

CITY OF YORKTON
REGULAR COUNCIL MEETING AGENDA

Monday, March 28, 2022 - 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 – March 7, 2022
 - Committee of the Whole Council Meeting Minutes – March 21, 2022
5. **UNFINISHED BUSINESS**
6. **REPORTS OF COUNCIL COMMITTEES AND MATTERS REFERRED**
 - Protective Services Committee Meeting Minutes – November 9, 2021
 - Environmental Committee Meeting Minutes – February 8, 2022
7. **HEARING OF PETITIONS, PUBLIC NOTICES AND PRESENTATIONS**
 - York Lake Golf and Country Club Inc. Presentation – Impact of Deer Park Golf Fees on Surrounding Courses
 - Yorkton Exhibition Association Presentation – Request for Additional Funding – Grandstand Rehabilitation Project
 - Public Hearings
 - Bylaw No. 1/2022 Bylaw to Amend OCP Bylaw No. 12/2014 by Changing the Future Land Use Concept Map for 105 Darlington Street W from Commercial to Residential and Bylaw No. 2/2022 Bylaw to Rezone 105 Darlington Street West from C-4 Neighbourhood Commercial to R-5 Mixed Density Residential and Amend the Zoning Map
 - Bylaw No. 3/2022 Bylaw to Amend OCP Bylaw No. 12/2014 by Changing the Future Land Use Concept Map for 139 Dominion Avenue from Industrial to Commercial and Bylaw No. 5/2022 Bylaw to Rezone 139 Dominion Avenue from MI-1 Light Industrial to CMI-1 Commercial-Industrial Transitional and Amend the Zoning Map
 - Bylaw No. 6/2022 Amend Traffic Bylaw No. 18/2016 to Regulate Traffic, the Use of Public Streets and to Preserve Order Thereon
8. **BUSINESS ARISING OUT OF PETITIONS, PUBLIC NOTICES AND PRESENTATIONS**
 - Director of Planning, Building & Development
 - Bylaw No. 1/2022 Bylaw to Amend OCP Bylaw No. 12/2014 by Changing the Future Land Use Concept Map for 105 Darlington Street W from Commercial to Residential [2nd & 3rd Readings]
 - Bylaw No. 2/2022 Bylaw to Rezone 105 Darlington Street West from C-4 Neighbourhood Commercial to R-5 Mixed Density Residential and Amend the Zoning Map [2nd & 3rd Readings]
 - Bylaw No. 3/2022 Bylaw to Amend OCP Bylaw No. 12/2014 by Changing the Future Land Use Concept Map for 139 Dominion Avenue from Industrial to Commercial [2nd & 3rd Readings]
 - Bylaw No. 5/2022 Bylaw to Rezone 139 Dominion Avenue from MI-1 Light Industrial to CMI-1 Commercial-Industrial Transitional and Amend the Zoning Map [2nd & 3rd Readings]
 - Bylaw & Safety Supervisor
 - Bylaw No. 6/2022 Amend Traffic Bylaw No. 18/2016 to Regulate Traffic, the Use of Public Streets and to Preserve Order Thereon [2nd & 3rd Readings]

- City Manager
 - Response to Request for Additional Funds for Grandstand Project

9. **CORRESPONDENCE**

- Yorkton Film Festival – 2021 Financial Statements and 2022 Budget

10. **BYLAWS**

11. **ADMINISTRATIVE REPORTS**

- Director of Legislation & Procedures (City Clerk)
 - Recommendations from the Committee of the Whole Council Meeting – March 21, 2022 - Tax Policy Direction
- Director of Finance
 - Municipal Gas Tax 5-Year Capital Plan

12. **GIVING NOTICE OF MOTION**

13. **IN CAMERA SESSION**

- 1 Other Item

14. **RESOLUTIONS RESULTING FROM IN CAMERA SESSION**

15. **ADJOURNMENT**

Protective Services Committee

MINUTES

9 NOVEMBER 2021

7:00 AM

VIA ZOOM

Members in Attendance	Mayor Mitch Hipsley, Councillor Ken Chyz, Larry Pearen, Laretta Ritchie-McInnes, Michelle Goulden, Terri-Ann Lepowick, Scott Sharpe, Andrew Sedley, Marlon Milbrandt
Regrets	
Absent	CN Cst. Hank Neumiller, Donna Evans
Others in Attendance	Fire Chief Trevor Morrissey, Staff Sgt. Burton Jones, Nicole Baptist
Recording	Nicole Baptist
Call to order	7:01 a.m.
Adjourn	8:12 a.m.

Agenda topics

Approval of Agenda

Motion 21-11.1	Ritchie-McInnes 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 September 29, 2021 Meeting

Discussion	Minutes from the Committee meeting of September 29, 2021 were circulated.
Motion 21-11.2	Mayor Hipsley That the minutes of the September 29, 2021 meeting be approved as circulated. Carried.

Minutes of the June 8, 2021 Meeting

Discussion	Minutes from the Committee meeting of June 8, 2021 were circulated.
Motion 21-11.3	Milbrandt That the minutes of the June 8, 2021 meeting be approved as circulated. Carried.

Unfinished Business – Community Safety Plan – Zone Review Update

Nicole Baptist, Provides update to the Committee	- Provides update that Administration has not taken this item to Council yet, but it will be going to the December 6, 2021 Council Meeting. - Explains that it was delayed due to a number of items being on the Council Agenda for the November meetings. - Committee would like to keep this item on the Agenda for the next meeting so another update can be provided.
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New Business

Nicole Baptist, Presents on the Bylaw Division Communication Plan	- Reviews the Communication Plan provided to the Committee in the package. - Committee member suggests that the City has access to the digital billboards free of charge and should use these more. The Mayor will speak to the Marketing Coordinator. - Committee member suggested that responsible pet ownership should also include cats and City should promote that more also. - Members discuss that if possible, Public Works should use social media more to notify the public of what streets they'll be clearing. Fire Chief Morrissey notes that he'd like to have Public Works use Voyent Alert more to alert the public about streets that are getting cleared. Mayor Hipsley will speak to Public Works about this as it's a safety concern for the Committee. - Member suggests that we could also use the Chamber and YBID to get information out about snow removal or other issues. - Member notes that Administration may want to remind the community of the benefits of the snow route parking ban (savings and efficiency) because there may be a perfection that it's just a way of giving tickets. - Member asked if we should also include needle pick up in the City's communication plan. Nicole will coordinate with Fire Chief Morrissey on how that communication could look.
Motion 21-11.4	Pearen That the Committee accepts the report presented regarding the Bylaw Communications Plan. Carried.

Department Updates

Fire Protective Services – Fire Chief Morrissey reported to the Committee	- Reports that they've had lots of staffing things going on. He noted that he's hired 3 new firefighters that they're training. He also mentioned that they just issued an Offer Letter for a new Fire Hall Admin. - He notes that they've had a rash of motor vehicle accidents lately that have kept them busy. - Provides an update for the Committee about firefighter that has been dealing with some serious health concerns.
RCMP - Staff Sgt. Burton Jones reported to the Committee	- Reports that they've completed interviews for a Detachment Services Manager, so they'll be looking to get someone into that position. - He notes that fentanyl continues to be an issue – in the past three months they've had 4 deaths in the community between the ages of 27 and 34. RCMP have worked with the media to get additional information out to the public about the dangers of fentanyl – with a goal of keeping the community safe. The next phase is involving the Crime Reduction Team (CRT). He's submitted a request for the team to come into Yorkton and help get the problem under control. - Notes that they've had some calls from the Library – someone was putting used needles into the receptacles. They've tried to address that, but will continue monitoring. - Notes that the PAC team with the social worker is working very well. He also explains that he recently met with SHA and the hospital is switching to a Protective Services model for security, so their Officers will now have Peace Officer status, so when RCMP bring someone following a mental health apprehension, they can be turned over to the hospital Officers. Mayor Hipsley leaves the meeting at 7:57 AM. - Committee discusses that recent overdoses are cases where people are taking fentanyl as opposed to other drugs that are laced with fentanyl. - Members also discuss what data would be available on how many times Naloxone is successfully used to bring someone back, with S/Sgt. Jones noting that his members have brought back three people using Naloxone.
Bylaw & Safety – Nicole Baptist reported to the Committee	- Notes that a new Bylaw Officer, Jordan Russell, started with the City in October. He will be transitioning into a CSO role when training is available in the Spring. - Notes that the Division apprehended two dogs from a residence following a few dog attack incidents in September and was a concern for public safety. - Also notes that a fairly large yard clean-up was done in the month of October, which required RCMP presence to keep the peace and ensure Officer safety.
Motion 21-11.5	Ritchie-McInnes That the Committee receive and file the department updates provided. Carried.

Next Meeting

	- Committee discusses that normally in December there would be a lunch presentation, but Committee feels it would be better to postpone with COVID numbers the way they are. - Next meeting was not set, but will be in the New Year. - Chairperson reminds members that an email will be coming out for committee membership in 2022 and reminds everyone that a new chair will be required as she has hit the three year maximum.
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Adjournment

Motion 21-11.6	Pearen That the Protective Services Committee Meeting be adjourned at 8:12 am. Carried.
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Lauretta Ritchie-McInnes
Lauretta Ritchie-McInnes, Chairperson

Jen Prysliak
Jen Prysliak, Secretary

Environmental Committee

MINUTES

TUES, FEB 8, 2022

7:30 A.M.

COUNCIL CHAMBERS, CITY HALL

Members Present	Chair Shannon Erickson, Sandra Bilan, Dustin Brears, Stefan Bymak, Malena Vroom, Jason Signarowski, Darcy Zaharia
Absent	Tom Courville, Matt Poier
City Staff	Michael Buchholzer, Aron Hershmillier, Lyndon Hicks
Presentation	
Recording	Val Fatteicher
Call to order	7:35 a.m.
Adjourn	8:50 a.m.
1. Declaration of Conflict of Interest	
Declaration	No declaration of conflict of interest was made.
2. Approval of Agenda	
Discussion	Review of agenda items for discussion.
Motion 05-22	Malena Vroom To approve the agenda as presented. CARRIED
3. Minutes of the January 13, 2022 Meeting	
Discussion	Minutes from the January 13, 2022 Meeting of the Committee were circulated.
Motion 06-22	Dustin Brears That the minutes of January 13, 2022 be approved. CARRIED.
4. Yorkton HHW Collection Facility – Letter of Endorsement to Product Care	
Discussion	Letters of support on behalf of the Environmental Committee and the Mayor have been sent to Product Care to establish a permanent HHW collection site at Recyclability Enterprises. Updates will be provided to the committee as they are received.
5. Light Up the Tower Project	
Discussion	Proposal was brought to City Council in November to light up the water tower as a community showpiece during different events or holiday seasons. The proposal received positive endorsement from council and was then sent to Environmental Services to further review the proposal. Lighting design would also be tied into the new signage at the Highway 9 and 10 intersection. Subcommittee within the Environmental

	Committee could be established to participate in discussions on the scope of the project. Lighting and promotional displays are relevant to marketing for the City. Light pollution may be considered a contributing factor or concern. As this project does not align with the mandate of the Environmental Committee, recommendation was that it be forwarded for review to the Economic Development Committee with involvement from the Environmental Committee as a stakeholder. Further discussion will be pending the outcome of this motion.
Motion 07-22	Malena Vroom That the Light Up the Tower proposal be forwarded to the Economic Development Committee for review with stakeholder participation from the Environmental Committee. CARRIED.
6. Curbside Organics Collection Program	
	Seasonal volumes of residential organic waste increase by 59% during May to October. Support to establish an organics collection program was received through the residential survey conducted last year, out of 529 responses received, 64% in favor, 26% maybe; depending on cost and 10% opposed. Survey also provided for responses to program delivery costs. Of responses in favor of an organics program, 67% were in favor of a seasonal collection program, and 83% would spend \$3-\$6/month for this service. Potential pilot program for this coming summer, that could accommodate up to 1000 homes. Information will be gathered through the pilot program to work towards a potential city-wide program. If possible, coordinating cart collection to coincide with waste and recycling collection schedule would be optimal. Darcy Zaharia – arrived 8:15 am. Further program details will be presented at the next meeting.
Motion 08-22	Sandra Bilan The committee supports the proposed pilot program for the curbside collection of residential organic waste. CARRIED.
7. Environmental Committee Objectives/Goals	
Discussion	Review of target items on 2019 strategic plan objectives. Target items to be highlighted and included with the meeting agenda to committee members. Quarterly updates on waste volume data to also be included for information. • Communication – Ongoing social media posts as well as informational videos have been initiated, with ongoing social media engagement in progress. Recycle coach app users remains consistent. • Optimize City Resources - Follow up with city communications division on frequency of social media posts. Investigating virtual tours of plant facilities being added to the city website. • Strategic Partnerships – Previous information on grant funding available for electric charging stations was provided to both YBID

	and the Chamber. Will continue to participate in Light the Tower proposal discussions as a stakeholder. • Research – Have been working with the U of R on a wastewater research project. Dustin Brears – left meeting at 8:39 am
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8. Next Meeting Date

Next meeting date pending results of the poll. Proposed for third week of March.

9. Next Meeting Agenda Items

- Environmental Committee Objectives/Goals
- Curbside Organics Collection Pilot Program
- Light Up the Water Tower proposal

10. Adjournment 8:50 am

Motion 09-22

Malena Vroom

That the Environmental Committee Meeting be adjourned. CARRIED.

These minutes have been approved by members of the Environmental Committee on March 15, 2022.

Shannon Erickson

Chair

Val Fatteicher

Recording Secretary

From: open@cityofyorkton.ca
To: [Rachel Knudsen](#)
Subject: New Response Completed for Request to Appear Before Council Form
Date: Sunday, March 13, 2022 12:10:59 PM

CAUTION: External Email

Hello,

Please note the following response to Request to Appear Before Council Form has been submitted at Sunday March 13th 2022 12:10 PM with reference number 2022-03-13-004.

- **First name:**
Rick
- **Last Name:**
Schrader
- **Committee/Organization name:**
York Lake Golf & Country Club Inc.

*redacted pursuant to LAFOIP Sec.23(1)

- **Address:**
[REDACTED]

- **City:**
Yorkton

- **Province:**
Saskatchewan

- **Postal code:**
[REDACTED]

- **Name:**
Rick Schrader

- **Title:**
Vice-President

- **Daytime phone number:**
[REDACTED]

- **Email:**
[REDACTED]

- **Date of request:**
3/13/2022

- **Date of council meeting that the presenter is wishing to attend:**
3/28/2022

- **Topic being presented:**
Deer Park Golf Course Rates

- **Description of request: (Clearly state what is being asked of Council. Provide detailed information about why the information is being presented and the importance to the community)**
Request - an informative, casual comment on the affects of rates set by Deer Park to other golf courses in area, especially York Lake Golf & Country Club Inc.

The rates set by the City of Yorkton for the premiere golf course, Deer Park, drastically affects the corresponding pricing of all golf courses in the area.

[This is an automated email notification -- please do not respond]



March 15, 2022

**Attention Mayor and City Council
c/o City Clerk – City of Yorkton**

RE: Request for Support from City of Yorkton for the Grandstand

As you are well aware, the Yorkton Exhibition took on a major undertaking of building a new grandstand in early 2021. This project could not have been made possible without the support of the City of Yorkton; we are very appreciative of the support provided to help get this project underway. The initial phase of the project had a goal of demolishing the existing grandstand and erecting a new structure that was safe, up to code and ready to bring people together once provincial regulations around the COVID-19 pandemic allowed. We are happy to report that we were successful as we hosted our first event on the new facility one week after the province lifted all restrictions.

The new grandstand was a significant project for our community as it became the talk of the town, received major press and was welcome by the community as we filled that grandstand several times last summer. The community truly backed this project and being able to bring people together again on the heels of the pandemic was welcome and appreciated.

Just to recap the first phase of the project again, we undertook a new grandstand build, in that the existing roof structure remained untouched with all other elements of the grandstand replaced. We had to install new piled foundations to support the new structural steel framing and to replace the former concrete footings that were in dire need of replacement. The grandstand now includes proper railings, stairs and walkways and a wheelchair accessible ramp was installed. Some re-grading of the existing soil was also planned to ensure that excess moisture is properly managed and expelled away from beneath the bleachers.

The estimated cost at the time of our last proposal (September 2020) was expected to be \$530,000 which included a project contingency at the time. At the time of our presentation, the YEA had already raised \$100,000 in funding commitments with plans to continue fundraising to help complete this facility. The city stepped up to the plate with a financial contribution of \$300,000 and an interest free loan of \$270,000 payable over a fifteen-year period.

Restoring the grandstand was a significant priority for not only the Yorkton Exhibition Association, but other community groups alike as it has been a pillar in our community since the first one was built in 1914. The Exhibition Association hosts many events on the grandstand, as do other groups and organizations within our community. This is an asset to the city of Yorkton as it is home to great agricultural, educational, entertainment, cultural and community events that help stimulate our economy and bring people together – whether young or old, rural or urban this venue offers something for everyone.

The grandstand hosts well over 50,000 guests every year through various events and attractions. Events such as summer fair, chuckwagon and chariot races, outdoor rodeos, RCMP Musical Ride, Truck and tractor pulls, GX94 Star Search, demolition derbies, Rhythm'n Ribs, monster trucks and the list goes on. This facility also opens new opportunities that Yorkton cannot afford to miss out on. The grandstand is a strong economic driver as it not only attracts people from Yorkton, but even more so it also attracts people from within the region to our city which benefits our local economy.

Without a grandstand, attracting events to our city would be extremely difficult and likely would not happen. In 2019 alone, it is estimated the economic impact of events and attractions hosted at the grandstand contributed well over \$5 million directly back into our local economy – our guests stay in local hotels, eat in local restaurants and support local businesses. Summer is just around the corner and it is my understanding the grandstand will be well utilized this summer again.

We are back in front of you with an update on the project for two reasons, one is to provide you an update on your facility, as the grandstand remains a city owned asset and the second is to request your support to help complete the project.

The new grandstand is built and is up to code providing residents of Yorkton a facility to enjoy for future generations. In saying that, the project has cost significantly more than what was originally expected.

To date, the grandstand project has a total price tag of approximately \$750,000 thus far. This includes the grandstand project with change orders and unexpected expenses. A significant cost overrun resulted from additional groundwork required upon uncovering that there were concrete pillars underneath the ground from a former structure that needed to be fully removed prior to erecting the new piles to support the steel structure for the new grandstand. This was a non-negotiable as bringing the facility up to code was of utmost priority.

In addition to the costs to rebuild the grandstand, we paid engineering consultant fees, installed proper lighting and enhanced electrical to ensure it is well lit from a safety perspective. We also painted the pillars and roof structure to help preserve and maintain it and it enhanced the aesthetics of the facility as well. That all came with a total cost to date of \$750,000.

The Yorkton Exhibition has sourced funding from several different avenues including sponsorships, fundraising initiatives and grants. To date we have been very successful with our fundraising efforts as we have raised approximately \$930,000 in total funding specific to this project, which includes the city's contribution of \$300,000 cash and \$270,000 interest free loan. We also have more than \$180,000 in funding committed that will be received over the next four years. The funds raised and support offered throughout the community are significant and demonstrates how important this project is to our community as we have had many local residents, taxpayers and businesses support this project.

As you are aware, while the new facility is built, it is not yet enclosed or completed with the final touches. Phase 2 always formed part of the YEA's plans; however, timing and costs came in to play. Initially our goal was to get the structure developed (phase 1) so it could be used once the province opened, which we successfully accomplished. The contractors initially could not commit they could complete both phase 1 and 2 in time for our tentative schedule of events in 2021. The other reason we didn't proceed is the YEA undertook this project in the midst of a pandemic when our revenues were down 100% and we were not sure how successful our sponsorship efforts

would be as our local business community was also impacted by the pandemic. We did not want to overextend ourselves and put us in an unfavorable position, so we proceeded with phase 1 with plans to complete phase 2 at a later date.

We are now at a point where the Yorkton Exhibition wants to proceed with phase 2 which completes the grandstand by making the facility fully accessible with concrete walkways, the addition of a mezzanine, fully enclosing the structure with steel cladding and installing chain link fencing beneath the structure as added safety measures.

Initially YEA had raised enough funding to cover both Phase 1 and 2. Phase 2 was initially quoted at approximately \$180,000. So even with the total grandstand expenses of \$750,000, we were prepared to invest the additional \$180,000 to complete the project for total costs of \$930,000.

You may now be wondering why, with \$930,000 raised and potential total expenses of \$930,000 we are back in front of you requesting more support.

As you are all well aware, many things have changed since last summer, and unfortunately when it comes to capital expenses such as those associated with this project the changes are not working in our favor. The initial quote for phase 2 of \$180,000 has now been quoted at \$400,000. Due to the uncertainty and volatility in the market, the current quote is good for only 14 days, so our most recent quote could potentially be increasing by the day. It is important to note the scope of the project has not changed at all, but the costs have more than doubled.

While the YEA was initially well positioned to finish the project, with the cost increases it is currently beyond our means. We are still working to get our association back on our feet, and while things are looking favorable there are still impacts such as the recent cancellation of our Spring Expo. Again, due to the supply challenges, our vendors were not able to commit to our show as they do not have inventory to support the event; without vendors we do not have a show.

We know this grandstand is important to our city, as demonstrated by the support provided throughout the community to date. We are now requesting that the city consider providing additional support so we can complete the project. We are asking for a financial contribution of \$200,000 to the project and an increase to our interest-free loan to a total of \$405,000 (an additional ask of \$235,000) and an extension to have the loan payable over twenty years.

When all is said and done with the project, the investment in the grandstand will be \$1,150,000. It is also important to note while YEA is leading this project, it remains a city-owned asset. If the city were to invest an additional \$200,000 for a total financial commitment of \$500,000 that equates to a \$0.43 dollar to have a new million-dollar facility in the community. The increase in the interest free loan would be beneficial as the YEA currently has an additional \$180,000+ committed from local business that will be payable over the next four years. The interest free loan would help us complete the project, while half of the interest free loan is currently backed by funding commitments payable over time. Again, YEA will continue to fundraise, and we would continue to pay down the loan as funds are available with hopes to pay back the loan in a much shorter time frame. Based on the recent pandemic that has directly impacted our operations, we want to ensure we have adequate time to pay back the loan in the event our operations are impacted again in the future.

We recognize the city is being called upon to continue to maintain or enhance existing facilities and support other projects in our community. We are extremely grateful for the city's contribution

to this project thus far and hope you will consider this request. An additional investment to this project would be recognized and appreciated by many as the community has invested significantly into this project to date. This demonstrates the importance of the facility as we have had support from many individuals, businesses and local organizations which is not the norm for investment or improvements into city owned facilities.

Once this project is completed this will be a fully accessible facility that will be enjoyed by all - whether young or old, rural or urban this venue offers something for everyone. There is also opportunity for the city to market this structure to generate additional revenue for the city. The grandstand is a city structure, and as a user of that facility, we are fully committed to continue to invest, we just need your help!

With your help, we can complete this project to be something Yorkton is extremely proud of and we will continue to host great events that will help stimulate our economy, bring people together and continue to be a city *where good things happen* for many years to come!

On behalf of the Yorkton Exhibition Association we thank you for your time and consideration of this request.

Sincerely,

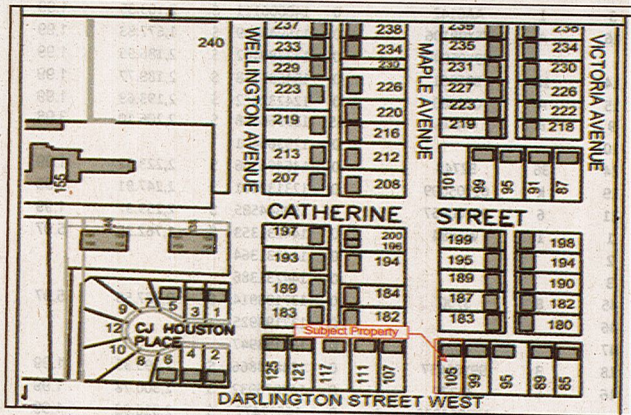
A handwritten signature in black ink that reads "Lori Walsh". The signature is fluid and cursive. The name "Lori Walsh" is printed in red text directly over the signature.

Lori Walsh
Yorkton Exhibition Association
Ph: [REDACTED]

PUBLIC NOTICE

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

1. Bylaw No. 1/2022 – Future Land Use Concept Map Amendment
Amendment to Official Community Plan Bylaw No. 12/2014
and
2. Bylaw No. 2/2022 – Rezoning to Allow for Residential Use
Amendment to Zoning Bylaw No. 14/2003



Legal Description: Lot 40, 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, March 28, 2022 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 Wednesday, March 23, 2022. Written submissions must be directed to:

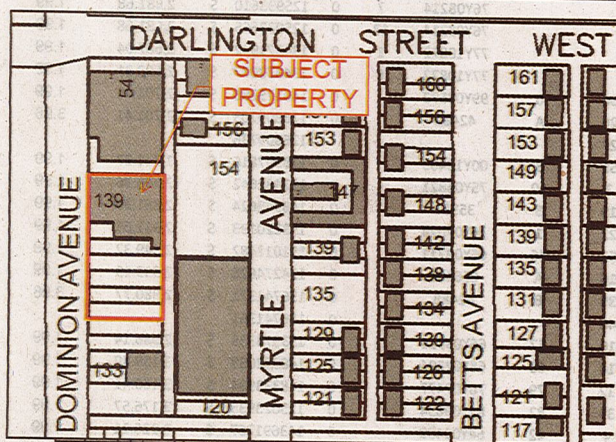
Jessica Matsalla, Director of Legislation & Procedures

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 139 Dominion Avenue to allow for commercial use

1. Bylaw No. 3/2022 – Future Land Use Concept Map Amendment
Amendment to Official Community Plan Bylaw No. 12/2014
and
2. Bylaw No. 5/2022 – 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, March 28, 2022 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 Wednesday, March 23, 2022. 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

SUMMER FUN STARTS WITH SCAPE

summer program | culture | arts | physically active | experiences

REGISTRATION OPENS MARCH 30TH AT 8 AM

Register at cityofyorkton.perfectmind.com
 ☒ bookings@yorkton.ca ☎ 306-786-1740

City of
Yorkton

SNOW REMOVAL SURVEY

"HAVE
YOUR
SAY"

YORKTON.CA/ENGAGE

City of
Yorkton

City of
Yorkton

PUBLIC NOTICE PROPOSED BYLAW NO. 6/2022 Amendment to the Traffic Bylaw No. 18/2016

Public Notice is hereby given that the Council of the City of Yorkton intends to consider approving Bylaw No. 6/2022, to amend the Traffic Bylaw No. 18/2016, at the March 28, 2022 Regular Council Meeting. The Proposed Traffic Bylaw Amendment will include changes to Play and School Zone speed limits, a change to the length of time vehicles can be parked on the street, and the addition of a section to regulate U-turns. A Public Hearing will be held at the March 28, 2022 Regular Council Meeting to allow the public to express their opinion or concern with any of the changes being proposed.

Questions regarding the proposed bylaw may be directed to:

René Richard, Director of Engineering & Asset Management
 Phone: (306) 786-1734
 Email: rrichard@yorkton.ca

OR

Nicole Baptist, Bylaw & Safety Supervisor
 Phone: (306) 828-2425
 Email: nbaptist@yorkton.ca

Public Hearing: City Council will hear all persons who are present and wish to speak to the proposed bylaw and all written submissions will be read verbatim unless the submitter is in attendance to speak on the submission, on **Monday, March 28, 2022 in City Hall Council Chambers, Yorkton, Saskatchewan at 5:00 p.m.**

Any written submissions must be received by 9:00 a.m. on Wednesday, March 23, 2022 and must be directed to:

Jessica Matsalla, City Clerk
 Box 400, 37 Third Avenue North
 Yorkton, SK S3N 2W3
 Email: jmatsalla@yorkton.ca

You may visit our website at www.yorkton.ca to view the proposed bylaw.

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.

From: [Mike Stackhouse](#)
To: [Jessica Matsalla](#)
Subject: Speed Limit
Date: Monday, March 7, 2022 8:09:18 PM

CAUTION: External Email

Please accept this as my official letter of opposition for the proposed reduced speed limit changes in the City.

I recognize I'm swimming against the current here but I'm going to oppose it anyway.

30 km/hr is excessively slow. The reality is that these busy periods are 3 times a day (morning, noon, after school). If people can't drive safe at 40 km/hr ...they shouldn't have a license.

In addition, what are we teaching our kids? We keep trying to remove hazards from their life. Hazards should be a part of life. 40km/hr is not a speed that is excessive and I see a lot of the school zones policed quite well. The compliance level by Yorkton people in these school zones, based on what I've seen...is quite high.

I'd also submit that having this crawling speed limit 24 hours a day is also extreme and overkill. As I mentioned before, there are only 3 periods during the day in which it would be considered 'busy' and that's 5 days a week, not 7. Summer time we are going to drive 30 on an empty straight street?

I'd be fine with a speed limit of 40km/hr over the course of 24 hours a day and 7 days a week. I get the rationale is that you want to train people to just obey the speed limit at all times and not have a limit that is a moving target but that's also why I'd suggest 40 is a safe speed and I'd be fine with going to 40 over the full day, 7 days a week.

Humboldt has one of their main streets set at 30 and I find it to be almost dangerous for the drivers as everyone is tailgating and you have people driving anywhere from 25-50 in this 30 zone.

Let's do a better job teaching our kids to be alert.

Let's step up enforcement of the 40 if we are seeing that as an issue (I have not).

Thanks!

Mike Stackhouse
Source Embroidery
31 Second Ave N
Yorkton SK
S3N 1G1
306 783 0660



Sender notified by
[Mailtrack](#)

Raelyn Knudson

Subject: FW: Proposed School Zone Speed Limit Changes

From: [REDACTED]
Sent: Thursday, March 17, 2022 3:04 PM
To: Jessica Matsalla [REDACTED]
Subject: FW: Proposed School Zone Speed Limit Change

Jessica

First of all please let me introduce myself to you. My name is Pat Rawlick, and I am a retired RCMP S/Sgt who came to Yorkton in 1995, and retired here in 2008. All during that time I was on the District Management Team, and supervised a number of detachments in the Yorkton area, one of which being Yorkton Municipal. There as a brief period of time were I was in fact the commander of Yorkton Mun., due to staffing issues. All during my career, and the numerous places that I have been stationed, in the period of 40 years, my priorities were and continue to be in my retired life, safe roads, safe homes, and safe communities.

In my living in this community both as a police officer and now retired member, I due not recall there being an accident in any of our school zones. Certainly you may be able to correct me on this observation, but I do not recall any, so thus was a little surprised when I heard that the City of Yorkton, was looking at changing the speed limits. Originally when I first heard this the rational was that young children are not always focused on the traffic in school zones. But when you really think about that statement, these young children are not focused on traffic where ever they may be in our City, and you just have to go by both high schools at Lunch and the end of the day, to so see how unfocused the older students are when they drive out of both lots. To me, this was not strong rational to justify a speed limit change, with the two different speed limits, and in the two different areas. So that being the case I contacted Councillors Haider, and Zaharia for any further info on this matter. For me the one thing that certainly stood out from the information that both provided me was the different levels of injuries associated with the speeds proposed. Both these councillors are excellent in addressing any issues that may concern me, and I am very thankful for that.

So at the end of the day, I feel that the speed zones for the parks, and ALL schools should be reduced to 30KM, and that these speed zones should be in effect from 8am-8pm as they are now.

And whatever council's decision, enforcement has to play a big part, as does the media.

Thank you hearing my thoughts and I wish you a happy safe day.

Pat Rawlick



Virus-free. www.avg.com

Raelyn Knudson

Subject: FW: School zones

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

From: Richard Winters [REDACTED]
Sent: Monday, March 14, 2022 8:41 AM
To: Jessica Matsalla [REDACTED]
Subject: Re: School zones

CAUTION: External Email

[REDACTED]
Yorkton sk
[REDACTED]

> On Mar 14, 2022, at 09:38, Jessica Matsalla <jmatsalla@yorkton.ca> wrote:

>
> Hi Richard,
> Thank you for submitting this will be included in Council's meeting package and will be read aloud at the Public Hearing on March 28/22. Can you please provide your mailing address for the record?

>
> Thank you.

>
> Sincerely,

>
> Jessica Matsalla
> Director of Legislation and Procedures - City Clerk City of Yorkton,
> P.O. Box 400 Yorkton, SK S3N 2W3
> Ph: 306-786-1718
> Fax: 306.786.6880
> www.yorkton.ca

>
>The information contained in this e-mail (including attachments) is confidential and is intended only the for the addressee or addressees. Any other distribution, copying or disclosure is prohibited. If you have received this email in error, please notify us and remove this email and attachments from your computer system and your files.

