

CITY OF YORKTON
REGULAR COUNCIL MEETING AGENDA
Monday, December 6, 2021 - 5:00 p.m.
Council Chambers, City Hall

1. **CALL TO ORDER**
2. **APPROVAL OF AGENDA**
3. **PUBLIC ACKNOWLEDGEMENTS**
4. **APPROVAL OF MINUTES**
 - Regular Council Meeting Minutes – November 15, 2021
5. **UNFINISHED BUSINESS**
6. **REPORTS OF COUNCIL COMMITTEES AND MATTERS REFERRED**
 - Protective Services Committee Meeting Minutes – June 8, 2021
 - Yorkton Public Library Board Meeting Minutes – September 8, 2021
 - Protective Services Committee Meeting Minutes – September 29, 2021
 - Planning & Infrastructure Commission Meeting Minutes – October 13, 2021
 - Councillor Goulden – Partners for Canada’s Recovery – Federation of Canadian Municipalities Report
7. **HEARING OF PETITIONS, PUBLIC NOTICES AND PRESENTATIONS**
 - Deer Park Men’s Club – Presentation – Capital Improvements for Deer Park Golf Course
 - Dance Innovations/Free My Muse – Presentation - “The Nutcracker” Classic Christmas for our Community – Proposal and Request for Support
 - Public Hearing – Proposed Bylaw Nos. 11/2021 and 12/2021 - Amendments to Official Community Plan Bylaw No. 12/2014 and Zoning Bylaw No. 14/2003 – 105 Darlington Street West, Change of OCP Future Land Use Concept Map from Commercial to Residential, Rezone from C-4 Neighbourhood Commercial to R-5 Mixed Use Density Residential
 - Public Hearing – Proposed Bylaw Nos. 13/2021 and 14/2021 - Amendments to Official Community Plan Bylaw No. 12/2014 and Zoning Bylaw No. 14/2003 – 139 Dominion Avenue, Change of OCP Future Land Use Concept Map from Industrial to Commercial, Rezone from MI-1 Light Industrial to CMI-1 Commercial Industrial Transitional
 - Public Hearing - Discretionary Use Application DU05-2021 – Veterinary Service, Type 1 in City Centre Commercial Zoning District – 38 Smith Street W [One written submission received]
8. **BUSINESS ARISING OUT OF PETITIONS, PUBLIC NOTICES AND PRESENTATIONS**
 - Planner
 - Bylaw Nos. 11/2021 and 12/2021– 105 Darlington Street West, Change of OCP Future Land Use Concept Map from Commercial to Residential, Rezone from C-4 Neighbourhood Commercial to R-5 Mixed Use Density Residential [2nd & 3rd Readings]
 - Bylaw Nos. 13/2021 and 14/20212021 - Amendments to Official Community Plan Bylaw No. 12/2014 and Zoning Bylaw No. 14/2003 – 139 Dominion Avenue, Change of OCP Future Land Use Concept Map from Industrial to Commercial, Rezone from MI-1 Light Industrial to CMI-1 Commercial Industrial Transitional [2nd & 3rd Readings]
 - Discretionary Use Application DU05-2021 – Veterinary Service, Type 1 in City Centre Commercial Zoning District – 38 Smith Street W

9. **CORRESPONDENCE**
10. **BYLAWS**
11. **ADMINISTRATIVE REPORTS**
 - Director of Recreation & Community Services
 - Safe Play Zone Review
 - Director of Public Works
 - Snow Removal Policy Review
 - Bylaw & Safety Supervisor
 - Free Parking – Downtown Parking Lots
 - City Manager
 - Yorkton Brick Mill Heritage Society Inc. - Update
12. **GIVING NOTICE OF MOTION**
13. **IN CAMERA SESSION**
 - 2 Budgetary Items
 - Budgetary Item A
 - Budgetary Item B
 - 1 Personnel Item
 - 1 Legal Item
14. **ADJOURNMENT**

Protective Services Committee

MINUTES

8 JUNE 2021

7:00 AM

ZOOM MEETING

Attendees	Andrew Sedley, Brad Chiba, Councillor Ken Chyz, CN Constable Hank Neumiller, Constable Jennifer Smith, Jessica Matsalla, Julia Schofer, Laretta Ritchie-McInnes, Marlon Milbrandt, Michelle Goulden, Mayor Mitch Hipsley, Nicole Baptist, Fire Chief Trevor Morrissey
Regrets	Donna Evans, Kelly Prime, Larry Pearen
Recording	Chelsie Duliak
Call to order	7:01 a.m.
Adjourn	8:54 a.m.

Agenda topics

Approval of Agenda

Motion 21-16	Ritchie-McInnes, second Sedley The agenda be approved as circulated. Carried.
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Declaration of Conflict of Interest

Declaration	No declaration of Conflict of Interest was made.
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Minutes of the April 13th, 2021 Meeting

Discussion	Minutes from the meeting of the Committee were circulated.
Motion 21-17	Mayor Hipsley, second Ritchie-McInnes <ul style="list-style-type: none">The minutes be approved as circulated. Carried

New Business

Presentation on Community Safety Play Zone Review – Findings and Recommendations. Presented by Nicole Baptist, Julia Schofer and Brad Chiba	Nicole Baptist, Bylaw and Safety Supervisor, led us through the Community Safety Play Zone Review, findings and recommendations presentation. <ul style="list-style-type: none">The City brought in a third party consultant, TAC – Transportation Association of Canada to assess all our school and park zones and areas. With their findings and further assessments, Nicole Baptist (Bylaw and Safety Supervisor), Julia Schofer (Recreations Service Manager) and Brad Chiba (Engineering Technologist) consulted school principals, administration and other community committees to review and
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	<p>provide their feedback on the presentation as well. Everyone was in agreement with the proposed plans with only one committee making a formal recommendation.</p> <ul style="list-style-type: none"> Throughout the presentation, members of the PSC had different opinions and had further discussions on some of the proposed changes to school and park zones. To address these differences the committee decided to write a formal recommendation letter to the city.
Motion 21-18	<p>Ritchie-McInnes, second Sedley</p> <ul style="list-style-type: none"> To form a subcommittee to collaborate on the formal recommendation letter regarding the proposed school/park zone changes. The committee will consist of, CN Constable Hank Neumiller, Fire Chief Trevor Morrissey, Lauretta Ritchie-McInnes, Mayor Mitch Hipsley, Michelle Goulden, Nicole Baptist, and an RCMP representative. The recommendation letter will be sent by July 16, 2021.
Resistance demonstrated against Public Health Orders – Discussion Item	<ul style="list-style-type: none"> Rallies have been held in Yorkton, defying public health orders. Attendees haven't broken any rules and have stayed within the guidelines. Event makers have been reaching people through social media, inviting them to attend their rallies. These types of events are getting less and less attendance so hopefully the trend continues. People do have the right to protest as long as they aren't breaking any covid rules. Tickets will only be issued when necessary and at the direction of Sask. Health.
Protective Services Committee – Process Review, Discussion/Reminder Item	<ul style="list-style-type: none"> With next year's planning meeting, the committee will link to the city's strategic plan to remain in the same flowing direction. As a reminder, when a motion is made, there needs to be an action item attached. Discussions can be kept for information only.

Unfinished Business

	<ul style="list-style-type: none"> No unfinished business was discussed at this meeting.
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Department Updates

RCMP	<ul style="list-style-type: none"> No discussion at this meeting.
CN Police	<ul style="list-style-type: none"> No discussion at this meeting.
Fire Department	<ul style="list-style-type: none"> Reports received and filed.
Bylaw	<ul style="list-style-type: none"> Report received and filed. Bylaw Supervisor Nicole Baptist did mention that Urban Bee Keeping is approved to do a pilot project in the community.
EMS	<ul style="list-style-type: none"> No report given and no discussion.

Motion 21-19**Goulden**

- The reports for RCMP, Fire and Bylaw have been received and filed as presented. Carried.

Next Meeting

- September 14th at 7:00 am, will determine if it will be in person or via zoom.

Adjournment**Motion 21-20****Milbrandt**

That the Protective Services Committee Meeting be adjourned. Carried.

Michelle Goulden
Michelle Goulden

Michelle Goulden, Chairperson

Nicole Baptist
Nicole Baptist

Chelsie Duffak, Recorder

Nicole Baptist

Yorkton Public Library Board

MINUTES

SEPTEMBER 8, 2021

4:30 PM

YPL MEETING ROOM

Attendees	Councillor Chris Wyatt, Lauretta Ritchie-McInnes, Eileen Dellow, Juanita Brown, Malena Vroom, Tami Hall, Shirley Glauser, Melinda Sevilla, Darcy McLeod (Ex-Officio)
Regrets	
Staff, Recording	Amber Harvey, Branch Manager
Call to order	Called to order by Ritchie-McInnes at 4:31 pm
Adjourn	6:22 pm

Agenda Topics

1. Call to Order

2. Adoption of Agenda

Motion 21-017	Brown That the agenda be adopted as presented. CARRIED
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3. Minutes of the June 9, 2021 Meeting

Minutes from the June 9, 2021 meeting of the Committee were circulated.

Motion 21-018	Hall That the minutes of June 9, 2021 meeting be approved as presented. CARRIED
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4. Branch Manager Report

The Branch Manager Report submitted by Harvey was discussed.

Motion 21-019	Vroom That the Branch Manager Report is received and filed. CARRIED
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5. Correspondence

The August 9, 2021 letter from the Village of Pelly was shared.

Motion 21-020	Dellow That the correspondence is received and filed. CARRIED
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6. Financial Report

The Branch Manager distributed the September 3, 2021 Financial Report.

Motion 21-021	Vroom That the Financial Report be received and filed. CARRIED
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7. Business Arising/Updates

- a. PRL Executive Meetings – Brown summarized the last PRL executive meeting.
- b. Boundary Update/Mediation Process, City of Yorkton – McLeod provided a brief verbal update.

- c. Ruth Smith donation – Harvey reported that local resident Ruth Smith donated \$5000 to YPL to celebrate her 100th birthday. A thank you card was sent and a tax receipt will be issued from City Hall.

8. New Business

- a. Capital Reserve request – with the \$5000 Ruth Smith donation going to the YPL capital reserve fund, Harvey requested that a capital request proposal be put forward this fall for an upgrade to the YPL Programming Room including projector, speakers, screen, and flooring. Discussion took place and Harvey will work with McLeod to submit request to Council.
- b. Return to full opening - Harvey submitted a proposal for YPL hours of operation returning to full opening. Discussion was held on the change from staying open to 9:00 p.m. vs 8:00 p.m. on the two weeknights. It was agreed that this change should not have an impact on service as patron needs after 8:00 p.m. are not high. Any groups wanting to meet in the Library later than 8:00 p.m. will be able to book the City meetings rooms and have after-hours access through the North entrance.

Motion 21-022	Wyatt That the report submitted by Harvey with proposed hours of operation beginning September 20 th , 2021 be approved. CARRIED
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9. In-Camera

Amber Harvey left the meeting at 6:07 pm.

Motion 21-023	Wyatt That this meeting begin in-camera at 6:08 pm. CARRIED
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Motion 21-024	Sevilla That this meeting to resume in open at 6:20 pm. CARRIED.
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10. Adjournment

Motion 21-025	Vroom That the meeting of the Yorkton Public Library Board be adjourned at 6:22 pm. CARRIED.
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Lauretta Ritchie-McInnes
CHAIRPERSON
Lauretta Ritchie-McInnes

Amber Harvey
RECORDING SECRETARY
Amber Harvey

Protective Services Committee

MINUTES

29 SEPTEMBER 2021

7:00 AM

VIA ZOOM

Members in Attendance	Mayor Mitch Hipsley, Fire Chief Trevor Morrissey, Donna Evans, Larry Pearen, Lauretta Ritchie-McInnes, Michelle Goulden, Terri-Ann Lepowick, Scott Sharpe, Andrew Sedley, Marlon Milbrandt
Regrets	Councillor Ken Chyz
Absent	
Others in Attendance	CN Cst. Hank Neumiller, Staff Sgt. Burton Jones, Jessica Matsalla, Nicole Baptist, Brad Chiba, Julia Schofer, Raelyn Knudson
Recording	Raelyn Knudson
Call to order	7:00 a.m.
Adjourn	8:30 a.m.

Agenda topics

Approval of Agenda

Motion 21-9.1	Pearen That the agenda be approved as presented. Carried.
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Declaration of Conflict of Interest

Declaration	No declaration of Conflict of Interest was made.
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Minutes of the June 8, 2021 Meeting

Discussion	Minutes from the meeting of June 8, 2021 were not available.
Motion 21-9.2	Pearen That the reading of the June 8, 2021 minutes be deferred to the next meeting. Carried.

Unfinished Business – Community Safety Plan – Zone Review Update

<p>Nicole Baptist, Julia Schofer and Brad Chiba presented Zone Review Update to the Committee</p>	<ul style="list-style-type: none"> - Presented updates to the Safe Play Zone Review - Explained that the purpose is to establish a consistent standard for School and Play zones across the City and to provide children and families safe access to School and Play zones in the community. - Administration used resources from the technical association in Canada (TAC) to create minimum standards in the School and Play zones - Each park and school received an independent review
<p>Motion 21-9.3</p>	<p>Pearen That the Committee recommend to Council:</p> <ol style="list-style-type: none"> 1. To assign park zones or areas in the City of Yorkton using the TAC Standards as presented by Administration in Attachment 2 of the report. 2. Columbia School Zone – To maintain the southeast portion of the school zone at the current location which exceeds the TAC Standard, and further extend the north portion of the school zone to the north of Independent Street, as per the TAC Standard to ensure driver's sight before an intersection. 3. M.C. Knoll & St. Michael's School Zone – That the 50 km/hr sign be removed from the west end of the Darlington School zone to prevent people from speeding up between the school zone and the roundabout, which has a speed zone of 30 km/hr, which creates a consistent speed zone from the roundabout through the school zone. 4. St. Paul's School Zone – That the yield sign at the corner of Dalebrook Drive at Parkview Road in the St. Paul's School Zone be replaced with a stop sign. 5. Former Simpson School – That the existing School zone on Gladstone Avenue South be maintained until such time that the lighted crosswalk is installed. 6. High School Zone – That the existing school zone designation be maintained on Gladstone Avenue North and Prystai Avenue with a speed limit of 40 km/hr, and further that the speed zone be shortened at the north end after the Sacred Heart High School building. 7. That all designated elementary schools and play zones be assigned a reduced speed limit of 30 km/hr and designated high school zones be assigned a reduced speed limit of 40 km/hr, and further that the reduced speed zone be in effect 24 hours a day, year-round. <p style="text-align: right;">Carried.</p>

New Business

	No discussion on new business
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Department Updates

Fire Protective Services – Fire Chief Morrissey	<ul style="list-style-type: none"> - Reported that he is currently hiring more casual employees, there has been one retirement, one captain is currently quite ill - Members doing all they can while being cognizant of Covid
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reported to the Committee	restrictions <ul style="list-style-type: none"> - The department has been busy, although numbers of fires has been down which is good news
RCMP - Staff Sgt. Burton Jones reported to the Committee	<ul style="list-style-type: none"> - Reported a full staff in the unit, however 2 members are working in administrative capacity - Observes a huge Fentanyl drug problem in Yorkton. They will be sending out a safety message/public education regarding Fentanyl to the community and currently working with Crown prosecutors to get ahead of the problem - Discussion about working with other groups to increase awareness
City of Yorkton Bylaw & Safety – Nicole Baptist reported to the Committee	<ul style="list-style-type: none"> - Currently interviewing for a CSO position - Operating with one officer this month, it has been hectic - Dog attacks take lots of time, working with RCMP on these matters
CN Police - Cst. Hank Neumiller presented to the Committee	<ul style="list-style-type: none"> - Reported that Rail Safety was last week, they were in contact with over 500 people, including a presentation to Council, speaking on the topic - They are relying on Social media to promote awareness as Covid guidelines are restricting some gatherings - Suggested Sasktel On Demand as a tool to promote awareness of safety items

Next Meeting

	November 9, 2021 at 7:00 am
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Adjournment

Motion 21-9.4	Mayor Hipsley That the Protective Services Committee Meeting be adjourned at 8:30 am. Carried.
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Michelle Goulden

Michelle Goulden, Chairperson

Nicole Baptist

for Raelyn Knudson, Acting Secretary

Planning and Infrastructure Commission

MINUTES

OCTOBER 13, 2021

7:00 A.M.

COUNCIL CHAMBERS,
CITY HALL

Attendees	Chairperson: Eugene Fedorowich Councillors: Councillor Quinn Haider, Councillor Randy Goulden Members: Patricia Zaryski, Gordon Gendur, Doug Forster Isabel O'Soup (Via Zoom)
Staff	René Richard - Director of Engineering and Asset Management Michael Eger - Director of Planning, Building and Development Carleen Koroluk – Land Use Planner Nicole Baptist – Bylaw & Safety Supervisor Julia Schofer – Program Services Manager
Regrets	Councillors: Members: Staff:
Absent	Councillors: Members: Eleanor Shumay, Glen Tymiak, Mike Popowich Staff:
Recording	Shelby Miller
Call to order	7:03 a.m.

ADOPTION OF AGENDA

Discussion	There were no additional items to add to the Agenda.
Motion 17-2021	Zaryski That the agenda be approved as presented. Carried.

DECLARATION OF CONFLICT OF INTEREST

Discussion	None.
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APPROVAL OF MINUTES

Discussion	Minutes of the August 18, 2021 Planning and Infrastructure Commission Meeting were circulated with the agenda package.
Motion 18-2021	Goulden That the Minutes of the August 18, 2021 Planning and Infrastructure Commission Meeting be approved. Carried.

OLD BUSINESS

Discussion	None.
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NEW BUSINESS

1. Discretionary Use Application DU04-2021 – Automotive Maintenance – Detail Shop in C-1 City Centre Commercial Zoning District – 33 Foster Street

Discussion	Koroluk presents a report on a Discretionary Use Application for an Automotive Repair business at 33 Foster Street in the C-1 City Centre Commercial zoning district Members discuss the positive aspects of redevelopment in this area noting road maintenance & budget concerns. <i>Isabel O'Soup enters meeting at 7:13 am.</i>
Motion 19-2021	Zaryski That Discretionary Use Application DU04-2021 – Automotive Maintenance – Detail Shop in C-1 City Centre Commercial Zoning District – 33 Foster Street, be recommended for approval to City Council. Carried.

2. Safe Play Zones

Discussion	Baptist presents a draft Council Committee Report on Safe Play Zones. Administration fielded questions and comments from committee members such as the Former Simpson School as well as High School
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	<p>Zones, and will use feedback to assist with future recommendations to Council.</p>
<p>Motion 20-2021</p>	<p>Zaryski That the Planning and Infrastructure Commission supports the following recommendations and furthermore that they be recommended for approval to City Council:</p> <ol style="list-style-type: none"> 1. To assign park zones or areas in the City of Yorkton using the TAC Standards, and as presented by Administration. (Attachment 2 in the report provided) 2. Columbia School Zone To maintain the southeast portion of the school zone at the current location, which exceeds the TAC Standard, and further extend the north portion of the school zone to the north of Independent Street, as per the TAC Standard to ensure driver's sight before an intersection. 3. M.C Knoll & St. Michael's School Zone That the 50km/hr sign be removed from the west end of the Darlington School zone to prevent people from speeding up between the school zone and the round-a-bout, which has a speed zone of 30km/hr, which creates a consistent speed zone from the round-about through the school zone. 4. St. Paul's School Zone That the Yield sign at the corner of Dalebrooke Drive at Parkview Road in the St. Paul's School Zone be replaced with a stop sign. 5. Former Simpson School That the school zone be removed from Gladstone Avenue south and that the crosswalk at Independent Street be referred to Administration's crosswalk review process. 6. High School Zone That the existing school zone designation be maintained on Gladstone Avenue north with a speed limit of 40km/hr., and further that the speed zone be shortened at the north end after the Sacred Heart High School building. 7. That all designated school and play zones be assigned a reduced speed limit of 30km/hr. and further, that the reduced speed zone be in effect 24 hours a day year-round. <p>Carried.</p>

BUSINESS FROM THE FLOOR

Discussion	<ul style="list-style-type: none">- Richard provides updates on construction that include the Hwy #9 and Hwy #10 intersection beautification project, Logan Green pathways, and the process of York Road Project. <p><i>Pat Zaryski leaves meeting at 7:52 am.</i></p>
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NEXT MEETING

	Wednesday, November 3, 2021 at 7:00 a.m. at City Hall Council Chambers
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ADJOURNMENT

Motion 21-2021	Forster That the meeting be adjourned at 7:56 a.m. Carried.
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SIGNATURE OF MINUTES

Chairperson	<u>Eugene Fedorowich</u>
Recording Secretary	<u>Shelby Miller</u> Shelby Miller

Partners for Canada's Recovery

As the 44th Parliament begins its work, the Federation of Canadian Municipalities (FCM) presented a vision for Canada's recovery to new and returning members of Parliament. Municipal leaders are putting forward local solutions to pressing national challenges—to drive the inclusive, sustainable recovery Canadians need and deserve.

"From affordable housing to climate change and public transit, we know what's needed and what works on the ground," said FCM President Joanne Vanderheyden. "This is the moment to learn from the pandemic and come out stronger than ever on the other side. Our solutions build on our federal-municipal partnership to drive Canada's recovery in communities of all sizes—the places where people live, work and raise their families. Canadians want their political leaders to deliver results they can see and feel in their daily lives, and that's what local governments do best."

The document, titled *Partners for Canada's Recovery*, puts forward nonpartisan local solutions that create jobs and tackle some of Canada's biggest recovery challenges. They include:

- Tackling the housing affordability crisis, including by prioritizing the launch of the Housing Accelerator Fund, protecting our residents from "renoviction," preserving existing affordable rental supply, and co-developing a dedicated Indigenous housing strategy. The recovery is a critical moment to rally behind our shared objective of ending chronic homelessness, this is why we need a clear timeline to achieve our goal, scale up the Rapid Housing Initiative and build on the Reaching Home program.
- Ensuring that the recovery happens everywhere, including the rural communities that drive a third of Canada's economy. That means seizing this moment to make universal Internet access a reality, growing infrastructure tools that empower local leaders everywhere, like the Canada Community-Building Fund, and leaning all the way into concrete rural priorities—from disaster mitigation to regional bus services and financially sustainable policing.
- Accelerating climate action. The devastating flooding in B.C. and Newfoundland is yet another tragic reminder of the urgent need to build more resilient communities—and in order to do that we need the federal government to scale up investments in disaster mitigation projects, natural infrastructure, and continue strengthening local adaptation capacity. And to reach Canada's 2030 emission reduction target and set the country on the path towards net-zero emissions by 2050, we need to work together to build upon federal investments that are already being made—including through FCM's Green Municipal Fund—to drive high-value projects in key areas like building retrofits, community energy generation, electric vehicles and capturing emissions from municipal landfills.

FCM is also calling for urgent federal leadership to help municipalities overcome key hurdles to recovery. This includes calling on our federal partner to cover all retroactive costs associated with the labour agreement it has negotiated with the RCMP for local contract policing.

"If we want to get this recovery moving, we need to tackle these issues with all speed," said Vanderheyden. "As frontline governments, municipalities understand the challenges people face in their daily lives and we know how to transform federal investments into real outcomes in our communities. That makes municipalities key to Canada's recovery, and we're ready to work with every party to get the job done."



FEDERATION
OF CANADIAN
MUNICIPALITIES

FÉDÉRATION
CANADIENNE DES
MUNICIPALITÉS

A low-angle, upward-looking photograph of a diverse group of people holding hands in a circle. The image is warm and bright, with sunlight filtering through, creating a sense of unity and community. The people are wearing various casual clothing like jackets and sweaters. The image is partially overlaid by a green rectangular box containing text.




Partners for Canada's recovery

**Municipal solutions for
Canada's 44th Parliament**







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www.fcm.ca

Ce document est aussi disponible sous le titre *Partenaires de la relance du pays*.



Welcome to Canada's 44th Parliament

Dear Parliamentarians,

On behalf of Canada's local order of government—whether you are a new or returning MP, in government or in opposition—please accept our congratulations. As fellow elected officials, we understand that serving Canadians is a calling and a privilege, whether it's on Parliament Hill or a municipal council.

The Federation of Canadian Municipalities (FCM) unites more than 2,000 local governments, representing over 90 percent of Canadians. That means we serve the same people you do, in communities of all sizes nationwide. We also share key priorities, from promoting productivity and public safety to raising everyone's quality of life.

Our two orders of government have worked together to build this country. We've progressively deepened our partnership to get more done for Canadians. And faced with the unprecedented challenges of COVID-19, we've worked together to keep people, communities and commerce protected. We've kept frontline services going strong, and we've supported the most vulnerable among us when they needed us most.

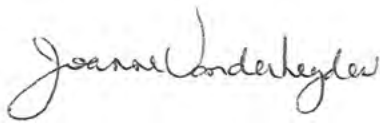
Continues...

Now we have an opportunity to learn from this pandemic and come out stronger than ever on the other side. But we can do this only by working together, as partners, for Canada's recovery.

As frontline governments, municipalities deliver cost-effective solutions directly in the places where Canadians live, work and raise their families. These are the places where many of our biggest national challenges can be tackled most directly, from creating jobs to ending homelessness to achieving net-zero emissions. And FCM is a delivery force in its own right: our federal-funded programs are driving results on the ground nationwide.

After everything Canadians have been through, they're looking for progress they can see and feel in their lives. That's what local governments and FCM deliver. In this new minority parliament, progress will require active bridge-building among federal parties and among governments. That's what local governments do best. We come to the table united and ready to deliver results, and this document outlines proposed next steps.

Canadians will be watching all of us closely on the road ahead. Let's seize this opportunity—together—to shape the strong, sustainable and truly inclusive recovery they deserve.




Joanne Vanderheyden
FCM President
Mayor, Strathroy—Caradoc



Carole Saab
Chief Executive Officer
Federation of Canadian Municipalities





Who we are



WHO WE ARE



Municipalities: closest to Canadians

Municipalities are the governments closest to Canadians—and we deliver concrete results every single day. That makes us essential partners in achieving key national goals on the road ahead.

Canada's cities and communities are where people live, work, raise families and start businesses. These are the places where national challenges unfold in people's daily lives. These are the places where municipalities turn broad federal objectives into real results that make life better for Canadians.

As Canada's frontline order of government, municipal leaders are uniquely positioned to respond to local needs, to maximize local opportunities, and to build solutions that work. While collecting only a small fraction of Canada's tax revenue, we make the most of every dollar to deliver concrete results. This makes local governments essential partners in achieving national goals—from creating jobs and reaching net-zero emissions to ending chronic homelessness and making housing more affordable for Canadians.

Canada's municipalities are diverse. Some of our big cities have populations exceeding those of many provinces. A growing segment of mid-sized cities offers Canadians their own unique quality of life. Hundreds of smaller communities, from rural towns to Northern hamlets, come to the table with their own array of opportunities and challenges—demographic, geographic, economic and climatic.

Municipalities turn shared federal-municipal aspirations into action on the ground. We're renewing job-creating infrastructure and retrofitting buildings to cut emissions. We're making this country more resilient to extreme weather and building the next generation of sustainable public transit. We're working on the front lines of the pandemic to keep people safe, and we're gearing up to drive a strong and inclusive recovery. We're doing all of this and more in ways that are efficient and cost-effective—and that make a difference people can see and feel every day.

Local governments are on the front lines of daily life and commerce.

Municipal responsibilities include:

- ▶ 60 percent of Canada's public infrastructure
- ▶ local policing and public safety measures
- ▶ local transportation, including road maintenance and public transit
- ▶ local social services and housing
- ▶ water and wastewater services
- ▶ waste management and recycling
- ▶ climate action: GHG reductions and resiliency
- ▶ parks, recreation, libraries and culture
- ▶ public health, including school outreach programs and community vaccinations

Shared municipal-federal priorities include:

- ▶ job creation
- ▶ economic growth and productivity
- ▶ infrastructure renewal and expansion
- ▶ affordable housing
- ▶ disaster mitigation and climate adaptation
- ▶ environmental and climate stewardship
- ▶ immigrant and refugee settlement
- ▶ partnership and reconciliation with Indigenous peoples
- ▶ emergency management
- ▶ community safety and wellbeing
- ▶ crime prevention





WHO WE ARE



FCM: national voice, national impact



The Federation of Canadian Municipalities (FCM) is the national voice of Canada's local order of government—and is itself a proven delivery partner to the federal government.

FCM unites more than 2,000 cities and communities of all sizes, representing more than 90 percent of Canadians living in every province and territory. That gives us unparalleled ability to convene Canada's on-the-ground leaders, and to help design and deliver federal initiatives that build better lives for Canadians.

Municipal leaders trust FCM to represent their priorities and perspectives at the federal level. We work constructively with every federal party to bring local expertise and realities to national policy—from the Canada Community-Building Fund to the Universal Broadband Fund to the Rapid Housing Initiative. We also partner with the Government of Canada to deliver programs that build municipal capacity in everything from asset management to green innovation to Indigenous partnerships.

Our strong track-record of partnership and results—and our broad and diverse membership of local governments—make FCM one of Canada's most respected and effective change-driving organizations.

Leadership

FCM's President and Vice-Presidents are elected from every region of Canada and serve one-year terms. Our current President, **Joanne Vanderheyden**, is the Mayor of Strathroy-Caradoc, Ontario. FCM's CEO, **Carole Saab**, is a renowned advocate for cities and communities, and in 2020 was named one of "Canada's Top 40 Under 40."

FCM's elected **Board of Directors** comprises local leaders from across the country. They meet regularly to set policy and priorities on behalf of our member municipalities. FCM Board members also make up various issue-based standing committees and regional caucuses that recommend policy on key issues.

FCM's **Rural Forum**, our **Northern and Remote Forum**, and our **Big City Mayors' Caucus** regularly convene municipal leaders from across the country to tackle pressing national challenges—from housing affordability to universal broadband to climate change.

Policy & advocacy

As the national voice of local government, FCM actively moves national conversations forward with support from a team of professionals. We are in continual contact with federal officials—from policy specialists to opposition parties to the Prime Minister—and with stakeholders in the public sector, industry and civil society.

FCM conducts research and analysis that supports Board priorities, drives advocacy positions, and shapes capacity-building tools for municipalities. From housing to public safety to the state of Canada's infrastructure, successive governments have relied on FCM's policy work. Our subject-matter experts are recognized leaders in their fields. From budget consultations to committee hearings, many are familiar faces on the Hill.

As a communications force, FCM is known for driving media coverage, managing multiple digital channels, and framing shared federal-municipal priorities as compelling storylines. Our major events include the Sustainable Communities Conference and FCM's Annual Conference and Trade Show, which routinely draws thousands of municipal delegates and the leaders of Canada's major political parties.



Direct programs

For more than 30 years, FCM has partnered with the Government of Canada to deliver an evolving suite of [national and international programs](#) that empower municipalities to achieve both local and federal objectives—social, economic and environmental.

FCM's Green Municipal Fund (GMF) has brought life to some 1,300 sustainability initiatives, cutting 2.75 million tonnes of GHG emissions by helping communities switch to climate solutions faster. FCM's Municipal Asset Management Program and our Municipalities for Climate Innovation Program are helping communities optimize infrastructure and climate adaptation planning to make every dollar go further.

Continuing FCM's leadership on social inclusion, Canadian Women in Local Leadership is empowering local leaders and community partners to promote gender parity and diversity on municipal councils. And the Community Economic Development Initiative is supporting partnerships between First Nations and municipalities—fostering sustainable prosperity while laying foundations for reconciliation.

With long-standing support from Global Affairs Canada, FCM is also taking our unique peer-to-peer capacity-building approach to municipalities around the world, raising Canada's profile in key regions where the federal government is seeking enhanced engagement.



WHO WE ARE



Our federal-municipal partnership

Successive federal governments have deepened their partnership with municipalities, through FCM, to tackle pressing national challenges and strengthen Canada from coast to coast to coast.

