathey Swimming Pool was officially opened.
 October 20 – Trans-Canada Freezers Ltd. Plant was officially opened.
- 1956 January 1 – The town of Sutherland amalgamated with the City of Saskatoon.
 May 14 – New City Hall was occupied.
 June 23 – New City Hall was officially opened.
 June 26 – William H. Clare, Mayor of Saskatoon in 1924-1925, died at the age of 82.
- 1957 February 7 – New St. Thomas More College was dedicated at the University of Saskatchewan.
 February 9 – Howard McConnell, Mayor of Saskatoon in 1922-1923, died at the age of 71.
 May 15 – His Excellency Governor-General Vincent Massey visited Saskatoon. Filtration Plant was extended.
 September 1 – Boundaries of the City were extended to include 164 acres of industrial property on the city's northern fringe.
- 1958 June 16 – First piece of potash ever mined in Canada was brought to the surface at the plant of the American Potash Company Limited.
 June 21 – British Empire Track and Field trials opened.
 October 1 – Saskatchewan Research Council building was officially opened.
 October 17 – Aden Bowman Collegiate was officially opened. New Fire Hall was opened at 1906 York Avenue.
- 1959 January 1 – Boundaries of the City were extended to include the University of Saskatchewan.
 February 2 – Boundaries of the City were extended to include Greystone Heights subdivision.
 July 22 – Her Majesty Queen Elizabeth II and Prince Philip visited Saskatoon.
 July 22 – Queen Elizabeth Power Station was commissioned by Her Majesty.
 August 10 – Boundaries of the City were extended.
 August 19 – Mayfair Swimming Pool was officially opened.
 November 1 – Boundaries of the City were extended.
- 1960 January 1 – Boundaries of the City were extended.
 April 7 – Joseph E. Underwood, Mayor of Saskatoon in 1932, died at the age of 77.
 May – Their Excellencies, Major General, The Honorable George Philias Vanier, Governor-General of Canada and Madame Vanier visited Saskatoon.
 July 13 – New Police Station addition was officially opened.
 September 30 – Holiday Park Football Bowl was officially opened.
 November – Mount Royal Collegiate was opened.



1961

January – Fire Hall No. 4 was occupied.
April – Central Standard Time was approved by electors.
June – 8,000,000-gallon reservoir was put into use.
June 18 – Kinsmen Arena in Holiday Park was officially opened.
July – South end of 19th Street Traffic Bridge was raised and clover leaf was constructed.
October 1 – Boundaries of the City were extended.
October 18 – James Stuart Wood Memorial Library was officially opened.
November – Walter Murray Collegiate opened.
December 9 – New Post Office was officially opened.

1962

January – Saskatoon Playgrounds' Association and Saskatoon Parks' Board amalgamated to form the Saskatoon Parks and Recreation Board and Parks and Recreation Department. George Ward was named Director.
June 27 – Holiday Park Golf Course was officially opened.
August 1 – Fire Hall No. 5 (later renamed "Fire Hall No. 2" opened at 116 Avenue W South.
September 10 – Frederick E. Harrison, Mayor of Saskatoon in 1913-1915, died at the age of 85.
December 31 – Comfort station in Market Square (Avenue A and 21st Street) closed.

1963

May 6 – Agreement between the City and the Canadian National Railway for removal of facilities from downtown was signed.
August 14 and 15 – Commonwealth Parliamentary Association tours were held.
October 30 – Saskatchewan Technical Institute was officially opened.
November 6 – Municipal elections held.
November 16 – New St. Paul's Hospital was officially opened.



Riversdale Pool, ca. 1963 (City Archives Photo)



- 1964 May 9 – Federal-Provincial Municipal Housing Development was officially opened.
 October 16 – Mendel Art Gallery and Civic Conservatory was officially opened by Fred Mendel.
 October 30 – New Fire Hall No. 1 and headquarters opened at 125 Idylwyld Drive South. Old Fire Halls No. 1 and No. 2 were demolished.
 November 14 – The last passenger train to use the CNR's downtown terminal passed through the City.
 November 4 – Ernie J. Cole became the first Saskatchewan-born person to be elected Mayor of Saskatoon (for the 1965-1966 term).
- 1965 February 19 – Sod-turning ceremony for Idylwyld Bridge was held.
 June 1 and 2 – Their Excellencies the Honorable George Vanier, Governor-General of Canada, and Madame Vanier visited Saskatoon.
 June 23 – Potash Company of America plant at Patience Lake was officially opened.
 July 29 – Official opening of the George Ward Swimming Pool was held.
 September 27 – Sod-turning ceremony for Centennial Auditorium was held.
- 1966 January 1 – Service (Poll) Tax was discontinued.
 May 23 – Diamond Jubilee of City was held.
 May 27 – New Main Library was officially opened.
 October 28 – Idylwyld Bridge was officially opened.
 November – Fire Hall No. 5 opened at 421 Central Avenue in Sutherland.
- 1967 March 31 – George Ward, Parks and Recreation Director, retired.
 April 1 – W. J. L. Harvey was appointed Parks and Recreation Director.
 June 15 – Centennial wing of City Hospital was officially opened.
 July 1 – Canada celebrated its 100th birthday.
 July 21 – The Gardiner Dam and Diefenbaker Lake were officially opened.
 August 1 – Provincial Cabinet meeting was held in Saskatoon.
- 1968 April 1 – Official opening of Saskatoon Centennial Auditorium.
 October – The Governor-General of Canada Roland Michener visited Saskatoon.
- 1969 June 11 – Official opening of new Bank of Commerce Building was held.
 June 15 – Dismantling and filling of the 23rd Street Subway began.
 July 2 – Western Canada Veterinary College was opened at the University of Saskatchewan.
 July 10 – Queen Elizabeth Power Plant extension – sod-turning was held.
 September 6 – Official opening of YMCA was held.
 November 9 – Official opening of Lions Arena was held.
 November 13 – Sod-turning for Mount Blackstrap by the Honorable John Munro, Minister of Health, Government of Canada was held.
 November 19 – Official opening of the Institute of Applied Arts and Sciences (Kelsey Institute) was held.
- 1970 July 30 – Midtown Plaza shopping mall officially opened.
 August 26 – Blackstrap Mountain “topping-off” ceremony was held.
 October 2 – The University of Saskatchewan student high-rise housing complex on Cumberland Avenue was officially opened.
 October 3 – The Education Building at the University of Saskatchewan was officially opened.
 November 12 – George W. Norman, Mayor of Saskatoon from 1927-1929, died at the age of 87.



December 15 – Official opening of Mount Blackstrap by Nancy Greene-Raine was held.

December 24 – Saskatoon Airport was incorporated.

1971

February 13 to 21 – Canada Winter Games were held.

March 31 – Provincial Government took over the Mount Blackstrap area.

May 25 – Western Development Museum new building – sod-turning was held.

June 14 to 17 – Annual Conference of CFMM was held.

October 17 – Opening of the CBC Television Station was held.

November 4 – Mayor Buckwold was named to the Senate of Canada.

November 5 – H. McIvor Weir Water Pollution Control Plant was opened.

1972

May 19 – River Lookout was dedicated.

July 11 – Western Development Museum was officially opened.

July 11 – Saskatchewan Agriculture Hall of Fame was opened.

August 3 – Crop Science Field Laboratory was opened.

August 31 – Forestry Farm Animal Park was opened.

August 31 – Tommy G. Lennon, Fire Chief, retired.

September 1 – E. Duncan Farmer was appointed new Fire Chief.

October 28 – John S. Mills, Mayor of Saskatoon from 1933-1934 and 1949-1953, died at the age of 85.

December 4 – U of S Radiology Unit was opened.

December 8 – Archibald Park Complex was opened.

December 29 – Diefenbaker Corner plaque was dedicated.

1973

April 11 - *The Urban Municipality Act, 1970* was amended to provide for introduction of division (ward) system of voting in municipal elections.

July 19 – The Morgue at Woodlawn Cemetery was opened.

August 30 – Confederation Park Plaza was officially opened.

October 24 – Municipal Election was held under division (ward) system.

November 5 – Saskatoon Provincial Executive Office was opened.

November 21 – Sod-turning ceremony for the new Air Terminal Building was held.

1974

April 10 – German Ambassador visited Saskatoon.

April 22 – Official opening of new Board of Trade Offices was held.

May 1 – Official opening of Manpower Centre for Students was held.

May 7 – Dr. V. L. Matthews was appointed Acting Medical Health Officer under agreement with the University of Saskatchewan.

September 1 – Allan Ross was appointed as Transit Manager.

September 30 – M. Dantow, Medical Health Officer, retired.

November 10 – Bishop Roborecki School opened.

November 30 – Bert S. Scharfe, Transit Superintendent, retired.

December 26 – Steve N. McEachern, Mayor of Saskatoon from 1941-1943, died at the age of 80.



1975

February 20 – Official opening of Roland Michener School was held.
May 6 – Canadian Penitentiaries Services Headquarters in the City of Saskatoon was inaugurated.
June 20 – Official opening of Confederation Park School was held.
August 31 – J. Austin MacNab, City Assessor, retired.
September 1 – Ray K. Bird was appointed as City Assessor.
September 20 – Sod-turning ceremony for the Diefenbaker Centre, Saskatoon Campus, University of Saskatchewan was held.
September 30 – Bernard C. Cook, City Treasurer, retired.
October 1 – I. Garland Nygaard was appointed as City Treasurer.
October 25 – New colours were presented to the North Saskatchewan Regiment (originally the Saskatoon Light Infantry) by Governor-General Leger.
November 19 – Sod-turning ceremony for the new Police Headquarters was held.
November 29 – Official opening of the new Airport Terminal Building was held.
November 30 – Lloyd A. Kreutzweiser, City Clerk, retired.
December 1 – John Kolynchuk was appointed as City Clerk.

1976

January 15 – Len Farrell, Tax Collector, retired.
February 1 – Don Traill was appointed Tax Collector.
April 14 – Harry Bailey Aquatic Centre opened.
July 31 – Joe Brecknell, Commercial Office Manager, retired.
August 1 – Sid Clewes was appointed Commercial Office Manager.
September 16 – Separate Board of Education opened new building – 420 22nd Street East.
October 1 – St. Augustine School official opening was held.
October 27 – Municipal election was held – New Council was elected under ward system (10 wards).
November 1 – New Council was installed by Justice E. N. Hughes.
November 7 – St. Anne's School official opening was held.
November 8 – Don J. Kelly was temporarily appointed to combined position of Water and Pollution Control Engineer.
December 31 – Don R. Graham, Waterworks Engineer, retired.

1977

March 14 – Mendel Art Gallery extension was officially opened.
March 17 – Lester B. Pearson School was officially opened.
March 31 – Duncan Farmer, Fire Chief, retired.
April 1 – Charles (Chuck) Sebestyen was appointed Fire Chief.
May 26 – Sod-turning ceremony for the ACT Sports Complex was held.
May 29 – Official opening of Father Vachon School was held.
June 20 – Lease was signed in regard to development of Research Park on University Campus.
June 26 – Saskatoon's new Police Building was officially opened.
June 30 – James G. Kettles, Chief of Police, retired.
July 19 – Provincial Cabinet held meeting in Saskatoon.
July 20 – The cornerstone ceremony for the Provincial Office Building, 3rd Avenue and 23rd Street took place.
July 24 – Senior Citizens' Park, 20th Street at Avenue L, was officially dedicated.
July 25 – The POS Pilot Plant was officially opened.
August 31 – C. L. McLeod, City Commissioner, retired.
September 1 – S. H. Dietze was appointed City Commissioner.
October 27 – John Dolan School official opening was held.
November 16 – Sod-turning ceremony for the Cosmo Civic Centre was held.
December 6 – City's East Health Centre was opened.



1978

February 1 – Don Kelly was appointed Manager, Waterworks and Pollution Control Department.
February 28 – Derrick Carroll, City Engineer, retired.
March 15 – Bland Brown, P.Eng., was appointed City Engineer.
April 1 – Michael E. Famulak was appointed Manager, Vehicle and Equipment Services Department.
June 30 – M. J. Gentle, License Inspector, retired.
July 1 – Don Traill was appointed Manager of combined Tax and License Department.
July 10 – Frank Caron was appointed Manager, Administrative Services Department.
July 25 – Sod-turning ceremony for the Saskatoon Field House was held.
July 30 & 31 – Her Royal Highness Queen Elizabeth, accompanied by the Duke of Edinburgh and Prince Edward visited Saskatoon.
July 31 – R. M. Aikenhead retired as Manager of the Saskatoon Centennial Auditorium.
October 1 – Andy Gilewicz was appointed Director of Finance (Designate).
November 1 – Bernie Veltkamp was appointed as City Comptroller.
November 3 – Official opening of Bishop Pocock School was held.
November 29 – St. Mark School official opening was held.
November 30 – Norval Wells, Purchasing Agent, retired. Vince Bacon to assume position as of January 1, 1979.
December – Fire Hall No. 6 opened at 3309 Taylor Street East.

1979

January 1 – A. P. Gilewicz was appointed Director of Finance.
January 15 – J. B. J. Nutting resigned as City Solicitor.
January 16 – M. Irwin was appointed City Solicitor.
March 6 – Fairhaven School was officially opened.
April 30 – J. C. Avant, Director of Finance, retired.
May 4 – Meewasin Valley Authority was created – Provincial Legislation passed assenting bill.
May 30 – University Hospital Extension official opening was held.
May 31 – Saskatoon Airport celebrated its 50th Anniversary.
June 8 – The Northcote started making trips on the river for the enjoyment of tourists.
June 29 – A. F. G. Carroll Maintenance building official opening was held.
June 30 – John Climer, Curator at the Mendel Gallery, retired.
July 20 – Sturdy-Stone Provincial Government building at 122 3rd Avenue North official opening was held.
July 23 and 24 – Their Excellencies, The Governor-General and Mrs. Schreyer, together with members of their family, visited Saskatoon.
August 12 to 19 – Western Canada Summer Games were hosted by The City of Saskatoon.
September 6 – Members of the Canadian Parliamentary Association visited Saskatoon.
September 21 – North Community Health Clinic was officially opened.
October 16 – Cosmo Civic Centre was officially opened.
October 24 – Municipal elections were held under division (ward) system.



1980

April 15 to 18 – Mayor Shimura of Otaru, Japan visited Saskatoon in connection with the Walktoberfest competition by Participaction.

May 31 – Two firefighters, Victor James Budz and Dennis Aron Guenter, died while combating blaze at Queen's Hotel on First Avenue South.

June 1 – Saskatoon Parks and Recreation Department celebrated its 50th Anniversary.

June 15 – ParticiPark was officially opened.

June 19 – Metal box, which was recovered from the demolished King Edward School, containing newspapers dating back to 1911, was officially opened.

July 3 – The Saskatoon Public Health Department officially became the Saskatoon Community Health Unit.

July 20 – Her Royal Highness Princess Margaret visited Saskatoon.

September 16 – Place Riel, University of Saskatchewan, was officially opened.

October 6 – Alice Turner was named to succeed Chief Librarian Frances Morrison, who was to retire at the end of the year.

October 23 to 26 – First Energy Show was held, co-sponsored by various levels of government and supporting agencies.

November 5 – By-election regarding Ward 9 Alderman, and plebiscite on the Wildwood Golf Course was held.

November 9 – St. George's Roman Catholic School was officially opened.

November 10 – Circle Drive and 33rd Street Interchange was officially opened.

November 19 – Field House to be officially called "The Saskatoon Field House".

November 26 – Lawson Heights School was officially opened.

December 31 – W. J. L. Harvey, Director of Parks and Recreation, retired.

1981

January 1 – Dr. Emmett H. Smith was appointed Manager of Parks and Recreation Department.

May 31 – Ray Bird, City Assessor, retired.

May 31 – Vince Bacon, Purchasing Agent, retired.

June 1 – Frank Garland was appointed City Assessor.

June 1 – Larry Ollenberger was appointed Manager of the City's Purchasing Department.

July 1 – Stan Sojonky, Director of Personnel Services, resigned.

July 1 – Brian Morgan was appointed as Director of Personnel Services.

September 14 – Sod-turning ceremony for the Kinsmen Play Village project in Kinsmen Park was held.

October 5 and 6 – The Provincial Cabinet met in the City of Saskatoon.

October – City Commissioner Dietze resigned effective December.

November 24 – Official opening of Lakeview School was held.

December 8 – Official opening of Silverwood Heights School was held.

December 28 – The Saskatoon Field House was officially opened.

December 31 – John E. Gibbon, Chief of Police, retired. Joseph Penkala was sworn in the next day.



1982

January 1 – Marked the start of the 100th Anniversary celebrations of the City of Saskatoon, and 1982 was designated Century Saskatoon to commemorate the arrival of the first settlers here.

February 28 – Heath Fire Hall was officially opened.

March 10 – Sister O'Brien School was officially opened.

April 2 – St. Bernard School was officially opened.

July 12 – Her Royal Highness Princess Anne visited the City in honor of the Century Saskatoon celebration.

July 26 – A. Gilewicz was appointed City Commissioner.

August 20 – His Excellency Governor General Schreyer and Mrs. Schreyer were in the City to participate in the Century Saskatoon Birthday Party.

September 29 – The Provincial Cabinet held functions in the City in honor of Century Saskatoon.

October 1 – 70th Anniversary of the college of Engineering at the University of Saskatchewan and dedication of the new Engineering Building was celebrated.

October – New Fire Hall No. 2 opened on 3111 Diefenbaker Drive and was dedicated to Fire Chief Heath. Fire Hall No. 2 on Avenue W South was closed.

October 4 – Fire Hall No. 4 was dedicated to Fire Chief Faithfull.

October 5 – Fire Hall No. 5 was dedicated to Fire Chief Spence.

October 6 – Fire Hall No. 3 was dedicated to Fire Chief Farmer.

October 8 – Fire Hall No. 1 was dedicated to Fire Chief Lennon.

October 21 – New Board of Trade Office was officially opened at 306-24th Street East.

October 27 – Municipal Elections were held.

November 30 – Sid Clewes retired from his position as Manager of the Electrical Commercial Department.

December 1 – R. Gilmour was appointed Acting Manager of the Electrical Commercial Department.

December 31 – New Year's Eve Ball officially brought the Century Saskatoon Celebration to a close.

1983

June 20 – Kinsmen Play Village was opened.

July 1 – Circle Drive Bridge was officially opened.

July 16 – City Hall addition was officially opened.

September 23 – Sculptures dedicated and Century Saskatoon Time Capsule closed.

1984

January 11 – University of Saskatchewan's 75th Anniversary celebrations began.

March 16 – The Provincial Cabinet met in the City of Saskatoon.

May 4 – St. Marguerite School was officially opened.

May 8 – Percy Klaehn, Mayor of Saskatoon in 1964, died at the age of 88.

May 30 – City Hospital celebrated its 75th Anniversary.

May 31 – Bill Bunn retired as City Electrical Engineer.

June 1 – Mike Mikytyshyn was appointed new City Electrical Engineer.

June 1 – Ken Pontikes was appointed Director of Finance.

June 7 – Delegation from the province of Jilin, People's Republic of China, visited the City of Saskatoon in connection with their visit to Saskatchewan for the purpose of the Jilin twinning with the Province of Saskatchewan.

June 23 – Vice-Minister of Commerce of the People's Republic of China and seven mission members visited the City of Saskatoon to observe grain Marketing, grain transportation and food processing.



August 21 – Delegation from the City of Shijiazhuang, China visited the City of Saskatoon for the purpose of twinning of Shijiazhuang with the City of Saskatoon.
 September 4 – Bland Brown resigned as City Engineer.
 September 11 – Cornerstone for new Y.W.C.A. was laid.
 September 28 – Sod-turning for Ronald McDonald House was held.
 October 15 – Official opening of Forest Grove School was held.
 October 16 – Saskatchewan Tourism and Small Business was officially opened.
 October 31 – Governor-General Jeanne Sauve visited Saskatoon.
 November 1 – Marion M. Graham School was officially opened.
 November 2 – 23rd Street Transit Terminal was officially opened.

1985

February 5 – Ian Brand was appointed as City Engineer.
 February 16 – Canadian Astronauts Marc Garneau and Bjarni Tryggvason, accompanied by a delegation from the National Research Council, visited and made a presentation to the City.
 March 3 – Bishop Mahoney High School was officially opened.
 March 24 – Stephen Fonyo visited Saskatoon during his run “Journey for Lives.”
April 12 – Premier Grant Devine announced the Province’s participation in the construction of a Multi-Purpose Facility.
 May 6 – Gabriel Dumont Park was dedicated and named.
 May 13 – The 1989 Canada Summer Games Site Selection Committee was in Saskatoon in connection with Saskatoon’s bid to host the 1989 Games.
 May 28 – The Minister of State for Fitness and Amateur Sport announced that the City of Saskatoon was selected as the host city for the 1989 Canada Summer Games.
 May 28 – Delegation from the City of Shijiazhang, China, headed by the Mayor, visited Saskatoon for the official signing of a twinning agreement between the two cities.
 August 10 – Silverwood Golf Course was officially opened.
October 8 – Brownell School official opening was held.
October 23 – Municipal elections were held.
 November 4 – Delegation from our Twin City Shijiazhuang, China, visited Saskatoon for the purpose of a trade mission.

1986

March 2 – St. Peter School official opening was held.
 March 19 – Sod-turning ceremony for new Cancer Clinic Building was held.
 April 23 – Referendum was held authorizing the City of Saskatoon to build a publicly funded Multi-Purpose Facility.
 July 2-4 – Prime Minister Brian Mulroney and the Priorities and Planning Committee held meetings in the City of Saskatoon.
 August 7 – Saskatoon Day was held at Expo.
 August 29 – Chuck Sebestyen retired from his position as Fire Chief.
 August 30 – Bernard (Bud) Quinn was appointed as new Fire Chief.
 September 2 – Delegation from our sister city, Umea, Sweden, visited the City of Saskatoon for the purpose of signing a University Student Exchange Program.
 September 11 – Multi-purpose sod-turning ceremony was held.
 September 18 – Science and Technology Building was officially opened.
 October 3 – National Hydrology Research Centre was officially opened.
 December 6 – The Vice-President of the Canadian Curling Association announced that the City of Saskatoon would host the 1989 Labatt Brier, Canadian Men’s Curling Championships.



1987

February 2 – Marty Irwin was appointed City Commissioner of the City of Saskatoon for a five-year term, commencing February 1, 1987.
April 7 – Provincial Cabinet met in the City of Saskatoon.
May 4 – A seven-member Science, Technology and Education delegation visited Saskatoon from our twin city Shijiazhuang, China.
August 5 – H. E. Wellman, Director of Planning and Development was reassigned to Director of Special Projects.
September – Fire Hall No. 7 opened at 3550 Wanuskewin Road.
August 15 – Theresa Dust was appointed as City Solicitor.
October 1 – Ted Arling retired from the position of Manager, Building Department
October 18 – Her Majesty the Queen and His Royal Highness the Duke of Edinburgh visited Saskatoon.
October 18 – Her Majesty the Queen unveiled a plaque inaugurating the Canada Summer Games Boating and Rowing Facility.
October 21 – Dundonald School was officially opened.
December 1 – Ken Pontikes was appointed as Director of Planning and Development.
December 1 – Al Chaisson retired from the position of Safety Officer

1988

The Urban Municipality Act was amended to provide for the choice of either following an at-large system or a modified ward system whereby five aldermen would be elected at large and five aldermen would be elected to each represent one of five wards. City Council chose to conduct the 1988 civic election on an at-large basis.
January 18 – Olympic Torch Relay passed through Saskatoon en route to opening of the XV Olympic Winter Games in Calgary.
February 1 – Phil Richards was appointed as Director of Finance.
February 9 – First event was held in Saskatchewan Place – Saskatoon Blades Hockey Game.
March 23 – St. Angela Elementary School was officially opened.
August 17 – 1988 Premier's Conference was held in Saskatoon.
August 31 – Rene Marleau, Recreation Superintendent, retired.
September 7 – Sylvia Fedoruk was installed as the 17th Lieutenant Governor of Saskatchewan.
September 10 – Saskatchewan Place was officially opened.
September 30 – Bill Parker, Emergency Measurers Co-ordinator, retired.
October 15 – Lakewood Civic Centre was officially opened.
October 19 – Saskatoon Community Health Unit and Home Care – Saskatoon District No. 45, was officially opened.
October 26 – Municipal Elections were held.
October 31 – Mayor Clifford Wright retired.
October 31 – Janice Mann was appointed as City Clerk.
October 31 – H.E. (Bert) Wellman, Director of Special Projects, retired.
October 31 – New City Council was installed by Justice G.E. Noble.
December 15 – Delegation from Tartu, Estonia visited Saskatoon in connection with a mass participation fitness contest.



1989

January 31 – Jim Beveridge, Director of Works and Utilities, retired.
March 1 – St. Volodymyr School was officially opened.
March 5 – 1989 Labatt Brier Canadian Curling Championships held at Saskatchewan Place were officially opened.
March 11 – Lawson Heights Recreation Complex was officially opened.
March 30 – Cliff Wright Library was officially opened.
May 31 – Ian Brand, City Engineer, retired.
July 23 – Their Royal Highnesses the Duke and Duchess of York visited Saskatoon.
August 13 – The Right Honorable Brian Mulroney, Prime Minister of Canada, officially opened the 1989 Jeux Canada Games.
September 4 – Meewasin Valley Authority celebrated its 10th Anniversary.
September 17 – Western Development Museum celebrated its 40th Anniversary.
September 19 – Fire Chief Bud Quinn resigned.
October 16 – Jan-Mark Gustafson was appointed as Director of Works and Utilities.
October 16 – Mendel Art Gallery celebrated its 25th Anniversary.

1990

January 29 – Ramon Hnatyshyn was installed as Governor-General of Canada.
February 1 – Bob Prosser was appointed as City Auditor.
May 16 – Bill Hewitt was appointed as Fire Chief.
May 23 – The Right Honorable Ramon Hnatyshyn, Governor-General of Canada and Mrs. Gerda Hnatyshyn, made their first official visit to Saskatoon.
May 31 – In commemoration of the tenth anniversary of the deaths of Fire Fighters Victor Budz and Dennis Guenter, a Fire Fighter Memorial was unveiled and the grounds at Fire Hall No. 6 were dedicated as “Fire Fighter Memorial Grounds”.
June 1 – Randy Munch was appointed as Manager, Water and Pollution Control Department.
June 22 – Don Kelly, Manager, Water and Pollution Control Department, retired.
October 10 – A six-member delegation from Shijiazhuang, our sister city in China, visited Saskatoon.
October 26 – 51st Street Interchange was officially opened.
November 16 – Additional seats at Saskatchewan Place were officially opened.

1991

February 22 – The Provincial Cabinet met in the City of Saskatoon.
April 1 – Peter White was appointed as Manager, Mendel Art Gallery.
June 3 – Larry Ollenberger was appointed as City Treasurer.
June 5 – Delegation from the City of Chernivtsi, Ukraine visited Saskatoon for the purpose of signing a twinning agreement.
June 6 – Friendship Agreement, twinning of the City of Chernivtsi, Ukraine and the City of Saskatoon was officially signed.
June 17 – Stephen Arthur was appointed as Manager, Corporate Information Services.
August 30 – Garland Nygaard, City Treasurer, retired.
August 30 – Joe Penkala, Chief of Police, retired.
October 1 – A. Owen Maguire was installed as Chief of Police.
October 23 – Municipal elections were held
October 25 – College of Agriculture Building, University of Saskatchewan Campus, official opening was held.
November 4 – New City Council was installed by The Honorable Madam Justice M. Wedge.
December 26 – The 1990 World Junior Hockey Championships held at Saskatchewan Place were officially opened.



- 1992 February 14 – Creation of the Saskatoon District Health Board; one of the first in the province.
 April 30 – R. Cope, City Planner, retired.
 July 1 – The Saskatoon Community Health Unit and City Hospital were transferred to the Saskatoon District Health Board.
 October 1 – Economic Development Department became the Economic Development Authority.
 November 9 – City Council adopted a motion that the term “Councillor” be used in place of “Alderman” to denote a member of City Council.
 December 31 – Ron Walker, Investment Services Manager, retired
- 1993 October 16 – Official opening of new City Hospital.
 December 14-16 – A 12-member business delegation from our sister city, Shijiazhuang, China, visited Saskatoon.
 December 23 – H.S. (Bert) Sears, Mayor of Saskatoon from 1972-1976, died at the age of 86.
- 1994 March 31 – Brian Morgan, Director of Personnel Services, resigned.
 April 18 – Walter Wandzura was appointed as Manager, Vehicle and Equipment Services Department
 May 1 – Shelley Chirpilo was appointed as Director of Personnel Services.
 July 2 – John D. McAskill, Mayor of Saskatoon from 1954-1957, died at the age of 86.
 August 1 – John King was appointed as Transit Manager.
 August – October – unionized civic employees staged a 10-week strike.
 September 10 – Memorial Avenue in Woodlawn Cemetery was named a national historical site.
 October 26 – Municipal elections were held.
 November 2 – New City Council was installed by the Honorable Justice W.F. Gerein.
- 1995 April 28 – Sandra Anderson, Chief Librarian resigned.
 June 4-7 – A ten-member delegation from Shijiazhuang, China, visited Saskatoon in recognition of the 10th Anniversary of the twin city relationship between Shijiazhuang and Saskatoon.
 July 14 – Ken Pontikes, Director of Planning and Development, resigned.
 July 17 – The fire department was reorganized as Saskatoon Fire and Protective Services as part of a general overhaul of the civic administration.
 July 31 – As a result of a corporate reorganization, the following General Managers were appointed:
- Larry Ollenberger, General Manager, Asset Management Department;
 - Randy Munch, General Manager, Environmental Services Department;
 - Phil Richards, General Manager, Finance Department;
 - Bill Hewitt, General Manager, Fire & Protective Services Department;
 - Shelley Chirpilo, General Manager, Human Resources Department;
 - Paul Gauthier, General Manager, Leisure Services Department;
 - Lee Ann Coveyduck, General Manager, Planning and Building Department;
 - Stew Uzelman, General Manager, Public Works Department;
 - Tom Mercer, General Manager, Transportation Department



- 1996
- March 11 – Demolition began on the Municipal Justice Building at 4th Avenue and 23rd Street.
 - June 30 – The population of Saskatoon reached 201, 604, passing the 200,000 mark for the first time ever.
 - September 16 – Taylor Street Overpass at Circle Drive opened.
 - September 30 – Police Chief Owen Maguire resigned and Chief Dave Scott was appointed Chief on June 14, 1996.
- 1997
- February 17 – Council approved a \$250,000 “Green Loan” to refit the ACT Arena with energy efficient lighting, reflective ceilings and ice temperature control equipment.
 - April 14 – Avalon Park was officially named by City Council.
 - June 18 – The City Clerk’s Office unveiled its new computerized vote counting system for municipal elections.
 - July 14 – The City of Saskatoon Advisory Committee on Animal Control held it’s first-ever “pet census”.
 - September/October – Archibald McDonald Park received a major upgrade.
 - October 22 – Municipal Elections were held.
 - November 10 – A City of Saskatoon employee was killed accidentally while performing routine maintenance on a bus in the Transit garage.
- 1998
- January 19 – A project to build and dedicate a children’s play apparatus in Charlottetown Park to the memory of Diana, Princess of Wales was designated as a Municipal Capital Project
 - March 13 – Marty Irwin resigned from position of City Manager.
 - April 6 – Arbor Creek Park and Budz Green in Arbor Creek and Heritage Park, Heritage Green and Lakewood Park in Wildwood were officially named by City Council.
 - April 17 – Phase I of the rehabilitation of the University Bridge began.
 - April 21 – Phil Richards was appointed as Acting City Manager.
 - November 2 – Christine Morris Park in the Silverspring neighbourhood and Achs Park in the Exhibition neighbourhood were officially named by City Council.
 - November 7 – Sutherland Branch Library was officially closed.
 - November 16 – The new City Manager, Richard Tomaszewicz was officially appointed by City Council, effective January 1, 1999.
 - November 23 – The City’s major Zoning and Development Plan Bylaws, Plan Saskatoon, received final approval from City Council.
 - November 28 – Alice Turner Branch Library was officially opened.
 - December 31 – Lee Ann Coveyduck, General Manager of the Planning and Building Department resigned.
- 1999
- January 1 – Richard Tomaszewicz commenced his term as City Manager.
 - March 3 – City Council approved a recommendation put forward by the City Manager for restructuring the Administration. The following General Managers were appointed:
 - Paul Gauthier, General Manager, Community Services Department
 - Phil Richards, General Manager, Corporate Services Department
 - Bill Hewitt, General Manager, Fire and Protective Services Department
 - Stew Uzelman, General Manager, Infrastructure Services Department
 - Randy Munch, General Manager, Utility Services Department
 - March 7 – Phase II of rehabilitation of the University Bridge began.
 - March 31 – \$173 million was approved by the Canada Foundation for Innovation to construct the Canadian Light Source Synchrotron at the University of Saskatchewan.