>
>> -----Original Message-----

> From: Richard Winters [REDACTED]
> Sent: Monday, March 14, 2022 2:09 AM
> To: Jessica Matsalla [REDACTED]
> Subject: Fwd: School zones

>
> CAUTION: External Email

>
> I ain't opposed to the speed drop. But not 24hours a day. I think
> current times should end similar to Regina 7am-7pm

>>>

From: [Jessica Matsalla](#)
To: [Val Pal](#)
Cc: [Raelyn Knudson](#)
Subject: RE: School speed zones
Date: Tuesday, March 15, 2022 11:30:49 AM

Good morning Valerie,

Thank you for your submission. It will be included in Council's meeting package for the March 28/22 Regular Council meeting. Within the meeting will be a Public Hearing, where your submission will be read aloud verbatim for the public record.

We would also ask that you please provide us with your mailing address. Your personal information is not shared with the public in any way.

Sincerely,

Jessica Matsalla
Director of Legislation and Procedures - City Clerk
City of Yorkton, P.O. Box 400 Yorkton, SK S3N 2W3
Ph: 306-786-1718
Fax: 306.786.6880
www.yorkton.ca

The information contained in this e-mail (including attachments) is confidential and is intended only for the addressee or addressees. Any other distribution, copying or disclosure is prohibited. If you have received this email in error, please notify us and remove this email and attachments from your computer system and your files.

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

From: Val Pal [REDACTED]
Sent: Tuesday, March 15, 2022 11:24 AM
To: Jessica Matsalla [REDACTED]
Subject: School speed zones

CAUTION: External Email

I am opposed to making a change to the speed zones. I am especially opposed to making different speed limits for different schools should you decide to change them. What cost would be involved with the new signage? Different speed zones for schools and parks would create confusion for our visitors and residents as well as I see very many high schoolers plugged into their electronic devices who are not attentive to traffic. This is a distraction that can have negative consequences.

If Yorkton is behind with "progression" to change to follow what other cities have done to reduce speed zones this doesn't make it a necessity. Why not jump ahead of other cities and reduce it to 20 km? It would be even safer as the statistics show reduced speed reduces injuries and this would or should show a drastic reduction. After all it is easy to get around the city in 8 min so this may increase it to 10 min.

It is impossible to use cruise control in speed zones so I can see a huge amount of tickets being issued. At 40 km cruise control can be used.

Thank you for your consideration of my input.

Valerie Edwards

Sent from my iPhone

TITLE: Bylaw No's. 1/2022, 2/2022, 3/2022 & 5/2022 – Public Hearing, 2nd & 3rd Readings: BL 1/2022 - Official Community Plan Bylaw amendment to allow for Residential Use at 105 Darlington St W; BL 2/2022 – Zoning Bylaw Amendment to rezone 105 Darlington St W from C-4 to R-5; BL 3/2022 – Official Community Plan Bylaw amendment to allow for Commercial Use at 139 Dominion Avenue; and Bylaw 5/2022 - Zoning Bylaw Amendment to rezone 139 Dominion Ave from MI-1 to CMI-1 Council Report #2	DATE OF MEETING: March 28, 2022
CLEARANCES: Michael Eger - Director of Planning, Building & Development Michael Eger	REPORT DATE: March 23, 2022 ATTACHMENTS: 1. Bylaw No. 1/2022 2. Bylaw No. 2/2022 3. Bylaw No. 3/2022 4. Bylaw No. 5/2022
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:

At the March 7 Council meeting, Council gave 1st Reading to the following Bylaw Amendments:

Firstly, for 105 Darlington Street West to allow for continued residential use:

Bylaw 1/2022 – to amend Official Community Plan by changing the Future Land Use Concept Map for 105 Darlington Street West from Commercial to Residential; and

Bylaw 2/2022 – to amend the Zoning Bylaw to rezone 105 Darlington Street West from C-4 Neighbourhood Commercial to R-5 Mixed Density Residential.

Secondly, for 139 Dominion Avenue to ensure that the existing Community Facility is a conforming land use and to contemplate future expansion of services including emergency shelter facilities for adults:

Bylaw 3/2022 – to amend the Official Community Plan by changing the Future Land Use Concept Map for 139 Dominion Avenue from Industrial to Commercial.

Bylaw 5/2022 – to amend the Zoning Bylaw to rezone 130 Dominion Avenue from MI-1 Light Industrial to CMI-1 Commercial-Industrial Transitional.

These bylaw amendments were required to correct typographical errors in previously passed bylaws which were rescinded at the March 7, 2022 Council Meeting. In an effort to shorten the length of this report, we ask that Council refer to the report included in the March 7, 2022 Council Package for specifics.

Public Notice

Council authorized Public Notice for the bylaw amendments at the March 7, 2022 Council Meeting. Public Notice includes advertisement in the local newspaper, at City Hall and on the City website, and circulation to property owners within 75 metres of the subject property. As of the date of this report, no inquiries were received and those wishing to present will have had the opportunity to during the Public Hearing.

The Planning and Infrastructure Commission previously reviewed the proposed bylaws and provided a recommendation for their adoption.

Council's Options:

1. That Bylaw No. 1/2022, No. 2/2022, No. 3/2022 and No. 5/2022 be approved for 2nd and 3rd Readings
2. That Bylaw No. 1/2022, No. 2/2022, No. 3/2022 and No.5/2022 be denied for reasons given by Council;
3. That Administration be provided with alternative direction.

Administration's Recommendation:

1. That Bylaw No. 1/2022, 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, be given 2nd Reading this 28th day of March, A.D. 2022; and
2. That Bylaw No. 1/2022, 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, be given 3rd Reading this 28th day of March, A.D. 2022 and be entered in the City of Yorkton Bylaw Registry.
3. That Bylaw No. 2/2022, a bylaw of the City of Yorkton in the Province of Saskatchewan to rezone Lot 40, Blk/Par 17, Plan No 99Y08572, civically known as 105 Darlington Street West, from C-4 Neighbourhood Commercial to R-5 Mixed Density Residential and

Bylaw No. 1/2022, No. 2/2022, No. 3/2022 & No. 5/2022
105 Darlington St W & 139 Dominion Ave
March 28, 2022 - Page 2 of 11

furthermore to amend the Zoning Map of Bylaw No. 14/2003 to reflect the rezoning, be given 2nd Reading this 28th day of March, A.D., 2022; and

4. That Bylaw No. 2/2022, a bylaw of the City of Yorkton in the Province of Saskatchewan to rezone Lot 40, Blk/Par 17, Plan No 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 the rezoning, be given 3rd Reading this 28th day of March, A.D. 2022, and be entered in the City of Yorkton Bylaw Registry.
5. That Bylaw No. 3/2022, 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, be given 2nd Reading this 28th day of March, A.D. 2022; and
6. That Bylaw No. 3/2022, 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, be given 3rd Reading this 28th day of March, A.D. 2022 and be entered in the City of Yorkton Bylaw Registry.
7. That Bylaw No. 5/2022, a bylaw of the City of Yorkton in the Province of Saskatchewan to rezone 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 and furthermore to amend the Zoning Map of Bylaw No. 14/2003 to reflect the rezoning, be given 2nd Reading this 28th day of March, A.D. 2022; and
8. That Bylaw No. 5/2022, a bylaw of the City of Yorkton in the Province of Saskatchewan to rezone 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 and furthermore to amend the Zoning Map of Bylaw No. 14/2003 to reflect the rezoning, be given 3rd Reading this 28th day of March, A.D. 2022, and be entered in the City of Yorkton Bylaw Registry.

Attachment 1 – Bylaw No. 1/2022

City of Yorkton
Saskatchewan

Bylaw No. 1/2022

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 40, 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., 2022.

Read a second time this ____ day of _____, A.D., 2022.

Read a third time and adopted this ____ day of _____, A.D., 2022.

Attachment 1 Continued – Bylaw No. 1/2022



Attachment 2 – Bylaw No. 2/2022

City of Yorkton
Saskatchewan

Bylaw No. 2/2022

A bylaw of the City of Yorkton in the Province of Saskatchewan to rezone Lot 40, 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 40, 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 40, 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. 1/2022 is approved by the minister of Government Relations.

MAYOR

CITY CLERK

Introduced and read a first time this ____ day of _____, A.D., 2022.

Read a second time this ____ day of _____, A.D., 2022.

Read a third time and adopted this ____ day of _____, A.D., 2022.

Attachment 2 Continued – Bylaw No. 2/2022

Schedule 'A'



Attachment 3 – Bylaw No. 3/2022

**City of Yorkton
Saskatchewan**

Bylaw No. 3/2022

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:

1. 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 Industrial to Commercial.

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

MAYOR

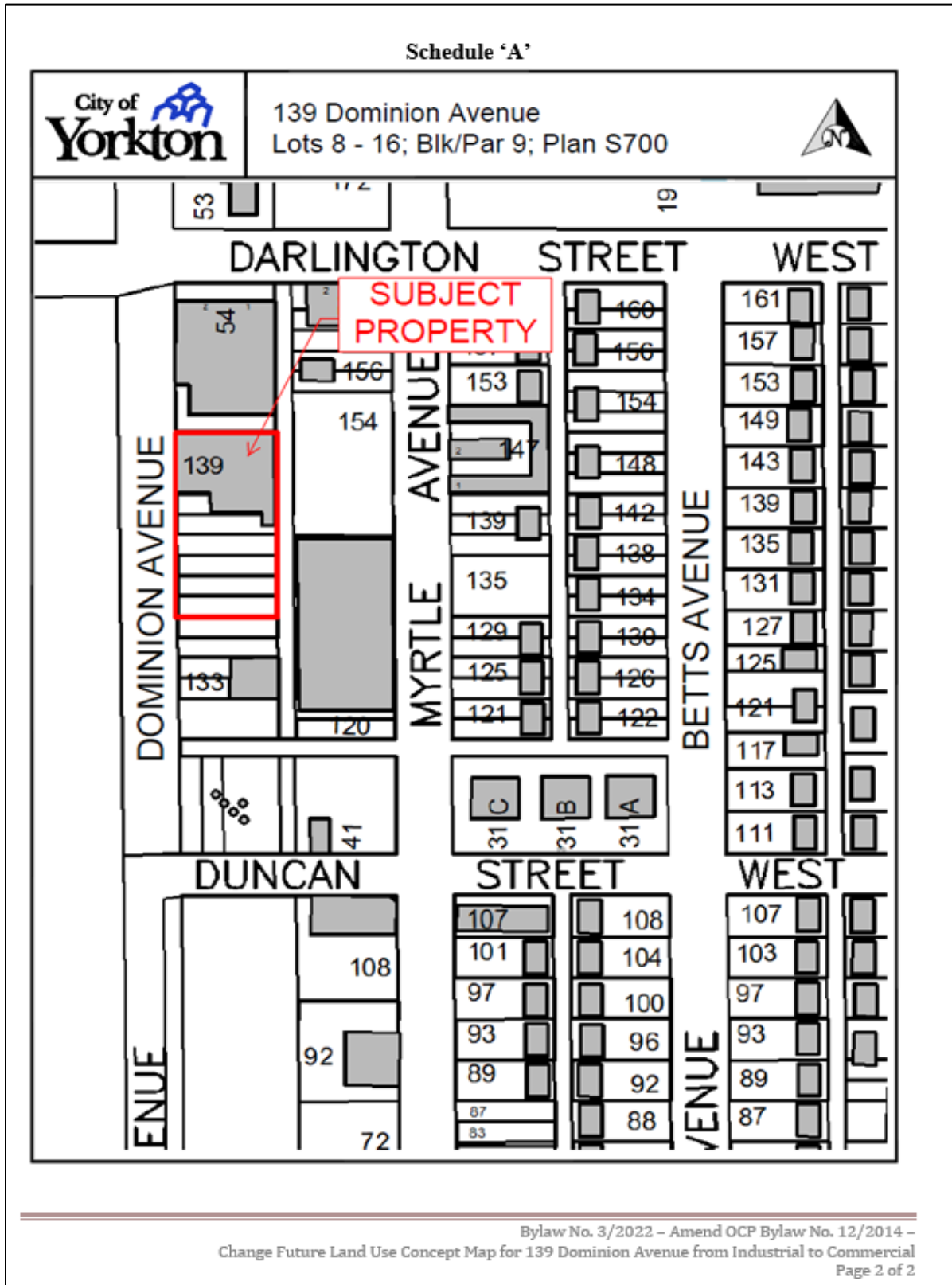
CITY CLERK

Introduced and read a first time this ____ day of _____, A.D., 2022.

Read a second time this ____ day of _____, A.D., 2022.

Read a third time and adopted this ____ day of _____, A.D., 2022.

Attachment 3 Continued – Bylaw No. 3/2022



Attachment 4 – Bylaw No. 5/2022

City of Yorkton
Saskatchewan

Bylaw No. 5/2022

**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. 3/2022 is approved by the minister of Government Relations.

MAYOR

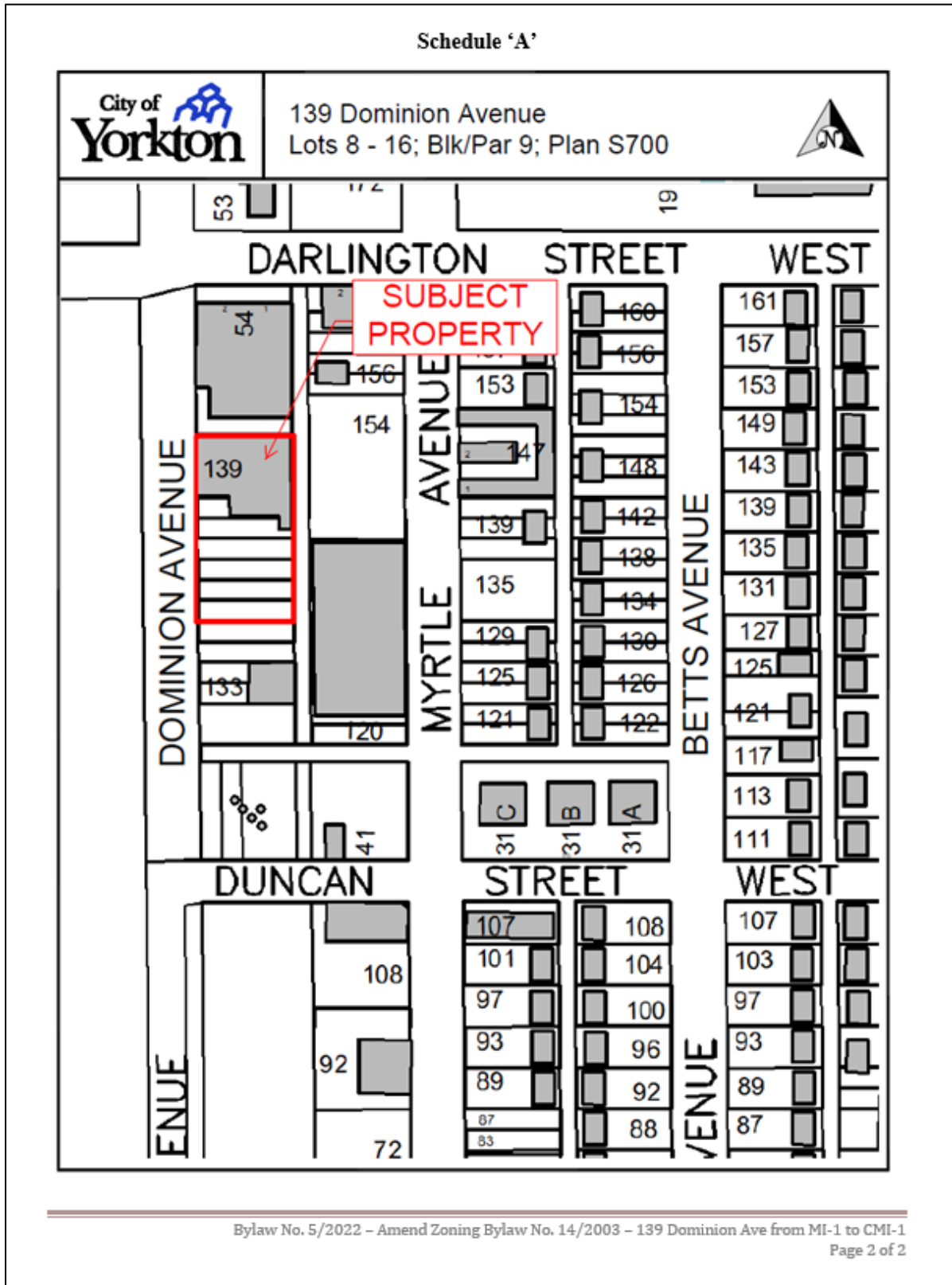
CITY CLERK

Introduced and read a first time this ____ day of _____, A.D., 2022.

Read a second time this ____ day of _____, A.D., 2022.

Read a third time and adopted this ____ day of _____, A.D., 2022.

Attachment 4 Continued – Bylaw No. 5/2022



TITLE: Proposed Bylaw No. 6/2022 to Amend the Traffic Bylaw No. 18/2016 – 2nd and 3rd Reading	DATE OF MEETING: March 28, 2022
	REPORT DATE: March 18, 2022
CLEARANCES: Rene Richard - Director of Engineering & Asset Management Rene Richard	ATTACHMENTS: 1. Proposed Bylaw No. 6/2022 to Amend the <i>Traffic Bylaw No. 18/2016</i> 2. Council Resolutions Excerpt – Dec. 6, 2021 3. March 7, 2022 Council Report on Proposed Bylaw No. 6/2022 4. Vehicle Stopping Distances - City of Saskatoon Resource 5. Survival Rates for Pedestrians - WHO – Road Safety Speed 6. Community Speed Zone Comparisons 7. Communication Plan – Excerpt from Dec. 6, 2021 Council Report
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	

PURPOSE/BACKGROUND

With the Play and School Zone review work that was completed in 2021, a Traffic Bylaw Amendment is required to update the speed zone times and speeds as was directed through the Council Resolutions (see Attachment 2) from the December 6, 2021 Regular Council Meeting. Administration took this opportunity to also look into other potential Bylaw Amendments and investigate Bylaw Amendment requests that we've received since the last Traffic Bylaw review.

DISCUSSION/ANALYSIS/IMPACT

The proposed Bylaw No. 6/2022 to amend the Traffic Bylaw No. 18/2016 was introduced and given First reading at the March 7, 2022 Regular Council Meeting (see Attachment 3). At that meeting, Council authorized Administration to give Public Notice. As such, Public Notice was given permitting the public to review the Bylaw and express their opinion or concern with the content by either providing a written submission or attending the Public Hearing which was held earlier in the meeting. As of the date of this report, four written submissions were received and

were read aloud tonight. Administration also received some inquiries during the public notice period regarding the size and placement of school zones. During conversations with residents, Administration explained that the size and placement of school zones was not covered in the Bylaw amendment and also took the opportunity to clarify the reasons that the zones were presented in those locations. The concerned residents were also told of the opportunity to provide a formal written response and declined.

Administration respects the opinions of the public and in response, would like to highlight a couple points.

1. As was discussed at the December 6th Council Meeting, the reason that Administration is proposing to reduce the speed from 40 km/hr to 30 km/hr in Elementary and Play Zones is because of the vehicle stopping distance and the survival rates for pedestrians when struck (see Attachment 4 and 5).
 - When struck by vehicle going 30 km/hr – pedestrian survival rate = 90%
 - When struck by vehicle going 40 km/hr – pedestrian survival rate = 70-75%
 - When struck by vehicle going 45 km/hr – pedestrian survival rate = 50%
2. At the December 6th Council Meeting, Council discussed the times that zones are in effect at length and ultimately arrived at the decision that Elementary and Play Zones should be in effect for 24 hours a day, 7 days a week. As you may recall, the main reasons for the recommendation is to provide continuity and it's also easier to communicate and remember. During the Play and School Review, Administration consulted with the RCMP and they were also supportive of the zones being in effect for 24 hours a day, 7 days a week. The RCMP noted it would also be another tool available for RCMP to assist them when dealing with other issues in the community as well. (See Attachment 6 for community comparisons)
As was mentioned at the December 6th Council Meeting, zone times are important for Park Zones because the City keeps the lights on in the parks until 10:30 pm, so it would be ideal for zone times to (at minimum) cover the times that the lights are on to get kids home safe.

FINANCIAL IMPLICATIONS

There are no additional financial implications with the proposed Bylaw Amendment. Included in the Play and School Zone Review report from the December 6th Council Meeting, Administration presented that the proposed Park and School signage (including installation) is estimated at \$61,000. In addition, the estimated cost to purchase speed display signs for each school zone that currently doesn't have is \$70,000. During the 2022 Capital Budget process, \$131,000 was approved to complete this work.

COMMUNICATION PLAN/PUBLIC NOTICE

As was discussed previously, Public Notice was provided for the Public Hearing that was held earlier in the meeting. The majority of the changes included in the Bylaw Amendment are minor in nature and will not require wide-spread communication to the public. However, changes such as the parking extension or the snow removal requirements for the downtown, will be communicated to residents through our typical communication such as Bylaw Fast Facts or correspondence to the downtown business community. The Play and School Zone changes will

be communicated as per the Communication Plan that was discussed during the Play and School Zone Review presentation on December 6th (see Attachment 7).

STRATEGIC PRIORITIES/OCP/COMMITTEE RECOMMENDATION(S)

Through the Play and School Zone Review, Administration presented our findings to three Council Committees and the Yorkton Active Transportation Collaborative. All four groups reviewed the extensive information that Administration presented and were supportive of the recommendations that were put forward to Council at the December 6th Council Meeting. These groups and committees are a valuable resource for our decision making process, as they are largely made up of volunteer members of the public and come from diverse backgrounds. We wish to extend thanks to everyone who invested their time and efforts into the multiple reviews undergone for this item.

OPTIONS

1. That the proposed Traffic Bylaw Amendment (Attachment 1) be approved for 2nd and 3rd Reading.
2. That the proposed Traffic Bylaw Amendments be approved for 2nd and 3rd Readings as amended. (Amendments must be made during proceedings for the Second Reading). Possible amendments could be:
 - a. That the school zone speeds be changed to 40 km/hour; and/or
 - b. That the school zone speeds be in effect from _____ time to _____ time.
3. That the proposed Traffic Bylaw Amendment be denied for reasons as listed by Council.
4. That Administration be provided with alternative direction.

ADMINISTRATIVE RECOMMENDATION

1. That Bylaw No. 6/2022, a bylaw of the City of Yorkton in the Province of Saskatchewan to amend the Traffic Bylaw No. 18/2016 to regulate traffic, the use of public streets and to preserve order thereon be given 2nd Reading this 28th day of March, A.D. 2022; and

That Bylaw No. 6/2022, a bylaw of the City of Yorkton in the Province of Saskatchewan to amend the Traffic Bylaw No. 18/2016 to regulate traffic, the use of public streets and to preserve order thereon be given 3rd Reading this 28th day of March, A.D. 2022 and be entered in the City of Yorkton Bylaw register.

**City of Yorkton
Saskatchewan**

Bylaw No. 6/2022

A Bylaw of the City of Yorkton in the Province of Saskatchewan to Amend the Traffic Bylaw No. 18/2016 to Regulate Traffic, the Use of Public Streets and to Preserve Order Thereon

WHEREAS, pursuant to Section 8 of *The Cities Act*, a Council has the authority to pass any bylaw that it considers expedient in relation to the use of vehicles and the regulation of pedestrians, subject to *The Traffic Safety Act*;

AND WHEREAS, a bylaw known as “The Yorkton Traffic Bylaw” that has been approved by council, requires certain amendments to be made;

NOW THEREFORE, the Council of the City of Yorkton in the Province of Saskatchewan in Council assembled hereby enacts as follows:

1. That Bylaw No. 18/2016, Clause 14(1), be amended by removing the words “Community Development, Parks and Recreation” and replace with “Recreation and Community Services”.
2. That Bylaw No. 18/2016, Clause 20(1), be amended by removing the words “twenty four (24)” and replace with “forty eight (48)”.
3. That Bylaw No. 18/2016, Clause 25(2), be amended as follows:
 - a) Renumber Clause 25(2) as 25(2) (a) and insert the word “Elementary” before “School Zone”. Remove the words “recreational area” and replace with “Play Zone”. Remove “40” and replace with “30”. Remove the words “between the hours of 8:00 a.m. and 8:00 p.m.”.
 - b) Insert Clause 25(2)(b) as “The speed limit in any High School Zone marked by the appropriate signage is 40 km/hour between the hours of 8:00 a.m. and 8:00 p.m.”
4. That Bylaw No. 18/2016, Clause 26(2), be amended by removing the words “No person shall operate a vehicle on any street under construction in excess of the posted construction speed limit.” and replace with “No person shall operate a vehicle on a street in a posted construction zone at a speed greater than the posted speed limit for that construction zone.”
5. That Bylaw No. 18/2016, be amended by adding in the following as Section 34.1:
 - (1) Subject to Subsection (2), no person shall make a U-turn on a public street or lane:
 - (a) At an intersection; or
 - (b) Where signs prohibit U-turns.
 - (2) Notwithstanding Subsection (1), no driver of a vehicle shall make a U-turn until it is safe to do so.
 - (3) Notwithstanding Subsection (2), no driver of a vehicle shall make a U-turn anywhere in a Play Zone, Elementary School Zone, or High School Zone during the times the zones are in effect.

6. That Bylaw No. 18/2016, Clause 41(2), be amended by removing the words “twenty four” and replace with “forty eight (48)”.
7. That Bylaw No. 18/2016, Clause 46(1)(j), be amended by removing the word “handicap” and replace with “accessible parking”.
8. That Bylaw No. 18/2016, Section 53, be amended as follows:
 - a) In Clause 53(1)(c)(ii), remove the words “Community Development, Parks and Recreation” and replace with “Recreation and Community Services”.
 - b) Remove Clause 53(2) and replace with “No person shall park a vehicle in any parking stall marked as an Accessible (disabled) stall, unless the vehicle displays a valid accessible parking permit, issued by the Saskatchewan Abilities Council or such equivalent from any Province or Territory in Canada, and be displayed on the rearview mirror.”
9. That Bylaw No. 18/2016, Schedule “Y” be removed in its entirety and be replaced with Schedule “A” of this Bylaw.

The amendment relating to Section 25 of the Traffic Bylaw No 18/2016 shall come into effect on September 1, 2022, while the other amendments shall come into force and take effect on the date of final passing thereof.

MAYOR

CITY CLERK

Introduced and read a first time this 7th day of March, A.D. 2022.

Read a second time this _____ day of _____, A.D. 2022.

Read a third time and adopted this _____ day of _____, A.D. 2022.

Schedule “A”

**SCHEDULE “Y”
PENALTY
VOLUNTARY PAYMENTS FOR NOTICE OF VIOLATION
PART 1 - PARKING VIOLATIONS
(As provided for in Section 73)**

Bylaw Section	Amount	Bylaw Description
Fine reduced by fifteen dollars if paid within 10 days of date of violation.		
12	\$100	Parking a commercial vehicle on Residential property
16(1)	\$100	Obstructing/closing a street or lane without permit
17(1)	\$100	Obstructing/closing a sidewalk without permit
18(1)	\$100	Driving over curb
22(1)(a)	\$200	Littering
22(1)(b)	\$200	Attaching leaflets to parked vehicles
24(1)/(2)/(3)	\$30	Obstructing traffic
24(4)(a)	\$30	Dumping snow on City Property, street or lane in Residential Zone
24(4)(b)	\$300	Dumping snow on City property, street or lane in Commercial zone
27(a)	\$50	Splashing pedestrian
27(b)	\$50	Project dirt at person by spinning tires
27(c)	\$250	Creating waves driving through puddle
37(1)	\$45	Engaging in Pedestrian Assisted Activity on street or lane
37(2)	\$45	Engaging in Pedestrian Assisted Activity on sidewalk
41(1)	\$45	Parking on street in excess of posted time limit
41(2)	\$45	Parking on street in excess of forty eight hours
43(1)	\$45	Improper parallel parking
43(2)	\$45	Improper parallel parking of a motorcycle

Bylaw No. 18/2016 – The Traffic BylawPage 76 of 82

Schedule “A” continued

**SCHEDULE “Y” continued
PENALTY
VOLUNTARY PAYMENTS FOR NOTICE OF VIOLATION
PART 1 - PARKING VIOLATIONS
(As provided for in Section 73)**

Bylaw Section	Amount	Bylaw Description
44(1)	\$45	Improper angle parking
45	\$50	Double parking
46(1)	\$50	Parking strictly prohibited
47(1)	\$50	Washing vehicle on street or lane
47(2)	\$50	Vehicle repair in excess of three hours
48(1)	\$50	Parking in violation of minimum required distance
49(3)	\$45	Parking on a street exceeding the 2 hour limit
50(3)	\$35	Parking at expired meter
51(3)	\$45	Parking without a valid pay station ticket clearly visible
51(6)(a) or (b)	\$45	Enter, leave or park in an off-street parking lot other than as indicated
52(1)(c)	\$45	Parking in permit lot without clearly displayed permit
52(3)(a) or (b)	\$45	Enter, leave or park in an off-street parking lot other than as indicated
53(1)	\$45	Unauthorized parking in City owned parking lot
53(2)	\$100	Parking in accessible stall without valid placard
54	\$45	Parking on City owned property
55(1)	\$100	Parking a prohibited vehicle
56(1)	\$200	Parking a vehicle with dangerous goods in restricted area
57	\$45	Parked in loading zone beyond posted limit
58(2)	\$100	Parking in accessible stall without valid placard
59(1)	\$75	Loading or unloading violation

Schedule “A” continued

**SCHEDULE “Y” continued
PENALTY
VOLUNTARY PAYMENTS FOR NOTICE OF VIOLATION
PART 1 - PARKING VIOLATIONS
(As provided for in Section 73)**

Bylaw Section	Amount	Bylaw Description
60(1)	\$45	Parked on a Snow Route Parking Area while a ban is in effect
71(2)	\$50	Removing or erasing a chalk mark placed on a tire
72(1)	\$50	Unauthorized person place a ticket on vehicle

Schedule “A” continued

SCHEDULE “Y” continued VOLUNTARY PAYMENTS FOR SUMMARY OFFENCE TICKET PART 2 - MOVING VIOLATIONS (As provided for in Section 73)

Bylaw Section	Amount	Bylaw Description
5	\$400	Tampering with City signs
10(1)	\$200	Drive off heavy vehicle route - First Offence
10(1)	\$300	Drive off heavy vehicle route - Second Offence
10(1)	\$500	Drive off heavy vehicle route- Third and Subsequent Offences
10(2)	\$200	Fail to proceed to weigh scale
11(1)	\$200	Failing to use truck training and testing route
11(2)	\$200	Failing to obtain a Training and Testing Permit
13(5)	\$100	Drive on temporarily closed highway
14(1)	\$100	Parade or assembly on highway without permit
14(4)	\$50	Cross through or obstruct parade
15(2)	\$200	Moving an oversized load without permit
19(1)	\$50	Allow vehicle to be driven with unsecured load
19(2)	\$75	Placing an item that causes obstruction
23	\$100	Permitting livestock on any street or lane
28	\$100	Hitchhiking
29(1)	\$100	Soliciting business from a vehicle
29(2)	\$100	Enticing person to vehicle
30	\$85	Failing to stop and yield right of way to pedestrians
31	\$85	Failing to obey School Crossing Guard
32(2)	\$100	Drive wrong-way on one-way lane

Schedule “A” continued

SCHEDULE “Y” continued VOLUNTARY PAYMENTS FOR SUMMARY OFFENCE TICKET PART 2 - MOVING VIOLATIONS continued (As provided for in Section 73)

Bylaw Section	Amount	Bylaw Description
33(2)	\$100	Driving in Two Way Left Hand Turn Lane
34(2)	\$100	Driving incorrectly on a roundabout
34.1(1) or (2)	\$100	Making a U-Turn where not permitted or unsafe
34.1(3)	\$100	Making a U-Turn in a play or school zone
36	\$50	Driving over freshly painted lines
38	\$50	Using school bus safety lights and arms in school zones
39	\$200	Use of engine retardant brakes
40	\$50	Drive vehicle across city owned property
61	\$100	Operating unlicensed vehicle
62(1)(b)	\$200	Driving over-weight vehicle without permit
62(1)(c)	\$200	Driving over-size vehicle without permit
62(1)(d)	\$200	Driving farm equipment during prohibited times
62(1)(e)	\$200	Driving road construction equipment during prohibited times
63(1)	\$200	Drive off dangerous goods route – First Offence
63(1)	\$300	Drive off dangerous goods route – Second Offence
63(1)	\$500	Drive off dangerous goods route – Third Offence
64	\$100	Operate slow-moving vehicle during prohibited time
67(1)(a)	\$25	Ride bicycle on sidewalk or through crosswalk
67(1)(b)	\$25	Ride bicycle recklessly
67(1)(c)	\$25	Carry prohibited load on bicycle

Schedule “A” continued

SCHEDULE “Y” continued
VOLUNTARY PAYMENTS FOR SUMMARY OFFENCE TICKET
PART 2 - MOVING VIOLATIONS continued
(As provided for in Section 73)

Bylaw Section	Amount	Bylaw Description
68(1)	\$25	Ride bicycle at night without lights
67(1)(d)	\$25	Carry passenger on bicycle
67(1)(e)	\$25	Ride bicycle without a helmet

PENALTY
(As provided for in Section 73)

In accordance with Section 73(2)(c), where the City Treasurer receives voluntary payment within ten (10) days after issuance of the Notice of Violation, the amount prescribed in this Schedule may be reduced by fifteen dollars (\$15.00).