To meet their 21st-century responsibilities to Canadians, municipalities must rely on an outmoded fiscal framework designed for earlier times. Their core revenue tool is the property tax, amounting to barely 10 cents of Canada's tax dollar, supplemented by user fees for services like transit and parking. These revenues do not grow directly with the economy, and municipalities cannot run operating deficits. To move transformational community-building initiatives forward, they increasingly rely on partnership with other orders of government.

Our federal-municipal partnership has a strong record of achieving progress for Canadians. Together, we've built core infrastructure, creating jobs, driving growth and improving people's quality of life. We've expanded transit networks and the affordable housing supply. We've brought high-speed Internet to more rural communities. We've modernized community and recreation centres to provide equitable opportunities for more Canadians. Together, we've addressed some of Canada's biggest economic, social and environmental challenges.

When the pandemic hit, municipal leaders were Canada's eyes and ears on the ground. Federal and municipal governments worked side-by-side to shape Canada's pandemic response, protect frontline services, support frontline workers, house vulnerable Canadians, and gear up for recovery. And on the road ahead, our partnership will be critical to driving the strong, inclusive and sustainable recovery Canadians deserve.



Recent highlights of shared progress

- ▶ **Renewing community infrastructure:** The Canada Community-Building Fund (CCBF, formerly the federal Gas Tax Fund) shows what's possible when we empower municipalities with direct and reliable tools. Every year, the CCBF supports thousands of local infrastructure projects that create jobs and improve people's quality of life—from new roads to upgraded wastewater facilities to renewed local arenas. FCM has worked with successive federal governments to shape this tool since its launch in 2005. Recognizing its effectiveness, Budget 2019 and Budget 2021 each included a one-time doubling of the CCBF transfer to get more projects moving, faster.
- ▶ **Driving emission reductions:** Since 2000, FCM's federally endowed Green Municipal Fund (GMF) has been at the cutting edge of community-focused climate action, bringing to life some 1,300 local initiatives, boosting Canada's GDP by \$1.1 billion, and reducing GHG emissions by 2.75 million tonnes. Budget 2019 invested nearly \$1 billion more through GMF to drive deeper emission reductions in the buildings sector. That's already directly responsible for faster adoption of greener community buildings, more efficient affordable housing, and local programs that help people retrofit their own homes—all critical to achieving Canada's net-zero objectives.
- ▶ **Promoting housing affordability:** The 2017 National Housing Strategy, developed in consultation with FCM, marked a breakthrough federal re-engagement on affordable housing. The federal-municipal Rapid Housing Initiative, created mid-pandemic, is helping our communities create housing options for at least 9,200 Canadian households facing the reality or risk of homelessness—by repurposing available buildings and lands and by deploying modular housing. At the same time, FCM's new Federal-Municipal Housing Working Group is convening senior decision-makers to jointly develop solutions to the housing crisis.

- ▶ **Modernizing public transit:** The 10-year transit stream of the Investing in Canada Infrastructure Program has been a game-changer: its predictable funding allocations are empowering municipalities to deliver vital system expansions nationwide. In February 2021, the federal government added a \$14.9 billion recovery-driving transit package that will create jobs, boost productivity and reduce emissions. It responds directly to FCM recommendations, with support for zero-emission buses, rural transit needs, and active transportation infrastructure—and a commitment to a permanent transit fund starting in 2026.
- ▶ **Connecting rural Canada:** When the pandemic forced millions of Canadians online for work, school and human connection, many rural, remote and northern Canadians simply didn't have that option—because they still can't access a fast and reliable Internet connection. The \$2.75 billion Universal Broadband Fund (UBF) takes important steps to bring high-speed Internet to more Canadians. The UBF responds to years of FCM advocacy, and it's an important step forward for smaller communities—for their economies and local quality of life.
- ▶ **Elevating rural communities:** FCM has worked with successive federal governments to bring a rural lens to more federal programs and decision-making. Beyond broadband, our results include a dedicated \$2-billion rural and northern stream of the Investing in Canada Infrastructure Program, for better roads, wastewater facilities, and other infrastructure that supports a strong rural quality of life. We've secured distinct support for rural and regional transportation needs as part of Canada's national transit plan. And working with the Minister of Rural Economic Development, we're bringing rural expertise to the table more often as national solutions are developed.



FCM's Western Economic Solutions Taskforce

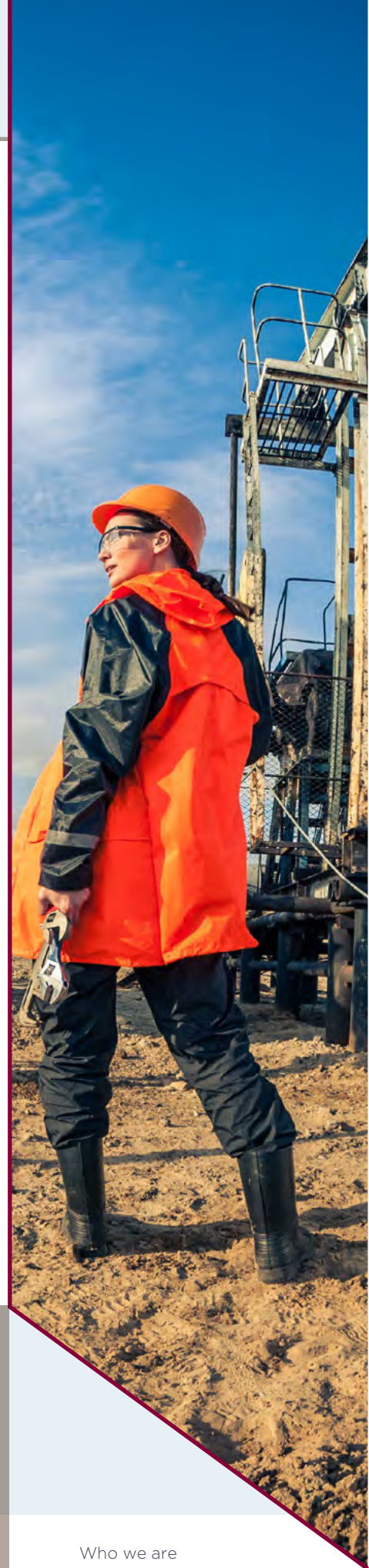
In 2019, FCM launched its Western Economic Solutions Taskforce (WEST) to help tackle the deep economic anxiety facing western communities. Our WEST taskforce brought together municipal leaders from Canada's four western provinces to propose concrete solutions that support communities, workers and families.

WEST's final report, released in October 2021, highlights our recommendations to the federal government and presents our vision for a thriving western Canada. This includes engaging western municipal leaders on place-based economic development and pathways to net-zero emissions, while continuing investments that address abandoned oil and gas wells, trade infrastructure, economic diversification and energy sector transformation.

Key recommendations include:

- ▶ **Supporting energy communities** as part of a “just transition” to net-zero emissions, including by creating an Energy Community Infrastructure Fund that supports the needs of municipalities in oil and gas producing regions; and by incorporating municipal perspectives into the proposed Futures Fund for Alberta, Saskatchewan and Newfoundland and Labrador, and the proposed *Just Transition Act*.
- ▶ **Supporting regional economic development** by engaging municipalities in establishing the new PacifiCan and PrairiesCan economic development agencies, and in developing the National Trade Corridors Fund's next intake.
- ▶ **Fully implementing compensation for farmers** for the cost of carbon pricing, as announced in Budget 2021.
- ▶ **Establishing national utility corridors** for new energy infrastructure, including pipelines and power transmission lines.

Read WEST's full report at fcm.ca/WEST





Driving recovery together



Secure, affordable housing

Federal parties agree: tackling Canada's housing challenges must be a cornerstone of a strong, inclusive recovery. Local governments bring crucial frontline expertise to our shared objectives of improving housing affordability, addressing inequality and eliminating chronic homelessness.

Secure housing empowers us to be our best selves, as workers, as families and as community members. But long before COVID-19 hit, Canadians were facing a punishing, worsening disconnect between housing costs and income levels. That's why the federal government launched Canada's first-ever National Housing Strategy in 2017: to ensure more Canadians can access appropriate housing they can afford.

While we've made progress, the pandemic has exposed the sheer depth of Canada's housing crisis. We've seen it in the lives of too many frontline workers—disproportionately racialized—who go home to overcrowded or inadequate housing that's less and less affordable. We've seen it in the lives of Canadians who've struggled to stay safe with no home at all. But amid this pandemic, we've also seen what's possible when governments come together with urgency and focus.

The new Rapid Housing Initiative (RHI) is helping local leaders help Canadians facing homelessness—by repurposing available buildings, lands and modular housing to deliver at least 9,200 *permanent* affordable homes. Scaling up the RHI can anchor a full-court press to finally end chronic homelessness. But this is also the time to go further and scale up the *principle* that makes the RHI work: direct, intentional partnership among our governments. As partners for Canada's recovery, let's seize this opportunity to drive real progress on housing affordability for Canadians—across the housing spectrum, in communities of sizes.

Ending homelessness

Canada's recovery is a critical moment to rally behind our shared objective of ending chronic homelessness in this country. By scaling up our recent successes, by bringing all governments to the table, and by prioritizing frontline solutions, we really can get the job done for Canadians.

- ▶ **Establish a timeline with clear milestones and measurable objectives** to achieve our shared goal of ending chronic homelessness, working with municipalities and our community housing partners—and actively align the mandates of the Canada Mortgage and Housing Corporation and partnering departments and ministries to support this goal and timeline.
- ▶ **Scale up the proven Rapid Housing Initiative (RHI):** Building on the 9,200 new units already in the RHI pipeline, commit an additional \$5.5 billion over five years to create at least 18,000 more supportive and deeply affordable homes for Canadians experiencing homelessness—maintaining the allocation-based Major Cities Stream and maximizing program flexibilities to help communities meet the goal of housing at least 27,000 vulnerable Canadians. This is roughly the number of Canadians facing chronic homelessness as the pandemic set in.
- ▶ **Ensure the sustainability of new permanent supportive housing,** including units developed through the Rapid Housing Initiative, by working with provinces and territories to ensure long-term funding for the wraparound services these units require. Supportive housing is specifically designed as a comprehensive, serviced pathway out of homelessness for Canadians facing substance use, mental health and other significant challenges.
- ▶ **Build on the proven Reaching Home program** to strengthen community-based systems, supports, services and other paths out of homelessness. Budget 2021 temporarily doubled program funding through 2023-24. Making this growth permanent will require \$282 million annually starting in 2024, including at least \$50 million for the Rural and Remote stream. FCM also welcomes a conversation on finding synergies between community supports developed through Reaching Home and physical homes developed through the Rapid Housing Initiative—and to re-assess the overall availability of funding for community-based paths out of chronic homelessness.



Championing housing affordability

Working to end homelessness addresses one tragic expression of Canada's housing crisis. But to come out of this pandemic with more livable and competitive communities, we'll need to continue raising our ambitions to deliver affordable housing options for more Canadians across the housing continuum.

- ▶ **Prioritize the launch of the Housing Accelerator Fund** and engage FCM on its design to ensure it meets ambitious *affordable* market and non-market supply objectives. This new fund should build on proven delivery mechanisms like the Rapid Housing Initiative, empowering municipalities to both deploy new strategies and scale up existing programs and initiatives to expand housing supply. Municipalities are best placed to determine the interventions that will measurably expand supply and accelerate local innovation in their own unique housing markets—with attention to low-carbon intensification, transit-oriented development, inclusionary zoning and climate resilience.
- ▶ **Move quickly to protect low-rent market housing from “renoviction” and conversion** through an acquisition program that empowers community land trusts, non-profits, cooperatives and municipal agencies to acquire and preserve existing low-rent market housing at risk of being bought by investment companies. Combined with strengthened incentives for landlords to repair and energy-retrofit properties and other regulatory measures, Canadians will be better protected from renovictions.
- ▶ **Create more affordable housing and purpose-built market rentals:** Work with FCM to optimize existing federal housing programs—including the National Housing Co-Investment Fund and Rental Construction Financing Initiative—to create more affordable rental supply, deliver deeper market and non-market affordability, and streamline rapid approval processes for municipal applicants and their community housing partners. Let's ensure that new commitments to invest \$2.7 billion over four years in affordable housing quickly deliver funding to communities. In Quebec, funding should flow directly through existing provincial “non-market” housing programs.
- ▶ **Begin co-developing a dedicated Indigenous housing strategy** to complement the National Housing Strategy. Building on the initial commitment of \$300 million, we urge the federal government to commit at least \$3 billion over the next five years to establish long-term funding for at least 20,000 new housing units for Indigenous households in communities—urban, rural and northern.



- ▶ **Convert vacant commercial space to affordable housing:** Work with FCM to ensure this \$600 million federal commitment effectively supports both new and existing municipal initiatives to convert vacant office and retail space to affordable housing for Canadians—as pandemic-accelerated shifts toward e-commerce and telework drive up commercial vacancy rates in some cities.
- ▶ **Work with FCM to redesign and expand the Federal Lands Initiative** to align with local programs, making more federal land available faster, empowering municipalities to identify surplus federal and/or other publicly available lands, and ensuring the Canada Lands Company’s mandate prioritizes affordable housing.
- ▶ **Commit to stronger intergovernmental coordination on housing affordability,** building on FCM’s new Federal-Municipal Housing Working Group that convenes senior federal and municipal representatives to jointly identify and develop solutions to Canada’s housing crisis across the full housing continuum—including solutions that address the inequities that Black, Indigenous and other racialized people face in accessing housing.





DRIVING RECOVERY TOGETHER



Strong communities of all sizes

Our cities and communities are where Canadians live, work, raise families and start businesses. From big cities to rural towns, these are the engines of our economy and everyday quality of life. These are the places where a strong and inclusive national recovery needs to take root.



Housing and transit are cornerstones, but people and businesses also rely on safe roads and bridges, clean water, waste management, community/recreation facilities, protection from extreme weather, and other infrastructure. While municipalities own 60 percent of this core infrastructure, they collect just 10 cents of Canada's tax dollar to maintain and renew it, while also managing a growing slate of frontline services. That's why our federal partnership is key to strengthening local infrastructure to meet Canadians' growing needs.

Every year since 2005, the Canada Community-Building Fund (formerly Gas Tax Fund) has directly empowered communities of all sizes to deliver thousands of infrastructure projects. We've also welcomed targeted federal investments in key priorities—including rural and northern communities; community and recreational facilities; and disaster mitigation and climate adaptation. But Canada's recovery is an essential moment to scale up.

Every dollar invested in infrastructure generates at least \$1.60 in economic growth, and the projects that municipalities are ready to move forward will support the inclusive, sustainable recovery we all want. That includes setting this country on a path to reliable path to safe, clean water supplies for all Canadians. We're also looking to our federal partners to support frontline services and efforts to build safer, healthier communities on the other side of COVID-19.

Renewing core infrastructure

The Canada Community-Building Fund (formerly Gas Tax Fund) is the permanent, predictable federal funding tool that empowers municipalities of all sizes to renew core infrastructure. Federal Budgets 2019 and 2021 recognized its untapped potential by doubling the transfer for those two years. Canada's recovery is the time to *permanently* grow this tool, while also committing targeted new investments to water and rural/northern infrastructure.

- ▶ **Expand Canada's proven infrastructure renewal tool** by permanently doubling the Canada Community-Building Fund, increasing the annual transfer in 2022-23 to \$4.6 billion—and boosting its annual growth index from 2.0 to 3.5 percent to reflect construction inflation realities. This will directly empower local leaders to create jobs and build better lives—from upgrading roads and bridges that keep people and goods moving, to expanding the cultural and recreation facilities that bring people together and promote social inclusion.
- ▶ **Ensure cleaner water for Canadians nationwide** by investing at least \$500 million annually for 20 years in municipal water and wastewater infrastructure—including treatment system upgrades, sewer separations, septic projects and asset renewal such as lead pipe replacements, culverts and lagoons. FCM supports the call for the federal government to prioritize safe drinking water as a human right and to work with Indigenous communities to end boil water advisories and provide long-term water certainty. FCM also looks forward to helping shape the new Canada Water Agency, the Freshwater Action Plan, and the modernization of the *Canada Water Act*.
- ▶ **Bolster rural and northern infrastructure** by committing at least \$250 million annually in new funding for 10 years at the conclusion of the Investing in Canada Infrastructure Program's rural and northern stream (i.e., starting 2028-29 or earlier if all funding is committed). This provides communities with vital predictability for rural and northern infrastructure solutions that cannot be fully funded through other federal programs.





Strengthening local climate resilience

From floods and wildfires to coastal surges, local leaders are responding as new weather extremes force families from their homes and cost our economy billions each year in property damage and lost productivity. Municipalities are working hard to build more resilient communities, and the federal Disaster Mitigation and Adaptation Fund (DMAF) has been an essential tool. But even with a DMAF top-up in Budget 2021, we are nowhere near the funding levels communities need to protect Canadians from what's coming.

- ▶ **Rapidly scale up support for disaster mitigation and climate resilience projects** protecting communities from climate impacts—including wildfire mitigation, drought reduction, flood prevention and restoration of wetlands, shorelines and other natural assets. We are calling for \$2 billion over a three-year recovery period, followed by at least \$1 billion in long-term annual funding starting in 2024-2025.
- ▶ **Strengthen natural infrastructure** that stabilizes landscapes and buffers climate hazards, by investing \$100 million annually for 10 years, including to enable municipalities to purchase forests, wetlands and green spaces to create or expand parks and protected areas—supporting local conservation, urban biodiversity, low-carbon resiliency and access to nature. This can build on existing investments, including new commitments to expand the Natural Infrastructure Fund by \$200 million over five years and establish 15 new national urban parks.
- ▶ **Continue strengthening local adaptation capacity** by investing \$500 million over five years to:
 - update regional climate modelling and natural hazard maps, and fund local vulnerability and risk assessments
 - integrate equity, Indigenous knowledge and social infrastructure considerations into project planning, and
 - integrate climate considerations into asset management planning at the asset and community levels.

Ensuring safe and healthy communities

For a strongly inclusive recovery, we'll also need to work together to strengthen service-based responses to community challenges. This includes strengthening responses to gun violence, hate speech and the opioid crisis, while helping to modernize local policing through community partnerships. As an emergency priority, we're also calling for action to ensure that municipalities are not destabilized by major new policing costs on the horizon.


- ▶ **Urgently protect the sustainability of local policing** by ensuring the federal government covers all retroactive costs associated with implementing the new RCMP labour relations regime—and ensuring municipalities are properly consulted before implementing measures that impact their ability to maintain effective local police services.
- ▶ **Modernize the RCMP contract policing program**, working with municipalities to ensure it provides not only police resources but also resources for partnership development with health and social service agencies at the local level, particularly those run by and serving Black, Indigenous and other racialized communities.
- ▶ **Tackle the opioid crisis and save lives** by scaling up access to local safe supply programs, alongside other harm reduction and treatment strategies. This can include building on emergency funding through Health Canada's Substance Use and Addictions Program, supporting access to pharmaceutical alternatives to the illegal drug supply.
- ▶ **Address handgun violence:** Launch a study of the most effective levers to prevent cross-border trafficking of unregistered handguns into our cities, ensuring that any proposed measures are analyzed through an equity lens so they do not contribute to the disproportionate criminalization of Indigenous and racialized groups.
- ▶ **Strengthen the federal response to hate speech**, by developing legislation to clarify and strengthen the definition of hate speech, including explicit recognition of the psychological harm that can be caused by hateful symbols, and work with all orders of government in addressing root causes of hate speech.





Local pathways to net-zero

Municipalities are on the front lines of new climate extremes, and they are leading the way on bringing emissions down. Scaling up local initiatives is essential for Canada to achieve our 2030 GHG reduction targets and put communities on a clear path to net-zero emissions by 2050.



Canada is warming 2–3 times faster than the global average, and the world is getting closer to irreversible tipping points. Doing our part to turn the tide requires unprecedented investments in low-carbon infrastructure nationwide. Meeting Canada’s emission targets is a complex challenge that always traces back to front-line realities—like how we move around, design our buildings, manage our waste and build our communities. This is the world of local governments, and this makes them vital partners on the road to net-zero.

Municipalities are setting ambitious reduction targets, and federal investments are helping to scale up local efforts. Building sustainable communities around efficient transit systems is becoming a cornerstone of our partnership ([see p. 30](#)). At the same time, FCM’s federally endowed Green Municipal Fund (GMF) has enabled some 1,300 sustainability projects that have cut 2.75 million tonnes of GHGs. And since 2019, GMF has been driving much deeper emission reductions in the buildings sector ([see p. 29](#)).

The progress we are driving shows what’s possible when our governments work together. But to meet the scale of our climate challenge, and with municipalities influencing more than half of Canada’s emissions, we need to scale up our joint efforts now. Canada’s recovery phase presents a critical opportunity to do exactly that.

Local solutions to Canada's 2030 challenge

To enable a path to net-zero by 2050, Canada has committed to reduce GHG emissions by 40–45 percent from 2005 levels by 2030. Achieving this target will require ambitious investment and a disciplined focus on scaling up proven solutions. Many of the fastest and most effective solutions are found at the local level, but municipalities cannot scale up to meet this 21st-century challenge with the 19th-century revenue tools available to them.

FCM recommends building upon federal investments that are already being made—including through FCM's Green Municipal Fund (GMF)—to drive high-value capital projects and capacity building in key areas:

- ▶ **Deep energy retrofits** of market and non-market housing and large buildings—residential, commercial and institutional—including municipally-driven neighbourhood-wide and community-wide projects. (GMF's Community Efficiency Financing initiative is supporting the development of permanent residential retrofit programs across Canada, and the Sustainable Affordable Housing initiative is supporting early pilots and deployment of the "Energiesprong" approach in social housing.)
- ▶ **Community energy generation**, including energy storage and district energy for community buildings and neighbourhoods, reducing reliance on natural gas for heating and helping to achieve the federal target of a net-zero electricity system by 2035.
- ▶ **Zero-emission vehicles**, supporting the federal target of installing 50,000 zero-emission chargers, and accelerating the adoption of zero-emission municipal fleet vehicles, including heavy-duty vehicles like waste collection trucks—complementing the \$2.7 billion federal commitment to electrify 5,000 transit buses.





- ▶ **Landfill gas capture** and other innovative municipal waste diversion and wastewater initiatives that create valuable end-products, including compost, fertilizer, biofuels and biogas—which can be used to generate heat and/or electricity, or refined into renewable natural gas.
- ▶ **Active transportation and multi-modal systems**, including bike paths, pedestrian bridges, and first-and-last-km solutions like bike-share, e-bikes and cargo bikes to reduce reliance on personal vehicles.
- ▶ **Net-zero community planning**, integrating mobility, housing and equity considerations into land-use planning—including through the new Housing Accelerator Fund and permanent transit fund, and by co-developing a federal climate lens and climate toolkits for infrastructure owners.
- ▶ **Local resiliency and natural climate solutions**, including tree planting, canopy preservation and natural asset management. A typical hardwood tree can store a ton of carbon dioxide by the time it reaches 40 years old.

Achieving net-zero by 2050

Achieving net-zero emissions will require ambitious, coordinated efforts from all orders of government. This work starts now, and with the ability to influence half of all emissions, municipalities will be critical. Through FCM, frontline local governments are ready to work with federal partners to develop and implement successful strategies to achieve net-zero by scaling up these critical pathways:

- ▶ **Buildings:** The federal government must take the lead to align **building retrofit** incentive programs across all orders of government, including through the proposed National Net-Zero Emissions Buildings Strategy, to ensure limited public dollars achieve the greatest emissions reductions while fostering energy affordability and equity. This will require tailored policies and programs for different types of tenants, owners and buildings: social/affordable housing, purpose-built rental, community-wide residential and commercial. FCM also supports using **building codes** to drive down emissions quickly. This will require strong federal-provincial collaboration to implement the net-zero building code and the retrofit code fully and quickly.
- ▶ **Transportation:** FCM welcomes new federal targets for **zero-emission vehicles:** 50% by 2030 and 100% by 2035. Upgrading electrical grids and deploying charging infrastructure in public spaces and private homes, apartments and businesses will require a massive lift by public and private sectors, and municipalities are ready to work with federal partners to scale up proven strategies to install 50,000 on-street and public-space **charging stations**. With the \$2.7 billion Budget 2021 commitment, municipalities are committed to electrifying 5,000 buses, setting **public transit** on course to net-zero. To reduce overall vehicle-kms travelled, we'll also need to build more 15-minute neighbourhoods, invest in active transportation infrastructure, and continue expanding transit.



- **Waste:** FCM supports federal aspirations to **reduce methane emissions** from municipal landfills. We have advanced design principles for a national standard that works for municipalities and delivers the cost-effective results we all need. We will also continue to work with the federal government to **reduce plastic waste**, with its impacts on ecosystems, health and climate change. FCM is calling for a national approach that shifts responsibility for the costs of managing waste to industry (i.e., Extended Producer Responsibility), creating the market-based incentives we need to move towards a circular economy.
- **Place-based energy transition:** As part of its strategy to achieve net-zero by 2050, the federal government must put local communities in oil and gas producing regions at the very heart of the transition. That includes directly supporting municipal governments as part of a “just transition.” This will also require federal investments to position the energy sector to achieve net zero, including by advancing Canada’s Hydrogen Strategy, shifting to non-emitting power across the value chain, and supporting methane and carbon capture, utilization and storage.



Since 2000, FCM's Green Municipal Fund (GMF) has helped communities adopt climate solutions faster.

GMF's unique approach leverages federal investments to support local innovation, from the idea phase to capital project completion. Focusing on five priority sectors—energy, waste, transportation, land use and water—we're unlocking scalable solutions, accelerating market transformation and clearing paths to net zero.

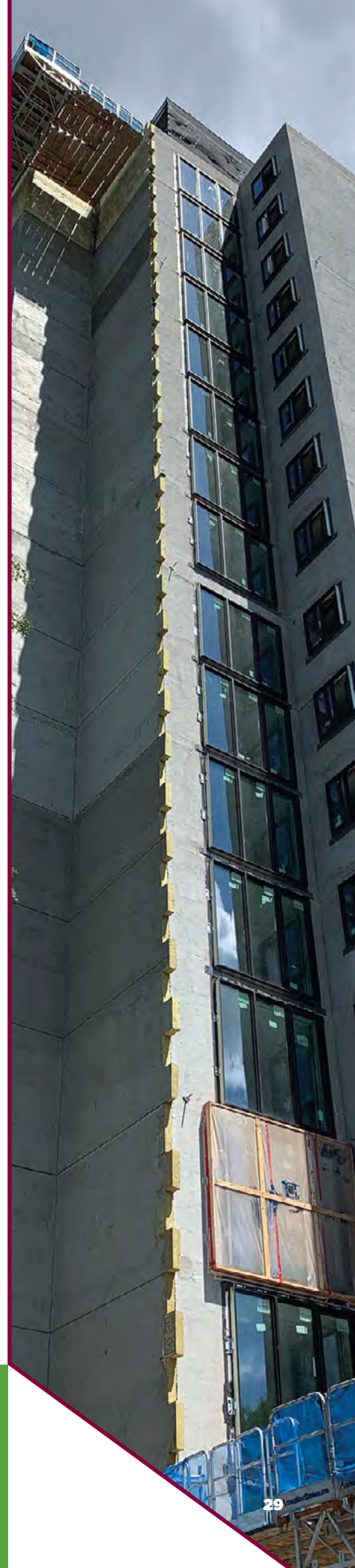
To date, GMF's 1243 completed projects have avoided **2.75 million tonnes of GHGs**—equivalent to taking 843,558 cars off the road or planting 3.2 million acres of boreal forest. They have also generated \$1.1 billion in economic growth and 13,000 person-years of employment. And nearly 500 more projects are approved or in progress.

GMF drives frontline outcomes fast. Through new programs launched in 2020 with a new federal funding injection, GMF has scaled up its mission to drive transformational emission reductions in the buildings sector.

- ▶ Our **Sustainable Affordable Housing (SAH)** initiative has already approved \$47 million for 68 projects that will retrofit or build more than 21,000 units of net-zero or deeply efficient housing—with \$140 million more at various stages of approval. SAH is on track to fully commit its allotted federal funding by 2023.
- ▶ Our **Community Efficiency Financing (CEF)** initiative has already approved \$109 million to help plan, implement and scale up local residential energy-upgrade financing programs—with nearly \$65 million more in the project pipeline. At this pace, CEF is on track to fully commit its allotted federal funding by 2023.

With two decades of experience on the ground, GMF is a proven partner for Canada's recovery.

Read GMF's latest annual report:
annualreport.greenmunicipalfund.ca





Modern transit and mobility

Growing and modernizing Canada's transit systems—urban, rural and regional—is another cornerstone of an inclusive, sustainable recovery. It's a reliable way to drive economic growth while supporting both socio-economic inclusion and Canada's progress to net-zero emissions.

Public transit is a backbone for inclusive, livable, competitive communities. It connects people with employers, schools and community services—especially frontline workers, women, new immigrants, people living with disabilities, seniors, and low-income and racialized communities. Every dollar invested in modernizing local transit generates three dollars in economic growth, even as it drives higher productivity, shorter commutes, less congestion—and reliable progress toward our national goal of net-zero GHG emissions.

Since 2017, the 10-year federal transit investment stream has been enabling vital system expansions, from Surrey to Edmonton to Montreal. Budget 2021 provided another recovery-supporting injection of \$14.9 billion over five years for expansions, fleet electrification, active transportation and rural mobility solutions. From on-demand services to electric ride shares, this marked the first time rural needs have been systemically included in a national transit plan. And another key first: the federal government has committed to a *permanent* transit fund.

All of this gives local leaders real tools to drive Canada's recovery through transit. But before they can fully lean into this work, we'll need to tackle the COVID-driven farebox revenue shortfalls that continue to plague transit systems across the country. And to promote mobility *among* municipalities, FCM is also seeking federal leadership on the deepening crisis in inter-community passenger bus services.

Emergency: Transit operating support

While essential workers have continued relying on transit through the pandemic, overall farebox revenues plummeted. Emergency funding through the 2020 Safe Restart Agreement helped municipalities avoid major cuts, but this was designed for a 6–8-month span. Every 10 per cent drop in ridership costs transit authorities \$475 million per year, and as of August 2021, ridership had recovered to just 42 percent of pre-pandemic levels.

With no solution to ongoing operating shortfalls, municipalities will be forced to (a) cut transit services that frontline workers and marginalized communities rely on; and/or (b) delay fleet electrification and other infrastructure projects, to redirect funds to operating needs. Both will dampen recovery, imperil our climate commitments, and create a vicious cycle where reduced service further reduces ridership.

FCM is calling for urgent leadership from our federal partners:

- ▶ **Urgently commit to covering transit operating shortfalls for 2022, in partnership with provinces.** Municipal budgets are being drafted now, with final approvals scheduled for late 2021 and early 2022. To avoid damaging cuts, municipalities therefore require a political commitment by **December 2021**.
- ▶ **Develop a durable solution to remaining COVID-induced transit operating shortfalls,** which are predicted to remain for at least the next three years. FCM recommends a solution based on predictable multi-year contributions from both federal and provincial governments, shaped on a province-by-province basis.



Modernizing transit and mobility

With transit operating hurdles cleared, local leaders can continue to transform federal investments into recovery-driving outcomes: jobs and growth, higher productivity, shorter commutes and more inclusively livable communities for Canadians. The modal shift in transportation that we are fostering together—building communities around better and greener transit—is fundamental to Canada’s progress to net-zero emissions.