May 19 – By-Election was held to fill vacant position on the Public School Board.
 August 12 – Richard Tomaszewicz's contract as City Manager was terminated.
 September 20 – Phil Richards was appointed as Acting City Manager.
 September 20 – Forest Park in University Heights was officially named by City Council.
 October 13 – Saskatoon District Health Board Election was held.
 December 21 – Phil Richards was appointed as City Manager.

2000

May 23 – Phase I of Circle Drive and Attridge Drive Interchange began.
 June – Construction of the North Water Supply Main – River Crossing began.
 August 27 – Meewasin celebrated the opening of the Fred Heal Canoe Launch.
 October 25 – Municipal Elections were held.
 November 5 – Ernest J. Cole, Mayor of Saskatoon in 1964 and one-time City Engineer, died at the age of 84.
 December 19 – 'White Buffalo Youth Lodge' community centre on 20th Street officially opened.
 December – Completion of Transition from Aluminium Sulfate to Ferric Sulfate in Water Treatment Process.

2001

March 6 – The City implemented an electronic "CityCard" for use in parking meters.
 April 10 – The City of Saskatoon implemented a pilot program to encourage the composting of leaf and grass waste in the city.
 April 28 – HRH the Prince of Wales dedicated "The Prince of Wales Promenade" as part of the 33rd Street Weir redevelopment project.
 June 23 – The City of Saskatoon began selling subsidized "Earth Machine" composting units.
 June 27 – Sid Buckwold, Mayor of Saskatoon from 1958-1963 and 1967-1971, died at the age of 84.
 June 28 – The Blairmore Ring potash monument was removed from Rotary Park, where it had stood since the mid-1960s.
 August – Silverspring School opened.
 August 30 – Ceremonial transfer of Gabriel Dumond Park from Meewasin to the City of Saskatoon.
 September 24 – Idylwyld Bridge was re-named the Senator Sid Buckwold Bridge, in honour of Saskatoon's late Mayor.
 October 1 – Circle Drive/Attridge Drive interchange officially opened.
 October 22 – Sod-turning ceremony held for Fire Hall No. 9 in Erindale

2002

February 14 – Saskatoon native Catriona Le May-Doan won the gold medal in the Women's 500 metre speed skating event at the Winter Olympics in Salt Lake City.
 March 8 – Avenue P Yards officially re-named the Vic Rempel Yards during an unveiling ceremony.
 April 29 – Sod-turning ceremony held for Phase I of the "Preston Crossing" retail development. It opened in the fall of 2002.
 May 25 – Official opening of the Kinsmen Park Pavilion.
 July 18 – the intersection of 20th Street West and Circle Drive was permanently closed.
 September 1 – Speed limits in elementary and secondary school zones were reduced to 30 km/hour on school days from 8:00 am – 5:00 pm.



September – Fire Hall No. 9 on 870 Attridge Drive opened, and was dedicated to Fire Chief Hewitt. Fire Hall No. 6 was dedicated posthumously to Fire Chief Sebestyen.

September 7 – Official opening of Fire Hall No. 9 in Erindale

September 15 – Saskatoon Transit Services commenced operation of two experimental “Biobuses” fueled by a canola-diesel blend.

October 28 – Official opening of the \$23.5 million Circle Drive & 22nd Street Interchange, completed on time and under budget.

December 31 – Fire Chief Hewitt took over as General Manager of Utility Services Department and retires as Fire Chief.

2003

January 1 – The provincial *Cities Act* came into effect, replacing the 1984 *Urban Municipalities Act* and changing the way cities are governed in Saskatchewan.

January 17 – The “Intercon Murals” by William Perehudoff, were exhibited by the Mendel Art Gallery. They had been donated in 2001 by Camille Mitchell.

March 6 – The Saskatoon Public Library turned 90 (it celebrated its birthday with a public event on October 16th).

April 29 – Official Opening of the Little Chief Community Police Station in the former Little Chief Service Station building at the corner of Avenue D and 20th Street.

April 1 – Assistant Fire Chief Brian Bentley was appointed General Manager of the Fire and Protective Services Department.

May 2 – The Saskatoon City Police Service celebrated its 100th anniversary at the 2003 Badge and Shield Dinner.

May 5 – Work began on the College Avenue & Circle Drive interchange with the piling up of earth to form the embankments.

June 1 – Terry Graff was appointed the Director of the Mendel Art Gallery.

September 8 – Archaeological excavations began on the foundations of the former home of pioneer Mayor James Clinkskill, next to the Gathercole Building in the South Downtown riverfront development area.

September 15 – The City of Saskatoon Land Branch moved out of City Hall and into a storefront operation across the street on the northwest corner of 23rd Street and 3rd Avenue North.

September 27 – The Lions SkatePark accommodating skate-boarders, roller bladers and BMX bicycle riders, officially opened in Victoria Park.

September 30 – The City of Saskatoon gave 100 Saskatoon berry bushes to the City of Regina in commemoration of that city's 100th birthday.

October 22 – Municipal elections held.

November 1 – The City of Saskatoon adopted a computerized parking ticket system.

November 21 – The City of Saskatoon gave 100 Saskatoon berry bushes to the City of Moose Jaw to help commemorate that city's 100th birthday.



2004

February 7 – City of Saskatoon Land Branch was presented with the “Green Award” by the Saskatoon and Region Homebuilders’ Association for its environmental policy and design of the Willowgrove subdivision.

March 9 – Preliminary work on Saskatoon’s new South Downtown riverfront development (between the Traffic Bridge and the Senator Sid Buckwold Bridge) began.

April 22 – The Environmental Protection Branch of the City’s Utility Services Department opened.

May 2 – Demolition of the Hudson’s Bay Parkade on 2nd Avenue and 24th Street began with the removal of the overhead pedestrian tunnel connecting the parkade to the Bay building across the street.

May 26 – The Saskatoon Centennial Committee unveiled the 2006 centennial’s logo and theme, officially launching preparations for the celebrations of the City’s 100th birthday.

June 4 – The Saskatoon Zoo and Forestry Farm Park unveiled its new “PotashCorp Ark” exhibit with two rare snow leopards, loaned by the Assiniboine Park Zoo in Winnipeg for two years.

June 15 – Demolition work began on the Gathercole Building (originally Saskatoon Technical Collegiate) as part of the new South Downtown riverfront development.

July 1 – Saskatoon’s “Smoking Control Bylaw (No. 8286)” took effect, making all public places and private clubs smoke-free.

July 1 – The “Access Transit” special needs transportation service commenced operations under the aegis of the City Transit Branch. It replaced the privately- operated Special Needs Transportation Service.

September 22 – Restoration work began on the portion of Rotary Park near the Broadway Bridge destroyed by a landslide in 1999.

October 6 – The City of Saskatoon officially unveiled its new “Race Relations and Cultural Diversity Policy.”

October 14 – The new Clarence Avenue railway overpass south of Circle Drive opened to motorists.

October 22 – Grand Opening of the Canadian Light Source Synchrotron was held

November – City Council officially adopted the name of “River Landing” for the South Downtown redevelopment project.

2005

January 1 – Murray Totland was appointed as General Manager of Utility Services

January 3 – Bill Hewitt retired as General Manager of Utility Services

February 22 – The former Hudson’s Bay “Skyway” pedestrian overpass – removed in 2004 – was installed as part of the expansion of the Avenue H Water Treatment Plant.

April 15 – The Forestry Farm Teahouse in the former Superintendent’s Residence at the Saskatoon Forestry Farm Park and Zoo closed.

May 2 – The City of Saskatoon Electrical Department was officially re-named “Saskatoon Light & Power”.

May 25 – Saskatoon held it’s first-ever “Doors Open” event.

May 31 – Bernie Veltkamp retired as General Manager of Corporate Services.

June 1 – Marlys Bilanski was appointed as General Manager of Corporate Services.

June 3 – The design competition for the “Century Plaza” landmark in the River Landing development was announced.

June 20 – High runoff levels caused flooding along the river in Saskatoon and forced closure of several sections of the Meewasin Trail.



June 29 – Record rainfall on top of existing high water levels caused extensive flooding in Saskatoon homes. Residents were warned to restrict water use until the sanitary and storm sewer systems emptied.

September 6 – The Victoria Avenue Traffic Bridge was closed to allow work to be done to the approaches as part of the River Landing development.

September 7 – Excavation and grading work began in the new Blairmore Suburban Centre in the city's West Sector area.

September 22 – Remediation of the A.L. Cole power station site on the river at Avenue B began as part of Phase II of the River Landing development.

October 17 – City of Saskatoon Archives, in partnership with the Local History Room of the Saskatoon Public Library, released its 1906-2006 Centennial Calendar.

October 19 – Saskatoon's first Red Light Camera commenced official operation at the intersection of Circle Drive and Avenue C, after a 30-day warning period.

October 21 – Phase 1 of the 25th Street Rehabilitation Project (Spadina Crescent to 2nd Avenue) was completed.

November 2 – It was announced that the historic Victoria Avenue Traffic Bridge was in an advanced state of deterioration and would not re-open to traffic.

November 14 – City Council voted in favor of changing the name of the Centennial Auditorium to “TCU Place”, after corporate sponsor TCU Financial Group.

November 23 – Saskatoon was designated a “Cultural Capital” for Canada for 2006.

December 7 – The sale of land and a \$1 million grant was approved, paving the way for Persephone Theatre's new live performance theatre on River Landing.

December 12 – Parcel on River Landing was sold to Remai Ventures Inc. for the development of a hotel/spa complex.

December 31 – Saskatoon rang in its centennial year with a New Year's Eve concert and bonfire on 3rd Avenue in front of City Hall.

2006

January 1 – Launch of Saskatoon's centennial year.

January 16 – The abandoned 19th Street rail overpass was demolished as part of the River Landing development.

January 27 to March 5 – The Mendel Art Gallery ran an exhibition titled "Hans Dommasch: My World (exteriors)", one of four special exhibits in celebration of Saskatoon's 2006 centennial.

March 17 to May 22 – The Mendel Art Gallery ran an exhibition titled “The Amazing Childhood of Joni Mitchell”, one of four special exhibits in celebration of Saskatoon's 2006 centennial.

May 11 – As part of the Centennial celebrations, the Centennial logo was painted along the 1906 city boundaries.

May 24 – Sod turning ceremony was held at the site of the new Blairmore suburban development on Saskatoon's west side.

May 26 – Saskatoon celebrated its 100th anniversary as a city. Civic staff held an outdoor showcase during the day. That evening, a gala celebration was held at the Western Development Museum that evening to mark the day on which the City of Saskatoon was officially incorporated.

June 2 to September 10 – The Mendel Art Gallery ran an exhibition titled "Notorious and Notable Saskatoon Personalities", one of four special exhibits in celebration of Saskatoon's 2006 centennial.

June 26 – A special Council meeting was held to commemorate the 100th anniversary of the first City Council meeting in Saskatoon. Former Councillors and Mayors were invited to take part in the ceremony.



July 2 – The new Transit system was launched. This included new routes, less transfers, and some DART (Direct Access Rapid Transit) express routes. The City also added hybrid electric/diesel buses to the routes.

July 7 – Clive Weighill was appointed Chief of Police.

August 25 – Riverfront Walk in River Landing Phase I was officially opened.

August 26 – The Centennial Bridge Party was held as over 40,000 people gathered along the riverbank and on Broadway Bridge to watch fireworks set off from the Traffic Bridge in celebration of the 100th anniversary of Saskatoon's incorporation as a city

August 28 – A 5-foot anchor, believed to be from the stern-wheeler the "The City of Medicine Hat" which crashed into the Traffic Bridge in 1908, was found in South Saskatchewan River by the Fire Department dive team.

September 8 – The Traffic Bridge re-opened after being closed for repairs for almost a year.

September 9 – The Transit hub at Place Riel at the U of S officially opened.

September 14 – The sod turning was held for the new Persephone Theatre site.

September 23 – The new Transit terminal at Market Mall opened.

October 4 – The College Drive and Circle Drive interchange officially opened.

October 25 – Civic elections were held. For the first time, civic election results were posted live to the City's website.

November 17, 2006 to January 7, 2007 – The Mendel Art Gallery ran an exhibition titled "Photographic Pleasures: a 70-year snapshot of the Saskatoon Camera Club, one of four special exhibits in celebration of Saskatoon's 2006 centennial.

November 22 – Widened westbound lanes of Circle Drive Bridge opened.

November 25 – Saskatoon hosted the Vanier Cup, Canadian university football championship.

December 5 – The landmark at River Landing, "Prairie Wind", was unveiled.

December 10 – Infrastructure Services General Manager Stew Uzelman passed away.

2007

January 10 – The "storm of the century" hit Saskatoon.

January 16 – Murray Totland appointed as General Manager of Infrastructure Services Department

January 22 – Saskatoon's first non-railway bridge – completed in 1907 and often referred to as the Victoria Bridge – was officially named by City Council as the "Traffic Bridge".

February 9 – University of Saskatchewan undergraduate students voted to adopt a UPASS (universal bus pass) with Saskatoon Transit.

March 30 – April 1 – Saskatoon hosted the 2007 Juno Awards.

April 20-27 – Saskatoon hosted flood evacuees from the Red Earth First Nation.

June 4 – Saskatoon Transit converted its entire fleet to bio-diesel fuel.

June 15 – Sod turning for the River Landing Phase II riverfront park.

July 3 – Dorian Wandzura appointed General Manager of Utility Services

July 9 – The new pedestrian bridge underneath the Circle Drive Bridge was opened.

September 13 – Sod turning for the Shaw Centre.

September 17 – A submission from Lake Placid for the development of an Urban Village complex on Parcel Y, River Landing Phase I was approved.

September 21 – "Bridging 125" – the celebration of the 125th anniversary of the meeting of Chief Whitecap and John Lake, Saskatoon's founding leaders.

September 28 – The widening of the Circle Drive Bridge was completed (three lanes in both directions).



September 29 – the official opening was held for the Farmers' Market, Market Square and Ideas Inc., at River Landing Phase II.
 November 5 – the City's new Snow & Ice Program was launched, involving a new sidewalk clearing bylaw and snow route temporary parking ban.
 November 5 – City Council adopted the Saskatoon Waste and Recycling Plan.
 November 16 – The pedestrian overpass on 22nd Street in the Blairmore Suburban Centre was opened.
 November 20 – The Clarence Avenue/Circle Driver Overpass was opened.
 November 25 – The Saskatchewan Roughriders football team won the Grey Cup.
 December 3 – City Council adopted the Energy and Greenhouse Gas Management Plan.

2008

January 14 – Shaw Centre Phase I opened.
 May 22 – Police Chief Clive Weighill was inducted into the Order of Merit of the Police Forces by Her Excellency the Right Honorable Michelle Jean, Governor General of Canada.
 June 20 – Prime Minister Stephen Harper visited Saskatoon to announce funding for the Circle Drive South Project.
 June 20 – "The Founders", a twice life-sized sculpture commemorating the 1882 meeting of Chief Whitecap and John Lake to determine the location of the town site for the new colony of Saskatoon, was officially unveiled.
 June 20 – Major amenities on the River Landing riverfront, including the amphitheater and children's water play feature, were officially opened to great fanfare.
 August 18 – Judy Schlechte appointed as Director of Human Resources
 August 29 – Lorne Sully, Manager, City Planning Branch, retired.
 November 21 – Saskatoon declared as one of the stops of the Olympic Torch Relay, for January 11, 2010.
 December 31 – City Manager Phil Richards retired.

2009

January – Stonebridge Community Association was established
 January 1 – Murray Totland appointed as City Manager
 March 16 – Federation of Canadian Municipalities (FCM) funding announced for landfill gas collection.
 March 21 – Lawson Civic Centre celebrated its 20th anniversary.
 April 3 – The City of Saskatoon, The Government of Saskatchewan, the RM of Corman Park, and Saskatoon Public Schools announced funding of \$3.7 million for upgrades to Lions and Kinsmen Arenas.
 May 27 – Site preparation work and access road construction began for a new river intake and pump across from the Queen Elizabeth Power Station.
 June 1 – The Evergreen neighbourhood concept plan was approved by City Council.
 June 5 – New Residuals Handling Facility at the Water Treatment Plant commissioned to prevent by-products from entering into the river from the water treatment process.
 July 17 – Mayfair Pool celebrated 50th birthday and unveiled redesign concept plans.
 July 28 – Official launch of the Downtown Bicycle Friendly Plan.
 August 8 – Isinger Park at River Landing Phase II opened.
 August 17 – Construction started on Fire Station No. 8, serving Rosewood, Briarwood, Lakeridge, and East College Park.
 August 21 – Official Opening of Riverfront Promenade, River Landing Phase II.



August 31 – Danish Architect, Jan Gehl, spoke on urban design and city planning at the Persephone Theatre.
 September 21 – The neighbourhood of Sutherland celebrated its 100th anniversary.
 September 24 – The Shaw Centre recreational facility opened.
 September 26 – Official opening of the Shaw Centre, Saskatoon's sixth leisure centre.
 October 28 – Municipal elections held.
 November 23 – A new decorative arch constructed of both new stone material and recycled stonework from the Gathercole Building, was unveiled at River Landing.
 November – The AeroGreen Business Park concept plan was approved by City Council.
 December 20 – 3,000 permanent seats added to Credit Union Centre.
 December 26 – January 5, 2010 – Saskatoon hosted the 2010 World Junior Hockey Championships.



Firefighters respond to 1st Avenue Fire ca. 2009 (City Archive photo)

2010

January 11 – Saskatoon hosted a stop for the Olympic Torch Relay for the 2010 Vancouver Winter Olympics.
 February 1 – Go-Pass Smart Card replaced the use of paper money and tickets on Saskatoon Transit buses.
 March 24 – The last single family lot in Willowgrove was sold.
 April 8 – The first annual Sutherland Beach Off-Leash Recreation Area spring clean-fest was held.
 April – South Caswell Concept Plan was approved by City Council.
 May 13 – Mike Gutek was appointed General Manager of Infrastructure Services.
 May 28 – Circle Drive South Project Sod Turning Ceremony.
 June 10 – The fire vessel at River Landing Phase I riverfront, commemorating the Olympic torch relay, was unveiled.
 June 11 – Government unveiled the new Saskatoon Access Transit Building – the City of Saskatoon's first civic green building.
 June 14 – City Council adopted the Chief Whitecap Park Program and Master Plan.



June 24 – The new ‘McDonald’s Natural Place to Play’ playground officially opened at Saskatoon Forestry Farm Park & Zoo.

July 16 – Federal approval-in-principle was received for funding for the Art Gallery of Saskatchewan.

July 16 – Spadina Crescent between Avenues A and C at River Landing Phase II was opened.

July – Implementation of Leisure Access cards for agencies representing transient, low income individuals.

August 15 – Silverwood Golf Course celebrated 25th anniversary.

August 23 – City of Saskatoon launched social media sites (blog, Facebook, twitter, YouTube).

August 24 – The Traffic Bridge was permanently closed.

August – Completed Phase I of 3rd Avenue streetscape work from 20th Street to 22nd Street.

September 9 – Official launch of the Community Visioning initiative Saskatoon Speaks, Shape Our Future.

September 20 – Fire Station No. 8 opened.

October 20 Gordon Wyant, Ward 5 City Councillor, resigned.

October 28 – Transit Eco Pass program now available to businesses in Saskatoon.

November 3 – Rehabilitation of Idylwyld Freeway at Saskatchewan Crescent and 8th Street.

November 10 – Victory Majors Investments Corporation’s financing documentation was approved for the purchase of River Landing Parcel “Y”.

November – the first new housing units in the Pleasant Hill Village project were completed.

November 29 Randy Donauer was elected Ward 5 City Councillor.

December 27 – Solar panels were installed at Harry Bailey Aquatic Centre

December 29 – Solar panels were installed at Lawson Civic Centre.

December 31 Bob Pringle, Ward 7 City Councillor, resigned.

2011

January – Historic Winch was installed at River Landing phase II.

January – Arboc “Mid-size” buses were unveiled in Saskatoon.

January – The City of Saskatoon once again received AAA credit rating from Standard & Poor’s Report.

January 27 to February 9 – City of Saskatoon hosted Mathieu Da Costa Travelling Exhibit.

February 9 – Mairin Loewen was elected Ward 7 City Councillor.

March 1 – Completion of Community Visioning Initiative, Saskatoon Speaks, Shape Our Future

March 8 – City introduced vacant lot and adaptive re-use incentive program.

May 5 – Saskatoon experienced the highest growth in Canada this year.

May 18 – New Affinity Learning Centre officially opened at Saskatoon Forestry Farm Park & Zoo.

June 7 – Introduced the new City of Saskatoon 2011 Cycling Guide.

July 13 – Ward 3 Councillor Maurice Neault passed away.

August 26 – City of Saskatoon partnered with aboriginal organizations to increase employment opportunities for aboriginal people.

September – Broadway Avenue named one of Canada’s great streets in the Canadian Institute of Planners *Great Places in Canada* Contest.

September 6 – Introduced new transit route to University.

October 19 – Ann Iwanchuk was elected Ward 3 City Councillor.



October 20 – The Canadian Federation of Independent Business (CFIB) highlighted Saskatoon as the leading business-friendly big city in Canada
 November 18 – The City of Saskatoon's Public Space, Activity and Urban Form Strategic Framework: Phase One of the City Centre Plan won the Premier's Award of Excellence in Design in the Community Planning category.
 December 14 – Saskatoon broke building permit record: most ever in city. The Building Standards Branch of the Community Services Department issued 4,528 Building Permits.
 December 15 – Saskatoon Field House 30th Anniversary celebration.
 December 31 – Saskatoon's population reached new record: 234,200 people.

2012

March 21 – The last steel girder was installed on the new south bridge as part of the overall Circle Drive South Project.
 April 24 – An open house was held for Saskatoon's First Bike Boulevard – a "bike friendly" pathway connecting the downtown area to the Blairmore Suburban Centre.
 May – Began drilling gas wells at the Landfill for a power generation project (Saskatoon Landfill Gas to Energy Project). Construction continued through 2012.
 May 28 – Began demolition and removal of the pedestrian ramp on the Traffic Bridge.
 June 1 – 5 – The City of Saskatoon hosted approximately 1,600 delegates attending the 75th Annual Conference and Trade Show of the Federation of Canadian Municipalities (FCM).
 June 27 – "Name the Cubs" contest winner announced. The two lion cubs born at the Zoo on September 24, 2011, are officially named Nathan and Shadow.
 July 1 – Holiday Park Golf Course celebrates the facility's 50th Anniversary.
 July 3 – Phase I of the Central Avenue Streetscape Improvement Plan commenced.
 July 25 – Grand opening of the new Lions Event Pavilion at the Saskatoon Forestry Farm Park & Zoo.
 August 15 – Grand reopening of Mayfair Pool and celebration of the Queen's Diamond Jubilee Anniversary.
 August 17 – The City celebrated graduates of Aboriginal employment training partnerships.
 September 3 – The merry-go-round and miniature train at Kinsmen Park operated for the last time.
 September 30 – Fire Chief Bentley retired as General Manager of Saskatoon Fire and Protective Services.
 October 19 – Phase I of the Highway 7 and Highway 14 interchange opened.
 October 24 – Civic election was held. Newly elected Councillors: Zach Jeffries, Ward 10; Eric Olauson, Ward 8; Troy Davies, Ward 4.
 October 26 – Janice Mann, City Clerk, retired.
 October 29 – The Mayor and City Councillors were officially inducted into Office. Honourable Martel Popescul, Chief Justice of the Court of Queen's Bench, officiated.
 October 29 – Joanne Sproule assumes position of City Clerk.
 November 7 – Year to date, the Building Standards Branch has issued permits valued at \$1.002 billion.
 November 13 – City Council approved the revised Memorandum of Understanding (MOU) between the City of Saskatoon and the "Friends of the Bowl" Foundation (Gordon Howe Bowl).
 November 30 – Theresa Dust, City Solicitor, retired.



November – Traffic Bridge Demolition: Phases I and II occurred in early October. Phase III involves demolition of the steel bridge span, removal of the demolished materials for disposal, and cleanup of the site completed in November.

November – The African lions, Dobi and Coeey, and their two cubs, Nathan and Shadow, originally on loan from Alberta and Ontario, left the Saskatoon Forestry Farm Park & Zoo.

December 1 – Patricia Warwick assumes position of City Solicitor.

2013

January 2 – The City officially launched Saskatoon Recycles, a new city-wide residential recycling program.

January 22 – The federal government announced that it will contribute up to \$42.9 million to support the construction of a transit facility and permanent snow storage decontamination facility as part of the City's Civic Operations Centre. February 8 – The federal Community Infrastructure Improvement Fund provided a \$213,000 matching contribution to the Cosmo Arena expansion and renovation project.

March 5 – The Kinsmen Park Train was sold and relocated to Country Fun Farms in the Prince Albert area.

March 8 – The number of licensed businesses in Saskatoon surpassed 10,000.

April – Dan Paulsen promoted permanently to the position of Fire Chief

May 26 – The Forestry Farm Park celebrated 100 years.

June 7 – Sod turning for the construction of the Remail Art Gallery of Saskatchewan.

June 23 – The new Preston Avenue South overpass opened.

July 24 – Saskatoon Transit celebrated its 100th Anniversary.

July 26 – The City celebrated graduates of Aboriginal employment training partnerships.

July 31 – Official opening of the Circle Drive South Bridge and associated roadways.

August 7 – The Potash Corporation of Saskatchewan Inc. (PotashCorp) announced an additional contribution of \$2.5 million for the renovation and rejuvenation of Kinsmen Park.

August 14 – Official opening of Canada's first commercial nutrient recovery facility at the Wastewater Treatment Plant.

August 23 – The City celebrated five years of the Atoske Aboriginal Youth Skills Development Program.

October 25 – The Treaty Six Territory and Métis Nation – Saskatchewan flags were raised in Civic Square to acknowledge our relationship with the aboriginal governments with the Treaty Six area.

November 4 – Civic re-structuring announced, creating the Transportation & Utilities, Corporate Performance, Community Services, and Asset & Financial Management departments.

November 4 – The Saskatoon Fire and Protective Services Department reverted its name to the Saskatoon Fire Department.

November 20 – Construction of the Landfill Gas Collection System at the Saskatoon Landfill was completed.



January 3 – The city announced that it had issued \$1.1 billion worth of building permits in 2013.

February-March – Saskatoon experiences nearly double the normal monthly number of water main breaks due to unusually deep ground frost.

March 3 – Saskatoon's population was estimated to have passed the 250,000 mark.

April 17 – Work began on the new PotashCorp Playland at Kinsmen Park.

May 20 – PotashCorp Ark Phase II officially opened at Saskatoon Forestry Farm Park & Zoo.

May 21 – Landfill Gas Collection Facility opens at the Saskatoon Landfill.

July 1 – Bylaw 9170, The Procedures and Committees Bylaw, came into effect, which re-structured the committees of Council, establishing four Standing Policy Committees, each with designated policy areas and areas of delegated authority and decision making. The new model reflects the city's 10-year Strategic Plan, new budgeting and business planning processes, and changes in the civic administrative structure adopted in 2013.

July 18 – Saskatoon celebrated the first annual Nelson Mandela International Day.

August 1 – Graduation ceremonies were held for graduates of the Aboriginal Heavy Equipment and Class 1A License Pre-employment Training Program, administered in partnership by the City of Saskatoon, Gabriel Dumont Institute, Saskatoon Tribal Council and the Saskatchewan Indian Institute of Technology. August 7 – The outdoor adult fitness circuit opened at River Landing.

August 18 – The first Standing Policy Committee meetings were held under the new City Council governance model.

September 6 – Gordie Howe Bowl re-opened as the Saskatoon Minor Football Field at Gordon Howe Park, following the installation of artificial turf.

September 19 – Prince Edward, Earl of Essex, along with Saskatoon Mayor Don Atchison, and Whitecap Dakota First Nation Chief, Darcy Bear, unveiled the War of 1812 monument in River Landing.

November 6 – The City Archives was designated permanent custodian of the Book of Remembrance, commemorating those from Saskatoon who fell during the First World War, which was presented to City Council on August 21 by the Military Institute of Saskatoon.

November 13 – The multi-unit recycling program for residents living in multi-unit dwellings was officially launched.

November 25 – The 33rd Street Business Improvement District was approved by City Council.

November 25 – The Kitaskinaw project, of which the City of Saskatoon was a partner, released its report, providing a comprehensive inventory of programs and services available to Saskatoon's aboriginal community.

December 9 – Former Mayor Cliff Wright (1976-1988) passed away.

December 31 – Marlys Bilanski retired as Chief Financial Officer with the City of Saskatoon.



January 5 – Former City Councillor Howard Nixon passed away at the age of 86.

January 21 – Former US First Lady and 2016 American presidential candidate spoke at TCU Place.

January 26 – City Council voted in favour of “winter-based” decorative street lighting instead of just Christmas lights, with the lights to remain on until March 20 for 3rd Avenue and Broadway.

January 27 – City Council voted to begin recording votes for all motions put to Council and Standing Policy Committees.

February 4 – The city’s new website, Saskatoon.ca, was launched.

February 6 – Hockey luminaries such as Wayne Gretzky and Bobby Hull were in Saskatoon to honour Gordie Howe at the Kinsmen Sports Celebrity Dinner.

February 19 – The first of the new parking “pay stations” were activated, replacing on-street parking meters.

March 9 – Willowgrove School opened.

March 13 – Demolition of the Farnam Block on Broadway Avenue began.

May 3 -- The University Bridge closed to traffic for major repairs, re-opening on August 30.

June 3 – Hyde Park off-leash dog park officially opened.

June 20 – Explosives were used to carry out the final phase of the demolition of the historic Parrish and Heimbecker (Quaker Oats) Mill.

June 22 – Saskatoon’s new police headquarters was opened to the public.

June 24 – Fire Station No. 7 at 3550 Wanuskewin Drive was dedicated to retired Fire Chief Brian Bentley.

July 5 – The Saskatoon Fire Department sent firefighters and equipment to La Ronge to help fight wildfires that threatened the community.

July 15 – The 23rd Street protected bike lane was officially opened.

July 16 – Official opening of the new police headquarters.

July 31 – The Lakeview Sanitary Sewer Storage facility – a “superpipe” facility designed to increase capacity and mitigate the risk of sewer backups in adjacent properties – was completed.

July 31 – Fire Chief Dan Paulsen retired from the Saskatoon Fire Department.

August 1 – Morgan Hackl was appointed as Fire Chief.

August 5 – The \$9.5 million PotashCorp Playland at Kinsmen Park officially opened.

August 20 – Council agrees to smoking prohibition to all city-operated public spaces.

September 1 – Annexation of land largely along the city’s northern boundary added 4,578.8 acres to Saskatoon.

September 16 – Construction began on the Saskatoon Children’s Hospital.

Dec. 15 - Construction began on the new Traffic Bridge with the building of a berm from Rotary Park to the the southernmost pier.

December 31 – Land sales by the City of Saskatoon for 2015 totalled \$63,428,000.



Jan 10 – Removal of 1907 Traffic Bridge continues with demolition by explosives of the two remaining southernmost spans.

Jan 27 – Grocery Store at Station 20 West closes.

Feb 7 – Northernmost span of 1907 Traffic Bridge demolished.

Feb 11 – Sod-turning for North Commuter Bridge.

Feb 20 – Report released showing the population of Saskatoon’s metropolitan area exceeding 300,000 for the first time.

Feb 22 – Council agrees to hiring an independent Returning Office for the 2016 civic election, for the first time in Saskatoon’s history.

Feb 24 – “The Visionaries” – a stature on 2nd Avenue and 21st Street – was struck by a car and severely damaged.

Feb 28 – Official re-opening of the historic Saskatoon Courthouse building following extensive renovations.

Feb 29 – City Council bans anonymous election campaign donations.

Feb 29 – City council authorizes the construction of new interchanges at College Drive and McOrmond Road, and at Highway 11 and Boychuk Drive.

Mar 9 – Job action by city’s transit union to protest lagging contract talks.

Mar 30 – Construction work begins on North Commuter Bridge

Apr 2 – City of Saskatoon announces that \$1.02 billion in building permits were issued in 2015.

Apr 4 – City agrees to contribute \$1 million to the construction of a new rink at the University of Saskatchewan

Apr 4 – Work begins along Saskatchewan Crescent to mitigate riverbank slope failure which had closed the MVA trail there since 2014.

Apr 6 – City unveils first of the “Service Saskatoon” online service request initiatives.

Apr 16 – Harry Bailey Aquatic Centre celebrates the 40th anniversary of its opening on April 14, 1976.

Apr 21 – Fresh slumping on the riverbank at 16th Street destroys part of Saskatchewan Crescent

Apr 22 – Ward 8 City Councillor Eric Olauson resigns from Council after winning a seat in the provincial election.

May 16 – New dedicated bike lines open along 4th Avenue.

May 17 – Saskatoon begins a month’s worth of activities in celebration of the end of the “Year of Reconciliation”, proclaimed to commemorate the completion of the work of the Truth and Reconciliation Committee.

May 24 – Ward 9 Councillor Tiffany Paulsen announces that she will not seek re-election in the 2016 civic elections.

May 26 – It was announced that Fire Hall No. 3 at Taylor Street and York Avenue will close pending the building of a new Hall in Stonebridge.