Schedule “A” continued

**SCHEDULE “Y” continued
VOLUNTARY PAYMENT NOT ALLOWED
PART 3 - COURT APPEARANCE REQUIRED
(as provided for in Section 73)**

Bylaw Section	Amount	Bylaw Description
26(2)	\$360	Speeding in a construction zone 7 – 12 km/hr over speed limit
26(2)	\$385	Speeding in a construction zone 13 – 17 km/hr over speed limit
26(2)	\$400	Speeding in a construction zone 18+ km/hr over speed limit

Discretionary Use – DU05-2021 Veterinary Service, Type 1 in C-1 City Centre Commercial Zoning District – 38 Smith St W

A report dated December 1, 2021 from the Planner regarding DU-05-2021 Veterinary Service, Type 1 in C-1 City Centre Commercial Zoning District – 38 Smith St W was circulated for consideration of Council. Carleen Koroluk, Planner, presented the report to Council.

*****R00397/2021**

Wyatt/Haider

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.

Carried Unanimously.***

CORRESPONDENCE

- No Items

BYLAWS

- No Items

ADMINISTRATIVE REPORTS

Director of Recreation & Community Services – Safe Play Zone Review

A report dated December 2, 2021 from the Director of Recreation & Community Services regarding the Safe Play Zone Review was circulated for consideration of Council. Darcy McLeod, Director of Recreation & Community Services, presented the report to Council.

Mayor Hipsley passed the Chair to Deputy Mayor Chyz 6:28 – 6:29, 6:47 – 6:48, 6:54 – 6:57 pm.

*****R00398-2021**

Haider/Goulden

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.

Councillors Chyz and Wyatt opposed.

Carried.

Councillor Brears moved to amend the motion by assigning the speed limit of 30 km/hr to all school and play zones, to be in effect 24 hours a day, every day of the year.

No Seconder was achieved and the motion fell to the floor.

*****R00399-2021**

Chyz/Zaharia

That the motion be amended to change the time frame of the reduced speed zones from 24 hrs a day, every day to 8:00 am to 8:00 pm every day of the year.

Councillors Brears, Goulden, Haider, Hipsley and Zaharia opposed.

Defeated.***

*****R00400-2021**

Chyz/Wyatt

That the amending motion be amended to read 8:00 am to 10:00 pm every day of the year.

Councillors Brears, Haider, Goulden and Zaharia opposed.

Defeated.***

*****R00401-2021**

Wyatt/Goulden

That Council direct Administration to assign park zones or areas in the City of Yorkton using TAC Standards in attachment 2 of the December 2, 2021 report.

Carried Unanimously.***

*****R00402-2021**

Goulden/Brears

That Council direct Administration 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 Colombia School zone to the North of Independent Street, as per the TAC standard to ensure driver's sight before an intersection.

Carried Unanimously.***

*****R00403-2021**

Haider/Wyatt

That Council direct Administration to replace the yield sign at the corner of Dalebrooke Drive at Parkview Road with a stop sign.

Carried Unanimously.***

*****R00404-2021**

Goulden/Chyz

**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.
Councillor Haider opposed.**

Carried.***

*****R00405-2021**

Wyatt/Haider

**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.
Councillors Brears and Hipsley opposed.**

Carried.***

Director of Public Works – Snow Removal Policy Review

A report dated November 29, 2021 from the Director of Public Works regarding Snow Removal Policy Review was circulated for consideration of Council. Trent Mandzuk, Director of Public Works, presented the report to Council.

Mayor Hipsley passed the Chair to Deputy Mayor Chyz 7:25 – 7:27 pm.

REPORTS TO COUNCIL

TITLE: Proposed Bylaw No. 6/2022 to Amend the Traffic Bylaw No. 18/2016	DATE OF MEETING: March 7, 2022
	REPORT DATE: February 24, 2022
CLEARANCES: Rene Richard - Director of Engineering & Asset Management Rene Richard	ATTACHMENTS: 1. Draft Bylaw No. 6/2022 to Amend the <i>Traffic Bylaw No. 18/2016</i> 2. Public Notice – Bylaw No. 6/2022 3. Draft Traffic Bylaw with changes included
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	

PURPOSE/BACKGROUND

With the Play and School Zone review work that was completed in 2021, a Traffic Bylaw Amendment is required to update the speed zones times and speeds. Administration took this opportunity to also look into other potential Bylaw Amendments and investigate Bylaw Amendment requests that we've received since the last Traffic Bylaw review.

DISCUSSION/ANALYSIS/IMPACT

The following are the suggested Amendments for the Traffic Bylaw. All changes are highlighted in Attachment 3.

1. Updated the language in the Bylaw that refers to the Director of Recreation and Community Services to reflect the new Department name.
2. Administration also updated the terminology throughout the Bylaw that refers to handicap parking, to the term more commonly used now, being "accessible parking stalls".
3. Under Section 20 of the Bylaw, downtown property owners are required to clear the sidewalks in front of their buildings of snow and ice within 24 hours of a snow event ending. Through discussions with the Public Works Department, we have extended the time period to 48 hours to better reflect our current expectations.
4. Based on previous discussions with Council, Administration is proposing to extend the duration that vehicles are permitted to be parked on the street from 24 hours to 48 hours. This change aligns the City with the majority of other communities in the province.
5. Following a loop-hole being discovered by the Community Safety Officer, Administration is also proposing to make a small change in the wording of the section relating to Speeding in Construction Zones (Bylaw Clause 26(2)). The change clarifies

that speeding in a posted construction zone is prohibited, regardless if the work is occurring on the street or adjacent property (see Attachment 3 for exact wording changes). The intent of this section has not changed.

6. Administration is also proposing to insert a section (Section 34.1) on U-Turns. This section will prohibit U-turns at intersections, where signs prohibit U-turns, and in school or play zones. It also clearly states that U-turns are only permitted in other areas where it's safe to do so. Although U-turns are covered in the *Traffic Safety Act* to a lesser extent, this section will improve our ability to enforce unsafe U-turns and U-turns in school and play zones. A fine of \$100 was also inserted in the Fine Schedule of the Bylaw.
7. Following Council's direction at the December 6, 2021 Council Meeting regarding Play and School Zones, Administration is proposing to amend Section 25(2) to state that Elementary School and Play Zone speed limits are 30 km/hr and are in effect 24 hours a day, 7 days a week. Further, Administration inserted a subsection that states that High School Zone speed limits are 40 km/hr and are in effect from 8:00 a.m. to 8:00 p.m.

Although the Traffic Bylaw does address the Play and School Zones, the size and location of the school zones is not specifically addressed in the bylaw. In the future, should there be any new parks created or requests to expand school zones, a Bylaw revision will not be required.

Additional Bylaw Amendment Requests

In 2020, Administration received a request from students at St. Michael's School to amend the Bylaw to include that idling in school zones is prohibited. Administration looked into what restrictions other communities around the province have in terms of idling in school zones and discovered that it is not common for communities to regulate this. Further, due to enforcement limitations, at this point, Administration would not recommend that we prohibit idling in school zones on public streets. If schools wish to prohibit idling on their property, they are certainly permitted to do that, but Bylaw Services would not enforce the restrictions.

FINANCIAL IMPLICATIONS

There are no financial implications with the proposed Bylaw Amendment.

COMMUNICATION PLAN/PUBLIC NOTICE

As per the *Public Notice Bylaw No. 8/2003*, Public Notice is required as the *Traffic Bylaw No. 18/2016* also provided Public Notice. As such, Administration would like to initiate the Public Notice process, including advertisement in the local newspaper, at City Hall and on the City website (see Attachment 2). The proposed amendment will be brought back to Council, for review and decision, in conjunction with the Public Hearing at the March 28, 2022 Regular Council Meeting.

STRATEGIC PRIORITIES/OCP/COMMITTEE RECOMMENDATION(S)

Aside from the Play and School Zone amendments, the majority of the proposed Traffic Bylaw changes are minor in nature and would not typically require Committee feedback. Since the Play and School Zone amendments already received extensive consultation with Committees, Administration does not intend to present this amendment to Council Committees.

OPTIONS

1. That the proposed Traffic Bylaw Amendment (Attachment 1) be approved for introduction and First Reading and furthermore be approved for public notice.
2. That the proposed Traffic Bylaw Amendment be denied for reasons as listed by Council.
3. That Administration be provided with alternative direction.

ADMINISTRATIVE RECOMMENDATION

1. **That Bylaw No. 6/2022 being a Bylaw of the City of Yorkton in the Province of Saskatchewan to amend the Traffic Bylaw No. 18/2016 to regulate traffic, the use of public streets and to preserve order thereon be introduced and given First Reading, this 7th day of March, 2022, A.D., and furthermore that Administration be authorized to proceed with the Public Notice process.**

**City of Yorkton
Saskatchewan**

Bylaw No. 6/2022

A Bylaw of the City of Yorkton in the Province of Saskatchewan to Amend the Traffic Bylaw No. 18/2016 to Regulate Traffic, the Use of Public Streets and to Preserve Order Thereon

WHEREAS, pursuant to Section 8 of *The Cities Act*, a Council has the authority to pass any bylaw that it considers expedient in relation to the use of vehicles and the regulation of pedestrians, subject to *The Traffic Safety Act*;

AND WHEREAS, a bylaw known as “The Yorkton Traffic Bylaw” that has been approved by council, requires certain amendments to be made;

NOW THEREFORE, the Council of the City of Yorkton in the Province of Saskatchewan in Council assembled hereby enacts as follows:

1. That Bylaw No. 18/2016, Clause 14(1), be amended by removing the words “Community Development, Parks and Recreation” and replace with “Recreation and Community Services”.
2. That Bylaw No. 18/2016, Clause 20(1), be amended by removing the words “twenty four (24)” and replace with “forty eight (48)”.
3. That Bylaw No. 18/2016, Clause 25(2), be amended as follows:
 - a) Renumber Clause 25(2) as 25(2) (a) and insert the word “Elementary” before “School Zone”. Remove the words “recreational area” and replace with “Play Zone”. Remove “40” and replace with “30”. Remove the words “between the hours of 8:00 a.m. and 8:00 p.m.”.
 - b) Insert Clause 25(2)(b) as “The speed limit in any High School Zone marked by the appropriate signage is 40 km/hour between the hours of 8:00 a.m. and 8:00 p.m.”
4. That Bylaw No. 18/2016, Clause 26(2), be amended by removing the words “No person shall operate a vehicle on any street under construction in excess of the posted construction speed limit.” and replace with “No person shall operate a vehicle on a street in a posted construction zone at a speed greater than the posted speed limit for that construction zone.”
5. That Bylaw No. 18/2016, be amended by adding in the following as Section 34.1:
 - (1) Subject to Subsection (2), no person shall make a U-turn on a public street or lane:
 - (a) At an intersection; or
 - (b) Where signs prohibit U-turns.
 - (2) Notwithstanding Subsection (1), no driver of a vehicle shall make a U-turn until it is safe to do so.

- (3) Notwithstanding Subsection (2), no driver of a vehicle shall make a U-turn anywhere in a Play Zone, Elementary School Zone, or High School Zone during the times the zones are in effect.
6. That Bylaw No. 18/2016, Clause 41(2), be amended by removing the words “twenty four” and replace with “forty eight (48)”.
7. That Bylaw No. 18/2016, Clause 46(1)(j), be amended by removing the word “handicap” and replace with “accessible parking”.
8. That Bylaw No. 18/2016, Section 53, be amended as follows:
- a) In Clause 53(1)(c)(ii), remove the words “Community Development, Parks and Recreation” and replace with “Recreation and Community Services”.
 - b) Remove Clause 53(2) and replace with “No person shall park a vehicle in any parking stall marked as an Accessible (disabled) stall, unless the vehicle displays a valid accessible parking permit, issued by the Saskatchewan Abilities Council or such equivalent from any Province or Territory in Canada, and be displayed on the rearview mirror.”
9. That Bylaw No. 18/2016, Schedule “Y” be removed in its entirety and be replaced with Schedule “A” of this Bylaw.

This bylaw shall come into force and take effect on the date of final passing thereof.

MAYOR

CITY CLERK

Introduced and read a first time this ____ day of _____, A.D., 2022.

Read a second time this ____ day of _____, A.D., 2022.

Read a third time and adopted this ____ day of _____, A.D., 2022.

Schedule “A”

**SCHEDULE “Y”
PENALTY
VOLUNTARY PAYMENTS FOR NOTICE OF VIOLATION
PART 1 - PARKING VIOLATIONS
(As provided for in Section 73)**

Bylaw Section	Amount	Bylaw Description
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22(1)(a)	\$200	Littering
22(1)(b)	\$200	Attaching leaflets to parked vehicles
24(1)/(2)/(3)	\$30	Obstructing traffic
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37(1)	\$45	Engaging in Pedestrian Assisted Activity on street or lane
37(2)	\$45	Engaging in Pedestrian Assisted Activity on sidewalk
41(1)	\$45	Parking on street in excess of posted time limit
41(2)	\$45	Parking on street in excess of forty eight hours
43(1)	\$45	Improper parallel parking
43(2)	\$45	Improper parallel parking of a motorcycle

Schedule “A” continued

**SCHEDULE “Y” continued
PENALTY
VOLUNTARY PAYMENTS FOR NOTICE OF VIOLATION
PART 1 - PARKING VIOLATIONS
(As provided for in Section 73)**

Bylaw Section	Amount	Bylaw Description
44(1)	\$45	Improper angle parking
45	\$50	Double parking
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47(2)	\$50	Vehicle repair in excess of three hours
48(1)	\$50	Parking in violation of minimum required distance
49(3)	\$45	Parking on a street exceeding the 2 hour limit
50(3)	\$35	Parking at expired meter
51(3)	\$45	Parking without a valid pay station ticket clearly visible
51(6)(a) or (b)	\$45	Enter, leave or park in an off-street parking lot other than as indicated
52(1)(c)	\$45	Parking in permit lot without clearly displayed permit
52(3)(a) or (b)	\$45	Enter, leave or park in an off-street parking lot other than as indicated
53(1)	\$45	Unauthorized parking in City owned parking lot
53(2)	\$100	Parking in accessible stall without valid placard
54	\$45	Parking on City owned property
55(1)	\$100	Parking a prohibited vehicle
56(1)	\$200	Parking a vehicle with dangerous goods in restricted area
57	\$45	Parked in loading zone beyond posted limit
58(2)	\$100	Parking in accessible stall without valid placard
59(1)	\$75	Loading or unloading violation

Schedule “A” continued

**SCHEDULE “Y” continued
PENALTY
VOLUNTARY PAYMENTS FOR NOTICE OF VIOLATION
PART 1 - PARKING VIOLATIONS
(As provided for in Section 73)**

Bylaw Section	Amount	Bylaw Description
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71(2)	\$50	Removing or erasing a chalk mark placed on a tire
72(1)	\$50	Unauthorized person place a ticket on vehicle

Schedule “A” continued

SCHEDULE “Y” continued VOLUNTARY PAYMENTS FOR SUMMARY OFFENCE TICKET PART 2 - MOVING VIOLATIONS (As provided for in Section 73)

Bylaw Section	Amount	Bylaw Description
5	\$400	Tampering with City signs
10(1)	\$200	Drive off heavy vehicle route - First Offence
10(1)	\$300	Drive off heavy vehicle route - Second Offence
10(1)	\$500	Drive off heavy vehicle route- Third and Subsequent Offences
10(2)	\$200	Fail to proceed to weigh scale
11(1)	\$200	Failing to use truck training and testing route
11(2)	\$200	Failing to obtain a Training and Testing Permit
13(5)	\$100	Drive on temporarily closed highway
14(1)	\$100	Parade or assembly on highway without permit
14(4)	\$50	Cross through or obstruct parade
15(2)	\$200	Moving an oversized load without permit
19(1)	\$50	Allow vehicle to be driven with unsecured load
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28	\$100	Hitchhiking
29(1)	\$100	Soliciting business from a vehicle
29(2)	\$100	Enticing person to vehicle
30	\$85	Failing to stop and yield right of way to pedestrians
31	\$85	Failing to obey School Crossing Guard
32(2)	\$100	Drive wrong-way on one-way lane

Schedule “A” continued

SCHEDULE “Y” continued VOLUNTARY PAYMENTS FOR SUMMARY OFFENCE TICKET PART 2 - MOVING VIOLATIONS continued (As provided for in Section 73)

Bylaw Section	Amount	Bylaw Description
33(2)	\$100	Driving in Two Way Left Hand Turn Lane
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34.1(3)	\$100	Making a U-Turn in a play or school zone
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38	\$50	Using school bus safety lights and arms in school zones
39	\$200	Use of engine retardant brakes
40	\$50	Drive vehicle across city owned property
61	\$100	Operating unlicensed vehicle
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62(1)(c)	\$200	Driving over-size vehicle without permit
62(1)(d)	\$200	Driving farm equipment during prohibited times
62(1)(e)	\$200	Driving road construction equipment during prohibited times
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63(1)	\$300	Drive off dangerous goods route – Second Offence
63(1)	\$500	Drive off dangerous goods route – Third Offence
64	\$100	Operate slow-moving vehicle during prohibited time
67(1)(a)	\$25	Ride bicycle on sidewalk or through crosswalk
67(1)(b)	\$25	Ride bicycle recklessly
67(1)(c)	\$25	Carry prohibited load on bicycle

Schedule “A” continued

SCHEDULE “Y” continued
VOLUNTARY PAYMENTS FOR SUMMARY OFFENCE TICKET
PART 2 - MOVING VIOLATIONS continued
(As provided for in Section 73)

Bylaw Section	Amount	Bylaw Description
68(1)	\$25	Ride bicycle at night without lights
67(1)(d)	\$25	Carry passenger on bicycle
67(1)(e)	\$25	Ride bicycle without a helmet

PENALTY
(As provided for in Section 73)

In accordance with Section 73(2)(c), where the City Treasurer receives voluntary payment within ten (10) days after issuance of the Notice of Violation, the amount prescribed in this Schedule may be reduced by fifteen dollars (\$15.00).

Schedule “A” continued

**SCHEDULE “Y” continued
VOLUNTARY PAYMENT NOT ALLOWED
PART 3 - COURT APPEARANCE REQUIRED
(as provided for in Section 73)**

Bylaw Section	Amount	Bylaw Description
26(2)	\$360	Speeding in a construction zone 7 – 12 km/hr over speed limit
26(2)	\$385	Speeding in a construction zone 13 – 17 km/hr over speed limit
26(2)	\$400	Speeding in a construction zone 18+ km/hr over speed limit



PUBLIC NOTICE
PROPOSED BYLAW NO. 6/2022
Amendment to the Traffic Bylaw No. 18/2016

Public Notice is hereby given that the Council of the City of Yorkton intends to consider approving Bylaw No. 6/2022, to amend the Traffic Bylaw No. 18/2016, at the March 28, 2022 Regular Council Meeting. The Proposed Traffic Bylaw Amendment will include changes to Play and School Zone speed limits, a change to the length of time vehicles can be parked on the street, and the addition of a section to regulate U-turns. A Public Hearing will be held at the March 28, 2022 Regular Council Meeting to allow the public to express their opinion or concern with any of the changes being proposed.

Questions regarding the proposed bylaw may be directed to:

René Richard, Director of Engineering & Asset Management
Phone: (306) 786-1734
Email: rrichard@yorkton.ca

OR

Nicole Baptist, Bylaw & Safety Supervisor
Phone: (306) 828-2425
Email: nbaptist@yorkton.ca

Public Hearing: City Council will hear all persons who are present and wish to speak to the proposed bylaw and all written submissions will be read verbatim unless the submitter is in attendance to speak on the submission, on **Monday, March 28, 2022 in City Hall Council Chambers, Yorkton, Saskatchewan at 5:00 p.m.**

Any written submissions must be received by 9:00 a.m. on Wednesday, March 23, 2022 and must be directed to:

Jessica Matsalla, City Clerk
Box 400, 37 Third Avenue North
Yorkton, SK S3N 2W3
Email: jmatsalla@yorkton.ca

You may visit our website at www.yorkton.ca to view the proposed bylaw.

CONSOLIDATED COPY
which includes
Bylaw No. 20/2018,
No. 8/2020

CITY OF YORKTON

TRAFFIC BYLAW

NO. 18/2016



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BYLAW NO. 18/2016

A BYLAW OF THE CITY OF YORKTON IN THE PROVINCE OF SASKATCHEWAN TO REGULATE TRAFFIC, THE USE OF PUBLIC STREETS AND TO PRESERVE ORDER THEREON

THE COUNCIL OF THE CITY OF YORKTON IN COUNCIL ASSEMBLED ENACTS AS
FOLLOWS:

PART 1: INTERPRETATION

Title

1. This Bylaw shall be known as and may be cited as "The Yorkton Traffic Bylaw".

Provincial Legislation

2. All vehicle and traffic regulations in the City of Yorkton are to comply with the latest adopted edition of the Saskatchewan *Traffic Safety Act*.

Definitions

3. In this Bylaw, unless the context otherwise requires, the expressions:

"**All Terrain Vehicle**" has the same meaning as in the *All Terrain Vehicle Act*.

"**Bicycle**" shall mean a vehicle that is propelled by muscular power or combined muscular power and electrical-assisted power, and is fitted with operable pedals to propel it.

"**Block**" means the portion of a street which lies between two other streets neither of which is a lane and which both intersect the first named street.

"**Boulevard**" means the strip of land between the curb and the sidewalk and between the sidewalk and the property line or, where there is no sidewalk, the strip of land between the curb and the property line whether developed or not, or the strip of land between the designated roadway and property line.

"**Bus**" means a motor vehicle designed and intended to carry more than 15 passengers.

"**Bus Stop**" shall mean the portion of a street adjacent to the curb designated by signs and/or markings as such, for the purpose of loading and unloading passengers from any public transportation vehicle.

"**Bylaw Enforcement Officer**" shall mean ~~the bylaw enforcement officer~~ a bylaw enforcement officer or Special Constable (Community Safety Officer) of the City of Yorkton or anyone acting or authorized to act on his or her behalf.

Amended
by Bylaw
No. 20/2018

"Centre Median" means the strip of land or the painted centre line dividing any street into two or more lanes for traffic going in opposite directions.

"Chief of Police" means the member in charge of the City of Yorkton Municipal Detachment of the Royal Canadian Mounted Police and/or anyone acting or appointed or authorized by him or her to act on his or her behalf.

"City" shall mean the City of Yorkton.

"City Manager Designate" shall mean the person or persons designated by the City Manager of the City of Yorkton who have been given authority over sections of this Bylaw.

"City Treasurer" means the Director of Finance of the City of Yorkton and anyone authorized to act on his or her behalf.

"Clerk" shall mean the City Clerk of the City of Yorkton or anyone authorized to act on his or her behalf.

"Commercial Vehicle" means:

- (a) a motor vehicle with a Manufacturers G.V.W. registration exceeding 6,350 kg; or
- (b) a vehicle, including any combination of motor vehicle, trailer and load, with a total weight exceeding 6,350 kg.

"Council" means the Council of the City of Yorkton.

"Curb" means the actual curb to a street and if there be no curb in existence, shall mean the dividing line between that part of a street intended for the use of vehicles and that part of a street intended for use by pedestrians.

"Dangerous Goods" means a dangerous good as defined in the *Dangerous Goods Transportation Act*.

Amended
by Bylaw
No. 20/2018

"Designated Officer" means a person designated by City Council or City Manager who is given the authority to issue tickets under Section ~~48~~ 53 of this Bylaw.

"Director" means the Director of Engineering and Asset Management for the City of Yorkton and anyone acting or authorized by him or her to act on his or her behalf.

"Double Park" means the standing of a vehicle whether occupied or not, on a street parallel to a vehicle parked beside the curb in a designated parking area, for any reasons other than delay due to traffic signs or traffic control signals.

"Emergency Vehicle" means a licensed ambulance, a vehicle in the service of the Royal Canadian Mounted Police Service or the Yorkton Fire Department.

"Fire Lane" means a part of an access road adjacent to a building or structure that is clearly marked and is to be used by emergency vehicles and personnel in the event of a fire or emergency situation.

"Heavy Vehicle" means:

- (a) a motor vehicle with a Manufacturers G.V.W. registration exceeding 9,000 kg; or
- (b) a vehicle, including any combination of motor vehicle, trailer and load, with a total weight exceeding 9,000 kg.

"Holiday" means a holiday as defined in *The Interpretation Act*, and any day proclaimed as a civic holiday by the Council of the City of Yorkton.

"Intersection" shall mean that portion of the street where two or more streets intersect.

"Lane" means the kind or type of a street intended primarily to give access to the rear or side of a property and intended primarily for the use of vehicles and may also be referred to as an alley.

"Litter" means any manufactured article, processed material or any waste and for the purpose of this Bylaw shall include any grass clippings, leaves or tree branches.

Amended
by Bylaw
No. 20/2018

"Livestock" means farm animals (such as cows, horses, pigs and chickens) that are kept, raised and used by people.

"Loading Zone" shall mean that portion of a street adjacent to the curb designated by signs and/or markings for the exclusive use of vehicles loading or unloading passengers or goods.

"Lug Vehicle" means any vehicle portable engine or traction engine having metal spikes, lugs or cleats projecting from the face of the wheels or tires thereof, or having metal track tread.

"Motor vehicle" means a vehicle propelled or driven by any means other than by muscular power.

"Operator" means any person who drives, operates, or is in charge of a vehicle.

"Owner" means:

- (a) a person, whether a legal entity or not, named in the Certificate of Registration issued pursuant to *The Traffic Safety Act*; or
- (b) a person, whether a legal entity or not, who is entitled to possession of, or property in, any vehicle for which no current Certificate of Registration exists; or
- (c) any person, whether a legal entity or not, who is in possession of a motor vehicle under a contract by which he may become the owner of the motor vehicle in full compliance with the terms of the contract.

"Parade" means any group of pedestrians marching or walking on any street except members of the Armed Forces and/or any group of vehicles proceeding on a street under a common leadership (except funeral processions or Armed Forces Vehicles).

"Parking" means the standing of a vehicle, whether occupied or not, on a street or lane or an area indicated by signs, markings, meters, parking poles or physical barriers as a parking space for a single vehicle, other than momentarily, for the purpose of and while actually engaged in loading or unloading of passengers or goods or in obedience to traffic regulations signs or signals.

"Parking Stall" means a portion of a street or an area indicated by signs, markings, meters, parking poles or physical barriers as a parking space for a single vehicle.

"Pedestrian-assisted activity" includes any human-powered activity such as roller-blading, roller-skating, skate boarding, snowboarding, skiing and tobogganing and scooters, but excludes bicycles.

"Pedestrian" means any person on foot or confined to a wheelchair, whether powered by human power or motor.

"Pedestrian Crosswalk" means:

- (a) that portion of a street designated by signs or markings for the use of pedestrians to cross a street;
- (b) where there are no signs or markings, that portion of a street within the prolongation of the lateral boundary lines of the adjacent or intersecting sidewalks at the end of a block; or
- (c) where there are no signs or markings or sidewalks, that portion of the street measured five (5) metres back from the street intersection and parallel across the roadway.

"Person" includes a corporation or a partnership as well as a man, woman, or child.

"Playground or Recreational Area" shall mean any area designated by Council for use for recreation.

"Police Officer" means "peace officer" as defined by *The Traffic Safety Act*.

"Public Hall" shall mean schools, theatres, moving picture theatres, churches, hockey, skating and curling rinks, dance halls and public assembly halls.

"Road Construction Equipment" means self-propelled or towed equipment used directly in road construction, but does not include a truck, trailer, semi-trailer unit or road construction equipment transported on a truck, trailer or semi-trailer unit.

"School Ground" shall mean that area on which is situated an educational institution, whether public or private, and shall include the lands belonging thereto.

"Sidewalk" means the actual sidewalk where constructed on or adjacent to a part of a street or that portion of a street intended primarily for use by pedestrians, or any structure in a park or other public place designed or intended for use by pedestrians or bicycles.

"Sidewalk Crossing" means that portion of a sidewalk or curb permanently improved or designed for the passage of vehicular traffic across the sidewalk or curb.

"Slow moving vehicle" means any slow moving vehicles or equipment, or any other machinery designed for use at speeds less than 40 km per hour or which normally travels or is used at speeds of less than 40 km per hour.

"Stop" means a complete cessation from movement.

"Street" means that portion of a public road lying between curbs, where constructed, and intended primarily for use by vehicles or, where no curb exists, that portion of a public road intended for use by vehicles and may be named Avenue, Drive, Bay, etc.

"Traffic" means the movement of pedestrians, vehicles, goods or livestock upon any street or lane in the City of Yorkton.

"Traffic Circle" means a road junction at which traffic moves in one direction around a central island.

"Traffic Control Device" means a parking meter, sign, traffic island, marking or a device placed, marked or erected under the authority of this Bylaw for the purpose of regulating, warning or guiding traffic.

"Traffic Lane" means a longitudinal division of a street of sufficient width to accommodate the passage of a single line of vehicles.

"Traffic Light Signal" shall mean a lighted device whether manually, electrically or mechanically operated, for the purpose of directing, warning, or regulating traffic.

"Traffic Marker" means an object intended to be used for the purpose of channeling traffic on a street.

"Two-Way Left Turn Lane" means the paved area in the street median that extends along a street section marked with signs and pavement markings, out of the through traffic stream, for vehicles travelling in either direction to make left turns into intersections and driveways.

"Unattached Trailer" means any trailer either covered or uncovered including a fifth wheel or camper that is uncoupled from the towing unit.

"Unlicensed Vehicle" means any vehicle without valid license plates or registration as required under the current adopted edition of the *Traffic Safety Act*.

"U-turn" means the turning of a vehicle so as to cause it to proceed in the opposite direction from which it was proceeding immediately prior to the commencement of such turn.

"Vehicle" means a device in, upon or by which a person or thing is or may be transported or drawn upon a street or lane and includes special mobile machines and agricultural implements, and, for the purpose of parking and stopping restrictions, includes any portion of a vehicle.

"Waste" means rubbish, slimes, tailings, garbage, refuse, scrap or any other waste products of any kind whatsoever.

Wherever in this Bylaw the expression "vehicle", "vehicular", and "vehicular traffic" is used, it shall mean, and be held to include for the purpose of prosecution under this bylaw, the owner, driver, or operator.

PART 2: TRAFFIC SIGNS

Erection of Signs

4. (1) The City Manager Designate is hereby authorized to erect and maintain signs for the purpose of the control, warning, guidance, information and direction of traffic in conformity with the provisions of this Bylaw or any traffic requirements approved by Council. No person shall erect a sign on public property unless given written approval by the City Manager Designate.
- (2) The City Manager Designate shall keep a record of the location of all traffic control signs and devices and zones where parking or stopping is restricted by sign and the record shall be open to inspection at the office of the City's Engineering and Asset Management Department during normal business hours.
- (3) Requests for new signs must be made to the City Manager Designate by completing the Traffic Control Device Request form, as shown in Schedule "A".

Protection of Signs

5. No person shall damage, deface, remove, obscure, or interfere with any sign, marker or barricade placed or maintained by the City for the purpose of traffic or parking control.

Directional Arrows

6. Where a sign indicates parking or stopping restrictions by directional arrow, that restriction shall continue in the direction of the arrow to the next street intersection unless interrupted by a similar sign with a facing arrow.