- ▶ **Design and implement the promised permanent transit fund** in close consultation with FCM. Establishing this tool as a new pillar of our intergovernmental partnership—alongside the Canada Community-Building Fund—will provide municipalities with long-term funding stability for system growth and transit-oriented urban development, as we build truly inclusive net-zero cities and communities. Establishing this tool in *legislation* will give municipalities and transit authorities the predictability they need to move the next phase of expansion projects forward before this new funding stream commences in 2026.
- ▶ **Show leadership on inter-community passenger bus service** by identifying a lead federal department and working with the provinces and territories to develop and implement a comprehensive plan that includes sustainable funding. The loss of Greyhound and long-distance routes is a special threat to women, racialized and Indigenous people, students, seniors, persons with disabilities and others who disproportionately rely on bus services—including for access to healthcare, education and employment. Building on the recent launch of the Rural Transit Solutions Fund, as well as the federal commitment to rail service between Toronto and Quebec City, we are calling for a clear commitment to bus services connecting communities big and small.
- ▶ **Expand the Rail Safety Improvement Program:** Municipalities are critical partners in improving rail safety at the local level. In response to the federal *Grade Crossing Regulations*, municipalities, provinces, railways and landowners are working together to improve safety at about 20,000 prescribed road crossings, and additional federal funding is required to ensure compliance.





Digital inclusion for all Canadians

Fast and reliable broadband Internet is essential to our economy and our daily lives. Ensuring all Canadians can connect online is key to building a strong recovery that everyone can take part in.

Having a fast and reliable Internet connection means entrepreneurs can sell their products globally. It means doctors can access patient records, farmers can find real-time data, municipalities can serve residents better, and communities can reach their potential. Yet COVID-19 has exposed how unequally people access this vital tool.

When lockdowns forced Canadians online for work, school and human connection, some simply didn't have that option. That's because two million of us still can't access an affordable, reliable, high-speed Internet connection—fixed or mobile. Most live in rural, remote, northern and Indigenous communities, but the pandemic has also underscored how income inequality can put digital services out of reach in communities of all sizes.

FCM has worked with successive government to prioritize Internet access for all Canadians. We're ready to work with the current government as it applies a "use it or lose it" approach to spectrum rights policy. Above all, we have welcomed new investments in broadband infrastructure, including the \$2.75 billion Universal Broadband Fund. Now let's work together to ensure these investments drive results for people on the ground.

The pandemic laid bare the digital divide, but our recovery response can go a long way toward tackling it. Together, we can build a Canada where everyone can connect to modern commerce, to modern opportunities, and to each other. We know that's a goal this minority parliament can get behind.

Supporting progress on the ground

To ensure federal dollars drive cost-effective and rapid results where they are needed the most, FCM recommends the following additional steps.

- ▶ **Support broadband for hardest-to-reach areas** by adding a needs-based stream to the Universal Broadband Fund (UBF)—at least \$150 million more annually for the next four years—targeting small ISPs and community partners who struggle to compete with high-scoring UBF applications in easier-to-serve areas.
- ▶ **Launch a municipal digital capacity-building program** to develop technical expertise and support local and regional broadband infrastructure planning and deployment in underserved communities.
- ▶ **Create a one-window intake process** to access all federal broadband funding streams to make the process more accessible to all applicants, building on progress made through the coordinated funding approach with the Universal Broadband Fund and Canada Infrastructure Bank.

Building a framework for success

To optimize federal investments and accelerate progress toward universal Internet access, FCM recommends key steps to align government actors, clarify goals and promote accountable progress.


- ▶ **Convene a national roundtable on digital infrastructure**—with all orders of government—to develop a Canada 2030 vision for broadband connectivity, including ensuring deeper coordination with provinces and territories so broadband funding streams and deployment strategies are complementary and future-proof.
- ▶ **Establish a national target for digital affordability** that reflects the diverse economic realities of communities across the country, as an essential counterpart to Canada’s existing universal service objective for fixed broadband speeds (50/10 Mbps).
- ▶ **Establish a broadband progress monitoring framework** to ensure communities see results, including an obligation on the federal government to report to Parliament annually on progress toward achieving the universal service speed objective and the recommended affordability target—in communities of all sizes and regions.
- ▶ **Continue enhancing federal broadband mapping data** and commit to an accelerated process for correcting mapping errors, to support efficient progress toward achieving universal high-speed Internet access.





A resilient partnership

The pandemic has exposed strengths *and* vulnerabilities in Canada’s social and economic systems—and our intergovernmental systems as well. Canada’s recovery needs to boost our resilience on all fronts, including the resilience of the federal-municipal partnership.



Municipalities own 60 percent of Canada’s infrastructure, deliver vital services, and help achieve federal social, economic and environmental objectives. Yet they are rarely at the table when other governments discuss national challenges. With no ability to run deficits, they are confronting 21st century challenges with 19th-century fiscal tools: user fees, property taxes and other land-based tools that will continue to erode with COVID-accelerated transitions to e-commerce, telework and digitization.

The pandemic has already laid bare the sheer inadequacy of today’s fiscal arrangements. When rising public safety costs collided with plummeting user-fee revenues—including from transit, parking and recreation—municipalities were forced to the brink of financial crisis. It took pitched advocacy across orders of government to secure emergency funding, through the Safe Restart Agreement, to protect the frontline services Canadians need.

Federal leadership was crucial in averting that crisis, and we’re seeking fresh leadership to overcome COVID-driven revenue shortfalls that continue to plague our transit systems ([see p. 31](#)). Fundamentally, we are calling for federal leadership on modernizing municipalities’ tools and authorities, to reflect their 21st-century role in the lives of Canadians. Change will take time, but the pandemic’s lessons compel us to accelerate the conversation.

In the meantime, there are practical steps we can take to deepen our collaboration. Steps that will bring local leaders and local expertise to the table more often. Steps that will ensure every dollar invested in Canada’s recovery will drive the best possible outcomes on the ground. Steps that will help us all drive the recovery Canadians deserve: strong, sustainable, inclusive and nationwide.

Next steps

- ▶ **Advance place-based approaches to local and regional challenges** such as post-COVID downtown renewal, neighbourhood-level revitalization, economic transition and regional economic development—by leveraging innovative tripartite agreements, including the Urban Development Agreement model.
- ▶ **Continue to formalize federal-municipal collaboration** by **(a)** establishing political-level working groups on key priorities, including housing affordability, pathways to net zero, digital inclusion and mental health; and **(b)** engaging municipalities in federal-provincial/territorial processes at the administrative and technical level where policy and operational issues are discussed.
- ▶ **Elevate rural communities federally** by working with FCM and municipal leaders to ensure a rural lens is applied to federal policy development and program design—better empowering local leaders to succeed in the context of their unique local realities. This starts but does not end with priorities identified in this document, including broadband, housing, rural mobility, regional economic development, and core infrastructure.
- ▶ **Advance the Truth and Reconciliation Commission’s Calls to Action** by deepening engagement and coordination with all orders of government, to redress the legacy of residential schools and move forward on reconciliation between Indigenous and non-Indigenous people ([see p. 37](#)).
- ▶ **Commit to a dialogue with FCM on municipal resilience**, including federal leadership required to modernize municipal finances and authorities over the long term, to align with local governments’ contemporary role in Canadians’ daily lives and national economy.



Our commitment to reconciliation

FCM recognizes municipal leaders' duty to respond to the Calls to Action of the Truth and Reconciliation Commission (TRC) and acknowledges the profound ways in which the legacy of residential schools continues to affect the lives of First Nation, Inuit and Métis peoples. We commit to playing a constructive role in deepening intergovernmental coordination to drive action and change.

One venue for coordination has been the First Nation-Municipal Community Economic Development Initiative (CEDI)—a partnership of FCM, the Council for the Advancement of Native Development Officers (Cando) and Indigenous Services Canada. CEDI uses the Stronger Together approach to support resilient, sustainable economic partnerships between municipalities and adjacent First Nations. CEDI tangibly addresses TRC Calls to Action 43, 47, 57, 79 and 92 and has been described by TRC Commissioner Dr. Wilton Littlechild as an example of “reconcili-action.” After concluding its second phase in June 2021, CEDI has launched a new call for applications.

As Canada works toward meaningful reconciliation with Indigenous peoples, the importance of this work becomes more and more evident. Working with Indigenous and federal partners, municipal priorities include co-developing an urban-rural-northern housing strategy with long term funding to address key gaps; supporting the call to end boil water advisories and ensuring every family has reliable access to clean drinking water; and ensuring safe and accessible mobility options, including inter-community bus services.





FEDERATION
OF CANADIAN
MUNICIPALITIES

FÉDÉRATION
CANADIENNE DES
MUNICIPALITÉS

**Presentation to the City of Yorkton
for Capital Improvements for Deer Park Golf Course**

December 6, 2021

The Deer Park Men's Club (DPMC) and former Pro-Am Committee has been raising money for close to 20 years and putting all those funds back into capital improvements. Below are a few improvements we have made to the course in recent years:

2018-19	\$136,719.81	New #7 Green
2019	\$2,500.00	Trees #7 Hole
2018	\$2,915.00	Architect Fees for #7 Green
2016	\$72,928.38	Tee Boxes on #2 and #7
2015	<u>\$16,290.73</u>	Drainage on Hole #6
	\$231,353.92	

In the fall of 2018, we approached City Council for an interest free loan to build a new #7 green. Tonight, we are here to pay off the balance of that loan with the City of Yorkton, three years in advance of our agreed to commitment.

This fall we conducted a survey of all Deer Park members to gather their input on various options for our next major project. There is no clear consensus on the next project, but a decision will be made soon so that we can get started on it by next fall. Depending on the scope of the project, we may have enough money to complete it on our own or, like in 2018, we may request an interest free loan, with a substantial down payment from the DPMC.

The one variance in the proposal from past proposals is that we will be requesting that the City assist our endeavor(s) by supplying the clay fill required for the next project(s). The reason we ask for this is that the city has access to this type of material (for example, the city has been hauling clay fill to the landfill on a continuous basis over the past number of years). We have had some frustration expressed to us by our membership as we are charged full rates to acquire clay fill to put back into a city asset. To put this issue in perspective, the clay fill on the new number 7 green was over 27% of the total cost of the project (over \$35,000.00).

When we decide on our next project, we are asking that you start stock-piling clay fill in the location of the proposed project as the clay becomes available. We understand timing may be an issue, but if you have a three (3) to six (6) month lead time, we are certain that you can coordinate it with projects that are going on within the City to redirect the fill to the golf course instead of the landfill.

The more you can cooperate with us in our efforts, the more we can accomplish in the way of capital improvements. Again, this is your asset, and with a new clubhouse on the horizon, we are hoping to accomplish something bigger, rather than smaller, to coincide with this brand-new addition to the course.

We have provided you with a copy of our historical financial statements from 2005 to 2021 which clearly demonstrate our ongoing financial capacity. We have more than \$30,000 in our bank account after paying off our loan to the City of Yorkton tonight and plans are in place to continue to raise similar amounts in the upcoming years, all of which will be directed back into the golf course.

Our membership, despite the troubled times we live in, continues to be exceptionally strong. We have a high demand for participation in our DPMC. In 2021, we had 52 teams participate in our regular Match Play competition. We continue to receive tremendous support from our business community in sponsorships for our fundraising activities.

Our request:

We are asking for you to commit to providing clay fill at no cost to the Deer Park Men's Club for upcoming projects at Deer Park Golf Course. This clay fill can be stockpiled at the location on the course in advance of the project versus being directed to the landfill.

Reasons why we believe you should support this request:

- Proven track record and commitment to capital improvements – over \$315,000 in capital improvements since early 2000's.
- Proven track record of co-operation with the city when the call to duty arose when Course Management needed help with cleaning up trees from the 2021 spring storm, we were there; when Course Management asked us to plant trees on #7 or put sand in the new bunkers on #7 and #8, we were there. When the City asked us to approach local businesses to collect money for tee box signage revenue, we were there.
- We are asking for assistance, not a handout.
- We are committed to fundraising to complete capital improvement projects.
- With the City assisting with the clay fill, the more we can get done in the way of capital improvements.
- We keep all 18 holes in play while construction and renovations are being completed.
- We do not jeopardize revenue to the course during construction.
- We continue to increase the value and attractiveness of a City of Yorkton asset.
- We continue to improve the course with a new greens and tee boxes, just as we have with the new #1 and #7 greens, new tee boxes on #2 and #7 and other improvements as listed above.
-

The more you can cooperate with us on our efforts, the more we can accomplish in the way of capital improvements. Again, this is your asset.

Instead of looking at the obstacles, let's look for solutions.

Thank you for your consideration.

Deer Park Men's Club Executive

- Cliff Trombley – President
- Darren Grindle – Treasurer
- Derek Sebastian – Secretary
- Kyle Schmidt – Executive Member

For the Period Ending December 31 of Each Year

	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005
the Period Ending December 31 of Each Year																	
REVENUE																	
Memberships	\$3,175.00	\$1,850.00	\$3,525.00	\$3,850.00	\$3,750.00	\$3,850.00	\$3,175.00	\$3,375.00	\$3,375.00	\$3,500.00	\$3,300.00	\$2,700.00	\$3,000.00	\$3,150.00	\$3,225.00	\$2,875.00	\$3,300.00
Team Championship	\$1,530.00	\$990.00	\$1,890.00	\$1,980.00	\$2,010.00	\$2,040.00	\$1,800.00	\$1,905.00	\$1,920.00	\$1,920.00	\$1,830.00	\$1,470.00	\$1,545.00	\$1,635.00	\$1,130.00	\$1,000.00	\$1,180.00
Men's Night Registration/Skins	\$18,700.00	\$922.00	\$3,150.00	\$3,515.00	\$3,515.00	\$3,580.00	\$3,925.00	\$4,225.00	\$4,353.00	\$5,239.00	\$4,109.00	\$1,817.00	\$2,103.00	\$2,241.00	\$2,047.00	\$2,353.00	\$3,500.18
Club Championship	\$1,020.00	\$660.00	\$1,260.00	\$1,320.00	\$1,340.00	\$1,360.00	\$1,200.00	\$770.00	\$1,485.00	\$2,070.00	\$1,085.00	\$630.00	\$1,295.00	\$1,225.00	\$1,365.00	\$1,560.00	\$1,275.00
Mark's Blue Owl Open Tournament	\$23,000.00		\$27,070.00	\$0.00				\$11,030.00	\$10,220.00	\$9,870.00	\$17,865.00	\$15,759.00	\$13,810.00	\$0.00	\$0.00	\$0.00	\$0.00
Men's Club Fundraising Drafts	\$1,040.00	\$1,295.00	\$2,365.00														
Ladies Club Contribution to Tee Boxes						\$2,000.00							\$0.00	\$0.00	\$0.00	\$600.00	\$710.00
Signage Revenue	\$2,260.00	\$2,260.00	\$4,350.00	\$4,409.12	\$4,350.00	\$4,350.00	\$4,590.00				\$661.98		\$0.00	\$0.00	\$0.00	\$50.00	\$325.00
Miscellaneous (Raffles - 50/50) Draws		\$1,760.00	\$5,987.80	\$3,840.00	\$3,390.00	\$2,900.00	\$1,930.00	\$3,361.20	\$2,820.00	\$1,175.00	\$390.00		\$1.11	\$19.63	\$0.00	\$562.00	\$54.95
Hole-in-One Challenge	\$9,000.00	\$8,020.00															
Eagle Hunters Scramble and Sponsorship	\$6,260.00																
Birdhouse Donation	\$620.00	\$3,498.44															
Interest				\$79.03	\$94.79	\$424.74	\$490.42	\$489.50	\$602.11	\$75.88	\$22.67	\$112.50	\$348.46	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL REVENUE	\$60,345.00	\$27,515.44	\$49,597.80	\$18,993.15	\$18,449.79	\$20,504.74	\$17,110.42	\$25,155.70	\$24,775.11	\$23,849.88	\$29,263.65	\$22,488.50	\$22,102.57	\$8,270.63	\$7,767.00	\$9,000.00	\$10,345.13
EXPENSES																	
Men's Club and Team Championship	\$1,920.00	\$1,970.00	\$4,100.00	\$4,080.00	\$4,385.00	\$4,150.00	\$980.03	\$778.99	\$1,439.93	\$1,955.00	\$1,090.00	\$850.00	\$1,289.97	\$1,277.75	\$1,834.60	\$2,482.31	\$2,099.22
Eagle Hunters Scramble Lunch and Prizes		\$3,256.00					\$2,640.00	\$2,810.00	\$2,650.00	\$2,650.00	\$2,340.00	\$2,150.00	\$2,150.00	\$2,362.31	\$2,136.00	\$2,195.70	\$2,012.80
Mark's Blue Owl Open Tournament			\$7,384.70					\$3,004.15	\$2,998.22	\$3,709.06	\$4,764.49	\$4,199.70	\$6,416.87	\$0.00	\$0.00	\$0.00	\$0.00
Office Supplies/Sponsors			\$21.07	\$15.50	\$7.58		\$119.17		\$31.00	\$88.74	\$22.71	\$11.00	\$21.63	\$34.14	\$66.91	\$331.62	\$236.61
Skins/Low Gross/Low Net	\$17,388.00																
Golf League Software	\$786.31																
Advertising											\$199.98		\$0.00	\$0.00	\$0.00	\$182.64	\$371.92
Raffle/Gifts/Refunds	\$125.00					\$300.00	\$150.00	\$100.00			\$109.99	\$24.67	\$20.00	\$0.00	\$0.00	\$530.85	\$959.96
Hole-in-One Prize(s)						\$150.00	\$76.00			\$138.00	\$150.00		\$96.01				
Service Charges/Miscellaneous/Engraving	\$306.50	\$240.40	\$64.25	\$49.25	\$39.87	\$80.51	\$253.45	\$79.16	\$170.83	\$105.26	\$42.00	\$105.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,386.00
TOTAL EXPENSES	\$20,525.81	\$5,466.40	\$11,570.02	\$4,144.75	\$4,432.45	\$4,680.51	\$4,218.65	\$6,772.30	\$7,289.98	\$8,646.06	\$8,719.17	\$7,340.37	\$9,994.48	\$3,674.20	\$4,037.51	\$5,723.12	\$7,066.51
Surplus Before Improvements	\$39,819.19	\$22,049.04	\$38,027.78	\$14,848.40	\$14,017.34	\$15,824.23	\$12,891.77	\$18,383.40	\$17,485.13	\$15,203.82	\$20,544.48	\$15,148.13	\$12,108.09	\$4,596.43	\$3,729.49	\$3,276.88	\$3,278.62
Course Improvements	\$9,719.81	\$22,000.00	\$42,500.00	\$67,915.00	\$0.00	\$72,928.38	\$16,290.73	\$1,617.00	\$7,277.81	\$641.63	\$0.00	\$0.00	\$0.00	\$0.00	\$830.16	\$0.00	\$3,111.44
NET SURPLUS	\$30,099.38	\$49.04	-\$4,472.22	-\$53,066.60	\$14,017.34	-\$57,104.15	-\$3,398.96	\$16,766.40	\$10,207.32	\$14,562.19	\$20,544.48	\$15,148.13	\$12,108.09	\$4,596.43	\$2,899.33	\$3,276.88	\$167.18
CURRENT CASH AND INVESTMENTS																	
Cash in Bank/On Hand	\$31,386.52	\$1,287.14	\$1,238.10	\$5,710.32	\$42,970.71	\$29,048.16	\$40,070.65	\$43,560.03	\$26,729.22	\$17,124.01	\$47,237.70	\$28,069.80	\$7,574.17	\$5,426.08	\$6,858.90		
Investments [CIBC - GIC]				\$0.00	\$15,806.21	\$15,711.42	\$61,793.08	\$61,302.66	\$60,813.16	\$60,211.05	\$15,135.17	\$15,112.50	\$15,000.00	\$10,500.00	\$4,470.75		
Accounts Receivable				\$0.00	\$0.00	\$0.00	\$0.00	\$400.00	\$953.91	\$953.91	\$1,353.91		\$5,460.00		\$0.00		
	\$31,386.52	\$1,287.14	\$1,238.10	\$5,710.32	\$58,776.92	\$44,759.58	\$101,863.73	\$105,262.69	\$88,496.29	\$78,288.97	\$63,726.78	\$43,182.30	\$28,034.17	\$15,926.08	\$11,329.65		
Loan to City of Yorkton																	
Carry forward from 2018	\$9,719.81	\$30,471.90	\$10,151.85														
2020/19/18 Expenses - #7 Green Construction	\$0.00	\$1,247.91	\$60,320.05	\$75,151.85													
Less 2020/19/18 Repayment to City by DPMC	-\$9,719.81	-\$22,000.00	-\$40,000.00	-\$65,000.00													
Outstanding Loan to City - 2020/19/18	\$0.00	\$9,719.81	\$30,471.90	\$10,151.85													

“THE NUTCRACKER” **A CLASSIC CHRISTMAS PRESENTATION** **FOR OUR COMMUNITY**

PRESENTERS: Tammy Kustersky and Carrie Pengilly

Submission Date: November 24, 2021

Council Meeting Date: December 6, 2021

CONTACT INFORMATION:

Tammy Kustersky

Dance Innovations Inc.

82 First Avenue North

Yorkton, SK

S3N 0C5

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Carrie Pengilly

Free My Muse Theatre
Company

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(306) 521-0425

PROJECT: Nutcracker Production to raise money for
Creative Kids Saskatchewan

VISION: Elevating the arts through performance, community
and financial support

TIMELINE: Auditions and rehearsals to begin June 2022 with
performance in December 2022

SUMMARY

The City of Yorkton has a strong history of culture, pride and resilience. We are at a time in our city where opportunities for celebrational gatherings have shifted and changed into something that none of us expected or planned. We all hold our community dear to our hearts and have witnessed the emotional impact that the last year and a half has had on everyone. This includes performers, audience members and families in our community. It is time to kick start efforts to re-create our what was. We want to work with the city to share an event and experience. It can be headed by our community's leaders alongside our talented artists...to bring everyone together, safely and with a common objective. Enjoying live theatre again – embracing our culture through the arts and experiencing collectively what has been missing.

The “Nutcracker” set for December of 2022 allows our community time to heal, regroup and recalibrate within changes that may still be what is normal. It gives our community something to look towards, connecting the ages with an openhearted and emotionally valuable project. It's an opportunity to forget and to remember and to create new memories and to build or even restructure bridges between our community and the arts. Connecting our businesses, organizations and city leaders through a new festive tradition, alongside the familiarity of Tchaikowsky, within the warmth and connectedness of our beloved Anne Portnuff Theatre will provide an outlet for performers, audience members and a children's charity whose focus is arts education for children.

BACKGROUND

Tammy Kustersky is the owner and one of the teachers of Dance Innovations Inc. here in Yorkton as well as the Dance Educator for the new Dr. Brass school.

During my 27 years in Yorkton, I have had the pleasure of seeing many children walk through our Dance Innovations doors, jumping into the world of dance. They move, they create, they find joy in hard work, and they are a part of a team. During the dance season, we have opportunities to perform and showcase the students' abilities through live performances, competitions and events. And students learn that they are a part of a larger community - the community of Yorkton.

I have also had the pleasure of choreographing for several community events which include the Yorkton Community Theatre productions, the Olympic Torch Celebration and the Royal Visit to Yorkton. In 2014 I was selected as the Canadian Tap Team choreographer, bringing children together from Saskatchewan to compete in Germany. In all of these experiences, the benefit from the performance was sharing the arts with the community, the commorotity and the relationships. We see this potential with a performance of The Nutcracker.

Carrie Pengilly is the owner and one of the teachers of Free My Muse Theatre Company in Yorkton as well as an instructor for the Dance Innovations Preschool Fine Arts Club and the Drama Educator for the New Dr Brass School.

I moved to our city in 2003 and began my Yorkton creative journey through the Arts Council, teaching summer drama camps and then I stepped into performance mode with Yorkton Community Theatre where I met and began working on projects with Miss Tammy. I was relieved

and thrilled to see that our community boasted a proud and strong arts scene through dance, visual arts, music and an authentic appreciation of and participation in the arts by patrons and enthusiasts. So, with hope in my heart to become part of the arts scene, in 2005 I opened Free My Muse Theatre Company offering drama classes, singing classes and productions for all ages.

Through my time at Free My Muse, I have had the opportunities and honours to partner on projects with Yorkton Film Festival, Yorkton Business Improvement District, Paper Bag Players, Shakespeare in the Park, Recreation and Community Services, both school divisions and for several years, I redesigned and coordinated the City of Yorkton's S-CAPE program and continue to train the summer programmers.

Both Free My Muse and Dance Innovations look forward to working in partnership with others in our community, to create a large-scale production. Yorkton - Where Good Things Happen.

PARTICIPANTS

Children from Yorkton and the surrounding area will be invited to audition to participate in this inclusive production. Our hope is to cast as many eligible performers as possible with recognition that there is a minimum participation number of performers that must be met to move forward. Rehearsals will begin in August and will be held at both the Dance Innovations and Free My Muse locations. With the support of the City of Yorkton, the cost for children to participate would be minimized, easing the financial burden on parents.

ABOUT CREATIVE KIDS (www.creativekidssask.ca)

Creative Kids is a charity supported by Saskculture that gives them the chance to express themselves. This program removes or reduces financial barriers to arts and cultural activities for Saskatchewan kids ages 4 to 19 to help enable them participate in art, drama, music, dance and other cultural activities.

To date, they have granted over \$4.5 million and helped more than 9,800 kids in more than 230 communities across Saskatchewan explore their creative dreams through inclusion in arts and culture activities.

They believe:

- creative activities are fundamental to the positive growth and development of children and youth;
- cultural programming is critical to a healthy vibrant community; and
- all children and youth should have the opportunity to participate in creative activities regardless of economic barriers they may face.

The Need:

Saskatchewan has one of the highest provincial child poverty rates in Canada. As of 2017 — the most recent

numbers available — more than 72,000 children have limited access to essential daily needs and opportunities for positive growth and self-esteem. Many of these families also have challenges, such as job loss or disabilities that make involvement in creative activities out of reach.

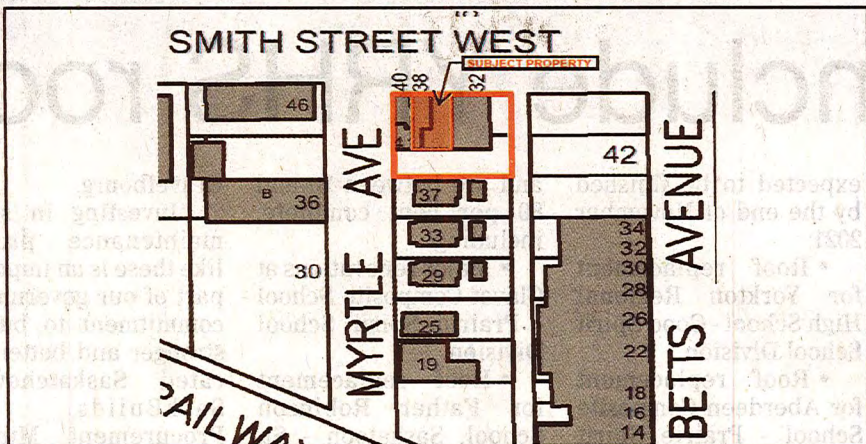
Besides basic needs to be warm, fed and clothed, it's important to feed the spirit. For a child or youth facing financial or social barriers to feel accepted and included, the longed-for chance to make music, paint, act, or dance can be life changing. Both Dance Innovations and Free My Muse are service providers for Creative Kids. Students who otherwise would not be able to participate in classes are dancing, acting, and developing as a young person through the arts.

BUDGET

Costumes	\$4,000
Theatre Rental	\$5,000
Set and backdrop	\$1,500
Advertising / Promotions / Printing	\$500
Directors Honorarium (includes all rehearsals, choreography, rental space, dress rehearsals and event)	\$10,000
TOTAL	\$22,000
Profit	
1000 tickets at \$25 / ticket	\$25,000
NET PROFIT	\$3,000

Public Notice

**Discretionary Use Application for Veterinary Service, Type I
in C-1 City Centre Commercial Zoning District
38 Smith Street West**



Legal Description: Lots 12 & 13, Blk/Par 2, Plan 33277

Civic Address: 38 Smith Street West

Proposed Use: Veterinary Service, Type I

Details: The applicant proposes to provide on-site veterinary services to small animals, including the sale of products related to veterinary services, but not including the keeping of animals in outdoor pens.

Veterinary Service, Type I uses are Discretionary Uses in the C-1 City Centre Commercial zoning district and all Discretionary Uses must be publicly advertised before Council can make a decision on the application.

Information: You can view this notice online at www.yorkton.ca. There is a link to Public Notices on the home page. Questions regarding the application may be directed to:

Carleen Koroluk, Land Use Planner

Phone: (306) 786-1727

Email: ckoroluk@yorkton.ca

Public Hearing: City Council will hear all persons who are present and wish to speak to the application and all written submissions will be read verbatim unless the submitter is in attendance to speak on the submission, on **Monday, December 6, 2021 at 5:00 pm in City Hall Council Chambers, Yorkton, SK.**

If you wish to provide written comments for Council's consideration, they must be submitted by 9:00 a.m. on Thursday, December 2, 2021. Written submissions must be directed to:

Jessica Matsalla, Director of Legislation & Procedures

In Person: 37 Third Avenue North, Yorkton, SK

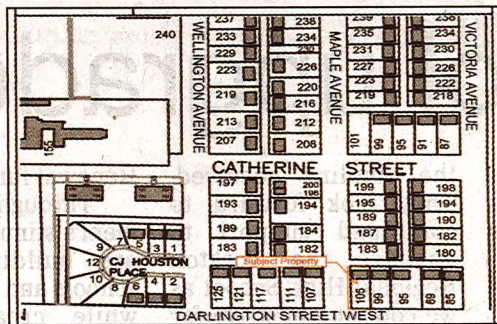
Via Mail: Box 400, Yorkton, SK S3N 2W3

Via Email: jmatsalla@yorkton.ca

PUBLIC NOTICE

Proposed rezoning of 105 Darlington Street West to allow for residential use

**1. Bylaw No. 11/2021 – Future Land Use Concept Map Amendment
Amendment to Official Community Plan Bylaw No. 12/2014
and
2. Bylaw No. 12/2021 – Rezoning to Allow for Residential Use
Amendment to Zoning Bylaw No. 14/2003**



Legal Description:

Civic Address: Lot 14, Blk/Par 17, Plan 99Y08572
105 Darlington Street West

1. Current Land Use Concept: Commercial

Proposed Land Use Concept: Residential

2. Current Zoning: C-4 Neighbourhood Residential

Proposed Zoning: R-5 Mixed Density Residential

Details: The applicant proposes:

- to amend the Official Community Plan Land Use Concept Map for 105 Darlington Street West from Commercial to Residential to accommodate an existing residential dwelling;
- to amend the Zoning Bylaw by rezoning 105 Darlington Street West from C-4 Neighbourhood Commercial to R-5 Mixed Density Residential to accommodate an existing residential dwelling.

Information: You can view this notice online at www.yorkton.ca under the New and Notices section on the home page.