Jun 10 – Saskatoon native Gordie Howe – “Mr. Hockey” – died at the age of 88.

Jun 13 – Saskatoon’s Active Transportation Plan endorsed by City Council.

Jun 29 – Sod-turning ceremony held for the long-delayed hotel, condo and office tower project on Parcel at River Landing.

Jul 1 – The Meewasin Valley Authority’s downtown interpretive centre closed following cuts in funding by the provincial government.

Jul 4 – The Marr House and the Montgomery Place neighbourhoods were designated as National Historic Sites.

Jun 27 – City Council approved “Gordie Howe Bridge” name for South Circle Drive bridge.

Aug 30 – Real-time transit app for tracking bus schedules launched

Sep 5 – Construction begins on first span of new Traffic Bridge.



Sep 22 – Gordie Howe Bridge signs erected on re-named Circle Drive South Bridge
 Sep 25 – Gordie Howe's ashes interred at SaskTel Centre Arena
 Oct 26 – City Council and school board general elections held.
 Oct 31 – New City Council, containing a record six women, sworn in.
 Nov 12 – Transit union begins work-to-rule job action.
 Nov 17 – Demolition of final span of historic 1907 Traffic Bridge began
 Nov 28 – Third Avenue United Church designated as a civic heritage site
 Nov 28 – City Council approves the sale of the former police station on 4th Avenue to Duchuk Holdings for \$10.7 million
 Dec 13 – Transit union votes to accept the city's wage offer, ending the long-running contract dispute.
 Dec 13 – Official opening of the new Civic Operations Centre (including the new bus barns) on Valley Road.

2017

Jan 9 - The new snow dump at the Civic Operations Centre on Valley Road opened.
 Jan 13 – With the opening of the Civic Operations Centre, busses rolled out of the Caswell Hill bus barns for the very last time.
 Jan 25 – Prime Minister Justin Trudeau visited City Hall and met with City Council.
 Mar 2 – Federal Government gives 3.1 million to Remai Modern Art Gallery to help cover finishing touches in the gallery construction.
 Mar 9 – The City of Saskatoon approved a \$600,000 rail relocation study.
 June 30 – Catherine Gryba retired as General Manager with the City of Saskatoon.
 July 13 – Construction began on extension of the MVA trail system through the Northeast Swale.
 Aug 28 – Third Avenue United Church was granted municipal heritage designation.
 Sep 12 – The City's new emergency mobile command vehicle was unveiled.
 Sep 20 – Bridge naming contest for the new North Commuter Bridge was launched.
 Sep21 – The Remai Modern Art Gallery opened to the public for the first time
 Oct 1 – The Civic Conservatory at the former Mendel Art Gallery closed for a year for renovations.
 Oct 6 – Police Chief Clive Weighill retired.
 Nov 15 – City of Saskatoon and Saskatoon Tribal Council signed a memorandum of understanding to build a new hydro-electric generating station at the Weir on the South Saskatchewan River.
 Dec 31 -Shelley Sutherland retired as Director of Corporate Revenue with the City of Saskatoon
 Dec 31 – Murray Totland retired as City Manager with the City of Saskatoon

2018

Jan 8 - Saskatoon Transit announced an 8.4 increase in ridership for 2018 over 2017.
 Jan 23 - Saskatoon Transit announced purchase of 15 new buses at a cost of \$24 million, cost-shared with the federal government.
 Jan 29 - An urban reserve agreement with the Thunderchild First Nation was signed.
 Mar 7 - Police Chief Troy Cooper sworn in.
 April 1 - TCU Place, the former Centennial Auditorium, celebrated 50 years since it first opened, on April 1, 1967.



Apr 30 - City council gave final approval to a controversial bylaw limiting backyard firepit use to the hours of 2:00 pm – 11:00 pm.
May 28 - Jeff Jorgenson sworn in as new City Manager.
Jun 10 - Joni Mitchell Promenade on River Landing and a Joni Mitchell plaque on Broadway were unveiled.
Jun 21 - The name “Chief Mistawasis Bridge” was selected for the North Commuter Bridge.
Sep 20 - The new Fire Hall No. 3 at 2613 Clarence Avenue South, officially opened.
Sep 30 - Highway 16 and Boychuk Drive interchange opened to traffic, nine months ahead of schedule.
Oct 2 - The new Traffic Bridge and Chief Mistawasis Bridge were officially opened.
Oct 15 - The Lakewood Civic Centre celebrated 30 years since it opened in 1988.
Oct 17 - The McOrmond Drive and College interchange opened to traffic.
Oct 17 - Recreational use of marijuana became legal in Canada.
Oct 19 - The Remai Modern art gallery announced that it had 453,176 visits in its first year of operation, more than double the 190,000 estimated.
Oct 25 - The new University of Saskatchewan twin pad arena, Merlis Belsher Place, opened. A \$51 million facility constructed in partnership with the City of Saskatoon.
Nov 1 - Increased visitor screening procedures including bag inspection were implemented for visitors to City Council chambers.
Dec 31 - Randy Grauer retired as General Manager, Community Services Department.



History of Coat of Arms



During the year 1948, the question of the City's Coat of Arms was brought to the attention of City Council. It was pointed out that the design, which had been in use since being adopted by Council on January 20, 1913, was incapable of being described in proper heraldic language and, therefore, could not be formally adopted by bylaw. It was considered advisable that the City's Coat of Arms be properly adopted and approved and Professor A.L.C. Atkinson was requested to design a new Coat of Arms and Crest. This was adopted by Bylaw No. 3081 and approved by Order-in-Council No. 10049, dated January 14, 1949.

The heraldic description of "Blazon" is:

- Arms:** Per chevron vert and or, in dexter chief an open book of learning argent leathered sable, in sinister chief a cogged wheel of six spokes in saltire and fess of the third with overall a wheat ear of the second, in base a cross and saltire voided of the least with overall an annulet of the last encircling a bezant.
- Crest:** On a wreath of the colours a lion passant guardant or holding in his dexter paw a sprig of Saskatoon Berries (*Amelanchier Alnifolia* Nutt) proper.
- Motto:** On a scroll are the words "COMMERCE INDUSTRY EDUCATION" sable.
- Note:** The decoration flanking the shield is purely ornamental and is not mentioned in any blazoning. It is included (or omitted) both in particulars and in design according to the taste of the artist.



Symbolism of the New Coat of Arms:

1. The field (or background) of the shield is divided into two parts, the upper being green and the lower gold. This suggests the main agricultural background of Saskatoon – the green of growing crops, the gold of harvest.
2. The silver open book of learning bound in black leather, on a green field, is taken directly from the Arms of the University of Saskatchewan and marks the connection between the academic seat and the City.
3. The silver cogged wheel with golden wheat ear superimposed is significant of industry predominantly connected with agriculture.
4. The eight sets of paralleled black lines on the gold background, radiating from a hub, are symbolic of the importance of Saskatoon as a railway and distributing centre. The golden coin (or bezant) encircled by the hub is indicative of the commercial importance of the City.

Corporate Logo



The above logo, in the form of the stylized “s” represents the first letter of Saskatoon and also portrays the Saskatchewan River as it flows through the city.



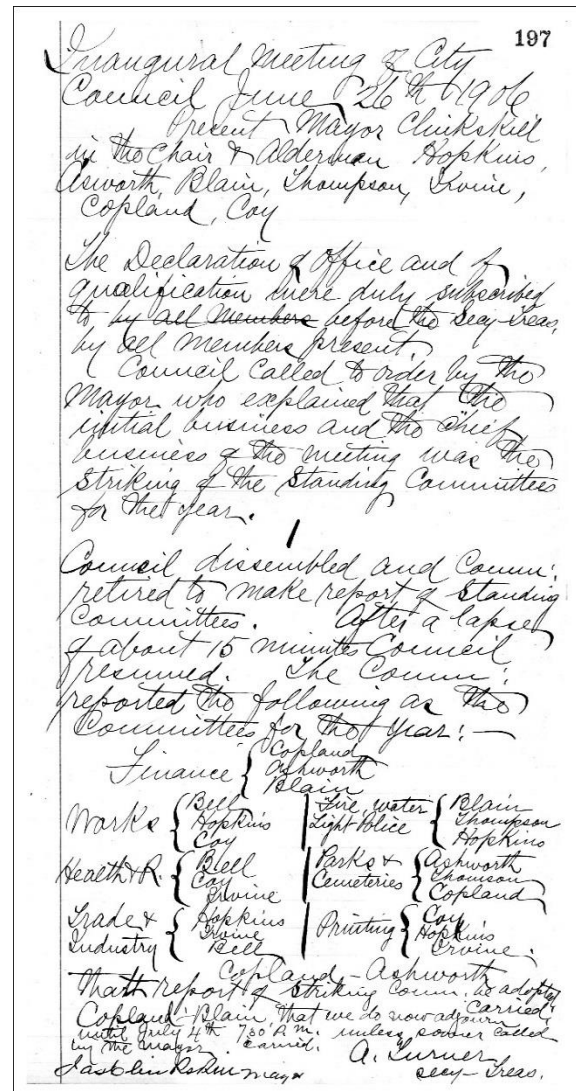
City Council

City Council consists of a Mayor and ten Councillors, elected for a term of four years. (Commencing with the election held on October 24, 2012, the term of office is now four years). To be eligible to run for Mayor or Councillor of Saskatoon, a person must be a Canadian citizen, at least eighteen years of age, and have lived in the City of Saskatoon for at least three months and in the Province of Saskatchewan for at least six months. The only people not allowed to run for Office are judges of a court or an auditor or solicitor of a municipality.

The Province of Saskatchewan, through legislation, sets out the powers of municipal Governments. City Council's main powers are set out in *The Cities Act*.

City Council decides what programs will be delivered, the level of service, and the allocation of human and financial resources. The City Manager's role is to carry out the policy and directions set by City Council and to supervise the day-to-day operations of the City.

City Council meets once per month at 1:00 p.m. All decisions of Council are by a majority vote.



The first meeting of Council for the newly-chartered City of Saskatoon ca. June 26, 1906
(City Archives Photo)



City Council



Mayor C. Clark
Council Service Record
Councillor 2006 - 2016
2016 – present

306-975-3202

mayors.office@saskatoon.ca

Councillor Darren Hill
Council Service Record
2006 - present

Ward 1

306-227-4322

darren.hill@saskatoon.ca



Councillor Hilary Gough
Council Service Record
2016 - present

Ward 2

306-717-4533

hilary.gough@saskatoon.ca



Councillor Ann Iwanchuk
Council Service Record
2011 - present

Ward 3

306-380-6870

ann.iwanchuk@saskatoon.ca



Councillor Troy Davies
Council Service Record
2012 - present

Ward 4

306-361-0201

troy.davies@saskatoon.ca

Councillor Randy Donauer
Council Service Record
2010 – present

Ward 5

306-244-6634

randy.donauer@saskatoon.ca





Councillor Cynthia Block
Council Service Record
2016 – present

Ward 6

306-244-2228

cynthia.block@saskatoon.ca

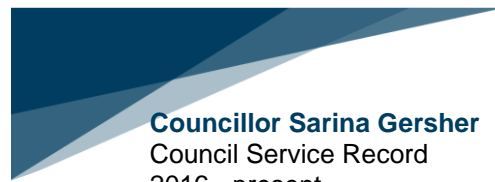


Councillor Mairin Loewen
Council Service Record
2011 - present

Ward 7

306-229-5298

mairin.loewen@saskatoon.ca



Councillor Sarina Gersher
Council Service Record
2016 - present

Ward 8

306-250-9256

sarina.gersher@saskatoon.ca



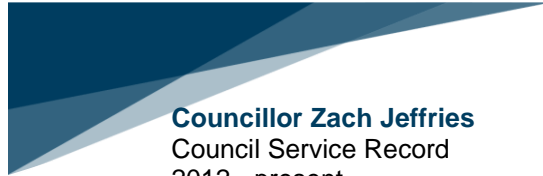


Councillor Bev Dubois
Council Service Record
2003 - 2012
2016 - present

306-220-5075

bev.dubois@saskatoon.ca

Ward 9



Councillor Zach Jeffries
Council Service Record
2012 - present

306-249-5513

zach.jeffries@saskatoon.ca

Ward 10





The City of Saskatoon's Strategic Plan 2018-2021

Cities and the issues they confront are constantly changing. While providing high-quality services such as roads, transit, parks, water, police, and fire will always remain at the core of what the City of Saskatoon does, emerging issues such as reconciliation, mental health and inequality have required our attention.

As the City matures and evolves, so too must our approach to delivering services that help build a more prosperous, safe, inclusive and sustainable community.

The 2018-2021 Strategic Plan identifies the most important priorities for the City and outlines actions necessary to achieve them. It is a living document that will guide the City over the next four years. It is a mechanism to proactively address opportunities and challenges as they arise in order to achieve our vision and mission, and sustain the high quality of life that we currently enjoy.

The foundation for our Strategic Plan was established in 2010 through the *Saskatoon Speaks* Community visioning process, and the subsequent adoption of the City's first long-term Strategic Plan in 2012. While this foundation remains solidly in place, the 2019-2021 Strategic Plan outlines the City's priorities for the next four years. It sets them out in a way that ensures that the City's programs and services will address the changing needs of the community, while keeping within our financial means.

To that end, this Strategic Plan sets our direction for the future, and will guide the City's first ever multi-year business plan and budget process starting in 2020.

Our Purpose and Values

Our Purpose

- We are making Saskatoon a great place to live, work, learn and play every day.
- We create a welcoming workplace where all people are encouraged to realize their potential.
- We are building a future upon our predecessors' legacy and history of success.
- We are exceptional in delivering sustainable public services.
- We are innovative and unleash creative solutions and investments that contribute to a great city.
- We adopt and support behaviours that reduce the environmental footprint of the city.



Our Values

Our Strategic Goals will be achieved through the talent, creativity and commitment of staff who demonstrate our five workplace values every day.

- Courage
- Integrity
- Respect
- Safety
- Trust



Mayors of Saskatoon

1901 – 1903	Don W. Garrison (Overseer)
1903 – 1904	James R. Wilson
1905	Malcolm Isbister
1906	James Clinkskill
1907 – 1908	James R. Wilson
1909 – 1910	William Hopkins
1911 – 1912	James Clinkskill
1913 – 1915	F.E. Harrison
1916 – 1918	A. Mac G. Young
1919	F.R. MacMillan
1920 – 1921	A. Mac G. Young
1922 – 1923	Howard McConnell
1924 – 1925	W.H. Clare
1926	Russel Wilson
1927 – 1929	G.W. Norman
1930 – 1931	J.W. Hair
1932	J.E. Underwood
1933 – 1934	J.S. Mills
1935 – 1938	R.M. Pinder
1939 – 1940	Carl Niderost
1941 – 1943	S.N. MacEachern
1944 – 1948	A.W. Macpherson
1949 – 1953	J.S. Mills
1954 - 1958	J.D. McAskill
1958 - 1963	S. L. Buckwold
1964	P.C. Klaehn
1965 – 1966	E.J. Cole
1967 – 1971	S.L. Buckwold
1972 – 1976	H.S. Sears
1976 – 1988	Clifford E. Wright
1988 – 2000	Henry Dayday
2000 – 2003	James Maddin
2003 – 2016	Donald Atchison
2016 - present	Charlie Clark



Councillors (Aldermen) of Saskatoon

**denotes also served as Mayor

Alexander, George A.	1908 – 1909
Alm, Terry	2003 – 2006
Anderson, J. H.	1911 – 1914
Anderson, Wm.	1922 – 1924
Archibald, J. L.	1908
Ashworth, J.	1906, 1910
*Atchison, D.	1994 – 2003
Baillie, H. J.	1915 – 1916
Baker, Henry	1905 – 1906
Bell, W. J.	1906 – 1907
Bence, A.E.	1916 – 1918
Bence, A.H.	1939 – 1940, 1947 – 1952
Birkmaier, D. L.	1976 – 1979, 1982 – 1988, 1991 – 2000, 2003 – 2006
Blackstock, J.F.	1912
Blain, E.S.	1909 – 1910
Blain, F. Austin	1906, 1921 – 1942
Block, Cynthia	2016 -
Bolton, C.W.	1919 – 1923
Borlase, W.C.	1917
Bowerman, Allan	1903 – 1905
Bowman, Aden	1941 – 1952
Bowman, Lillie F.	1955 – 1964
Brainerd, Benjamin	1909
Brockelbank, John	1982 – 1985
*Buckwold, S.L.	1953 – 1958
Bushe, S.E.	1938 – 1951
Cairns, John	1927 – 1931, 1933 – 1936, 1948 – 1961, 1964 – 1966
Calder, Leonard G.	1907
Cameron, J. H.	1931 – 1938
Carrothers, W. A.	1930
Caswell, R.W.	1908 – 1909, 1911 – 1912, 1916



Caswell, W.B.	1935 – 1946
Cavers, A.D.	1939 – 1940
Charlebois, J.J.	1965 – 1966
Cherneskey, M.T., Q.C.	1970 – 1994
Chubb, B.	1905
Clare, G.H.	1907 – 1908, 1911 – 1914
*Clare, W.H.	1917 – 1922
*Clark, Charlie	2006 – 2016
Clark, S.A.	1905 – 1906
Clarke, Nelson	1942
Copland, Thomas	1903 – 1904, 1906
Cornish, Frank E.	1920 – 1921
Coy, W.H.	1906
Crimp, E.H.	1930 – 1933
Cronkite, Frederick C. “Dean”	1941 – 1946, 1949 – 1952
Currie, P.H.	1906
*Dayday, Henry	1976 – 1988
Davies, Troy	2012 –
Dickson, A.F.	1919 – 1923
Donauer, Randy	2010 –
Drinkle, J.C.	1907 – 1908
Dubois, Bev	2003 – 2012, 2016 -
Dulmage, R.W.	1903
Dyck, Bev	1985 – 1994
Dyck, G.G.	1974 – 1979
Early, S.A.	1916 – 1917, 1934 – 1947
Eddy, A.M.	1928 – 1938, 1941 – 1946
Edwards, Evelyn G.	1967 – 1971
Fawcett, T.W.	1913 – 1916
Ferguson, J.D.	1908 – 1909
Flavelle, W.T.A.	1953 – 1954, 1961 – 1966
Forrester, G.A.	1940 – 1941
Fortosky, O.	2000 – 2006
Freeland, Robert H.	1952 – 1954
Galloway, J.	1918
Gersher, Sarina	2016 -



Gordon, E.	1913
Gougeon, X.	1903 – 1904
Gough, Hilary	2016 -
Gray, W.E.	1945 – 1960
Guppy, F.E.	1909 – 1910, 1926 – 1927
*Hair, J.W.	1926, 1928 – 1929, 1932 – 1933
Harding, Howard	1997 – 2000
*Harrison, F.E.	1911 – 1912
Hawthorne, Marshall	1979 – 1994
Heidt, M.	1994 – 2012
Heggie, Robert A.	1954 – 1963
Hettle, J.O.	1915
Hill, Darren	2006 –
Hnatyshyn, Elaine	2003 – 2006
Holmes, G.E.	1909 – 1911
*Hopkins, William	1906 – 1908
Hughes, Helen	1976 – 1980
Hunt, George L.	1952 – 1954
Hunter, R.H.	1934 – 1951
Irvine, R.B.	1906, 1915 – 1918
Iwanchuk, Ann	2011 –
Jeffries, Zach	2012 -
Jordon, Ed	1907
Junor, Donald	1968 - 1979
Kirkpatrick, W.P.	1923 – 1924
*Klaehn, P.C.	1958 – 1963
Koyl, Donald H.	1962 – 1964, 1967 – 1973
Langford, A.	1994 – 2000
Langlois, A.	1994 – 1997
Latrace, Harold	1964 – 1967
Laycock, John	1916
Lennon, Thomas George	1973 – 1976
Le Valley, L.N.	1911 – 1912
Lewin, F.G.	1917 – 1920
Loewen, Mairin	2011 –



Lorje, Pat	1979 – 1991, 2006 – 2016
Lynd, T.A.	1917 – 1922
Macdermid, J.E.	1934 – 1935
MacDougall, A.	1912 – 1914
*MacEachern, S.N.	1934 – 1940
MacInnis, A.A.	1912 – 1913
Mackenzie, C.J.	1929 – 1930
Macklem, John	1925 – 1927, 1934
Maclean, Donald	1911 – 1913
*MacMillan, F.R.	1914 – 1915
*Maddin, James	1997 – 2000
Mahoney, Denis	1924 – 1925
Makaroff, P.G.	1939
Mann, Owen, R.	1969 – 1979, 1980 – 1994
Manning, W.G.	1947 – 1951, 1954 – 1957
Martin, H.L.	1917 – 1918
Massey, H.L.	1910 – 1911
Matheson, F.M.	1958 – 1960
*McAskill, J.D.	1953
McBeth, W.H.	1905
McCann, Peter	1982 – 1985, 1991 – 2003
*McConnell, Howard	1919 – 1921
McCool, C.W.	1947 – 1948
McDougal, John	1929 – 1933
McIntosh, Anna B.	1956 – 1959
McInosh, Robert	1903 – 1904, 1907, 1909 – 1910
*Mills, J.S.	1925 – 1928, 1930 – 1931, 1936 – 1938, 1946 – 1947
Milne, W.A.	1966 – 1969
Moore, R.J.	1919 – 1928
Mostoway, Paul	1988 – 1994
Munroe, G.A.	1909 - 1911
Munroe, H.E.	1906 - 1908
Murray, George	1928 - 1929
Nash, Charles	1932 – 1934, 1936 – 1937



Neault, Maurice	2003 – 2011
Needham, C.A.	1928 – 1929
Nelson, G. Blair	1958 – 1965
Nesbitt, W.G.	1948 – 1957
*Niderost, Carl	1935 – 1938
Nixon, Howard	1982 – 1985
Nordstrum, Hilmer	1972 – 1973
*Norman, G.W.	1917 – 1926
Olauson, Eric	2012 - 2016
Olmstead, J.J.	1930 – 1931, 1943 – 1944
O'Regan, W.B.	1931 – 1934
Paul, J.E.	1913 – 1915
Paulsen, T.	2000 – 2016
Penner, G.H.	1972 – 1976, 1979 – 1982 1988 – 1994, 2000 – 2012
*Pinder, R.M.	1928 – 1933
Postlethwaite, J.	1994 – 1997
Potter, G.W.A.	1914 – 1917, 1925 – 1926
Preston, Richard F.	1909
Priel, James	1922 – 1928
Pringle, Bob	2006 – 2010
Quigley, T.J.	1957 – 1976
Robertson, Patrick	1985 – 1991
Robinson, Gladys	1965
Roe, P.	1994 – 2003
*Sears, H.S.	1951 – 1958, 1964 – 1971
Shannon, A.H.	1909
Smith, Alex	1908, 1910 – 1911, 1914 – 1915
Smith, John Archibald	1903 – 1904
Smith, Rnold H.	1960 – 1963
Snell, E.M.	1911
Sommerfeld, P.L.	1912 – 1913
Stacey, C.T.	1915 – 1916
Stacey, Francis L.	1954 – 1956
Steernberg, R.	1994 – 2003



Stepney, W.E.	1916
Stewart, S.E.	1910
Steward, W.N.	1941 – 1947
Sumner, A.J.E.	1943 – 1945
Sutherland, W.C.	1905 – 1906
Swystun, L.	2000 – 2003
Taylor, D.S.	1918 - 1919
Taylor, G.J.D.	1966 - 1982
Thomas, Durward	1937 - 1940
Thompson, J.C.	1919 – 1921
Thompson, Mark	1985 – 1994
Thompson, James H	1906
Tucker, James	1927 – 1934
Turner, Harris	1929 – 1930
*Underwood, J.E.	1927 – 1931, 1934 – 1935
Walker, A.S.	1924 – 1927
Walker, Marjorie	1948 – 1955
Ward, George	1968 – 1970
Waygood, Kathryn	1979 – 2003
Wedge, J.B.	1961 – 1968, 1971 – 1972
Whalley, Dave	1979 – 1982
Wheaton, C.A.	1958 – 1967
Willis, W.R.C.	1903 – 1904
Willoughby, J.H.C.	1907 – 1908, 1910 – 1911
Wilson, J.W.	1914 – 1919
Wilson, Oren	1976 – 1982
*Wilson, Russell	1906, 1923 – 1925
Wood, W.A.	1922 - 1924
*Wright, Clifford	1967 - 1976
Wyant, Gordon	2003 – 2010
*Young, A.M.	1913 – 1914
Zakreski, Peter	1974 – 1979



Civic Officials



City Hall

306-975-3200



City Manager – Jeff Jorgenson

City Clerk – Joanne Sproule

City Solicitor – Patricia Warwick
- Cindy Yelland (Interim)

Community Services Department
General Manager – Lynne Lacroix

Strategy and Transformation
Interim Chief Strategy and Transformation Officer – Dan Willems

Corporate Financial Services Department
Chief Financial Officer/General Manager – Kerry Tarasoff

Transportation & Construction Department
General Manager – Angela Gardiner

Utilities & Environment Department
Interim General Manager – Trevor Bell

Saskatoon Fire Department
Fire Chief – Morgan Hackl



Boards

Saskatoon Police Service

Chief of Police - Troy Cooper

Saskatoon Public Library

Director of Libraries - Carol Cooley

Sasktel Centre

Chief Executive Officer - Will Lofdahl

TCU Place

Chief Executive Officer - Bob Korol

Remai Modern Art Gallery of Saskatchewan

Interim Director and CEO - Lynne McMaster



Boards, Commissions and Committees

Governance and Priorities Committee

Composition

- all Council members
- The Mayor is the Chair

Mandate

- to provide advice and recommendations to Council;
- to oversee the implementation of approved policy decisions by the civic administration;
- to exercise every power or duty delegated by Council; and
- to supervise the City Manager, the City Clerk and the City Solicitor.

Policy Areas

- | | |
|---|---|
| • corporate governance | • strategic priorities |
| • annual business plan and budget process | • legal and legislative reports and advice |
| • collective bargaining negotiations and city pension plans | • reporting of human rights complaints and wrongful dismissal actions |
| • government relations | • any other related area |

Standing Policy Committees

Bylaw No. 9170, *The Procedures and Committees Bylaw, 2014*, establishes four Standing Committees:

- The Standing Policy Committee on Environment, Utilities and Corporate Services
- The Standing Policy Committee on Finance
- The Standing Policy Committee on Planning, Development and Community Services
- The Standing Policy Committee on Transportation

Composition

- five Councillors, appointed annually.
- Mayor Ex-Officio Member

Mandate

- to provide advice and recommendations to Council;
- to oversee the implementation of approved policy decisions by the civic administration; and
- to exercise every power or duty delegated by Council.



Standing Policy Committee on Environment, Utilities and Corporate Services

Policy Areas

- water
- storm water
- recycling
- electricity
- human resources, but not including collective bargaining matters, human rights complaints and wrongful dismissal actions
- citizen engagement
- corporate projects
- service reviews and other continuous improvement initiatives
- wastewater
- climate change
- waste
- information technology
- corporate communications, marketing and advertising
- sponsorship and naming rights for City-owned and civic partner controlled assets
- aboriginal affairs
- any other related area

Standing Policy Committee on Finance

Policy Areas

- finance
- assessment
- audits
- vehicles and equipment not including Transit and Fire vehicles and equipment
- implementation of business planning and budget
- revenue collection
- facilities
- all land matters including acquisitions, sales and leases of land, and the land development program
- controlled and statutory corporations
- any other related area



Standing Policy Committee on Planning, Development and Community Services

Policy Areas

- planning and urban design
- affordable housing
- parks
- municipal heritage matters
- any other related area
- development regulation
- arts, culture, recreation and immigration
- fire prevention and suppression
- regional planning

Standing Policy Committee on Transportation

Policy Areas

- transit services
- bridges and structures
- transportation planning
- street maintenance, repair and replacement
- streets, roadways and public rights of way, and associated transportation infrastructure
- active transportation
- snow grading, removal and management
- any other related area

Special Committees

City Council may appoint special committees as required and provide for the membership and functions of such committees and to whom they shall report.

Council shall appoint the Chair of each special committee.

All meetings of special committees shall be called by the Chair, or in the Chair's absence, the City Clerk, whenever requested by a majority of the members of the special committee.

Advisory Committees

City Council completed a governance review of its Advisory Committees in 2018. A number of Advisory Committees were disbanded December 31, 2018 with others being created and reclassified. All Advisory Committee Terms of References were updated effective January 1, 2019.



Disbanded Advisory Committees January 1, 2019:

Animal Control Advisory Committee
Cultural Diversity and Race Relations Committee
Street Activity Steering Committee
Traffic Safety Committee

Reclassified from Advisory Committees January 1, 2019

Naming Advisory Committee was reclassified as the Civic Naming Committee and no longer classified as an Advisory Committee
Social Services Subcommittee no longer be classified as an Advisory Committee

New Advisory Committee created January 1, 2019

Diversity, Equity and Inclusion Advisory Committee

Advisory Committees – January 1, 2019

Diversity, Equity and Inclusion Advisory Committee (DEIAC)

- established pursuant to Section 55 of *The Cities Act*; Council Resolution – November 20, 2017 and June 25, 2018.
- consists of 18 voting members.
- provide advice to City Council on policy matters relating to the following:
 - diversity and inclusion of all citizens within the community
 - emerging equity or diversity issues or trends arising in the community
 - initiatives to combat racism, acts of prejudice or hate in the community
 - initiatives to promote acceptance of all citizens of Saskatoon
 - consideration of the Calls to Action of the Truth and Reconciliation Commission in formulating City policies and initiatives
 - diversity in naming streets and City infrastructure
 - explore barriers faced in accessing city services, information, programs and facilities
 - explore barriers to participation in public life and achievement of social, cultural and economic wellbeing of residents
 - proposed City of Saskatoon policies, initiatives, and civic programs and services to meet changing needs of a diverse community
 - employment and employee awareness policies, initiatives, and civic programs
 - provides advice and recommendations on the development and contents of a new Diversity, Equity & Inclusion Policy.
- monitors the success of the DEIAC and advises City Council on ways for the City of Saskatoon to increase success in working with community organizations, business and labour,



all orders of government, and other stakeholders to create an inclusive and diverse community where everyone is welcomed and valued.

- provides education and awareness programs on diversity, equity and inclusion of all citizens in the City of Saskatoon in consultation with the Administration and within budget allocation by City Council.
- reports to the Standing Policy Committee on Environmental, Utilities and Corporate Services.

Municipal Heritage Advisory Committee (MHAC)

- established pursuant to Section 55 of *The Cities Act*; *The Heritage Property Act*; Council resolution – June 25, 2018.
- consists of 18 voting members.
- Provide advice to City Council relating to the following:
 - any matter arising out of *The Heritage Property Act* or the regulations thereunder and on Policy C10-020, *Civic Heritage Policy*.
 - changes to the criteria for evaluation of properties of architectural or historical value or interest with respect to heritage designation.
 - revisions to the list of buildings, sites or structures and areas worthy of conservation as set out in the *Holding Bylaw* or under the heritage database.
 - buildings, properties and artifacts to be designated under *The Heritage Property Act* or placed on the Saskatoon Register of Historic Places.
 - policies related to conserving heritage buildings, sites or structures and areas.
 - proposed changes or recommended changes to municipal legislation to conserve heritage buildings, sites or structures and areas.
 - ways to increase public awareness and knowledge of heritage conservation issues, and if the Committee so wishes and if a budget is provided by City Council, provide education and awareness programs within the mandate of the Municipal Heritage Advisory Committee, provided that the Administration is consulted prior to implementation of each program to ensure there is no duplication of services and that the proposed program supports the relevant policy.
 - any other matters relating to buildings, sites or structures and areas of architectural or historical significance.
 - buildings, sites or structures and artifacts owned by the City.
- provides advice to the City's Administration with respect to approval of alterations to designated heritage property or property for which a notice of intention has been registered pursuant to Bylaw No. 8356, *The Heritage Property (Approval of Alterations) Bylaw, 2004*.



- prepares and updates, in consultation with the Administration, a brochure and/or information on the City's website describing the Committee's mandate, membership, qualifications, recent activities, regular meeting schedule and how the public can contact the Committee.
- reports to the Standing Policy Committee on Planning, Development and Community Services.

Saskatoon Accessibility Advisory Committee (SAAC)

- established pursuant to Section 55 of *The Cities Act*; Council Resolution – July 16, 2017 and June 25, 2018.
- consists of 13 voting members.
- provides advice to City Council with respect to ensuring that City of Saskatoon services, information, facilities and infrastructure are accessible for citizens of all abilities.
- provides advice to City Council on policies and programs for improving accessibility to City services, information, facilities, infrastructure, and employment opportunities.
- develops sensitivity and accessibility awareness educational material.
- monitors implementation and administration of the Action Plan on Accessibility.
- review, evaluate and participate in an update of the Action Plan on Accessibility and advise City Council of progress in achieving the goals for improving accessibility to City services, information, facilities, infrastructure and employee awareness as recommended in the Action Plan.
- acts as a resource to City Administration respecting development and implementation of public relations campaigns to promote the City's efforts in making City services, information, facilities and infrastructure accessible to all individuals.
- reports to the Standing Policy Committee on Transportation.