Stop Signs

7. The City Manager Designate may erect and maintain, stop signs at street intersections, which satisfy the minimum requirements as per the Transportation Association of Canada current standards.

Yield Signs

8. The City Manager Designate may erect and maintain, as funding permits, yield signs at street intersections, which satisfy the minimum requirements as per the Transportation Association of Canada current standards.

Pedestrian and School Crosswalk Signs

9. Pedestrian and school crosswalk signage as per the Transportation Association of Canada current standards.

PART 3: HEAVY/COMMERCIAL VEHICLES

Heavy Vehicle Restrictions

10. (1) No person shall operate a heavy vehicle on any street except:
 - (a) On the Heavy Vehicle Route as established in Schedule “B” of this Bylaw;
 - (b) while such a heavy vehicle is making collection or delivery, provided that the operator proceeds by the most direct route to or from the point of collection or delivery, to or from the nearest heavy vehicle route;
 - (c) while such heavy vehicle is proceeding to or from the business premises of the owner or operator of the heavy vehicle, provided that the operator proceeds by the most direct route to or from the business premises, to or from the nearest heavy vehicle route;
 - (d) while such heavy vehicle is proceeding to or from a garage for the purpose of repairs, servicing or refueling, provided that the operator proceeds by the

most direct route to or from the garage, to or from the nearest heavy vehicle route;

- (e) while such heavy vehicle is being operated in the service of the City.
- (2) Any person operating a vehicle shall comply with a request of a Police Officer or Bylaw Enforcement Officer to immediately proceed to a weigh scale and there allow the vehicle to be weighed, for the purpose of determining whether the vehicle is a heavy vehicle.
- (3) The City Manager Designate is hereby authorized to sign all of the designated heavy vehicle routes with the appropriate signage.

Heavy Vehicle Training and Testing Routes

- 11. (1) In order to facilitate driver training and testing for the operation of heavy vehicles in the city of Yorkton, registered and licensed examination schools for heavy vehicle operation shall; upon application and approval of the City Manager Designate, be permitted to utilize the routes described in Schedule “C” of this Bylaw.
- (2) The approved training and testing routes shall be restricted to vehicles displaying a valid permit shown in Schedule “C” of this Bylaw and having paid the corresponding fee as shown in Schedule “V”.
- (3) Vehicles on the approved training and testing routes are limited to maximum gross weight of 34,500 kg.
- (4) Vehicles that are required to display “Dangerous Goods” placards are not permitted on these routes.

Commercial Vehicle Restrictions

- 12. Commercial vehicles are only permitted to park on private property in residential areas once per seven days, for no more than 48 hours and in no circumstances be permitted to idle for more than 15 minutes.

PART 4: RESTRICTED USE OF STREETS

Temporary Street Closure

13. (1) Notwithstanding any other provision in this Bylaw, the City Manager Designate shall have authority to temporarily close to vehicular traffic or restrict parking or stopping on any street for the purpose of:
- (a) enabling work to be carried out by or on behalf of the City, including road maintenance, street cleaning, snow removal and sewer or water line construction, repair or improvements;
 - (b) facilitating the moving of any building, structure or other object;
 - (c) facilitating the construction, repair or demolition of a building, structure or other object;
 - (d) facilitating public gatherings.
- (2) The Chief of Police shall have authority to temporarily close to vehicular traffic or restrict parking or stopping on any street or portion thereof whenever:
- (a) in his or her judgment it may be necessary in order to avoid traffic congestion, danger, accident; or
 - (b) for the purpose of a parade or assembly of persons, in accordance with Section 14 of this Bylaw, and shall notify the City Clerk except in case of emergency.
- (3) The Fire Chief of the City or his or her designate shall have authority to temporarily close off any street to vehicular or pedestrian traffic in the case of fire or emergency.
- (4) Where a street is temporarily closed, the City Manager Designate shall instruct the street to be marked with a sign indicating the closure and the hazards, if any, that would be encountered in its use.
- (5) No person shall operate **or stop** a vehicle upon any street or lane temporarily closed to vehicular traffic by authority of this Bylaw or any other Bylaw of Council.
- (6) ~~No person shall park or stop a vehicle upon any street where parking or stopping is temporarily restricted by authority of this Bylaw or any other Bylaw of Council.~~**
- (6) A Police Officer or Bylaw Enforcement Officer is hereby authorized to direct traffic in conformity with the provisions of this Bylaw.

Amended
by Bylaw
No. 20/2018

Parades

14. (1) No parade shall be held without first obtaining a parade permit from the Director of **Recreation and Community Services** ~~Community Development, Parks and Recreation~~ (or designate), in accordance with the current Parade Permit Policy.
- (2) Permit applications are to be made on the Parade Permit Application Form, as found in the current Parade Permit Policy.
- (3) All applications for permits shall be made at least 15 business days in advance of the parade date to allow ample time to arrange for approvals and policing of the route.
- (4) No person shall cross through or in any way obstruct or interfere with a parade or assembly for which a parade permit has been obtained.

Moving an Oversized Load on City Streets

15. (1) The City Manager Designate shall have authority to issue an Oversized Load Transport Permit, in the form found in Schedule "D" of this Bylaw, for the moving of a building, structure, machine, or other object over a street or lane upon receipt of the application for an Oversized Load Transport Permit.
- (2) No person shall move a building, structure, or any load, including the vehicle and trailer which is deemed to be a Restricted Vehicle as defined in Section 62, over a street or lane without first obtaining a moving permit and then only in compliance with the conditions of that moving permit.

Temporary Street and Lane Use Permit

16. (1) No person shall obstruct a street or lane without first obtaining a Street and Lane Use Permit.
- (2) The City Manager Designate shall have the authority to issue Street and Lane Use Permits, in the form found in Schedule "E" of this Bylaw, for temporary use of a street, lane or boulevard:
- (a) during the construction, repair or demolition of a building, structure or other object; or
- (b) during block parties;
- upon receipt of the application and corresponding fees as set out in Schedule "V" not less than seventy-two hours before the commencement of the street or lane use activity.

Temporary Sidewalk Use Permit

17. (1) No person shall obstruct a sidewalk without first obtaining a Temporary Sidewalk Use Permit.
- (2) The City Manager Designate shall have authority to issue Temporary Sidewalk Use Permits, in the form found in Schedule “F” of this Bylaw, for temporary use of a sidewalk:
- (a) during the construction, repair or demolition of a building, structure or other object;
 - (b) for the purpose of displaying goods on a portion of the sidewalk;
 - (c) for the holding of a special event.
- upon receipt of the application and corresponding fees as set out in Schedule “V” of this Bylaw.

Temporary Curb and Sidewalk Crossing

18. (1) No person operating a vehicle shall drive the vehicle across a curb or sidewalk except at a curb or sidewalk crossing. Vehicles that require to temporarily cross a sidewalk or curb may do so only after obtaining a Curb and Sidewalk Crossing Permit as shown in Schedule “G” of this Bylaw.
- (2) All applicants for a Building Permit will be required to obtain the Curb and Sidewalk Crossing Permit at the discretion of the City Manager Designate.

Transporting Material

19. (1) All material of any kind being transported over any street or lane must be transported in such a manner and in such containers that no part of the material, while in transit shall find its way onto the surface of the street or lane. The owner or operator is responsible for the removal of any items falling onto the street or lane.
- (2) No person shall place any item that will obstruct any street, lane, sidewalk or boulevard and is responsible for removing them.
- (3) ~~No person shall litter on any street, lane, sidewalk, boulevard or other public property.~~

Amended
by Bylaw
No. 20/2018

Snow Removal

20. (1) All sidewalks fronting or abutting any school grounds or properties on the streets found in Schedule “H” shall remove and clear away all snow and ice from the sidewalks adjoining the land owned or occupied by them within **forty eight (48) twenty four (24)** hours after the sidewalk becomes obstructed.
- (2) The City may take whatever actions or measures are necessary to remedy the contravention, pursuant to Section 333 of *The Cities Act*, including completing the work and adding to the tax roll of the adjoining property the unpaid expenses and costs incurred by the City for removing the snow and ice.

Litter Removal

21. All persons owning or occupying property specified on the streets found in Schedule “H” shall be compelled to remove and clear away all dirt, litter and other obstructions from the sidewalks adjoining the land owned or occupied by them within forty eight hours of the sidewalk becoming obstructed.

Littering/Attaching of Leaflets

22. (1) No person shall:
- (a) Litter on any public property **including, but not limited to, any street, lane, sidewalk or boulevard.**
- (b) Attach or deposit leaflets to any parked vehicle, **on any street, lane, or City owned parking lot** except for parking tickets issued pursuant to this Bylaw.

Amended
by Bylaw
No. 20/2018

Livestock Prohibited

23. No person shall permit livestock on any street or lane except for use in a parade with a valid parade permit.

Prohibited Obstructions

24. (1) No person shall place or leave any cord or cable across any street, lane, or sidewalk.
- (2) No person shall build or construct any crossing in, on, or across any street, boulevard, sidewalk, drain, gutter, or any other public place in the City without written permission from the City Manager Designate.
- (3) No person shall obstruct, interfere with or interrupt the free passage of traffic on any street, lane or sidewalk.

- (4) No person shall place snow into the street or lane, or on City owned property in:
- (a) Residential zones, as determined in the current Zoning Bylaw; or
 - (b) Commercial and Industrial zones, as determined in the current Zoning Bylaw;

excepting the Snow Dump, if located on streets listed in Schedule “H”, or unless provided with written permission from the City Manager Designate.

PART 5: MOVING VIOLATIONS

General Speed Limits

25. (1) The speed limit on any street in the corporate limits of the City of Yorkton shall be 50 km/hour unless otherwise posted.
- (2) (a) The speed limit in any Elementary School Zone or Play Zone ~~recreational area~~ marked by the appropriate signage is ~~30~~ 40 km/hour ~~between the hours of 8:00 a.m. and 8:00 p.m.~~
- (b) The speed limit in any High School Zone marked by the appropriate signage is 40 km/hour between the hours of 8:00 a.m. and 8:00 p.m.
- (3) The speed limit on any lane or parking lot is 30 km/hour.
- (4) Speed limits on Provincial Highway Routes within the corporate limits of the City of Yorkton shall be established and posted by the Ministry of Highways and Infrastructure and the City of Yorkton.

Construction Zone Speed Limits

26. (1) The City Manager Designate shall have full authority to install construction speed limit signs and reduce speed limits during any road construction or other public works which require workers to be present on the roadway or during which traffic lanes must be narrowed or re-routed. **Speed limit reductions shall not exceed sixty percent (60%) of the normal speed limit on the street as follows:**

Amended
by Bylaw
No. 8/2020

Normal Speed Limit	Construction Speed Limit
100	60
80	50
70	45
60	35

50	30
----	----

- (2) No person shall operate a vehicle on a street in a posted construction zone at a speed greater than the posted speed limit for that construction zone. ~~No person shall operate a vehicle on any street under construction in excess of the posted construction speed limit.~~

Splashing

27. (1) No person operating a vehicle on a public street or lane shall:
- (a) splash a pedestrian; or
 - (b) project dirt or water at or onto any pedestrian or other vehicle by spinning tires or accelerating quickly.
 - (c) drive through large puddles in a manner that creates waves and endangers properties.

Hitchhiking

28. No person standing or walking on a public highway, sidewalk or boulevard shall solicit a ride from the operator of a vehicle by word or any action whatsoever.

Soliciting

29. (1) No person shall solicit business from a vehicle, except where licensed to do so by the City of Yorkton.
- (2) No person shall annoy any person by soliciting or enticing any person to a vehicle.

Pedestrian and School Crosswalks

30. Every person operating a vehicle shall stop and yield the right-of-way to any pedestrians who are crossing the street at any intersection or marked crosswalk.

School Crossing Guards

31. No person shall pass or proceed through a pedestrian crosswalk that is controlled by a School Crossing Guard until direction or signal of the School Crossing Guard is given to proceed.

One Way Lanes

32. (1) The lanes set out in Schedule “I” are established as one-way lanes.
- (2) No person shall operate a vehicle on a one-way lane except in the direction provided by this Bylaw.

Two-Way Left Hand Turn Lanes

33. (1) The traffic lanes as described in Schedule “J” are hereby established as two-way left hand turn lanes.
- (2) No person shall operate a vehicle in a two-way left hand turn lane except in the direction as described in this Bylaw.

Roundabouts

34. (1) Roundabouts are hereby established as noted in Schedule “K”, Part 1.
- (2) No person shall operate a vehicle or bicycle except:
- (a) in accordance with the signage as shown in Schedule “K”, Part 2; and
 - (b) in the manner described in Schedule “K”, Part 3 and Part 4, or with any other provision of this Bylaw.

U-Turns

34.1 (1) Subject to Subsection 2, no person shall make a U-turn on a public street or lane:

(a) At an intersection; or

(b) Where signs prohibit U-turns.

(2) Notwithstanding Subsection (1), no driver of a vehicle shall make a U-turn until it is safe to do so.

(3) Notwithstanding Subsection (2), no driver of a vehicle shall make a U-turn anywhere in a Play Zone, Elementary School Zone, or High School Zone during the times the zones are in effect.

Fire Hose

35. No person operating a vehicle shall drive the vehicle across or stand a vehicle upon any fire equipment, including a water hose, which is in use or intended to be used by members of the Fire Department.

Crossing Wet Paint Lines

36. No person shall drive a vehicle across, walk on or otherwise cross over any freshly painted line on any street when that line is indicated by signs, flags or other warning device.

Pedestrian Assisted Activities on the Street or Lane

37. (1) No person shall engage in any pedestrian-assisted activity, on any street or lane where a sidewalk is available.
- (a) Where no sidewalk is available, no person shall engage in a pedestrian-assisted activity more than two abreast on any street or lane and shall proceed in a direction opposite to vehicular traffic.
- (2) No person shall engage in any pedestrian-assisted activity on any sidewalk:
- (a) Without heeding the right-of-way to pedestrians on foot or wheelchair;
- (b) Without due care and attention for the safety of other users of the public sidewalk;
- (c) Without due care and attention to that persons own safety, and;
- (d) In a manner and at a speed appropriate to the surface being skated upon.

School Bus Safety Lights

38. The use of school bus safety lights and stop arms shall be prohibited in designated school zones.

Engine Retarder Brakes

39. No person operating a vehicle shall use engine retardant brakes in the City, except to avoid or reduce the impact of a collision or in the case of such other emergency.

Operating a Vehicle on City Owned Property

40. No person shall operate a vehicle on property owned by the City other than on a street, lane or in a lot that permits parking, without written permission from the City Manager Designate.

PART 6: PARKING & STOPPING

Limited Street Parking

41. (1) No person shall park any vehicle upon any street for a time that exceeds the limit indicated by parking signage, as shown in Schedule “L”.
- (2) No person shall park a vehicle on any street for a period of time exceeding **forty eight (48) twenty four** hours.

Street Parking at Curb

42. ~~No person shall park a vehicle upon a street except~~ Street parking at the curb is permitted, when vehicles are parked:

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- (1) at the right-hand curb on a two-way street, **pointing in the direction of traffic**;
- (2) at either curb on a one-way street, **pointing in the direction of traffic**;
- (3) parallel to or alongside the curb unless angle parking is indicated by signs or marking; ~~or~~

provided such parking is not otherwise prohibited by this Bylaw.

Parallel Parking Requirements

43. (1) No person shall parallel park:
- (a) with the front or rear wheel nearest the curb more than 0.3 metres from that curb; refer to Schedule “M”, Diagram 1.
- (b) within 0.6 metres of any vehicle previously parked in front of or behind the vehicle; refer to Schedule “M”, Diagram 2.
- (2) The operator of a motorcycle shall park the vehicle at an angle of forty-five (45) degrees to the curb with the rear wheel within 0.3 metres of the curb; refer to Schedule “M”, Diagram 3.

Angle Parking Requirements

44. (1) No person shall park a vehicle on any street where angle parking is provided except:
- (a) in accordance with signs or markings designating a parking stall; and

- (b) with the front end of the vehicle within 0.3 metres of the curb, as shown in Schedule “N”, Diagram 1; and
- (c) where the vehicle measures no more than six metres in overall length, as shown in Schedule “N”, Diagram 2.

Double Parking Prohibited

45. No person shall double park any vehicle upon any street in the City.

Parking Prohibited

46. (1) No person shall park a vehicle for any period of time:

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- (a) on any lane in the City;
- (b) on any **sidewalk or** sidewalk crossing ;
- (c) on any curb crossing;
- (d) on any portion of a boulevard;
- (e) on any portion of a centre median;
- (f) within a street intersection;
- (g) in a traffic lane of any street;
- (h) on any street on which parking has been temporarily restricted;
- (i) on any street which has been temporarily closed to vehicular traffic;
- (j) on any street immediately in front of the entrance to any theatre, auditorium, school or public hall with the exception of **accessible parking handicap** drop off zones;
- (k) any place where signage indicates parking is prohibited;
- (l) on the center island of a traffic circle or roundabout;
- (m) in any posted fire lane;
- (n) on any crosswalk;
- (o) at any posted bus stop;

- (p) obstructing any private driveway;
- (q) any place where a curb is painted yellow upon direction of the City Manager Designate;
- (r) in the opposite direction of traffic.

Vehicle Repairs

47. (1) No person shall wash or repair any vehicle on a street or lane, except in the case of an emergency and then only in the curb traffic lane of the street.
- (2) No person shall leave any vehicle requiring emergency repair for more than three (3) hours on any street or lane.

Minimum Distances

48. (1) No person shall park a vehicle:
- (a) within twelve (12) metres of extended curb lines at intersections unless parallel parking stalls are provided and marked. Refer to Schedule "O", Diagram 1;
 - (b) within three (3) metres of any lane entrance. Refer to Schedule "O", Diagram 2;
 - (c) within two (2) metres of any sidewalk crossing. Refer to Schedule "O", Diagram 3;
 - (d) within three (3) metres of a fire hydrant. Refer to Schedule "O", Diagram 4;
 - (e) within five (5) metres of any railway track. Refer to Schedule "O", Diagram 5;
 - (f) within two (2) metres of a private driveway. Refer to Schedule "O", Diagram 6.
 - (g) within two (2) meters of a crosswalk. Refer to Schedule "O", Diagram 7.

Two Hour Street Parking

49. (1) Two hour on-street parking is hereby established on the streets as set out in Schedule "P" of this bylaw.

- (2) Two hour on street parking is in effect from Monday to Friday from 9:00 am to 6:00 pm.
- (3) Where two hour on street parking is established, no person shall:
 - (a) Park for more than 2 hours on that entire block unless a valid City Hall Parking Permit or City Hall Daily Parking Permit is clearly displayed;
 - (b) Move the vehicle to another spot on that block at the expiration of 2 hours;
 - (c) Use more than one parking space, where lines are established on the roadway.

15-Minute Meter Parking

- 50. (1) Notwithstanding Section 49, 15-minute meter parking spaces shall be established by the City Manager Designate.
- (2) Meter fees are described in Schedule “V”.
- (3) No person shall park a vehicle in a 15-minute metered parking stall for any period of time while the parking meter for that parking stall shows “Violation” or “Time Expired”.
- (4) Meter fees are not required:
 - (a) between the hours of 6:00 p.m. and 9:00 a.m. ;
 - (b) on Saturdays, Sundays or Holidays;
 - (c) for service vehicles owned by and marked as Saskatchewan Power Corporation, Saskatchewan Energy, or Saskatchewan Telecommunications while actively engaged in performing utility services;
 - (d) to vehicles marked as belonging to City of Yorkton, Yorkton Fire Department and the RCMP;
 - (e) for veterans displaying a valid Veteran’s License Plate.
- (5) No person shall:
 - (a) deposit in a parking meter any slug or other substitute for a coin of Canada or the United States of America;
 - (b) deface, damage or tamper with the working of any parking meter or meter pole.

- (6) Council, at its discretion, may by resolution establish free parking provisions for a period as identified in their resolution.

Multi Space Pay Station Parking Lots

51. (1) Multi space pay station parking lot locations are described in Schedule “R” of this Bylaw.
- (2) Pay station fees as described in Schedule “V”.
- (3) No person shall park a vehicle in a pay station parking lot for any period of time unless a valid pay station ticket or parking permit is displayed in the driver’s side front window.
- (4) Pay station fees are not required in the pay station parking lots:
- (a) between the hours of 6:00 p.m. and 9:00 a.m.;
 - (b) on Saturdays, Sundays and Holidays;
 - (c) to service vehicles owned by and marked as Saskatchewan Power Corporation, Saskatchewan Energy, or Saskatchewan Telecommunications while actively engaged in performing utility services;
 - (d) to vehicles marked as belonging to the City of Yorkton, Yorkton Fire Department and the RCMP;
 - (e) for veterans displaying a valid Veteran’s License Plate.
- (5) No person shall:
- (a) deposit in a pay station any slug or other substitute for a coin of Canada or the United States of America;
 - (b) deface, damage or tamper with the working of any pay station.
- (6) A person shall:
- (a) enter or leave an off-street parking lot in accordance with painted lines or directional signs posted in that area, and;
 - (b) Where parking stall boundaries are indicated by painted lines, a meter, pole, sign, or other device, park a vehicle entirely within the boundary of a parking stall.

Permit Parking Lots

52. (1) (a) The City Manager Designate is hereby authorized to issue parking permits.
- (b) Permit parking lot locations are found in Schedule “S” of this bylaw.
- (c) A valid parking permit must be clearly displayed.
- (d) Council, at its discretion, may by resolution establish free parking provisions for a period as identified in their resolution.
- (2) Fees for permit parking lots are found in Schedule “V”.
- (3) A person shall:
- (a) enter or leave an off-street parking lot in accordance with painted lines or directional signs posted in that area, and;
- (b) Where parking stall boundaries are indicated by painted lines, a meter, pole, sign, or other device, park a vehicle entirely within the boundary of a parking stall.

City Owned Private Parking Lots

53. (1) No person shall park a vehicle on ~~private property, in any private parking place~~ **city owned private property, in any city owned private parking place** or parking lot except with the express consent of the owner, occupant or permittee of that property.

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- (a) All parking places and parking lots set out in Schedule “T”, are established as “City Owned Private Property” and parking of vehicles by any person other than the owner, occupant, licensee or permittee of the parking place or parking lot on the said **city owned** private property without the express consent of such owner, occupant, licensee or permittee is prohibited.
- (b) No person shall enter, leave or park in a private parking area except in accordance with painted lines and/or directional signs posted in that area.
- (c) No person shall park a vehicle exceeding a Manufacturers G.V.W. of 6,350 kg or an overall length of more than six (6) metres on any **city owned** private parking lot except:
- (i) for the purposes of using that facility, or;

- (ii) if granted permission by the Director of **Recreation and Community Services Community Development, Parks and Recreation** or his/her designate only for the Gallagher Centre, Yorkton Public Library, Kinsmen Arena, Godfrey Dean Cultural Centre or Gloria Hayden Centre **city owned** private parking lots.
- (2) **No person shall park a vehicle in any parking stall marked as an Accessible (disabled) stall, unless the vehicle displays a valid accessible parking permit, issued by the Saskatchewan Abilities Council or such equivalent from any Province or Territory in Canada, and be displayed on the rearview mirror.**
~~No person shall park a vehicle in any parking stall marked by signs reserving the spot for the disabled unless the vehicle displays a valid disabled person permit on the rearview mirror issued by the Saskatchewan Abilities Council or such equivalent from any province or Territory in Canada.~~
- (3) A Designated Officer or Bylaw Enforcement Officer is authorized to issue tickets in City Owned Private Parking Lots.

City Owned Property

- 54. No person shall park a vehicle upon property owned by the City other than on a street or in a lot that permits parking, without written permission from the City Manager Designate.

Prohibited Vehicles

- 55. (1) The following are prohibited from parking on any street, lane or City owned parking lot at any time:
 - (a) any unattached trailer including fifth wheel campers with the exception of those that have obtained a Construction Trailer Permit as described in Schedule “U”.
 - (b) any semi trailer or tractor not actively loading or unloading.
 - (c) any commercial vehicle as defined in this Bylaw not actively loading or unloading.
 - (d) any unlicensed vehicle or vehicle with expired registration.
 - (e) any snowmobile, dirt bike, all terrain vehicle, golf cart or similar vehicle.

- (f) any vehicle with Manufacturers Gross Vehicle Weight of more than 6,350 kilograms with the exception of recreational vehicles, City owned vehicles, and emergency vehicles.
- (g) any bus not actively picking up or dropping off passengers.

Dangerous Goods Vehicle Parking

56. (1) No person shall park a vehicle that requires a “Dangerous Goods” placard as required by the *Dangerous Goods Transportation Act* within 150 metres of any residence, educational institution or public hall except for the purpose of loading or unloading under the following conditions:
- (a) it is not possible for the contents to be unloaded from any other area; and
 - (b) the vehicle and the unloading procedure are under constant supervision during the entire time the vehicle is parked.

Loading Zones

57. Notwithstanding Section 49, no person shall park a vehicle in a loading zone for more than the posted time limit.

Accessible Parking Stalls ~~for the Disabled~~

58. (1) The City Manager Designate is hereby authorized to establish ~~accessible disabled~~ parking stalls for the exclusive use of motor vehicles bearing current ~~accessible parking permit disabled license plate stickers~~ or placards and to erect signs to mark such spaces.
- (2) No person shall park a vehicle in any parking stall marked ~~as an accessible parking stall by signs reserving the spot for the disabled~~ unless the vehicle displays a valid ~~accessible parking disabled person~~ permit ~~on the rearview mirror~~ issued by the Saskatchewan Abilities Council or such equivalent from any Province or Territory in Canada, ~~and be displayed on the rearview mirror.~~

Loading and Unloading

59. (1) No person shall park a vehicle, including a semi-trailer or trailer combination, on any street with the vehicle backed up to the curb except:
- (a) while actually loading or unloading goods onto or from the vehicle; and
 - (b) where the vehicle does not obstruct more than three (3) metres of the street, measured perpendicular to the curb.

Snow Route Parking Areas

60. (1) No person shall park or stop a vehicle or permit a vehicle to be parked or stopped on any street or portion of any street identified as a snow route by the signage indicated in Schedule “W” of this Bylaw.
- (a) Section 60 applies when snow routes have been declared in effect by the City Manager Designate.
 - (b) A declaration announcing a red square snow route to be in effect shall remain in effect for a period of seventy two (72) hours unless sooner terminated or extended by further declaration of the City Manager Designate. Such seventy two (72) hour period to commence and be effective from the time specified in the declaration.
 - (c) A declaration announcing a blue square snow route to be in effect shall remain in effect during the hours of 12:00 am and 7:00 am for a period of seventy two (72) hours unless sooner terminated or extended by further declaration of the City Manager Designate. Such seventy two (72) hour period to commence and be effective during the time specified in the declaration.
 - (d) The City Manager Designate shall inform the public of the existence of a snow route declaration using whatever means he or she may deem advisable.
 - (e) All vehicles parked on designated snow routes, while a declaration is in effect, shall be deemed to be illegally parked and may be ticketed ~~or~~ and/or towed away under the provisions of this Bylaw.

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PART 7: RESTRICTED VEHICLES

Unlicensed Vehicles Prohibited

61. No person shall operate a motor vehicle not capable of being licensed, except for rubber tired construction equipment, farm equipment (~~notwithstanding~~ Section 62(1)(d)) or a medi-scooter or motorized wheel chair on any street, lane, park, public reserve, sidewalk, easement, boulevard, or other City owned property.

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Restricted Vehicles

62. (1) No person shall operate on any street:

- (a) any vehicle having contact with the road surface by motorized tracks, including a lug vehicle;
- (b) any vehicle or load, or both, exceeding the maximum loads set out in Schedule "X" to this Bylaw, without an Oversized Load Transport Permit as found in Schedule "D".
- (c) any vehicle, including the load, which exceeds:
 - (i) 2.9 metres in width;
 - (ii) 12.5 metres in length for a truck or single vehicle, 14 metres in length for a bus, 23 metres in length for a tractor and semi-trailer or any other combination of vehicles, or 25 metres in length for an A train, B train, or C train; or
 - (iii) 4.5 metres in height;

Without an Oversized Load Transport Permit as found in Schedule "D".

- (d) any farm equipment between the hours of 8:00 a.m. to 9:00 a.m., 12:00 p.m. to 1:00 p.m., and 4:00 p.m. to 6:00 p.m. Monday through Friday inclusive or between sunset and sunrise;
 - (e) any road construction equipment during the hours of 8:00 a.m. to 9:00 a.m., 12:00 p.m. to 1:00 p.m., or 4:00 p.m. to 6:00 p.m. Monday through Friday inclusive or between sunset and sunrise unless the equipment is preceded and followed by a pilot car.
- (2) Pilot cars are to be identified in conformity with the Escort Vehicle Equipment Requirements of the Ministry of Highways and Infrastructure's "Guide to Saskatchewan Weights and Dimensions".

Dangerous Goods Routes

63. (1) Subject to Subsection 2, no person shall operate a dangerous goods vehicle other than on a Dangerous Goods Route, as found in Schedule "B";
- (2) A person may operate a dangerous goods vehicle on a route other than the Dangerous Goods Route if the dangerous goods vehicle:
- (a) is making pickup or delivery of a dangerous good;
 - (b) is proceeding to or from the business premises of the owner or operator of the dangerous goods vehicle; or

- (c) is proceeding to or from a garage for the purpose of repairs, servicing or refueling; and

The Dangerous Goods Vehicle proceeds on the most direct route to and from the Dangerous Goods Route.

Restrictions on Slow Moving Vehicles

64. No person shall operate a slow moving vehicle on any street between the hours of 8:00 a.m. and 9:00 a.m., 12:00 p.m. to 1:00 p.m., or 4:00 p.m. and 6:00 p.m. Monday through Friday inclusive or between one half hour before sunset and one half hour after sunrise.

Exceptions

65. Part 7 shall not apply to any vehicle owned or operated by the City of Yorkton or any other public utility while that vehicle is:
- (a) actually engaged in maintenance or construction of public works; or
 - (b) travelling to or from any site for the purpose of maintenance or construction of a public work; or
 - (c) engaged in fire protection services or emergency response services; or
 - (d) engaged in leisure services programming.

PART 8: BICYCLES

Rules of Road Prevail

66. Every cyclist shall operate a bicycle in accordance with the applicable rules of the road as set out in *The Traffic Safety Act*.

Restrictions

67. (1) No person shall operate a bicycle:
- (a) on any sidewalk or boulevard, or through a crosswalk, unless just learning to ride a bike.
 - (b) in a reckless or negligent manner.
 - (c) carrying a load in excess of that for which the bicycle is designed.
 - (d) carrying more persons than the bicycle is designed to carry.

- (e) without a helmet.

Night Riding Restrictions

68. (1) No person shall operate a bicycle between one half hour before sunset to one half hour after sunrise unless the bicycle is equipped with:
- (a) a lighted headlamp or reflector which is visible from the front of the bicycle; and
 - (b) a red tail light or reflector that is visible from the rear of the bicycle.

Bicycle Parking Restrictions

69. (1) No person shall:
- (a) chain or secure a bicycle to a pole, tree or other structure on any street, sidewalk, or City owned property if it interferes with pedestrian traffic unless it has been designated for bicycle parking; or
 - (b) leave a bicycle in a reclining position on any street, sidewalk or City owned property.

PART 9: ENFORCEMENT

Emergency Traffic Control

70. (1) A Police Officer, Special Constable, or Bylaw Enforcement Officer is hereby authorized to direct traffic in conformity with this Bylaw and *The Traffic Safety Act*.
- (2) Notwithstanding any other provision of this Bylaw, a Police Officer, Special Constable, or Bylaw Enforcement Officer are hereby authorized to direct traffic in any manner deemed necessary to expedite traffic, safeguard pedestrians, prevent accidents or meet any unforeseen conditions, whether or not in conformity with this Bylaw or *The Traffic Safety Act* in the event of a fire, traffic accident, traffic signal malfunction or other emergency.
- (3) No person shall fail to comply with a direction or signal of a Police Officer, Special Constable, or Bylaw Enforcement Officer given authority under this section.

Chalking Tires

71. (1) Any Bylaw Enforcement Officer, City Manager Designate or person authorized by the Chief of Police with the enforcement of this Bylaw may place an erasable chalk mark on the tread face or side of any tire of any parked vehicle.
- (2) No person shall obstruct justice by physically removing or erasing a chalk mark placed on the tread face or side of a tire of any parked vehicle.