Questions regarding the application may be directed to:

Carleen Koroluk, Land Use Planner

Phone: (306) 786-1727

Email: ckoroluk@yorkton.ca

Public Hearing: City Council will hear all persons who are present and wish to speak to the application and all written submissions will be read verbatim unless the submitter is in attendance to speak on the submission, on **Monday, December 6, 2021 at 5:00 pm in City Hall Council Chambers, Yorkton, SK.**

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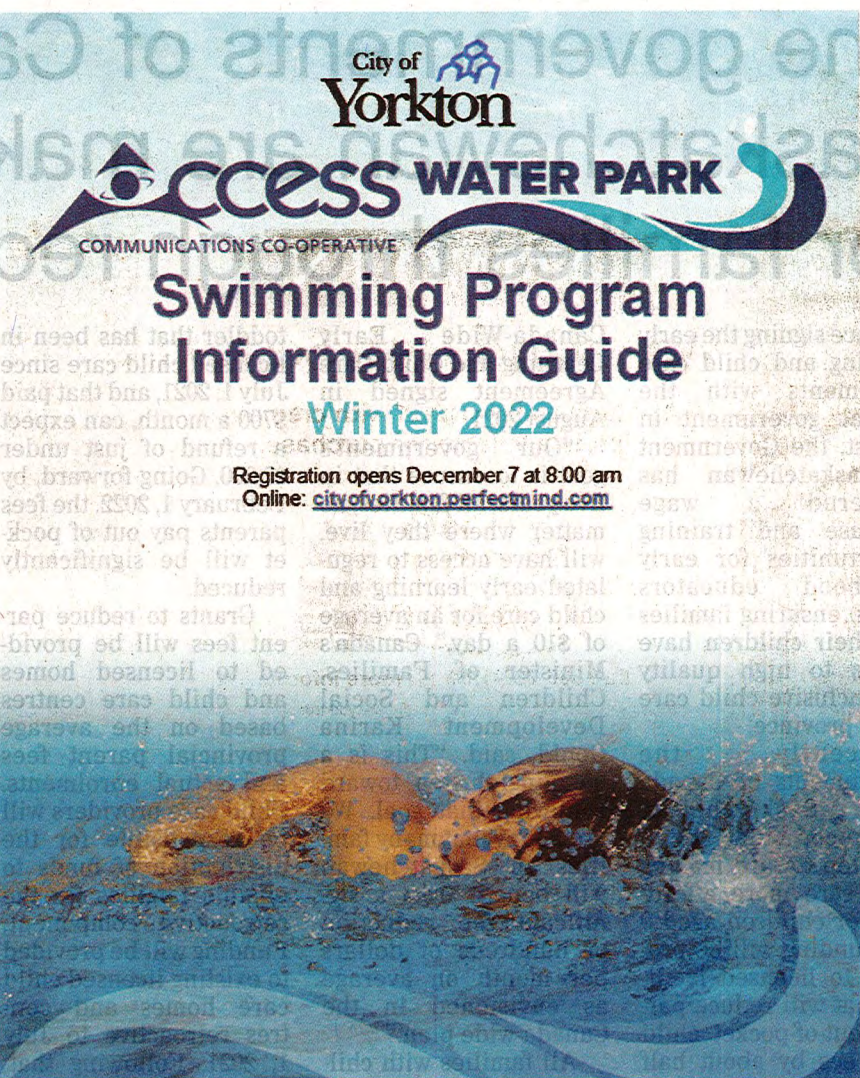
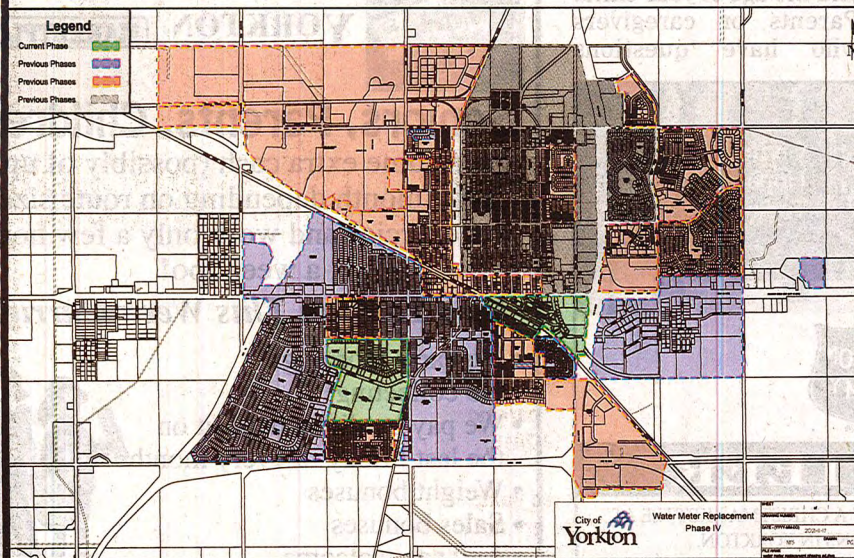
WATER METER REPLACEMENT PROGRAM



The Water Meter Replacement Program is now in the final phase, with a target end date of December 15, 2021. Residents in the remaining areas will be receiving, or have received, a letter in the mail to book their water meter replacement. These final areas of the City are highlighted green on the map on our website.

If you have not already done so, we encourage all residents, business or property owners to please book your water meter appointment as soon as possible. Morning, afternoon and evening appointments are available Monday to Friday, with morning and afternoon appointments also available on Saturdays. The installation process generally takes only 30 - 45 minutes.

For more information on how to book your appointment please visit our website at www.yorkton.ca/watermeter or simply call Neptune at 1-800-667-4387.



GENERAL INQUIRIES: 306-786-1700

Mayor's Office.....306-786-1701	Environmental Services.....306-828-2470
After Hours.....306-786-1700	Fire Hall.....306-786-1795
Emergency.....306-786-1760	Gallagher Centre.....306-786-1710
Access Communication.....306-786-1740	Gloria Hayden Community Centre.....306-786-1750
Water Park.....306-786-1740	Parks, Playgrounds, Trees.....306-786-1750
Yorkton Airport.....306-786-1730	Outdoor Spaces.....306-786-1750
Building Services.....306-786-1710	Program Registrations.....306-782-1740
Bylaw Control.....306-786-1725	Property Sales.....306-786-1730
Central Bookings; Indoor & Outdoor.....306-786-1740	Public Works.....306-786-1760
Facility Rentals.....306-786-1717	Recreation & Community Service.....306-786-1750
City Clerk.....306-786-1717	Tax Department.....306-786-1736
City Cemetery.....306-786-1750	Water Billing Department.....306-786-1726
City Manager.....306-786-1703	
City RCMP.....306-786-2400	
Engineering Department.....306-786-1710	



NOW OPEN

Woodland Path Section

A natural walking path with cremation plots available for purchase.

City of
Yorkton Cemetery
Est. 1896

Call 306-786-1750 for more information.

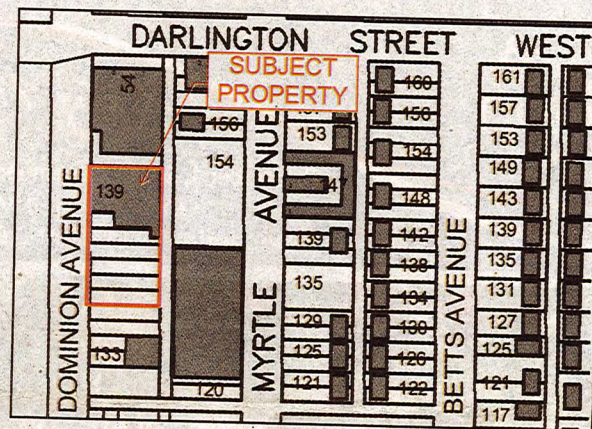
@cemeteryadmin@yorkton.ca @www.yorkton.ca/cemetery

PUBLIC NOTICE

Proposed rezoning of 139 Dominion Avenue to allow for commercial use

1. Bylaw No. 13/2021 – Future Land Use Concept Map Amendment
Amendment to Official Community Plan Bylaw No. 12/2014
and

2. Bylaw No. 14/2021 – Rezoning to Allow for Commercial Use
Amendment to Zoning Bylaw No. 14/2003



Legal Description:

Civic Address:

Lots 8 - 16, Blk/Par 9, Plan S700

139 Dominion Avenue

1. Current Land Use Concept:

Industrial

Proposed Land Use Concept:

Commercial

2. Current Zoning:

MI-1 Light Industrial

Proposed Zoning:

CMI-1 Commercial – Industrial Transitional

Details: The applicant proposes to amend the Official Community Plan Land Use Concept Map for 139 Dominion Avenue from Industrial to Commercial and to amend the Zoning Bylaw by rezoning from MI-1 Light Industrial to CMI-1 Commercial – Industrial Transitional, for the following reasons:

1. to make the existing Community Facility use a conforming land use and
2. to contemplate future expansion of services including emergency shelter facilities for adults.

Information: You can view this notice online at www.yorkton.ca under the New and Notices section on the home page.

Questions regarding the application may be directed to:

Carleen Koroluk, Land Use Planner

Phone: (306) 786-1727

Email: ckoroluk@yorkton.ca

Public Hearing: City Council will hear all persons who are present and wish to speak to the application and all written submissions will be read verbatim unless the submitter is in attendance to speak on the submission, on Monday, December 6, 2021 at 5:00 pm in City Hall Council Chambers, Yorkton, SK.

If you wish to provide written comments for Council's consideration, they must be submitted by 9:00 a.m. on Thursday, December 2, 2021. Written submissions must be directed to:

Jessica Matsalla, Director of Legislation & Procedures

In Person: 37 Third Avenue North, Yorkton, SK

Via Mail: Box 400, Yorkton, SK S3N 2W3

Via Email: jmatsalla@yorkton.ca



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and never miss out again.

BYLAW FAST FACTS



Want to learn more? Go to www.yorkton.ca/bylawfastfacts



Unlicensed Vehicles Parked on City Streets

Did you know?

Unlicensed vehicles or unregistered vehicles cannot be parked on City streets for any length of time. The fine for parking an unlicensed/unregistered vehicle on a City street is \$100. (Traffic Bylaw 18/2016)

Parking unlicensed/unregistered vehicles on City streets puts all motorists at risk because unregistered vehicles are not insured.

City of Yorkton

37 Third Avenue North, Yorkton, SK S3N 2W3

306-786-1700 Fax: 306-786-6880

City Hall Hours of Operation: Monday to Friday 8:00 a.m. to 4:00 p.m.

www.yorkton.ca

From: rschrader@schradermotors.com
To: [Carleen Koroluk](#)
Subject: Vet Service type 1 38 Smith Street;
Date: Thursday, November 25, 2021 12:01:55 PM

CAUTION: External Email

In Regards to the proposal for a small animal vet service to be located at 38 Smith Street.
The company I represent as " Lobster Trap Restaurants Inc" who own the 32 Betts avenue property
is very happy to see another start up in our area.
Best of luck in going forward to them
And thank you for the notice

Rick Schrader,
Schrader Holdings Ltd
Lobster Trap Restaurants Inc.
Maple Ag & Outdoor

Hwy 9 N (1 Schrader Drive), Box 1986
Yorkton, SK S3N 3X3
306-783-3333 ext 230
rschrader@schradermotors.com



Virus-free. www.avg.com

TITLE: Bylaw Nos. 11/2021 & 12/2021 – Amendments to Official Community Plan Bylaw No. 12/2014 and Zoning Bylaw No. 14/2003 – 105 Darlington Street West Council Report #2 – Public Hearing, Second & Third Reading	DATE OF MEETING: December 6, 2021
	REPORT DATE: December 1, 2021
	ATTACHMENTS: 1. Council Report from November 15, 2021
CLEARANCES: Michael Eger - Director of Planning, Building & Development Michael Eger	
Written by: Carleen Koroluk - Planner Carleen Koroluk	
Reviewed by: Jessica Matsalla - City Clerk Jessica Matsalla	
Approved by: Lonnie Kaal - City Manager Lonnie Kaal	

Summary of History/Discussion:

This report is in response to a Zoning Bylaw Amendment Application submitted by the property owner affecting 105 Darlington Street West. The owner is requesting rezoning to protect his interest in the property and to preserve property value by making the residential use a conforming use. In order to achieve this, two amendments are required:

Firstly, an OCP Amendment – Bylaw No. 11/2021 to change the Future Land Use Concept Map for 105 Darlington Street West from Commercial to Residential.

Secondly, a Zoning Bylaw Amendment – Bylaw No. 12/2021 to change the zoning for 105 Darlington Street West from C-4 Neighbourhood Commercial to R-5 Mixed Density Residential.

Administration's review and analysis of the request was presented to Council on November 15, 2021 at which time Council approved 1st Reading of the Bylaw and authorized Administration to proceed with Public Notice (see Attachment 1).

Public Notice

The proposed bylaw was advertised and circulated in accordance with the public notification requirements of the City of Yorkton, including advertisement in the local paper, at City Hall and on the City website, and a direct mail out to thirty-four (34) property owners within 75m (250 ft) of the proposed development. As of the date of this report no inquiries had been received. Written

submissions and persons wishing to speak to the amendment had the opportunity to present to Council during the Public Hearing.

Planning and Infrastructure Commission

The application was referred to the Planning and Infrastructure Commission at the November 24, 2021 meeting. The Commission reviewed the amendment and, noting that the rezoning will address the non-conforming use and not affect taxes, carried a motion that the application be recommended for approval.


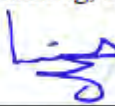
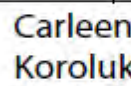


Council's Options:

1. That the proposed Official Community Plan and Zoning Bylaw amendments be given 2nd and 3rd Reading;
2. That the proposed Official Community Plan and Zoning Bylaw amendments be denied for reasons as listed by Council;
3. That Administration be provided with alternative direction.

Administration's Recommendation:

1. That Bylaw No.11/2021, a bylaw of the City of Yorkton in the Province of Saskatchewan to Amend Bylaw No. 12/2014 by changing the Future Land Use Concept Map for Lot 14, Blk/Par 17, Plan No 99Y08572, civically known as 105 Darlington Street West, from Commercial to Residential, be given 2nd Reading this 6th day of December, A.D., 2021; and
2. That Bylaw No.11/2021, a bylaw of the City of Yorkton in the Province of Saskatchewan to Amend Bylaw No. 12/2014 by changing the Future Land Use Concept Map for Lot 14, Blk/Par 17, Plan No 99Y08572, civically known as 105 Darlington Street West, from Commercial to Residential, be given 3rd Reading this 6th day of December, A.D., 2021 and be entered in the City of Yorkton Bylaw Register; and
3. That Bylaw No. 12/2021, a bylaw of the City of Yorkton in the Province of Saskatchewan to Amend Bylaw No. 14/2003 by rezoning Lot 14, Blk/Par 17, Plan No 99Y08572, civically known as 105 Darlington Street West, from C-4 Neighbourhood Commercial to R-5 Mixed Density Residential, be given 2nd Reading this 6th day of December, A.D. 2021; and
4. That Bylaw No. 12/2021, a bylaw of the City of Yorkton in the Province of Saskatchewan to Amend Bylaw No. 14/2003 by rezoning Lot 14, Blk/Par 17, Plan No 99Y08572, civically known as 105 Darlington Street West, from C-4 Neighbourhood Commercial to R-5 Mixed Density Residential, be given 3rd Reading this 6th day of December, A.D. 2021 and be entered in the City of Yorkton Bylaw Register.

Attachment 1 – Council Report from November 15, 2021

	
REPORT TO COUNCIL	
TITLE: Bylaw Nos. 11/2021 & 12/2021 – Amendments to Official Community Plan Bylaw No. 12/2014 and Zoning Bylaw No. 14/2003 – 105 Darlington Street West Change of OCP Future Land Use Concept Map from Commercial to Residential Rezone from C-4 Neighbourhood Commercial to R-5 Mixed Use Density Residential Council Report #1 – First Readings & Public Notice Authorization	DATE OF MEETING: November 15, 2021
CLEARANCES: Michael Eger - Director of Planning, Building & Development  Michael Eger 2021.11.12 15:29:35 -06'00'	REPORT DATE: November 9, 2021
	ATTACHMENTS: <ol style="list-style-type: none"> 1. Key Plan 2. Aerial View & Street View 3. OCP Future Land Use Concept Map 4. Zoning Bylaw - Area Zoning 5. Bylaw No. 11/2021 6. Bylaw No. 12/2021 7. Public Notice
Written by: Carleen Koroluk - Planner <div style="float: right; text-align: right;">  Carleen Koroluk <small>Digitally signed by Carleen Koroluk DN: cn=Carleen Koroluk, o=City of Yorkton, ou=Land Use Planning, email=carleen.koroluk@city.yk.ca, Date: 2021.11.10 13:08:48 -06'00'</small> </div>	
Reviewed by: Jessica Matsalla - City Clerk <div style="float: right; text-align: right;">  Digitally signed by Jessica Matsalla Date: 2021.11.15 09:08:51 -06'00' </div>	
Approved by: Lonnie Kaal - City Manager <div style="float: right; text-align: right;">  Digitally signed by Lonnie Kaal Date: 2021.11.10 13:26:33 -06'00' </div>	
<p><u>Summary of History/Discussion:</u></p> <p>This report is in response to a Zoning Bylaw Amendment Application submitted by the property owner affecting 105 Darlington Street West (see Attachment 1 and 2).</p> <p>The subject property was originally developed in approximately 1948 and was used as a convenience store with an accessory residential space in the rear portion of the building where the operators lived. Over time the convenience store use was discontinued and the front area was used for various commercial uses leading up to the sale of the property to the current owner in 2006. Shortly after the purchase, the commercial space was converted to provide additional residential space and the building has been used solely for residential purposes ever since.</p> <p>Currently the property is identified in the Official Community Plan Future Land Use Concept Map as Commercial (see Attachment 3) and is zoned C-4 Neighbourhood Commercial under the Zoning Bylaw (see Attachment 4). As such, the solely residential use that began in 2006 is a non-conforming use under the two bylaws and may continue. However, should the building be demolished or removed, the residential use cannot be re-established as the C-4 Neighbourhood Commercial zoning does not permit residential dwellings.</p> <p style="text-align: right;">Bylaws 11-2021 & 12-2021 105 Darlington Street West – OCP from Commercial to Residential, ZB from C-4 to R-5 Page 1 of 13</p>	

Attachment 1 – Council Report from November 15, 2021 – Continued

At this time, the property owner is requesting rezoning to protect his interest in the property and to preserve property value by making the residential use a conforming use. In order to achieve this, the following amendments are required:

1. OCP Amendment – Bylaw No. 11/2021 to change the Future Land Use Concept Map for 105 Darlington Street West from Commercial to Residential (see Attachment 5).
2. Zoning Bylaw Amendment – Bylaw No. 12/2021 to change the zoning for 105 Darlington Street West from C-4 Neighbourhood Commercial to R-5 Mixed Use Density Residential (see Attachment 6).

Administrative Review:

The subject property is comprised of a single lot, zoned C-4 Neighbourhood Commercial and the surrounding area consists of residential dwellings, zoned R-5 Mixed Density Residential (see Attachment 4).

The C-4 Neighbourhood Commercial zoning district restricts residential uses to that of combined apartment buildings with main floor commercial use and commercial uses are limited in scope to low impact uses such as bakery, government services, personal services establishments, health/professional offices and retail convenience stores.

Being that the current use is a single detached dwelling and demand for commercial uses in the residential areas is very low, Administration is recommending that the property be rezoned to R-5 Mixed Density Residential to match that of the surrounding area and allow for the continued residential use.

In order to evaluate the merits of potential rezoning applications, Planning Services considers each request under eight criteria. This application was evaluated as follows:

1. Is the proposed use compatible with neighboring uses?

The surrounding area is zoned R-5 Mixed Density Residential and the proposed change to residential use is compatible. (see Attachment 4).

2. Are the building and property suitable to the proposed use?

The building continues to be used solely as a residential dwelling and the owner wishes to ensure conforming use as to not inhibit future sale of the property or the ability to rebuild in the event of a disaster.

3. Is there a need in the community for the proposed use?

Determining need can be very difficult – needs are things like the provision of essential public services, and access to affordable and safe housing, education, health care and food. The demand for low impact commercial uses within residential areas has diminished in recent years due to increased population mobility (more vehicle traffic/less foot traffic) and the availability of commercial spaces in the city. Consequently, typical convenience store

Bylaws 11-2021 & 12-2021
105 Darlington Street West – OCP from Commercial to Residential, ZB from C-4 to R-5
Page 2 of 13

Attachment 1 – Council Report from November 15, 2021 – Continued

type uses have been integrated into higher traffic areas through combination with other businesses like service stations.

Preservation and use of existing structures and properties throughout the City is encouraged and rezoning of the subject property will allow for the residential use of the property to be a conforming and continuing use.

4. Is there a need for additional properties within the zoning sector?

Refer to answer for question #5.

5. Would the rezoning transplant an existing business in such a way that it will create a vacancy elsewhere in the City?

Not Applicable.

6. Will the proposed use enhance or revitalize the property and building(s)?

The existing dwelling is a well kept, fully functional residential space and no longer contains commercial space.

7. Has the applicant demonstrated their understanding of the potential financial constraints and opportunities that warrants consideration of a rezoning?

The applicant has been advised and understands that the amendments will restrict the subject property's use to residential and will eliminate commercial use.

8. Would the rezoning be perceived as a precedent for which other owners of similarly-zoned properties would expect similar treatment?

At this time, Administration is not aware of any other C-4 Neighbourhood Commercial zoned properties being used solely for residential purposes.

Based on the above criteria, Administration is confident that the application adequately satisfies the criteria and is supportive of the OCP and Zoning Bylaw amendments.

Public Notice:

At this time, Administration would like to initiate the public notice process for the required amendments including advertisement in the local newspaper, at City Hall and on the City website (see Attachment 7).

If authorization for Public Notice is granted, the proposed amendments will also be referred to the Planning and Infrastructure Commission for their input. The Commission's recommendations will be brought back to Council, for their review and decision, in conjunction with the Public Hearing.

Bylaws 11-2021 & 12-2021
105 Darlington Street West – OCP from Commercial to Residential, ZB from C-4 to R-5
Page 3 of 13

Attachment 1 – Council Report from November 15, 2021 – Continued

Council's Options:

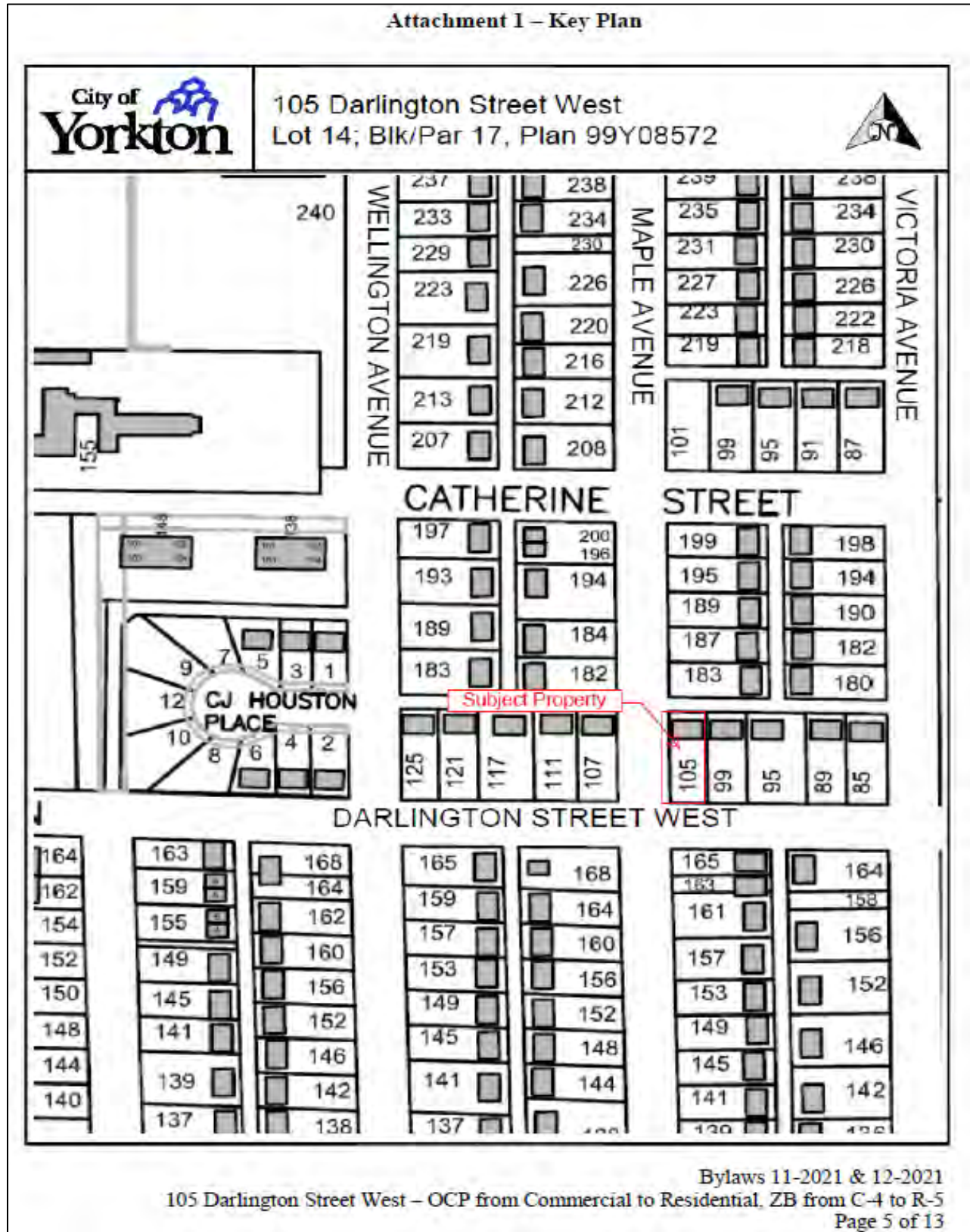
1. That the proposed Official Community Plan and Zoning Bylaw amendments be approved for introduction and 1st Reading and furthermore that Administration be authorized to proceed with public notice;
2. That the proposed Official Community Plan and Zoning Bylaw amendments be denied for reasons as listed by Council;
3. That Administration be provided with alternative direction.

Administration's Recommendation:

1. That Bylaw No.11/2021, a bylaw of the City of Yorkton in the Province of Saskatchewan to Amend Bylaw No. 12/2014 by changing the Future Land Use Concept Map for Lot 14, Blk/Par 17, Plan No 99Y08572, civically known as 105 Darlington Street West, from Commercial to Residential, be introduced and given 1st Reading , and furthermore that Administration be authorized to proceed with the Public Notice process;
and
2. That Bylaw No. 12/2021, a bylaw of the City of Yorkton in the Province of Saskatchewan to Amend Bylaw No. 14/2003 by rezoning Lot 14, Blk/Par 17, Plan No 99Y08572, civically known as 105 Darlington Street West, from C-4 Neighbourhood Commercial to R-5 Mixed Density Residential, be introduced and given 1st Reading , and furthermore that Administration be authorized to proceed with the Public Notice process.

Bylaws 11-2021 & 12-2021
105 Darlington Street West – OCP from Commercial to Residential, ZB from C-4 to R-5
Page 4 of 13

Attachment 1 – Council Report from November 15, 2021 – Continued



Attachment 1 – Council Report from November 15, 2021 – Continued

Attachment 2 – Aerial View & Street View

Aerial View



Street View



Bylaws 11-2021 & 12-2021
105 Darlington Street West – OCP from Commercial to Residential, ZB from C-4 to R-5
Page 6 of 13

Attachment 1 – Council Report from November 15, 2021 – Continued

Attachment 3 – OCP Future Land Use Concept Map



LEGEND			
Existing	Future	Potential	
			Residential
			Commercial
			Industrial
			Community Services

Bylaws 11-2021 & 12-2021
105 Darlington Street West – OCP from Commercial to Residential, ZB from C-4 to R-5
Page 7 of 13

Attachment 1 – Council Report from November 15, 2021 – Continued

Attachment 4 – Zoning Bylaw No. 14/2003 - Area Zoning



R-5 – Mixed Density Residential
C-4 – Neighbourhood Commercial

Bylaws 11-2021 & 12-2021

105 Darlington Street West – OCP from Commercial to Residential, ZB from C-4 to R-5

Page 8 of 13

Bylaws 11-2021 & 12-2021 – 2nd & 3rd Readings– December 6, 2021

105 Darlington Street West – OCP from Commercial to Residential, ZB from C-4 to R-5

Page 10 of 15

Attachment 1 – Council Report from November 15, 2021 – Continued

Attachment 5 – Bylaw No. 11/2021

City of Yorkton
Saskatchewan

Bylaw No. 11/2021

A Bylaw of the City of Yorkton in the Province of Saskatchewan to amend Official Community Plan Bylaw No. 12/2014 by changing the Future Land Use Concept Map for 105 Darlington Street West from Commercial to Residential.

WHEREAS, pursuant to Section 29(2) and 39 of *The Planning and Development Act, 2007* the Council of the City of Yorkton in the Province of Saskatchewan in Council assembled hereby enacts as follows:

1. That Official Community Plan Bylaw No. 12/2014 is amended to change the Future Land Use Concept Map for Lot 14, Blk/Par 17, Plan 99Y08572, civically known as 105 Darlington Street West, as shown on Schedule "A" attached hereto, from Commercial to Residential.

This bylaw shall come into force and take effect from the date on which it is approved by the Minister of Government Relations.

MAYOR

CITY CLERK

Introduced and read a first time this ____ day of _____, A.D., 2021.

Read a second time this ____ day of _____, A.D., 2021.

Read a third time and adopted this ____ day of _____, A.D., 2021.

Bylaw No. 11/2021 – Amend OCP Bylaw No. 12/2014 –
Change Future Land Use Concept Map for 105 Darlington St W from Commercial to Residential
Page 1 of 1

Bylaws 11-2021 & 12-2021
105 Darlington Street West – OCP from Commercial to Residential, ZB from C-4 to R-5
Page 9 of 13

Attachment 1 – Council Report from November 15, 2021 – Continued

Attachment 5 Continued



Bylaws 11-2021 & 12-2021
105 Darlington Street West – OCP from Commercial to Residential, ZB from C-4 to R-5
Page 10 of 13

Bylaws 11-2021 & 12-2021 – 2nd & 3rd Readings– December 6, 2021
105 Darlington Street West – OCP from Commercial to Residential, ZB from C-4 to R-5
Page 12 of 15

Attachment 1 – Council Report from November 15, 2021 – Continued

Attachment 6 – Bylaw No. 12/2021

City of Yorkton
Saskatchewan

Bylaw No. 12/2021

A bylaw of the City of Yorkton in the Province of Saskatchewan to rezone Lot 14, Blk/Par 17, Plan 99Y08572, civically known as 105 Darlington Street West, from C-4 Neighbourhood Commercial to R-5 Mixed Density Residential and furthermore to amend the Zoning Map of Bylaw No. 14/2003 to reflect rezoning.

WHEREAS, pursuant to Section 46(3) of *The Planning and Development Act, 2007*, the Council of the City of Yorkton in the Province of Saskatchewan in Council assembled hereby enacts as follows:

1. That Bylaw No. 14/2003 is amended by rezoning Lot 14, Blk/Par 17, Plan 99Y08572, civically known as 105 Darlington Street West as shown on Schedule 'A' attached hereto, from C-4 Neighbourhood Commercial to R-5 Mixed Density Residential and furthermore that 105 Darlington Street West is struck from Section 26.1.3 of the bylaw to reflect the rezoning;
2. That the Zoning Districts Map attached to and forming part of Bylaw No. 14/2003, is amended to change the zoning of Lot 14, Blk/Par 17, Plan 99Y08572, civically known as 105 Darlington Street West as shown on Schedule 'A' attached hereto, from C-4 Neighbourhood Commercial to R-5 Mixed Density Residential.

This bylaw shall come into force and take effect on the date on which Bylaw No. 11/2021 is approved by the minister of Government Relations.

MAYOR

CITY CLERK

Introduced and read a first time this ____ day of _____, A.D., 2021.

Read a second time this ____ day of _____, A.D., 2021.

Read a third time and adopted this ____ day of _____, A.D., 2021.