Saskatoon Environmental Advisory Committee (SEAC)

- established pursuant to Section 55 of *The Cities Act*; City Council Resolutions of March 19, 1973; April 2, 1973; and June 25, 2018.
- consists of 13 voting members.
- Provide advice to City Council on policy matters relating to the following:
 - environmental implications identified in City undertakings, initiatives and other projects
 - waste reduction and diversion initiatives including food reclamation
 - pollution prevention
 - water conservation measures



- climate change mitigation and reduction of greenhouse gas emissions (e.g. energy conservation, renewable and alternative energy programming, energy efficiency and building standards, alternative transportation)
- wildlife or habitat conservation
- ecological systems and greenspaces
- support of alternative modes of transportation (e.g. carpooling initiatives, promotion of public transit options, walking, cycling).
- Monitor the success of the SEAC and to advise City Council on ways for the City of Saskatoon to increase success in working with community organizations, business and labour, all orders of government, and other stakeholders to promote environmental sustainability and good environmental practices within the City of Saskatoon.
- Provide education and awareness programs on all matters within its mandate in the City of Saskatoon in consultation with the Administration and within budget allocated by City Council.
- reports to the Standing Policy Committee on Environment, Utilities and Corporate Services.

Public Art Advisory Committee (PAAC)

- established pursuant to Section 55 of *The Cities Act*; City Council – Clause 6, Report No. 5-2014 of the Planning and Operations Committee; City Council – June 25, 2018.
- consists of 10 voting members.
- Adjudicate and approve works of art and the placement of public art on behalf of City Council and the Administration for placement in open space, civic facilities and other City-owned property (with the exception of the Remai Modern Art Gallery), in accordance with Policy No. C10-025, *Public Art Policy*.
- Provide advice to City Council on the:
 - purchase and donation of works of art
 - revision or development of any City policies regarding public art, memorials or commemorations.
- Provide advice to the Administration concerning the de-accessioning of artworks.
- Educate artists and community groups regarding the City's Public Art Program.
- Review location for appropriateness for memorials or commemorations, appoint members to the Commemorative Review Committee, and review and comment on artistic merit of a proposed commemorative work or proposed memorial in accordance with Policy C09-038, *Commemorations and Monuments Policy*.
- Consider the Calls to Action of the Truth and Reconciliation Commission in adjudicating, approving and placing works of public art or commemorations or memorials on behalf of City Council.



- reports to the Standing Policy Committee on Planning, Development and Community Services Committee.

Statutory Boards

Board of Police Commissioners

- provides for a policing service to maintain a reasonable standard of law enforcement, and to provide adequate and reasonable facilities required.

Saskatoon Public Library Board

- responsible for the general management, regulation and control of the municipal library.

Controlled Corporation Boards

The Centennial Auditorium and Convention Centre Corporation Board of Directors (TCU Place)

- provides for the operation and maintenance of a civic auditorium suitable to promote in the City all the performing and theatrical arts and to also provide suitable meeting hall and convention facilities.

Saskatchewan Place Association Inc. Board of Directors (SaskTel Centre)

- provides stewardship to the management of the corporation and discharge this responsibility by developing and determining policy by which the business affairs of the corporation are to be managed and by overseeing the management of the corporation.

The Art Gallery of Saskatchewan Inc. Board of Directors (Remai Modern Art Gallery of Saskatchewan)

- establishes, management, operation and maintenance of The Remain Modern Art Gallery of Saskatchewan in the City of Saskatoon and promotion of its facilities, amenities, works of art and programs for the benefit of the citizens of the City of Saskatoon and visitors;
- encourages the development and appreciation of the fine arts, with particular emphasis on the visual arts, including creation, collection, exhibition and presentation of the same, the provision of various educational, teaching and other programs and the lending and borrowing of works of art and art displays; and



- all things necessarily incidental to and reasonable connected with the above in relation to the operation of The Remai Modern Art Gallery of Saskatchewan as a provincially, nationally and internationally renowned art gallery.

Friends of the Bowl Foundation Inc. Board of Directors

- to identify facilities in the park in need of improvements, and to plan, fundraise and project manage these improvements on behalf of the city.

Gordie Howe Sports Complex Management Inc. Board of Directors

- to manage and operation the buildings and facilities of the Sports Complex.

Appeals Boards

Board of Revision

- deals with appeals arising from assessment procedures in accordance with Section 197 of *The Cities Act*.

Saskatoon Licence Appeals Board

- deals with appeals relating to licences issued under *The Business Licence Bylaw, 2002*; *The Licence Bylaw*; *The Adult Services Bylaw, 2012*; *The Taxi Bylaw, 2014*; *The Transportation Network Company Bylaw, 2018*; and *The Cannabis Business License Bylaw, 2006*

City Mortgage Appeals Board

- adjudicates all requests for forgiveness of City Mortgage that may arise out of the City's Lot Allocation Policy.

Access Transit Appeals Board

- provides an appeal process for those who are denied access to the Access Transit.

Development Appeals Board

- hears and determines appeals under various sections of the *Planning and Development Act 2007*. Appeals include minor variances, demolition control districts, architectural control districts, misapplication of the Zoning Bylaw in issuing a development permit, refusal to issue a development permit that would contravene the Zoning Bylaw, refusal of subdivision application and any of the conditions of a Zoning Order issued on the property.



Property Maintenance Appeals Board

- hears and determines the appeal of any person aggrieved by an order made by a Property Maintenance Inspector.

Saskatoon Private Swimming Pools Appeals Board

- hears and determines appeals filed against an order made by a municipal inspector pursuant to *The Private Swimming Pool Bylaw No. 7981*, in accordance with Section 329 of *The Cities Act*.

Environmental Management Appeals Board

- hears and determines appeals filed against an order made by a Municipal Waste Inspector.

Fire Appeals Board

- hears and determines the appeal of any person aggrieved by an Order made by a Municipal Inspector, pursuant to Bylaw No. 7990 - *The Fire and Protective Services Bylaw, 2001*.

Other City Agencies

Albert Community Centre Management Committee

- supervises the operation of the Albert Community Centre, reporting through the Standing Policy Committee on Planning, Development and Community Services.

The Marr Residence Management Board of Trustees

- manages all aspects of the Marr Residence property, with the objectives of maintaining and enhancing the historical integrity of the site, providing public access to the site, and providing heritage programs which increase public awareness of Saskatoon's heritage.

Civic Naming Committee

- to screen and make recommendations regarding requests from the general public for naming of municipally-owned or controlled facilities, streets, suburban development areas, neighbourhoods and parks, so as to ensure they meet Council guidelines.
- reports to the Standing Policy Committee on Planning, Development and Community Services.

Social Services Subcommittee

- makes recommendations regarding the allocation of funds in the social services category of the Assistance to Community Groups: Cash Grants Program.



Business Improvement Districts

There are 5 Business Improvement Districts:

Broadway Business Improvement District Board of Management
Downtown Business Improvement District Board of Management
Riversdale Business Improvement District Board of Management
Sutherland Business Improvement District Board of Management
33rd Street Business Improvement District Board of Management

Purpose:

- to improve, beautify and maintain publicly-owned lands, buildings and structures in the business improvement district, in addition to any improvement, beautification or maintenance that is provided at the expense of the urban municipality at large;
- to acquire, by purchase, lease or otherwise, any land and buildings necessary for its purposes and improve, beautify or dispose of that land and buildings;
- to promote the business improvement district as a business or shopping area;
- to undertake improvement and maintenance of any land for use as parking and may subsequently dispose of that land, by sale, lease, exchange or otherwise for public or private redevelopment for commercial purposes at a price not less than its fair market value;
- to conduct any studies or prepare any designs that may be necessary for the purposes of this section; and
- contribute monies to the City of Saskatoon in which it is located for the purposes outlined in each of the Business Improvement District Bylaws.

Corman Park – Saskatoon District Planning Commission

- to study matters relating to physical, social or economic circumstances that affect or may affect development of the Corman Park – Saskatoon Planning District

Municipal Planning Commission

- to advise and assist City Council with respect to all matters pertaining to community planning and development of the municipality

Saskatoon Municipal Review Commission

- to periodically review the conduct of all matters relating to municipal elections including the disclosure requirements respecting campaign contributions and expenses and campaign spending



limits for municipal elections; the Code of Conduct for members of Council; and the remuneration and benefits and any reimbursement or allowances for expenses to be paid to members of Council.

Outside Boards and Committees

Appointments to the outside Boards and Committee typically consist of it being a Council member nominated for appointment.

Canadian Urban Transit Association Board

- establishes public transit as the primary solution to urban mobility in the achievement of sustainable transportation and to assist its members in the fulfillment of their mandates.

Cheshire Homes (Management) Board of Directors

- establishes public transit as the primary solution to urban mobility in the achievement of sustainable transportation and to assist its members in the fulfillment of their mandates

Federation of Canadian Municipalities - National Board of Directors

- elections for the FCM National Board of Directors take place at the annual FCM Conference in June.

Federation of Canadian Municipalities - Standing Committees

- any elected official from an FCM member municipality may apply to be appointed to one of FCMs standing committees.

International Council for Local Environmental Initiatives – Local Governments for Sustainability

- a network of local governments working together to advance and achieve sustainability through the sharing of best practices and access to resources.

Leadership in Brownfield Renewal Program

- networks Canadian municipalities that are committed to bringing their brownfield sites back into productive use and helps municipalities understand, navigate and reduce barriers to brownfield redevelopment.

Meewasin Valley Authority

- controls riverbank development through the City of Saskatoon and the R.M. of Corman Park.

Meewasin Valley Authority Appeals Board

- hears appeals from any person who feels the Meewasin Valley Authority development plan has been misapplied in relation to his or her application or feels aggrieved with respect to any terms or conditions attached to an approval granted on an application.



North Central Transportation Planning Committee

- provides input and presents local concerns to government and industry regarding transportation plans for the region; maintains and improves transportation plans and communicates their concerns about the future of transportation.

Partners for the Saskatchewan River Basin

- a network of partners committed to increasing stewardship of the river basin.

Regional Oversight Committee

- provides direction on matters of regional importance, particularly those involving a financial commitment and for setting priorities for the Saskatoon North Partnership for Growth

Saskatchewan Assessment Management Agency – City Advisory Committee

- provides advice to the board, with respect to cities with greater than 30,000 population, on the following:
 - assessment policies and practices
 - legislative amendments required to implement a successful revaluation
 - appropriate communications strategies for implementing reassessment
 - any other matters referred to the Committee by the board

Saskatchewan Urban Municipalities Association Board of Directors

- represents the collective interests of local government in Saskatchewan;
- provides a forum for the discussion and promotion of those interests; and
- provides programs and services that work toward the general improvement of local government.

Saskatoon Airport Authority

- manages and controls the Saskatoon John G. Diefenbaker International Airport

Saskatoon Housing Initiatives Partnership

- to address the systematic barriers that impede the ability of the community to meet its varied housing needs.

Saskatoon Ideas Inc. Board of Directors

- incubator that offers space, advisory, and mentorship expertise to prospective entrepreneurs, increasing their chances of long-term success.

Saskatoon Prairieland Exhibition Corporation

- Community-driven, non-profit corporation that serves the needs of the community in agriculture, industry, entertainment, education, sports and culture.



Saskatoon Regional Economic Development Authority

- provides economic development services and representation and to act as the regional economic development authority for the remuneration.

South Saskatchewan River Watershed Stewards Inc.

- drafts and implements a Watershed Protection Plan that identifies interests and issues and ensures the protection of both water quality and quantity for the South Saskatchewan River Watershed.

Tourism Saskatoon – Board of Directors

- markets, promotes and positions the City of Saskatoon as a desirable visitor destination.

Trans Canada Yellowhead Highway Association

- to have the Yellowhead Corridor recognized and developed as a major component of Canada's national transportation system.

Wanuskewin Heritage Park Board of Directors

- responsible for the operation and development of Wanuskewin Heritage Park.

Pension Boards of Trustees

The City of Saskatoon General Superannuation Pension Plan

- administers matters related to the General Superannuation Plan. (Bylaw No. 8226)

The Retirement Plan for the Employees of the Saskatoon Board of Police Commissioners

- administers matters related to the Police Pension Plan (prior to January 1, 2016). (Bylaw No. 1913)

Saskatoon Police Pension Plan

- administers matters related to the Police Pension Plan (from January 1, 2016). (Trust Agreement - January 1, 2016)

Defined Contribution Pension Plan for Seasonal and Non-Permanent Part-Time Employees of the City of Saskatoon

- responsible for matters relating to the administration, interpretation and overall operation or application of the Plan. (Bylaw No. 8683)



The City of Saskatoon Fire and Protective Services Department Superannuation Plan

- administers the Superannuation Plan of the employees of the Fire Department (prior to January 1, 2016) (Bylaw No. 8225)

Saskatoon Firefighters' Pension Plan

- administers the Superannuation Plan of the employees of the Fire Department (after January 1, 2016) (Trust Agreement – January 1, 2016)

Pension Benefits Committee

- reviews benefits available under the plan and recommends benefit improvements;
- makes recommendations for benefit improvements arising out of plan surpluses, which are to be made directly to Council (with a prior copy to the trustee to ensure the proposed improvements will not impair the financial integrity of the plan);
- makes recommendations for plan improvements not arising out of plan surpluses, which are made to the City and the employee organizations as subjects to be dealt with as part of the collective bargaining process between the parties.



City Manager's Office

Jeff Jorgenson, City Manager



The City Manager is the chief administrative officer of the City of Saskatoon. The position is responsible for planning, directing, supervising, coordinating, and controlling all municipal operations as approved by City Council.

In addition to the requirements set out in *The Cities Act* and the City of Saskatoon's Administration Bylaw, the City Manager's responsibilities include:

- providing assistance and advice on various aspects of municipal operations;
- investigating and reporting on all matters referred by City Council and its committees; and
- submitting the capital and operating budgets for City Council's approval.

The City Manager is the direct supervisor of all Department Heads and through them, all Directors and civic employees, with the exception of the Boards and Controlled Corporations. This includes the appointment, promotion, demotion, and suspension of employees of the City, except those employees appointed directly by City Council.

Department Heads are responsible for those divisions within their jurisdiction, including the development of short-and long-term plans and objectives for services provided, as well as operational matters. They provide general direction and guidance with respect to departmental programs and budget preparation, and ensure that effective systems of control and information are in place.



The City Manager chairs the Administrative Leadership Team. The Administrative Leadership Team is comprised of the General Managers of Utilities & Environment, Transportation & Construction, and Community Services; the City Clerk, the City Solicitor, the Fire Chief, Chief Financial Officer, Chief Strategy & Transformation Officer, Chief Human Resources Officer, Chief Public Policy & Government Relations Officer, and the two past chairs for the Senior Management Team.

Administrative Leadership Team members participate in developing, implementing and monitoring corporate policies, administrative objectives and priorities, accomplishment of civic goals, and long-term strategic issues that may have an impact on the City as a whole.

Public Policy and Government Relations Office

The Office of Public Policy and Government Relations is primarily responsible for building and maintaining relationships with federal and provincial orders of government, municipalities, municipal associations, Indigenous organizations, think tanks and other relevant stakeholders. In performing this key function, the division analyzes key policy decisions, issues, and trends emerging from other orders of government, and public policy organizations, as they relate to the policies and operations of the City of Saskatoon.

These key functions include:

- reviewing and analyzing legislative changes;
- reviewing and analyzing federal and provincial budgets;
- reviewing and analyzing changes to government policies and programs with respect to the potential impact on the City;
- engaging key government officials on behalf of the corporation;
- interacting with municipal associations on behalf of the corporation; and
- supporting various advocacy efforts aimed at governments and other key stakeholders on issues related to the corporation.

The Office is responsible for conducting public policy research, development, and analysis relating to:

- economic theory and policy;
- national, provincial and local public policy issues;
- Indigenous related initiatives; and
- corporate governance.



In performing this function, it prepares issue briefings, discussion papers, and presentations for consideration by City Council, the Administrative Leadership Team, civic departments, and various external organizations.

Indigenous Initiatives

In 2019, the function of Indigenous Initiatives (formerly, Aboriginal Relations) was added to the Office.

Indigenous Initiatives is primarily responsible for building and maintaining relationships with the Indigenous community and Indigenous governments, and guiding the implementation of the Truth and Reconciliation Commission's Calls to Action.

This division focuses on:

- reviewing and analyzing changes to government policies and programs with respect to their potential impact on the City of Saskatoon's Indigenous initiatives;
- interacting with the local Indigenous community and Indigenous governments;
- facilitating the engagement of a variety of workgroups across the corporation, and collaboration with stakeholders outside the organization, including business, institutions, non-profit agencies, other orders of government, and other municipalities in the region supporting the inclusion of Indigenous citizens; and
- supporting coordination and collaboration in the areas of programs, services, and community engagement, which assists in advancing local Indigenous community priorities.



Administration

The Administration is comprised of eight customer-facing departments and four strategic-partner functions, each containing the following divisions:

Utilities & Environment Department

Interim General Manager – Trevor Bell
Acting Director of Saskatoon Light & Power – Brendan Lemke
Director of Saskatoon Water – Reid Corbett
Director of Water & Waste Operations – Russ Munro
Acting Director of Sustainability – Jeanna South
Director of Facilities Management – Troy LaFreniere

Transportation & Construction Department

General Manager – Angela Gardiner
Acting Director of Construction & Design – Matt Jurkiewicz
Acting Director of Major Projects & Preservation – Rob Frank
Acting Director of Roadways, Fleet & Support – Brodie Thompson
Director of Saskatoon Transit – James McDonald
Acting Director of Transportation – Jay Magus

Community Services Department

General Manager – Lynne Lacroix
Director of Building Standards – Kara Fagnou
Acting Director of Recreation & Community Development – Andrew Roberts
Acting Director of Community Standards – Jo-Anne Richter
Director of Parks – Darren Crilly
Director of Planning & Development – Lesley Anderson

Saskatoon Fire Department

Fire Chief – Morgan Hackl
Strategic Planning & Policy – Andy Kotelmach, Deputy Chief
Operations & Communications – Michael Ralston, Deputy Chief
Operations Section – Battalion Chiefs

- Len Protz, Battalion 1
- Steve Brissaw, Battalion 2



- Bill Riley, Battalion 3
- Rob Hogan, Battalion 4

Public Relations & Community Risk Reduction – Wayne Rodger, Assistant Chief

Staff Development and Safety – Anthony Tataryn, Assistant Chief

Logistics – Glenn Ledray, Assistant Chief

Emergency Management – Pamela Goulden-McLeod, Director

Corporate Financial Services

Chief Financial Officer – Kerry Tarasoff

Director of Corporate Revenue – Mike Voth

Director of Finance – Clae Hack

Director of Supply Chain Management – Scott Eaton

Director of Saskatoon Land – Frank Long

Director of Corporate Risk – Nicole Garman

Strategy & Transformation

Interim Chief Strategy & Transformation Officer – Dan Willems

Director of Information Technology – Paul Ottmann

Director of Communications & Public Engagement – Carla Blumers

Director of Strategic Project Development – TBD

Director of Organizational Strategy Execution - TBD

Human Resources

Chief Human Resources Officer – Sarah Cameron

Director of Labour Relations – Marno McInnes

Director of Human Resources Operations – Vacant

Director Human Resources Strategy & Partnerships – Vacant

Manager of Occupational Health and Safety – Dustin Truscott

Public Policy & Government Relations

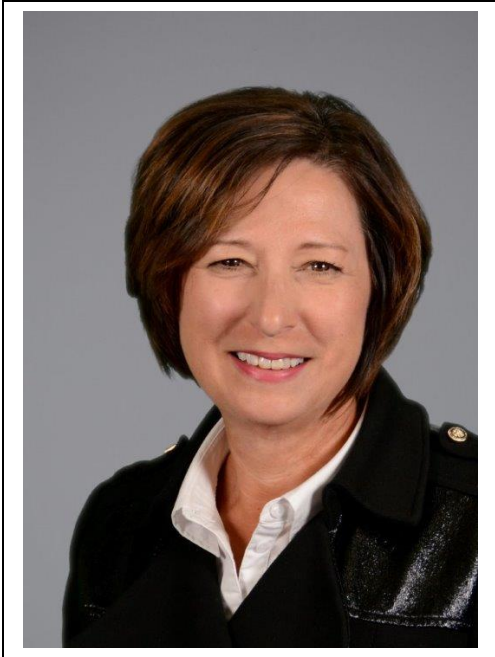
Chief Public Policy & Government Relations Officer – Mike Jordan

Director of Indigenous Initiatives – Gilles Dorval



Office of the City Clerk

Joanne Sproule – City Clerk



The primary responsibility of the City Clerk's Office is to administer the City's legislative processes. Other responsibilities include:

- Preparing and distributing agendas and minutes, and disseminating decisions of meetings of City Council and its committees;
 - Ensuring that the business of City Council and its committees are conducted in accordance with the provisions of *The Cities Act* and other relevant legislation;
 - Maintaining corporate records, including bylaws, agreements and contracts;
 - Administering a corporate archives;
 - Responding to research requests of the public and the administration;
- Providing administrative support services to City Councillors;
 - Conducting municipal elections; and
 - Administering the provisions of *The Local Authority Freedom of Information and Protection of Privacy Act*

Elections – Historical Background

Starting with the election held in 2012, elections in Saskatoon are held every four years, on the fourth Wednesday of October. Previously, elections were held every three years and until 1970, Municipal elections in Saskatoon were held annually.

For most of Saskatoon's history, municipal elections were held in the late fall, with the new Council sworn in at the first meeting of the new year. Since the 1976 election, the new Council has been sworn in immediately following the municipal election.



Saskatoon used the ward system – where electors vote only for candidates in their own ward – in the annual elections from 1906-1920. The city switched to the “at-large” system beginning with the December 12, 1921 election. Under the at-large system, electors vote for all candidates, city-wide. Saskatoon used the at-large system until 1970, returned to the ward system for elections from 1973-1985, went back to the at-large system for the 1988 and 1991 elections, then returned once more to the ward system.

Then as now, by-elections could be held at any time to replace members of Council who did not complete their terms, with the successful candidate being sworn in immediately and serving until the original term was up.

Until 1954, mayors served for one year only. Aldermen served two-year terms, with five of them elected each year. Starting with the 1954 election, mayoral terms were increased to two years. Beginning with the election of December 2, 1970, the Mayor and Council were all elected to three-year terms.

On November 9, 1992 City Council voted to replace the term “Alderman” with “Councillor”.



Saskatoon City Council, ca. 1912 (City Archives Photo)



Elections' (Held) Statistics

Year	Number/Names/Particulars	No. Voted	%
1912	8,575	1,759	20.5
1922	14,748	3,228	21.9
1932	14,216	8,708	61.2
1942	13,460	4,551	33.8
1952	40,484	15,264	37.8
1962	68,047	11,646	17.11
1972 (January)	42,808 (Burgess List)	7,796 Electors	20.0 (E)
	80,000 (estimated by total voters)	22,378	55.6 (B)
	By-election: Mayor, 2 Aldermen, 1 Public School Trustee	Burgesses	
	Bylaw renovation 25 th Street Bridge		
	2 Public School Bylaws		
	5 Separate School Bylaws		
(December)	42,808 (Burgess List)		11.0
	By-election: Aldermanic vacancy	8,291	
	6 Separate School Bylaws		
1973 (June)	No List	1,442	4.0
	3 Public School Bylaws		
(October)	No List	16,009	20.0
	Regular Municipal Election (Ward System)		
	Mayor and 2 Aldermen elected by acclamation;		
	8 Aldermen elected by vote, 7 Public School Trustees, 7 Separate School Trustees;		
	Municipal Question regarding Division System 1		
	Separate School Bylaw, 5 Public School Bylaws		
1974 (June)	No List		3.0-4.0
	By-election 1 Public School Trustee, 6 Separate School Bylaws	2,339	
(December)	No List		
	New Police Headquarters Bylaws	3,921	12
1975 (January)	No List	2,346	7



	2 Separate School Bylaws, 4 Public School Bylaws		
1976 (March)	No List	3,179 (PSB)	7.43
	Estimated 42,751 Public School Board	1,171 (SSB)	
	4 Public School Board Bylaws; 12,002 Separate School Board; 3 Separate School Board Bylaws	38,556 (PSB) & (SSB)	9.75
		11,199	
1976 (October)	Voters List (84,508) (67,707 Public School Board and 16,584 Separate School Board)		
	General Election: Mayor and 10 Aldermen, 7 Public School Board Trustees, 7 Separate School Board Trustees	32,789 (Mayor)	38.99
		32,096	
	Municipal Question regarding Ward System	23,043	
	Bylaw regarding Spectradome (Burgesses)	31,859	
	Municipal Question regarding Wildwood Golf Course		
1977 (February)	4 Public School and	8,068 (PSB)	20.9
	3 Separate School Bylaws	2,160 (SSB)	19.3
1978 (March)	3 Separate School Bylaws	1,575	14.1
			(approx.)
1979 (October 24)	Voters List (103,849); (58,516) Burgesses (81,852 Public School) (45,333 Electors) (21,989 Separate School Board)		
	General Municipal Election: Mayor and 10 Aldermen; 7 Public School Trustees, 7 Separate School Trustees	37,064 (Mayor)	
	Municipal Question regarding Abolition of Ward System (Bylaw No. 5732)	35,608	
		36,444	
	Voting on Wednesday afternoon shopping	36,053	
	Voting in favour of shopping two nights per week		
	Voting on Municipal Question Urging the Province to Amend <i>The Urban Municipality Act</i> to provide for Monday through Saturday shopping and two late shopping nights	36,166	
		28,521	



	Voting on Debenture Bylaw No. 5899 regarding 42 nd Street Bridge	Burgesses	
1980 (November)	By-election (Division 9) O. Mann elected		
	Estimated number eligible to vote – 13,000	3,606	27.7
	Voting on Municipal Question Bylaw No 6027 respecting the retention or relocation of Wildwood Golf Course – estimated number eligible to vote – 105,000	8,669	8.25
1982 (October 27)	Voters List (106,688 electors); No. of Public School Board Electors (81,533); No. of Separate School Electors (25,155)		
	General Municipal Election: Mayor and 10 Aldermen	32,964 (Mayor) 24,344	30.9
	Alderman H. Dayday elected in Ward 7 by acclamation, therefore no vote for Alderman in Ward 7	8, 370	29.85
	7 Public School Board Members; 7 Separate School Board Members		33.27
1985 (October 23)	Voters List (109,424 Electors); No of Public School Electors 82,366; No. of Separate School Electors (27,058)		
	General Municipal Election: Mayor and 10 Aldermen	55,364 (Mayor)	50.6
	Alderman Kate Waygood elected by acclamation in Ward 6 therefore no vote held in Ward 6	40,305	
	7 Public School Board Members	14,961	48.9
	7 Separate School Board Members		55.3
	Vote on Bylaw No. 6640 “To Authorize the City of Saskatoon to acquire the A.L. Cole site, and to construct a multi-purpose facility thereon”	18,550	
	For the Bylaw	34,424	
	Against the Bylaw		
1986 (April 23)	Vote on City of Saskatoon Bylaw No. 6684 “To authorize the City of Saskatoon to build a publicly-funded multi-purpose arena”		



	Estimated number eligible to vote as per 1985		
	voter's list 109,424	39,357	
	For the Bylaw	17,159	
	Against the Bylaw	129	
	Number of ballots rejected		50.85
	56,645 Qualified electors vote		
1988	Voters List (117,108); No. of Public School		
(October 26)	Electors – 86,662; No. of Separate School		
	Electors – 30,446	61,238 (Mayor)	52.29
	General Municipal Election: Mayor and 10	42,590	
	Aldermen	16,965	49.14
	7 Public School Board Members		55.72
	7 Separate School Board Members		
	Vote on Bylaw No. 6963 to declare the City of	34,400	
	Saskatoon to be a nuclear-weapons free zone	24,773	
	For the Bylaw	58,135	
	Against the Bylaw		
	Vote on Municipal Questions relating to Store		
	Hours		
1991	No Voters List prepared; Estimated No. of	52,875 (Mayor)	42
(October 23)	Electors – 124,492 (based on voters list for		
	provincial election held on October 21, 1991)		
	Mayor and 10 Aldermen		
	7 Public School Board Members	35,659	
	7 Separate School Board Members	14,526	
	Vote on Bylaw No. 7230 to allow all stores the		
	option of opening on Sunday between 10:00 a.m.		
	and 6:00 p.m. without restriction		
	For the Bylaw	29,034	
	Against the Bylaw	22,984	
	Estimated number eligible to vote 124,492	52,089	41
1994	No voters list prepared; estimated number of		
(October 26)	electors 139,000 (based on 1993 Health		
	Services statistics)		
	Mayor and 10 Councillors	65,523 (Mayor)	47
	7 Public School Board Members	43,891	



	7 Separate School Board Members	17,543	
	Vote on Bylaw 7436 "To authorize the City of Saskatoon to transfer or use the South Downtown Block (the block bordered by 19 th Street, First Avenue, Second Avenue and 20 th Street) as a site for casino gambling and a trade and convention centre."	13,186	
	For the Bylaw	50,935	
	Against the Bylaw	64,215	
	Estimated number eligible to vote 139,000		46
1997 (October 22)	Computerized Vote Counting technology was introduced for the first time in Saskatoon. The election for the Saskatoon District Health Board was held on the same day and was administered by the City's Returning Officer. No voters list prepared. Estimated number of electors 141,483		
	City/School Board (All races on one ballot)	30,989	22
1999 (May 19)	Public School Board By-Election; estimated number of electors 99,018	4,609	4.65
1999 (October 13)	District Health Board Election; estimated number of electors 73,616	2,272	3.09
2000 (October 25)	Municipal and School Boards; no voters list prepared; estimated number of electors 153,739	40,632	26.43
2003 (October 22)	Municipal and School Boards; no voters list prepared; estimated number of electors 156,391	81,739	52.3
	Vote on Resolution to approve a casino to be located at 22 nd Street and Pacific Avenue		
	For the Resolution	35,766	
	Against the Resolution	44,307	
	Vote on the Resolution to authorize the City to transfer, acquire, sell, exchange, allow or approve the use of City land, City controlled land or interests in land to provide a site for or to accommodate development of new and expanded casino gambling in Saskatoon		
	For the Resolution	37,885	



	Against the Resolution	41,356	
2006	Municipal and School Boards; no voters list	60,380	37.11
(October 25)	prepared; estimated number of electors 162,723		
2009	Municipal and School Boards; no voters list	46,511	27.32
(October 28)	prepared; estimated number of electors 170,272		
2010	Municipal By-election; no voters list prepared;	2,980	16.2
(November 29)	Ward Five R. Donauer elected; estimated number of electors 18,441		
2011	Municipal By-election; no voters list prepared;	3,887	19.3
(February 9)	Ward Seven M. Loewen elected; estimated number of electors 20,176		
2011	Municipal By-election; no voters list prepared;	2,667	15.9
(October 19)	Ward Three A. Iwanchuk elected; estimated number of electors 16,798		
2012	Municipal and School Boards; no voters list	66,497	36.86
(October 24)	prepared; estimated number of electors 180,411		
2014	Separate School Board By-election; estimated number of electors 49,978	1,359	2.7
2016	Municipal and School Boards, no voters list	80,262	40.09
(October 26)	prepared, estimated number of electors 200,228		



Office of the City Solicitor

The Office of the City Solicitor provides general and specialized legal services for the City.

The major areas of responsibilities and duties of the City Solicitor's Office are as follows:

- To attend and provide legal advice to City Council and to Committees of Council.
- To provide legal advice to the Office of the City Manager, the Office of the City Clerk, to all other City Departments and to the City's Boards.
- To represent the City at all levels of court and before various Administrative Tribunals.
- To provide all Legislative drafting services and to conduct all bylaw enforcement prosecutions and appeals for the City.
- To carry out a wide variety of legal work such as land transactions, contracts, loans and debentures, expropriations and tax collections, and to provide other necessary legal support services which may be required by Council, the City Manager, the City Clerk, City Departments and the City's Boards.
- To arrange for insurance for the City and to deal with all claims made against the City.
- To provide a point of contact for the legal community, including legal departments from other towns and cities, and respond to communications from the legal community.
- To use its breadth of experience which spans all departments and operations, to bring together diverse aspects of City operations as needed in order to assist various departments achieve their goals and improve service, both internally and to the public.
- To provide advice and assistance to all departments with making plans and decisions that accord with prevailing law and practices in the legal and business world.



Strategy & Transformation Department

The Strategy & Transformation Department's mandate is to support and lead major change projects in the organization; provide cross-departmental support in the areas of Communications, Public Engagement, Information Technology, Customer Service and Continuous Improvement; and develop new and emerging, complex, multi-divisional initiatives in early stages.

Strategy & Transformation is comprised of four divisions: Communications & Public Engagement, Information Technology, Organizational Strategy Execution and Strategic Project Development. The names of the Organizational Strategy Execution division and the Strategic Project Development division are placeholder functional names which may be subject to change following selection of a permanent Chief Strategy & Transformation Officer to lead the department.