Placing Tickets

72. (1) No person, other than a Bylaw Enforcement Officer, Police Officer, or other person authorized by the Chief of Police or the City Manager with the enforcement of this Bylaw, shall place a Notice of Violation ticket or warning notice on any vehicle.
- (2) No person, other than the owner or operator of the vehicle, shall remove a notice of violation ticket or warning notice from a vehicle.
- (3) Notwithstanding Section 73, in cases where a vehicle or trailer receives a Notice of Violation and remains in the same spot following a period of twenty four hours, the vehicle or trailer is subject to an additional Notice of Violation.
- (4) Notwithstanding Section 73, in cases where a vehicle or trailer has received a second Notice of Violation and remains in the same spot following a period of twenty four hours, the vehicle or trailer is subject to towing and impoundment at the owner's expense.

Penalty

73. (1) Subject to subsection (2), any person who contravenes any provision of this Bylaw is guilty of an offence punishable on summary conviction by a fine in an amount not less than (\$100.00) dollars and not exceeding:
- (a) five hundred (\$500.00) dollars in the case of an individual;
- (b) one thousand (\$1,000.00) dollars in the case of a corporation;
- (2) (a) When any person authorized by the Chief of Police or the City Manager to enforce this bylaw has reason to believe that a person or vehicle has contravened any provision of this Bylaw, that person may issue a Notice of Violation to the person or place the Notice of Violation on the vehicle.
- (b) A Notice of Violation may indicate that the City will accept voluntary payment at Yorkton City Hall for the amount listed.

- (c) Where the City of Yorkton receives payment within ten (10) days after issuance of the Notice of Violation, the prescribed amount may be reduced by fifteen (\$15.00) dollars.
- (d) Notwithstanding subclause (c), fines listed in Schedule “Y”, part 3, shall not be eligible to be reduced by fifteen (\$15.00) if paid within ten (10) days.
- (e) If payment is not received within twenty days of the offence, a summons may be issued and an additional penalty of thirty (\$30.00) dollars shall be added to the amount listed once the summons has been issued. If voluntary payment is received by the City of Yorkton prior to the date the person is to appear in court, the person charged shall not be subject to further court action.
- (f) Fine amounts for the offences in this Bylaw are found in Schedule “Y”.

Cancellation of Tickets

74. The City Manager Designate may cancel any parking violation where that parking ticket was issued improperly or in error.

Impoundment of Vehicles

75. (1) Any Bylaw Enforcement Officer, Police Officer or any other person authorized by the Chief of Police or the City Manager may at their discretion immediately remove any vehicle that is unlawfully parked, on any street, lane or City owned property.
- (2) Any vehicle removed pursuant to subsection (1):
- (a) shall be impounded and stored at any place authorized by the City Manager Designate at the cost of the owner for a period of thirty (30) days after the date of removal of the vehicle unless the costs of removal, impoundment and storage, and any outstanding fines are sooner paid;
 - (b) shall be released to the owner on payment of the cost of removal, impoundment and storage and any outstanding fines within thirty (30) days after the date of the removal of the vehicle.
- (3) If the vehicle is not redeemed within thirty (30) days, pursuant to clause (2)(b):
- (a) the vehicle shall be dealt with as lost or unclaimed personal property;
 - (b) the City shall have the right to recover from the owner of the vehicle the costs of removal, impoundment and storage, including the actual cost of advertising, by:

- (i) action in a court of competent jurisdiction;
- (ii) sale of the vehicle at public auction;
- (iii) by private sale of the vehicle.

Removal of Vehicles

76. Notwithstanding Section 75, the City Manager Designate may cause the removal of a vehicle stopped or parked in contravention of Section 13(6) within a temporarily closed or regulated street or lane and may deposit that vehicle at a location on a street in proximity to the original location of the vehicle.

PART 11: SEVERABILITY

77. If any section, subsection, sentence, clause, phrase or other portion of this Bylaw is for any reason held invalid or unconstitutional by any Court of competent jurisdiction, that portion shall be deemed a separate, distinct and independent provision and the holding of the Court shall not affect the validity of the remaining portions of the Bylaw.

PART 12: REPEAL OF FORMER BYLAW

78. Bylaw No.10/2000, Bylaw No. 12/2001, Bylaw No. 17/2001, Bylaw No. 6/2002, Bylaw No. 10/2002, Bylaw No. 40/2003, Bylaw No. 3/2005, Bylaw No. 15/2005, Bylaw No. 10/2006, Bylaw No. 27/2006, Bylaw No. 2/2008, Bylaw No. 9/2009, Bylaw No. 28/2009, Bylaw No. 43/2010, Bylaw No. 14/2014, Bylaw No. 4/2015 are hereby repealed.

PART 13: EFFECTIVE DATE OF BYLAW

79. This Bylaw shall come into force and take effect from the date on which it is approved by the Highway Traffic Board of the Province of Saskatchewan.

MAYOR

CITY CLERK

Introduced and read a first time this 21st day of November, A.D. 2016.

Read a second time this 30th day of January, A.D. 2017.

Read a third time and adopted this 30th day of January, A.D. 2017.

SCHEDULES

SCHEDULE "A" -	Traffic Control Device Request Forms
SCHEDULE "B" -	Heavy Vehicle & Dangerous Goods Route
SCHEDULE "C" -	Heavy Vehicle Driver Training and Testing Route
SCHEDULE "D" -	Oversized Load Transport Permit
SCHEDULE "E" -	Temporary Street and Lane Use Permit
SCHEDULE "F" -	Temporary Sidewalk Use Permit
SCHEDULE "G" -	Temporary Curb and Sidewalk Crossing Permit
SCHEDULE "H" -	Snow and Litter Removal
SCHEDULE "I" -	One Way Lanes
SCHEDULE "J" -	Two-Way Left Hand Turn Lanes
SCHEDULE "K" -	Roundabouts
SCHEDULE "L" -	Parking Signage
SCHEDULE "M" -	Parallel Parking Requirements
SCHEDULE "N" -	Angle Parking Requirements
SCHEDULE "O" -	Minimum Distances
SCHEDULE "P" -	Two Hour Street Parking
SCHEDULE "Q" -	City Hall Parking Permit
SCHEDULE "R" -	Multi Space Pay Station Parking Lots
SCHEDULE "S" -	Permit Parking Lots
SCHEDULE "T" -	City Owned Private Parking Lots
SCHEDULE "U" -	Construction Trailer Permits
SCHEDULE "V" -	Fees Schedule
SCHEDULE "W" -	Snow Route Parking Areas
SCHEDULE "X" -	Maximum Loads

SCHEDULE "Y" - Penalty

**SCHEDULE “A”
TRAFFIC CONTROL DEVICE REQUEST FORMS
(as provided for in Section 4)**



Box 400 · 37 Third Avenue North · Yorkton, Saskatchewan · S3N 2W3 · Phone 306-786-1700 · Fax 306-786-6880 · www.yorkton.ca

City of Yorkton

Traffic Control Device Request Form

Type of control requested:

- | | |
|--|--|
| ☐ Loading Zone | ☐ Traffic Light |
| ☐ Handicap Space Sign | ☐ Stop Sign |
| ☐ No Parking | ☐ Yield Sign |
| ☐ Other _____ | |

Address: _____

Reason for request: _____

Applicant Contact Information

Name: _____

Mailing Address: _____

Phone Number: _____

Email: _____

Signature: _____ **Date:** _____

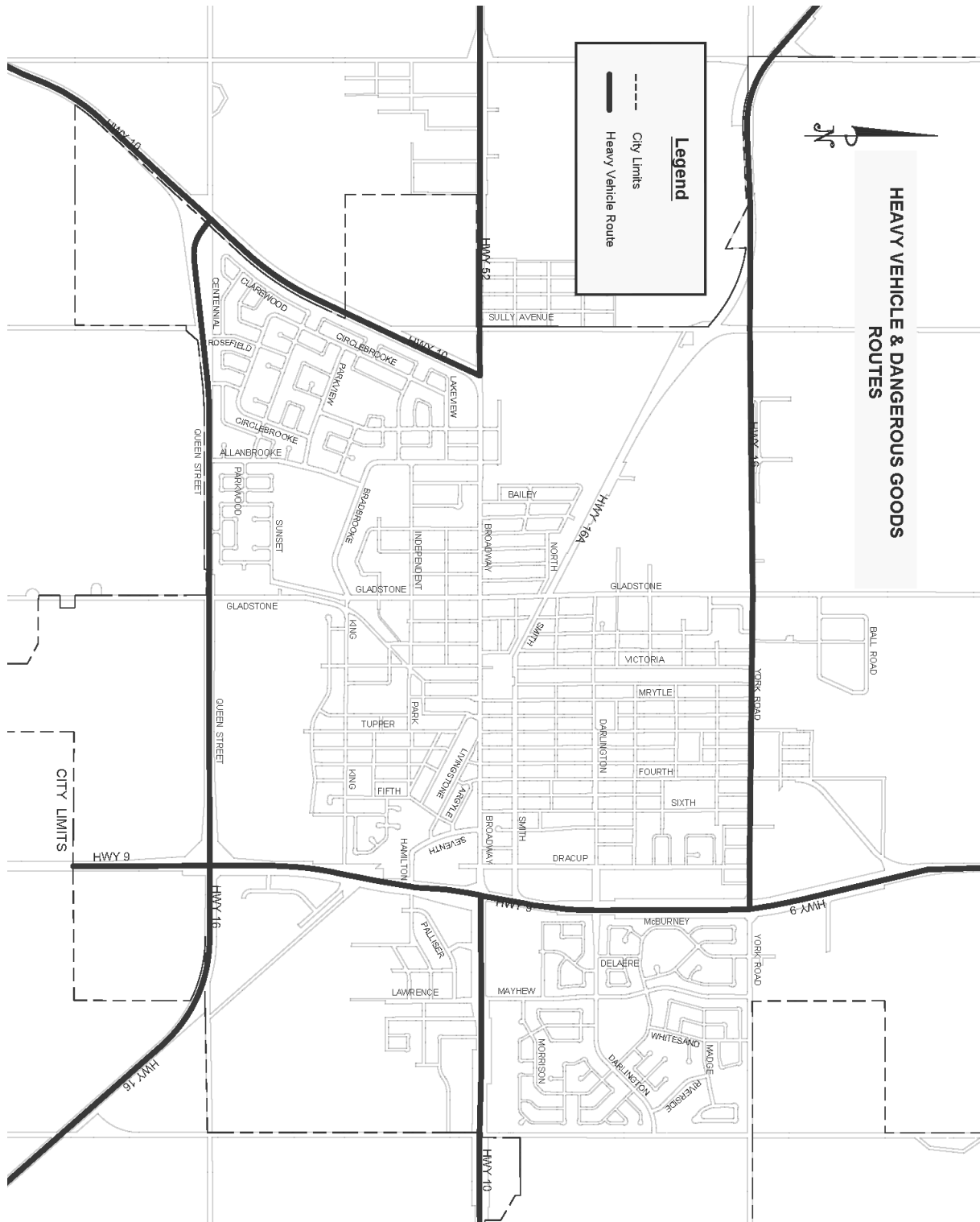
FOR INTERNAL USE ONLY

Date Received: _____ **Application No:** _____

Decision: _____ **Applicant Notified:** _____

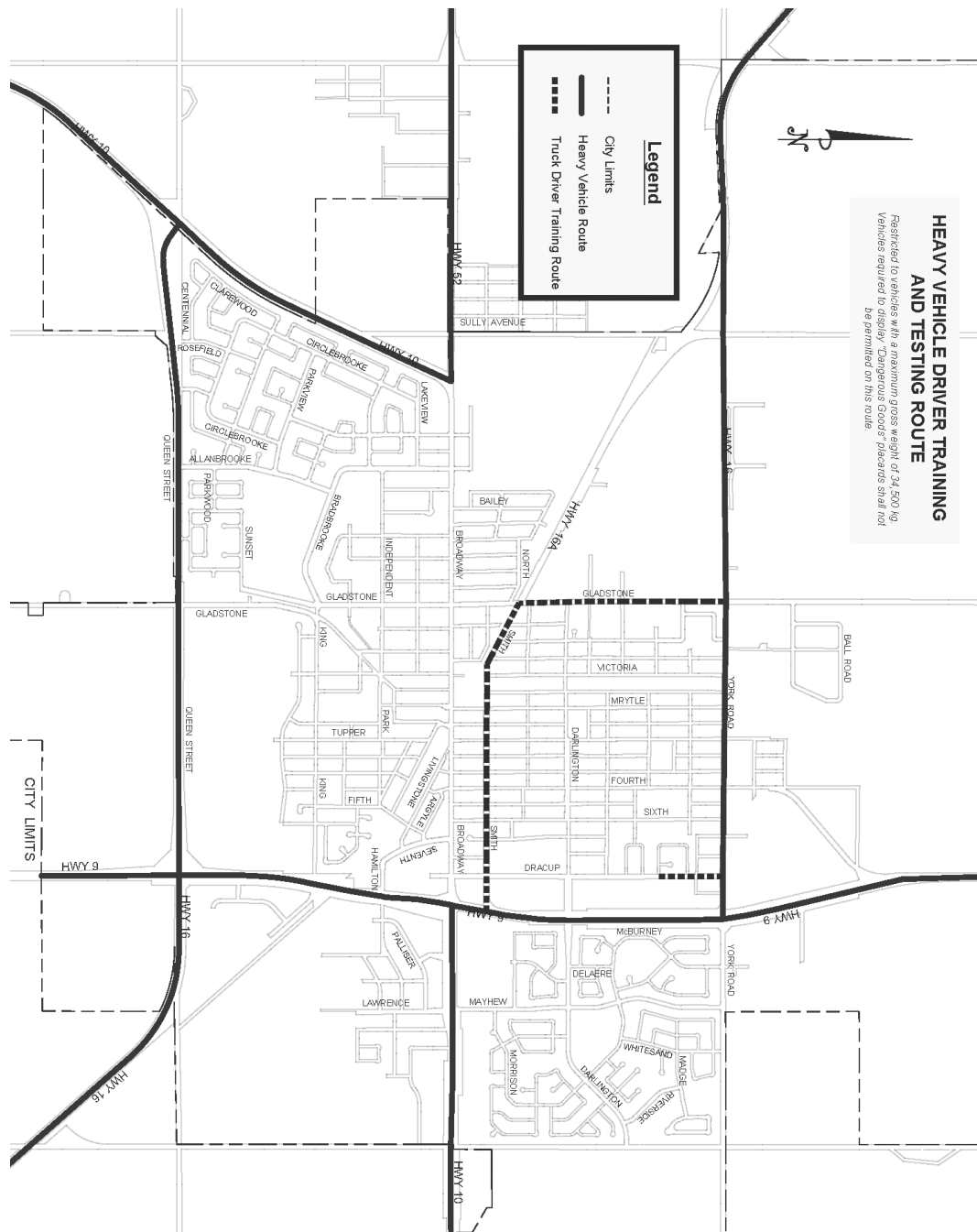
Amended
by Bylaw
No. 20/2018

SCHEDULE "B"
HEAVY VEHICLE & DANGEROUS GOODS ROUTE
(as provided for in Section 10 & 63)



SCHEDULE “C”
HEAVY VEHICLE DRIVER TRAINING AND TESTING ROUTE
(as provided for in Section 11)

Vehicles that are required to display “Dangerous Goods” placards shall not be permitted on this route.



SCHEDULE “C” continued
HEAVY VEHICLE DRIVER TRAINING AND TESTING ROUTE PERMIT
(As provided for in Section 11)

**HEAVY VEHICLE DRIVER TRAINING
AND TESTING ROUTE PERMIT**

VALID ONLY FOR USE
ON THE DESIGNATED HEAVY
VEHICLE DRIVER TRAINING AND TESTING ROUTE.

**VEHICLES RESTRICTED TO
34,500 KG GROSS WEIGHT**

License Plate Number: _____

Permit Expiry Date: _____

City Manager Designate: _____

SCHEDULE "D"
OVERSIZED LOAD TRANSPORT PERMIT
(as provided for in Sections 15 & 62)



Box 400 · 37 Third Avenue North · Yorkton, Saskatchewan · S3N 2W3 · Phone 306-786-1700 · Fax 306-786-6880 · www.yorkton.ca

City of Yorkton

OVERSIZED LOAD TRANSPORT PERMIT

Building Permit No. (If applicable): _____
Name: _____ Mailing Address: _____
Phone: _____

Description of oversized load to be moved:

Loaded Length: _____ Loaded Width: _____
Loaded Height: _____ Loaded Weight: _____

From: _____ To: _____

Route: _____

1. The applicant must give a minimum of 72 hours notice prior to when he would like to move the above building, structure or vehicle in order to give SaskTel, Sask Power, City of Yorkton, and the local Cable company time to co-ordinate the move.
2. The applicant is responsible for collecting all required approvals from additional agencies as listed on Page 2.
2. The applicant hereby agrees that, if a permit is issued as applied for, the applicant will pay the full amount of any damages resulting or arising from or during the course of the travel for which the permit is sought and will indemnify the approving authorities listed below against any such damages or injury. (Attach copy of Bond of Indemnity or Insurance Policy in the amount of at least one million dollars.)
3. The applicant hereby agrees that if a permit is issued as applied for that the said applicant will pay any charges levied for the supplying of such men and/or equipment as may be required to assist the applicant to travel the approved route.
4. The applicant hereby agrees that if a permit is issued as applied for that the said applicant agrees to adhere to all existing bylaws that may pertain to the move or additional conditions associated with this permit.
5. The authorized agents, listed below, may suspend or revoke a oversized load transport permit where the applicant fails to abide by any condition of the permit or approval or

**SCHEDULE "D" continued
OVERSIZED LOAD TRANSPORT PERMIT
(as provided for in Sections 15 & 62)**

where the applicant supplies false information pertaining to the dimensions of the building, structure, equipment, or vehicle to be moved.

6. The applicant hereby agrees to save, indemnify and keep harmless the City of Yorkton against all liabilities, judgements and damages that may accrue against said City in the consequence of the granting of such permit and to bear all the cost for signing, barricading pole removal and damage to private and public property.
7. Payment of any charge for cost levied or damages arising from the move is due thirty (30) days after the date of mailing of the bill.
8. The City of Yorkton Director of Engineering and Asset Management is the final signature required and cannot approve the Permit without all other agencies approvals first.

Date of Application: _____

Name of applicant: _____
(Please Print)

Signature of applicant: _____

Representing: _____

The above application is hereby approved and authority is hereby granted subject to requirements shown below, to move the building, structure or vehicle described therein over the route described therein on the ____ day of _____, 20____.

Sask. Telecommunications Approval
(exceeding height of 13'6")

_____(Name)
_____(Title)

City of Yorkton Leisure Services
and Parks Approval

_____(Name)
_____(Title)

Sask. Power Corporation Approval

_____(Name)
_____(Title)

Cable Approval

_____(Name)
_____(Title)

Director of Engineering & Asset
Management Approval

_____(Name)
_____(Title)

SCHEDULE "E"
TEMPORARY STREET AND LANE USE PERMIT
(as provided for in Sections 16)



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City of Yorkton

TEMPORARY STREET AND LANE USE PERMIT

Date: _____ **Permit #:** _____
(Office Use only)

Contact Name: _____

Company: _____

Mailing Address: _____

Contact Number: _____

Address the street or lane is to be temporarily closed or obstructed:

Type of Closure (ex. Lane closure, full street closure, parking lane closure, block party, etc.):

Description of the work or reason the closure is required:

Construction / Other ☐ Block Party (Free of charge) ☐

Duration Permit is required (include Date and Time):

Start: _____ End: _____

Sketch/Map Required:

**SCHEDULE “E” continued
TEMPORARY STREET AND LANE USE PERMIT
(as provided for in Sections 16)**

The permit holder agrees to indemnify the City from all claims which might be made against the City as a result of the use of the sidewalk for the described event.

The undersigned, agrees to keep the City of Yorkton harmless and free from all claims for damages or injuries to any person, animal or property in any way arising from the use of the sidewalk during the event.

The undersigned, agrees to pay for any repair costs resulting from any damages to the City street, curb or sidewalk that occur as a result of the event under this permit.

The applicant is responsible for providing barricades, pylons, etc. required to block or control traffic.

Signature of Applicant: _____ **Date:** _____

City Manager Designate Approval: _____ **Date:** _____

FOR INTERNAL USE ONLY

Permit Fees:

\$ 25.00 **(Base Fee)**

_____ x \$5.00 per day = \$_____ **(Daily Fee)**
No. of Days

_____ x \$25.00 per week = \$_____ **(Daily Fee)**
No. of Weeks

\$_____ **Total Permit Fee**

☐ Circulated to RCMP, Fire Protective Services,
Ambulance and Public Works Dept.

SCHEDULE "F"
TEMPORARY SIDEWALK USE PERMIT
(as provided for in Sections 17)



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City of Yorkton

TEMPORARY SIDEWALK USE PERMIT

Date: _____ **Permit #:** _____
(Office Use only)

Contact Name: _____

Company: _____

Mailing Address: _____

Contact Number: _____

Civic address the sidewalk is to be obstructed:

Property Owner: _____ **Authorization:** _____

Description of the work or reason the closure is required:

Fully Obstructed ☐ Partially Obstructed ☐

Duration Permit is required (include Date and Time):

Start: _____ **End:** _____

Sketch/Map Required:

**SCHEDULE "F" continued
TEMPORARY SIDEWALK USE PERMIT
(as provided for in Sections 17)**

The permit holder agrees to indemnify the City from all claims which might be made against the City as a result of the use of the sidewalk for the described event.

A minimum of one metre measured from the curb must remain clear for the passage of pedestrians.

The undersigned, agrees to keep the City of Yorkton harmless and free from all claims for damages or injuries to any person, animal or property in any way arising from the use of the sidewalk during the event.

The undersigned, agrees to pay for any repair costs resulting from any damages to the City street, curb or sidewalk that occurred as a result of the event under this permit.

The applicant is responsible for providing barricades, pylons, etc. required to block or control traffic.

Signature of Applicant: _____ **Date:** _____

City Manager Designate Approval: _____ **Date:** _____

FOR INTERNAL USE ONLY

Permit Fees:

\$ 25.00 (Base Fee)

_____ x \$5.00 per day = \$_____ (Daily Fee)
No. of Days

_____ x \$25.00 per week = \$_____ (Daily Fee)
No. of Weeks

\$_____ **Total Permit Fee**

☐

Circulated to RCMP, Fire Protective Services,
Ambulance and Public Works Dept.

SCHEDULE "G"
TEMPORARY CURB AND SIDEWALK CROSSING PERMIT
(as provided for in Section 18)



Box 400 · 37 Third Avenue North · Yorkton, Saskatchewan · S3N 2W3 · Phone 306-786-1700 · Fax 306-786-6880 · www.yorkton.ca

City of Yorkton

TEMPORARY CURB AND SIDEWALK CROSSING PERMIT

Building Permit No. (If applicable): _____

Applicant (Property Owner): _____

Mailing Address: _____ Phone Number: _____

Address of curb and sidewalk crossing: _____

Duration of permit:

Start Date: _____ End Date: _____

In consideration of the City of Yorkton permitting my temporary crossing of the sidewalk and curb at the above mentioned location I hereby agree to protect all City of Yorkton property, including the existing sidewalk, curb, gutter, curb box, hydrant, trees, signs, pavement, land and street lights located at or near the previously mentioned location throughout the duration of this permit from any and all damages howsoever caused. I further agree that in the event any such damages are caused to City of Yorkton property, to immediately pay to the City of Yorkton a sum of money equal to the damages that have been sustained by the City of Yorkton.

*THE APPLICANT ACKNOWLEDGES THAT THERE ARE NOT EXISTING DAMAGES TO THE PREVIOUSLY REFERRED TO SERVICES AS OF THE DATE OF THE ISSUANCE OF THIS PERMIT OTHER THAN THOSE LISTED BELOW.

Existing Damage:

Signed: _____ Date: _____
Property Owner

Signed: _____ Date: _____
City Manager Designate

Snow & Litter Removal Map

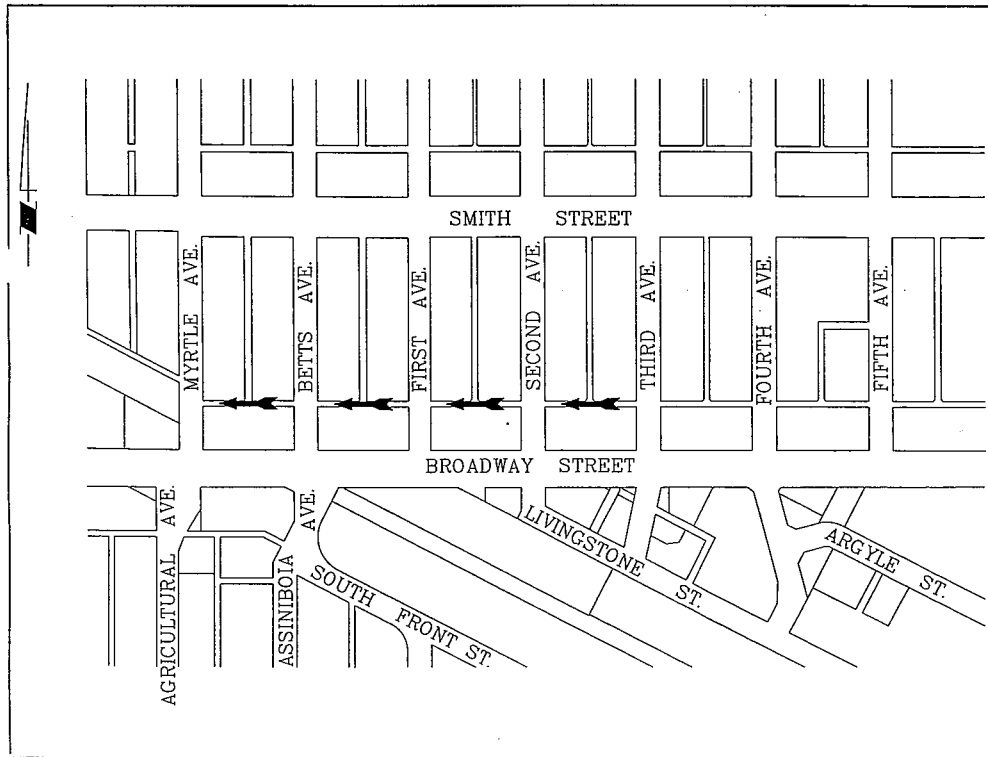
LEGEND

ROUTE

last updated: December 2016

SCHEDULE "I"
ONE WAY LANES
(as provided for in Section 32)

Lane North of Broadway between Myrtle Avenue and Betts Avenue
Lane North of Broadway between Betts Avenue and First Avenue
Lane North of Broadway between First Avenue and Second Avenue
Lane North of Broadway between Second Avenue and Third Avenue



SCHEDULE “J” continued
TWO-WAY LEFT HAND TURN LANES (TWLTL)
(as provided for in Section 33)

Improper use of the TWLTL would include the following examples:

- a) Improperly approaching the TWLTL by making angle turns, thus leaving the back end of turning vehicles partially in the adjacent through traffic lane.
- b) Entering the TWLTL too far in advance of the point where the left turn is actually made, thereby conflicting with on-coming traffic making their left turn.
- c) Use of the TWLTL for many blocks to pass slower vehicles before making a left-turn movement.
- d) Under-utilization of the TWLTL by turning left from a regular through traffic lane.
- e) Not using the TWLTL appropriately for deceleration, but stopping almost completely in the through traffic before pulling into the TWLTL to make the left turn.

**SCHEDULE “K”
ROUNABOUTS
(as provided for in Section 34)**

PART 1 - Location

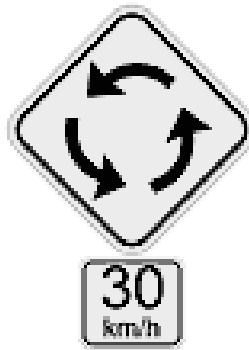
Roundabouts are located at the following locations:

- Bradbrooke Drive/Gladstone Avenue North/King Street/Winchester Street intersection

PART 2 - Signage

DIAGRAM 1:

Roundabout Ahead



A Roundabout Ahead sign shall indicate that you are approaching a roundabout and you should slow down to the noted speed limit.

DIAGRAM 2:

Yield Ahead



A Yield Ahead sign shall indicate that you should prepare to yield ahead at the roundabout.

**SCHEDULE “K” continued
ROUNDABOUTS
(as provided for in Section 34)**

DIAGRAM 3:

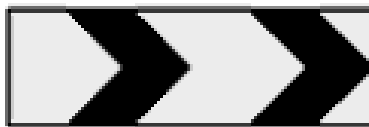
Roundabout Yield



A Roundabout Yield sign shall indicate to look left, and yield to the traffic in the roundabout.

DIAGRAM 4:

Directional

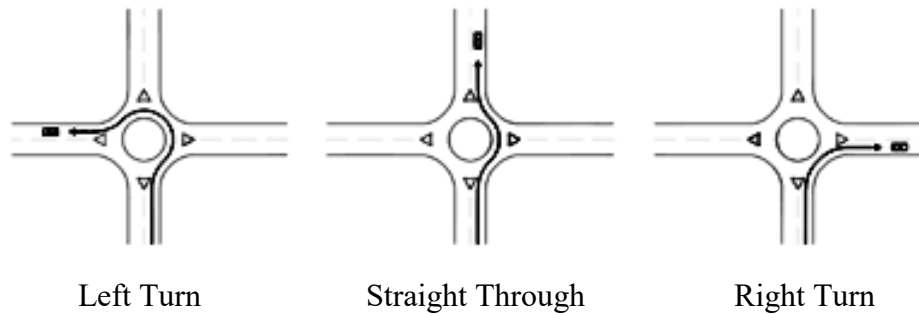


A Directional sign shall be placed on the centre island of the roundabout, this sign shall indicate the direction to drive in the roundabout.

**SCHEDULE “K” continued
ROUNABOUTS
(as provided for in Section 34)**

PART 3: Turning Patterns

The following turning patterns should be used when using a roundabout.



PART 4: How to use a Roundabout

Motor Vehicles:

1. As you approach the roundabout, slow down and yield to the pedestrians in the crosswalk
2. Look to the left. Yield to the traffic in the roundabout; as they have the right-of-way. Approach the yield line and enter the roundabout when there is an adequate gap in traffic flow.
3. Bicycles are permitted to ride within the roundabout just as vehicles do. Do not pass a bicycle in the roundabout.
4. Once you have entered the roundabout, proceed counter-clockwise to your exit.
5. As you approach your exit, turn on your right turn signal. Exit the roundabout, yielding to pedestrians in the crosswalk.

Pedestrians:

1. Stay on the designated walkways at all times.
2. Do not cross to the central island.

Cyclists:

1. Cyclists may proceed through the roundabout as a motor vehicle would.
2. When exiting the roundabout, use your right hand signal.
3. If cyclists are unsure about using the roundabout, dismount and walk your bike as a pedestrian at the designated crosswalks.

Larger Vehicles:

1. Drive on the roadway, except large trucks and trailers that may use the truck apron provided, staying close to the left side of the entry.
2. Drive on the raised portion of the truck apron to navigate more easily.
3. Cars do not use the truck apron and must stay on the roadway.

**SCHEDULE “L”
PARKING SIGNAGE
(as provided for in Section 41)**

Parking Control sign shall indicate that parking is prohibited at all times on all days, in the direction(s) indicated by the arrow head(s) thereon.



Part-time Parking Control sign shall indicate that parking is prohibited during the time period on the days prescribed in the directions(s) indicated by the arrow head(s) thereon.



LIMITED PARKING

Parking Limit Control sign shall indicate that parking to a maximum time period is permitted on the days prescribed, in the direction(s) indicated by the arrow head(s) thereon.