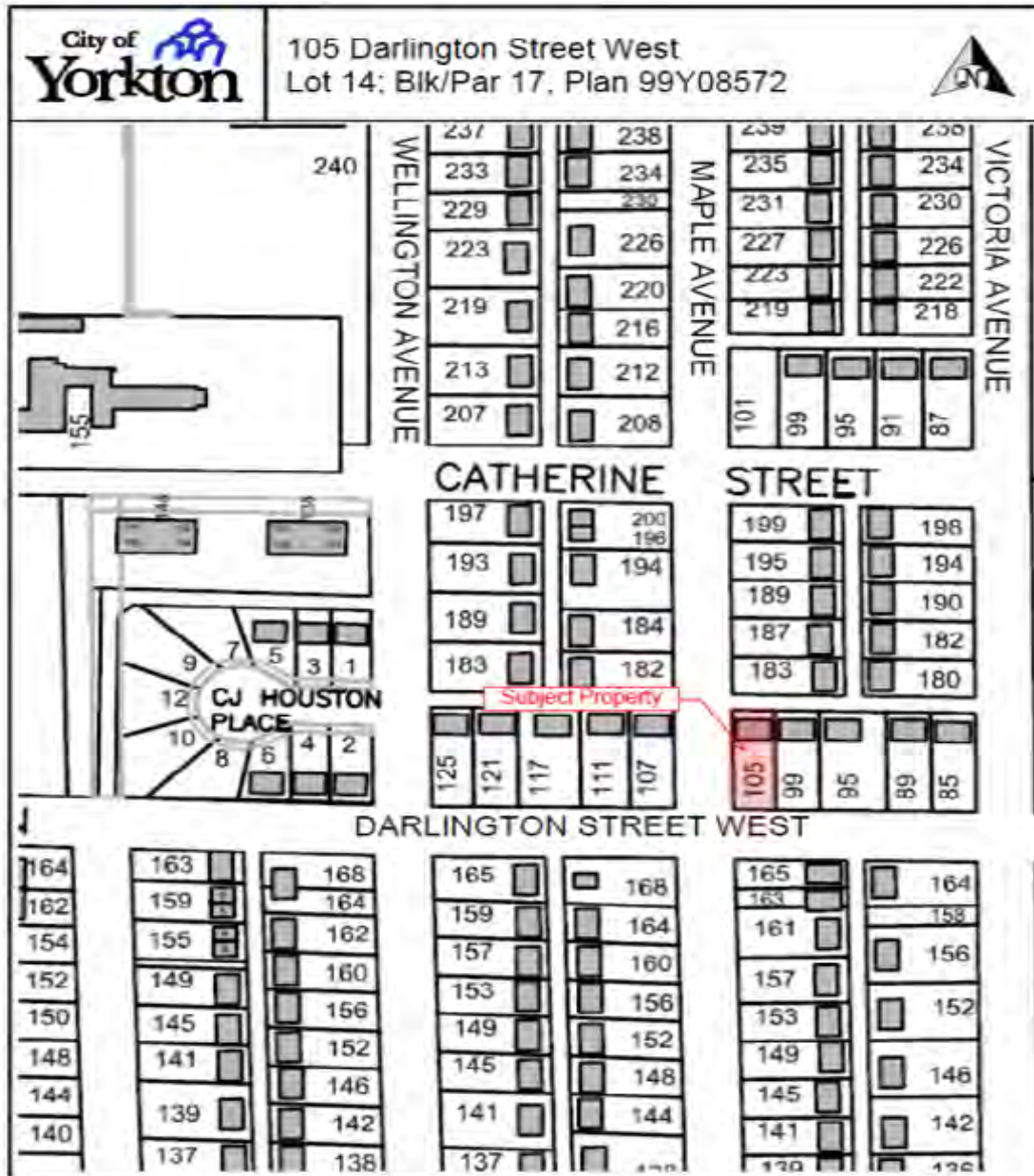
Bylaw No. 12/2021 – Amended Coming Bylaw No. 14/2003 – 105 Darlington St. W from C-4 to R-5
Page 3 of 3

Bylaws 11-2021 & 12-2021
105 Darlington Street West – OCP from Commercial to Residential, ZB from C-4 to R-5
Page 11 of 13

Attachment 1 – Council Report from November 15, 2021 – Continued

Attachment 6 Continued

Schedule 'A'



Bylaw No. 12/2021 – Amend Zoning Bylaw No. 14/2005 – 105 Darlington St. W from C-4 to R-5
Page 3 of 2

Bylaws 11-2021 & 12-2021
105 Darlington Street West – OCP from Commercial to Residential, ZB from C-4 to R-5
Page 12 of 13

Bylaws 11-2021 & 12-2021 – 2nd & 3rd Readings– December 6, 2021
105 Darlington Street West – OCP from Commercial to Residential, ZB from C-4 to R-5
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Attachment 1 – Council Report from November 15, 2021 – Continued

Attachment 7 – Public Notice

PUBLIC NOTICE

Proposed rezoning of 105 Darlington Street West to allow for residential use.

1. **Bylaw No. 11/2021 – Future Land Use Concept Map Amendment
Amendment to Official Community Plan Bylaw No. 12/2014
and**
2. **Bylaw No. 12/2021 – Rezoning to Allow for Residential Use
Amendment to Zoning Bylaw No. 14/2003**



Legal Description:	Lot 14, Blk/Par 17, Plan 99Y08572
Civic Address:	105 Darlington Street West
1. Current Land Use Concept:	Commercial
Proposed Land Use Concept:	Residential
2. Current Zoning:	C-4 Neighbourhood Residential
Proposed Zoning:	R-5 Mixed Density Residential

Details: The applicant proposes:

1. to amend the Official Community Plan Land Use Concept Map for 105 Darlington Street West from Commercial to Residential to accommodate an existing residential dwelling;
2. to amend the Zoning Bylaw by rezoning 105 Darlington Street West from C-4 Neighbourhood Commercial to R-5 Mixed Density Residential to accommodate an existing residential dwelling.

Information: You can view this notice online at www.yorkton.ca under the New and Notices section on the home page.

Questions regarding the application may be directed to:

Carleen Koroluk, Land Use Planner
Phone: (306) 786-1727
Email: ckoroluk@yorkton.ca

Public Hearing: City Council will hear all persons who are present and wish to speak to the application and all written submissions will be read verbatim unless the submitter is in attendance to speak on the submission, on Monday, December 6, 2021 at 5:00 pm in City Hall Council Chambers, Yorkton, SK.

If you wish to provide written comments for Council's consideration, they must be submitted by 9:00 a.m. on Thursday, December 2, 2021. Written submissions must be directed to:

Jessica Matsalla, Director of Legislation & Procedures

In Person: 37 Third Avenue North, Yorkton, SK
Via Mail: Box 400, Yorkton, SK S3N 2W3
Via Email: jmatsalla@yorkton.ca

Bylaws 11-2021 & 12-2021

105 Darlington Street West – OCP from Commercial to Residential, ZB from C-4 to R-5

Page 13 of 13

TITLE: Bylaw Nos. 13/2021 & 14/2021 – Amendments to Official Community Plan Bylaw No. 12/2014 and Zoning Bylaw No. 14/2003 – 139 Dominion Avenue Council Report #2 – Public Hearing, 2nd & 3rd Readings	DATE OF MEETING: December 6, 2021
	REPORT DATE: December 1, 2021
	ATTACHMENTS: 1. Council Report from November 15, 2021
CLEARANCES: Michael Eger - Director of Planning, Building & Development Michael Eger	
Written by: Carleen Koroluk - Planner <div align="right">Carleen Koroluk</div>	
Reviewed by: Jessica Matsalla - City Clerk <div align="right">Jessica Matsalla</div>	
Approved by: Lonnie Kaal - City Manager <div align="right">Lonnie Kaal</div>	

Summary of History/Discussion:

This report is in response to a Zoning Bylaw Amendment Application submitted by the property owner affecting 139 Dominion Avenue. The owner is requesting rezoning to protect their interest in the property by ensuring that the continued use of the Community Facility is a conforming land use and to contemplate future expansion of services, including emergency shelter facilities for adults. In order to achieve this, two amendments are required:

Firstly an OCP Amendment – Bylaw No. 13/2021, to change the Future Land Use Concept Map for 139 Dominion Avenue from Institutional to Commercial.

Secondly, a Zoning Bylaw Amendment – Bylaw No. 14/2021, to change the zoning for 139 Dominion Avenue from MI-1 Light Industrial to CMI-1 Commercial – Industrial Transitional.

Administration’s review and analysis of the request was presented to Council on November 15, 2021 at which time Council approved 1st Reading of the Bylaw and authorized Administration to proceed with Public Notice (see Attachment 1).

Public Notice:

The proposed bylaw was advertised and circulated in accordance with the public notification

requirements of the City of Yorkton, including advertisement in the local paper, at City Hall and on the City website, and a direct mail out to fourteen (14) property owners within 75m (250 ft) of the proposed development. As of the date of this report no inquiries had been received. Written submissions and persons wishing to speak to the amendment had the opportunity to present to Council during the Public Hearing.

Planning and Infrastructure Commission

The application was referred to the Planning and Infrastructure Commission at the November 24, 2021 meeting. The Commission reviewed the amendment and, noting that the rezoning will address the non-conforming use and support a future emergency shelter facility use, carried a motion that the application be recommended for approval.


Council's Options:

1. That the proposed Official Community Plan and Zoning Bylaw amendments be given 2nd and 3rd Reading;
2. That the proposed Official Community Plan and Zoning Bylaw amendments be denied for reasons as listed by Council;
3. That Administration be provided with alternative direction.

Administration's Recommendation:

1. That Bylaw No.13/2021, a bylaw of the City of Yorkton in the Province of Saskatchewan to Amend Bylaw No. 12/2014 by changing the Future Land Use Concept Map for Lots 8 - 16, Blk/Par 9, Plan No. S700, civically known as 139 Dominion Avenue, from Industrial to Commercial, be given 2nd Reading this 6th Day of December A.D., 2021 and
2. That Bylaw No.13/2021, a bylaw of the City of Yorkton in the Province of Saskatchewan to Amend Bylaw No. 12/2014 by changing the Future Land Use Concept Map for Lots 8 - 16, Blk/Par 9, Plan No. S700, civically known as 139 Dominion Avenue, from Industrial to Commercial, be given 3rd Reading this 6th Day of December A.D., 2021 and be entered in the City of Yorkton Bylaw Register and
3. That Bylaw No.14/2021, a bylaw of the City of Yorkton in the Province of Saskatchewan to Amend Bylaw No. 14/2003 by rezoning Lots 8 - 16, Blk/Par 9, Plan No. S700, civically known as 139 Dominion Avenue, from MI-1 Light Industrial to CMI-1 Commercial – Industrial Transitional, be given 2nd Reading this 6th Day of December A.D., 2021 and
4. That Bylaw No. 14/2021, a bylaw of the City of Yorkton in the Province of Saskatchewan to Amend Bylaw No. 14/2003 by rezoning Lots 8 - 16, Blk/Par 9, Plan No. S700, civically known as 139 Dominion Avenue, from MI-1 Light Industrial to CMI-1 Commercial – Industrial Transitional, be given 3rd Reading this 6th Day of December A.D., 2021 and be entered in the City of Yorkton Bylaw Register.

Attachment 1 – Council Report from November 15, 2021

 REPORT TO COUNCIL	
TITLE: Bylaw Nos. 13/2021 & 14/2021 – Amendments to Official Community Plan Bylaw No. 12/2014 and Zoning Bylaw No. 14/2003 – 139 Dominion Avenue Change of OCP Future Land Use Concept Map from Industrial to Commercial Rezone from MI-1 Light Industrial to CMI-1 Commercial Industrial Transitional Council Report #1 – First Readings & Public Notice Authorization	DATE OF MEETING: November 15, 2021 REPORT DATE: November 9, 2021 ATTACHMENTS: <ol style="list-style-type: none"> 1. Key Plan 2. Aerial View & Street View 3. OCP Future Land Use Concept Map 4. Zoning Bylaw - Area Zoning 5. Area View 6. Bylaw No. 11/2021 7. Bylaw No. 12/2021 8. Public Notice
CLEARANCES: Michael Eger - Director of Planning, Building & Development Michael Eger	
Written by: Carleen Koroluk - Planner Carleen Koroluk <small>Digitally signed by Carleen Koroluk DN: cn=Carleen Koroluk, o=City of Yorkton, ou=Land Use Planner, email=ckoroluk@cityofyorkton.ca, c=CA Date: 2021.11.10 13:02:21 -0500</small> 	
Reviewed by: Jessica Matsalla - City Clerk Jessica Matsalla	
Approved by: Lonnie Kaal - City Manager Lonnie Kaal	

Summary of History/Discussion:

This report is in response to a Zoning Bylaw Amendment Application submitted by the property owner affecting 139 Dominion Avenue (see Attachment 1 and 2).

Prairie Harvest Christian Life Centre Inc. (PHCLC) acquired the property, previously owned and operated by the Yorkton Friendship Centre, in March 2021. Since 2013, the Friendship Centre has utilized the building as a community facility and it has been a building connected to the local Indigenous community offering a location for holiday events, weddings, funerals and wakes, youth events and other community based activities.

PHCLC has been operating community based programming working to meet the need of vulnerable and “at risk” individuals and families in the city for more than 20 years and in acquiring the building their vision is to continue making it available as a centre for people to gather, connect and have access to available social services.

The property is designated in the Official Community Plan Future Land Use Concept Map as Industrial (see Attachment 3) and is zoned MI-1 Light Industrial under the Zoning Bylaw (see Attachment 4).

Bylaws 13-2021 & 14-2021
 139 Dominion Avenue - OCP from Industrial to Commercial, ZB from MI-1 to CMI-1
 Page 1 of 15

Attachment 1 Council Report from November 15, 2021 – Continued

While the Friendship Centre had been operating from the location since 2013, Community Facilities are not a Permitted Use in the MI-1 zoning district and it appears that a Development Permit was never issued. As such, the Community Facility is a non-conforming use. At present, due to the significant length of time that the building was in use, the use may continue as it has been, however future expansion to include the emergency shelter would not be permitted. In addition, should the building be destroyed, demolished or removed, the use cannot be re-established.

At this time, PHCLC is requesting rezoning to:

1. Ensure that continued use of the Community Facility use is a conforming land use, and
2. To contemplate future expansion of services, including emergency shelter facilities for adults.

Administrative Review:

The developed portion of Dominion Avenue runs from Smith Street to Darlington Street and is bordered on the west side by an active CN Rail line. Dominion continues from Darlington as an undeveloped road allowance, running parallel with the rail line north to York Road. Due to the proximity of the rail line and connectivity with York Road, under Zoning Bylaw No. 14/2003 the area was zoned MI-1 Light Industrial (see Attachment 5).

The purpose of the Light Industrial district is to establish and preserve areas for a wide range of industrial and manufacturing uses and it has become apparent that the limited access and deterioration of Dominion Avenue over the years hinders the heavy traffic required by many industrial uses.

In 2008 a new zoning district, CMI-1 Commercial – Industrial Transitional, was established to facilitate reinvestment in core commercial and light industrial areas of the city. The district encourages a wide range of commercial oriented developments as Permitted Uses within the zone, but also provides for light industrial uses as Discretionary Uses.

With regards to the applicant's request to ensure continued use of the Community Facility as a conforming land use and to contemplate future expansion of services including emergency shelter facilities for adults, amendments to both the Official Community Plan and the Zoning Bylaw are required as follows:

1. OCP Amendment – Bylaw No. 13/2021 to change the Future Land Use Concept Map for 139 Dominion Avenue from Institutional to Commercial (see Attachment 6).
2. Zoning Bylaw Amendment – Bylaw No. 14/2021 to change the zoning for 139 Dominion Avenue from MI-1 Light Industrial to CMI-1 Commercial – Industrial Transitional (see Attachment 7).

Bylaws 13-2021 & 14-2021
139 Dominion Avenue - OCP from Industrial to Commercial, ZB from MI-1 to CMI-1
Page 2 of 15

Attachment 1 Council Report from November 15, 2021 – Continued

In order to evaluate the merits of potential rezoning applications, Planning Services considers each request under eight criteria. This application was evaluated as follows:

1. Is the proposed use compatible with neighboring uses?

Administration is satisfied that the proposed amendment for Commercial – Industrial Transitional use is compatible with the neighbouring CMI-1 district along Myrtle Avenue (see Attachment 4).

2. Are the building and property suitable to the proposed use?

The applicant proposes to continue to use the location as a Community Facility. Given the success of the location over the past years under the operation of the Friendship Centre, Administration is confident that the property is suitable for the proposed use. PHCLC is working with several agencies and committees including the Social Housing Committee, the RCMP, Mental Health and Addiction Services, SIGN and the Ministry of Social Services, to ensure that the building continues to be available to residents as a centre for people to gather, connect and have access to available social services.

3. Is there a need in the community for the proposed use?

Determining need can be very difficult – needs are things like the provision of essential public services, and access to affordable and safe housing, education, health care and food. The need for Community Facility services in our community has been identified in two reports, one commissioned by the City of Yorkton in 2015¹ and more recently, a Housing Needs Assessment Report² completed by SIGN and the Social Housing Committee in June 2021.

While the 2015 report focused on overall housing needs for Yorkton, the June 2021 report concludes that *“the data provided evidence that the hard-to-house and homelessness issue in Yorkton is worsening, and a solution is needed to correct the current path.”*² Furthermore, it states that *“based on consultations with Yorkton residents and organizations, the vision for Yorkton regarding its homeless and hard-to house-population in 5 to 10 years includes the establishment of a homeless shelter with support to help individuals get into social housing.”*³

¹Preferred Choice: Yorkton Area Housing Need & Demand Assessment for Yorkton Housing Plan Update Project. September 2015.

²Praxis Consulting Ltd. for SIGN: Housing Assessment Final Report June 2021. Page 6.

³Praxis Consulting Ltd. for SIGN: Housing Assessment Final Report June 2021. Page 5.

Preservation and use of existing structures and properties throughout the city is encouraged and rezoning of the subject property will allow for the continued Community Facility use in addition to possible expansion to include a homeless shelter facility in the future.

4. Is there a need for additional properties within the zoning sector?

Refer to answer for question #5.

Attachment 1 Council Report from November 15, 2021 – Continued

5. Would the rezoning transplant an existing business in such a way that it will create a vacancy elsewhere in the City?

Not Applicable.

6. Will the proposed use enhance or revitalize the property and building(s)?

Continued and expanded use of the property will insure that building is utilized and maintained. Since purchasing the property the applicant, who also organizes and operates the Yorkton Recycling Program, has done renovations to include storage of the curbside recycling program equipment including installation of an overhead door and increased fire rating as required under the Building Code.

7. Has the applicant demonstrated their understanding of the potential financial constraints and opportunities that warrants consideration of a rezoning?

The applicant is working with various agencies and has been in contact with Building Services to discuss building upgrades that may be required for an emergency shelter use.

8. Would the rezoning be perceived as a precedent for which other owners of similarly-zoned properties would expect similar treatment?

The goal of rezoning the property is to facilitate reinvestment in the core commercial and light industrial area. The CMI-1 mixed use zone encourages a wide range of commercial oriented developments as Permitted Uses but also provides for light industrial uses as Discretionary Uses.

If Council should proceed with the specific rezoning at this time, Administration suggests that, in the future, this area be reviewed in its entirety with the potential of additional rezoning to allow for a mixed use of commercial and light industrial development.

Based on the above criteria, Administration feels that the application adequately satisfies the criteria and is supportive of the OCP and Zoning Bylaw amendments.

Public Notice:

At this time, Administration would like to initiate the public notice process for the required amendments including advertisement in the local newspaper, at City Hall and on the City website (see Attachment 8).

If authorization for Public Notice is granted, the proposed amendments will also be referred to the

Planning and Infrastructure Commission for their input. The Commission's recommendations will be brought back to Council, for their review and decision, in conjunction with the Public Hearing.

Attachment 1 Council Report from November 15, 2021 – Continued

Council's Options:

1. That the proposed Official Community Plan and Zoning Bylaw amendments be approved for introduction and 1st Reading and furthermore that Administration be authorized to proceed with public notice;
2. That the proposed Official Community Plan and Zoning Bylaw amendments be denied for reasons as listed by Council;
3. That Administration be provided with alternative direction.

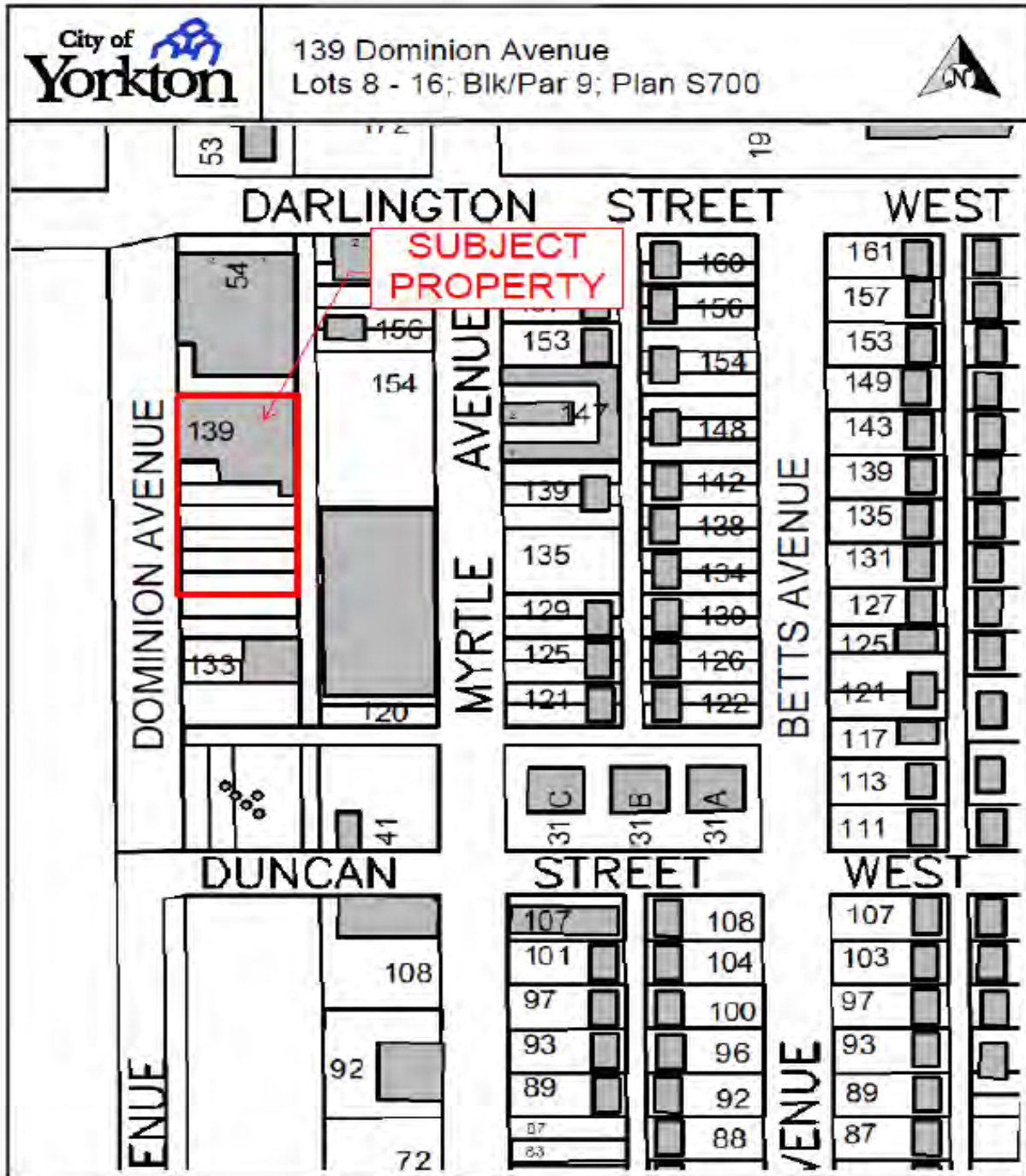
Administration's Recommendation:

1. That Bylaw No.13/2021, a bylaw of the City of Yorkton in the Province of Saskatchewan to Amend Bylaw No. 12/2014 by changing the Future Land Use Concept Map for Lots 8 - 16, Blk/Par 9, Plan No. S700, civically known as 139 Dominion Avenue, from Industrial to Commercial, be introduced and given 1st Reading , and furthermore that Administration be authorized to proceed with the Public Notice process;
and
2. That Bylaw No. 14/2021, a bylaw of the City of Yorkton in the Province of Saskatchewan to Amend Bylaw No. 14/2003 by rezoning Lots 8 - 16, Blk/Par 9, Plan No. S700, civically known as 139 Dominion Avenue, from MI-1 Light Industrial to CMI-1 Commercial – Industrial Transitional, be introduced and given 1st Reading, and furthermore that Administration be authorized to proceed with the Public Notice process.

Bylaws 13-2021 & 14-2021
139 Dominion Avenue - OCP from Industrial to Commercial, ZB from MI-1 to CMI-1
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Attachment 1 Council Report from November 15, 2021 – Continued

Attachment 1 – Key Plan



Bylaws 13-2021 & 14-2021
 139 Dominion Avenue - OCP from Industrial to Commercial, ZB from MI-1 to CMI-1
 Page 6 of 15

Bylaws 13-2021 & 14-2021 – 2nd & 3rd Readings - December 6, 2021
 139 Dominion Avenue - OCP from Industrial to Commercial, ZB from MI-1 to CMI-1
 Page 8 of 17

Attachment 1 Council Report from November 15, 2021 – Continued

Attachment 2 – Aerial View & Street View

Aerial View



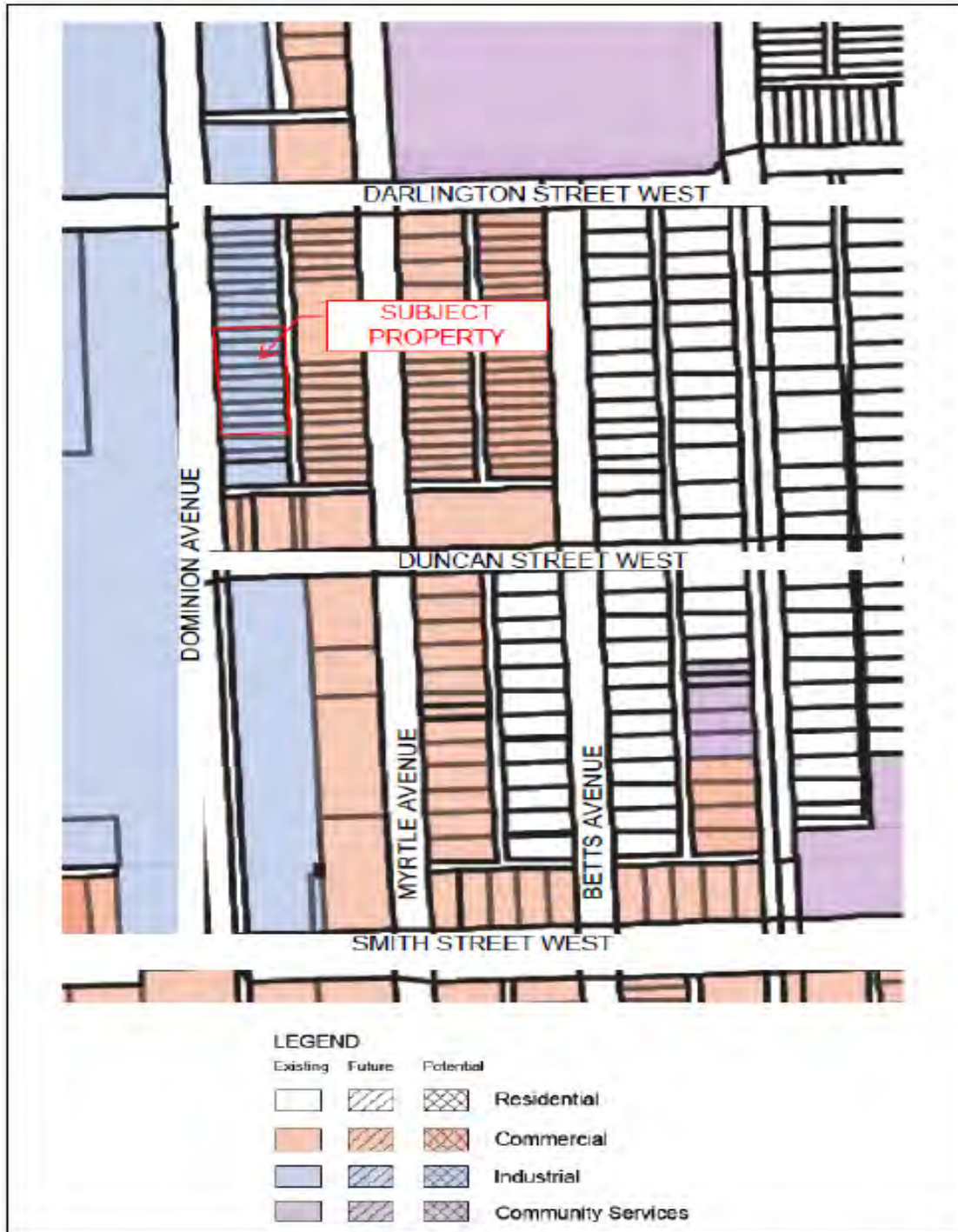
Street View



Bylaws 13-2021 & 14-2021
139 Dominion Avenue - OCP from Industrial to Commercial, ZB from MI-1 to CMI-1
Page 7 of 15

Attachment 1 Council Report from November 15, 2021 – Continued

Attachment 3 – OCP Future Land Use Concept Map



Bylaws 13-2021 & 14-2021
139 Dominion Avenue - OCP from Industrial to Commercial, ZB from MI-1 to CMI-1
Page 8 of 15

Bylaws 13-2021 & 14-2021 – 2nd & 3rd Readings - December 6, 2021
139 Dominion Avenue - OCP from Industrial to Commercial, ZB from MI-1 to CMI-1
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Attachment 1 Council Report from November 15, 2021 – Continued

Attachment 4 – Zoning Bylaw No. 14/2003 – Zoning Map



Bylaws 13-2021 & 14-2021

139 Dominion Avenue - OCP from Industrial to Commercial, ZB from MI-1 to CMI-1

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Bylaws 13-2021 & 14-2021 – 2nd & 3rd Readings - December 6, 2021

139 Dominion Avenue - OCP from Industrial to Commercial, ZB from MI-1 to CMI-1

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Attachment 1 Council Report from November 15, 2021 – Continued

Attachment 5 – Area View

Aerial View



Zoning Overlay



Bylaws 13-2021 & 14-2021

139 Dominion Avenue - OCP from Industrial to Commercial, ZB from MI-1 to CMI-1

Page 10 of 15

Bylaws 13-2021 & 14-2021 – 2nd & 3rd Readings - December 6, 2021

139 Dominion Avenue - OCP from Industrial to Commercial, ZB from MI-1 to CMI-1

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Attachment 1 Council Report from November 15, 2021 – Continued

Attachment 6 – Bylaw No. 13/2021

City of Yorkton
Saskatchewan

Bylaw No. 13/2021

A Bylaw of the City of Yorkton in the Province of Saskatchewan to amend Official Community Plan Bylaw No. 12/2014 by changing the Future Land Use Concept Map for 139 Dominion Avenue from Industrial to Commercial.

WHEREAS, pursuant to Section 29(2) and 39 of *The Planning and Development Act, 2007* the Council of the City of Yorkton in the Province of Saskatchewan in Council assembled hereby enacts as follows:

- i. That Official Community Plan Bylaw No. 12/2014 is amended to change the Future Land Use Concept Map for Lots 8 - 16, Blk/Par 9, Plan S700, civically known as 139 Dominion Avenue, as shown on Schedule 'A' attached hereto, from Commercial to Residential.

This bylaw shall come into force and take effect from the date on which it is approved by the Minister of Government Relations.

MAYOR

CITY CLERK

Introduced and read a first time this ____ day of _____, A.D., 2021.

Read a second time this ____ day of _____, A.D., 2021.

Read a third time and adopted this ____ day of _____, A.D., 2021.

Bylaw No. 13/2021 – Amend OCP Bylaw No. 12/2014 –
Change Future Land Use Concept Map for 139 Dominion Avenue from Industrial to Commercial
Page 2 of 2

Bylaws 13-2021 & 14-2021
139 Dominion Avenue - OCP from Industrial to Commercial, ZB from MI-1 to CMI-1
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Attachment 1 Council Report from November 15, 2021 – Continued

Attachment 6 Continued



Bylaws 13-2021 & 14-2021
139 Dominion Avenue - OCP from Industrial to Commercial, ZB from MI-1 to CMI-1
Page 12 of 15

Bylaws 13-2021 & 14-2021 – 2nd & 3rd Readings - December 6, 2021
139 Dominion Avenue - OCP from Industrial to Commercial, ZB from MI-1 to CMI-1
Page 14 of 17

Attachment 1 Council Report from November 15, 2021 – Continued

Attachment 7 – Bylaw No. 14/2021

City of Yorkton
Saskatchewan

Bylaw No. 14/2021

A bylaw of the City of Yorkton in the Province of Saskatchewan to rezone Lots 8 - 16, Blk/Par 9, Plan S700, civically known as 139 Dominion Avenue, from MI-1 Light Industrial to CMI-1 Commercial – Industrial Transitional and furthermore to amend the Zoning Map of Bylaw No. 14/2003 to reflect rezoning.