Communications & Public Engagement

Communications & Public Engagement's primary focus is to ensure timely and meaningful exchange of information with internal and public audiences through traditional and new digital communication channels. The division's centrally managed functions include: Communications (corporate, public and employees), Marketing, Creative Services (Graphic Design), Media Relations (including social media), and Public Engagement (corporate including the Civic Services Survey, Citizen Budget, public and stakeholder).

Communications & Public Engagement assists with engaging and informing the public of the City's operations and initiatives through reports to City Council, information campaigns, saskatoon.ca and City social media channels (Twitter, Facebook, Instagram and YouTube). Communications & Public Engagement guides the distribution of corporate news releases and public service announcements, as well as City-related information for journalists. The division is responsible for training City spokespeople to be effective communicators with the news media.

Communications & Public Engagement also coordinates its activities with the Emergency Measures Organization (EMO) to support the Emergency Public Information Plan and *Notifynow* emergency alert system. Communications & Public Engagement periodically consults and co-operates with Saskatoon Police Service Public Affairs officials when certain bylaw initiatives need to be communicated to the public through the news media.



Information Technology (IT)

Information Technology (IT) operates as a strategic business partner providing a full suite of professional services to support the Corporation's goals and enable citizens through the use of technology. The division consists of Portfolio and Business Solutions, Technology Infrastructure Services, Client Services, and Project Delivery and Shared Services.

Portfolio and Business Solutions builds strategic partnerships with the civic departments to facilitate strategy development, planning, and the delivery of Corporate Information Systems. This includes implementing community facing applications and internal business systems that support the business. Document sharing, Geographic Information Services, Web Services (Saskatoon.ca), Leisure Services, Financial Information Services, and Revenue Information Services are part of the Information Technology solutions that support innovation and continuous improvement in the delivery of services to the public.

Technology Infrastructure Services delivers IT solutions and services through an enterprise collection of hardware, software, networks, data centers, facilities and related equipment. In addition to ensuring sustainable future growth, this team is responsible for security, database administration, e-mail services, unified communications, office productivity suite, backup of the operations environment, and management of the corporate network.

Client Services delivers technology incident and problem management to the organization. IT leverages a Business Service Catalogue to ensure services are properly provisioned and supported. The Corporation's end-user computer experience and overall functioning of the corporation's daily operational processes resides in the infrastructure realm.

IT Project Delivery and Shared Services is committed to advancing the organization's strategic goals and objectives through efficient delivery and alignment of key business and IT operational projects. We have a dedicated team of Project Managers, Change Management and Business Analysts focused on ensuring that priority projects are delivered on schedule, on scope, and on budget. This team also provides support and innovation for a number of shared services and platforms across the Corporation, including Geographic Information Services, Web Services (saskatoon.ca), and delivers training opportunities to advance the City's Modern Workplace initiative (such as Office365 and SharePoint online).

Organizational Strategy Execution

Organizational Strategy Execution consists of Organizational Performance, Service Saskatoon, and Corporate Change Management. The division supports the organization in becoming more adaptive and



responsive to transformational changes that are occurring to internal processes and systems. Teams work with the business to provide support in process identification, performance, metrics, customer service, and also leads the organizational change management strategy. Change management focuses on the people side of change in order to achieve required business results.

Organizational Performance supports the City's strategic goal of fostering a culture of continuous improvement through innovation and creativity at the City of Saskatoon. The section supports the organization in gaining knowledge from the business and providing insight to leadership in order to support transformational change. Programming to support this includes providing performance improvement support to the business, facilitating strategic plan development and business planning activities, and executing on strategies using data as a decision driver.

- Performance improvement support defines processes and standardization for consistency and accuracy across the organization, bridging gaps and building inter-departmental relationships, while reducing waste and inefficiencies.
- Strategic plan development and business planning utilizes tools to confirm key components of a division's business to ensure services provided are appropriate and aligned to key customers.
- Executing on strategy supports corporate programs such as the Quality Management System, Business Architecture, Portfolio Management, and Data Governance, aligning the way the work is conducted and putting data on the forefront of informed decision making.

This section also works closely with strategic partner divisions to align the annual business plan and budget process, enhance corporate performance targets, and report on corporate initiatives and the organization's performance.

Service Saskatoon is responsible for the delivery, application and implementation of the Service Saskatoon model for an improved process of service delivery. The model is built on four pillars: Citizen Input, Systems, Standards, and Staffing.

The City is committed to the Strategic Goal of Continuous Improvement and the Service Saskatoon model supports this goal through a focus on improving the delivery of customer service for an enhanced citizen experience. It's about helping citizens connect to the right people and information they need from the City – quickly, simply and seamlessly. The goal for citizens is to eliminate the guess work involved in finding the right information or department needed. The City is in the process of creating and implementing multiple channels for citizens to access the information and answers they need. It's a City-wide shift in how we deliver front-line services, respond to requests, and improve services into the future.



The Service Saskatoon Vision is built on the principle that all employees are Service Ambassadors - regardless of their position. All employees are engaged in either the direct delivery of various citizen facing programs and services, or supporting those employees who are. We are all Service Ambassadors engaged in providing an improved service experience to our citizens and customers. This is further supported by the new Code of Citizen Service and three new customer service training workshops for all employees.

The Citizen Services Manager continues working with divisions for the on-going development and documentation of their levels of service for inclusion in the corporate knowledge base. The knowledge base is the critical and fundamental building block for the enterprise Customer Relationship Management (CRM) system which is the technology centerpiece of the Service Saskatoon model. The CRM will help the City manage citizen requests and inquiries more efficiently and effectively and supports the City's goal to make it easier for citizens to access information, request services, and track their service request progress from start to finish.

The acquisition and implementation of the permanent enterprise CRM software is being coordinated along with the Enterprise Resource Planning (ERP) software and targeted for 2020-21 implementation. A CRM software system is a critical piece of the plan for an improved citizen service experience.

Service Saskatoon continues to provide leadership for the operation of the saskatoon.ca website and digital services for citizens. In early 2019, Service Saskatoon launched a new online training program for website editors in the Corporation. This new initiative will allow Service Saskatoon to re-direct some time to research website improvements that will provide improved user experience for citizens and visitors.

Service Saskatoon is also working in conjunction with other divisions to re-design the front customer facing area of City Hall first floor to provide for a more complete 'one stop' customer experience.

Strategic Project Development

The Strategic Project Development division's mandate is to develop new and emerging, complex, multi-divisional initiatives in the early stages. This division will work with various internal and external stakeholders on due diligence and feasibility evaluations, until such time as the project is ready to be turned over to the appropriate division, or divisions, for execution or operation. The project portfolio of this division is currently under development.



Human Resources

Human Resources

Human Resources provides services to the civic departments and boards designed to support and enhance employee performance. Beginning in 2019 HR will begin a multi-year transformation focused on developing capacity to support a strategic approach to talent management founded in best and leading practices. 2019 will see a focus on the implementation of a new operating model for HR, the streamlining of services through process efficiency and technology and the development of strategic talent management expertise in key areas.

Labour Relations provides professional advice to Committees of Council, Boards, senior management, management and supervisors about employee and labour relations issues, including the interpretation and application of labour legislation, arbitral jurisprudence, union contracts and other matters related to collective bargaining.

HR Operations provides strategies to attract, motivate and retain employees. Delivers in-house expertise and administration related to compensation, benefits, work-life balance, and employee recognition and is responsible for the provision of timely and effective recruitment and selection support for the Corporation. HR Operations leverages data collection, reporting and evaluation techniques to enhance evidence-based decision-making for leadership and key decision makers.

HR Strategy & Partnerships provides front line support, coaching and advice to leaders across the organisation. Best practice experts work collaboratively across HR and with leaders in all areas of the organisation to develop people centered programs, strategies and tools which support the Corporations' holistic talent management strategies including, Diversity & Inclusion, Employee Engagement, Learning, Leadership Development, Employee Development.

Occupational Health and Safety is responsible for leading the development of the Corporate Health and Safety Management System and the establishment of implementation strategies with all departments and divisions to ensure a corporately consistent approach to health and safety. Through incident tracking and analysis OHS assists in developing tactical plans to reduce the severity and frequency of safety incidents throughout the organization. As health and safety subject matter experts Occupational Health and Safety provides corporate leadership and is the key contact on correspondence and issues with outside agencies related to health and safety. Occupational Health and Safety also provides support for employees, supervisors and managers through the Health Management Program.



Community Services Department

Building Standards

Building Standards issues building, plumbing, occupancy permits, and administers inspection programs related to regulations contained in the Building Bylaw, the Swimming Pool Bylaw, the Uniform Building and Accessibility Standards Act, the National Building Code, the National Energy Code for Buildings, and the Plumbing and Drainage Regulations.

Building permits are issued and inspections performed to ensure individuals have safe and healthy places to live and work. Plumbing permits are issued and inspections performed to ensure individuals are not at risk due to contamination of the potable water supply or subjected to disease through exposure to sanitary waste. The extent of compliance assurance provided by the residential inspection program is governed through City Council policy that establishes the parameters of inspections and resources to be applied.

The Building Standards also processes requests from property owners, solicitors, and realtors for Property Information Disclosures, Encroachment Agreements, and Civic Addresses.



House at 51st Street acquired by city for development of the new North Industrial area in 1962 (City Archives photo 1078-327-01)



Year	Building Permits	
	No. of Permits	Construction Value
1907	-	\$377,211.00
1917	178	\$582,739.00
1927	832	\$3,215,995.00
1937	141	\$249,901.00
1947	1,376	\$5,591,615.00
1957	2,118	\$21,746,075.00
1967	2,409	\$57,169,828.00
1968	2,471	\$52,737,762.00
1969	1,798	\$43,759,100.00
1970	1,192	\$13,949,200.00
1971	1,574	\$22,662,600.00
1972	2,038	\$24,638,900.00
1973	2,622	\$41,902,900.00
1974	2,723	\$51,385,500.00
1975	3,724	\$128,626,900.00
1976	3,731	\$132,110,600.00
1977	3,948	\$163,428,150.00
1978	4,094	\$153,603,100.00
1979	4,315	\$257,472,850.00
1980	3,350	\$212,423,700.00
1981	3,319	\$199,739,200.00
1982	2,936	\$145,485,700.00
1983	3,918	\$200,393,800.00
1984	3,122	\$204,436,950.00
1985	3,367	\$187,760,700.00
1986	4,451	\$260,450,400.00
1987	4,523	\$234,706,150.00
1988	3,185	\$210,634,850.00
1989	2,560	\$218,342,000.00
1990	2,154	\$165,046,900.00
1991	1,754	\$86,233,700.00
1992	1,780	\$93,215,400.00
1993	1,941	\$88,113,200.00
1994	1,915	\$114,219,600.00



1995	2,137	\$130,507,900.00
1996	2,288	\$159,700,000.00
1997	2,443	\$154,938,000.00
1998	2,406	\$162,721,813.00
1999	2,460	\$177,918,611.00
2000	2,368	\$201,405,865.00
2001	2,213	\$226,298,562.00
2002	2,424	\$250,142,991.00
2003	2,208	\$230,671,000.00
2004	2,307	\$216,322,000.00
2005	2,437	\$275,945,000.00
2006	2,706	\$323,390,000.00
2007	3,672	\$549,400,000.00
2008	3,516	\$610,208,000.00
2009	3,550	\$537,913,000.00
2010	4,100	\$666,129,000.00
2011	4,651	\$936,923,000.00
2012	5,196	\$1,082,101,000.00
2013	5,020	\$1,088,531,000.00
2014	4,996	\$878,238,000.00
2015	4,327	\$1,020,394,000.00
2016	3,950	\$727,597,000.00
2017	3,998	\$762,082,000.00
2018	3,566	\$642,595,000.00



Community Standards

The objective of the Community Standards Division is to support a healthy and vibrant community by ensuring that reasonable community standards are maintained throughout the city, as articulated in bylaws and policies approved by City Council. The division brings together a continually adapting business unit that seeks to deliver streamlined licensing, permitting, and bylaw enforcement functions throughout the corporation. An effective delivery model for these services ensures enhanced customer service, which in turn supports the effective maintenance and promotion of the community's expectations and standards.

The division is made up of three distinct sections listed below. The role of the division continues to evolve, and aspects of achieving the corporate alignment model of these services are still in ongoing development. The Division will continue to explore potential options to assume other municipal licensing, permitting and enforcement functions where such changes would be beneficial.

The Licensing and Permitting Section ensures compliance with regulations through licensing under the Zoning Bylaw, Business License Bylaw, Cannabis Business License Bylaw, Adult Services Licensing Bylaw, Taxi Bylaw, and Transportation Network Company Bylaw, as well as several council policies.

Current section responsibilities include:

- Reviewing applications for new business licenses as well as annual renewals to ensure that City land use, development, and building standards, as well as any provincial licenses requirements are met;
- Licensing and inspecting taxicabs, taxi drivers, taxi brokers and Transportation Network Companies to ensure compliance with the Taxi Bylaw and Transportation Network Company Bylaw;
- Conducting amendments to related bylaws and policies ;
- Collecting and disseminating critical licensing and business data for various publications and responding to data requests from both within and outside of the corporation;
- Publishing the Business Start-Up Guide, Business Profile, Employment Profile and other business publications; and
- Reviewing applications for sidewalk cafes, mobile food trucks and food carts.

The Bylaw Enforcement Section ensures a streamlined consistent delivery of bylaw enforcement services across the city. This includes effective intake of complaints, data tracking, and uniform inspection delivery including appropriate follow-up.



Current section responsibilities include:

- Providing development permit enforcement, reviewing and issuing permits to legalize existing suites, investigating land use complaints, and enforcing municipal bylaws;
- Reviewing and issuing sign permit applications;
- Inspecting and enforcing street use, right-of-way, and sidewalk activities;
- Inspecting and providing mediation advice and enforcement related to drainage development and non-compliance; and
- Providing sewer use education, permitting and enforcement.

Ongoing section development continues to explore the appropriate inclusion of other distributed enforcement functions including:

- Environmental protection compliance associated with administration of the Waste Bylaw; and
- Lower priority property maintenance concerns in conjunction with Saskatoon Fire.

The Parking Services Section provides a coordinated approach to the provision, regulation, enforcement, and collection services related to parking in the city. Section responsibilities include:

- Administering the full range of types of parking permits (e.g. permits for Disabled Persons, veterans, special events, temporary reserved parking) and inventories;
- Maintenance and operation of parking meter infrastructure;
- Parking meter revenue collection;
- Managing enforcement compliance via the City's Impound Lot;
- Administering the Residential Parking Permit (RPP) program; and
- Providing enforcement of all parking related matters through the Traffic Bylaw (7200).
- Managing civic parking inventory;
- Policy and bylaw updates to ensure regulations are appropriate to current needs.



Recreation and Community Development

The Recreation and Community Development Division provides a wealth of opportunities for citizens to participate in and enjoy the benefits of sport, culture, recreation, and wellness activities. The division provides the supportive environment to help build capacity and empower people of the community to organize themselves for planning and action. Also, to help encourage as many citizens as possible to take advantage of the activities available, the division operates a number of facilities, provides direct services and programs, and provides support to community-based organizations involved in delivering programs and services.

Recreation and Community Development Division:

- Provides leadership development, organizational development, and volunteer support services to help build the capacity of Saskatoon's 47 community associations. These volunteer-run, non-profit organizations deliver affordable sport, recreation, culture and park programs in their neighbourhoods.
- Provides sport and recreation facilities and customer service functions of registration and booking for indoor rinks, sports fields, six leisure centres, the Terry Fox Track, Nutrien (PotashCorp) Playland, the four outdoor pools, three municipal golf courses, and Gordon Howe Campground.
- Provides sport, recreation, and wellness activities that provide the public with a broad range of recreation opportunities.
- Works with external sport and community organizations in the development of outdoor sport facilities, park programming, and special event coordination.
- Provides staff support to help build capacity in the Saskatoon Arts and Cultural community with funding supports, program initiatives, promoting partnerships and collaboration.
- Provides support to the Aboriginal community with respect to sport, culture, and recreation initiatives through leadership development, grant funding, and program delivery.
- Promotes partnerships and collaboration between organizations. Through work with the Cultural Diversity and Race Relations program, the Immigration Action Plan, the Collaborative Funders Partnership, the Crime Reduction/Gang Strategy, and the Graffiti Reduction Task Force, the division also facilitates information sharing and collaboration that strengthens groups, promotes inclusion, and addresses racism.



- Provides an opportunity to be educated on the history of the Saskatoon Forestry Farm Park and Zoo while experiencing the importance of and learning about North American plants and wildlife up close.
- Coordinates the strategic planning processes and direct delivery of programs which focus on addressing barriers to participation, identifying leisure preferences, and increasing participation in sport, culture, recreation, and park programs including a focus on participation by target populations; namely, aboriginal, youth, people with disabilities, seniors, and low-income families.
- Provides accessible (no cost or low cost) programming opportunities through summer playground, skateboard and youth centre programs, and through Leisure Access Program for low income residents.
- Administers various grant programs to non-profit, volunteer, community-based organizations that deliver sport, culture, recreation, and social programs within the city as well as supports to major sport, cultural, and recreation special events.
- Oversees the placement, maintenance, and inventory of City-owned public art throughout the city.
- Advisory role on acquisition, disposition, and use of municipal reserve for the purpose of public recreation.
- Assists in the preparation and coordination of an emergency response plan for use of facilities in Saskatoon as reception centres.



City of Saskatoon – Inventory of Recreation and Leisure Facilities

283 Sport Fields:

- 24 baseball diamonds (2 with grandstands)
- 150 softball diamonds (2 with grandstands)
- 107 soccer/football fields (2 with large size bleachers)
- 2 cricket pitches

1 Football/Soccer Stadium:

- Saskatoon Minor Football Field

216 Parks:

- 161 parks with lighting
- 28 parks with basketball courts
- 2 parks with active private lawn bowling clubs
- 1 park with fitness trail

45 Tennis Courts (42 outdoor, 3 indoor – Field House)

Summer Playground Units:

- 30 padding pools with recreation units
17 spray pools
- 2 travelling playground vans (travel to parks with no formal playground program)

8 Skateboard Sites:

- Lions Skate Park – Victoria Park
- 7 neighbourhood skateboard sites

194 Play Structures:

- 188 metal & composite
- 1 older style wooden
- 5 destination accessible playgrounds

1 Bike Polo Court:

- Optimist Park

16 Pickleball Courts:

- 5 outdoor locations (12 courts on existing tennis courts),
- 1 indoor location (Field House – 4 courts on existing tennis courts)

1 Equestrian Bridle Path:

- Diefenbaker Park

4 Outdoor Swimming Pools:

- George Ward Swimming Pool
- Lathey Swimming Pool
- Mayfair Swimming Pool
- Riversdale Swimming

3 Golf Courses:

- Holiday Park Golf Course
- Silverwood Golf Course
- Wildwood Golf Course



1 Children's Amusement Park:

- Nutrien (PotashCorp) Playland at Kinsmen Park

1 Urban Campground:

- Gordon Howe Campground

10 Youth Centres (programming space within schools):

- 4 of these centres are Me Ta We Tan Centres dedicated to Aboriginal culture and open year round

2 Disc Golf Courses:

- 18 hole course Diefenbaker Park
- 9 hole course Donna Birkmaier Park

6 Indoor Rinks:

- ACT Arena (2 surfaces)
- Archibald Arena
- Cosmo Arena
- Kinsmen Arena
- Lions Arena

4 Indoor Swimming Pools:

- Harry Bailey Aquatic Centre
- Lakewood Civic Centre
- Lawson Civic Centre
- Shaw Centre

50 Outdoor Community Skating Rinks – City supported (owned/operated by Community Associations)**1 Outdoor Speedskating Oval:**

- Clarence Downey Speedskating Oval

6 Indoor Leisure Centres / 3 Indoor Walking Tracks:

- Cosmo Civic Centre
- Lakewood Civic Centre
- Lawson Civic Centre
- Harry Bailey Aquatic Centre
- Shaw Centre (with walking track)
- Saskatoon Field House (with indoor track)
- Terry Fox Track (within SaskTel Sports Centre)

10 Off Leash Recreation Areas (Dog Parks):

- Avalon
- Caswell
- Fred Mendel
- Hyde Park
- North of Hampton Village
- Paul Mostoway Park
- Pierre Radisson Park
- Silverwood
- South West
- Sutherland Beach



1 Zoo:

- Saskatoon Forestry Farm Park and Zoo

2 Picnic Shelters:

- Kinsmen Park
- Forestry Farm Park

Parks

The Parks Division is responsible for developing, preserving, and enhancing City of Saskatoon's investment of its parks system and civic open spaces. This is accomplished through policy development, maintenance standards, public education process, community gardens, educational program development, developing safety standards and policies, conceptual planning, design and construction, consultation with both private and public stakeholders, and project management.

Parks operates through the following functional programs:

- Sport Field and Irrigation Programs are responsible for providing landscape construction and maintenance activities associated with over 400 irrigation services, and 268 sport fields. This program also manages the Circle Drive mowing contract that cuts approximately 400 ha of grass adjacent to Circle Drive and other major high speed roadways within city limits.
- The Greenhouse and Conservatory Program is responsible for providing and maintaining floral displays for public viewing and/or landscape enhancement at the Civic Conservatory, City Hall, and other civic facilities, as well as major public roadways, parks, and public open spaces. The Civic Conservatory was closed in 2018 due to construction of the adjoining Children's Discovery Museum. A report will be presented to Council in early 2019 outlining the potential programming ideas and renewal of the Conservatory.
- The Parks and Open Space Maintenance Program is responsible for the maintenance of all turf areas, shrub beds, park trees, litter control, park playground sand/engineered wood maintenance, park parking lot gravel maintenance, park pathway maintenance (including snow removal), and maintaining cross country ski trails.
- The Urban Forestry Program is responsible to maintain a healthy urban forest by maintaining a comprehensive tree inventory, producing diverse and quality stock in the civic tree nursery, managing sustainable planting programs, and providing ongoing cyclical pruning operations. Additionally, the program promotes the benefits of trees in the environment through public relations, fostering partnerships, and educational activities.
- Urban Biological Services provides control and inspection services to manage invasive plant and animal populations through the following activities:
 - Monitoring and treating mosquito habitat and collaborating with the Saskatchewan Ministry of Health to have mosquitoes tested for the West Nile virus.



- Monitor the urban forest for harmful insects and diseases, including Dutch elm disease, Dothiorella wilt, Cottony ash Psyllid, ash bark beetles, and Emerald ash borer.
 - Control populations of Richardson ground squirrels on City-owned property.
 - Provides solutions for conflicts with urban wildlife, including informational and trapping services.
 - Enforce the Weed Control Act and Dutch elm disease Regulations through inspection and issuance of orders and agreements; and
 - Provision of scheduled and reactive weed control service levels on hard surfaces.
- The Park Design Services Program is involved in the planning, design, and development of public lands which includes parks. The core area of responsibilities include planning, estimating and administration of capital budgets, conceptual and detailed design, project management, internal and public consultation, development and implementation of landscape construction standards, and the collection and maintenance of “as-built” data.
 - Woodlawn cemetery has been operated by the City of Saskatoon since 1906. The 94 acre landscaped property is centrally located on a well-forested site. A variety of options are available at the cemetery for both casket interments and cremated remains, memorialization services, and pre-purchases. Woodlawn Cemetery also maintains Nutana Pioneer Cemetery, a heritage site that has been closed since 1911. Woodlawn Cemetery's mandate is to provide cost recovered cemetery services to the public at reasonable and relatively stable market prices.
 - The Naturalized Area Management Program contributes to the enhancement of biodiversity within the City through the implementation of specialized natural area management plans. This section also promotes the benefits associated with naturalized areas creating awareness of the value of these areas to various internal and external stakeholders.

Parks within the city limits, with area of each, are as follows:

Park	Hectares
A. H. Browne	2.10
A. S. Wright	3.43
Achs	0.94
Adams	1.07
Adelaide	2.11
Al Anderson	7.99
Albert Milne	0.75
Albert Oulton	0.43
Albert Rec Unit Grounds	0.40

Park	Hectares
Cecil Wheaton	0.42
Charlottetown	2.77
Chief Darcy Bear	0.60
Christine Morris	0.28
Churchill	5.63
City Hall Square	1.67
Claude Petit	0.33
Cosmopolitan	11.59
Crocus	7.70



Park	Hectares
Albert School	1.58
Alexander MacGillvray Young	9.00
Alfred Bence	0.25
Anita Langford	6.02
Anna McIntosh	0.92
Arbor Creek Neighbourhood	8.25
Archibald McDonald	5.59
Ashworth Holmes	4.71
Aspen Ridge Linear	1.09
Aspen Ridge Pocket	0.17
Atlantic	4.39
Avalon	1.74
Balsam	0.64
Bearpaw	0.78
Beckett Green	0.71
Bev M. Dyck	2.60
Bishop James Mahoney	4.34
Bitz	0.88
Blair Nelson	14.91
Blairmore Wet Pond	4.74
Boughton	2.51
Brevoort (North)	6.44
Brevoort (South)	1.54
Briarwood Neighbourhood	7.72
Briarwood Lake	6.51
Budz Green	0.86
Buena Vista	3.21
C. Jack Mackenzie	1.29
C. F. Patterson	0.59
C. F. Patterson North	0.92
C. P. Seeley	0.61
Cahill	0.69
Cannam Park	2.55
Canon Smith	1.96
Funk	7.18
G. D. Archibald Memorial	8.23
G. D. Archibald North	3.40
G. D. Archibald West	1.09
Gabriel Dumont	3.46
Genereau	0.33
George Dyck	1.31
George H. Clare	3.89
Glacier	1.76

Park	Hectares
Cumberland	1.48
D. L. Hamilton	0.65
Dan Worden	0.64
Dave King	0.28
Diefenbaker	36.46
Don Ross	0.25
Donald Koyl	0.53
Donna Birkmaier	39.50
Dr. Gerhard Herzberg	6.58
Dr. J. Valens	1.00
Dr. Seager Wheeler	7.21
Draggins Car Club	4.65
Dundonald	9.65
Dutchak	1.22
Ed Jordan	0.60
Edward S. Blain	0.33
Edward McCourt	6.04
Elaine Hnatyshyn	1.57
Ernest Lindner	8.67
Evelyn G. Edwards	0.46
Evergreen Green Bridge	0.30
Evergreen Village Square	0.41
Exhibition	1.41
Father Basil Markle	1.63
Forest	14.47
Forest Grove Linkage	0.77
Forestry Farm (South Park)	32.41
Forestry Farm Link	1.63
Fortosky Linear	1.04
Fortosky Pocket	0.45
Foster	2.28
Fred Mendel	5.32
Fred Mitchell Memorial	0.35
Friendship	0.91
Kilburn	3.95
Kinsmen	11.88
Klombies	1.24
Kopko	0.65
Korpan	0.25
Kusch	2.53
Lacoursiere	0.52
Lakeview	13.60
Lakewood	16.20



Park	Hectares
Glen Penner	2.03
Gougeon	0.91
Grace Adam Metawewinihk	1.99
Greystone	4.52
Grosvenor	2.93
Hampton Village Square	0.50
Harold Tatler North	8.70
Harold Tatler South	3.71
Henry Kelsey	11.51
Henry Kelsey North	1.47
Herbert S. Sears	8.17
Herbert Stewart	2.01
Heritage	3.81
Heritage Green	0.66
Hilliard Gardiner	0.02
Holiday	3.48
Holland	0.82
Holliston	1.49
Horn	0.20
Howard Harding	0.81
Hyde	49.80
Idylwyld	0.44
Isinger	1.20
James Anderson	7.95
James Girgulis	7.49
Jeffrey	0.34
Jill Postlethwaite	0.25
John Avant	5.56
John Brockelbank	1.34
John Cameron	0.39
John Duerkop	1.70
John Lake	1.97
Kaplan Green	0.25
Kate Waygood	10.30
Kensington Village Square	0.40
Kershaw	0.27
Peter Zakreski	20.24
Pierre Radisson	10.51
Pleasant Hill	1.38
Poplar	0.17
Prairie Lily	4.58
Prebble	1.46
President Murray	3.43

Park	Hectares
Larkhaven	2.12
Latham	0.49
Leif Erickson	5.72
Les Kerr	7.22
Lt. Col. Drayton Walker	0.87
Lt. Gen. G. G. Simonds	1.14
Mackay	2.97
Mark Thompson	3.40
Marlborough	0.55
Marriott	0.33
Marshall Hawthorne	8.22
Massey	0.82
Meadowgreen	2.32
Meadowlark	1.28
Meewasin	52.75
Misaskwatomina	4.83
Montgomery	3.65
Morris T. Cherneskey Central	3.94
Morris T. Cherneskey East	3.42
Morris T. Cherneskey West	6.67
Morton	0.09
Mount Royal	3.31
North Park	0.42
Nutana Kiwanis	11.27
Nutana Kiwanis North	1.73
Optimist	3.16
Oren Wilson	0.50
Owen R. Mann	0.44
P. C. R. Banting	2.47
Pacific	10.05
Parc Canada	16.42
Parkridge	8.01
Patricia Roe	0.84
Paul Mostoway	1.61
Peter S. Currie	0.60
Peter Pond	0.70
W. J. L. Harvey North	16.97
W. J. L. Harvey South	6.07
W. W. Ashley	3.25
Wallace	8.78
Walter Wood	0.27
Weaver	4.53
Weir	3.78



Park	Hectares
R.C.A.F. Memorial	2.82
Raoul Wallenberg	1.10
Rendall	0.37
Richards	3.02
Rik Steernberg	0.68
River Landing	4.19
Riversdale Kiwanis	7.11
Robert H. Freeland	0.72
Robert Hunter East	2.68
Robert Hunter West	1.22
Rochdale	7.92
Rod V. Real	0.64
Rotary	4.52
Rouillard	0.78
Scott	6.03
SED Industrial 3	0.37
Senator J. Hnatyshyn	1.43
Senator James Gladstone	4.71
Sidney L. Buckwold	8.35
Sifton	6.59
Silverspring	7.66
Silverspring Linear	1.83
Silverwood-Adilman Linkage	0.80
St. Andrews	1.14
St. Patrick	0.59
Steve Patola	0.45
Sutherland	3.87
Swick	2.34
Szumigalski	2.55
T.J. Quigley	0.45
Thornton	1.00
Trounce Pond	3.50
UMEA	14.79
UMEA Vast	9.71
University Heights	4.21
Varley	1.42
Victoria	18.70
W. E. Graham	0.80

Park	Hectares
Westmount	1.45
Wiggins	1.40
Wildwood	8.47
William A. Reid	15.33
William Anderson	0.33
William Sargeant	0.96
Willowgrove Square	0.41
Wilson	<u>3.02</u>
Total Park Hectares	<u>1,031.60</u>



City-Owned Cemeteries:

Nutana Pioneer Cemetery	7.30 ha
Woodlawn Cemetery	<u>42.05 ha</u>
Total City-Owned Cemeteries	49.35 ha

City-Owned Golf Courses:

Holiday Park Golf Course	81.01 ha
Silverwood Golf Course	26.41 ha
Wildwood Golf Course	<u>46.37 ha</u>
Total City-Owned Golf Courses	153.79 ha

City Facilities Greenspace:

Mendel Site	3.37 ha
Cosmo Civic Centre	2.02 ha
Harry Bailey Civic Centre	1.38 ha
Lakewood Civic Centre	5.16 ha
Lawson Heights Civic Centre	2.48 ha
Shaw Centre	1.32 ha
Riversdale Pool	0.94 ha
Lathey Pool	0.79 ha
Mayfair Pool	1.21 ha
George Ward Pool	1.11 ha
Geoff Hughes Baseball Complex	2.48 ha
Glen Reeves Six Pack	<u>5.94 ha</u>
Total City Facilities Greenspace	28.20 ha

Greenspace Inside City Limits

17 th Street Linkage	1.80 ha
42 nd Street Bridge	0.29 ha
Berms, Buffer Strips and Centre Medians	412.00 ha
Kaplan Green	<u>0.25 ha</u>
Total Greenspace inside City Limits	414.34 ha



Greenspace Outside of City Limits

(Varying levels of service are applied to these greenspace locations)

Poplar Bluffs	47.91 ha
Afforestation (SW near Hwy 7 and CN Terminal)	204.93 ha
Beaver Creek (located 10 miles SE of city)	89.10 ha
Chief Whitecap	141.82 ha
Yorath Island	63.47 ha
Cranberry Flats	<u>68.00 ha</u>
Total Greenspace Outside City Limits	615.23 ha

TOTAL CITY-OWNED PARKLAND

2,292.51 ha



Planning and Development

Planning and Development is responsible for overall land use planning and long range transportation planning for the City of Saskatoon. The primary goal of the division is to build an increasingly sustainable community over time, with an enhanced quality of life, consistent with the vision and core strategies of the City's Strategic Plan. Through community engagement and consultation, the division seeks to understand the values of the community, and reflect those values through the implementation of development policies, programs, bylaws and standards.