SCHEDULE “M”
PARALLEL PARKING REQUIREMENTS
(as provided for in Section 43)

DIAGRAM 1:

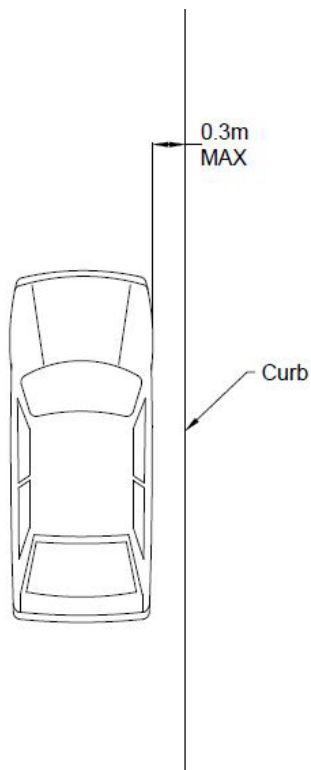
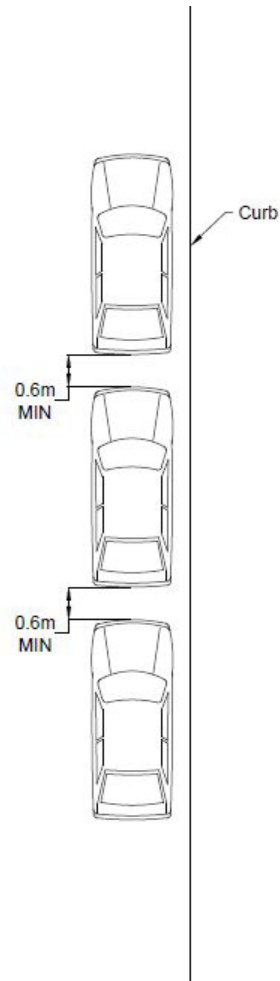
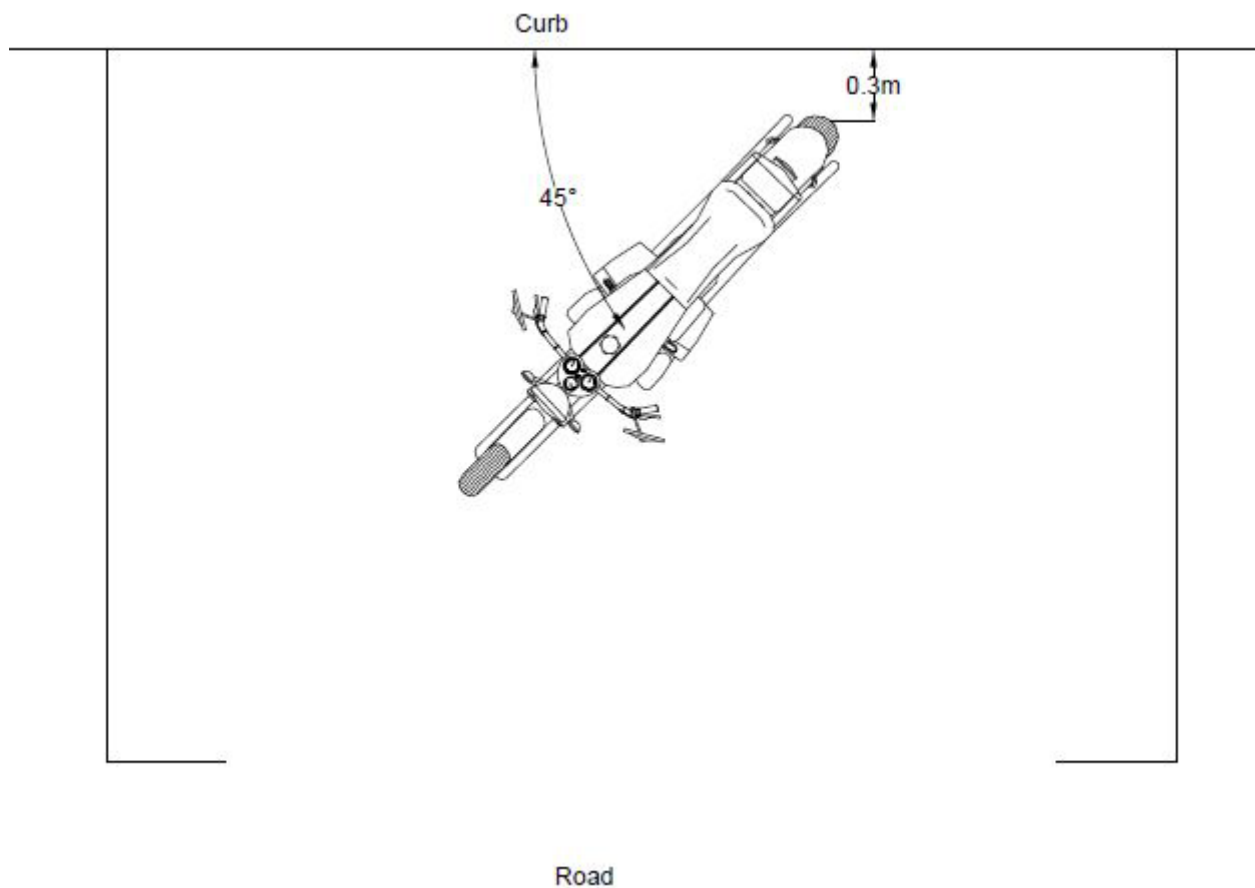


DIAGRAM 2:



**SCHEDULE “M” continued
PARALLEL PARKING REQUIREMENTS
(as provided for in Section 43)**

DIAGRAM 3:



**SCHEDULE “N”
ANGLE PARKING REQUIREMENTS
(as provided for in Section 44)**

DIAGRAM 1:

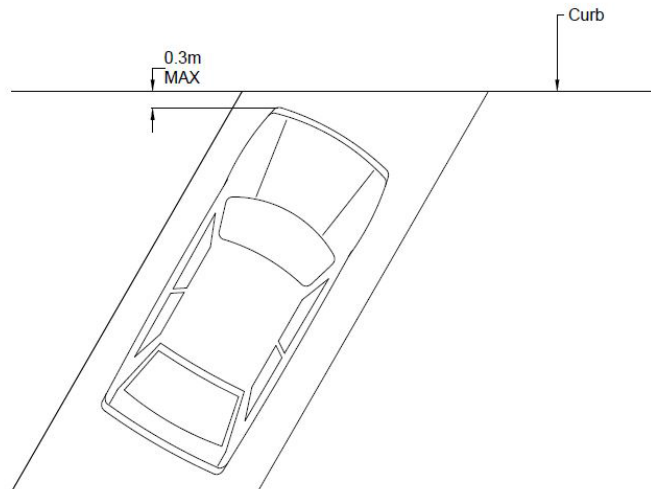
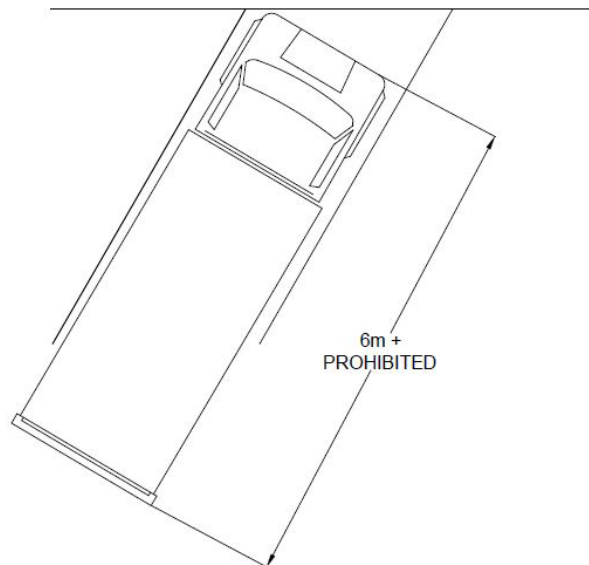


DIAGRAM 2:



SCHEDULE “O”
MINIMUM DISTANCES
(as provided for in Section 48)

Street Intersection - 12 metres - from extended curb line

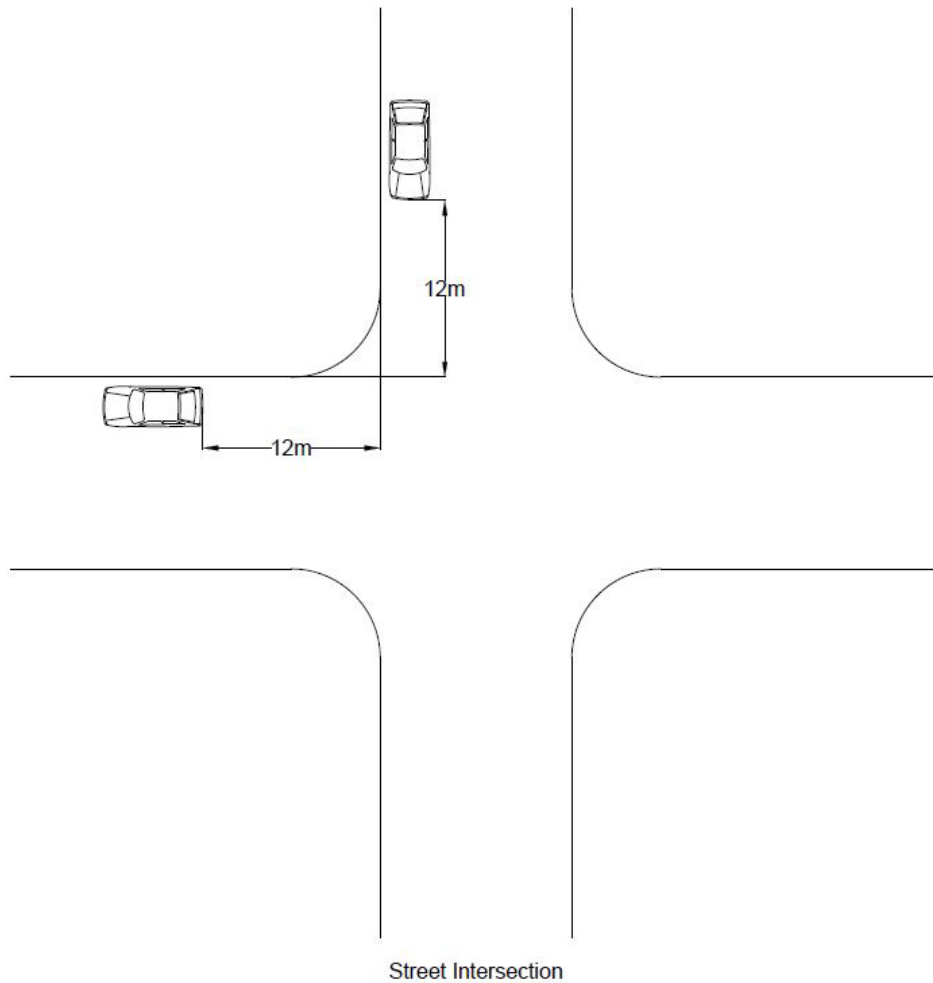
Lane Intersection - 4.5 metres - from top of flare

Fire Hydrant - 3 metres - from centre of hydrant

Railway Track - 5 metres - from crossing arm

(drawings showing where dimensions are taken from)

DIAGRAM 1:



**SCHEDULE “O” continued
MINIMUM DISTANCES
(as provided for in Section 48)**

DIAGRAM 2:

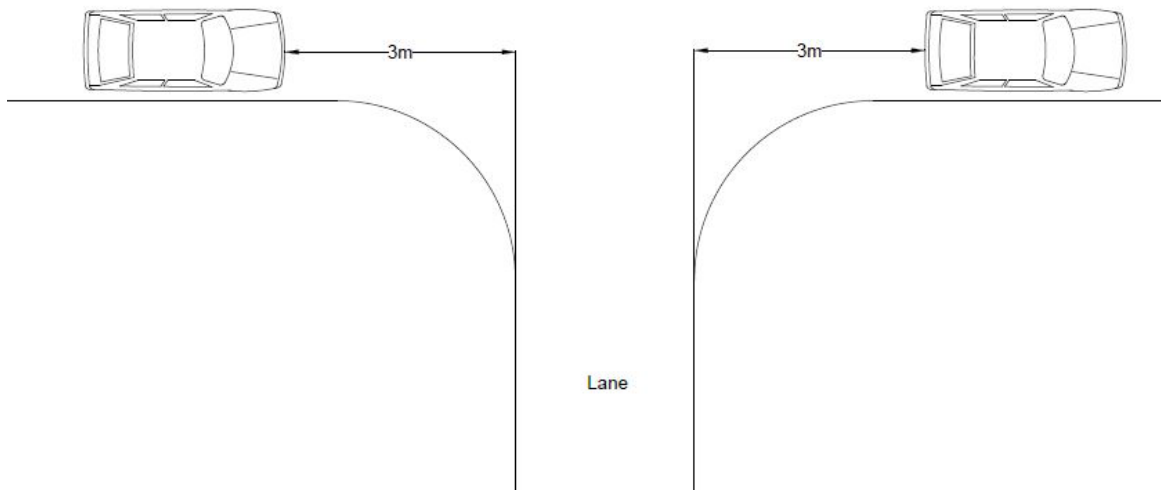
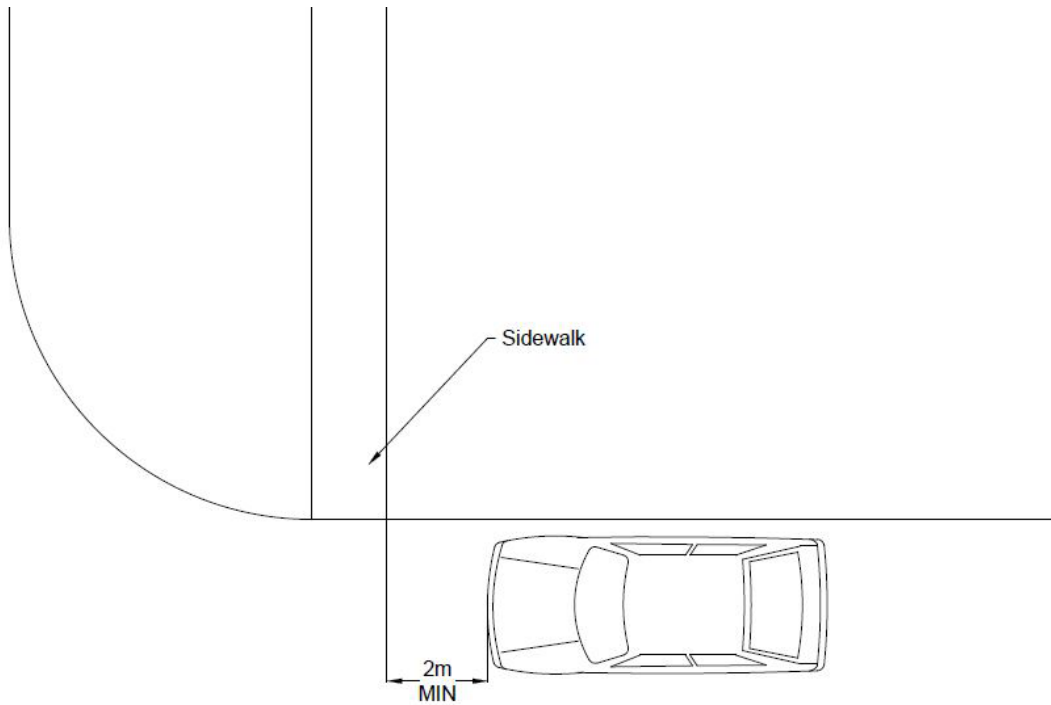


DIAGRAM 3:



Amended
by Bylaw
No. 20/2018

SCHEDULE "O" continued
MINIMUM DISTANCES
(as provided for in Section 48)

DIAGRAM 4:

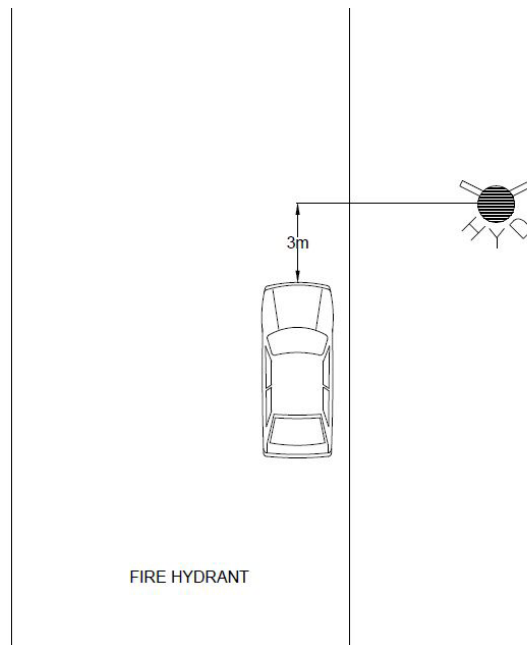
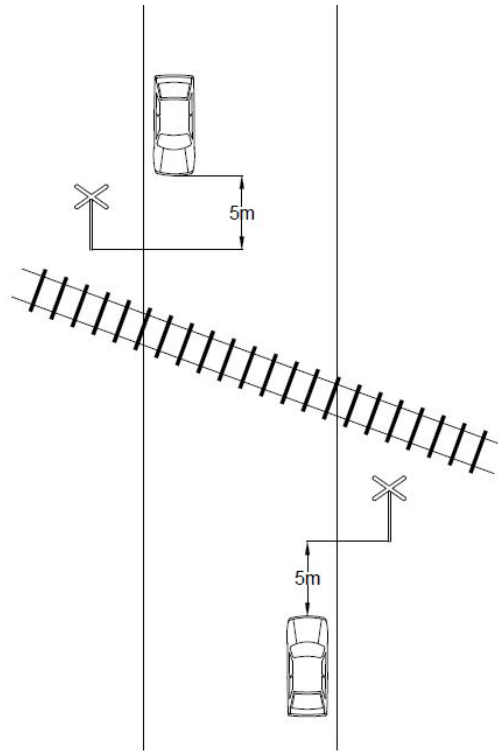


DIAGRAM 5:



RAILWAY CROSSING

Amended
by Bylaw
No. 20/2018

SCHEDULE "O" continued
MINIMUM DISTANCES
(as provided for in Section 48)

DIAGRAM 6:

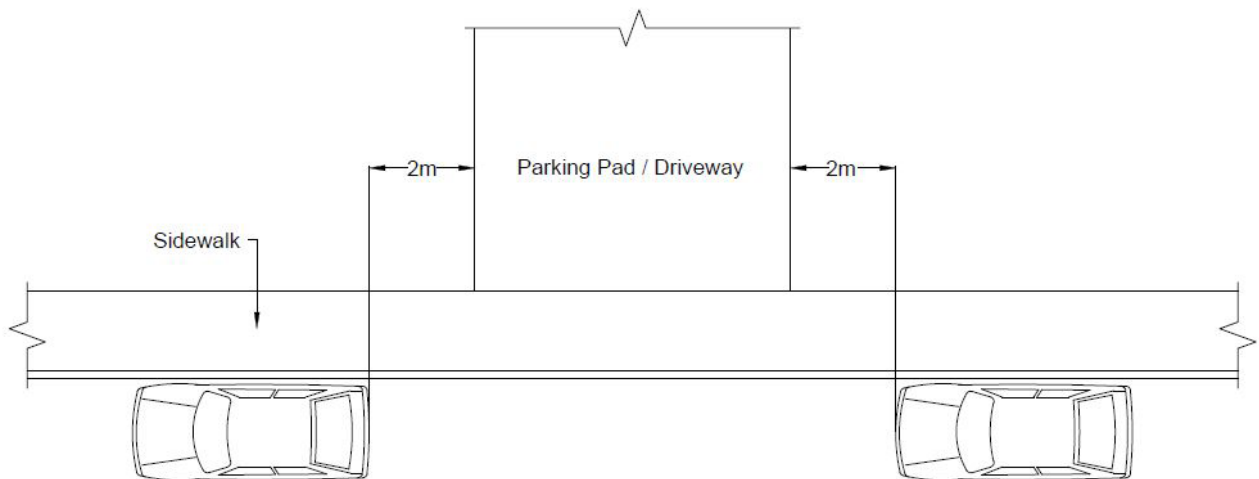
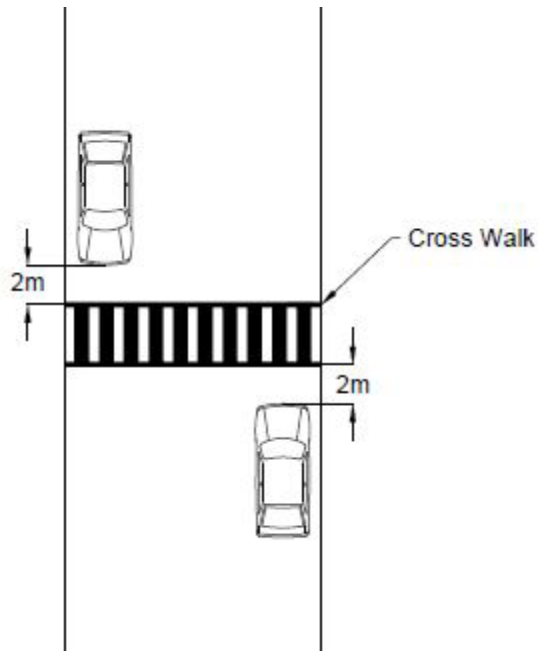


DIAGRAM 7:



**SCHEDULE “P”
TWO HOUR STREET PARKING
(as provided for in Section 49)**

<u>Street or Avenue</u>	<u>Side</u>	<u>Location</u>
Broadway Street	Both	From Brodie Avenue to 6th Avenue North
Smith Street	Both	From Myrtle Avenue to Fifth Ave. North
Livingstone Street	South	From Second Avenue S. to 3rd Ave. South
First Avenue N.	Both	From Smith Street to Broadway Street
Second Avenue N.	Both	From Smith Street to Broadway Street
Third Avenue N.	Both	From Smith Street to Broadway Street
Fourth Avenue N.	Both	From Smith Street to Broadway Street
Fourth Ave. S.	Both	From Broadway Street to Livingstone Street
Fifth Avenue N.	Both	From Smith Street to Broadway Street

Betts Avenue	Both	From Smith Street to Broadway Street
Smith Street	South	From Fifth Ave. N. to Sixth Ave. N.

SCHEDULE “Q”
CITY HALL PARKING PERMIT
(as provided for in Section 49)

City Hall Parking Permit Conditions

1. Permit valid for “Two hour on-street parking and metered parking lots” only.
2. Permit does not allow:
 - a. Parking for longer than 10 hours (8:00 am to 6:00 pm) for the day(s) the permit is issued;
 - b. Parking at 15-Minute meters;
 - c. Parking in “No Stopping” areas;
 - d. Parking in “No Parking” areas including temporary “No Parking” areas;
 - e. Parking in Loading Zones;
 - f. Parking on Private Property;
 - g. Parking a vehicle exceeding the manufacturers G.V.W. of 6,350 kg or an overall length of more than six (6) meters.
3. Permit must be prominently displayed on the inside front windshield of the driver’s side of the vehicle so as to be clearly visible.

SCHEDULE “R”
MULTI SPACE PAY STATION PARKING LOTS
(as provided for in Section 51)

Parking Lot – Myrtle Avenue – East Side between Broadway Street and Smith Street

Parking Lot – Betts Avenue – West side between Broadway Street and Smith Street

Parking Lot – First Avenue – East Side between Broadway Street and Smith Street

Parking Lot – Second Avenue – East Side between Broadway Street and Smith Street

**SCHEDULE “S”
PERMIT PARKING LOTS
(as provided for in Section 52)**

Permit Parking Lots

Myrtle Avenue – East Side between Broadway Street and Smith Street
First Avenue – West Side between Broadway Street and Smith Street
First Avenue – East Side between Broadway Street and Smith Street – Across from the Fire Hall
Betts Avenue – West Side between Broadway Street and Smith Street
Second Avenue – West Side between Broadway Street and Smith Street

Parking Permit Conditions

1. Permit valid for designated parking lots only as found in Schedule “S” under “Permit Parking Lots”.
2. Permit does not allow:
 - a. On-street parking;
 - b. Parking at 15-Minute meters;
 - c. Parking in “No Stopping” areas;
 - d. Parking in “No Parking” areas including temporary “No Parking” areas;
 - e. Parking in Loading Zones;
 - f. Parking on Private Property;
 - g. Parking a vehicle exceeding the manufacturers G.V.W. of 6,350 kg or an overall length of more than six (6) meters.
3. All other parking and traffic regulations within this Bylaw must be strictly obeyed.
4. Permit must be prominently displayed on the front windshield of the vehicle so as to be clearly visible.
5. Permit is non-refundable and non-replaceable if lost or stolen.

SCHEDULE “T”
CITY OWNED PRIVATE PARKING LOTS
(as provided for in Section 53)

Gallagher Centre	455 Broadway Street West
Yorkton Public Library	93 Broadway Street West
Kinsmen Arena	227 Prystai Way
Godfrey Dean Cultural Centre	49 Smith Street East
Gloria Hayden Centre	397 Darlington Street East
City Hall	37 Third Avenue North
Fire Protective Services Building	9 Smith Street East

**SCHEDULE “U”
CONSTRUCTION TRAILER PERMIT
(as provided for in Section 55)**



Box 400 · 37 Third Avenue North · Yorkton, Saskatchewan · S3N 2W3 · Phone 306-786-1700 · Fax 306-786-6880 · www.yorkton.ca

City of Yorkton

Construction Trailer Permit

Date: _____

Name: _____

Company: _____

Mailing Address: _____

Contact Number: _____ Email Address: _____

License Plate: _____

Permit Conditions:

1. Permit sticker must be placed on the driver's side, upper rear corner of the trailer.
2. Applicant must be actively engaged in a construction job in the immediate vicinity that the trailer is parked in.
3. Applicant must abide by all other provisions of the Traffic Bylaw as this permit ONLY allows the trailer to be left unhitched.
4. Permit is only valid for the trailer with the corresponding license plate as stated on the Permit Sticker.
5. Trailers must be clearly marked with reflective warning signs or reflective pylons placed on either side of the trailer that faces the direction of oncoming traffic.
6. Trailers must be moved after a snow event to provide City snow removal crews the opportunity to clear the street.
7. If any of the permit conditions are not followed, the permit becomes void.

Applicant Signature: _____ Date: _____

For Internal Use Only

Date Received: _____

City Manager Designate Approval: _____

Permit No.: _____

**SCHEDULE “V”
FEES SCHEDULE**
(as provided for in Section 11, 16, 17, 50, 51, 52, and 55)

Section 11: Heavy Vehicle Training and Testing Route

Truck Driver Training Permit Annual Fee - \$50.00

Section 16: Temporary Street Closure and Lane Use Permit

Permit Fee for Section 16(1)(a): Base Fee + Daily Fee

Base Fee: \$25.00
Daily Fee: \$5.00 per day; or
\$25.00 per week.

Permit Fee for Section 16(1)(b): Free

Section 17: Temporary Sidewalk Use Permit

Permit Fee: Base Fee + Daily Fee

Base Fee: \$25.00
Daily Fee: \$5.00 per day; or
\$25.00 per week.

Section 50: 15-Minute Meter Fees

\$0.25 per 7.5 minutes
\$0.50 per 15 minutes

Section 51: Multi Space Pay Station Parking Lots

\$0.25 per 15 minutes
\$1.00 per 1 hour

Section 52: Permit Parking Lot Fees

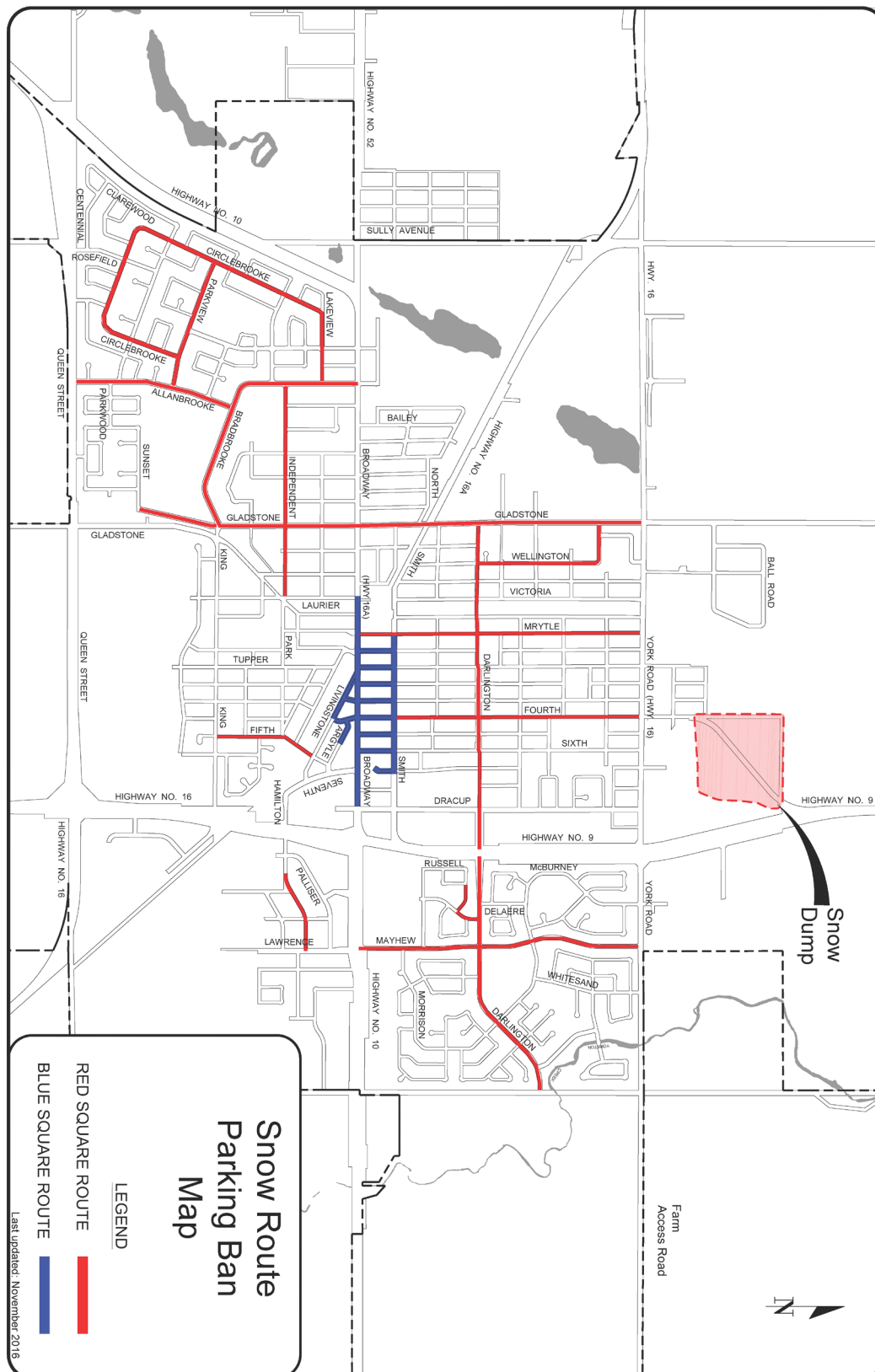
Daily Permit: \$5.00
Monthly Permit: \$20.00
3 Month Permit: \$40.00
6 Month Permit: \$60.00
Yearly Permit: \$100.00

SCHEDULE “V” continued
FEES SCHEDULE
(as provided for in Section 11, 16, 17, 50, 51, 52, and 55)

Section 55: Construction Trailer Permit

Monthly Permit:	\$10.00
3 Month Permit:	\$20.00
6 Month Permit:	\$35.00
Yearly Permit:	\$50.00

SCHEDULE "W"
SNOW ROUTE PARKING AREAS
 (as provided for in Section 60)



**SCHEDULE “W” continued
SNOW ROUTE PARKING AREAS
(as provided for in Section 60)**

Blue Square Snow Route



Red Square Snow Route



**SCHEDULE “X”
MAXIMUM LOADS
(as provided for in Section 15 & 62)
GROSS WEIGHT CHART**

Gross Weight Chart as per the Saskatchewan Department of Highways and Infrastructure Weights and Dimensions Regulations.

MAXIMUM AXLE AND TIRE LOADS

Maximum Axle and Tire Loads as per the Saskatchewan Department of Highways and Infrastructure requirements.

**SCHEDULE “Y”
PENALTY
VOLUNTARY PAYMENTS FOR NOTICE OF VIOLATION
PART 1 - PARKING VIOLATIONS
(As provided for in Section 73)**

Bylaw Section	Amount	Bylaw Description
--------------------------	---------------	--------------------------

Fine reduced by fifteen dollars if paid within 10 days of date of violation.