WHEREAS, pursuant to Section 46(3) of *The Planning and Development Act, 2007*, the Council of the City of Yorkton in the Province of Saskatchewan in Council assembled hereby enacts as follows:

1. That Bylaw No. 14/2003 is amended by rezoning Lots 8 - 16, Blk/Par 9, Plan S700, civically known as 139 Dominion Avenue as shown on Schedule 'A' attached hereto, from MI-1 Light Industrial to CMI-1 Commercial – Industrial Transitional;
2. That the Zoning Districts Map attached to and forming part of Bylaw No. 14/2003, is amended to change the zoning of Lots 8 - 16, Blk/Par 9, Plan S700, civically known as 139 Dominion Avenue as shown on Schedule 'A' attached hereto, from MI-1 Light Industrial to CMI-1 Commercial – Industrial Transitional.

This bylaw shall come into force and take effect on the date on which Bylaw No. 13/2021 is approved by the minister of Government Relations.

MAYOR

CITY CLERK

Introduced and read a first time this ____ day of _____, A.D., 2021.

Read a second time this ____ day of _____, A.D., 2021.

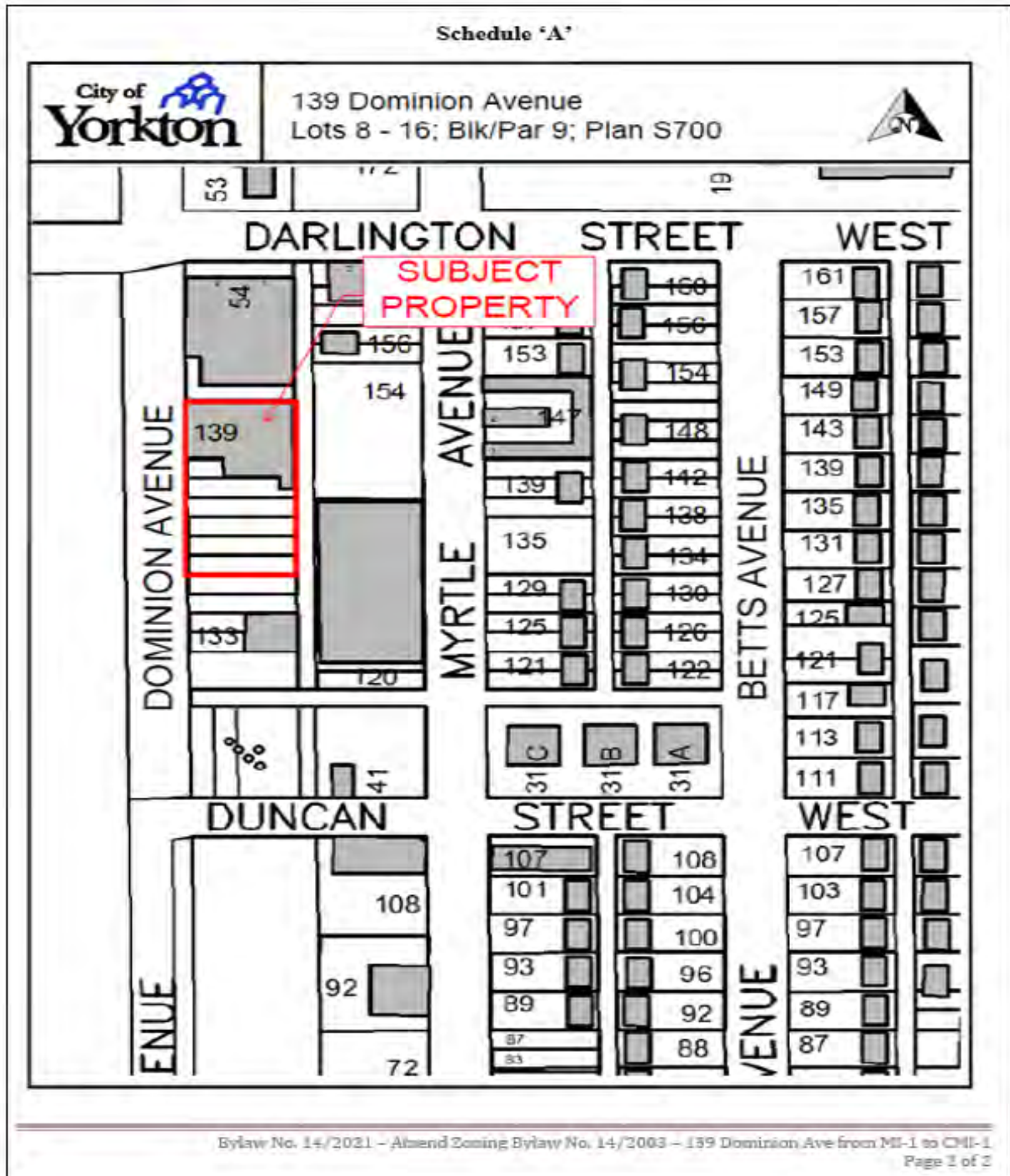
Read a third time and adopted this ____ day of _____, A.D., 2021.

Bylaw No. 14/2021 - Amend Zoning Bylaw No. 14/2003 - 139 Dominion Ave from MI-1 to CMI-1
Page 1 of 2

Bylaws 13-2021 & 14-2021
139 Dominion Avenue - OCP from Industrial to Commercial, ZB from MI-1 to CMI-1
Page 13 of 15

Attachment 1 Council Report from November 15, 2021 – Continued

Attachment 7 Continued



Bylaws 13-2021 & 14-2021
139 Dominion Avenue - OCP from Industrial to Commercial, ZB from MI-1 to CMI-1
Page 14 of 15

Bylaws 13-2021 & 14-2021 – 2nd & 3rd Readings - December 6, 2021
139 Dominion Avenue - OCP from Industrial to Commercial, ZB from MI-1 to CMI-1
Page 16 of 17

Attachment 1 Council Report from November 15, 2021 – Continued

Attachment 8 – Public Notice

PUBLIC NOTICE

Proposed rezoning of 139 Dominion Avenue to allow for commercial use

1. Bylaw No. 13/2021 – Future Land Use Concept Map Amendment
Amendment to Official Community Plan Bylaw No. 12/2014
and
2. Bylaw No. 14/2021 – Rezoning to Allow for Commercial Use
Amendment to Zoning Bylaw No. 14/2003



Legal Description:	Lots 8 – 16, Blk/Par 9, Plan S700
Civic Address:	139 Dominion Avenue
1. Current Land Use Concept:	Industrial
Proposed Land Use Concept:	Commercial
2. Current Zoning:	MI-1 Light Industrial
Proposed Zoning:	CMI-1 Commercial – Industrial Transitional

Details: The applicant proposes to amend the Official Community Plan Land Use Concept Map for 139 Dominion Avenue from Industrial to Commercial and to amend the Zoning Bylaw by rezoning from MI-1 Light Industrial to CMI-1 Commercial – Industrial Transitional, for the following reasons:

1. to make the existing Community Facility use a conforming land use and
2. to contemplate future expansion of services including emergency shelter facilities for adults.

Information: You can view this notice online at www.yorkton.ca under the New and Notices section on the home page.

Questions regarding the application may be directed to:

Carleen Koroluk, Land Use Planner
Phone: (306) 786-1727
Email: ckoroluk@yorkton.ca

Public Hearing: City Council will hear all persons who are present and wish to speak to the application and all written submissions will be read verbatim unless the submitter is in attendance to speak on the submission, on Monday, December 6, 2021 at 5:00 pm in City Hall Council Chambers, Yorkton, SK.

If you wish to provide written comments for Council's consideration, they must be submitted by 9:00 a.m. on Thursday, December 2, 2021. Written submissions must be directed to:

Jessica Matsalla, Director of Legislation & Procedures

In Person: 37 Third Avenue North, Yorkton, SK
Via Mail: Box 400, Yorkton, SK S3N 2W3
Via Email: jmatsalla@yorkton.ca

Bylaws 13-2021 & 14-2021

139 Dominion Avenue - OCP from Industrial to Commercial, ZB from MI-1 to CMI-1

Page 15 of 15

Bylaws 13-2021 & 14-2021 – 2nd & 3rd Readings - December 6, 2021

139 Dominion Avenue - OCP from Industrial to Commercial, ZB from MI-1 to CMI-1

Page 17 of 17

TITLE: Discretionary Use - DU05-2021 Veterinary Service, Type 1 in C-1 City Centre Commercial Zoning District – 38 Smith St W Council Report #2– Public Hearing	DATE OF MEETING: December 6, 2021
CLEARANCES: Michael Eger - Director of Planning, Building & Development Michael Eger	REPORT DATE: December 1, 2021 ATTACHMENTS: 1. Council Report from November 15, 2021
Written by: Carleen Koroluk - Planner Carleen Koroluk	
Reviewed by: Jessica Matsalla - City Clerk Jessica Matsalla	
Approved by: Lonnie Kaal - City Manager Lonnie Kaal	

Summary of History/Discussion:

This report is in response to a Development Permit application for a Veterinary Service, Type 1 use at 38 Smith Street West. The applicant proposes to utilize 38 Smith Street West as an office and location for small animal medical treatment, including sales space for medications and small animal food. The proposed use does not include any outdoor housing/kennelling. Review and analysis of the request was presented to Council on November 15, 2021 and a copy of the report is attached for reference (see Attachment 1).

Administrative Review:

Veterinary Service, Type 1 is listed as a Discretionary Use in the C-1 City Centre Commercial zoning district and, under *The Planning and Development Act, 2007*, requires Council authorization following the Discretionary Use process for Administration to issue a Development Permit.

Public Notice:

Council authorized Administration to proceed with the Public Notice process at the November 15, 2021 meeting. As such, the proposed discretionary use was advertised and circulated in accordance with the public notification requirements of the City of Yorkton, including advertisement in the local newspaper, at City Hall and on the City website. In addition, pursuant

to *The Planning and Development Act, 2007*, a direct mail-out was sent to twenty-eight (28) individuals and/or entities who own property within 75 metres (250ft) of the subject property.

Subsequent to the first Council presentation, it was identified that the Zoning Bylaw includes additional Public Notice provisions for posting notice on, or at, the property location in a location that is visible from the street frontage. As such, the Public Notice was also posted on the door of the subject property.

As of the date of this report, one phone call was received from a landowner within 75 metres of the subject property. The landowner is in support of the application and has provided written support which was read during the Public Hearing. Other individuals wishing to speak to the proposed Discretionary Use had the opportunity to present to Council during the Public Hearing.

Planning & Infrastructure Commission

The application was referred to the Planning and Infrastructure Commission at the November 24, 2021 meeting. Members of the Commission discussed concerns of possible noise disturbances as they relate to the existing neighbouring tenants and the applicant's plan to mitigate this.

The Commission also discussed Public Notice requirements and Administration clarified that the City's responsibility is restricted to landowners under *The Planning and Development Act, 2007*. Further discussion noted the responsibility of the landowner to communicate with existing tenants any plans that may affect them.

Subsequently the Commission carried a resolution recommending approval of the application.



Council's Options:

1. That Discretionary Use application DU05-2021 which proposes a Veterinary Services, Type 1 use as defined in City of Yorkton Zoning Bylaw No 14/2003, at 38 Smith Street West, legally described as Lots 12 and 13, Blk/Par 2, Plan 33277, be approved and that the Development Officer be authorized to issue a Development Permit.
2. That Discretionary Use application DU05-2021 which proposes a Veterinary Services, Type 1 use as defined in City of Yorkton Zoning Bylaw No 14/2003, at 38 Smith Street West, legally described as Lots 12 and 13, Blk/Par 2, Plan 33277, be denied for reasons as listed by Council;
3. That Administration be provided with alternative direction.

Administration's Recommendation:

1. That Discretionary Use application DU05-2021 which proposes a Veterinary Services, Type 1 use as defined in City of Yorkton Zoning Bylaw No 14/2003, at 38 Smith Street West, legally described as Lots 12 and 13, Blk/Par 2, Plan 33277, be approved and that the Development Officer be authorized to issue a Development Permit.

Attachment 1 – Council Report from November 15, 2021

 <div style="display: inline-block; vertical-align: middle; margin-left: 20px;"> REPORT TO COUNCIL </div>	
TITLE: Discretionary Use - DU05-2021 Veterinary Service, Type 1 in C-1 City Centre Commercial Zoning District – 38 Smith St W Council Report #1 – Public Notice Authorization	DATE OF MEETING: November 15, 2021 REPORT DATE: November 10, 2021
CLEARANCES: Michael Eger - Director of Planning, Building & Development <div style="text-align: right; margin-top: 20px;">  <div style="display: inline-block; vertical-align: middle; margin-left: 10px;"> Michael Eger 2021.11.12 15:30:13 -06'00' </div> </div>	ATTACHMENTS: 1. Key Plan 2. Site Plan 3. Street Views 4. Summary of Discretionary Use Process 5. Description of Use Letter 6. Public Notice
Written by: Carleen Koroluk - Planner <div style="text-align: right; margin-top: 10px;"> Carleen Koroluk </div>	<small>Digitally signed by Carleen Koroluk DN: cn=Carleen Koroluk, o=City of Yorkton, ou=Land Use Planner, email=ckoroluk@yorkton.ca, c=CA Date: 2021.11.10 12:07:46-0600</small>
Reviewed by: Jessica Matsalla - City Clerk	<small>Digitally signed by Jessica Matsalla Date: 2021.11.15 09:10:08 -06'00'</small>
Approved by: Lonnie Kaal - City Manager	<small>Digitally signed by Lonnie Kaal Date: 2021.11.10 13:57:46 -06'00'</small>

Summary of History/Discussion:

This report is in response to a Development Permit application for a Veterinary Service, Type 1 use at 38 Smith Street West (see Attachments 1, 2 & 3).

Under Zoning Bylaw No. 14/2003, Veterinary Service, Type 1 is defined as:

Veterinary Service – a facility for the care and treatment of animals involving outpatient care and medical procedures involving hospitalization.

Veterinary Service, Type 1 – a veterinary service for small animals, including indoor, overnight accommodation and the sale of products related to veterinary services, but not including the keeping of animals in outdoor pens.

Veterinary Service, Type 1 is listed as a Discretionary Use in the C-1 City Centre Commercial zoning district and, under *The Planning and Development Act, 2007*, requires Council authorization to proceed (see Attachment 4).

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Administrative Review:

The applicant began providing Yorkton and area with mix animal ambulatory services in the fall of 2019, meaning that the operators travel to the patient, whether it be large or small. Currently, their home-based business provides adequate office space for clerical operations, but with their growing clientele there is a need for expansion and a desire to build a new clinic within the next 1 – 2 years.

In the interim, the applicant is proposing to utilize 38 Smith Street West as an office and location for small animal medical treatment, including sales space for medications and small animal food. The proposed use does not include any outdoor housing/kennelling and large animal patients will still be attended to on-farm.

Section 7 of the Zoning Bylaw includes special use provisions for specific discretionary uses and when considering an application for Veterinary Service uses (Section 7.12), the application shall be more favourable considered where it can be demonstrated that:

- A) the location of the veterinary service is appropriate to the site and that it will have a minimal impact on the surrounding adjacent areas, including, but not limited to:
- the anticipated levels of noise and odours created by the use;
 - the anticipated increased level or types of vehicle traffic, unsafe conditions or situations for vehicles, cyclists or pedestrians (ie, loading and unloading of animals);
 - the use will have a minimal impact on the amenity of the surrounding zoning district and adjacent areas and that these areas will not be reasonably compromised;
 - the character of adjacent residential uses, if applicable, shall be protected and maintained through the provision of buffer areas, separation distances and screening;

The proposed location, 38 Smith Street West, is the middle unit of an existing multi-unit building. The applicant proposes minor interior renovations to the space to suit the veterinary use including the addition of a treatment room, a surgery room and minor plumbing, electrical and cosmetic upgrades.

The building's multi-tenant units include a medical clinic to the east that is operated by the building owner, and a massage therapy office, operated by a separate tenant, to the west. The anticipated levels of noise created by the use may have an impact on neighbouring tenants, more specifically the neighbouring massage therapy business which is based on relaxation and rehabilitation.

To address potential noise concerns with regards to barking dogs, the applicant has provided a mitigation plan (see Attachment 5 – point 3) including:

- making the main focus of the business feline patients rather than canine patients;
- screening canine patients prior to acceptance;
- separate recovery location for canines.

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The site includes sufficient on-site parking space for all units and the veterinary use has three dedicated parking spaces located on the south side of the building (see Attachment 3). One of these spaces will be reserved for the loading and unloading of small animals.

Conclusion:

At this time, Administration would like to initiate the public notice process, including advertisement in the local newspaper, at City Hall and on the City website, and circulation to property owners within 75 m of the subject property. The proposed public notice is attached (see Attachment 6) for Council's consideration.

If authorization to proceed is granted, the application will also be referred to the Planning and Infrastructure Commission for their review and comments before it is brought back to Council for its review and final decision in conjunction with the Public Hearing.

Council's Options:

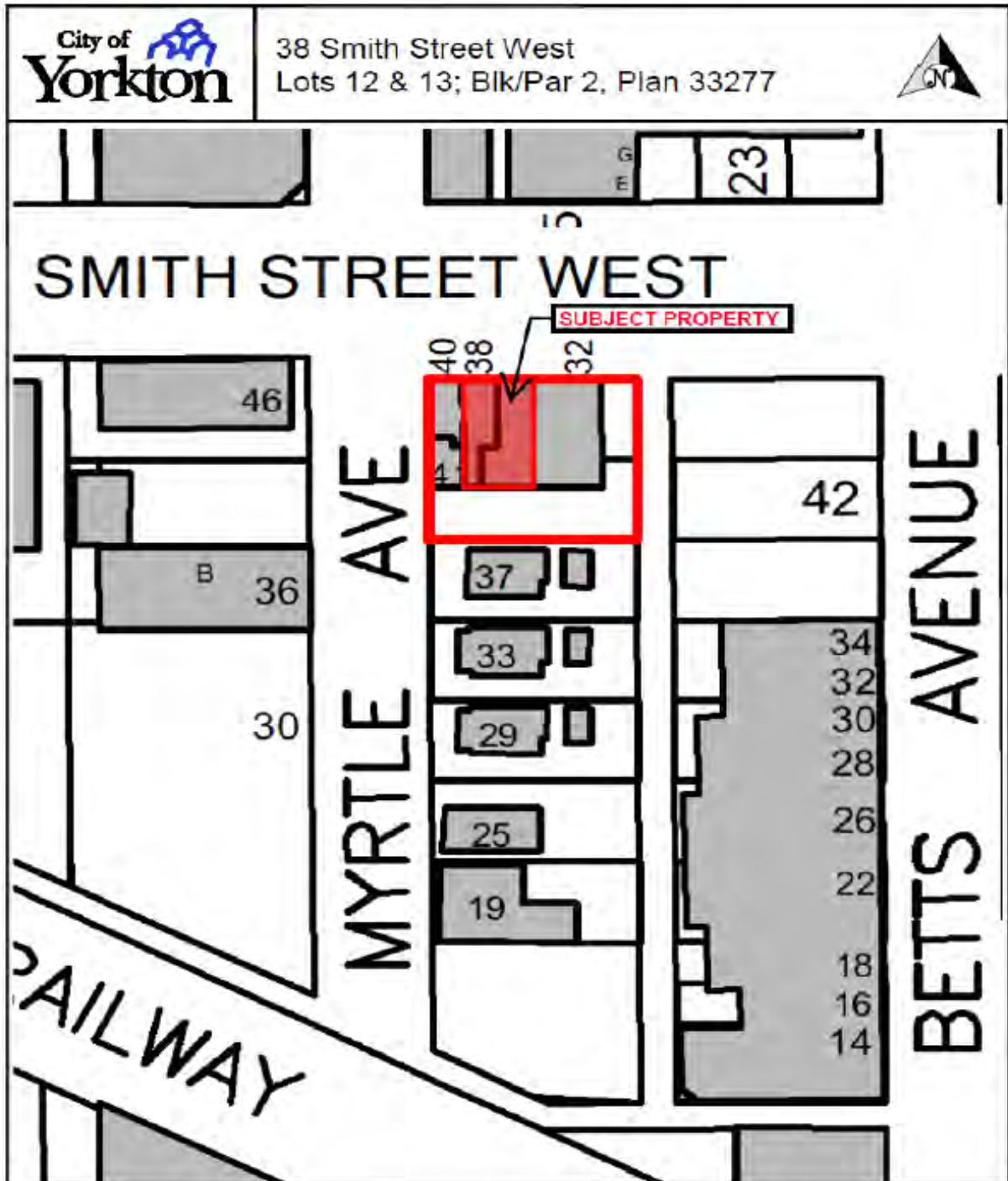
1. That Administration be authorized to proceed with Public Notification for Discretionary Use application DU05-2021 which proposes a Veterinary Services, Type 1 use as defined in City of Yorkton Zoning Bylaw No 14/2003, at 38 Smith Street West, legally described as Lots 12 and 13, Blk/Par 2, Plan 33277, and that the application be brought back to Council for its review and decision.
2. That Public Notification for Discretionary Use application DU05-2021 which proposes a Veterinary Services, Type 1 use as defined in City of Yorkton Zoning Bylaw No 14/2003, at 38 Smith Street West, legally described as Lots 12 and 13, Blk/Par 2, Plan 33277, be denied for reasons as listed by Council;
3. That Administration be provided with alternative direction.

Administration's Recommendation:

1. That Administration be authorized to proceed with Public Notification for Discretionary Use application DU05-2021 which proposes a Veterinary Services, Type 1 use as defined in City of Yorkton Zoning Bylaw No 14/2003, at 38 Smith Street West, legally described as Lots 12 and 13, Blk/Par 2, Plan 33277, and that the application be brought back to Council for its review and decision.

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Attachment 1 – Key Plan

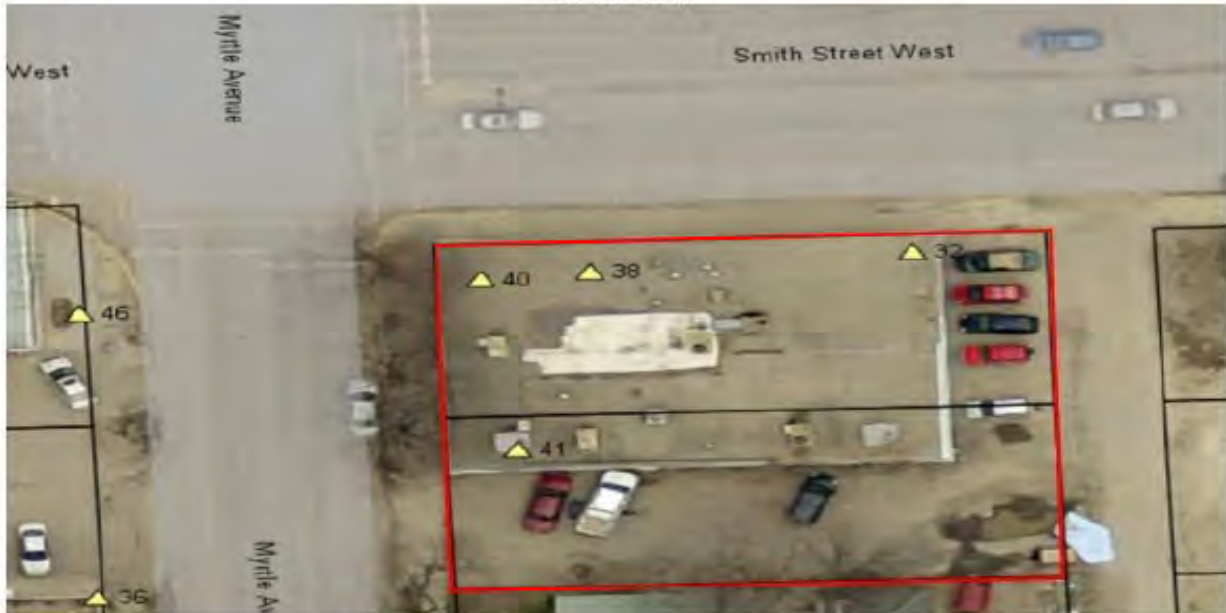


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Attachment 2 – Aerial & Street View

Aerial View



Street Views



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Attachment 3 – Site Plan with Parking



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Attachment 4 – Summary of Discretionary Use Process

Summary of Discretionary Use Application Process:

The Planning and Development Act, 2007 ('The Act') allows a zoning bylaw to contain provisions for "Permitted Uses" and "Discretionary Uses" within specified land use zones. Any use that is not listed as "Permitted" or "Discretionary" is considered prohibited. *The Act* allows "Permitted Uses" to be approved by Administration, however, "Discretionary Use" applications require the approval of a council and must follow *The Act's* prescribed process. The process includes the requirement of giving Public Notice to property owners within 75 metres (250 feet) of the subject property, as well as the provision of a Public Hearing.

Pursuant to *The Act*, a council shall exercise its discretion respecting a Discretionary Use application to:

- (a) Reject the application;
- (b) Approve the discretionary use in accordance with the provisions of the zoning bylaw;
- (c) Approve the discretionary use subject to development standards or conditions in accordance with the zoning bylaw; or
- (d) Approve the discretionary use for a limited time, if a time limit is authorized in the bylaw.

A council may approve a discretionary use if the facts presented establish that the proposed discretionary use will:

- (a) Comply with provisions of the zoning bylaw respecting the use and intensity of use of land for the discretionary use;
- (b) Be consistent with the criteria in the zoning bylaw respecting the use and intensity of use of land for the discretionary use;
- (c) In the opinion of the council, be compatible with development in the district in the immediate area of the proposal; and
- (d) Be consistent with provincial land use policies and statements of provincial interest.

In approving a discretionary use, a council may prescribe specific development standards or conditions with respect to that use, but only if those standards or conditions:

- (a) Are based on and are consistent with general development standards or conditions made applicable to discretionary uses by the zoning bylaw; and
- (b) Are, in the opinion of the council, necessary to secure the objectives of the zoning bylaw with respect to:
 - (i) The nature of the proposed site, including its size and shape and the proposed size, shape and arrangement of buildings;
 - (ii) The accessibility and traffic patterns for persons and vehicles, the type and volume of that traffic and the adequacy of proposed off-street parking and loading;
 - (iii) The safeguards afforded to minimize noxious or offensive emissions including noise, glare, dust and odour; or
 - (iv) Any treatment given, as determined by the council, to aspects including landscaping, screening, open spaces, parking and loading areas, lighting and signs, but not including the colour, texture or type of materials and architectural detail.

If an application for a discretionary use has been approved by a council with prescribed standards or conditions, the applicant may appeal to the Development Appeals Board, however a Discretionary Use application that is denied by a council may not be appealed.

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Attachment 5 – Description of Use Submission

Vitality Veterinary Services P.C. LTD began servicing Yorkton and area in the fall of 2019. We are a mixed animal ambulatory practice, meaning we travel to the patient, whether it be large or small. Currently we have a home-based office, but with our growing clientele we are experiencing a need for expansion. Our plan is to build a new veterinary clinic within the next 1-2 years. In the interim we have temporarily rented a 980 ft² property located at 38 Smith St. W that would allow for our *small* animal patients to be brought to us, while our *large animal patients will still be attended to on farm*. The space would also be used for office work, as well as distribution of both small and large animal vaccinations and medications, and small animal food.

Proposed leasehold improvements (all to be completed by journeymen carpenters, electricians, and plumbers):

1. Add/remove select *non-structural* walls:
 - a. Remove walls immediately around front entrance door to open area for reception and waiting room
 - b. Add a wall in hallway, with a doorway, to separate front reception from back treatment area
 - c. Push wall in office back to make office smaller and treatment area larger
 - d. Add wall into current treatment area to make a surgery room
2. Flooring:
 - a. Install linoleum into treatment area and surgery room
 - b. Add linoleum to front entrance area, or replace with the vinyl plank removed from hallway/office
3. Where needed, walls will be painted, trim replaced, and doors hung
4. Electrical:
 - a. Install extra plug-ins on inside walls (not shared with neighboring businesses)
 - b. Move emergency exit sign to on top of front entrance doorway
 - c. Relocate light switch in front reception area (as the wall it is currently on will be removed)
5. Plumbing:
 - a. Install sink and vanity in exam and treatment rooms
 - b. Install drain for washing machine

For consideration:

1. Parking
 - a. Our unit has three dedicated parking spaces, all located on the South side of the building. One of the three spots will specifically be for client loading/unloading.
 - b. The whole building (5,800 ft²) has a total of 13 spots allocated for it (on the East and South - not including street parking).
 - c. There are four parking spots on the street to the North of the building.
 - d. There is also a City of Yorkton parking lot to the immediate East of the property which has 41 metered/permit stalls.
2. There will *not* be any outdoor housing (i.e. kennels) for animals.

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Attachment 5 Continued

3. Anticipated level of noise

- a. In our experience working in previous veterinary clinics the area where noise typically stems from is when dogs are away from their owners i.e barking dogs awaiting or recovering from surgery. Dogs coming in for surgery are admitted first thing in the morning and sometimes have to wait to be pre-medicated (sedated) for their procedure(s), depending on the day and where they are in the queue. Upon waking from the surgical procedure, they are in recovery initially. Some animals wake up delirious or painful after surgery and may bark for a short period of time until they either come out of it on their own, or are given medications to help with pain relief and/or anxiety. After recovery they are taken to a kennel room to await pick up which often is not until the end of the day (after owners are finished work). Some dogs we deal with have never before been in a kennel or are extremely anxious, both which tend to lead to barking. Other dogs, even though anxious, do not make a sound.

Ways in which we will minimize this area of possible concern:

- i. Our main focus for surgical patients will be on the feline species (i.e. cats), where barking is simply not possible
- ii. Owners of dogs that are wanting to book for surgery will be asked more questions in regard to their dogs and anticipated barking (i.e. is said dog used to being kenneled during the day? Are you, a spouse/child/friend available throughout the day to pick dog up early if barking is looking to be a problem?). If owners openly admit that barking is an issue, surgery will be refused at our clinic.
- iii. If dogs are going to bark they typically do it when isolated in a kennel. We plan to have an area in our treatment room where we can tie a dog while in recovery or awaiting pickup so that they are less likely to bark.

4. Anticipated odor

- a. This is an area that should not be an issue. As a hospital we must have an extremely clean and sanitary workspace both inside and outside. As stated previously, we will only be working on small animals from this location, so odors will be minimal or non-existent. We will have a garbage dumpster in the back alley for garbage.

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Attachment 6 – Public Notice

Public Notice

**Discretionary Use Application for Veterinary Service, Type 1
in C-1 City Centre Commercial Zoning District
38 Smith Street West**



Legal Description: Lots 12 & 13, Blk/Par 2, Plan 33277

Civic Address: 38 Smith Street West

Proposed Use: Veterinary Service, Type I

Details: The applicant proposes to provide on-site veterinary services to small animals, including the sale of products related to veterinary services, but not including the keeping of animals in outdoor pens.

Veterinary Service, Type I uses are Discretionary Uses in the C-1 City Centre Commercial zoning district and all Discretionary Uses must be publicly advertised before Council can make a decision on the application.