The mandate of the division includes primary responsibilities for promoting sustainable development practices, revitalizing existing communities, and providing review and approval processes for any and all development in the city. In addition, the division is responsible for maintaining and administering the Official Community Plan and the Zoning Bylaw, as well as developing guiding plans, such as the Growth Plan to Half a Million. With partners in the Region, the division has also helped to develop the new Saskatoon North Partnership for Growth Regional Plan. In addition, the division is responsible for providing urban design, attainable housing, community safety, community and demographic research, and heritage management services. The division works with community, business, First Nations and regional partners to foster mutually supportive relationships and sustainable development throughout the City and region. The division consists of four sections further described below.

The Long Range Planning Section is responsible for the preparation and administration of the City of Saskatoon Official Community Plan. The Official Community Plan provides the main land use and development policy framework to guide orderly urban development and future growth to a population of 500,000. The Long Range Planning Section prepares long range growth plans for the City, including the preparation of Sector Plans and long range transportation master plans.

The Regional Planning Section manages all aspects of district and regional planning with the Rural Municipality of Corman Park and other regional partners. This section is also responsible for alterations to the City's boundaries. The section works with First Nation partners in the Treaty Land Entitlement process and other aspects of First Nation development initiatives in the City and region. This section also provides population projections, strategic trends analysis, community research and publications, quality of life indicators, neighbourhood profiles, and GIS and mapping services.

The Neighbourhood Planning Section is responsible for the sustainability of existing areas of the City, primarily through local area planning efforts, attainable housing programs, neighbourhood revitalization projects, urban design and streetscape enhancement and community safety. Local Area Plans employ citizen participation to identify goals and actions for neighbourhood-based improvement over the long



term. The section plays a leadership role in the development of attainable housing, including partnerships with Provincial agencies, the private sector, and community-based organizations. Neighbourhood Planning also administers the Façade Improvement Program and the Vacant Lot and Adaptive Reuse Program which helps to facilitate specific neighbourhood revitalization projects. The section coordinates all Crime Prevention Through Environmental Design (CPTED) efforts by undertaking specific community safety audits, completing CPTED reviews for all major civic projects, as well as coordinating all safety-related recommendations from Local Area Plans.

The Urban Design Program is mandated to make improvements to the public realm through streetscape enhancement projects and main street/corridor improvements. In keeping with the Sustainable Growth goals of the City's Strategic Plan, the Urban Design program works to make Saskatoon's business districts and major streets more walkable, liveable, attractive, and distinctive.

The Development Review Section facilitates the orderly use and development of property in accordance with accepted community standards contained in the City's Zoning and Subdivision Bylaws. The section serves as a resource to individuals, businesses, government agencies, and community groups seeking to pursue their respective development proposals, including interpretations of bylaws and policies, information on land use and development options, and information on project time lines for development approval. Development Review reviews neighbourhood concept plans and direct control district applications, reviews subdivision, rezoning, discretionary use, development permit applications, issues compliance letters for cell tower installations, as well as reviews applications for both new and converted condominiums. Design guidelines specific to Architectural Control Districts and infill development are also administered by this section. In addition, the section encourages the conservation of heritage property through research, formal property designations, financial incentives, and public awareness programs.

The Planning Project Services Section, established at the end of 2018, functions as an internal service provider to both support and deliver city planning and development projects on behalf of the Planning and Development Division. It consists of a skilled and diverse labour pool that uses project management best practices, through an urban planning lens.



Year	Population Statistics			
	Federal Census (June 1)	SHMSHR (June 30) (See Note 1)	Planning and Development June 30 th Census Estimate (See Note 2)	Planning and Development December 31 Census Estimate (See Note 3)
1901	113	-		
1906	3,011	-		
1911	12,004	-		
1916	21,054	-		
1921	25,739	-		
1926	31,234	-		
1931	43,291	-		
1936	41,734	-		
1941	43,027	-		
1946	46,028	-		
1951	53,268	-		
1956	72,858	-		
1961	95,526	-		
1966	115,247	111,756		
1967	-	117,440		
1968	-	122,262		
1969	-	126,706		
1970	-	125,598		
1971	126,450	125,089		
1972	-	126,774		
1973	-	126,269		
1974	-	128,470		
1975	-	132,780		
1976	133,750	135,231		
1977	-	138,376		
1978	-	141,167		
1979	-	144,672		
1980	-	148,450		
1981	154,210	154,261		
1982	-	159,581		



1983	-	164,304		
1984	-	170,748		
1985	-	175,859		
1986	177,641	178,361		
1987	-	182,216		
1988	-	183,487		
1989	-	183,896		
1990*	-	183,579		
1991	186,058	180,794		
1992	-	184,255		
1993*	-	187,072		
1994	-	185,678		
1995	-	189,745		
1996*	193,647	192,940		
1997	-	191,360		
1998	-	205,992		
1999*	-	211,921		
2000		206,627		
2001	196,811	209,264		
2002*	-	210,312		
2003	-	206,505	205,000	205,300
2004	-	210,517	205,600	205,900
2005*	-	212,593	206,200	206,500
2006	202,340	209,215	208,000	209,000
2007	-	213,654	210,700	211,800
2008*	-	218,573	212,800	213,900
2009	-	218,849	217,800	218,900
2010	-	227,586	223,200	224,300
2011	222,189	232,780	231,900	234,200
2012		236,508	236,600	239,000
2013		246,321	246,300	248,700
2014		253,402	254,000	257,300
2015		255,838	260,900	262,900
2016	246,376	263,478	262,900	265,300
2017		270,491	271,000	
2018			278,500	



Note 1

The Saskatchewan Health Medical Services and Health Registration (SHMSHR) June 30 figure is the annual reported covered population figure for Saskatoon. **The years with an asterisk beside them indicate the years of sticker renewal program by Saskatchewan Health.** The three year cycle for Health Card validation stickers was implemented in 1990. In the sticker base year the addressing of the population is accurate, in the next three years the records will not necessarily reflect all changes in addresses. In the third year stickers are mailed which results in a check on addresses, the fourth year population numbers reflect this check, and report decreases in Provincial Populations.

Note 2

Beginning in 2009 the Community Services Department estimated the June 30 population by using the Census Metropolitan Area estimate provided by Statistics Canada. This methodology was backtracked to 2006 in order to make a smooth transition from the prior methodology used. Using Statistics Canada data is beneficial as it provides for consistency with other indicators such as labour force and employment data, which is also provided by Statistics Canada. It must also be noted that we will still be receiving data from Saskatchewan Health (SHIR) but will not be using it for the overall population estimate.

Note 3

The Community Services Department's December 31 estimate is derived by taking the June 30 estimate and multiplying it by half of the 1% growth rate to bring it up to date.

As of July 2017, the City is no longer providing a December 31 population estimate. For more detailed information contact the Planning and Development Division at (306) 975-2648.

Miscellaneous Statistics

Altitude	1,580 feet or 481.78 metres
Latitude	52d8'23"N
Longitude	106d40'17"W

Area of City – December 31, 2017

Land	23,244.33 ha	232.44 km ²
Water	<u>389.25 ha</u>	<u>3.89 km²</u>
Total	23,636.59 ha	236.36 km²



Corporate Financial Services Department

The role of the Corporate Financial Services Department is to ensure the management and sustainability of the City's financial transactions (including all aspects of finance, purchasing and inventory), the Land Bank Program, the City's real estate needs, and the Corporate Risk management program. These responsibilities and services are delivered through four divisions: Corporate Revenue, Finance, Supply Chain Management, and Saskatoon Land, as well as the Corporate Risk Office.

Corporate Revenue

Corporate Revenue is responsible for the collection, control, and disbursement of all corporate funds, including corporate banking requirements. Other responsibilities include oversight of accounting controls and cash handling procedures throughout the organization, as well as the administration of General Licensing.

The Assessment and Taxation sections are responsible for property taxation, including the establishment of property assessments for all real property, creating the property assessment and taxation rolls, defending assessment values before the Board of Revision and the Assessment Appeals Committee of the Saskatchewan Municipal Board, and processing and distributing the annual property tax notices.

The Banking and Operations Section is responsible for the administration of the banking services and armored car contracts, as well as the administration of municipal bylaw tickets, which includes an inquiry function, data management, and collection function.

The Revenue Utility Group Section provides the customer service function to the civic utility services: electrical, water, sewer, infrastructure, recycling, and storm water. An integrated work group approach is used to manage a range of the following processes:

- customer requests for provision and/or changes of services;
- meter reading;
- utility billing;
- account inquiry service to customers; and
- credit and collections services.

In addition, this section's Contact Centre provides customer service to internal and external customers in a variety of areas including: property taxes, utility services, animal services, parking tickets, parking permits, taxi licensing and other general licensing.



Finance

The Finance Division consists of several different functions: Financial Planning, Corporate Accounting, Budget, Payroll Services, and Investment Services. The Finance Division is a critical Business Partner for the corporation and assists other departments in collecting, understanding and presenting financial information that assists with effective decision making and improved controls. At a high level, the division is responsible for the following:

- oversight and implementation of day-to-day financial operations;
- planning for financial sustainability of civic operating and capital budgets;
- ensuring the City has accurate information on costs of services and revenues to inform decision making;
- setting leading practices, policies and controls; and
- ensuring appropriate financial accountability at all levels of the corporation.

The Finance Division has a strong business and solution orientation, providing advice and direction in areas such as cost/benefit analysis and evaluating alternatives, focusing on spending tax dollars in a way that maximizes the return. Specifically, the division plays a key role in continuous improvement, system development, implementation of new initiatives and controls and monitoring divisional operations throughout the corporation by providing expert financial, control and business process advice and partnerships. This is completed through assisting other divisions to understand the financial, control and system impacts of decisions and initiatives, and working with them to develop solutions that meet business, operational and reporting requirements.

In terms of key deliverables, the division directs, prepares and delivers the City's Annual Capital and Operating Budget Documents, the City's Annual Report, processes payroll, accounts payable and audited financial statements and the Public Accounts.



	2016	2017	2018
Fair Value Assessment (in '000's on Taxable Property)			
Residential	21,012,861	24,203,737	24,515,628
Condominiums	4,951,488	5,554,511	5,653,985
Multi-Unit Residential	1,542,161	2,367,289	2,455,119
Commercial	6,467,929	8,896,320	8,976,670
Total	33,974,439	41,021,857	41,601,402
Property Tax (% of Fair Value)			
Residential	0.93%	0.85%	0.87%
Condominiums	0.93%	0.85%	0.87%
Multi-Unit Residential	0.93%	0.85%	0.87%
Commercial	1.84%	1.46%	1.49%
Property Tax (Revenue in '000's)			
Residential	195,153	205,148	212,213
Condominiums	45,986	47,079	48,943
Multi-Unit Residential	14,323	20,165	21,252
Commercial	119,262	129,716	133,698
Total	374,724	402,108	416,106
Property Tax Distribution			
Municipality	54%	54%	55%
Library	6%	6%	6%
School Boards	40%	40%	39%
Budget Revenues (in 000's)			
Taxation	207,018	220,335	231,690
Grants in Lieu of Taxes	35,739	38,312	41,532
General Revenues	87,446	87,214	89,589
Own Source Revenues/User Fees	60,787	62,822	62,098
Land Development	6,383	4,507	4,179
Transfer from other Gov't	67,378	64,460	61,539
Total	464,750	477,649	490,627
Budget Expenditures (in 000's)			
Arts Culture & Events Venues	7,207	7,334	7,727
Community Support	15,948	16,388	17,798
Corporate Asset Management	10,740	10,782	11,286
Corporate Governance & Finance	68,499	73,382	74,135
Environmental Health	19,212	19,278	19,531
Fire Services	47,305	48,068	49,112
Police	94,156	95,796	99,372
Recreation & Culture	49,408	51,873	53,656
Taxation & General Revenues	5,929	5,872	7,510
Transportation	125,666	129,971	132,644
Urban Planning & Development	14,298	14,399	13,677
Saskatoon Land	6,383	4,507	4,179
Total	464,750	477,649	490,627



Corporate Risk

The Corporate Risk Office is responsible for developing and implementing corporate risk management systems in accordance with Council Policy No. C02-040, Corporate Governance – Risk Based Management. The key objectives of this office are to promote the development of a risk aware and risk smart culture in all areas of the City's strategic and business planning operations, and to oversee the City's internal audit function.

The key functions of this office include:

- collaborating with senior leadership to develop a positive risk culture within the City, and to implement corporate-wide strategic and operational risk management policies, systems, and programs to ensure alignment with corporate budget, strategic goals, and risk management best practices;
- working with senior administration to identify, assess, treat, and monitor current and emerging corporate risk exposures and develop cost effective strategies to manage those risks;
- reviewing and analyzing risk exposures, mitigation strategies and accountabilities to control exposures and promote the achievement of corporate goals; and
- overseeing the contracted internal audit function and monitoring to ensure the internal audit plan is carried out as approved.

The City Manager chairs the Corporate Risk Committee (comprised of: the General Managers of Community Services, Transportation & Construction, and Utilities & Environment; Chief Financial Officer, Chief Strategy & Transformation Officer, Chief Human Resources Officer, City Solicitor; Fire Chief; Police Chief; Director of Government & Policy Relations; and the Corporate Risk Manager). The Committee is responsible for managing the risk program and reports to the Standing Policy Committee on Finance and City Council on corporate risks and the Risk Based Management Program.

Supply Chain Management

The Supply Chain Management Division is responsible for Procurement, in accordance with Council Policy No. C02-045, and Inventory and Asset Disposal.

The Procurement section ensures procurement of goods, services and construction are acquired at the best value possible through open, fair, competitive and transparent procurement processes and provides expertise in all areas of procurement. Risk to the corporation is mitigated through adherence to our procurement policies, protocols, and contractual obligations.



The Inventory & Asset Recovery section oversees the management of inventory for the corporation, as well as, asset disposal through sales, auctions and recycling. This section also operates a central stores facility and recycles computer equipment, photocopiers, toner, furniture, cell phones and batteries.

Saskatoon Land

The primary responsibility of Saskatoon Land is to administer the Land Development Business Line. Saskatoon Land ensures an adequate supply of residential, institutional, and industrial land at competitive market value; provides innovation and leadership in design for new growth; and yields financial returns on investment to the City for allocation to civic projects and programs within the community. Playing an active role as a land developer within the City influences orderly development and ensures ongoing competition within the land development sector. Major activities include:

- Preparing neighbourhood and area concept plans;
- Directing the subdivision and servicing of land;
- Obtaining all of the required approvals to facilitate land development;
- Undertaking the marketing/sale of serviced lots and parcels and managing related costs and revenues;
- Directing the design and construction of neighbourhood enhancements such as streetscape landscaping and fencing;
- Identifying and purchasing raw land for future development; and
- Providing professional real estate services on behalf of the corporation.

The City's Land Development Program is self-financed and operates on a level playing field with other land development interests in the community.



Transportation & Construction Department

The Transportation & Construction Department is responsible for managing and operating such core services as transit; infrastructure design and construction; and all aspects of optimizing, operating, and preserving the City's transportation network for all modes of transportation.

Construction & Design

Construction & Design (C&D) delivers municipal infrastructure projects, provides regulatory oversight, maintains infrastructure records, and provides expertise, advice, and guidance on municipal infrastructure. These services allow the City to provide and maintain a high quality of infrastructure in a safe and cost effective manner to its Citizens.

Major activities include:

- Land development management
- Servicing agreements
- Review of subdivision and discretionary use applications
- Detailed design and project management for new infrastructure construction
- Rehabilitation of roadways, sidewalks, interchanges, and water and sewer systems
- Drafting, surveying, and inspection services
- Approval of utility installations and connection management
- Issuance of permits for demolitions and boulevard crossings
- Approval of water and sewer infrastructure as part of the building permit process

The C&D division provides curb crossing inspections, commissions new (public and private) potable water and sewer infrastructure, and acts as stewards of the City's infrastructure during private development.

The C&D division develops, maintains, and enforces the City's standard construction specifications and detailed drawings for roadway, sidewalk, lane, and water and sewer infrastructure. The division also produces and maintains comprehensive records and mapping of all infrastructure components and their construction. A city-wide network of benchmarks to provide horizontal and vertical referencing for public and private construction purposes are also installed, inspected, and maintained by the C&D division.



Municipal Engineering Services

The Municipal Engineering Services section of Construction & Design is a team of engineers and technical staff dedicated to providing engineering services primarily to assist with the operations of the City's Roadways, Fleet & Support division and the Water & Waste Operations division, Utilities & Environment Department. This work includes the development of contract specifications, the procurement of materials, equipment and services, scheduling tasks, and contract and program management. The Municipal Engineering Services project group also delivers a wide variety of unique projects, including process improvements, pilot projects, feasibility studies, and specialty capital projects.

Major Projects & Preservation

Major Projects & Preservation is currently made up of the Asset Preservation section and the Major Projects section.

Asset Preservation

The Asset Preservation section is responsible for stewarding the asset condition status, rehabilitation programs, and recommending funding levels for maintaining City roadways, back lanes, sidewalks, water distribution system, wastewater collection system, storm water management system, bridges, and soundwalls. A breakdown of infrastructure is included in the following tables:

Water Distribution System

Asset	Type	Inventory		Replacement Value
Water mains	Distribution	1,057	km	\$1,872M
	Primary	119	km	\$ 282M
Valves	Distribution	14,503	ea	\$ 172M
	Primary	328	ea	\$ 18M
Chambers		189	ea	\$ 23M
Hydrants		8,165	ea	\$ 146M
Service Connections		71,462	ea	\$ 666M
Total				\$3,181M



Wastewater Collection System

Asset	Type	Inventory		Replacement Value
Sanitary Mains	Collectors	932	km	\$2,022M
	Trunks	130	km	\$ 402M
Manholes	Collectors	10,305	ea	\$ 168M
	Trunks	1,398	ea	\$ 47M
Forcemain		52	km	\$ 139M
Service Connections		71,100	ea	\$ 621M
Total				\$3,399M

Storm Water Management System

Asset	Type	Inventory		Replacement Value
Storm Mains	Collectors	672	km	\$1,683M
	Trunks	70	km	\$1,080M
Manholes	Collectors	8,879	ea	\$ 128M
	Trunks	492	ea	\$ 18M
Forcemain		4	km	\$ 8M
Service Connections		3,053	ea	\$ 18M
Catch Basins	Collectors	13,015	ea	\$ 48M
	Trunks	486	ea	\$ 2M
Leads	Collectors	150	km	\$ 37M
	Trunks	7	km	\$ 2M
Dry Ponds		8	ea	\$ 2M
Wet Ponds		26	ea	\$ 20M
Culverts		12	km	\$ 5M
Outfalls		112	ea	\$ 6M
Total				\$3,057M



Paved Streets

Asset	Inventory		Replacement Value
Expressway Roads	463	Ln-km	\$ 386M
Arterial Roads	753	Ln-km	\$ 554M
Collector Roads	809	Ln-km	\$ 572M
Local Roads	2,112	Ln-km	\$1,418M
Boundary Roads	30	Ln-km	\$ 29M
North Commuter Parkway (P3)	41	Ln-km	\$ 30M
Total			\$2,989M

Back Lanes and Sidewalk Network

Asset	Inventory		Replacement Value
Paved Back Lanes	76.2	km	\$ 81M
Sidewalks	1,650	km	\$ 446M
Curbs	2,356	km	\$ 558M
Total			\$1,085M

Bridges and Structures

Asset	Inventory		Replacement Value
River Bridges	6	ea	\$452M
Overpasses	49	ea	\$376M
Pedestrian Overpasses	13	ea	\$ 42M
Pedestrian Underpasses	11	ea	\$ 6M
Sound Attenuation Walls	30	km	\$ 41M
Retaining Walls	5	km	\$ 25M
Chain-Link Fencing	53	km	\$ 3M
Total			\$945M

The Asset Preservation section is also supporting Transportation and Facilities through the development of their asset inventories and condition assessment systems.

Major Projects

The Major Projects section provides project delivery services for capital projects across the Corporation. Recent and current projects are included in the following table:



Capital Project	Estimated Total Capital Construction Cost
Saskatoon Interchanges Project	\$ 72.7M
Fire Hall No. 3	\$ 6.4M
North Commuter Parkway and Traffic Bridge	\$ 352.3M
Corporate Accommodation Planning	\$ 0.150M
Bus Rapid Transit	\$ 6.790M
Unified Waste Utility	TBC
Recovery Park	\$ 23.4M
88 King Street Renovations	\$ 9.4 M
Total	\$471.14M

The Major Projects section also includes management of the operation, maintenance, and rehabilitation (OMR) contracts for both the North Commuter Parkway & Traffic Bridge (30-year concession period) and the Civic Operations Centre (25-year concession period), as these projects are being delivered under a Public-Private Partnership (P3) model.

Roadways, Fleet & Support

Roadways, Fleet & Support is responsible for the maintenance of roads, lanes, and sidewalks, and provides procurement, logistical and operational support for departments across the City. Management of the civic vehicle and equipment fleet was incorporated into the division in late 2018.

Roadways

The Roadways section provides services for the operation and maintenance of roadway assets, including roads, bridges, sidewalks, lanes, and pathways. The section manages over 100 seasonal programs each year. Winter programs are primarily comprised of snow and ice management on roads and pathways. Spring and summer programs include maintenance of sidewalks, paved streets, lanes and earth-streets, drainage, and street sweeping. The Roadways section also assists Major Projects in defining long-term funding needs for asset preservation and setting annual programs for major rehabilitation, such as bridge inspection.

Fleet

The Fleet section is responsible for the purchase, repair, maintenance, and disposal of the City's civic and police fleet. This amounts to approximately 800 units which include trucks, vans, sander trucks, motor graders, excavators, and a variety of police vehicles.



Fleet also maintains Parks equipment which includes a variety of motorized and handheld turf equipment. This includes pieces such as line trimmers, chainsaws, small tractors, and 16-foot mowers.

Operations Support

The Operations Support section provides assistance to all sections within Roadways, Fleet & Support and Water & Waste Operations, Utilities & Environment Department, as well as other divisions as required. The Stores team provides purchasing, stocking and bill processing for materials and supplies. The Carpenter Shop performs building repairs and maintenance, chain link fence repair, and works as an internal contract service. The Training team maintains all staff training records; develops training programs; provides classroom and practical equipment training, employee competency evaluations and orientation for new employees. The Landscape Construction team operates during the summer season to repair all landscape damages due to water main breaks and other city construction work. This includes lawn, sprinkler, paving stone, and walkway maintenance. The Planning & Scheduling group, formed in 2019, reviews the planning and scheduling of operations and maintenance activities as a whole to ensure the utilization of staff and equipment resources are being maximized.

Saskatoon Transit

The City undertook steps towards the installation of a Street Railway during the year 1911. In that year, a joint franchise for the construction of a hydro-electric power plant on the South Saskatchewan River and an electric street railway was granted to an English syndicate. This syndicate failed to carry out the terms of the franchise and forfeited its rights thereunder. City Council then decided to proceed with the construction of a system as a municipal enterprise. The contract was awarded to Stone and Webster Engineering Corporation of Boston, Massachusetts. Actual construction work commenced June 1912, and the first car was run over the system in January 1913. The electric railway system was discontinued in November 1951, and replaced by trolley coaches. In 1974, the trolley coaches were retired and an all-diesel operation became effective on May 4.

The City, up to 1975, was served by a radial system and a change to a regional terminal system was completed in 1979. The regional terminal system design consists of terminals serving regional areas, in which routes in that area arrive at the terminal at the same time to facilitate transfers and provide a direct service to other areas. An exclusive downtown terminal was completed in 1984 on 23rd Street between 2nd and 3rd Avenues.

In July of 2006, Saskatoon Transit completed an extensive overhaul of its entire system and introduced a new service. This new service included a complete re-branding and the introduction of the DART service. The DART stands for Direct Access Rapid Transit and is a precursor to the future Bus Rapid Transit



System being developed as part of the Growth Plan to Half a Million. Over the last few years, the DART routes have been rolled into regular higher frequency service along 8th Street and 22nd Street, and most recently College Drive and Attridge Drive as we continue modelling and getting customers accustomed to what BRT service will look like in the future.

Transit currently operates six terminals spread throughout the City at Confederation Mall, Lawson Heights Mall, Centre Mall, University of Saskatchewan, Downtown, and Market Mall.

Asset	Type	Inventory	Replacement Value
City Transit Bus	30'	8	\$ 3.372M
	40'	126	\$69.819M
	60'	10	Est. \$ 9.0M
Access Transit Bus	Cutaway	32	\$ 3.623M
Total			\$85.814M

During a typical day, there are 105 buses on the road for the morning peak service period, 98 buses on the road during afternoon peak hours, and 65 buses on the road during non-peak hours. These buses service 1,688 bus stops along 38 routes.

Saskatoon Transit has a staff compliment of 407 employees engaged in conventional operations, administration, maintenance, and Access Transit.

In 2010, Saskatoon Transit implemented the Electronic Farebox Collection system and Smart Card technology. In 2015, Saskatoon Transit initiated an automated voice annunciation and scrolling text system on the bus fleet. In 2016, an open real-time data feed for third party vendors was initiated. Currently, Google and Transit are using this data allowing customers to see where their bus is in real time. In 2017, Saskatoon Transit conducted a trial of the Class Pass program under which school classes can apply to ride regular transit routes for free. The program was extended in 2018 and served 3,557 students



Transit Bus Services from 1913 – 2018

The following is statistical information for the years that the system has been in operation:

Year	Passengers Carried	Miles Run	Transit Revenue	City Contribution	Operating Expenditures (1)	Surplus (Deficit)
1913	3,401,351	604,803	158,487	19,665	178,152	-
1923	4,373,402	905,113	276,845	-	272,323	4,522
1933	3,509,391	954,100	216,968	85,080	302,048	-
1943	7,996,969	1,201,561	490,579	-	429,810	60,769
1953	10,984,386	1,498,267	754,284	38,511	792,795	-
1963	7,804,818	1,861,892	1,031,787	178,737	1,210,423	-
1973	8,731,367	2,035,534	1,846,608	458,225	2,304,833	-
1974	9,917,571	2,126,447	2,449,554	146,905	2,596,459	-
1975	10,402,444	2,230,628	2,680,096	496,451	3,176,547	-
1976	10,736,362	2,324,543	2,833,818	904,766	3,738,584	-
1977	11,044,801	2,492,817	2,946,983	1,475,597	4,422,580	-
1978	11,584,222	2,667,937	3,087,852	1,881,620	4,969,472	-
1979	12,188,326	2,892,000	3,584,700	2,257,160	5,841,860	-
1980	12,934,665	3,029,326	3,985,430	2,842,040	6,827,470	-
1981	14,096,236	3,152,223	4,969,700	3,310,900	8,280,600	-
1982	14,549,954	3,283,215	5,785,100	3,692,150	9,477,250	-
1983	14,154,200	3,242,200	6,685,600	3,564,400	10,250,000	-
1984	14,050,000	3,332,039	6,950,700	4,035,900	10,986,600	-
1985	14,048,500	5,376,000*	7,582,000	4,185,600	11,767,600	-
1986	13,708,500	5,406,700*	7,519,700	4,303,400	11,823,100	-
1987	12,982,100	5,409,500*	7,453,000	4,714,600	12,167,600	-
1988	12,479,200	5,455,200*	7,597,000	4,999,500	12,596,500	-
1989	12,670,500	5,784,400*	7,799,200	5,468,000	13,267,200	-
1990	12,629,400	5,789,600*	7,426,600	6,537,200	13,963,800	-
1991	12,672,000	5,746,900*	8,071,400	6,478,600	14,550,000	-
1992	10,651,300	5,395,500*	7,493,300	6,752,300	14,245,600	-
1993	10,542,700	5,273,500*	7,621,266	6,751,200	14,372,500	-
1994	7,993,800(3)	4,059,800*	6,218,100	6,416,700	12,346,100	288,700
1995	9,566,000	5,273,100*	8,040,300	7,407,400	15,447,700	-
1996	9,540,500	5,323,300*	8,724,900	7,608,400	16,333,300	-
1997	8,962,200	4,992,400*	9,384,700	7,417,900	16,591,400	211,200
1998	8,704,300	5,221,948*	7,853,800	9,155,100(2)	17,008,900	-
1999	8,840,800	5,258,500*	7,877,900	9,613,200	17,491,100	-
2000	8,840,841	5,261,915*	8,007,530	9,945,500	17,862,086	90,944
2001	8,831,400	5,308,300*	8,621,067	10,511,300	18,791,841	340,526
2002	8,615,253	5,395,480*	8,689,126	10,624,000	19,389,300	-
2003	8,434,558	5,497,325*	8,884,999	11,411,000	20,221,425	74,574
2004	8,882,405(4)	5,739,681*	9,296,830	11,679,696	20,759,696	216,830
2005	8,981,489	5,780,614*	9,726,077	12,464,500	21,627,634	562,943
2006	9,060,794(5)	6,189,743*	9,816,096	13,222,401	23,764,499	<726,002>
2007	10,598,353(6)	7,099,873*	11,120,006	14,806,074	27,070,980	<1,144,900>
2008	11,149,932	7,037,758*	10,751,462	16,792,800	29,116,762	<1,572,500>
2009	11,579,606	7,216,270*	11,654,894	18,488,400	30,639,041	<486,753>
2010	11,564,858	7,450,787*	12,244,939	17,754,000	30,600,915	<601,976>
2011	12,329,979	7,295,999*	12,593,785	20,459,800	33,804,303	<750,720>
2012	12,770,457	7,337,385*	14,210,017	20,746,472	34,537,837	418,652
2013	13,565,197	7,389,318*	14,726,100	21,865,400	36,929,118	<337,618>
2014	11,596,832	6,562,032*	12,482,748	22,918,600	38,489,700	<1,980,214>
2015	12,216,188	7,136,214*	13,888,719	24,563,905	38,452,362	48,695
2016	12,297,395	7,088,244*	13,898,597	25,434,400	39,332,997	800,800
2017	12,392,359	7,550,479*	14,081,600	27,342,293	41,423,892	<1,808,791>
2018	12,897,233	7,875,495*	14,400,851	27,329,104	41,729,955	<1,233,904>



- * Kilometers
- (1) Operating Expenditures include capital debt and transfers to Capital Reserve.
- (2) Seniors subsidy transferred from 'Transit Revenue' to 'City Contribution'.
- (3) Service suspended during (10) ten-week strike.
- (4) Change in ridership calculation to 71 rides per pass
- (5) New Service July 2, 2006
- (6) New UPass Program – one semester and full year of Discounted Bus Pass Program.

Access Transit

Access Transit was established within the City in July 2004 for people who are unable to use the regular transit system safely and with dignity. Service is provided using lift-equipped buses and cabs within Saskatoon on a shared-ride “accessible door to accessible door” basis. The service provides a safe and secure trip from origin to destination including assistance with getting to and into the vehicle, securement of the mobility device within the vehicle, exiting from the vehicle, and assistance to the destination accessible door. Access Transit fleet consists of 28 buses.

2018 Access Transit Statistics:

- 3,423 active registrants
- 69% (90,894) total revenue trips – ambulatory (not confined to a wheelchair)
- 31% (40,808) total revenue trips – non ambulatory (confined to a wheelchair)
- 131,728 total revenue trips delivered
- \$78,000 Taxi Cab budget
- 7,602 total trip denials

Purpose of trip summary:

Leisure (22%)	Medical (14%)
Work (14%)	Not specified (1%)
Shopping (13%)	Therapy (12%)
Church (7%)	Education (1%)
Recreation (1%)	Day programs (8%)
Special Events (1%)	Dialysis (6%)

Transportation

Transportation is responsible for providing all citizens and visitors with:

- Planning and designing safe, reliable, and timely options for travel in the City.
- Installing and maintaining safe, reliable, and timely options for travel in the City.
- Providing leadership, education and engagement on the City Transportation Systems.



- Providing leadership, monitoring, oversight and strategies to ensure the City
- Transportation network and system aligns with the Corporate Strategic Plan.

The goal of Transportation is to provide the safe and efficient movement of people, goods, and services within and through the city in a cost-effective manner. The restructure in 2014 created three new sections: Engineering, Traffic Operations & Control, and Customer Service.

Engineering

The Engineering section is responsible for planning, designing and operating the City's transportation facilities to foster Saskatoon's economy and growth, while minimizing environmental impact by strengthening active transportation. The facilitation of this mandate requires:

- Data collection and monitoring of the transportation systems;
- Network modeling to predict performance and support future need;
- Community engagement;
- Overseeing all traffic movements and flows on the transportation network; and
- Design and operation of traffic controls (traffic signals, signs and pavement markings).

The Engineering section also implements, through public input, initiatives to make our city, your neighbourhood, or your street enjoyable and safe for all modes of transportation which includes traffic calming measures; cycling and pedestrian programs; and school safety programs. Regulating use of the City's right-of-way lands is also the responsibility of this section.

Traffic Operations & Control

The Traffic Operations & Control section includes the Electronics Shop and the Sign Shop which manage the field operations to support the city's transportation network.

- The Electronics Shop is responsible for the installation and maintenance of the city's traffic systems and traffic signals; and
- The Sign Shop is responsible for the installation and maintenance of signage and pavement markings, as well as the implementation of construction work zones and lane restrictions.

The coordination of all lane restrictions or temporary closures of the public right-of-way are also managed through this section.



Customer Service

The Customer Service section provides a high level of customer support to residents and the division.