12	\$100	Parking a commercial vehicle on Residential property
16(1)	\$100	Obstructing/closing a street or lane without permit
17(1)	\$100	Obstructing/closing a sidewalk without permit
18(1)	\$100	Driving over curb
22(1)(a)	\$200	Littering
22(1)(b)	\$200	Attaching leaflets to parked vehicles
24(1)/(2)/(3)	\$30	Obstructing traffic
24(4)(a)	\$30	Dumping snow on City Property, street or lane in Residential Zone
24(4)(b)	\$300	Dumping snow on City property, street or lane in Commercial zone
27(a)	\$50	Splashing pedestrian
27(b)	\$50	Project dirt at person by spinning tires
27(c)	\$250	Creating waves driving through puddle
37(1)	\$45	Engaging in Pedestrian Assisted Activity on street or lane
37(2)	\$45	Engaging in Pedestrian Assisted Activity on sidewalk
41(1)	\$45	Parking on street in excess of posted time limit
41(2)	\$45	Parking on street in excess of forty eight twenty-four hours
43(1)	\$45	Improper parallel parking
43(2)	\$45	Improper parallel parking of a motorcycle

SCHEDULE “Y” continued
PENALTY
VOLUNTARY PAYMENTS FOR NOTICE OF VIOLATION
PART 1 - PARKING VIOLATIONS
(As provided for in Section 73)

Bylaw Section	Amount	Bylaw Description
44(1)	\$45	Improper angle parking
45	\$50	Double parking
46(1)	\$50	Parking strictly prohibited
47(1)	\$50	Washing vehicle on street or lane
47(2)	\$50	Vehicle repair in excess of three hours
48(1)	\$50	Parking in violation of minimum required distance
49(3)	\$45	Parking on a street exceeding the 2 hour limit
50(3)	\$35	Parking at expired meter
51(3)	\$45	Parking without a valid pay station ticket clearly visible
51(6)(a) or (b)	\$45	Enter, leave or park in an off-street parking lot other than as indicated
52(1)(c)	\$45	Parking in permit lot without clearly displayed permit
52(3)(a) or (b)	\$45	Enter, leave or park in an off-street parking lot other than as indicated
53(1)	\$45	Unauthorized parking in City owned parking lot
53(2)	\$100	Parking in accessible stall for disabled without valid placard
54	\$45	Parking on City owned property
55(1)	\$100	Parking a prohibited vehicle
56(1)	\$200	Parking a vehicle with dangerous goods in restricted area
57	\$45	Parked in loading zone beyond posted limit
58(2)	\$100	Parking in accessible stall for the disabled without valid placard
59(1)	\$75	Loading or unloading violation

**SCHEDULE “Y” continued
PENALTY**

VOLUNTARY PAYMENTS FOR NOTICE OF VIOLATION

PART 1 - PARKING VIOLATIONS

(As provided for in Section 73)

Bylaw Section	Amount	Bylaw Description
60(1)	\$45	Parked on a Snow Route Parking Area while a ban is in effect
71(2)	\$50	Removing or erasing a chalk mark placed on a tire
72(1)	\$50	Unauthorized person place a ticket on vehicle

SCHEDULE “Y” continued
VOLUNTARY PAYMENTS FOR SUMMARY OFFENCE TICKET
PART 2 - MOVING VIOLATIONS
(As provided for in Section 73)

Bylaw Section	Amount	Bylaw Description
5	\$400	Tampering with City signs
10(1)	\$200	Drive off heavy vehicle route - First Offence
10(1)	\$300	Drive off heavy vehicle route - Second Offence
10(1)	\$500	Drive off heavy vehicle route- Third and Subsequent Offences
10(2)	\$200	Fail to proceed to weigh scale
11(1)	\$200	Failing to use truck training and testing route
11(2)	\$200	Failing to obtain a Training and Testing Permit
13(5)	\$100	Drive on temporarily closed highway
14(1)	\$100	Parade or assembly on highway without permit
14(4)	\$50	Cross through or obstruct parade
15(2)	\$200	Moving an oversized load without permit
19(1)	\$50	Allow vehicle to be driven with unsecured load
19(2)	\$75	Placing an item that causes obstruction
23	\$100	Permitting livestock on any street or lane
28	\$100	Hitchhiking
29(1)	\$100	Soliciting business from a vehicle
29(2)	\$100	Enticing person to vehicle
30	\$85	Failing to stop and yield right of way to pedestrians
31	\$85	Failing to obey School Crossing Guard
32(2)	\$100	Drive wrong-way on one-way lane

SCHEDULE “Y” continued
VOLUNTARY PAYMENTS FOR SUMMARY OFFENCE TICKET
PART 2 - MOVING VIOLATIONS continued
(As provided for in Section 73)

Bylaw Section	Amount	Bylaw Description
33(2)	\$100	Driving in Two Way Left Hand Turn Lane
34(2)	\$100	Driving incorrectly on a roundabout
34.1(1) or (2)	\$100	Making a U-Turn where not permitted or unsafe
34.1(3)	\$100	Making a U-Turn in a play or school zone
36	\$50	Driving over freshly painted lines
38	\$50	Using school bus safety lights and arms in school zones
39	\$200	Use of engine retardant brakes
40	\$50	Drive vehicle across city owned property
61	\$100	Operating unlicensed vehicle
62(1)(b)	\$200	Driving over-weight vehicle without permit
62(1)(c)	\$200	Driving over-size vehicle without permit
62(1)(d)	\$200	Driving farm equipment during prohibited times
62(1)(e)	\$200	Driving road construction equipment during prohibited times
63(1)	\$200	Drive off dangerous goods route – First Offence
63(1)	\$300	Drive off dangerous goods route – Second Offence
63(1)	\$500	Drive off dangerous goods route – Third Offence
64	\$100	Operate slow-moving vehicle during prohibited time
67(1)(a)	\$25	Ride bicycle on sidewalk or through crosswalk
67(1)(b)	\$25	Ride bicycle recklessly
67(1)(c)	\$25	Carry prohibited load on bicycle

SCHEDULE “Y” continued
VOLUNTARY PAYMENTS FOR SUMMARY OFFENCE TICKET
PART 2 - MOVING VIOLATIONS continued
(As provided for in Section 73)

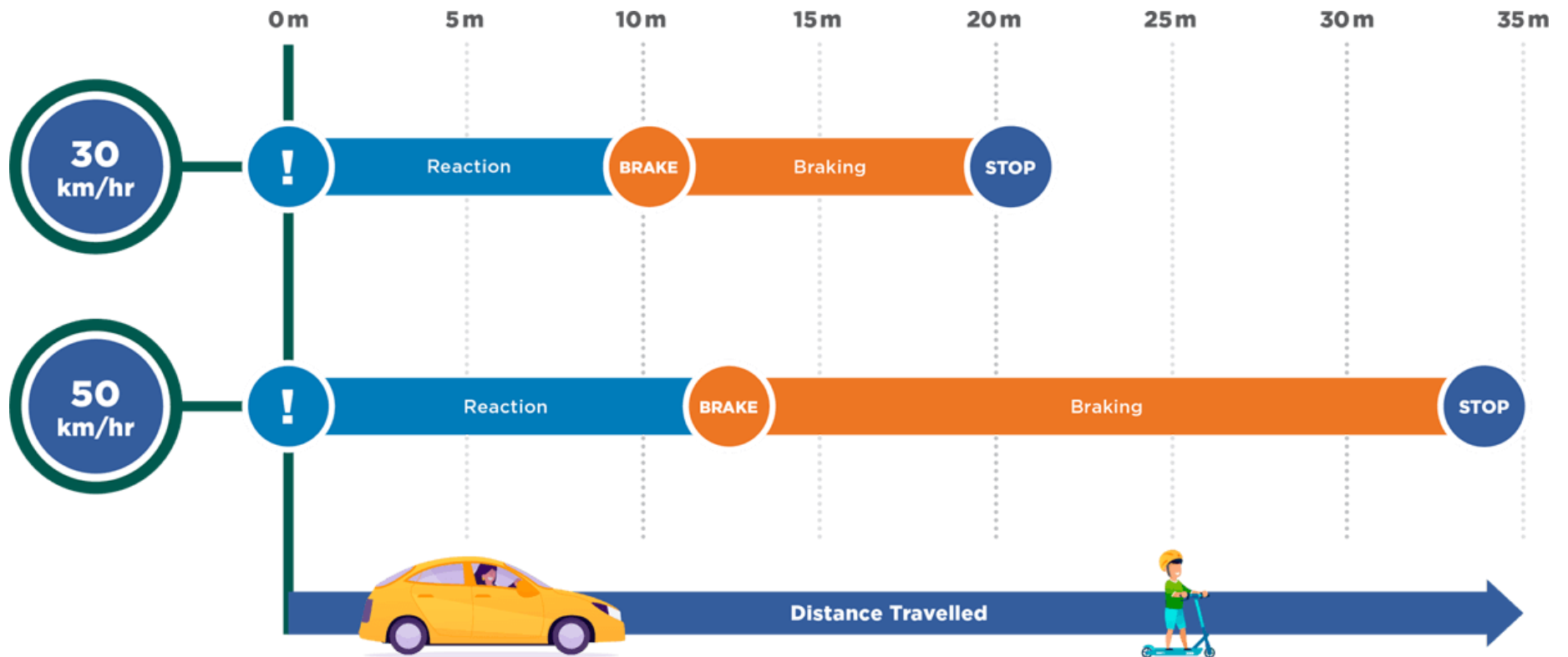
Bylaw Section	Amount	Bylaw Description
68(1)	\$25	Ride bicycle at night without lights
67(1)(d)	\$25	Carry passenger on bicycle
67(1)(e)	\$25	Ride bicycle without a helmet

PENALTY
(As provided for in Section 73)

In accordance with Section 73(2)(c), where the City Treasurer receives voluntary payment within ten (10) days after issuance of the Notice of Violation, the amount prescribed in this Schedule may be reduced by fifteen dollars (\$15.00).

SCHEDULE “Y” continued
VOLUNTARY PAYMENT NOT ALLOWED
PART 3 - COURT APPEARANCE REQUIRED
(as provided for in Section 73)

Bylaw Section	Amount	Bylaw Description
26(2)	\$360	Speeding in a construction zone 7 – 12 km/hr over speed limit
26(2)	\$385	Speeding in a construction zone 13 – 17 km/hr over speed limit
26(2)	\$400	Speeding in a construction zone 18+ km/hr over speed limit



(City of Saskatoon, 2021)

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.

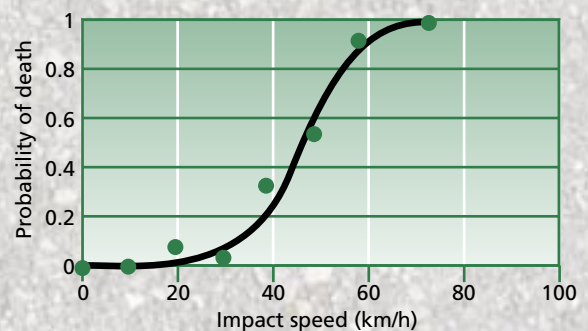
Controlling vehicle speed can prevent crashes happening and can reduce the impact when they do occur, lessening the severity of injuries sustained by the victims.

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).



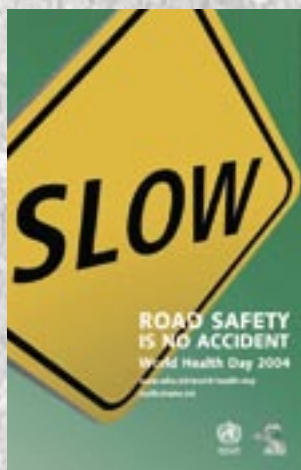
WHAT CAN BE DONE TO MANAGE THE ADVERSE EFFECTS OF SPEED?

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.

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

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.

TITLE: Response to Yorkton Exhibition Association's Request for additional funds for Grandstand Rehabilitation Project	DATE OF MEETING: March 28th, 2022 REPORT DATE: March 17, 2022
CLEARANCES: Ashley Stradeski - Director of Finance Ashley Stradeski	ATTACHMENTS: 1. October 5 th , 2020 Grandstand Rehabilitation Administrative Report
Written by: Lonnie Kaal – City Manager Lonnie Kaal	
Reviewed by: Jessica Matsalla – City Clerk Jessica Matsalla	

Summary of History

The City has committed \$300,000 to the project and a letter dated March 15th, 2022 from the Yorkton Exhibition is requesting an additional \$200,000 contribution.

The resolution from the October 5, 2020 Council Meeting is as follows:

That Council authorize Administration to enter into a 50% cost sharing agreement with the Yorkton Exhibition Association for the replacement of the Grandstand, the project budget for which shall be set at \$600,000. Further, that Council authorize Administration to enter into an internal borrowing agreement of \$270,000, with the Yorkton Exhibition Association for 15 years, and further direct Administration to apply the 2021 through 2025 TDL lease payments to complete the City's 50% portion of funding for the completion of the Grandstand.

Further, an interest free loan of \$270,000 has been provided to the Yorkton Exhibition with payments of \$18,000 over 15 years. The Yorkton Exhibition is requesting a further interest free loan of \$235,000.

	City	Yorkton Exhibition	Total
Committed	\$300,000	\$450,000	\$750,000
Request	<u>\$200,000</u>	<u>\$200,000</u>	<u>\$400,000</u>
	\$500,000	\$650,000	\$1,150,000

As per their letter, the community support has been great and they have raised \$360,000 + \$300,000 City + \$270,000 loan = \$930,000. Further, they have commitments of \$180,000 which will be paid over the next 4 years.

Yorkton Exhibition Fundraising	\$930,000 (including City and the loan)
Funding (Sponsors) over next 4 years	<u>\$180,000</u>
Total Funds available over time	\$1,110,000

Thus it would appear that once all the funding comes in, that the project is short some \$50,000.

An easy solution would be for the City to front the fundraising commitments and provide a separate loan of \$180,000 to be repaid over the next 4 or 5 years. This is similar to the commitment made to the Yorkton Brick Mill Society, and Deer Park Men's Club.

While the ask is for the City to contribute a further \$200,000 at a minimum if the City provided \$50,000, it appears that the Phase II of the project could move forward.

Using this rationale the following would transpire:

	City	Yorkton Exhibition	Total
Committed	\$300,000	\$630,000	\$930,000
Min Required	<u>\$ 50,000</u>	<u>\$180,000 committed funds</u>	<u>\$230,000</u>
	\$350,000	\$810,000	\$1,160,000
	30%	70%	100%

Current Loans \$175,000 (City) to be re-paid from TDL Lease \$35,000/yr for 5 years
 \$ 50,000 (new City loan) to be repaid from TDL lease in year 6 & 7

\$270,000 (Yktn Ex) to be repaid at \$18,000/year for 15 yrs from income
 \$180,000 (new Yktn Ex) to be repaid from sponsorship over 5 years

If the City contributed the funds of \$200,000 requested, it would take an additional 6 years of TDL lease payments (currently \$35,000/yr) to retire this internal loan. It was previously determined that the TDL lease would go towards joint projects with the Yorkton Exhibition.

The City did initially indicate that they would be a 50% partner in this project, and another way to look at it would be to separate the community donations from Yorkton Exhibition Contributions (demonstrated below):

	City	Yorkton Exhibition	Community Sponsorship	Total
Budget/Fundraising Received	\$125,000	\$125,000	\$237,000	\$487,000
Borrowing/Future Donations	\$175,000	\$270,000	\$180,000	\$625,000
New Commitment	<u>\$ 95,000</u>	<u>\$ 0</u>	<u>\$0</u>	<u>\$ 95,000</u>
Total	\$395,000	\$395,000	\$417,000	\$1,207,000

Options

1. That in order for the Grandstand Rehab Project to proceed in 2022, Council authorizes Administration to enter into an interest free borrowing agreement with the Yorkton Exhibition Association (YEA), whereby the City would front \$180,000 to the YEA for committed community donations that have been made to the Grandstand Rehabilitation Project, with repayment to be made by the YEA over five (5) years (2022-2026); and
 - a. That Council grant the approval of the Yorkton Exhibition Association's request for additional city financial support for the Grandstand Rehabilitation Project, of (\$50,000 or \$95,000) to be funded by way of an internal City loan with payments to be made from the TDL lease proceeds to complete the City's total portion of (\$350,000 or \$395,000) in funding.

OR

- b. That Council grant the approval of the Yorkton Exhibition Association's request for additional city financial support for the Grandstand Rehabilitation Project, to the amount of \$200,000, to be funded by applying approximately 11 years of future TDL lease payments to complete the City's total portion of \$500,000 in funding for the Project.
2. That Council refer the request for addition funds on the Grandstand Rehabilitation Project to capital budget deliberations, (In essence delaying Phase II of the project for a year) in order to seek better pricing for materials and labour.
3. Other direction at the discretion of Council.

REPORTS TO COUNCIL

TITLE: Grandstand Rehabilitation Project	DATE OF MEETING: October 5, 2020 REPORT DATE: September 29, 2020
CLEARANCES:  Ashley Stradeski, Director of Finance  Jeff Fawcett, Manager of Capital Projects	ATTACHMENTS: 1. September 9, 2020 Yorkton Exhibition Request for Support. 2. September 14, 2020 Grandstand Rehabilitation Administrative Report
 Presenter: Darcy McLeod, Director of Community Development, Parks and Recreation	
 City Manager	

Summary of History

At the September 14, 2020 Council meeting, Council directed Administration to review the proposed Grandstand Rehabilitation design presented by the Yorkton Exhibition Association (YEX) and develop funding options for Council consideration at their October 5, 2020 Council meeting.

The design presented at the time was at 75% completion, however the cost estimate of \$530,000 was based on 50% design. Following discussions with a local contractor, information was provided to the YEX that estimated that a maximum budget of \$600,000 would provide a product that meets their needs and that of the community. After further discussion on a funding plan, both Administration and the YEX have agreed that a 50% cost share is appropriate based on the intent of the YEX's initial letter of support, in which they requested an interest free loan that would be paid back over a 15 year period.

In order to provide their 50% share of the \$600,000, the YEX has requested the interest free loan to be \$270,000 paid over the same 15 year period as proposed in their September 9, 2020 letter, with the hope that it could be paid off sooner. They have also committed an additional \$30,000 toward the project to meet their 50% portion of the funding required.

The City's 50% portion of funding can be provided with no impact on taxes or borrowing. The project could be funded with proceeds from the lease of the land where Tim Horton's is located on the grounds of the Gallagher Centre. This annual lease amount is placed into a reserve account, with the intent, (which was agreed to by both the City and the YEX at the time the lease was developed), to invest these funds into improvements for the out buildings and grounds of the Gallagher Centre.

Previous repairs to the Grandstand were funded from this reserve account, as were the improvements made to the Industrial building in 2012/13. A total of \$115,000 is currently in the capital budget for Grandstand repairs. Further, there is another \$10,000 in the TDL reserve account that could be used to support this project. The remaining \$175,000 can be borrowed internally from future TDL lease payments over the next five years.

Both Administration and the YEX agree that if the project tenders come in higher than the maximum budget of \$600,000, the project will need to be re-evaluated.

Options

1. That Council authorize Administration to enter into a 50% cost sharing agreement with the Yorkton Exhibition Association for the replacement of the Grandstand, the project budget for which shall be set at \$600,000. Further, that Council authorize Administration to enter into an internal borrowing agreement of \$270,000 with the Yorkton Exhibition Association for 15 years, and further direct Administration to apply the 2021 through 2025 TDL lease payments to complete the City's 50% portion of funding for the replacement of the Grandstand.
2. That Council refer the matter of the grandstand replacement to capital budget deliberations.
3. Other direction at the discretion of Council.

Recommendation

That Council authorize Administration to enter into a 50% cost sharing agreement with the Yorkton Exhibition Association for the replacement of the Grandstand, the project budget for which shall be set at \$600,000. Further, that Council authorize Administration to enter into an internal borrowing agreement of \$270,000 with the Yorkton Exhibition Association for 15 years, and further direct Administration to apply the 2021 through 2025 TDL lease payments to complete the City's 50% portion of funding for the replacement of the Grandstand.



September 9, 2020

**Attention Mayor and City Council
c/o City Clerk – City of Yorkton**

RE: Request for Support from City of Yorkton for the Grandstand

The Yorkton Exhibition Association is requesting support from the City of Yorkton for the grandstand. The grandstand is a project you are all familiar with as we have been working to refurbish the existing structure to ensure the safety and longevity so it will continue to serve our community well into the future.

Restoring the grandstand is a significant priority for not only the Yorkton Exhibition Association, but other community groups alike as it has been a pillar in our community since the first one was built in 1914. The Exhibition Association hosts a lot of events on the grandstand, as do other groups and organizations within our community. This is an asset to the city of Yorkton as it is home to great agricultural, educational, entertainment, cultural and community events that help stimulate our economy and bring people together – whether young or old, rural or urban this venue offers something for everyone.

The grandstand hosts well over 50,000 guests every year through various events and attractions. Events such as summer fair, chuckwagon and chariot races, outdoor rodeos, RCMP Musical Ride, Truck and tractor pulls, GX94 Star Search, demolition derbies, Rhythm'n Ribs, monster trucks and the list goes on. This facility also opens new opportunities that Yorkton cannot afford to miss out on. The grandstand is a strong economic driver as it not only attracts people from Yorkton, but even more so it also attracts people from within the region to our city which benefits our local economy.

Without a grandstand, attracting events to our city would be extremely difficult and likely would not happen. In 2019 alone, it is estimated the economic impact of events and attractions hosted at the grandstand contributed well over \$5 million directly back into our local economy – our guests stay in local hotels, eat in local restaurants and support local businesses. Our community needs this facility now more than ever!

When it comes to the grandstand, the YEA had big plans for 2020. We started raising funds for the grandstand project in early 2020. We had a couple grandstand specific fundraisers planned for the spring that would have been new events for our community, however our plans came to a crashing halt on March 16, 2020 when our community and province shut down due to the COVID pandemic. As you can appreciate, fundraising becomes very difficult when we are not able to host events or bring people together.

While the pandemic has directly impacted our fundraising initiatives, we have not lost hope and we are still fully committed to saving our grandstand for the long-term benefit of our city.

The grandstand is an important facility for Yorkton and once our economy is back up and running it will be even more critical to the health and wellbeing of our community as it will help bring us together again. Working in our favor, this is an outdoor facility with space to social distance so it may be even more important than ever before. We recognize there continues to be uncertainty in what the future may hold, but one thing we hope doesn't change is the ability to continue to bring great events and entertainment to Yorkton!

This is a shovel ready project and our goal is to take this project to tender yet this fall so we can get the groundwork completed before freeze up so the remainder can be completed throughout the winter. The time is now, as this project creates opportunity to provide work to local contractors, businesses and people in our community. COVID has directly impacted the operations of our organization along with many others. 2020 is the first time in over 136 years the summer fair has been cancelled and the first time ever to cancel Harvest Showdown, our two largest events. We have had to cancel several other events this year, as have many other community groups so our goal is to get this project completed now while the facility sits empty. This means when we get back to the new normal, we can approach it with a bang to continue to bring events, attractions and optimism back to our city.

Over the past few months we have been working with our engineering firm to develop engineered drawings for the grandstand. We have fully explored two options; one is a repair of the existing grandstand and the second is a 'new build'. We explored both options in depth and based on multiple factors, have decided to proceed with a 'new build'. By new build, the existing roof structure would remain, with all other elements of the grandstand replaced. The new build makes the most sense and has long term benefits as it will be fully replaced improving its life span. A new build is preferred largely due to the work involved in installing new structural steel framing below the existing bleachers. We need to install new piled foundations to support the new structural steel framing and replace the existing concrete footing that are currently starting to show signs of aging. Some re-grading of the existing soil will also be done to ensure that excess moisture is properly managed and expelled away from beneath the bleachers. Removing the existing piles, footing and bleachers and starting from scratch makes the most sense as our structure will be more secure, will bring it up to code when it comes to walkways and railings, will make the footing work easier to get done and will improve longevity of the structure.

The total estimated cost of this project is approximately \$530,000 which includes a project contingency. This is an investment in the facility and the city as it will ensure the grandstand is safe for public use and will serve our community for many years to come.

To date, we have raised funds, secured a naming sponsor and currently have approximately \$100,000 in total commitments. We have also recently launched a Grandstand Raffle lottery with all proceeds directed to this facility. This is a new initiative for us, and has the potential to generate significant funding for this project. We continue discussions with local businesses for sponsorship. We have been applying for every grant application that we qualify for – due to the pandemic, some of those grants have been dedicated to support the economic recovery of COVID, others have been delayed entirely and we still await some responses.

The YEA plans to continue fundraising through sponsorship, grant applications, our lottery and hosting fundraising events once we are able to do so. There is an urgency in front of us as it makes the most sense to start the project now as the venue sits empty, so it can be completed over the winter. This would ensure that the grandstand is fully repaired and safe to be utilized,

with hopes we can start bringing people together again in 2021. Once this project is completed there is opportunity for the city to market this structure to generate additional revenue for the city. The grandstand is a city structure, and as a user of that facility, we are fully committed to continue to invest, we just need your help!

Projects like this are a significant undertaking, but also critical to the success of our community! I am standing here before you today with a request for the City of Yorkton to partner on this project with an investment and an interest free loan. We have been advised in previous discussions the City currently has approximately \$90,000 set aside for the grandstand and we are requesting the city contribute a total of \$250,000 towards this project. We are also requesting an interest free loan for the remainder of the funds with annual payments amortized over a 15-year period. We would continue to pay down the loan as funds are available with hopes to pay back the loan in a much shorter time frame.

Approval of this request would enable us to break ground this fall, with the groundwork and piles completed before winter and the remainder of the work can be completed throughout the winter.

With your help, we can restore our grandstand so that once it is safe to do so we can continue to host great events that will help stimulate our economy, bring people together and continue to be a city *where good things happen* for many years to come!

On behalf of the Yorkton Exhibition Association we thank you for your time and consideration of this request.

Sincerely,

A handwritten signature in black ink that reads "Lori Walsh". The signature is fluid and cursive, with the first name "Lori" and last name "Walsh" clearly distinguishable. The text "Lori Walsh" is printed in red directly beneath the signature.

Lori Walsh
Past President
Yorkton Exhibition Association
Ph: 306.621.8461



f t You Tube @YORKTONFILM
49 SMITH STREET EAST, YORKTON, SK S3N 0H4
306.782.7077 INFO@YORKTONFILM.COM
WWW.YORKTONFILM.COM

March 17, 2022

City of Yorkton
Ms Jessica Matsalla
PO Box 400
Yorkton, SK
S3N 2W3

RE: Yorkton Film Festival
Funding Request

The Yorkton Film Festival continues to serve the Yorkton community for 75 years, since 1947. With the support of the City of Yorkton, looks forward too many more years of providing Canadian short film to audiences in Yorkton and across the country.

Please accept this letter and the enclosed required information as the request for the support of \$15,000.00 for 2022.

On behalf of the Yorkton Film Festival Board of Directors we thank you for the continued support.

We hope to see you at the upcoming virtual festival, May 26 to 29, 2022.

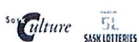
Information enclosed:

- Proof of two million dollars (\$2M) of active liability insurance;
- Budget outlining the planned revenues and expenditures for 2021;
- Financial statement from previous year, 2020/21.

Kind regards,


Keith Hayward

Mr Keith Hayward
CoChairperson



Yorkton Short Film & Video Festival Inc.

FINANCIAL STATEMENTS

Year Ended July 31, 2021

Yorkton Short Film & Video Festival Inc.

Yorkton, Saskatchewan

July 31, 2021

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Independent Auditors' Report

To the Board of Directors
Yorkton Short Film & Video Festival Inc.

Opinion

We have audited the financial statements of Yorkton Short Film & Video Festival Inc., (the non-profit), which comprise the Statement of Financial Position as at July 31, 2021 and the Statements of Operations, Changes in Net Assets and Cash Flow for the year then ended, and notes to the financial statements, including a summary of significant accounting policies.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the non-profit as at July 31, 2021, and results of its operations and its cash flow for the year then ended in accordance with Canadian accounting standards for not-for-profit organizations.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the Auditors' Responsibilities for the Audit of the financial statements section of our report. We are independent of the non-profit in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with Canadian accounting standards for not-for-profit organizations, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the non-profit's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the non-profit or to cease operations, or has no realistic alternative but to do so.

The Board of Directors is responsible for overseeing the non-profit's financial reporting process.



Auditors' Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditors' report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the non-profit's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the non-profit's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditors' report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditors' report. However, future events or conditions may cause the non-profit to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Baker Tilly SK LLP

Baker Tilly SK LLP

Yorkton, SK
November 9, 2021

Yorkton Short Film & Video Festival Inc.

Yorkton, Saskatchewan

Statement of Financial Position as at July 31, 2021

	Operating Fund	Ruth Shaw Award Fund	2021 Total	2020 Total
Assets				
Current Assets				
Cash and cash equivalents	241,131	1,007	242,138	119,443
Accounts receivable - note 3	15,359		15,359	8,461
Accrued interest receivable		239	239	239
Prepaid expenses	2,104		2,104	1,317
Interfund due from/to - note 4	500	(500)		
	<u>259,094</u>	<u>746</u>	<u>259,840</u>	<u>129,460</u>
Long-Term Investments - note 5	<u>0</u>	<u>11,591</u>	<u>11,591</u>	<u>11,254</u>
	<u>\$ 259,094</u>	<u>\$ 12,337</u>	<u>\$ 271,431</u>	<u>\$ 140,714</u>
Liabilities and Net Assets				
Current Liabilities				
Accounts payable	1,336		1,336	1,189
Deferred revenue - note 8	38,544		38,544	44,044
	<u>39,880</u>	<u>0</u>	<u>39,880</u>	<u>45,233</u>
Net Assets				
Unrestricted net assets	219,214		219,214	82,482
Restricted net assets		12,337	12,337	12,999
	<u>219,214</u>	<u>12,337</u>	<u>231,551</u>	<u>95,481</u>
	<u>\$ 259,094</u>	<u>\$ 12,337</u>	<u>\$ 271,431</u>	<u>\$ 140,714</u>

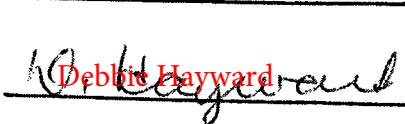
Approved on behalf of the board:

 ~~Keith Hayward~~

Co-Chair Keith Hayward

 ~~Ron Irvine~~

Treasurer Ron Irvine

 ~~Debbie Hayward~~

Director Debbie Hayward

The notes to financial statements are an integral
part of these financial statements.

Yorkton Short Film & Video Festival Inc.

Statement of Changes in Net Assets

For the year ended July 31, 2021

	2021	2020
Unrestricted Net Assets		
Balance, beginning of year	82,482	68,710
Add: Excess of revenue over expenses for the year	<u>136,732</u>	<u>13,772</u>
Balance, end of year	<u>\$ 219,214</u>	<u>\$ 82,482</u>
Restricted Net Assets		
Balance, beginning of year	12,999	12,429
Add: Excess (deficiency) of revenue over expenses for the year	<u>(662)</u>	<u>570</u>
Balance, end of year	<u>\$ 12,337</u>	<u>\$ 12,999</u>

*The notes to financial statements are an integral
part of these financial statements.*

Yorkton Short Film & Video Festival Inc.

Statement of Operations For the year ended July 31, 2021

	Budget (Note 10)	Operating Fund	Ruth Shaw Award Fund	2021 Total	2020 Total
Revenue					
Festival sponsorship	35,000	41,500		41,500	41,950
Grants - Sask. Arts Board Association	53,000	53,000		53,000	53,000
Grants - Telefilm Canada	22,045	22,045		22,045	22,045
Grants - City of Yorkton	15,000	24,651		24,651	23,433
Grants - other	50,000	26,187		26,187	7,787
COVID-19 programs - CEWS - note 12		93,882		93,882	
COVID-19 programs - STSSP - note 12		15,000		15,000	
Advertising - program and flyer	7,500	300		300	5,950
Conference registration fees	16,000				286
Donations and corporate sponsors	5,000	4,950		4,950	3,050
Film and video entry fees	15,200	14,757		14,757	15,012
Fundraising	8,000				
Lottery income	2,560	7,560		7,560	2,560
Interest income	800	159	338	497	885
	<u>230,105</u>	<u>303,991</u>	<u>338</u>	<u>304,329</u>	<u>175,958</u>
Expenses - pages 11-12					
Adjudication process	2,550	3,950		3,950	3,400
Advertising	7,900	3,959		3,959	7,849
Capital equipment	6,500	8,876		8,876	3,077
Bad debt			500	500	
Film and video program development	27,100	7,307		7,307	4,000
Golden Sheaf Awards competition	31,500	14,626	500	15,126	13,195
Hosting and other activities	1,200				100
Membership communication	400	387		387	399
Office	8,900	16,236		16,236	16,448
Other	6,150	8,022		8,022	7,331
Salaries	121,000	103,117		103,117	105,323
Special events/fundraising	15,800	210		210	
Travel and meetings	1,000	569		569	494
	<u>230,000</u>	<u>167,259</u>	<u>1,000</u>	<u>168,259</u>	<u>161,616</u>
Excess (Deficiency) of Revenue over Expenses for the Year	<u>\$ 105</u>	<u>\$ 136,732</u>	<u>\$ (662)</u>	<u>\$ 136,070</u>	<u>\$ 14,342</u>

*The notes to financial statements are an integral
part of these financial statements.*

Yorkton Short Film & Video Festival Inc.