Information: You can view this notice online at www.yorkton.ca. There is a link to Public Notices on the home page. Questions regarding the application may be directed to:

Carleen Koroluk, Land Use Planner

Phone: (306) 786-1727

Email: ckoroluk@yorkton.ca

Public Hearing: City Council will hear all persons who are present and wish to speak to the application and all written submissions will be read verbatim unless the submitter is in attendance to speak on the submission, on **Monday, December 6, 2021 at 5:00 pm in City Hall Council Chambers, Yorkton, SK.**

If you wish to provide written comments for Council's consideration, they must be submitted by 9:00 a.m. on Thursday, December 2, 2021. Written submissions must be directed to:

Jessica Matsalla, Director of Legislation & Procedures

In Person: 37 Third Avenue North, Yorkton, SK

Via Mail: Box 400, Yorkton, SK S3N 2W3

Via Email: jmatsalla@yorkton.ca

DU05-2021 – Veterinary Services, Type 1 at 38 Smith St W (C-1) (Public Notice Authorization)

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TITLE: Safe Play Zone Review	DATE OF MEETING: December 6, 2021 REPORT DATE: December 2, 2021
CLEARANCES: Trevor Morrissey, Fire Chief Trevor Morrissey Rene Richard, Director of Engineering and Asset Management Rene Richard Burton Jones, Commanding Officer, Yorkton RCMP Burton Jones	ATTACHMENTS: 1. Sask Speed Zone Comparison 2. TAC Standards – Zone/Area Comparison 3. W.H.O. Road Safety – Speed Report 4. City of Saskatoon Stopping Distance Comparison Columbia School Zone Map 5. Columbia School Zone Map 6. St. Paul’s School Zone Map 7. High School Zone Map 8. Council Committee Resolutions
Written by: Darcy McLeod – Director of Recreation & Community Services Darcy McLeod	
Cleared and Reviewed by: Jessica Matsalla - City Clerk Jessica Matsalla	
Approved by: Lonnie Kaal - City Manager Lonnie Kaal	

PURPOSE

The purpose of this review is to establish a consistent standard for School and Play Zones across the City so that children and families have safe access to School and Play Zones in our community. The result will be to have well identified, safe, play zones in our community. A communication strategy will give drivers clear expectations on how to drive in the marked areas, while also ensuring safe pedestrian access. There is no federal or provincial legislation to establish speed zones, therefore School and Park Zones fall under the municipality’s jurisdiction. If someone visits another community, they may have different School and Park Zone requirements.

BACKGROUND

In September of 2019, City Council directed Administration to develop a strategy to establish safe play zones at City parks. Unfortunately, this update was delayed due to COVID-19, as staff responded to the pandemic and were not able to access community stakeholder for discussion. This time was used to complete research of other communities as well as understand our own Traffic Bylaw. Related information was gathered from communities across Saskatchewan (*Attachment 1*) and in Alberta. Further, as a comprehensive review of all play areas where children and families play, was being completed, which impacts School Zones, Bylaw Services and Engineering and Asset Management were included on this project to ensure consistency with the City’s Bylaws.

Site visits to each School Zone and Play Zone was reviewed using the Transportation Association of Canada (TAC) guidelines (described below). Administration then held community input sessions in May of 2021 with Council Committees, school administrators and the Yorkton Active Transportation Collaborative (YATC), and reported back to Council Committees in the fall of 2021. The feedback received informed Administration's recommendations for revisions to some zones, but all zones are at or above the TAC standard.

DISCUSSION/ANALYSIS/IMPACT

Since there is no Provincial or Federal requirements for Park or School speeds or zone lengths, Administration utilized resources from the Transportation Association of Canada (TAC), which is a national non-profit technical organization that focuses on road and highway infrastructure and urban transportation. TAC guidelines are not legislated, but they do create standards that are recognized as best practices in all municipalities across Canada. Specifically, administration used *The School and Playground Area and Zones: Guidelines for Application and Implementation* (authored by TAC), to conduct this review. TAC's guidelines are based on the definition that Park and School areas should be designed to warn motorists of the possibility of typical, unexpected or unintentional child pedestrian movements onto the roadway at undefined crossing locations. These areas are typically designated near playground structures or other amenities that young children are attracted to, or gather at, and where the adult supervision ratio to child is low, minimal or not present at all. These guidelines take into account things such as provision of sidewalks, fencing around playgrounds or parks and the length of the property.

Each Park and School in Yorkton was reviewed relative to the TAC Guidelines. The parks and schools then received a recommendation on the type of zone required, be it a zone, an area, or if it was required at all. (*Attachment 2*) An "area" means that signs are in place to remind or warn motorists that a Park or School is near and there may be an increased number of children in the area. A "zone" means there is a required speed reduction. TAC Guidelines also provide the standard for defining where areas or zones start and end in relation to property lines. In all cases where changes or additions are proposed to zones and areas, they meet or exceed TAC Standards.

Recreation and Community Services encourages residents to Get Out and Get Active, and one of our priorities is to provide low cost or no cost recreation opportunities. These are often found outdoors rather than inside buildings. Further, we live in a winter city, which experiences cold, dark snowy winters and accessing these low cost or no cost opportunities can also be a challenge. To address some of these challenges, we have provided lights at a number of our outdoor recreation facilities, for both summer and winter amenities. These lights are left on until 10:30 each night to encourage people to get out and be active, year-round. Because we are encouraging this activity, and because we experience more darkness than some other communities, we need to ensure we make it as safe as possible for people to access these spaces. Lighting is one factor but so is ensuring safe travel to and from these spaces. Addressing the speed of travel will create a safer environment for children, youth and families to access these services and amenities.

Administration met with 3 Committees of Council (twice), all Yorkton school Principals and the Yorkton Active Transportation Collaborative (YATC) as part of the community engagement process. Feedback from the initial meetings with these groups informed Administration's work and recommendations as follows:

1. **Reduced Speed Zones & Extended Times**

Pedestrians have been shown to have a 90% chance of survival when struck by a car travelling 30 km/hr or below, but less than 50% chance of surviving in impact at 45 km/hr. (*Attachment 3&4*)

Administration is therefore recommending that all Parks and Elementary School Zones be reduced to 30 km/hr and be in effect 24 hours a day, 7 days a week. The High School Zones will continue to be 40 km/hr and will be in effect 24 hours a day, 7 days a week. Currently, School Zones and some Park areas are all 40 km/hr and are in effect from 8:00 AM to 8:00 PM.

The 24 hour designation provides a continuity of time for the speed zones and areas, which will be easier to communicate and remember, when travelling through a zone. Further, The RCMP have agreed that education will be a priority over enforcement and that enforcement is one tool that is used to obtain compliance. The 24 hour time for speed zones would also be another tool that RCMP can use to assist them when dealing with other issues in the community as well.

Administration recommends that these changes be implemented with the start of the school year in September of 2022, which would allow for signs to be installed and a communication strategy developed and communicated to the community, prior to implementation.

2. **Park Zone or Area Designation** (*Attachment 2*)

Park Zones or Areas will be designated around various parks spaces in the City of Yorkton using the TAC Standards. The focus is to reduce speeds or create awareness that children are playing in the area. Zones will be created at high-use parks that attract children, or groups of children, and families to play.

3. **Columbia School** (*Attachment 5*)

Concern: Based on the TAC Standards, Administration initially proposed to reduce the size of the zone on the Southeast portion of the zone. Feedback received, indicated that the length of the zone should not be reduced because of the number of children that cross the street at that location is currently a concern due to the curve in the road.

Solution: Administration is recommending that the start and end of the zone on the Southeast portion remain as is. This School Zone was also extended to the north due to the proximity to the intersection, which will align this zone with TAC best practices of starting or ending a school zone a certain distance from intersections to provide sightlines for drivers.

4. **St. Michael's and M.C. Knoll School**

A 50 km/hr sign was planned to be installed heading west on Darlington and prior to the round-a-bout, where the school zone ends. However since the round-a-bout has a 30 km/hr speed designation, it was determined that the 50 km/hr signage would not be placed here so as not to encourage a 50 km/hr in such a short span before entering the round-a-bout, which is also 30 km/hr. Since this sign currently does not exist, a change is not required.

5. **St. Paul's School** (*Attachment 6*)

Concern: TAC guidelines indicated that the school zone could be shortened to align with the property line offset. Concerns were brought forward that shortening the Zone at the east end will make the Yield sign at the corner of Dalebrooke Drive at Parkview Road insufficient. A stop sign was recommended as there are a number of children that walk from the east to St. Paul's School.

Solution: The Yield sign will be replaced with a stop sign to accommodate the change in length of zone.

6. Former Simpson School

Concern: A portion of Gladstone Avenue south is currently designated a school zone that supported the old Simpson School when it was in operation. This School Zone was never changed, therefore Administration is recommending that the zone be removed as a school is no longer located at the old Simpson School property. A crosswalk is located at the intersection of Independent Street and Gladstone Avenue South that is used by children who attend St. Mary's School. A request has been made to consider installing crosswalk lights at that location.

Solution: Administration received a number of requests for crosswalks. It was determined that properly examining the need for crosswalks is an in-depth process. The Engineering and Asset Management Department is planning a review of all crosswalks, and possible crosswalk locations. This location and the Columbia School crosswalk noted earlier will be added to the list for review.

7. Yorkton Regional High School & Sacred Heart High School (Attachment 7)

Concern: As per TAC guidelines, High Schools would not typically require a School Zone or Area. This is because high schools don't typically have young children walking to school. Gladstone between Smith and York Road is a major collector of traffic in an out of the City and since it doesn't meet the standard of attracting small children or families to areas of play, this school zone designation was planned to be removed. Stakeholder groups expressed concern over this proposal and requested a reconsideration given the number of young drivers and related safety concerns.

Solution: Since TAC doesn't recommend a school zone at this location, anything that is done is well above TAC standards. Therefore, since the community engagement process support the retention of this school zone, the recommendation includes retaining the existing school zone, including maintaining the 40km/hr speed zone, along with a minor adjustment, which is to shorten the zone at the north end to end after Sacred Heart High School building. By maintaining the 40km/hr compared to 30km/hr in other school zones addresses the concern of having a lengthy reduced speed zone along a collector roadway for traffic in an out of the City.

Administration also considered daycares and preschools during discussions to ensure that all child play areas where children are likely to congregate were considered. Based on TAC standards and research from other municipalities, daycares and pre-schools differ in a few critical ways. Yards or spaces where children play outside at a daycare or pre-school are typically fully fenced and children are picked up/dropped off and walked to the door by their parents, unlike schools where kids are often walking by themselves.

Administration also discussed the use of "Children at Play" signs following a sign installation request to the City. Through research, Administration identified that "Children at Play" signs are not part of the Canadian Manual of Uniform Traffic Control Devices and are typically not used. Several studies show that these signs do not reduce pedestrian collisions or vehicle speeds. Placing signage outside of identified school or park zones or areas is not recommended. This would open almost every street up to having similar signs and reduce the effectiveness of signage in the areas where a significant amount of children are congregating.

If Council chooses to move forward with the Park and School Zone speed reductions, an amendment will be required in the Traffic Bylaw, which Administration would bring to a future meeting of Council. Changes to the Traffic Bylaw would also require a public notice process, including a public hearing, which will provide an opportunity for the public to voice their concerns or support for the changes to the proposed Bylaw.

FINANCIAL IMPLICATIONS

With the proposed changes, new signage will be required for almost every zone and area. A preliminary cost estimate for Park and School signage, including installation is estimated at \$61,000. In addition, Administration received requests from various stakeholders and committees that speed display signs should be included in every school zone. The City currently has three pairs of these signs that are rotated among the schools. The estimated cost to purchase these speed display signs for each school zone is approximately \$70,000. These costs have been included in the 2022 capital budget process.

COMMUNICATION PLAN/PUBLIC NOTICE

A communication strategy will be developed that would include, but not be limited to radio advertising, newspaper, social media posts, a designated web page on the City's website and collaboration with schools and other organizations for the sharing of information. The RCMP and CSO's have also agreed to participate in the community education and awareness program by providing in-person education and communication during the initial implementation of the changes to School Zones and Play Zones. The municipalities reviewed as part of this process, have excellent resources that we can reference when completing our own communication strategy, including the following messaging:

1. Speed reduction change in School and Park Zones from 40 km/hr to 30 km/hr; and when that will take effect. Yorkton Regional High School and Sacred Heart High School will still maintain a speed of 40 km/hr.
 - a. Pedestrians have been shown to have a 90% chance of survival when struck by a car travelling 30 km/hr or below, but less than 50% chance of surviving in impact at 45 km.hr.(World Report on Road Traffic Injury Prevention – World Health Organization)
2. Introduce consistent Park Zones throughout the community; and when they come into effect. Communicating and enforcing a consistent speed zone throughout the city will result in simplified understanding for drivers compared to having various speed zones at various times for different areas. At the end of the day this is about keeping children safe at places where they may congregate, by creating awareness that children may be playing and not realize that a car is coming.
3. Introduction of consistent Park Areas throughout the community, providing safer access to these amenities.
4. Reminders that the Community Safety Officers and R.C.M.P. will be patrolling these Park and School Zones to ensure compliance to the speed limits.
5. School and Play Zone safe driving tips. This information would also be passed along to the schools who can use the information in their school newsletters to educate parents.

STRATEGIC PRIORITIES/OCP/COMMITTEE RECOMMENDATION(S)

The Park and School Zone Review is an item that is currently part of Council's Strategic Priorities chart.

Section 4.1.2 of the City's Official Community Plan (OCP) speaks to creating safe road networks for residents using all forms of transportation, including walking and cycling. Section 4.5.1 also talks about continuing to improve transportation through Best Management Practices and further notes the importance of working with schools to provide safe routes to school. Administration has developed guidelines and procedures that can be used to determine requirements for future park zones or areas when other parks or recreational areas are developed.

As was mentioned earlier in the report, throughout this review, Administration has connected with stakeholders including school Administrators, as well as the Recreation & Community Services Committee, Planning & Infrastructure Commission and the Protective Services Committee (*Attachment 8*) and the Yorkton Active Transportation Collaborative (YATC). This was brought to each Council Committee twice. The first meeting was to receive input and feedback from the Committee members. Each Committee provided their concerns and administration considered the feedback and returned to the Committees with how the concerns were addressed. Each Committee has provided their support for the recommendations being presented below (see Attachment 6 for formal recommendations from each Council Committee).

RECOMMENDATION

- 1. That all designated school and play zones, with the exception of the Gladstone North High School zone, be assigned a reduced speed limit of 30 km/hr. and further, that the reduced speed zones be in effect 24 hours a day, every day of the year.**
- 2. To assign park zones or areas in the City of Yorkton using the TAC Standards as attached in attachment 2.**
- 3. To maintain the southeast portion of the Columbia school zone at the current location, which exceeds the TAC Standard, and further extend the north portion of the Columbia school zone to the north of Independent Street, as per the TAC Standard to ensure driver's sight before an intersection.**
- 4. That the Yield sign at the corner of Dalebrooke Drive at Parkview Road in the St. Paul's School Zone be replaced with a stop sign.**
- 5. That the school zone be removed from Gladstone Avenue south, which supported the old Simpson School, and that the crosswalk at Independent Street be referred to Administration's crosswalk review process.**
- 6. That the existing High School zone, which has a speed limit of 40 km/hr, be maintained on Gladstone Avenue north of Smith Street and end after the Sacred Heart High School building.**

Yorkton Safe Play Zone Review Community Zone Comparison 25-Nov-21

Community	School & Park Zone Speed	School Zone Time	Park Zone Time
Regina	30km/hr	7:00am - 7:00pm	7:00am - 7:00pm
Saskatoon	30km/hr	7:00am - 9:00pm	7:00am - 9:00pm
Swift Current	30km/hr	8:00am - 8:00pm	8:00am - 8:00pm
Moose Jaw	40 km/hr	8:00pm - 6:00pm	8:00pm - 6:00pm
Weyburn	30km/hr	8:00am - 8:00pm	8:00am - 8:00pm
Estevan	30km/hr	24 hours	24 hours
Melville	30km/hr	8:00am - 10:00pm	8:00am - 10:00pm
Humboldt	30km/hr	8:00am - 5:00pm (school days only)	no zones
Melfort	30km/hr	8:00am - 10:00pm	8:00am - 10:00pm
North Battleford	40km/hr	8:00am - 11:00pm	8:00am - 11:00pm
Prince Albert	30km/hr	8:00am - 5:00pm	no zones as per Traffic Bylaw
Warman	40km/hr	no zones	no zones
Martensville	30km/hr	8:00am - 9:00pm	24 hours
Yorkton *Current*	40km/hr	8:00am - 8:00pm	8:00am - 8:00pm
Yorkton *Proposed*	30km/hr	24 hours	24 hours

While Yorkton currently has some Park Zones, but some that should, do not

TAC Standards - Zone/Area Comparisons

Park Zone Summary

Park	Score	TAC Designates as	City Designates as	TAC Standard or Above TAC Standard
Centennial Park	48	Park Area	Park Area	Standard
Crosthwaite Park	48	Park Area	Park Area	Standard
Elizabeth Park	53	Park Area	Park Area	Standard
Franko & Erichsen Park	48	Park Area	Park Area	Standard
Heritage Heights Park	90	Park Zone	Park Zone	Standard
Jackson Park	95	Park Zone	Park Zone	Standard
Knights of Columbus Park	80	Park Area	Park Zone & Park Area	Standard
Patrick Park	48	Park Area	Park Area	Standard
Rodney Ridge	63	Park Area	Park Zone	Above Standard
Shaw Park	63	Park Area	Park Area	Standard
SIGN Park	90	Park Zone	Park Zone	Standard
Silver Heights Parks	85	Park Zone	Park Zone	Standard
Tupper Park	85	Park Area	Park Zone	Above Standard
Ukranian Pioneer Park/Drake Field	100	Park Zone	Park Zone	Standard
Weinmaster Park	85	Park Zone	Park Zone	Standard

School Zone Summary

School	Score	TAC Designates as	City Designates as	TAC Standard or Above TAC Standard
Columbia	70	School Area or Zone	School Zone	Standard
Dr. Brass	70	School Area or Zone	School Zone	Standard
M.C. Knoll & St. Michaels	65	School Area or Zone	School Zone	Standard
Sacred Heart	36	Nothing	Nothing	Above Standard
St. Alphonsus High School	90	School Zone	School Zone	Standard
St. Mary's	83	School Zone	School Zone	Standard
St. Paul's	80	School Area or Zone	School Zone	Standard
Yorkdale	73	School Area or Zone	School Zone	Standard
Yorkton Regional High School	33	Nothing	Nothing	Above Standard

facts

Road safety - Speed

Speed has been identified as a key risk factor in road traffic injuries, influencing both the risk of a road crash as well as the severity of the injuries that result from crashes.

Excess speed is defined as exceeding the speed limit. Inappropriate speed is defined as driving at a speed unsuitable for the prevailing road and traffic conditions. Excess and inappropriate speed are responsible for a high proportion of the mortality and morbidity that result from road crashes. In high-income countries, speed contributes to about 30% of deaths on the road, while in some low-income and middle-income countries, speed is estimated to be the main contributory factor in about half of all road crashes.

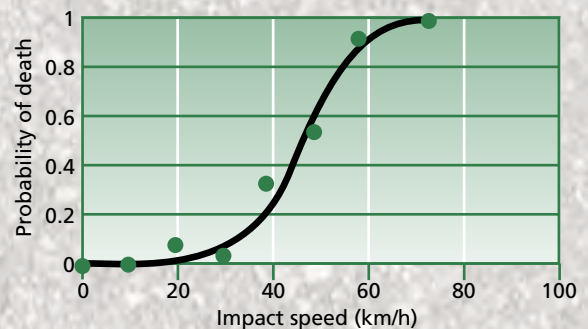
Controlling vehicle speed can prevent crashes happening and can reduce the impact when they do occur, lessening the severity of injuries sustained by the victims.

HOW DOES SPEED AFFECT TRAFFIC COLLISIONS AND INJURY?

- The higher the speed of a vehicle, the shorter the time a driver has to stop and avoid a crash. A car travelling at 50 km/h will typically require 13 metres in which to stop, while a car travelling at 40 km/h will stop in less than 8.5 metres.
- An increase in average speed of 1 km/h typically results in a 3% higher risk of a crash involving injury, with a 4–5% increase for crashes that result in fatalities.
- Speed also contributes to the severity of the impact when a collision does occur. For car occupants in a crash with an impact speed of 80 km/h, the likelihood of death is 20 times what it would have been at an impact speed of 30 km/h.

- The relationship between speed and injury severity is particularly critical for vulnerable road users such as pedestrians and cyclists. For example, pedestrians have been shown to have a 90% chance of survival when struck by a car travelling at 30 km/h or below, but less than 50% chance of surviving an impact at 45 km/h. Pedestrians have almost no chance of surviving an impact at 80 km/hr.

Pedestrian fatality risk as a function of the impact speed of a car



Source: Pasanen E, 1991.

WHAT FACTORS AFFECT SPEED?

Drivers' speed choice is influenced by a number of factors that can be considered as:

- driver-related factors (age, gender, alcohol level, number of people in the vehicle);
- those relating to the road and the vehicle (road layout, surface quality, vehicle power, maximum speed);
- traffic- and environment-related (traffic density and composition, prevailing speed, weather conditions).



WHAT CAN BE DONE TO MANAGE THE ADVERSE EFFECTS OF SPEED?

A number of interventions have been identified to be effective in the management and control of vehicle speed:

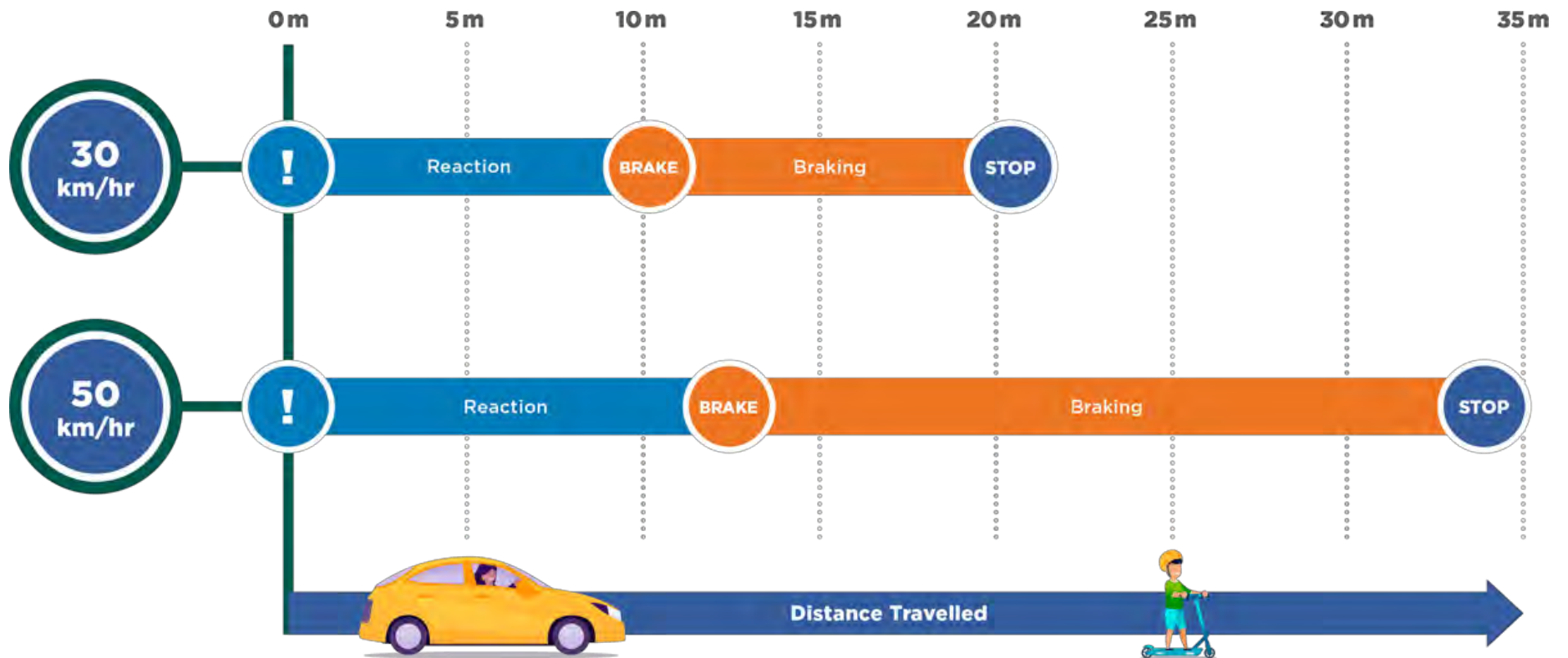
- Setting and enforcing speed limits are two of the most effective measures in reducing road traffic injuries.
- Studies suggest that a 1 km/h decrease in travelling speed would lead to a 2–3% reduction in road crashes.
- Experience in many countries has shown that the introduction of speed limits will only have a short lived effect on reducing speeds unless accompanied by sustained, visible enforcement of these limits.
- Speed cameras are a highly cost-effective means of reducing road crashes.
- In some countries, speed limits are posted that vary according to weather, traffic conditions, and time of day. This ensures that speed limits are responsive to local conditions and traffic circumstances, and are therefore more likely to be kept.
- Speed levels can also be affected by developing a safer infrastructure. This can involve modifying the road environment to reduce traffic flow and vehicle speed, thereby providing protection from crashes and reducing injury rates. Such measures include segregating high- and low-speed road users, or discouraging vehicles from entering certain areas.
- Traffic-calming measures have been widely used to reduce crash frequency in many high-income countries. These include the installation of physical speed-reducing measures, such as roundabouts, vertical changes in the road (for example speed humps), horizontal changes in the road (such as road narrowings or rumble strips). Proven traffic-calming

measures can be particularly useful where enforcement of speed control laws may be ineffective.

- The transition from high-speed to low-speed roads can create areas of high risk for crashes – for example, where vehicles exit motorways. Design features can be used to mark transition zones on busy roads approaching towns and villages that can influence drivers' speed. Slower-speed zones and roundabouts are examples of features that are useful in reducing the speed of vehicles.
- Appropriate speed can be imposed on traffic through design features that limit the speed of the vehicle itself. Legislation can be used to encourage the use of such features. This is already being done in many countries with heavy goods vehicles and coaches, and is estimated to contribute to a 2% reduction in the number of injury crashes. Corresponding action is needed for cars and other light vehicles.



WHO recommends that member countries set and enforce speed limits appropriate to the function of specific roads.



(City of Saskatoon, 2021)

Columbia School
TAC Total Score: 70
Designated School Area or Zone



LEGEND

School Zone

30m Offset

Existing Zone/Area



School & Park Zones
Columbia School
School Zone - Option B

SHEET	2 of 2
DRAWING NUMBER	2021-002-ENG
DATE - (YYYY-MM-DD)	2021-09-25
SCALE	N.T.S.
DRAWN	BC
FILE NAME	2021-002-eng_school zone & park zone signage.dwg

St. Paul's School
TAC Total Score: 80
Designated School Area
or Zone



LEGEND

School Zone



30m R Offset



Existing
Zone/Area

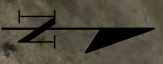


Property
Line



School & Park Zones
St. Paul's School
School Zone

SHEET	16 of 21
DRAWING NUMBER	2021-002-ENG
DATE - (YYYY-MM-DD)	2021-09-25
SCALE	N.T.S.
DRAWN	BC
FILE NAME	2021-002-eng_school zone & park zone signage.dwg



Sacred Heart Academy
TAC Total Score: 36
No Designation

Yorkton Regional High School
TAC Total Score: 33
No Designation

PRYSTAI WAY

GLADSTONE AVENUE NORTH

CATHERINE STREET

DUNLOP STREET WEST

WELLINGTON STREET

DARLINGTON STREET WEST

DUNCAN STREET WEST

LEGEND

School Zone



30m R Offset



Existing
Zone/Area



School & Park Zones
High Schools
Option D - Short Zones 40km/h

SHEET	4 of 5
DRAWING NUMBER	2021-002-ENG
DATE - (YYYY-MM-DD)	2021-09-25
SCALE	N.T.S.
DRAWN	BC
FILE NAME	2021-002-eng_school zone & park zone signage.dwg

Committee Feedback - Resolutions

Protective Services Committee Resolution – September 29, 2021 Meeting

Motion 21-9.3	<p>Pearen</p> <p>That the Committee recommend to Council:</p> <ol style="list-style-type: none"> 1. To assign park zones or areas in the City of Yorkton using the TAC Standards as presented by Administration in Attachment 2 of the report. 2. Columbia School Zone – To maintain the southeast portion of the school zone at the current location which exceeds the TAC Standard, and further extend the north portion of the school zone to the north of Independent Street, as per the TAC Standard to ensure driver's sight before an intersection. 3. M.C. Knoll & St. Michael's School Zone – That the 50 km/hr sign be removed from the west end of the Darlington School zone to prevent people from speeding up between the school zone and the roundabout, which has a speed zone of 30 km/hr, which creates a consistent speed zone from the roundabout through the school zone. 4. St. Paul's School Zone – That the yield sign at the corner of Dalebrook Drive at Parkview Road in the St. Paul's School Zone be replaced with a stop sign. 5. Former Simpson School – That the existing School zone on Gladstone Avenue South be maintained until such time that the lighted crosswalk is installed. 6. High School Zone – That the existing school zone designation be maintained on Gladstone Avenue North and Prystai Avenue with a speed limit of 40 km/hr, and further that the speed zone be shortened at the north end after the Sacred Heart High School building. 7. That all designated elementary schools and play zones be assigned a reduced speed limit of 30 km/hr and designated high school zones be assigned a reduced speed limit of 40 km/hr, and further that the reduced speed zone be in effect 24 hours a day, year-round. <p style="text-align: right;">Carried.</p>
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Recreation and Community Services Committee Resolution – October 5, 2021 Meeting

Motion 21-014	<p>Vermette</p> <p>That the Recreation and Community Services Committee recommends that Council implement the recommendations of the Community Safety School and Play Zone Review as follows:</p> <ol style="list-style-type: none"> 1. To assign park zones or areas in the City of Yorkton using the TAC Standards, and as presented by Administration. 2. Columbia School Zone: to maintain the southeast portion of the school zone at the current location, which exceeds the TAC Standard,
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and further extend the north portion of the school zone to the north of Independent Street, as per the TAC Standard to ensure driver's sight before an intersection.

3. M.C Knoll & St. Michael's School Zone: that the 50km/hr sign be removed from the west die of the Darlington School zone to prevent people from speeding up between the school zone and the round-a-bout, which has a speed zone of 30km/hr, which creates a consistent speed zone from the round-about through the school zone.

4. St. Paul's School Zone: That the Yield sign at the corner of Dalebrooke Drive at Parkview Road in the St. Paul's School Zone be replaced with a stop sign.

5. Former Simpson School: That the school zone be removed from Gladstone Avenue south and that the crosswalk at Independent Street be referred to Administration's crosswalk review process.

6. High School Zone: That the existing school zone designation be maintained on Gladstone Avenue north with a speed limit of 40km/hr., and further that the speed zone be shortened at the north end after the Sacred Heart High School building.

7. That all designated school and play zones be assigned a reduced speed limit of 30km/hr. and further, that the reduced speed zone be in effect 24 hours a day year-round. CARRIED.

Planning and Infrastructure Commission Resolution – October 13, 2021 Meeting

**Motion
20-2021**

Zaryski

That the Planning and Infrastructure Commission supports the following recommendations and furthermore that they be recommended for approval to City Council:

- 1. To assign park zones or areas in the City of Yorkton using the TAC Standards, and as presented by Administration. (Attachment 2 in the report provided)**
- 2. Columbia School Zone**
To maintain the southeast portion of the school zone at the current location, which exceeds the TAC Standard, and further extend the north portion of the school zone to the north of Independent Street, as per the TAC Standard to ensure driver's sight before an intersection.
- 3. M.C Knoll & St. Michael's School Zone**
That the 50km/hr sign be removed from the west end of the Darlington School zone to prevent people from speeding up between the school zone and the round-a-bout, which has a speed zone of 30km/hr,

which creates a consistent speed zone from the round-about through the school zone.

4. St. Paul's School Zone

That the Yield sign at the corner of Dalebrooke Drive at Parkview Road in the St. Paul's School Zone be replaced with a stop sign.

5. Former Simpson School

That the school zone be removed from Gladstone Avenue south and that the crosswalk at Independent Street be referred to Administration's crosswalk review process.