The section's responsibilities include:

- Responding to public inquiries and requests relating to the transportation network;
- Administering external permitting, including 'use of right-of-way' and 'over dimensional/overweight vehicles';
- Identifying opportunities and assisting with implementing efficiencies and continuous improvement initiatives; and
- Managing the Red Light Camera and Automated Speed Enforcement programs.



Utilities & Environment Department

The Utilities & Environment Department is responsible for managing and operating core services including: electrical distribution within the City's electrical franchise area; street lighting; water treatment and distribution; storm and sanitary sewage collection and treatment; solid waste collection and landfill; recycling services; compost handling sites; maintenance and operation of corporate facilities, and providing environmental leadership both within the City and for the community. These responsibilities and services are delivered through five divisions: Saskatoon Light & Power; Saskatoon Water; Water & Waste Operations; Sustainability, and Facilities Management.

Saskatoon Light & Power

Saskatoon Light & Power provides electrical service to customers located within the 1958 boundary of the City of Saskatoon. SaskPower provides electrical service to customers located outside of this area. Bulk electricity is purchased by the City from SaskPower. Through a system of transmission lines, substations, and distribution lines, the City's Utility distributes electricity to customers.

Saskatoon Light & Power rates for electricity are regulated by City Council through bylaw and have generally been set the same as SaskPower rates for similar customer classes. Saskatoon Light & Power is debt free and operates from revenues it receives from the sale of electricity. It pays the City a grant in lieu of taxes, funds all of its own capital expansion/replacement projects, and transfers all profits to the general funds of the City to help offset property taxes.

Historical

The municipal electric utility was started in 1906, with a small generating plant of 225 kilowatts located on the riverbank at Avenue H and 11th Street. Initially, service was provided at night time only for lighting purposes, but by 1908, 24-hour service was available. By 1911, the extremely rapid growth in demand for electricity forced the City to construct a new coal-fired thermal generating plant on Avenue A south of 19th Street.

Further plant expansions brought the generating capacity to 10,000 kilowatts by 1919. At this time, two phase, 60 hertz (cycles per second) power was generated and distributed at 2,300 volts. In 1928, the City sold its power plant to the Saskatchewan Power Commission, and the plant, which was the single source of supply to Saskatoon Light & Power, was upgraded to 14,400 volts. The Utility obtained additional electrical capacity at 72,000 volts from the SaskPower Queen Elizabeth Power Station in 1959,



and at 138,000 volts in 1982. Gradual conversion of the two phase, 2,300 volt distribution system to a three phase, 4,160 volt system, continued from the 1930s until 1972 when it was completed.

In 2000, Saskatoon Light & Power completed its conversion of the 72,000 volt transmission line that roughly forms a ring around the City, and related substations to 138,000 volts. The conversion occurred over a ten-year period and involved the rebuilding of five substations, the building of three new substations, and the replacing of the existing wood pole transmission line, in sections, with a steel pole transmission line.

Saskatoon Light & Power Today

Saskatoon Light & Power receives all of its electricity from SaskPower with four 138,000 volt interconnections at the Queen Elizabeth Power Station and one 138,000 volt interconnection in Forest Grove east of the Forestry Farm Park. Nine substations are strategically located along the transmission lines to transform the voltage to 25,000, 14,400 and 4,160 volts for distribution to Saskatoon Light & Power's grid and its customers. Thirteen additional substations are located throughout the City to provide for suitable transformation to 4,160 volts. An underground 600 volt network system exists in the central business district and is being expanded, as development occurs, to reduce the number of overhead lines in the downtown area and provide a high degree of reliability to the customers connected to it. Saskatoon Light & Power serves approximately 60,800 customers within the Utility's 69 square kilometer service area, which is limited by the 1958 City boundary. Annual energy consumption is 1,040 GWh (gigawatt hours) and the peak summer load is 200 MVA (megavolt-amps).

Street lighting is provided by approximately 27,000 lights owned by Saskatoon Light & Power and 6,500 lights owned by SaskPower. Saskatoon Light & Power provides street lighting in all new subdivisions, since street lights are not limited by the 1958 City Boundary. These street lights are mostly high-pressure sodium fixtures and include sidewalk lighting in several business districts and park pathway lighting throughout the city. Implementation of LED (light-emitting diode) lighting was first initiated in 2010 and has become the City's standard for all new installations since late 2013. There are almost 4,000 LED lights currently installed in Saskatoon. Options are being considered to complete large-scale upgrades of existing lights to LED in order to reduce the amount of energy consumed.

Saskatoon Light & Power continues to invest in its electric system infrastructure, with a capital budget of approximately \$17 million annually for growth and renewal projects for transmission, substation, overhead, underground, and network distribution.

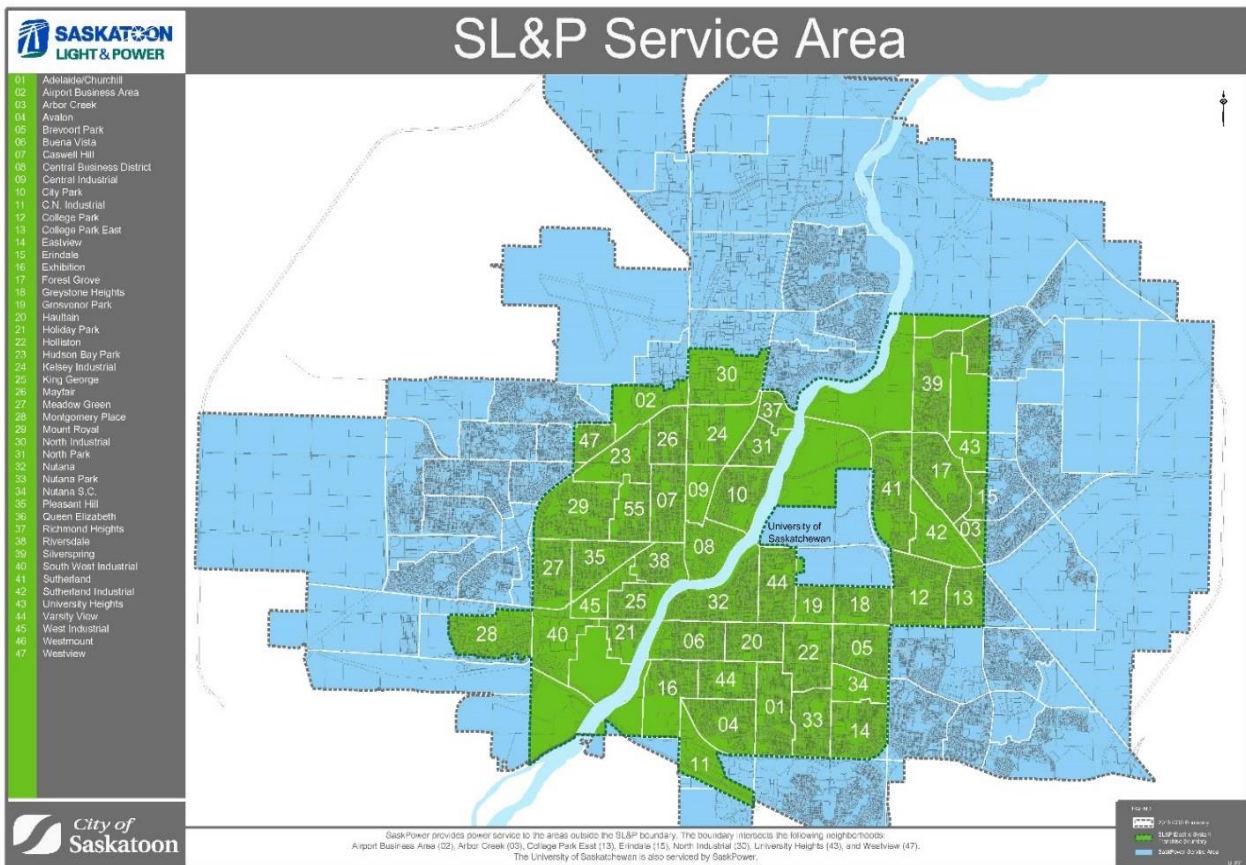


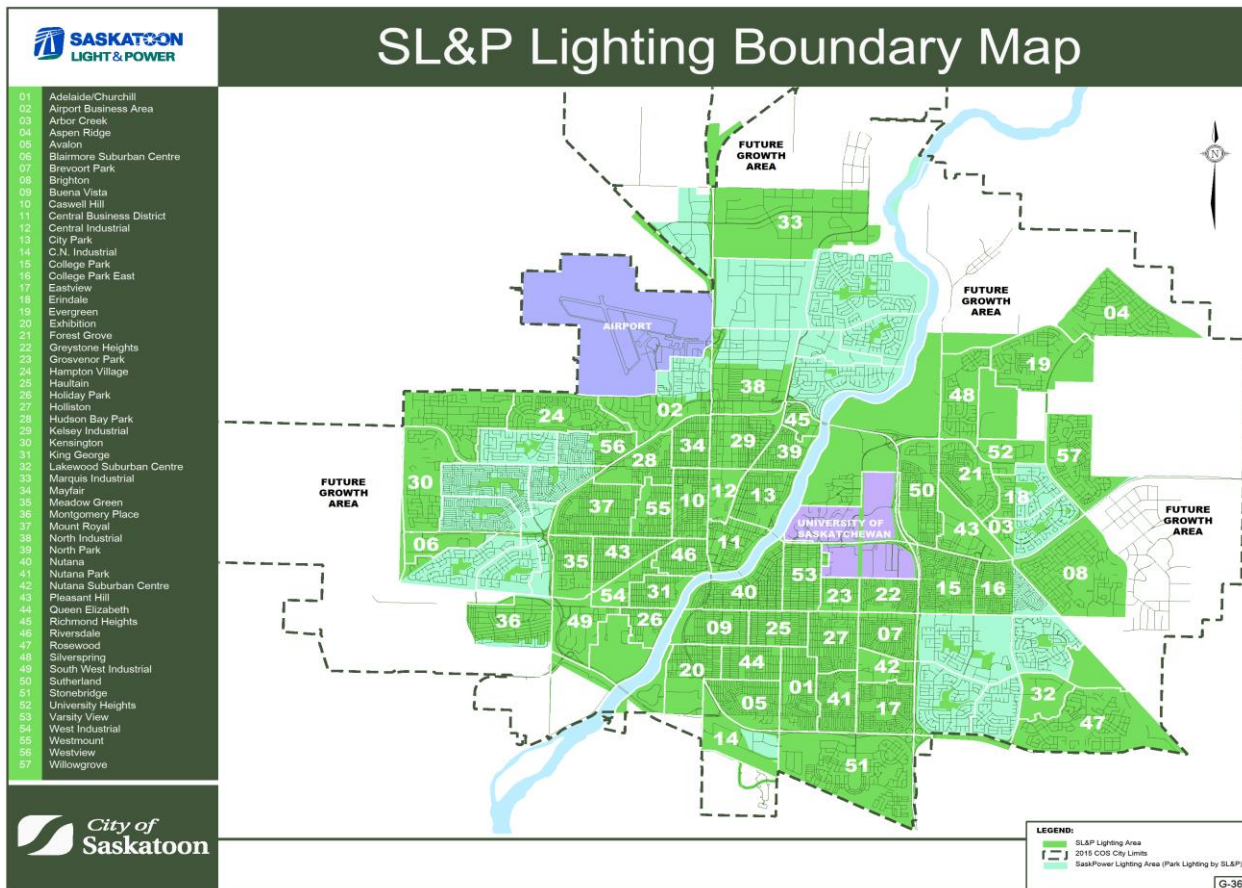
Saskatoon Light & Power offers a Customer Solar Program where its customers can generate a portion of their own electricity using solar panels, and offset some of their power costs every year. Through the program, Saskatoon Light & Power customers can operate in parallel with the Utility's distribution system, selling power to Saskatoon Light & Power when they are generating more than they need, and buying power from Saskatoon Light & Power at night-time or when they are using more electricity than they can generate on their own. In 2018, the number of customers taking advantage of this program increased to 133, with an average system size of 5.7 kilowatts (kW) for residential systems and 15 kW for commercial systems. Combined, all of the solar panels that are interconnected with Saskatoon Light & Power's grid produce about 860 megawatt-hours each year (about 0.08% of the annual electricity sold to our customers). While this accounts for only a small fraction of the electricity used in Saskatoon, the popularity of solar panels is increasing every year, growing by 50% annually for the past five years.

Saskatoon Light & Power provides special decorations and decorative lighting on 12 main thoroughfares and bridges within the City during the Christmas season. Banners are also installed on street light poles in various business districts in the City throughout the year.

Saskatoon Light & Power operates with a staff of approximately 158 employees engaged in administration, system planning, engineering design, construction, maintenance, and system operations. Corporate Revenue within the Corporate Financial Services Department provides utility meter reading, billing, and collection services common to the electrical, water, and sewer utilities.







Saskatoon Water

Saskatoon Water goes beyond the operation and maintenance of the City's Water and Wastewater Treatment Plants; it includes the handling and disposal of solids resulting from the treatment processes, operation of water and wastewater pumping facilities, laboratory testing, process optimization, carrying out environmental studies, the testing and maintenance of water meters, and the Cross Connection Control Program. A critical part of the utility is developing long-term planning for water distribution, water and wastewater treatment, storm and sanitary sewer collection systems, and managing related construction work.

Water Treatment

The Water Utility consists of the water treatment operations managed by Saskatoon Water, and the water distribution system, which is administered by Water & Waste Operations and Major Projects & Preservation, Transportation & Construction Department.



The Water Treatment Plant treats raw water from the South Saskatchewan River to provide high-quality potable water to the City of Saskatoon and surrounding communities. Portions of the plant date back to 1911 when the first filters were constructed. Upgrades have continued over the last 100 years including additional filter plants constructed in 1928, 1957, and 1964. The Water Treatment Plant utilizes dual media gravity filters downstream of coagulation and flocculation processes. In 2012, a new raw water intake was constructed across from the Queen Elisabeth Power Station to ensure a secure water supply to the Plant. Additional increases in reservoir storage, high lift pumping, and ultraviolet disinfection systems have taken place since the intake was constructed to meet regulatory requirements and meet the level of service for the City. The Water Treatment Plant has a current treatment design capacity of 253 ML/d. An average of 43 million cubic meters of water is pumped to the distribution system each year.

Staff at the Water Treatment Plant operate and maintain three reservoirs and pump stations at Avenue H, 42nd Street, and Acadia Drive. The reservoirs and stations provide potable water storage and distribution pumping to meet water demands, system pressure requirements, for firefighting, and to respond to water supply emergencies. The City's water distribution system pressure is monitored and maintained by the Operations staff at the Water Treatment Plant.

Metering

The Meter Shop provides the purchase, installation, testing, repair, and initiation and termination of water services, and installation and commissioning of Advanced Metering Infrastructure. The Meter Shop also directs the operations of the City's Cross Connection Control Program, a program designed to ensure that adequate protection exists between the City's distribution system and the consumer's water service to prevent backflow and any related potential contamination. As a water purveyor, the City is responsible to ensure that the quality of the water is maintained throughout the water distribution system.

Wastewater Treatment

The Wastewater Utility consists of the treatment operations, managed by Saskatoon Water, and the wastewater collection system, which is administered by Water & Waste Operations, and Major Projects & Preservation, Transportation & Construction Department.

The Wastewater Treatment Plant treats approximately 32 million cubic meters per year, or 88.5 million litres per day from residential, commercial, and industrial sources produced within the city limits.

Initial treatment of the raw wastewater involves grit removal, screening of large fibrous materials through bar screens, and gravity settling of remaining solids. With the expansion in 1996, the plant provides full secondary treatment with additional nutrient reduction using a Biological Nutrient Removal process. The



Ultraviolet Disinfection facility eliminates the need for a chlorine disinfection process, thereby, eliminating the use of chlorine except for emergency situations.

Solids recovered from the wastewater are digested anaerobically (without air) and piped to a site 12 kilometres north of the city where they are stored. The solids are then pumped through a pipeline and applied to neighbouring farmland in the spring and fall through a wet injection process.

Staff at the Wastewater Treatment Plant are also responsible for the maintenance, daily inspection, and operation of 26 sanitary sewer pumping stations within the City's wastewater collection system and two storm water pumping stations.

Water & Wastewater Capital Expansion & Upgrade

Saskatoon Water has capital and replacement projects in the Water and Wastewater utilities, totalling \$284 million and \$263 million, respectively, in the next ten years (2019-2029). These are projects driven by regulatory requirements, growth, plant improvements, public safety, reliability, and security.

Water expenditures in the next ten years, include automatic meter reading, transfer pumping upgrades, electrical equipment upgrades, reservoir and fill main construction for new growth areas, provisions for general plant upgrades, additional clarification capacity, sand separator replacement, and chemical delivery infrastructure replacement. Major work includes the design of transfer pumping and electrical equipment upgrades, construction of filter plant improvements, and perimeter fence enclosure.

Wastewater expenditures, in the next ten years, include lift station upgrades, the expansion of process areas to bring the plant to its ultimate capacity, provision for general plant upgrades, and addition of digester capacity, combined with a recovered energy heating facility. Major projects, include construction of a liquid waste haulers station, construction of holding cells at the biosolids handling facility, and construction of a 4th digester and heating building.

Engineering & Planning

The core responsibilities of the Engineering & Planning section are as follows:

- Protect existing properties from surface and underground flooding based on defined service levels, as approved by City Council.
- Provide long and short term planning for the expansion of the water distribution, and sanitary and storm sewer collection systems.
- Maintain the City of Saskatoon water and sewer design standards, and review designs for private development and commercial building permits to ensure compliance.



- Provide planning and design engineering consulting services to Saskatoon Land.
- Provide geotechnical expertise to various divisions and projects within the city.
- Operate and maintain flow monitoring equipment and computerized flow models for the water distribution, and sanitary and storm sewer collection systems.
- Manage the storm water utility and provide storm water engineering expertise including monitoring and mitigation of damage to public property from riverbank instability.

Laboratories

Water Quality

- Monitor, sample, analyze, and report Drinking Water Quality in the city's distribution system and handle customer inquiries.
- Liaise with regulatory agencies to ensure compliance with operations.
- Ensure compliance with the Permit to Operate issued by the Water Security Agency for Water Works.
- Provide bacterial testing for City Departments including on-call testing and biochemical support to operational managers for Water Treatment Plant processes.
- Watershed monitoring of the river quality to support operation of Water Treatment Plant processes.
- Provides public education on drinking water treatment.

Environmental Monitoring

- Monitor, sample, analyze, and report surface water, groundwater, wastewater, and industrial effluent.
- Liaise with regulatory agencies to ensure compliance with operations, National Pollutant Inventory, and Green House Gas Emission.
- Ensure compliance with the Permits to Operate issued by the Water Security Agency for Wastewater Works and Ministry of Environment for the Landfill.
- Conduct sampling and testing service for sewer use bylaw compliance and high strength charges.
- Participate in the assessment of waste loads and collection system discharges intended for the Wastewater Treatment Plant.
- Watershed monitoring of the river quality to support operation of Wastewater Treatment Plant processes.
- Provide sampling and testing support services for storm outfall monitoring and sanitary river spills/complaints.
- Conduct tours and provide public education on wastewater treatment.



Laboratory programming is funded through water and wastewater utility charges and through fees collected from businesses where monitoring is required.

Utility Funding

The Water and Wastewater Utilities' operating and capital costs are fully funded by the revenue generated by their respective rate structures as defined by the following:

- *Water Charges* – Rates comprised of a fixed service charge (based on the water meter size) plus an inclining block volumetric charge for residential customers, and a constant usage volumetric charge for commercial customers.
- *Wastewater Charge* – Rates comprised of a fixed service charge (based on the water meter size) plus an inclining block volumetric charge for residential customers and a constant usage volumetric rate for commercial customers.
- *High Strength Charges* – A surcharge for high strength industrial waste.
- *Liquid Waste Hauler Charges* – A volumetric charge for liquid waste trucked directly to the Wastewater Treatment Plant or to the Heavy Grit Facility at the Landfill.
- *Fire Service Charges* – A cross-charge to the Fire Department (for maintaining fire protection services).

In December 2016, City Council approved water and wastewater rates that increased the average bill by 9.5% for 2017, and 9.25% in each of 2018 and 2019. Rate increases fund annual operating costs and capital projects to upgrade the Water and Wastewater Treatment Plants, water distribution and collection systems, roadway improvements associated with the utility, water and wastewater upgrades to serve redevelopment in existing core areas, and Return on Investment. As shown in the following table, even with this increase, the average water bills for Saskatoon remain significantly less than other prairie cities.

City	Meter Size – Residential 5/8" (15 mm) Consumption: 900 cu.ft./month (25.5 m ³)	Meter Size – Commercial 3/4" (75 mm) Consumption: 3,000 cu.ft./month (85 m ³)
Saskatoon (2019)	\$113.90	\$366.45
Edmonton (2019)	\$121.63	\$322.23
Calgary (2019)	\$124.25	\$326.57
Regina (2019)	\$131.39	\$354.52
Winnipeg (2019)	\$134.31	\$409.80



The Storm Water Utility's operating and capitals costs are fully funded by the revenue generated by the Storm Water Management Charge, which is a user-pay charge proportional to storm water generated based on property size and surface imperviousness. In August 2011, City Council approved a seven-year phase-in of Equivalent Runoff Units (ERU), with single-unit residences paying for one ERU at \$4.40 per month (\$52.80 per year) and commercial customers paying a minimum of two ERUs and a maximum of 100 ERUs in 2018. In 2017, City Council approved an annual ERU increase of \$13.50 per ERU from 2019 to 2022.

The Temporary Flood Protection Program (FPP) fee is a fixed charge for all customers to fund projects that mitigate basement flooding from severe storm events. In December 2008, City Council approved the extension and increase in the FPP to \$4.50 per water meter (\$54.00 per year) in 2009 with a scheduled end date of December, 2018. In 2017, City Council approved an extension and phase out of the FPP by \$13.50 annually from 2019 to 2021.

Water & Waste Operations

Water & Waste Operations is responsible for the operation, maintenance, and preservation of water mains, sanitary sewer mains, storm sewer mains, and waste handling and disposal services.

Water & Sewer

The Water & Sewer section is responsible for the operation, maintenance, and inspection of the existing water distribution, sanitary sewer, and storm sewer collection infrastructures. This infrastructure consists of piping, valves, hydrants, manholes, catch basins, storm retention ponds, and streambeds. The Water & Sewer section also assists Major Projects & Preservation, Transportation & Construction Department in defining long-term funding needs for asset preservation and setting annual programs for major rehabilitation.

Water & Sewer provides the first response for water, sanitary, and storm sewer service interruptions (about 1,400 events on average annually). This includes responding to calls about water main breaks and service connection leaks, sanitary sewer mains, and sewer connection backups. The section operates and inspects the City's network of fire hydrants (7,200) and water main valves (more than 14,000), conducts water main flushing to manage water quality, conducts sanitary sewer main cleaning and inspections (1,100 km), cleans sanitary sewer connections (72,000), cleans catch basins barrels (13,300), and tests and treats storm retention ponds (28) to manage water quality.

Waste Stream Management

The Waste Stream Management section provides an integrated approach to environmental protection and solid waste management to protect human health, safety, and the environment. Waste handling



and disposal services include garbage collection, leaves and grass collection, recycling collection from City operated depots, as well as, the operation of the Saskatoon Regional Waste Management Centre (Landfill). The Waste Stream Management section is also responsible for managing container assets and ensuring that waste disposal sites are managed according to regulations. Residential waste handling services are funded by general revenues (60%), direct charges to commercial garbage collection customers (5%), and entrance, tipping, and special handling fees charged to direct users of the Landfill (35%).

Environmental Projects and Protection

The Environmental Projects and Protection section is responsible for by-law enforcement, engineering and planning related to the City's solid waste and landfill, and the operations of two seasonal composting sites. Ensuring that residential waste is managed in accordance with the Waste Bylaw is conducted by Environmental Protection Officers and includes matters ranging from illegal dumping to spill management. The seasonal compost depots provide free access for diversion of organic material from the landfill. The finish compost is used by City parks and others including citizens through the new "dig your own" compost program.

Water & Waste Operations has been operating the Landfill Gas Collection and Flaring Facility, part of the City's Green Energy Park, since its commissioning in November 2013. The Landfill Gas Collection process both collects and conditions the naturally produced gases for delivery to the Landfill Gas Power Generation Facility, operated by Saskatoon Light & Power. The Flaring Facility captures and expunges any unused portions of landfill gas via a flaring process. Destruction of landfill gas results in annual emissions reduction of 554,000 tonnes of carbon dioxide, contributing to the City's Energy and Greenhouse Gas Management Plan and improving air quality around the Landfill. When combusted for electricity production through the generation facility, it can provide green power for approximately 1,400 homes, and generates \$1.3M revenue per year.

Sustainability

The Sustainability division provides corporate leadership to achieve goals established under the Strategic Goal of Environmental Leadership. This is achieved corporately through work within the division and across civic departments. Community sustainability is also within this mandate, including programs such as recycling and environmental education initiatives which leverage community and business partnerships. The Sustainability division is a multi-disciplinary team of 27 staff, who carry out environmental work relating to Corporate and Community Strategy, Project Implementation, Environmental Standards, and Policy. This work includes: Sustainability Strategy; Environmental



Protection, Resilience and Regeneration; Waste Diversion; and Buildings, Energy and Civic Infrastructure.

Sustainability Strategy – Climate Change Adaptation and Mitigation

The division leads in establishing and maintaining the broadly-based corporate and community environmental strategies. The division works to facilitate and support sustainable approaches to projects and operations across the corporation through project identification, subject matter expert support for initiative development, environmental funding grant guidance, and data management.

Strategy work includes climate change adaptation and climate change mitigation for the corporation and the community. The climate change mitigation team works to define, prioritize, and create a strategic framework for preventative actions which limit further harm to the environment through reducing greenhouse gas emissions. In order to achieve this, corporate emission reductions targets have been set of 40% by 2023 and 80% by 2050; and the Community reduction target of 15% by 2023 and 80% by 2050, based on the 2014 baseline. Key strategies to achieve emissions reductions are:

- Reduced energy consumption;
- Transportation practices (such as active, public, shared and EV transportation);
- Reduced water consumption;
- Waste diversion;
- Land use practices; and
- Renewable energy generation.

Creating resiliency to climate change is achieved through climate change adaptation. This practice reviews the risk that certain climate change events will occur (such as drought or severe weather), and the level of vulnerability Saskatoon might experience to services, programs or municipal assets as a consequence of these events. Actions to minimize risk and plan for climate change events are outlined and prioritized for implementation.

Environmental Protection, Resilience and Regeneration

Clean water, soil, and air are crucial to the health of the environment we live in and, ultimately, to the long term health of our residents and community. As time passes and our city grows, our understanding of how to maintain a good quality environment changes, and this is reflected by changes to the way we manage our city. Environmental Protection activities preserve the quality of our water, soil, and air now and for future generations by safeguarding our community from the impacts of pollution while remaining cost effective and practical to implement.



The purpose of Environmental Protection initiatives is to:

- Assist civic operations to maintain compliance with changing environmental regulation;
- Monitor best practices for managing risks that have environmental implications; and
- Incorporate sustainable, best practice approaches into the city's growth.

Examples of current Environmental Protection projects include the Environmental Management System, Brownfield Renewal Strategy, Green Infrastructure Strategy, and the Contractor Environmental Guidelines.

Waste Diversion and Zero Waste

City Council has set a Performance Target of 70% waste diversion from the landfill by 2023. The Sustainability division works closely with Water & Waste Operations (W&WO) to develop and implement plans, strategies, and education programs to maximize solid waste diversion. Sustainability currently manages and promotes diversion programs including residential and civic recycling (with operations transitioning to W&WO), hazardous waste, and home composting. Sustainability is co-developing new diversion initiatives such as Recovery Park, city-wide residential organics, and mandatory recycling, organics for business and organizations, and Leading-by-Example Corporate programs.

Sustainability is also developing a Zero Waste approach as part of the Waste Diversion Plan. The goal of this approach is to break the linear model of production (make – use – dispose) toward a circular economy model that aims to keep products in use as long as possible. Initiatives include waste reduction policies on single-use plastics and food waste.

Buildings, Energy and Civic Infrastructure

Energy efficiency initiatives are expected to save money for the Corporation and reduce greenhouse gas emissions by 40% by 2023. Efficiency initiatives include:

- Coordinated and accelerated building efficiency improvements through Energy Performance Contracting (EPC);
- Development of a High Performance Civic Building Policy for new and existing civic buildings;
- Energy monitoring to inform building operators and occupants how their daily activities impact energy and resource consumption;
- Assisting with water revenue loss audits and mitigation strategies; and
- Coordinated procurement and management of energy.

Sustainability facilitates small-scale (or distributed energy) opportunities for Green Energy Generation. These opportunities are typically on civic buildings or other civic assets throughout the community. They



are also working with a cross-Divisional team on reporting to Council on ways to reduce barriers to solar energy uptake in the community. The division also works with Saskatoon Light & Power as they develop utility-scale projects.

Green Energy Generation initiatives are expected to generate a new source of revenue for the Corporation, or provide an opportunity to recapture revenue losses that occur when citizens adopt energy efficiency (e.g. higher levels of home insulation are standard in new construction, incandescent light bulbs are no longer manufactured, low-flow plumbing fixtures are now the norm, etc.)

Facilities Management

The Facilities Management division provides support and services for civic programs and department buildings and structures, covering a range of services, including:

- building operations;
- maintenance support;
- project management;
- capital renewal; and
- security programs and services.

Facilities Management is responsible for the City's buildings, structures, and related site infrastructure (parking lots, etc.). The division provides building operation, maintenance, and custodial services for civic facilities including City Hall, Civic Square East, all leisure facilities, fire halls, Saskatoon Police Service, Remai Modern Art Gallery of Saskatchewan, outdoor paddling pools and spray parks (including all park furnishings), as well as services for the libraries, TCU Place, SaskTel Centre, and numerous other City affiliated boards and agencies. Project management services for capital or maintenance projects are provided including design, contract tendering, and construction management.

These services are integral to the facility asset management strategy encompassing the following corporate infrastructure:

- Total building areas: 409,534 square meters
- 365 buildings maintained valued at \$1.558 billion and contents value of \$123.9 million
- Vehicle parking areas maintained and operated: 139,400 square meters
- Play areas and features maintained: 220 structures valued at \$8.5 million
- 4,400 park furnishings maintained in 235 parks
- Civic Water Features maintained and operated: 8 pools, 31 paddling pools, 20 spray parks, and two fountains



- Sports field amenities including: 177 ball fields, 12 tennis facilities (with multiple courts at each facility), and 169 soccer pitches
- More than 9,300 assets maintained via the Comprehensive Maintenance Program 17,406 work requests issued through Facilities (average 67/working day)
- 69 Buildings with Alarm Systems, 60 with card access, over 400 readers resulting in an average of 4,500 active card users and 10,000 access swipes per day across the corporation.

Facilities Management is also responsible for Corporate Security. The influence of Corporate Security is to exist as one function of a converged security team across the corporation, working to establish a safe and secure environment for the City's people, assets, and operations. Facilities Management is focused on establishing an effective risk-based corporate security program that is focused on deterrence, detection, and diminishing risks to improve the safety of employees, elected officials, and the visiting public while ensuring the security of our assets. Corporate Security provides services, including:

- the identification of assets and critical infrastructure;
- threat, risk and vulnerability identification and analysis;
- reporting, investigating and recording of incidents;
- establishment of security plans, policies and procedures;
- the provision of personnel and physical security; and
- liaising with intelligence and law enforcement agencies.

Facilities Management is a significant partner in the corporate accommodations plan along with Major Projects & Preservation and Saskatoon Land. Facilities Management is responsible for all project intake and coordination of smaller scale corporate projects, as well as data management.



Saskatoon Fire Department

Headquarters: 125 Idylwyld Drive South Saskatoon, Saskatchewan S7M 1L4

Telephone: 306-975-2520 (Private branch exchange connecting all divisions)

Administration Office Hours: Monday to Friday – 7:45 a.m. to 4:30 p.m.

Mission

To protect and enhance Saskatoon citizens' quality of life.

Vision

The Saskatoon Fire Department is a professional service focused on public safety and risk reduction.

General Information

The Saskatoon Fire Department (SFD) provides response to all emergencies involving fire, pre-hospital emergency medical, motor vehicle collisions, entrapment of persons, unplanned release of regulated or hazardous materials and substances, and water rescue, for the safety of the public. Emergency response service, along with fire dispatch agreements, are also provided to surrounding communities.

Comprised of (6) divisions and six (6) sections, over 330 staff members, including over 140 Primary Care Paramedics, complement the department by providing 24-hour emergency response service in conjunction with the Saskatoon Emergency 9-1-1 Telephone System. The SFD protects the city's tax base and supports economic development through extensive inspection, education, prevention, and enforcement programs.

Acts & Authority

The SFD maintains substantial compliance with the following *National Fire Protection Association* Standards:

- 1201 Standard for Developing Fire Protective Services for the Public
- 1600 Standard on Disaster/Emergency Management and Business Continuity/Continuity of Operations Programs
- 1710 Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments.