Statement of Cash Flow
For the year ended July 31, 2021

	2021	2020
Cash Provided By (Used In):		
Operations		
Excess of revenue over expenses for the year	136,070	14,342
Net change in working capital	<u>(13,037)</u>	<u>12,103</u>
	123,033	26,445
Investing activities		
Additions to long-term investments	<u>(338)</u>	<u>(329)</u>
Net Cash Increase for the Year	122,695	26,116
Cash position, beginning of year	<u>119,443</u>	<u>93,327</u>
Cash Position, End of Year	<u>\$ 242,138</u>	<u>\$ 119,443</u>
Represented By:		
Cash and cash equivalents	<u>\$ 242,138</u>	<u>\$ 119,443</u>
Net change in working capital consists of:		
Decrease (increase) - accounts receivable	(6,898)	28,492
- prepaid expenses	(787)	1,966
Increase (decrease) - accounts payable	148	1,190
- other current liabilities	<u>(5,500)</u>	<u>(19,545)</u>
	<u>\$(13,037)</u>	<u>\$ 12,103</u>

*The notes to financial statements are an integral
part of these financial statements.*

Yorkton Short Film & Video Festival Inc.

Notes to Financial Statements
For the year ended July 31, 2021

1. Nature of Operations

The organization was incorporated on October 1, 1971 under the Non-Profit Corporations Act of Saskatchewan. The Yorkton Short Film & Video Festival Inc. is a charitable non-profit organization established to encourage knowledge of an interest in film and video art by presenting quality short film video to the public. The organization, as a registered charity, is not subject to income tax.

2. Significant Accounting Policies

These financial statements are the responsibility of management and have been prepared in accordance with Canadian accounting standards for not-for-profit organizations (ASNFPO) using the accounting policies as summarized below:

(a) Fund accounting

The accounts of the organization are maintained in accordance with the principles of fund accounting. For financial reporting purposes, accounts with similar characteristics have been combined into the following major funds:

(i) Operating fund

The operating fund reflects the primary operations of the organization, including grants for operations, sponsorships, fundraisers, entry fees and other unrestricted funds. Expenditures related to the festival, daily operations, fundraisers, board and services related to certain projects funded by sponsors are reported in the operating fund.

(ii) Ruth Shaw Award fund

This fund was established in October 2008 to provide a monetary award for the best Saskatchewan production at the Yorkton Short Film & Video Festival. The funds are to be maintained in a dedicated account, and administered by trustees appointed with the consent of Ruth Shaw's family.

(b) Cash and cash equivalents

Cash and cash equivalents represents cash on hand and cash held in banks, net of bank overdrafts.

(c) Tangible capital assets

Tangible capital assets are expensed in the statement of operations.

(d) Revenue

The organization follows the restricted fund method of accounting for contributions. Two funds have been established - the operating fund and the Ruth Shaw Award fund. In the operating fund, unrestricted contributions are recognized as revenue in the current period. When contributions are received to fund specifically identified expenses, or to provide operating funding for a specified period of time, the revenue is deferred in the operating fund until the conditions are met.

The Ruth Shaw Award fund recognizes revenue in the period in which the funds are received or as the commitment of funds become known and collection is reasonably assured. Interest revenue is recognized as earned.

Yorkton Short Film & Video Festival Inc.

Notes to Financial Statements
For the year ended July 31, 2021

2. Significant Accounting Policies - continued

(e) Donated materials and services

The organization benefits from the donation of materials and services. These financial statements do not reflect the value of donations-in-kind received in the year.

(f) Financial instruments

Measurement of financial instruments

The organization initially measures its financial assets and liabilities at fair value, except for certain non-arm's length transactions.

The organization subsequently measures all its financial assets and liabilities at amortized cost, except for investments in equity instruments that are quoted in an active market, which are measured at fair value. Changes in fair value are recognized in excess of revenue over expenses.

Impairment

Financial assets measured at cost are tested for impairment when there are indicators of impairment. The amount of the write-down is recognized in excess of revenue over expenses. The previously recognized impairment loss may be reversed to the extent of the improvement, directly or by adjusting the allowance account, provided it is no greater than the amount that would have been reported at the date of the reversal had the impairment not been recognized previously. The amount of the reversal is recognized in excess of revenue over expenses.

(g) Estimates

The preparation of financial statements in accordance with Canadian accounting standards for not-for-profit organizations requires management to make estimates and assumptions that affect the reported amount of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amount of revenues and expenses during the reported period. These estimates are reviewed periodically and, as adjustments become necessary, they are reported in the statement of operations in the period in which they became known.

Significant estimates have been made in the following financial statement areas:

- The ultimate ability to collect accounts receivable
- Grant revenues are recognized when management determines that the criteria for earning the funding has been met; however, the final determination of the qualification of expenses for funding commitments is determined by the granting body

Yorkton Short Film & Video Festival Inc.

Notes to Financial Statements
For the year ended July 31, 2021

	2021	2020
3. Accounts Receivable		
Accounts receivable are comprised of the following item:		
<i>Operating Fund</i>		
Grants and sponsorships receivable	13,852	6,716
Other accounts receivable	390	398
Goods and services tax rebate receivable	<u>1,117</u>	<u>847</u>
	<u>\$ 15,359</u>	<u>\$ 7,961</u>
<i>Ruth Shaw Award Fund</i>		
Sponsorship receivable	<u>\$ 0</u>	<u>\$ 500</u>
4. Interfund Due From/To		
Interfund balances bear no interest and have no fixed terms of repayment.		
5. Long-Term Investments		
Long-term investments consist of a term deposit bearing interest at 3.0%, maturing November 2023.		
6. Tangible Capital Assets Charged to the Statement of Operations		
Tangible capital assets not recorded on the statement of financial position include furniture, fixtures and equipment, computer hardware, computer software and leasehold improvements.		
7. Operating Loan		
The organization has a demand operating line-of-credit available to a maximum of \$12,000 with the Cornerstone Credit Union. Interest is payable monthly at the rate of 3.95% per annum. The operating loan is secured by a general security agreement.		
8. Deferred Revenue		
Deferred revenue is comprised of grant funds received in advance of fulfilling the related requirements to earn those grant revenues, or sponsorships and operating grants received advance of the period they are intended to fund.		
	2021	2020
Balance, beginning of year	44,044	63,589
Less: Amount recognized as revenue	134,943	110,325
Less: Amount repaid or repayable		1,125
Plus: Amount received or receivable	<u>129,443</u>	<u>91,905</u>
Balance, end of year	<u>\$ 38,544</u>	<u>\$ 44,044</u>

Yorkton Short Film & Video Festival Inc.

Notes to Financial Statements
For the year ended July 31, 2021

9. Risks Arising from Financial Instruments

The organization is exposed to various risks through its financial instruments. The following analysis presents the organization's risk exposure and concentrations at the reporting date.

Credit risk is the risk that one party to a financial instrument will cause a financial loss for the other party by failing to discharge an obligation. The organization's exposure to credit risk is not considered significant, as its accounts receivable are substantially all directly, or indirectly, from government granting sources.

Liquidity risk is the risk that an organization will encounter difficulty in meeting obligations associated with financial liabilities. The organization is exposed to this risk mainly in respect of its accounts payable.

10. Budget

The figures shown under the "Budget" column in the statement of operations are provided for information purposes only and have not been audited.

11. Saskatchewan Arts Board Funding

The amount reported in these financial statements as grant revenue from the Saskatchewan Arts Board is made up of a combination of Lottery and non-Lottery funding. This is made possible through the Partnership Agreement between the Saskatchewan Arts Board and SaskCulture Inc., which is the trustee for the Culture Section of Saskatchewan Lotteries Trust Fund for Sport, Culture and Recreation. Under the terms of this agreement for the applicable period, SaskCulture allocated a specified amount of Lottery funds to the Saskatchewan Arts Board as a portion of the total envelope of funds available for the program(s) through which this grant was adjudicated and approved.

12. Impact of COVID-19

On March 11, 2020, the World Health Organization categorized COVID-19 as a pandemic. The extent of this outbreak and related containment measures could have a material impact on the organization's operations, which cannot be reliably estimated at this time.

As a result of the COVID-19 pandemic, both the 2021 and 2020 festivals were held virtually. The future format of the festival is undetermined.

The organization received funding in the current year through the Government of Canada's Canada Employment Wage Subsidy (CEWS), and the Government of Saskatchewan's Tourism Sector Support Program (STSSP).

Yorkton Short Film & Video Festival Inc.

Schedules to Financial Statements

For the year ended July 31, 2021

	Budget (Note 10)	2021	2020
1. Adjudication Process			
Adjudication - honorarium	2,000	3,950	3,400
Adjudication - shipping	<u>550</u>		
	<u>\$ 2,550</u>	<u>\$ 3,950</u>	<u>\$ 3,400</u>
2. Advertising			
Advertising	3,100	1,447	4,112
Printing	2,700	1,492	2,304
Signage	800		38
Website	<u>1,300</u>	<u>1,020</u>	<u>1,395</u>
	<u>\$ 7,900</u>	<u>\$ 3,959</u>	<u>\$ 7,849</u>
3. Film and Video Program Development			
Conference and workshops	14,900		
Equipment rental	4,000	769	
Facilities	4,200	1,538	
Mentorship program	<u>4,000</u>	<u>5,000</u>	<u>4,000</u>
	<u>\$ 27,100</u>	<u>\$ 7,307</u>	<u>\$ 4,000</u>
4. Golden Sheaf Awards Competition			
Awards - cash	1,500	1,000	1,500
Awards - Golden Sheaf trophies	20,000	13,626	11,695
Awards - production	<u>10,000</u>		
	<u>\$ 31,500</u>	<u>\$ 14,626</u>	<u>\$ 13,195</u>
5. Hosting and Other Activities			
Honorarium/gifts			100
Transportation	<u>1,200</u>		
	<u>\$ 1,200</u>	<u>\$ 0</u>	<u>\$ 100</u>
6. Membership Communication			
Subscriptions and memberships	<u>\$ 400</u>	<u>\$ 387</u>	<u>\$ 399</u>
7. Office			
Copier lease and paper	1,000	298	234
Insurance	1,600	1,588	1,998
Postage, freight and courier	1,000	324	721
Rent		9,421	8,233
Supplies and stationery	1,800	905	1,667
Telephone and fax	<u>3,500</u>	<u>3,700</u>	<u>3,595</u>
	<u>\$ 8,900</u>	<u>\$ 16,236</u>	<u>\$ 16,448</u>

*The notes to financial statements are an integral
part of these financial statements.*

Yorkton Short Film & Video Festival Inc.

Schedules to Financial Statements

For the year ended July 31, 2021

	Budget (Note 10)	2021	2020
8. Other			
Data processing fees	1,000	1,788	1,397
Interest and bank charges	400	283	315
Professional fees - audit and legal	4,700	5,951	5,603
Repairs and maintenance	50		16
	<u>\$ 6,150</u>	<u>\$ 8,022</u>	<u>\$ 7,331</u>
9. Salaries			
Contract staff	3,000	6,743	1,508
Payroll processing fees	500	535	463
Salaries and wages	110,000	88,275	95,765
Staff training	300	275	485
Wage benefits	7,200	7,289	7,102
	<u>\$ 121,000</u>	<u>\$ 103,117</u>	<u>\$ 105,323</u>
10. Special Events/Fundraising			
Conference catering	7,600	210	
Fundraising	8,000		
Movie Night	200		
	<u>\$ 15,800</u>	<u>\$ 210</u>	<u>\$ 0</u>
11. Travel and Meetings			
Board and executive meetings	500		
Representation at other events	500	569	494
	<u>\$ 1,000</u>	<u>\$ 569</u>	<u>\$ 494</u>

*The notes to financial statements are an integral
part of these financial statements.*

YORKTON SHORT FILM FESTIVAL & VIDEO FESTIVAL INC.**BUDGET 01 /08/2021 to 07/ 31/ 2022****REVENUES**

Grants - SK Arts	53,000.00
Grants- Telefilm Canada	22,045.00
Grants- City of Yorkton	15,000.00
Grants - other	12,000.00
Sponsorships	58,000.00
Donations	0.00
Entry Fees	12,875.00
Registration	15,000.00
Advertising Sales	8,500.00
Interest	1,200.00
Fundraising	8,000.00
TOTAL REVENUES	205,620.00

EXPENSES*Administration*

Audit and Legal	5,700.00
Bank Fees	350.00
Credit Card Fees	0.00
Interest Expense	0.00
Wages- Full-time	88,000.00
Wages- Part-time	0.00
EI Expense	1,865.00
CPP Expense	4,244.00
WCB Expense	210.00
Benefits Plan Expense	4,437.00
Payroll Fees	534.00
Contracted Services	11,743.00
Rent	0.00
Office Supplies	2,400.00
Copier Expense(net)	904.00
Postage/Courier	324.00
Telephone/Internet	3,876.00
Insurance	1,621.00
Equipment Maintenance/Repair	500.00
Board Expenses	0.00
Travel/Accommodations	0.00
Meals	0.00
Memberships/Subscriptions	620.00
Advertising	1,200.00
Website/Social Media	1,000.00
Printing - General	600.00
Special Events Expenses	400.00

Total 130,528.00*Festival*

Jury Honorariums	4,000.00
Other Adjudication Expenses	0.00
Awards - Trophies	14,000.00
Awards - Prizes	1,500.00
Festival Advertising	4,000.00
Festival Printing	2,300.00
Signage	800.00
Creative	2,000.00
Production	11,000.00
Equipment Rental	4,300.00
Facility Rental	5,000.00
Festival Travel	7,000.00
Festival Accommodations	11,000.00
Festival Food and Catering	8,000.00

Total 74,900.00**TOTAL EXPENSES 205,428.00****NET INCOME 192.00**

TITLE: Recommendations from the Committee of the Whole Council Meeting – March 21, 2022 – Tax Policy Direction	DATE OF MEETING: March 28, 2022
	REPORT DATE: March 22, 2022
CLEARANCES:	ATTACHMENTS: None
Written by: Jessica Matsalla - City Clerk Jessica Matsalla	
Approved by: Lonnie Kaal - City Manager Lonnie Kaal	

PURPOSE/BACKGROUND

Annually, Council directs Administration on the preparation of Tax Policy. This occurs after receiving the taxable assessment values from SAMA. The City's assessment roll is open now for inspection until April 14. During Budget deliberations, it was determined that a 4.86% tax increase was required to generate the taxation revenue required for 2022. (That breakdown consists of 1% to Operations, 1% to Capital, 2.36% to RCMP contract increases, and 0.5% to make up for a decrease in our Municipal Revenue Sharing (PST) grant.) Tax Policy is implemented by passing annual taxation bylaws, which contain tax rates and other "tax tools" in the attempt to distribute the tax burden as fairly and equitably as possible.

On Monday, March 21, 2022 the Committee of the Whole Council met during an In-Camera session to discuss 2022 Tax Policy. The purpose of this report is for Council to formalize the direction arising from any recommendations from that session. The meeting minutes for March 21, 2022 were included for approval in the March 28, 2022 Council Meeting package.

DISCUSSION/ANALYSIS/IMPACT

The information that Council considered encompassed timelines and deadlines, tax incentives, and tax rates including options and implications on base taxes, and shifts amongst classes. The goal is for tax notices to be mailed out in May, and therefore, the Finance Department will prepare Tax Policy 2022 in accordance with the concept as outlined in the presentation of March 21, 2022 with the intent to present the tax rates and bylaws at the April 11, 2022 Regular Council Meeting.

COMMUNICATION PLAN/PUBLIC NOTICE

As noted above, the tax roll is open for inspection until April 14, 2022. Information on that and the appeal process is available on our website.

Once tax policy is ratified, specifics of that will be communicated through our normal mediums (website, and social media.) Tax Notices will be mailed once Tax Policy is determined.

Another informational resource can be found at:

<https://www.saskatchewan.ca/government/municipal-administration/taxation-and-service-fees/municipal-property-tax-tools>

OPTIONS

1. That Council accept Recommendation No. C00007-2022, as contained the Committee of the Whole Council Meeting minutes of March, 21, 2022, to

“Direct Administration to prepare 2022 Tax Policy in accordance with the concept presented in Option 4b., as contained in the report dated March 17, 2022 from the Director of Finance, for presentation at the Regular Council meeting of Monday, April 11, 2022.”

2. That Council accept Recommendation No. C00007-2022, as contained the Committee of the Whole Council Meeting minutes of March 21, 2022, with amendments.
3. Other direction as Council deems appropriate.

ADMINISTRATIVE RECOMMENDATION

1. That Council accept Recommendation No. C00007-2022, as contained the Committee of the Whole Council Meeting minutes of March, 21, 2022, to

“Direct Administration to prepare 2022 Tax Policy in accordance with the concept presented in Option 4b., as contained in the report dated March 17, 2022 from the Director of Finance, for presentation at the Regular Council meeting of Monday, April 11, 2022.”

TITLE: Municipal Gas Tax – 5 Year Capital Plan	DATE OF MEETING: March 28, 2022
	REPORT DATE: March 15, 2022
CLEARANCES:	ATTACHMENTS: 1) City of Yorkton - 5 Year Capital Plan
Written by: Ashley Stradeski – Director of Finance Ashley Stradeski	
Reviewed by: Jessica Matsalla - City Clerk Jessica Matsalla	
Approved by: Lonnie Kaal - City Manager Lonnie Kaal	

BACKGROUND

The City of Yorkton receives annual funding from the Canada Community Building Fund (formerly known as the Gas Tax Program). This grant is typically used for large scale capital projects. Previous projects using this funding include: Highway #9 improvements, street light improvements, roadway reconstruction, storm water management and most recently the reconstruction of Darlington/Mayhew. We receive approximately \$980,000 annually from this Federal grant, which goes towards the annual capital budget.

DISCUSSION/ANALYSIS/IMPACT

Under our Municipal Gas Tax Fund Agreement (MGTFa), which has been signed and approved by the City, we are required to provide the province with a five year capital plan, updated annually. This plan, attached to this report, is due March 31st. Per the MGTFa, the capital plan must be approved by Council.

The attached plan is only a general guideline in order to meet the requirements of the MGTFa. A more realistic ranking of projects will be undertaken this year, in conjunction with the annual budget process and Council's strategic priorities. Further, establishing facility priorities and asset management plans is a continual process for the City. Administration will continue to revise the five year plan annually as priorities and cost are determined and present it to Council for approval thereafter. Since Council has identified a strategic priority of making a more concrete five year capital budget, this plan will tie into it and can begin to form the foundation of it. This will be addressed in the future through the evolution of our budget process.

Note that this plan as presented has not undergone the capital budget process; rather, it is a listing of optional potential projects that could be proposed over the next five years. The purpose of this is to identify to the Province that the City is planning ahead, identifying project needs in advance and taking appropriate steps to achieve long-term goals and funding requirements.

FINANCIAL IMPLICATIONS

Approval and submission of this five year capital plan to the province is a requirement to continue to receive our Gas Tax funding. The City relies on this funding to complete capital projects.

OPTIONS

1. That Council approve the City's Five Year Capital Plan – March 2022, in order to meet the terms of the Municipal Gas Tax Fund (Canada Community Building Fund) Agreement.
2. That Council deny the approval of the City's Five Year Capital Plan – March 2022, for reasons listed by Council.
3. Other direction as Council deems appropriate.

RECOMMENDATION

That Council approve the City's Five Year Capital Plan – March 2022, in order to meet the terms of the Municipal Gas Tax Fund (Canada Community Building Fund) Agreement.

CITY OF YORKTON
5 Year Capital Plan
Prepared March 18, 2022

Attachment 1

Landfill - Self Sustaining

	2022	2023	2024	2025	2026	Total
Recycling Centre (New community drop off with bins /pavement)	\$ 50,000					\$ 50,000
Landfill Groundwater Monitoring	\$ 115,000					\$ 115,000
Landfill Master Plan (capping design, transfer station design)	\$ 75,000	\$ 75,000	\$ 75,000			\$ 225,000
Power Service Upgrade - Electrical	\$ 68,000					\$ 68,000
Landfill Storage Building - Design & Construction		\$ 240,000	\$ 3,000,000			\$ 3,240,000
Compost Pad / Stormwater Pond - Design & Construction				\$ 64,000	\$ 800,000	\$ 864,000
Existing Landfill Closure - Capping + Transfer Station					\$ 4,300,000	\$ 4,300,000
Phase II Cell - Design & Construction					\$ 5,250,000	\$ 5,250,000
Total Program Cost	\$ 308,000	\$ 315,000	\$ 3,075,000	\$ 64,000	\$ 10,350,000	\$ 14,112,000

Water Works - Self Sustaining

	2022	2023	2024	2025	2026	Total
BHL - Aquifer Investigation	\$ 250,000	\$ 375,000				\$ 625,000
Water Meter Replacement AMI	\$ 1,400,000					\$ 1,400,000
Water Well Improvements (Well 9, 16, 17)	\$ 767,500					\$ 767,500
New Well 13 - Remaining Work	\$ 116,000					\$ 116,000
New Water Well Buildings & Generators (13 and 9)	\$ 640,000					\$ 640,000
Boiler Replacement at Water Treatment Plant	\$ 125,000					\$ 125,000
Water Tower - Inspection/Recoating/Piping Replacement		\$ 3,335,000				\$ 3,335,000
Well 6 - Waterline Replacement to well 13					\$ 700,000	\$ 700,000
Well 7 - Waterline Replacement (7 - well 6, ~1635m)/Well Replacement/Mechanical		\$ 700,000	\$ 500,000			\$ 1,200,000
Well 8 - Well Replacement/Mechanical				\$ 350,000	\$ 300,000	\$ 650,000
Well 8 & 9 Waterline - Replace Well Line Under Yorklake (~500m)					\$ 1,700,000	\$ 1,700,000
Well 16 - New Well/Building/Mechanical/Electrical/Line Easements					\$ 1,450,000	\$ 1,450,000
Well 11 - Well Replacement/New Building/Mechanical/Generator			\$ 325,000	\$ 800,000		\$ 1,125,000
Well Line from 16 to 15					\$ 3,000,000	\$ 3,000,000
Water Plant - Filter media				\$ 600,000		\$ 600,000
North Industrial Water Tower - Design/Construction/Installation					\$ 4,000,000	\$ 4,000,000
Total Program Cost	\$ 3,298,500	\$ 4,410,000	\$ 825,000	\$ 1,750,000	\$ 11,150,000	\$ 21,433,500

Wastewater Treatment Plant - Self Sustaining

	2022	2023	2024	2025	2026	Total
WPCP Conceptual Design	\$ 300,000					\$ 300,000
WPCP Prelim Design		\$ 1,200,000				\$ 1,200,000
WPCP Detailed Design			\$ 6,000,000			\$ 6,000,000
WPCP Plant Expansion				\$ 40,000,000	\$ 20,000,000	\$ 60,000,000
Total Program Cost	\$ 300,000	\$ 1,200,000	\$ 6,000,000	\$ 40,000,000	\$ 20,000,000	\$ 67,500,000

Total Self-Sustaining Capital	\$ 3,906,500	\$ 5,925,000	\$ 9,900,000	\$ 41,814,000	\$ 41,500,000	\$ 103,045,500
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CITY OF YORKTON
5 Year Capital Plan
Prepared March 18, 2022

Planning, Building & Development

	2022	2023	2024	2025	2026	Total
Hwy 9 / Hwy 10 Corner Revitalization	\$ 50,000					
Airport - Runway Rehabilitation (Internal Loan)	\$ 260,000	\$ 250,000				\$ 510,000
Airport - New Terminal Building		\$ 268,000	\$ 232,000			\$ 500,000
Airport - Recreational Taxiway Entrance from Taxiway A	\$ 120,000					\$ 120,000
Airport - Cracksealing & Line Painting	\$ 38,000	\$ 25,000	\$ 38,000	\$ 25,000	\$ 38,000	\$ 164,000
Airport - Runway Lights Upgrades					\$ 250,000	\$ 250,000
Airport Equipment - Plow Truck, Back Up Generator & Snowblower			\$ 370,000	\$ 350,000		\$ 720,000
Total Program Cost	\$ 418,000	\$ 543,000	\$ 640,000	\$ 375,000	\$ 288,000	\$ 2,264,000

Engineering & Asset Management

	2022	2023	2024	2025	2026	Total
Drainage Plan - Victoria Ditch		\$ 300,000			\$ 4,000,000	\$ 4,300,000
Traffic Pole Replacement @ Intersections	\$ 120,000	\$ 230,000		\$ 540,000		\$ 890,000
Broadway Street West - Culvert Under Highway #52	\$ 208,000					\$ 208,000
Intersection Signals - Hwy 9 & King St		\$ 1,900,000	\$ 400,000			\$ 2,300,000
Ball Road - Paving	\$ 926,000					\$ 926,000
Intersection Signals - Hwy 9 & Queen St			\$ 1,700,000			\$ 1,700,000
Traffic Sign Replacement/School & Park Zone Signs	\$ 290,000					\$ 290,000
Intersection Upgrade - Hwy 9 & York Road					\$ 2,200,000	\$ 2,200,000
South Access @ Roundhouse Subdivision			\$ 400,000			\$ 400,000
Fibre Optic Cable Installation		\$ 107,000				\$ 107,000
Intersection Signals - Hwy 9 & Potoski Road				\$ 1,200,000		\$ 1,200,000
Intersection Signals - Smith St & Myrtle Ave					\$ 400,000	\$ 400,000
Timber Bridge Repairs - Landfill Road				\$ 300,000		\$ 300,000
York Road Reconstruction	\$ 300,000	\$ 4,400,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 10,700,000
York Road Underground Utilties	\$ 192,000	\$ 3,100,000	\$ 3,100,000			\$ 6,392,000
Fleet Purchases	\$ 650,000	\$ 1,005,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 3,755,000
Asset Management & GIS Software Upgrades		\$ 140,000				\$ 140,000
Access Transit Bus Replacement		\$ 100,000				\$ 100,000
Total Program Cost	\$ 2,686,000	\$ 11,282,000	\$ 8,300,000	\$ 4,740,000	\$ 9,300,000	\$ 36,308,000

Public Works

	2022	2023	2024	2025	2026	Total
Residential Reconstruction - Weinmaster Design	\$ 150,000	\$ 75,000				\$ 225,000
Gladstone Ave Improvements & Reconstruction	\$ 150,000			\$ 3,500,000		\$ 3,650,000
Smith Street Improvements & Reconstruction	\$ 150,000				\$ 1,800,000	\$ 1,950,000
Resurfacing/Overlay Program	\$ 560,000	\$ 560,000	\$ 560,000	\$ 560,000	\$ 560,000	\$ 2,800,000
Total Program Cost	\$ 1,010,000	\$ 635,000	\$ 560,000	\$ 4,060,000	\$ 2,360,000	\$ 8,625,000

CITY OF YORKTON
5 Year Capital Plan
Prepared March 18, 2022

Pathways

	2022	2023	2024	2025	2026	Total
Waterloo Park Pathway	\$ 100,000					\$ 100,000
Weinmaster Park Pathway			\$ 1,000,000			\$ 1,000,000
Heritage Heights Pathway				\$ 200,000		\$ 200,000
Riverside Terrace Park Path Paving					\$ 400,000	\$ 400,000
Total Program Cost	\$ 100,000	\$ -	\$ 1,000,000	\$ 200,000	\$ 400,000	\$ 1,700,000

Gallagher Centre

	2022	2023	2024	2025	2026	Total
Ag Pavillion/Flexihall/Interior Common Area - Lighting Upgrades		\$ 170,000	\$ 100,000	\$ 170,000		\$ 440,000
Fire Lane Paving		\$ 50,000				\$ 50,000
Waterpark Upgrades - Dehumidification, Changrooms, Sound Sys	\$ 630,000	\$ 50,000				\$ 680,000
Building Upgrades - Staging, Management System, Arena Beverage Rail, Plumbing Upgrades	\$ 130,000			\$ 25,000	\$ 100,000	\$ 255,000
Arena - Ice Plant Replacement, Dehumidification, New Arena Slab	\$ 1,085,000				\$ 2,500,000	\$ 3,585,000
Roof Top Replacement	\$ 400,000	\$ 50,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 750,000
Sandblast and Refinish Exterior Balcony					\$ 100,000	\$ 100,000
Equip - Hot Water Heaters, Storage Tanks, Filters, Ozone Generator		\$ 74,000	\$ 100,000	\$ 250,000		\$ 424,000
Total Program Cost	\$ 2,245,000	\$ 394,000	\$ 300,000	\$ 545,000	\$ 2,800,000	\$ 6,284,000

Deer Park

	2022	2023	2024	2025	2026	Total
Irrigation & Drainage	\$ 100,000	\$ 150,000	\$ 100,000	\$ 150,000	\$ 100,000	\$ 600,000
Equipment Purchases - Mowers	\$ 200,000		\$ 100,000	\$ 100,000	\$ 100,000	\$ 500,000
Cart Paths/Parking Lot Cart Compound/Road Lights	\$ 50,000	\$ 15,000			\$ 25,000	\$ 90,000
Fleet & Cart Storage Building				\$ 500,000		\$ 500,000
New Clubhouse & Maintenance Building	\$ 7,600,000	\$ 50,000				\$ 7,650,000
Total Program Cost	\$ 7,950,000	\$ 215,000	\$ 200,000	\$ 750,000	\$ 225,000	\$ 9,340,000

CITY OF YORKTON
5 Year Capital Plan
Prepared March 18, 2022

Indoor Facilities

	2022	2023	2024	2025	2026	Total
Indoor Rec Facility - Investigation/Study		\$ 40,000				\$ 40,000
Kinsmen - Ice Plant & Arena Upgrades, LED Sign		\$ 2,775,000		\$ 85,000		\$ 2,860,000
Godfrey Dean - Roof Repairs, Exterior Revitalization, Kitchenette, Flooring	\$ 50,000	\$ 205,000	\$ 50,000	\$ 25,000		\$ 330,000
Godfrey Dean/Gloria Hayden - Windows	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 200,000
Gloria Hayden - Gym & Office Flooring, Court Wall Replacement	\$ 25,000		\$ 100,000			\$ 125,000
Facility HVAC Roof Top Replacement	\$ 75,000	\$ 50,000	\$ 75,000	\$ 50,000	\$ 50,000	\$ 300,000
Library - Sewer Line, Programming Room, Floor Replacement	\$ 60,000		\$ 30,000		\$ 120,000	\$ 210,000
Tourism/Chamber - Flooring Replacement					\$ 25,000	\$ 25,000
Total Program Cost	\$ 250,000	\$ 3,110,000	\$ 295,000	\$ 200,000	\$ 235,000	\$ 4,090,000

Parks and Outdoor Facilities

	2022	2023	2024	2025	2026	Total
Outdoor Recreation - Investigation/Study		\$ 30,000				\$ 30,000
Cemetery - Concrete Runners, Chemical Storage Shed	\$ 55,000	\$ 21,000				\$ 76,000
BMX Pump Bike Park - plus basketball court and parking lot		\$ 690,000				\$ 690,000
Patrick Park - Disc Golf Pads, Washrooms/Shelter	\$ 30,000				\$ 100,000	\$ 130,000
Heritage Park - Washroom/Shelter					\$ 100,000	\$ 100,000
Heritage & Knights Park - Outdoor Basketball Courts	\$ 100,000		\$ 100,000			\$ 200,000
Weinmaster Park - Washrooms & Shelter, Rink Work		\$ 75,000		\$ 75,000		\$ 150,000
Fit-Park (Logan Green)				\$ 100,000		\$ 100,000
Equipment - Mowers	\$ 37,000		\$ 37,000		\$ 75,000	\$ 149,000
Silver Heights - Washroom/Shelter & Picnic Pads					\$ 125,000	\$ 125,000
Knights of Columbus Park - Washroom/Shelter					\$ 100,000	\$ 100,000
Total Program Cost	\$ 222,000	\$ 816,000	\$ 137,000	\$ 175,000	\$ 500,000	\$ 1,850,000

Total Capital (Requiring Funding)	\$ 14,881,000	\$ 16,995,000	\$ 11,432,000	\$ 11,045,000	\$ 16,108,000	\$ 70,461,000
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Total City Capital - 5 Year Plan	\$ 18,787,500	\$ 22,920,000	\$ 21,332,000	\$ 52,859,000	\$ 57,608,000	\$ 173,506,500
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