6. High School Zone

That the existing school zone designation be maintained on Gladstone Avenue north with a speed limit of 40km/hr., and further that the speed zone be shortened at the north end after the Sacred Heart High School building.

7. That all designated school and play zones be assigned a reduced speed limit of 30km/hr. and further, that the reduced speed zone be in effect 24 hours a day year-round.

Carried.

TITLE: Snow Removal Policy Review	DATE OF MEETING: December 6, 2021
	REPORT DATE: November 29, 2021
CLEARANCES: Clayton Werner – Roadways Manager Clayton Werner Jody MacDonald – Marketing Coordinator Jody MacDonald	ATTACHMENTS: 1. Sidewalk Snow Removal Map
Written by: Trent Mandzuk – Director of Public Works Trent Mandzuk	
Reviewed by: Jessica Matsalla - Director of Legislation & Procedures (City Clerk) Jessica Matsalla	
Approved by: Lonnie Kaal - City Manager Lonnie Kaal	

BACKGROUND

In light of 2022’s operational budget overview now in progress and the recent snowfall experienced in early November, it may be an appropriate time to conduct a thorough review of the snow removal services we provide our community. Yorkton’s snow removal policy was last revised in 2013. In 2017, a new traffic bylaw was passed which included provisions for parking bans on designated routes during winter months. This was approved as a cost saving measure and to help expedite snowplowing operations. The snow removal policy is more specific and provides guidelines for the operation of our snow removal and ice control programs.

On average, the Public Works Department receives 250 complaints per storm event and 1200 complaints per year related to snow removal. 100 hours of employee time are needed just to take phone calls, monitor complaint hotlines and relay complaints/concerns to the Roadways Manager. Physically investigating one complaint takes an average of 15 minutes. If all 1200 complaints are investigated, 300 employee and half-ton hours are spent visiting the site to determine if further action is required. These two actions alone cost \$15,000(+) per year.

DISCUSSION/ANALYSIS/IMPACT

The most controversial component of our current snow removal practices is sidewalk snow removal. More specifically, snow removal in locations with sidewalks directly adjacent to the roadway, commonly referred to in engineering standards as “combined curb and sidewalk” or “monolithic curb and sidewalk”. In these locations, the edge of the sidewalk acts as a curb providing a vertical transition between the roadway and sidewalk surfaces. This design is used

to maximize available developable space and is commonly found in newer residential developments and downtown business districts.

Conversely, in older areas constructed when development costs were lower and space was more readily available, more spacious developments were common place. In these locations, sidewalks are physically separated from the roadway. This separation, which is often a green space, is known as a boulevard. Boulevards are the municipality's property. These locations have a distinct advantage in the winter months, as boulevards provide an area for snow storage after it is cleared from adjacent roadways. Similarly, snow plowed from sidewalks can also be pushed onto the boulevard. Yorkton's current snow removal policy provides sidewalk snow removal in all boulevard areas throughout the City which equates to 70 lineal kilometers. Sidewalk snow removal in these areas costs approximately \$25,000/year. The remaining 71 kilometers of sidewalk in combined curb and sidewalk areas have snow from roads piled on the sidewalk.

Newer subdivision designs have moved towards maximizing development on available space. As a result, property parcels are often compressed including the right of way for City streets and sidewalks. Streets are narrower and boulevards are eliminated in favor of sidewalks placed directly alongside roadways to keep lot prices as low as possible. The disadvantage of this design is eliminating boulevards also eliminates space for snow storage. There is physically nowhere to put roadway snow but on the sidewalk.

This fact creates controversy between the City and homeowners every winter. Many homeowners clear sidewalks in front of their property immediately after it snows. A few days later snowplows clear roadway snow to the sides of the street, piling snow onto the sidewalk. If snow isn't piled onto sidewalks and left on the side of the road parking and two way traffic can become dangerous.

What follows is the ongoing conundrum: "Why did the City pile snow on the sidewalk I just cleared". The only solution that appeases most residents is to haul snow to an alternate location. Hauling snow is the single most expensive snow removal service we provide. Total hourly rate of all equipment and manpower can exceed \$1,500/hr. The average cost to haul snow is \$12 per lineal meter of roadway. To put this into perspective, hauling snow on a street such as Morrison Drive from Mayhew South to Mayhew North would cost \$12,000. To provide this service to all areas with combined curb and sidewalk within City limits (71 km) would cost \$840,000 per storm or \$4.2M per year. The total 2021 snow removal budget is \$577,000. Hauling snow from these areas for the sole purpose of keeping sidewalks clear is not an affordable level of service. The average cost for current snow removal services is approximately a \$100 per household. Offering sidewalk snow removal across the entire City would increase this amount to \$500 per household.

We recently reached out to counterparts in the province for information about snow removal in other centers. Most municipalities limit sidewalk snow removal to those directly connected to City owned properties such as parking lots, facilities and walking paths. Sidewalk snow removal in residential areas is virtually nonexistent across the province and limited only to aforementioned locations.

Council may wish to evaluate this service as Yorkton appears to be unique when providing sidewalk snow removal to residential areas with boulevards. Eliminating this service would provide a savings of \$25,000 to the operating budget and consistency across the City with respect to sidewalk snow clearing. It would also eliminate replacing the sidewalk plow in the future which currently has a replacement value of \$180,000.

Prior to making changes to current practices we may want to provide the opportunity for public engagement via conducting an electronic survey to evaluate citizen's overall level of satisfaction concerning our current snow removal program. If a survey of this nature were conducted, results would be grouped according to location within the City. A City map divided into 7 distinct sections would be included as a means for participants to identify their relative location. This would aid in determining if some areas require service level changes relative to others. Perhaps the most important reason to conduct such a survey would be to use the opportunity to educate residents and increase awareness of what we do and why. The survey would be advertised on the City's Facebook and Instagram pages, website, newspaper and digital billboards.

FINANCIAL IMPLICATIONS

Removal of residential sidewalk snow clearing would save \$25,000 per year.

COMMUNICATION PLAN/PUBLIC NOTICE

A survey is a great way to communicate information about the City's snow removal program. Citizens need to understand providing sidewalk snow removal in areas with combined curb and sidewalk would be profoundly expensive and would require a substantial increase to property taxes. Even then, the carbon footprint of providing this service is not environmentally conscious. The communication plan would include social media and other conventional notification methods.

STRATEGIC PRIORITIES/OCP/COMMITTEE RECOMMENDATION(S)

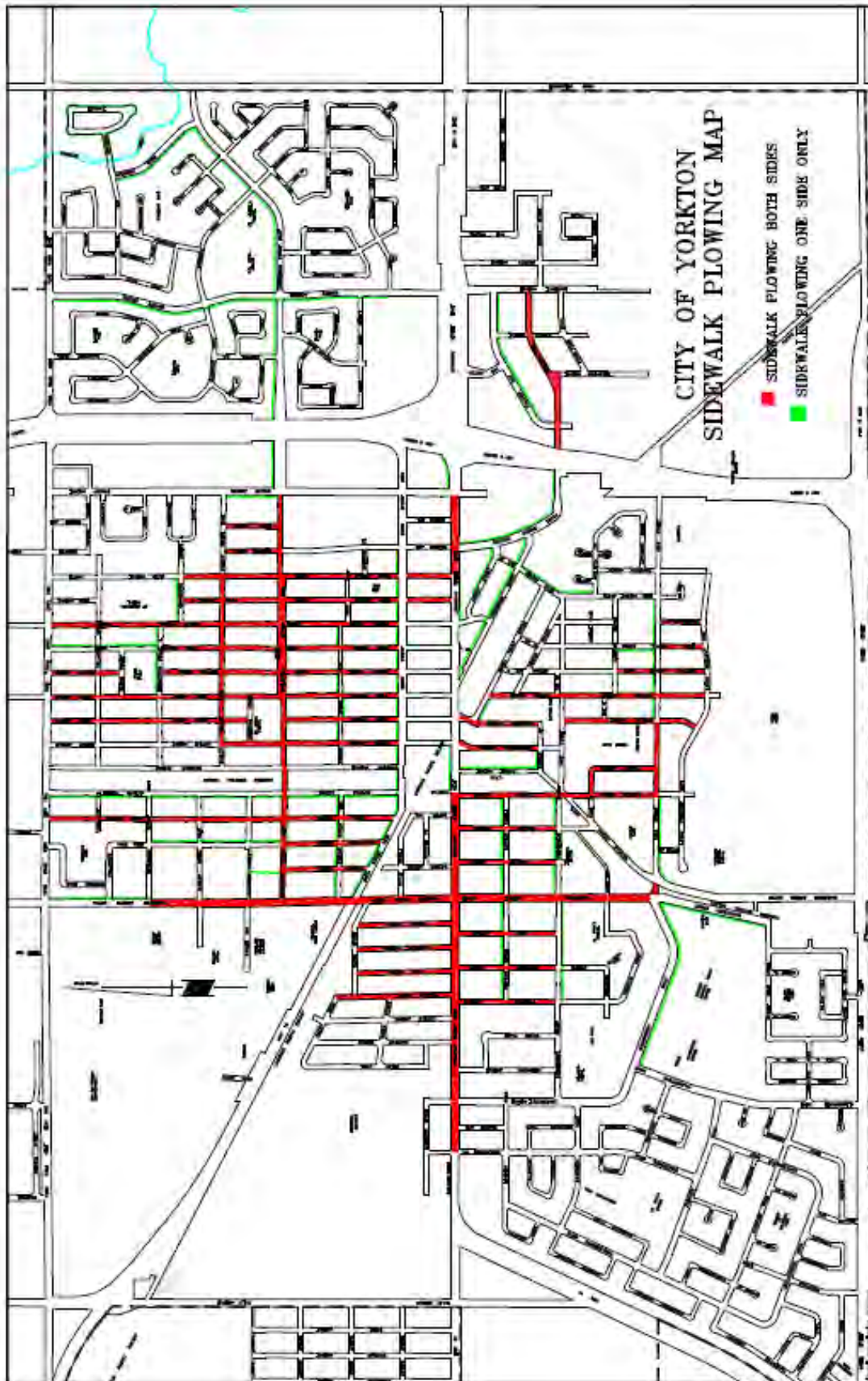
OPTIONS

1. Conduct a snow removal survey to evaluate citizen satisfaction and to provide information to the public about the City's snow removal program.
2. Review snow removal services without the use of a survey.
3. Leave snow removal services as they are.

RECOMMENDATION

That Council direct administration to conduct a snow removal survey to evaluate citizen satisfaction and to provide information to the public about the City's snow removal program.

Sidewalk Snow Removal



TITLE: Free Parking – Downtown Parking Lots	DATE OF MEETING: December 6, 2021
	REPORT DATE: November 22, 2021
CLEARANCES: René Richard, Director of Engineering & Asset Management Rene Richard	ATTACHMENTS:
Written by: Nicole Baptist – Bylaw & Safety Supervisor Nicole Baptist	
Reviewed by: Jessica Matsalla - City Clerk Jessica Matsalla	
Approved by: Lonnie Kaal - City Manager Lonnie Kaal	

BACKGROUND

To encourage business activity in the downtown area of Yorkton, Council has historically offered forms of free parking in downtown during the holiday season. Under Section 52(1)(d) of the *Traffic Bylaw No. 18/2016*, Council has the authority to establish free parking provisions for a period of time identified by resolution.

DISCUSSION/ANALYSIS/IMPACT

Further, as part of the Downtown Parking Review 2021, it was recommended that additional “Free Parking” days be provided annually to encourage shopping local. As such, Administration would like to propose the following days for free parking over the next year:

- December 13-24, 2021
- February 9-15, 2022 (Valentine’s Day)
- April 13-20, 2022 (Easter)
- July 4-8, 2022 (Yorkton Ex Summer Fair)
- August 29-September 2, 2022 (Back to School Week)
- October 31-November 4, 2022 (Harvest Showdown)

Dates for free parking at Christmas 2022 will be brought forward in December 2022, along with any additional dates we would like to include in 2023.

Enforcement of on-street parking will continue as the free parking only relates to the parking lots.

FINANCIAL IMPLICATIONS

Anytime that the City is offering free parking in our downtown parking lots we will lose revenue. Based on the revenue we've had thus far in 2022, we anticipate a loss of approximately \$75 per week that we offer free parking. Should we opt to move forward with the proposed dates, Administration anticipates a loss of approximately \$525.

COMMUNICATION PLAN/PUBLIC NOTICE

If free parking is approved by Council, Administration will post signage on multi-space pay station machines explaining that parking is currently free in those lots. Further, Administration will put notifications in Yorkton this Week newspaper, on the City website and on social media to notify the public of free parking provisions.

STRATEGIC PRIORITIES/OCP/COMMITTEE RECOMMENDATION(S)

One of Council's Strategic Priorities in 2021 was completing the Downtown Parking Review, which was completed in August 2021. In addition, Council also noted a desire to look at a "Downtown Plan" and although this is not directly included, the free downtown parking is in place to encourage shopping local and shopping in our downtown.

ADDITIONAL UPDATES

As was mentioned previously in the report, in 2021 Administration completed a Downtown Parking Review, which was presented at the August 30, 2021 Council Meeting. Administration would like to provide a brief update to Council. At that meeting, Council directed Administration to reach out to the Yorkton Business Improvement District (YBID) to see if they would like to take over Downtown Parking. Since receiving that direction, Administration heard back from YBID that they are not interested in taking over downtown parking. The City's Business Liaison is continuing to work with YBID in hopes of forming an Administrative partnership, whereby YBID Board provides formal recommendations on parking initiatives and 15 minute meter locations for the City to consider.

Administration has also received a grant to install D ring bike locks in the downtown area. We are hoping to have these installed ahead of Summer 2022.

Lastly, Administration would like to share the Downtown Parking Review with the public and is putting together a summary of the review which will be posted on the website for public consumption once complete. The report in its entirety was already shared with community stakeholders that provided feedback.

OPTIONS

1. That Council offers free parking access to the four Multi Space Pay Station Parking Lots and the Permit Parking lots located on Myrtle Avenue, Betts Avenue, First Avenue and Second Avenue for the following dates:
 - December 13-24, 2021
 - February 9-15, 2022
 - April 13-20, 2022

- July 4-8, 2022
 - August 29-September 2, 2022
 - October 31-November 4, 2022
2. That, in keeping with the tradition of offering free parking in the downtown area of Yorkton during the holiday season, Council offers free access to the four Multi Space Pay Station Parking Lots and the Permit Parking lots located on Myrtle Avenue, Betts Avenue, First Avenue and Second Avenue, from December 13, 2021 through December 24, 2021.
 3. That Council offers no free parking as proposed by Administration.

RECOMMENDATION

1. That Council offers free access to the four Multi Space Pay Station Parking Lots and the Permit Parking lots located on Myrtle Avenue, Betts Avenue, First Avenue and Second Avenue for the following dates:
 - December 13-24, 2021
 - February 9-15, 2022
 - April 13-20, 2022
 - July 4-8, 2022
 - August 29-September 2, 2022
 - October 31-November 4, 2022

TITLE: Yorkton Brick Mill Heritage Society Inc.- Update	DATE OF MEETING: December 6 th , 2021
	REPORT DATE: November 18 th , 2021
CLEARANCES: Jeff Fawcett – Manager of Capital Projects Jeff Fawcett	ATTACHMENTS: 1) Yorkton Brick Mill – Sponsorship Background 2) Public Notice 3) November 25 th , 2021 - Concerns of Mill Society
Written by: Lonnie Kaal – City Manager Lonnie Kaal	
Reviewed by: Jessica Matsalla - City Clerk Jessica Matsalla	

BACKGROUND

In July 2019 Council passed the following Resolution to sell 120 Livingston St. for \$1.

Resolution #: R173-2019

Meeting Date: Monday, July 29, 2019

Kienle/Chyz

That Council direct Administration to offer the sale of the building known as the Brick Mill, located at the property civically known as 120 Livingstone Street for \$1.00 to the Yorkton Brick Mill Heritage Society, in conjunction with proper Public Notice provisions, and furthermore refer the request for support of the Yorkton Brick Mill Society's project addition to the 2020 budget deliberations.

Carried Unanimously.

Recently we have had discussions with the Brick Mill Committee as they are moving forward and have hired a builder to complete a design for the Interpretive Centre. A design needs to be done so that they can apply for a variety of grants.

We advised them that since the City owns the property, “any corporation or entity owned or controlled by the City is bound by the New West Partnership Trade Agreement” such that the project would need to be publically tendered as the cost would exceed \$200,000.

Further, they would need to comply with the City's procurement policy and would not have the freedom to hire/contract whoever they want.

In an effort to allow the Committee independence, we have encouraged them to take ownership of the property. They had previously declined to take ownership when this was presented to them in 2019.

The committee has now agreed to move forward and thus we intend to proceed with public notice and complete the transaction that was approved by Council in July 2019. As the attached

letter from the mill notes, they have concerns regarding taking ownership and most of them can be satisfied by completing a letter of understanding.

In the letter of understanding we will indicate that the Yorkton Brick Mill Heritage Society Inc. is responsible for insurance and liability and all other matters with regards to this property. The City will ensure that:

- a) The property is not taxed for a period of 5 years, or until a new build happens. In order to do this a bylaw will be brought forward (after transfer of ownership happens) which will exempt the assessment on the existing building/property for five years (the maximum period allowed in the Cities Act). In the future once the new build is complete, the museum portion would be exempt as per the Cities Act, but the other space would normally be taxable. We cannot commit to exempting future taxes, as a bylaw would need to be brought forward at that time and the Council of the day would have to approve a further 5 year exemption bylaw.
- b) We have been issuing income tax receipts on behalf of Brick Mill donations and could continue to do so until the corporation obtains charity status. However, the objective would be to stop doing this within the next 12 months.
- c) Currently the City is paying utilities, namely power and water on the site. Instead of a \$2,000 annual expense on our own property, a culture/heritage grant could be provided on an annual basis. This has no impact on the budget as this would be a grant instead of an expense going forward, but the amount would be a flat \$2,000 regardless of actual utility costs.
- d) The City has funded commitments made by the Yorkton Business Improvement District and the Deer Park Mens Club, on the premise that they are improving a city asset. While this scenario is a bit different, as long as the organization or business committing the funds poses no risk (ie: we are certain that they will honor their commitment of say \$100,000 with \$25,000 provided over 5 years) the City could front this money in order for the Brick Mill Society to proceed with the build. However, these considerations would have to be made on a case by case basis depending upon who is committing the funds to ensure that the City is not taking on any risk. Further, we would not be prepared to extend this interim financing beyond 5 years.

DISCUSSION/ANALYSIS/IMPACT

This volunteer organization has raised over \$350,000 and has completed many improvements to the mill and the site. They have put in countless volunteer hours and the City has set aside \$300,000 for the Multi-Function Cultural Interpretive Centre project. The transfer of title to them will help with grant applications and fundraising efforts. Further, it provides them with the flexibility to hire local contractors as opposed to following City procurement policies.

The City is currently responsible for this property and expenses associated with it. Thus, there is really no downside in providing these requests to the Brick Mill Society in order for them to take ownership.

The Brick Mill Society intends to apply for Federal and Provincial grants and is also looking towards a resolution of support from City Council in an effort to elevate their proposal.

Providing Council is not adverse to doing this, the second part of the resolution noted below could be passed as well.

FINANCIAL IMPLICATIONS

none

COMMUNICATION PLAN/PUBLIC NOTICE

Public notice is attached and is a requirement by the Cities Act section 101 and the City of Yorkton Public Notice Bylaw No. 8/2003, when selling property for less than market value and without public offering.

STRATEGIC PRIORITIES/OCP/COMMITTEE RECOMMENDATION(S)

Goal 4.3 of the 2020 Strategic Plan: “Establish a vibrant culture that celebrates diversity, arts, customs, food, fashions, museums, motion picture/film festival, heritage.”

OPTIONS

1. That Council direct administration to provide a letter of understanding to clarify the concerns brought forward by the Yorkton Brick Mill Heritage Society Inc., in conjunction with them taking ownership of 120 Livingstone known as the Brick Mill and further, that Council authorize the Public Notice process for the sale of 120 Livingstone.
2. Other Direction of Council.

RECOMMENDATION

1. That Council direct administration to provide a letter of understanding to clarify the concerns brought forward by the Yorkton Brick Mill Heritage Society Inc., in conjunction with them taking ownership of 120 Livingstone Street known as the “Brick Mill;” and further, that Council authorize the Public Notice process for the sale of 120 Livingstone.
2. That Yorkton City Council supports the Yorkton Brick Mill Heritage Society Inc. in their efforts to move forward with the building of a new Cultural Interpretive Centre known as “the Station”, located at 120 Livingstone Street, (which is a Municipal Heritage Property) and further that Council supports any federal or provincial grant applications that the society applies for.

Yorkton Brick Flour Mill - Sponsorship Background

Who – The **Yorkton Brick Mill Heritage Society** is a registered non-profit organization (#101196641) in Yorkton, SK. It was formed in 2011 to raise funds to stabilize and refurbish the historic brick flour mill **built in 1898**, one of only three flour mills left in Saskatchewan, and **the only one constructed of brick**. Bricks for the mill were produced in Yorkton by John Joseph Smith on his family farm close to the mill site. The surrounding wooden structures at the mill were removed in 2010 for safety reasons.



Phase I for the organization was to stabilize the mill structurally and this will be completed this fall. Repairs have included a new engineered roof, replacement of broken bricks, foundation repairs and new windows and doors. The volunteer organization has raised over \$350,000 and have contributed hundreds of volunteer hours to complete this phase through various fund-raising activities, sponsorships and grants. That phase is now awaiting a final structural engineer's report.



Phase II (Rendering + Architectural sketch)



Objective: create a **new cultural interpretive center (hub)** for historians and artists for dialogue, exhibition and demonstration purposes, honoring Yorkton's pioneers by using the Brick Flour Mill as the center of that cultural activity. The theme for the center is the ***"Story of Grains and Milling in Saskatchewan"***. The new interpretive center will be connected to the historic mill via a two-storey entrance and will provide space for interactive agricultural displays showing past farming techniques, grain samples and milling practices. It will provide space for the collaboration of heritage researchers and historians. Shared meeting space for service groups, artists, youth and seniors, plus shared office space, and a space for professionals to prepare the delivery of programming will be provided. The City of Yorkton Heritage Researcher will be relocated in one of the offices with the community archives collection. The two-storey tower entrance will offer a museum setting with artifacts and the entrance into the mill. The main floor level of the Interpretive Station will have Interactive displays which will show the milling process, and agricultural practices of the past. The exterior grounds already features 20 large aluminum 8' x 8' panel sponsored signs displaying Yorkton's history, including the signing of Treaty – Four.

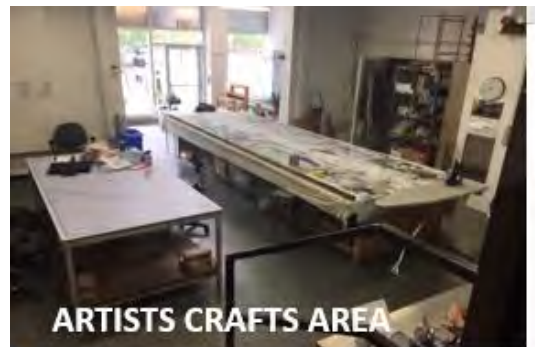




Building Design The building will use an iconic railway station roof design reflecting the history of York Colony's moving to the railway in the late 1890's. Additional presentation and display areas will be made available for visiting guest speakers. Space for gatherings for historical programming was identified in both the City of Yorkton Municipal Cultural Plan and four well attended community meetings. This past year several large events were hosted on the mill grounds including the "Rally Round the Mill" road rally fundraiser, Culture Days and "Indigenous Tuesday Teachings".

Programming has been very limited due to a lack of space at the flour mill. Components of the new Interpretive Station will include:

- Interactive educational displays sharing "The Story of Grain and Milling in Saskatchewan"
- Flexible space for community events, small recitals and concerts, community artists and historians as well as mid sized community activities and events
- Space for the collaboration of guest speakers, youth, Indigenous and newcomers' groups and activities
- Public address system, projectors, and computer for professional series of guest presentations
- Grounds with large display signs and **a farmer's market**
- Historic signage and wagon display
- Saskatchewan made products
- Wheelchair accessible with an elevator to the lower level



Brick Flour Indigenous Involvement – Site development



Brick Mill Historic Signs and Events





Brick Flour Mill Machinery



Who's Involved ...

- First nations
- Genealogy groups
- Researchers and historian
- Interest in heritage and artists
- Small community events
- Youth
- Newcomers groups
- Artists – potters, painters
- Service groups
- Family gathering - anniversaries
- Small business conferences
- Seniors



In Collaboration with ...

- YBID (Yorkton Business Improvement District)
- Yorkton Chamber of Commerce
- City of Yorkton Researcher
- Office of the Treaty Commissioner
- Yorkton Tribal Council
- Newcomers' Group
- Service groups
- Educational institutions – college and schools
- Municipal government
- City of Yorkton Municipal Cultural Plan



2021 Saskatchewan Heritage Award

- Sask. Heritage Conservation Award
- Sask. Heritage Outreach Award
- Sask. Heritage Foundation – 30th Anniversary Award

Presentation by Lt. Governor Russ Mirasty at Government House to Larry Pearen, Vern Brown, David Harris, Thom Weir and Janice Pilipow on November 2, 2021



Three *COMMUNITY* *ENGAGEMENT* SESSIONS



Yorkton Brick Mill Heritage Society

STRATEGIC PLANNING SESSION

Learn the Critical Steps to Implement Your Own Strategic Plan! This one hour **FREE** session can be adapted to any project

Yorkton Public Library
Thursday, June 13th - 7:30

STRATEGIC DOING process
Accredited Facilitator
Cheryl Lynn Walters - Marieval
Email to register: Larry.pearen@gmail.com
Space is limited
Sponsored by
Yorkton Brick Mill Heritage Committee
website: yorktonbrickmill.com

Frank is a retired Archivist and Construction Historian
Honorary Corporate Archivist for the Saskatchewan Association of Architects
His full bio is available here

These events are made possible through the sponsorship of
Yorkton Parks & Recreation
LOTTERIES



Annual Mill Events

- Heritage Dinner with guest speakers (3 hosted raising over \$20,000 annually)
- Culture Days participation
- Community engagement sessions – (4 hosted)
- Indigenous Tuesday Teachings sessions

Future events

- Community gatherings
- Hosting of genealogy groups

History

York Colony, as Yorkton was originally known, was built 4 km north of the current city location. York Colony moved to the current site in the late 1890's as this was the route of transcontinental railway. The Yorkton brick flour mill was built in 1898. The flour mill is the last of three grist mills and the only brick flour mill left in the province. **It contains all its original equipment**

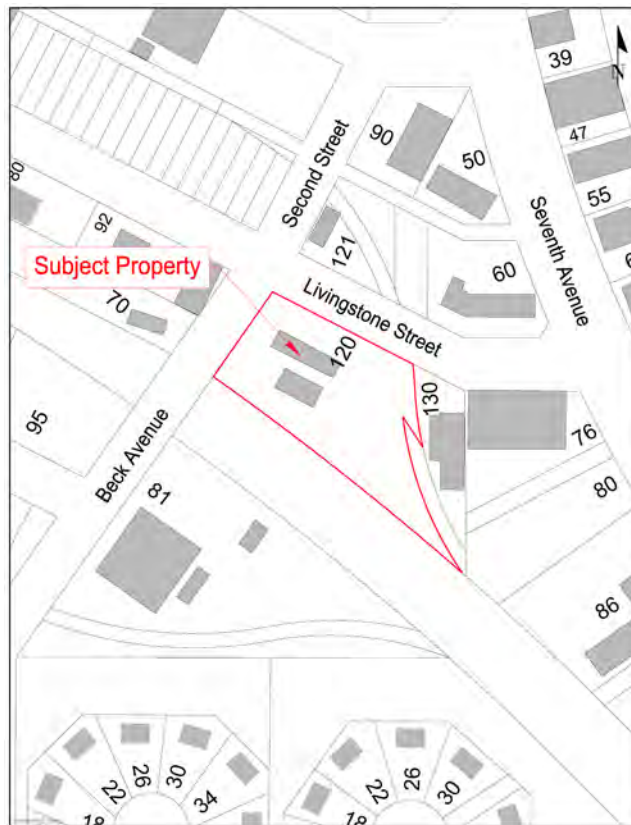
The green space surrounding the mill has been levelled with trees added, grass planted, benches and additional signage to make it more inviting for the public to enjoy.



Website: yorktonbrickmill.ca

306.621-0523 Larry Pearen

PUBLIC NOTICE



Description: Brick Mill Building located on Block 13, Plan 7023 Parcel 146333279
Civic Address: 120 Livingstone Avenue, Yorkton, Saskatchewan
Proposed Use: Municipal Heritage Property

Details: The City intends to sell the Brick Mill building located at 120 Livingstone Avenue to the local non-profit incorporated Yorkton Brick Mill Heritage Society for under fair market value and without public offering. The Brick Mill is Designated Municipal Heritage Property and the intent is to continue on with preservation of the historical structure, and create a new cultural interpretive center for historians and artists for dialogue, exhibition and demonstration purposes.

In accordance with the City of Yorkton Public Notice Bylaw No 8/2003 and Public Notice Policy No. 10.410, public notice must be provided in the prescribed manner if lands are proposed to be sold below fair market value and without a public offering.

Information: This notice may be viewed online at www.yorkton.ca where a link to Public Notices can be found on the home page of this website

If you wish to provide written comments for Council's consideration, they must be submitted by 9:00 am on Thursday, December 16, 2021. Written submissions must be directed to:

Jessica Matsalla, Director of Legislation and Procedures (City Clerk)
 In Person: 37 3rd Avenue North, Yorkton SK.
 Via Mail: Box 400, Yorkton SK S3N 2W3
 Via Email: jmatsalla@yorkton.ca

November 25, 2021 – Request for more information by Mill Society

Ownership of the Mill – City Owned

As a result of a meeting with Mayor Hipsley, City Manager Lonnie Kaal, Jeff Fawcett – Building Dept, Vern Brown, David Harris, Larry Pearen and Dustin Nehring of NL Construction, the following was discussed:

- a) That if the ownership remained with the city, limited engineered drawings could be completed by NL Construction allowing NL Construction to bid on the construction phase. There needs to be a break between the design/engineering phase and construction phase.
- b) All construction would have to follow the city tendering processes (City has signed trade union agreements)

If Ownership changed to Mill Society - Purchased for \$1.00

Mill Society no longer has to follow those city requirements.

Consideration should be given to the society for their past 8 years of fundraising of \$330,000 which has been invested into stabilizing, repairing, cleaning up the property and maintaining into a city attraction.

Things to consider:

- a) **Income Tax receipts** - City currently provides income tax receipts for all donations to the mill. Mill Society is currently working with Arlan Maddaford, Bakertilly in the preparation of an application to CRA for a taxation number.

Would/could the city continue to accept donations and provide tax receipts until the Mill Society receives its own Tax number?

Additional costs to Mill Society - A more detailed year end audit would be required for annual reporting (more expensive audit) and costs to Society for mailing out the donation receipts which currently the city covers.

- b) **Taxation** of the mill, interpretive center and property – what would the property tax be?

Could a Tax Abatement be agreed upon for a period up to 5 years (and renewable) to exempt due to being a city interpretive center where many volunteer groups would be using the space?

- c) **Cost of utilities** - currently covered by the city - power and water – could an arrangement could be made with the city to provide funding for same with an annual grant.

- d) **Interim financing** – If sponsorships are provided over a period of time would the city provide that interim financing? City currently provides some Interim financing for things such as YBID – donation to the walkway and bridge, Yorkton Exhibition – grandstand replacement??

- e) Society ownership may provide more flexibility for fundraising and grant applications?
- f) **Presentation to Council** was to be made by City Manager identifying these concern raising with possible solutions.

Larry to contact Lonnie to share feelings of the Mill Society and request details of the submission to council in advance of the Dec 6th Council Meeting.