City Council gives authority to the Fire Chief within *The Fire Safety Act*, *The Cities Act*, *The Emergency Planning Act*, and various civic bylaws to enhance public safety and the quality of life.

The Fire Chief has been given authority to administer the following bylaws:

- *The Fire and Protective Services Bylaw No. 7990*
- *The Property Maintenance and Nuisance Abatement Bylaw No. 8175*
- *The Transportation of Dangerous Goods Bylaw No. 8153*
- *The Underground Encroachment and Sidewalk Safety Bylaw No. 8995*
- *The Emergency Planning Bylaw No. 7269*

The Fire Chief has been given authority in specific sections in the following bylaws:

- *The Traffic Bylaw No. 7200*
- *The Recreational Facilities and Parks Usage Bylaw No. 1998*
- *The Private Swimming Pools Bylaw No. 7981*

Fire Prevention and Investigation

The Fire Prevention and Investigation Section provides a proactive service to protect citizens and property and inspects retail, commercial, and industrial properties.

Programs that fulfill the department's mandate:

- Fire Inspections
- Fire Investigations
- Property Maintenance Investigations
- Plan Review

Fire Inspections

Fire Prevention and Operations staff conduct fire inspections that include the reliability of code-specific fire protection features, fire hazard recognition and gathering of building construction data and emergency contact information; working closely to coordinate and conduct fire inspections in their assigned response districts.



Fire inspections are conducted on all commercial and multi-residential buildings. Where voluntary compliance cannot be achieved through regular fire inspection and education, the fire inspection process includes enforcement procedures such as licensing, tickets, orders to remedy and prosecutions.

Fire Investigations

Fire investigations are an integral part of the department's commitment to public safety and fire reduction. Fire determination is of major importance to the department's fire prevention program. Analysis of the causes of fires in Saskatoon is used to establish fire prevention program priorities and provide fire safety information to the public.

Safety and Property Maintenance

Safety and Property complaints are assigned the appropriate district fire inspector for further investigation. The Property Maintenance and Nuisance Abatement Bylaw No. 8175 establishes minimum standards for buildings, structures, and yards throughout the City of Saskatoon. The objective of the Bylaw is to provide safe living conditions by eliminating potential hazards. The Department is responsible for enforcement of the removal of graffiti from private property.

Public Education

The Community Relations Section maintains a positive working relationship with the educational, business and institutional sectors of the City through the presentation of fire and life safety education, media relations, and community involvement with programs like:

- Car Seat Clinics
- Fire Prevention Week
- FIRE Cadet Program
- Community Threat Assessment and Support Protocol
- Remembering When
- Adopt a Fire Crew Program
- Fire Stop

Emergency Management

Through the department's Emergency Management Division, the Emergency Management Organization (EMO) works with City of Saskatoon colleagues, community partners, government agencies, businesses, non-profit groups, first responders, and citizens to promote and strengthen emergency preparedness and business continuity to build community resiliency. The *City of Saskatoon Emergency Management Plan*



provides a standardized and repeatable process to ensure Saskatoon is ready to respond in the event of a major emergency or disaster.

As the sole administrator of notifynow, the City of Saskatoon's mass communication system, the EMO utilizes, maintains, and tests the program to ensure citizens receive timely, trusted, and targeted emergency messages.



The SFD houses and maintains the City of Saskatoon's Mobile Command Post - Command 9 (C9) to be deployed in emergency events that require a coordinated response.

The Saskatoon EMO works with strategic partners for a comprehensive plan during:

- Extreme Weather
- Emergency Social Services
- Organized Public Events in the City of Saskatoon

Staff Development & Safety

The Staff Development & Safety Division (SDC) is committed to achieving a desire for excellence to ensure staff have the equipment, skills, and authority to do excellent work. SDC is responsible for training, research and development, and safety-related issues affecting day-to-day operations.

Areas of training include:

- Firefighter Certification
- Operations Maintenance
- Company Officer Certification
- Emergency Medical Services Recertification
- Dangerous Goods Certification and Skills Maintenance
- Technical Rescue Certification and Maintenance Training



Boards and Commissions

Saskatoon Police Service

Police Facility Address: 76 25th Street East, Saskatoon, SK

Mailing Address: P.O. Box 1728, Saskatoon, SK S7K 3R6

Telephone: 306-975-8300 (private branch exchange connecting all departments)

Emergency: 9-1-1

The operations of the Saskatoon Police Service are established under the authority of the *Saskatchewan Police Act*, Part III, Section 25 and 26, and under the City of Saskatoon Bylaw 5728. The Saskatoon Board of Police Commissioners are appointed by City Council to oversee the police operations and consists of the Mayor, two City Council members, and four citizens-at-large.

The members of the Board of Police Commissioners are:

Ms. Darlene Brander, Chair

Ms. Carolanne Inglis-McQuay, Vice-Chair

His Worship Mayor Charlie Clark

Councillor Darren Hill (to the end of 2018) – Councillor Randy Donauer (effective January 1, 2019)

Councillor Mairin Loewen

Mr. Kearney Healy, Q.C.

Ms. Jyotsna (Jo) Custead

Mission Statement

In partnership with the community, we will provide service based on excellence, to ensure a safe and secure environment.

Values

Honesty

We will be reputable, adhering to truthfulness and being free from deceit.

Integrity

We will lead by example, being incorruptible and doing the right thing regardless of the pressures or personal risk we face.



Compassion

We will be mindful of the distress of others and demonstrate a sympathetic understanding in our desire to assist them.

Fairness

We will demonstrate impartiality, being free from self-interest, prejudice or favoritism.

Commitment

We will show dedication to the goals of the Service and to our personal development and wellness as we persist in our endeavors to consult, work with and serve the community.

Respect

We will recognize the right of all people, regardless of their personal situation, to live without ridicule, and as such we will display courteous regard for people in every situation.

Professionalism

We will be above reproach and exhibit a proficient, conscientious, and business-like demeanor in dealing with those we serve.

The 463 sworn members (authorized), of the Saskatoon Police Service are supported by 59.5 Special Constables, 131.83 full time civilian employees and several formally recognized volunteers. They are committed to fulfilling the Services' Mission Statement, guided at all times by the integrity set out in the Core Values. The R.C.M.P. Drug Unit and Criminal Intelligence Unit are also integrated with the Saskatoon Police Service.

As well, the Saskatoon Police Service (SPS) is partnered with the RCMP to form the Combined Forces Special Enforcement Unit (CFSEU), Integrated Organized Crime North (IOCN), and the Saskatoon Integrated Drug Enforcement Street Team (SIDESt), and the Criminal Intelligence Section. The SPS is also partnered with other police agencies to form Combined Traffic Services Saskatchewan (CTSS) for regional traffic enforcement in the Saskatoon area.

In addition to law enforcement activities, the Saskatoon Police Service offers emergency services, conducts follow-up investigations, receives calls for service for crime and social disorder and carries out preventative activities throughout the city on a 24-hour basis.



SaskTel Centre

Mailing Address: 3515 Thatcher Avenue, Saskatoon, SK S7R 1C4

Website: sasktelcentre.com

SaskTel Centre is Saskatchewan's premier sports and entertainment facility. Through hosting major touring concerts, sporting events and local cultural events and tradeshow, SaskTel Centre was ranked among the Top 200 Arena Venue's Worldwide by Pollstar Magazine in 2018.

In 2018, SaskTel Centre was a stop for major touring acts including; Shinedown, Santana, Michelle Obama, Rod Stewart, Keith Urban and Russ. Metallica performed in September to a record-breaking sold-out crowd of 16,874. SaskTel Centre collaborated with Country Thunder Festivals to produce the Humboldt Broncos Tribute Concert with Dallas Smith, which provided proceeds directly to the families of the Humboldt Broncos. SaskTel Centre also saw the return of WWE, PBR Canadian Finals, and Cirque du Soleil with an all new show on ice, CRYSTAL. In November, four of the best women's hockey teams in participated in Hockey Canada's Four Nations Cup.

SaskTel Centre continued its mandate of extending event expertise within the community. Taste of Saskatchewan is wholly owned and operated by SaskTel Centre and had a successful 23rd anniversary in 2018. In August, Rock the River, Saskatchewan's Classic Rock Festival, sold out for a fourth year. The popular event will return to Bess Gardens in 2019.

In 2018, the Saskatoon Blades Hockey Club, SaskTel Centre's Western Hockey League tenant, strengthened their team further as they rebuild and push to be a playoff contender. Saskatchewan Rush Lacrosse team returned in 2018 and reclaimed the National Lacrosse League Championship. A third tenant was announced, the Saskatchewan Rattlers Basketball Club of the newly formed Canadian Elite Basketball league. The Rattler's season will start in spring 2019.

SaskTel Centre sustained its history of operating without taxpayer subsidy towards operations. Based on the solid business plan and being conscious of changes in the provincial economy, we are confident in stable success in 2019.



SaskTel Centre Board of Directors

Art Postle, Chair

Blair Davidson

Mayor Charlie Clark

Councillor Ann Iwanchuk

Councillor Troy Davies

Derek Lothian

Kirby Wirchenko

Adele Buettner

Leanne Johnson

Corina Farbacher

Russel Marcoux

Paul Jaspar



TCU Place – Saskatoon’s Arts and Convention Centre

Mailing Address: 35 – 22nd Street East, Saskatoon, SK S7K 0C8

Telephone: 306-975-7777

Fax: 306-975-7804

Websites: www.tcuplace.com, www.tcutickets.ca

The Saskatoon Centennial Auditorium began as a dream in 1961, started construction in 1966 and became a realization in 1968. It was built as a project to commemorate Canada’s Centennial Anniversary. In January 2006, the Facility partnered with, and sold its naming rights to, TCU Financial Group, renaming the Facility TCU Place. 2018 marked the 50th Anniversary for the Centennial Auditorium and TCU Place celebrated this milestone with numerous activities through the year, including special concerts and the installation of a commemorative history wall.

TCU Place is located in the heart of downtown Saskatoon adjacent to a major shopping complex, Midtown Plaza, and is within walking distance of first-class hotels, restaurants, boutiques and the beautiful Meewasin River Valley.

This state-of the art impressive facility is Saskatchewan’s premier venue for entertainment and conference activities. The Sid Buckwold Theatre has, and will continue to host numerous world-class entertainers, artists, theatrical productions, and ballet companies. TCU Place actively seeks to provide entertainment that caters to all sectors and ages of our population. The Facility’s mandate is to provide a wealth of opportunities to participate in and enjoy the benefits of business and culture in Saskatoon.

TCU Place now houses over 104,000 square feet of prime high-end convention space with more than 21 different rooms to choose from. Expandable walls provide flexible room sizes that cater to conventions and banquets of up to 1,200 people. The convention centre features state-of-the-art audio visual and technical assets, natural light in many rooms, superior technical support, two freight elevators, and a permanent registration area. In-house catering offers a variety of creative menu selections. In addition to regional and provincial conferences, TCU Place has become a strong contender for larger national and international conventions.

TCU Place is owned by the City of Saskatoon and is operated by the Saskatoon Centennial Auditorium and Convention Centre Corporation. The Corporation consists of a Board of Directors with representation from City Council and the general public.



TCU Place Board of Directors

Brian Bentley

Mayor Charlie Clark

Councillor Bev Dubois

Councillor Sarina Gersher

Darren Kent, Secretary

Om Kochar, Past Chair

Jocelyn Kost

Trevor Maber

Jennifer Pereira, Vice Chair

Bryn Richards, Treasurer

Sultan Ali Sadat

Morris Smysnuik, Chair

Jeff Jorgenson, City Manager



Saskatoon Regional Economic Development Authority (SREDA)

Mailing Address: Suite 103, 202 – 4th Avenue North, Saskatoon, SK S7K 0K1

Phone: 306-664-0720

E-Mail: info@sreda.com

Website: sreda.com

The Saskatoon Regional Economic Development Authority (SREDA) is an independent organization which was established in 1992 to encourage growth and diversification in the Saskatoon and Region economy. SREDA fulfills this mandate by providing programs and services in the areas of: business attraction and expansion, entrepreneurship, regional economic development and planning, economic intelligence, and marketing Saskatoon and Region. The organization uses a focused approach to maximize its overall effectiveness in the Saskatoon Region with high-impact initiatives that contribute to long- term economic growth. The City of Saskatoon is a member of SREDA, which has now been joined by a number of towns and rural municipalities in the surrounding region, as well as over 100 investors from the local business community.

SREDA works to attract new investment and business to the Saskatoon Region to create jobs and a competitive economy; furthermore, the organization manages the City's Business Development Incentives policy to assist companies looking to establish or grow a business in Saskatoon. Through the Square One program, SREDA provides support to entrepreneurs and SME's across Saskatchewan. The organization prides itself on its ability to provide timely, relevant and digestible information on the region's economy to assist stakeholders with decision making and long-term planning through the Economic Intelligence team. SREDA coordinates effective regional planning to encourage and support growth across the Region, making the Saskatoon Region the best place to work, live and invest.

2018 SREDA Board of Directors

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Judy Harwood, Reeve, Corman Park

Jonathan Huntington, Communications & Community Investment Manager, Cameco Corporation

Randy Donauer, City Councillor, Ward 5, City of Saskatoon

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Nevine Booth, Director, Growth & Business Development, Federated Co-operatives Limited
Ryan Lejbak, CEO, ZU
Julie Ann Wriston, Creative Fire
Steve Danners, COO, Clarence Campeau Development Fund

Staff

Alex L. Fallon, President and Chief Executive Officer
Joanne Baczuk, Director, Business Development
Erin Lawson, Director, Marketing & Communications
Mallory Clarkson, Specialist, Marketing & Communications
Taylor McCallum, Specialist, Business & Economics
Kristen Johannesson, Manager, Regional Economic Development & Planning
Stephen McLane, Specialist, Business Engagement
Colby McClelland, Specialist, Business Engagement
Shenuka Wickramasinghe, Manager, Entrepreneurship
Anne Yvette-Sibomana, Business Advisor
Jenelyn Ong, Business Advisor
Stephane O'Reilly, Specialist, Entrepreneurship
Terra Penner, Executive Assistant & Office Manager



Saskatoon Public Library

Frances Morrison Central Library

Address: 311 – 23rd Street East, Saskatoon, SK S7K 0J6
Phone: 306-975-7558 (Main) 306-975-7578 (Local History)
306-975-2403 (Friend of the Library Shop – Lower Level)

Hours of Operation

10:00 a.m. – 9:00 p.m. Monday to Thursday
10:00 a.m. – 6:00 p.m. Friday and Saturday
1:00 p.m. – 5:30 p.m. Sunday*

Local History (Second Level)

10:00 a.m. – 9:00 p.m. Monday and Thursday
10:00 a.m. – 5:00 p.m. Tuesday and Wednesday
10:00 a.m. – 6:00 p.m. Friday
1:00 p.m. – 5:30 p.m. Sunday*

Friends of the Library Shop (Lower Level)

11:00 a.m. – 2:00 p.m. Wednesday, Thursday, Friday and Saturday

Alice Turner Branch

Address: 110 Nelson Road, Saskatoon, SK S7S 1K7
Phone: 306-975-8127

Hours of Operation

10:00 a.m. – 9:00 p.m. Monday to Wednesday
10:00 a.m. – 6:00 p.m. Thursday to Saturday
1:00 p.m. – 5:30 p.m. Sunday*



Carlyle King Branch (Cosmo Civic Centre)

Address: 3130 Laurier Drive, Saskatoon, SK S7L 5J7

Phone: 306-975-7592

Hours of Operation

1:00 p.m. – 9:00 p.m. Monday

10:00 a.m. – 9:00 p.m. Tuesday to Friday

10:00 a.m. – 6:00 p.m. Saturday

1:00 p.m. – 5:30 p.m. Sunday*

Cliff Wright Branch (Lakewood Civic Centre)

Address: 1635 McKercher Drive, Saskatoon, SK S7H 5J9

Phone: 306-975-7550

Hours of Operation

10:00 a.m. – 9:00 p.m. Monday to Friday

10:00 a.m. – 6:00 p.m. Saturday

1:00 p.m. – 5:30 p.m. Sunday*

J.S. Wood Branch**

Address: 1801 Lansdowne Avenue, Saskatoon, SK S7H 2CA

Phone: 306-975-7590

Hours of Operation

1:00 p.m. – 9:00 p.m. Monday to Friday

10:00 a.m. – 6:00 p.m. Saturday

1:00 p.m. – 5:30 p.m. Sunday*



Dr. Freda Ahenakew Branch

Address: 100-219 Avenue K South, Saskatoon, SK S7M 2C7

Phone: 306-975-7508

Hours of Operation

10:00 a.m. – 9 p.m. Monday to Thursday

10 a.m. – 6 p.m. Friday and Saturday

1:00 p.m. – 5:30 p.m. Sunday*

Mayfair Branch

Address: 602 33rd Street West, Saskatoon, SK S7L 0W1

Phone: 306-975-7591

Hours of Operation

10 a.m. – 9:00 p.m. Monday to Thursday

10 a.m. – 6:00 p.m. Friday and Saturday

1:00 p.m. – 5:30 p.m. Sunday*

Round Prairie Branch

Address: 170 – 250 Hunter Road, Saskatoon, SK, S7T 0Y4

Phone: 306-986-9700

Hours of Operation

10:00 a.m. – 9:00 p.m. Monday to Thursday

10:00 a.m. – 6:00 p.m. Friday and Saturday

1:00 p.m. – 5:30 p.m. Sunday*



Rusty Macdonald Branch (Lawson Civic Centre)

Address: 225 Primrose Drive, Saskatoon, SK S7K 5E4
Phone: 306-975-7600

Hours of Operation

10:00 a.m. – 9:00 p.m. Monday to Friday

10:00 a.m. – 6:00 p.m. Saturday

1:00 p.m. – 5:30 p.m. Sunday*

*All locations are closed on Sundays during the summer starting Victoria Day weekend until after Labour Day weekend.

**All Saskatoon Public Library locations are wheelchair accessible, with the exception of the lower level of J.S. Wood Branch, where the program rooms and washrooms are only accessible by stairway.

The Frances Morrison Central Library, along with SPL's eight branch locations, are welcoming and vibrant community meeting spaces that strive to change lives through connections, engagement and inclusivity.

With a rapidly changing digital world changing how people learn and interact, SPL's collections and programs have followed suit. SPL patrons can access many third-party online learning services for free, and can also borrow a vast selection of DVDs, CDs and video games at any branch city-wide. While continuing to offer many traditional programs—such as children's storytimes and family crafts—numerous other programs have adopted digital components, from robotics and virtual reality to gaming nights and technology tutorials.

Its fundamental principles of equality and diversity have also made SPL a valued public service for newcomers and marginalized populations. SPL's many outreach services—such as visits to crisis shelters, loans to correctional facilities and home deliveries to those who are physically unable to visit the library—also help ensure no one is left behind in the organization's promotion of lifelong learning. Visit saskatoonlibrary.ca for more information.



2018 Library Board

Candice Grant, Chair

Lisa Erickson, Vice-Chair

Councillor Hilary Gough

John Thronberg

Sheena Greer

Venkat Subramanian

Robyn Robertson

Carol Cooley, Director of Libraries and CEO

Mayor Charlie Clark, Ex Officio



Remai Modern

Mailing Address: 102 Spadina Crescent East, Saskatoon, SK S7K 0L3

Telephone: 306-975-7610

Remai Modern

Remai Modern is a new museum of modern and contemporary art in Saskatoon, a growing city on the vast and ever-changing Canadian Prairies. Remai Modern offers a unique perspective on art and culture in the 21st century, with an eye on the future.

Designed by the renowned Canadian architectural firm, KPMB, the building is equally striking outside and inside. Inspired by the local landscape and the rich history of architectural modernism, the design by KPMB's Bruce Kuwabara won a 2011 Award of Excellence from Canadian Architect magazine, well before construction started. In 2018, it won a Design Excellence Award from the Ontario Association of Architects.

The visionary new art museum opened on October 21, 2017. In 2018, Remai Modern received more than 420,000 visits, with 40 per cent of those coming from outside of Saskatchewan.

Remai Modern boasts 11 gallery spaces, a learning studio, 150-seat theatre, outdoor terraces and varied spaces available for rent. The beautiful spaces, flooded with natural light, overlook breathtaking riverbank vistas and feature art throughout. The facility has a two-level underground parkade owned by the City of Saskatoon, and a main-floor link to neighbouring Persephone Theatre.

Remai Modern is home to the world's most comprehensive collection of Picasso linocuts. Since opening, these works have drawn large audiences, leading to exploration of the museum's many other exhibitions.

By the end of 2018, Remai Modern had more than 7,000 members from almost 3,800 households.

In 2018, Remai Modern opened exhibitions by international and Canadian artists including Jimmie Durham, Rosa Barba, Oliver Husain, Paul Chan, Thomas Hirschhorn and many more. The museum featured the work of many Saskatchewan artists including Zachari Logan, William Pehudoff, Eli Bornstein, Ellen Moffat, Dorothy Knowles, Julie Oh, Thirza Cuthand, Lori Blondeau, Tammi Campbell, Robert Christie and Kara Uzelman. Remai Modern also welcomed more than 50,000 participants in 1,729 learning & engagement programs in 2018, including talks, films, performances, workshops, tours and special events.



The museum's programming is supported by the Frank and Ellen Rемаi Foundation, the City of Saskatoon, the Canada Council for the Arts, the Saskatchewan Arts Board and SaskCulture's Saskatchewan Lotteries Fund.

Project History

The idea for a new museum gained momentum in 2009, when Saskatoon's City Council announced, with the Federal and Provincial governments, the intention to build a gallery that would also serve as a destination centre in the city's south downtown at River Landing.

On June 3, 2011, Saskatoon philanthropist Ellen Rемаi announced a donation of \$30 million to the project on behalf of the Frank and Ellen Rемаi Foundation. In gratitude for this gift, which is unprecedented in Saskatchewan history, City Council unanimously voted to name the new gallery after her. In 2012, Rемаi also donated the Picasso linocut collection — numbering more than 400 works and valued at \$20 million — to the museum.

Remai Modern more than triples the space available for temporary and collection-related exhibitions from its predecessor. There is also ample storage space for the growing permanent collection, now numbering nearly 8,000 works. The building meets rigorous modern gallery standards, making it possible to host national and international touring exhibitions previously unavailable to the city.

Construction commenced in early 2013. The name and vision for the gallery were unveiled in June 2014. The Mendel Art Gallery closed in June 2015 to prepare for the opening of Remai Modern. The building is being re-imagined as the Children's Discovery Museum.

In conjunction with Remai Modern's opening, Rемаi announced two significant new gifts to ensure the museum's successful future. The funds from the Frank and Ellen Rемаi Foundation include \$1 million a year for the next 25 years to support art purchases. The foundation will also match eligible donations up to \$1 million a year for 25 years.

To date, the Frank and Ellen Rемаi Foundation has pledged \$103 million to Remai Modern, making it one of the largest donations to the arts in Canadian history.

Structure

A Board of Trustees oversees the governance function, approves policies and budgets, and appoints the Executive Director and CEO. The staff is responsible for the institution's programs and day-to-day operations.



**2019 The Saskatoon Gallery and Conservatory Corporation and Art Gallery of Saskatchewan Inc.
Board of Directors**

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Councillor Cynthia Block
Louis Christ
Fatima Coovadia
Allison Lachance
Councillor Mairin Loewen
Douglas Matheson
Grant McConnell
Debra Pozega Osburn
Grant Stoneham

Honourary Chair

Ellen Remai – Art Gallery of Saskatchewan Inc.



Meewasin Valley Authority

Mailing Address: 402 Third Avenue South, Saskatoon, SK S7K 3G5

Telephone: 306-665-6887

Fax: 306-665-6117

E-Mail: meewasin@meewasin.com

Website: meewasin.com

The Meewasin Valley Authority (Meewasin) was created in 1979 by an Act of the Government of Saskatchewan and is dedicated to the conservation of the natural and cultural resources of the South Saskatchewan River Valley. It has programs in environmental education, resource management, and riverfront development.

Meewasin is a partnership of three participating parties: City of Saskatoon, Government of Saskatchewan, and University of Saskatchewan. Their representatives sit on the board of directors:

Mayor Charlie Clark

Mr. Colin Tennent, Chair

Dr. Ryan Walker

Ms. Leanne Nyirfa

Dr. Peter Stoicheff

Dr. Yuguang Bai

Councillor Bev Dubois

Councillor Zach Jeffries

Councillor Sarina Gersher

Mr. David Buckingham, MLA

Ms. Sharon Tkachuk

40 Years of Conserving the River Valley

Meewasin has enjoyed 40 years of conserving, educating and developing more than 25 square miles of riverbank from Pike Lake to Clarke's Crossing, balancing development with conservation.

The Meewasin Trail & Parks

Meewasin has provided public access to the river by developing more than 80 kilometres of trails, as well as the Beaver Creek Conservation Area, Cranberry Flats Conservation Area, Peggy McKercher Conservation Area, Wanuskewin Heritage Park, Gabriel Dumont Park, Paradise Beach, Meewasin Park, Victoria Park, the Saskatoon Natural Grasslands, Maple Grove, Riverworks at the Weir, River Landing Riverfront, Cameco Meewasin Skating Rink @Nutrien Plaza, Meewasin Northeast Swale, Fred Heal Canoe Launch, and Poplar Bluffs Canoe Launch.



Interpretive Centres

Programs are offered at the Beaver Creek Conservation Area, and Wanuskewin Heritage Park (now owned and operated by its own Board) to interpret Indigenous human and natural resources of the valley. Each year thousands of students and the general public visit these educational centres, as well as the prairie grasslands in Saskatoon.

New Developments

New Meewasin developments in 2017 included upgrades to the most used portion of the Meewasin Trail from the Weir to the Children's Discovery Museum and construction of trails within the Meewasin Northeast Swale. Ongoing work to promote conservation, education and development throughout the valley continues.

Conservation

Meewasin's objectives reflect no net loss of habitat in the river valley and policies on sustainable development. In addition to programs on invasive species and protecting natural areas, Meewasin has signed five conservation easements to protect lands in perpetuity.

For more information please contact Andrea Lafond at Meewasin, 306-665-6887, or visit the Meewasin website at meewasin.com.



Saskatoon Prairieland Park Corporation

Mailing Address: P.O. Box 6010, Saskatoon, SK S7K 4E4

Telephone: 306-931-7149 Toll Free: 1-888-931-9333

Fax: 306-931-7886

Website: www.prairielandpark.com

E-mail: contactus@prairielandpark.com

Board Chair: Don Hrapchuk

CEO: Mark Regier

The premier destination for events, tradeshow, conferences and galas, Saskatoon Prairieland Park Corporation is a full-service complex of customizable space situated on 136 acres in the Saskatchewan River Valley – an excellent location just minutes from downtown with room for thousands of free parking spaces. The convention facility took on the WORLD TRADE CENTER Saskatoon designation in 2018 and includes 240,000 square feet under one roof, break-out rooms and a state-of-the-art kitchen facility. The WORLD TRADE CENTER Saskatoon at Prairieland Park provides the largest trade show and convention facility in the city. Each space features all the amenities required for almost any type of event – state of the art sound system, ample electrical with a full-time on-site electrician, a full supply of in-house services, staging, theme décor, tables and soft seat chairs and the ability for setup of all types of media services, including HD live to Facebook. Wireless internet is accessible throughout the complex. World-class culinary services are available, along with a dedicated team of professionals invested in the success of your event.

Saskatoon Prairieland Park Corporation is a world-class destination for major programs, events and entertainment. Self-produced annual events include the Saskatoon EX, Western Canadian Crop Production Show, Saskatchewan Blue Cross Gardenscape, as well as managing the Sports On Tap Sports Bar and Live Thoroughbred Horse Racing at Marquis Downs. Additionally, The Park plays host to almost 400 events annually, including national and regional trade shows, conventions, conferences, galas, receptions, meetings and banquets.

The Park is also home of the Prairieland Park AG Center, with an indoor stabling area, 100' x 200' heated arena, and seating for 500-700 people. Outdoor options are also available in the grandstand area and the Kickin' Horse Saloon for rentals and unique spaces.

Find out more at www.prairielandpark.com.



Shows and Events Produced by Saskatoon Prairieland Park Corporation

Western Canadian Crop Production Show

January 13-16, 2020

Saskatchewan Equine Expo

February 12-14, 2020

Prairieland Youth Leadership Conference

February 1-2, 2020

Gardenscape

March 27-29, 2020

Saskatchewan Beef Expo

April 4-5, 2020

Marquis Downs Thoroughbred Racing (Fridays and Saturdays)

June 1-September 8, 2019

World Professional Chuckwagon Racing

June 6-9, 2019

Prairieland Junior Ag Showcase

July 3-8, 2019

Saskatoon Exhibition

August 6-11, 2019

Ag-EXperience for Students

October 8-10, 2019



Tourism Saskatoon

(Saskatoon Visitor and Convention Bureau & Saskatoon Sports Tourism)

Address: 101 – 202 4th Avenue North Saskatoon, SK S7K 0K1

Telephone: 306-242-1206, 1-800-567-2444

Fax: 306- 242-1955

Website: www.tourismsaskatoon.com

E-mail: info@tourismsaskatoon.com

Tourism Radio 91.7FM

Tourism Saskatoon is a membership-based non-profit organization whose mission is to operate as Saskatoon's destination management organization, maximizing the economic benefit for Saskatoon through tourism. Tourism Saskatoon provides visitor services, marketing and membership services for the city. Business services include convention planning, bid preparation and group tours as well as, brochures, accommodation information, road maps, and other information on Saskatoon and Saskatchewan attractions. *Tourism Saskatoon is accredited by Destination Marketing Association International.*

Tourism Saskatoon manages Saskatoon Sports Tourism, a non-profit partnership organization formed to guide the attraction, retention and creation of sports tourism activities in the city and region. Their mission is to coordinate and facilitate the economic and social growth of Saskatoon through sports tourism.

2019 Tourism Saskatoon Board of Directors

Louis Christ, Prairie River Cruises Ltd,

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Lynn Flury, Airline Hotels

Andrea Lafond, Meewasin Valley Authority

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Charlene Priel, Corus Entertainment Inc.

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Todd Peterson, Saskatchewan Blue Cross

Jaime Spencer, TCU Financial Group

Morris Smysnuik, Retired - TCU Financial Group

Jonathan Huntington, Cameco

Warren Proctor, Sask Sport



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Decorative Lighting Bylaw Change

ISSUE

In consultation with the Business Improvement Districts, City Council determined that it would be advantageous to expand the time when decorative lighting would be deployed in the winter months.

RECOMMENDATION

That City Council consider Bylaw No. 9586, *The Electric Light and Power Amendment Bylaw, 2019 (No. 2)*.

BACKGROUND

On January 28, 2019, City Council considered a report from the Administration that would permit the decorative lighting to be on longer, and City Council agreed with this course.

DISCUSSION/ANALYSIS

Enclosed for the consideration of City Council is the requisite Bylaw.

APPENDICES

1. Proposed Bylaw No. 9586, *The Electric Light and Power Amendment Bylaw, 2019 (No. 2)*.

REPORT APPROVAL

Written by: Blair Bleakney, Director of Corporate Law & Civil Litigation

Approved by: Cindy Yelland, Interim City Solicitor

Admin Report – Decorative Lighting.docx
Our File: 210.0414

BYLAW NO. 9586

The Electric Light and Power Amendment Bylaw, 2019 (No. 2)

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as *The Electric Light and Power Amendment Bylaw, 2019 (No. 2)*.

Purpose

2. The purpose of this Bylaw is to amend Bylaw No. 2685, *A bylaw to regulate the sale of electric light and power in the City of Saskatoon and fixing the rates and deposits therefor*, to amend the hours and times that City decorative lighting may operate.

Bylaw No. 2685 Amended

3. Bylaw No. 2685 is amended in the manner set forth in this Bylaw.

Section 6.(1) Amended

4. Section 6.(1), Decorative Lighting description, is repealed and the following substituted:

“To apply to all unmetered electricity where the City owns and maintains the lighting equipment used for decorative lighting.”

Coming into Force

5 This Bylaw shall come into force upon the day of its final passing.

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

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

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

Mayor

City Clerk

Bryant, Shellie

From: DeeAnn Mercier <City.Council@Saskatoon.ca>
Sent: June 20, 2019 3:09 PM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Thursday, June 20, 2019 - 15:08
Submitted by anonymous user: 71.17.4.144
Submitted values are:

Date: Thursday, June 20, 2019
To: His Worship the Mayor and Members of City Council
First Name: DeeAnn
Last Name: Mercier
Email: deeannmercier@broadwayyx.com
Address: 104 - 733 Broadway Ave
City: Saskatoon
Province: Saskatchewan
Postal Code: S7N1B3
Name of the organization or agency you are representing (if applicable): Broadway Business Improvement District
Subject: Request to Speak
Meeting (if known): Regular Business Meeting of City Council
Comments:
Hello,

I would like to speak on behalf of the Broadway Business Improvement District to Item 11.2.1 Decorative Lighting Bylaw Change at the Regular Business Meeting of City Council on June 24th.

Thank you,
DeeAnn Mercier
Attachments:

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/319288>